



## City of North Bay Report to Council

Report No: CSBU-2022-027

Date: June 2, 2022

Originator: Peter Carello, Senior Planner – Current Operations

Business Unit:

Department:

Community Services

Planning & Building Department

Subject: Proposed Zoning By-law Amendment by Antech Design and Engineering Group on behalf of 2865755 Ontario Ltd. – 458 Lakeshore Drive

Closed Session: yes ☐ no ☒

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### Recommendation

1. That the proposed Zoning By-law Amendment by Antech Design and Engineering Group on behalf of 2865755 Ontario Ltd. – 458 Lakeshore Drive in the City of North Bay to rezone the property from a “Residential Sixth Density (R6)” zone to a “Residential Multiple Third Density Special Holding (RM3H Sp.)” zone for the property legally described in Appendix A to Report to Council No. CSBU 2022-027 be approved; and
2. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

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### Background

#### Site Information

**Legal Description:** See [Appendix A](#)

**Site Description:** The subject property is an existing lot of record on Lakeshore Drive, located approximately 30m to the east of the Eva Wardlaw Conservation Area, as shown below and on attached [Schedule 'A'](#).

The property has road frontage on both Lakeshore Drive and Karla Drive. The property is currently developed with a low density residential use. This home is closer to Lakeshore Drive. The area of the property closer to Karla Drive is heavily treed and undeveloped.

It is designated "Residential" by the Official Plan and is zoned "Residential Sixth Density (R6)" under the City's Zoning By-law No. 2015-30.

**Figure 1: Map of Subject Property and Surrounding Area**



The property has an existing lot area of 0.3ha and lot frontage of 21.37m on Lakeshore Drive, as shown on attached [Schedule B](#).

### **Surrounding Land Uses:**

The immediate surrounding properties consist of a mix of uses. To the north, located at 450 Lakeshore, there are approximately forty 2-storey condo units. To the east are low density residential uses and some vacant land. There are also three properties abutting the subject property to the south. The first, located at 464 Lakeshore Drive consists of a commercial building fronting on Lakeshore Drive with a residential unit in the rear. The second, located at 468 Lakeshore Drive is built up with one residence and approximately 10 tourist cabins. The third, located at 108 Karla Drive is a semi-detached dwelling that operates as a group home. To the west are Lakeshore Drive and the Eva Wardlaw Conservation Area.

The larger area is diverse in the type of uses that are present. There are a number of motels, tourist commercial establishments, various commercial establishments (including large retail locations and restaurants) all along Lakeshore Drive and high density residential uses along William Street, approximately 200m from the subject lands. There are also a number of schools, parks & playgrounds and places of worship in the general area.

## **Proposal**

Antech Design and Engineering Group on behalf of 2865755 Ontario Ltd. has submitted an application to rezone the property located at 458 Lakeshore Drive from a "Residential Sixth Density (R6)" to a "Residential Multiple Third Density (RM3 Sp.)".

The purpose of the application is to construct a 2 storey apartment building comprised of a total of 24 residential units with 36 parking spaces on-site.

The Special Zone request would:

- Reduce the lot frontage to the existing 21.37m;
- Reduce both side yard setbacks to 3m;
- Reduce the amount of minimum useable open space to 20% of the lot area, and
- Limit the maximum height to 2 storeys.

As outlined in this report, as a result of responses received through the internal and public circulation processes, staff is recommending that the property be placed in a Holding zone to address potential concerns related to traffic and service capacity.

## **Summary**

The proposed rezoning would result in the redevelopment of the property in order to construct a 2-storey, 24 unit apartment building with 36 parking spaces on-site. Both the City's Official Plan and the Provincial Policy Statement encourage municipalities to facilitate the development of this type of housing.

The proposed development would take place within an existing built up area where infill development is encouraged by the Official Plan and the Provincial Policy Statement.

The City's Official Plan includes policy that establishes where high density development is encouraged to take place. The property is largely in keeping with the characteristics identified by the Official Plan as being favorable for multi-residential development, such as frontage on a major road, having access to public services, being located close to major commercial operations and having access to parks and natural areas. These policies are described in further detail in the Official Plan section of this report.

This rezoning request was circulated to the internal departments and external agencies that comment on these types of applications. Of the

internal departments and external agencies which have provided comments, none have offered any objections. Comments from the public have been received and are included in the correspondence section of this report as well as in [Appendix 'B'](#).

It is my professional opinion that the proposed Zoning By-law Amendment is in conformity with the Official Plan and the Growth Plan for Northern Ontario (GPNO 2011) and the end use is consistent with the Provincial Policy Statement (PPS 2020).

## **Provincial Policy**

### **Growth Plan for Northern Ontario (GPNO 2011)**

The Growth Plan for Northern Ontario (GPNO 2011) was introduced on March 3rd, 2011. All Planning Applications must consider this Plan as part of the evaluation process. Section 3(5)(b) of the Planning Act requires that decisions made under the Planning Act need to conform to the Provincial Plan or shall not conflict with it, as the case may be.

The GPNO 2011 is broad in scope and is aimed at shaping development in Northern Ontario over the next 25 years. It outlines strategies that deal with economic development, education, community planning, transportation/infrastructure, environment, and Aboriginal peoples. This Plan is primarily an economic development tool that encourages growth in Northern Ontario. Specific Planning related policies, including regional economic planning, the identification of strategic core areas, and targets for intensification have not yet been defined by the Province or incorporated into the Official Plan.

Section 4 of the GPNO (Communities) deals with land use planning matters. This Section speaks to creating a vision for a community's future. The City of North Bay achieves this through the implementation of the Official Plan. As discussed in greater detail later in the report, it is my opinion the proposed development conforms with the City's Official Plan.

In my professional opinion, the proposed Zoning By-law Amendment conforms with the policies and direction provided by the Growth Plan for Northern Ontario (GPNO 2011).

### **Provincial Policy Statement (PPS 2020)**

The current Provincial Policy Statement issued by the Provincial government came into effect on May 1, 2020. This proposal has been reviewed in the context of the Provincial Policy Statement (PPS 2020).

Excerpts of the Provincial Policy Statement (PPS 2020) applicable to this

application are outlined below.

The PPS 2020 defines Residential Intensification as follows;

**Residential Intensification:** means intensification of a property, site or area which results in a net increase in residential units or accommodation and includes:

- a) redevelopment, including the redevelopment of brownfield sites;
- b) the development of vacant or underutilized lots within previously developed areas;
- c) infill development;
- d) development and introduction of new housing options within previously developed areas;
- e) the conversion or expansion of existing industrial, commercial and institutional buildings for residential use; and
- f) the conversion or expansion of existing residential buildings to create new residential units or accommodation, including accessory apartments, additional residential units, rooming houses, and other housing options.

The proposed rezoning of the subject lands meets this definition of residential intensification. The property is currently developed with a low density residential use. If the proposed Zoning By-law Amendment were to be approved, a new twenty-four (24) unit apartment building would be constructed. The proposal also represents infill development within an existing built up neighbourhood and introduces new housing options within a previously developed area.

The PPS 2020 encourages residential intensification within a community. There are several passages of the PPS 2020 outlining this policy directive. The Preamble to Part IV (Vision for Ontario's Land Use Planning System) states;

*"Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs."*

Section 1.1.3.2 – Settlement Areas reads;

*"Land use patterns within settlement areas shall be based on densities and a mix of land uses which:*

- a) efficiently use land and resources;*
- b) are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*

- c) *minimize negative impacts to air quality and climate change, and promote energy efficiency;*
- d) *prepare for the impacts of a changing climate;*
- e) *support active transportation;*
- f) *are transit-supportive, where transit is planned, exists or may be developed; and*
- g) *are freight-supportive.”*

The subject property is fully serviced by municipal sewer & water and is located in a built-up part of the City. As such, this site serves as an efficient use of land and services.

The subject property also supports active transportation and transit. There are existing sidewalks along both sides of Lakeshore Drive, which is an arterial road. There are also existing transit stops directly in front of the subject property and 2 transit routes (#2 Marshall Park and #4 Junction) along Lakeshore Drive.

Section 1.4.3 – Housing reads;

*“Planning authorities shall provide for an appropriate range and mix of housing options and densities to meet projected market-based and affordable housing needs of current and future residents of the regional market area by:*

*a) permitting and facilitating:*

- 1. all housing options required to meet the social, health, economic and well-being requirements of current and future residents, including special needs requirements and needs arising from demographic changes and employment opportunities; and*
- 2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;”*

The intent of directing higher levels of density into a community’s Settlement Area is to ensure that the larger proportion of a community’s population is located in a concentrated area, thereby reducing the overall amount of land that a municipality requires to house its population. Settlement Areas are also where public services are available. This reduces a community’s impact on the natural environment and puts less stress on services and resources.

The proposed construction of a 2-storey, 24 unit apartment building would represent greater levels of density being located within the Settlement Area, as encouraged by the above noted policies of the PPS

2020.

The PPS 2020 is a high level visionary document. It does not provide direction that is specific enough to identify locations that are preferred for apartment buildings. The City's Official Plan does provide some level of specificity and is discussed later in this report.

It is my professional opinion that the end use of the proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement (PPS 2020).

### **Official Plan**

The subject lands are currently designated "Residential" in the City of North Bay's Official Plan. Excerpts of the Official Plan applicable to this application are outlined below.

One of the core principles of the Official Plan is to direct higher levels of development into the City's Settlement Area on full municipal services. By focusing higher levels of development in this manner creates efficient development patterns and is a more sustainable approach to community building. Section 1.4.2 of the Official Plan reads;

*"North Bay endorses the principles of "smart growth" by concentrating growth within the Settlement Area in a manner that new development has easy access to employment lands, commercial lands, residential lands, parks, trails and public transit. North Bay continues the practice of concentrating growth within the Settlement Area in a manner that allows new development to have easy and efficient access to employment, residential, commercial and park areas."*

The subject property is located in a built up area with access to the full range of public services. This includes municipal sewer/water, nearby access to parks, transit and commercial areas within short walking distances.

The Official Plan contains policies that specifically relate to the placement of high density residential development. Relevant high density housing policies are cited below:

*"2.1.12.2 - High and medium density developments should include common facilities, such as parks or open space.*

*2.1.12.3 - High density developments will be encouraged to locate in suitable areas including:*

*a) the Central Business District and its immediate vicinity, or*

- b) in close proximity to major shopping areas, community facilities, open space and recreational facilities, or*
- c) in peripheral locations around residential neighbourhoods with access to major collector or arterial roads, or*
- d) when designed as an integral part of a new Plan of Subdivision."*

The subject property is in close proximity to; a major shopping area (Nipissing Plaza), parks & playgrounds (Silver Beach, Eva Wardlaw Conservation Area, West Ferris Lions Park), schools & their associated daycares (West Ferris High School, Silver Birches Public School, Our Lady of Fatima Catholic Elementary School) and has direct access to a major arterial road (Lakeshore Drive).

*2.1.12.4 - Apartment buildings shall be sited so that they:*

- a) enhance the visual image of the City;*
- b) create focal points that emphasize important locations in the City;*
- c) do not unduly overshadow or interfere with visual amenities of lower density residential areas by reason of their bulk; and*
- d) relate compatibly with existing buildings and with the character of the immediate area, and do not constitute an intrusion into an established area of lesser density."*

The proposed Special Zone would limit the height of new development to two storeys.

There are a number of medium and high density residential uses within 200m of the subject property. These include; an 8 storey, 33 unit condo building at 441 William Street and a 4 storey, 30 unit condo at 425 William Street.

The neighbouring property to the north, located at 450 Lakeshore Drive consists of 40 two storey townhouse condominium units.

The current R6 zoning on the subject property would also permit 2 storey townhouses (cluster, stacked or street front). Staff is of the opinion that these permitted townhouses would have similar physical characteristics and bulk as the apartment structure being proposed for this application.

The abutting land to the south is used for a commercial tourist operation (Shady Maple Villa), a mixed use commercial/residential building and low density residential uses off Karla Drive/Lovell Avenue.

There is fencing along the southern property line. However, it varies in height, construction type and condition. Should this rezoning application be approved, Staff recommends the construction of a new privacy fence



along the entire length of the southern property line to create a visual buffer between the subject property and neighbouring properties to the south. Specifics concerning the recommended fence will be determined at the Site Plan Control phase.

*"2.1.12.7 - In the development of new apartment buildings, the City may require that a minimum amount of the land, or an equivalent amount of cash, be dedicated for park or open space purposes.*

*2.1.12.8 - In considering applications for higher density residential uses, it shall be clearly demonstrated to the satisfaction of the City that no undue pressure will result on:*

- a) arterial or collector roads;*
- b) parks, open space and recreational facilities;*
- c) schools; and*
- d) sewers and water mains*

The City acquires land for new park spaces when there is a shortage of parks in the immediate area and where the City can acquire sufficient land to construct a meaningful park. Considering that there is a conservation area on the opposite side of Lakeshore Drive and a public park a little more than 100 metres to the south, it is staff's opinion that new park space is not warranted.

There is no indication that the proposed construction of the 24 unit apartment building shall have any notable effect on the different forms of infrastructure/public services noted in Section 2.1.12.8, cited above. However, the developer would be required to complete a number of requirements prior to construction. The preliminary comments from the City's Engineering department state the following;

- Karla Drive will required to be brought up to current road standards (asphalt, curb, storm sewer etc.) due to Karla Drive being proposed as one of the two accesses to the development;
- Private Approaches (entrance and exits) will need to meet the City's Private Approach By-Law 2017-72;
- It will be the proponent's responsibility to confirm servicing requirements and conduct necessary testing;
- The developer must enter into a Service Contract with the Engineering Department for any services, restoration work or work in general on City property;
- A Traffic Impact Study is required for this development including trip generation rates and any potential impacts/issues.

*2.1.12.9 - Apartments shall not be approved where major traffic flows will result on local streets serving low density residential development.*

The proposed development would have access from both Lakeshore Drive, a major arterial road to the west side of the property and Karla Drive, a local street to the east of the property. Vehicles accessing the Lakeshore Drive access would park in the western-side parking area while those using the Karla Drive access would park in the eastern side parking area. See [Schedule 'B'](#) attached. As is stated in the comments provided by the City's Engineering Department; a Traffic Impact Study will be required to calculate trip generation rates and any potential impacts or issues and Karla Drive will be required to be brought up to current road standards (asphalt, curb, gutter etc.). Any recommendations from the traffic impact study will be required to be implemented by the developer.

Staff is recommending that the property be placed under a "Holding (H)" zone until the traffic study and service capacity assessment is completed and approved by the City's Engineering Department.

*2.1.12.10 - Apartment buildings shall be separated from adjacent dwellings by a distance sufficient to maintain adequate privacy, amenity and the value of surrounding property.*

*2.1.12.11-The City shall ensure that existing and future low density residential uses shall be protected from future high density residential development through the use of adequate setbacks and buffering.*

The applicant has requested a special zone to reduce the side yard setback from the required 6m to the proposed 3m for both sides. The subject property is fairly narrow at approximately 21.37m in width. In considering the reduction of the side yard setbacks the proposed development is evaluated for open space, privacy, etc. The applicant is also proposing a building envelope that uses the given space effectively.

Staff has also evaluated the proposal based on the current zoning of the property. The existing R6 zone permits townhouses (street front, stacked and cluster) with a required setbacks of 1.2 metres for a 1-storey building or 1.8 metres for a 2-storey building. The proposed setback of 3 metres increases the setback from what is currently permitted.

Staff recommends that a privacy fence be constructed along the entire length of the southern property line of the subject property. This fence would create an effective visual buffer between the proposed development (including both parking areas) and the existing abutting properties at 464 Lakeshore Drive, 468 Lakeshore Drive and the semis at 108 and 100 Karla Drive. The specific details and characteristics of the type of the fence would be developed at the Site Plan Control stage.

*2.1.12.12 - There shall be no development of high density residential*

*units except by site plan control, as provided for in the Planning Act.*

The subject property is subject to Site Plan Control. Site Plan Control will be used to ensure that the new development project is based on sound planning & design principles, with a particular emphasis on ensuring that the development is integrated harmoniously with the surrounding area, are attractive, safe, environmentally sound and accessible.

*2.1.11.3 - In the development of new residential neighbourhoods, and as far as possible in the infilling of those already established, or in redevelopment in older neighbourhoods, high standards of residential amenity will be encouraged through the use of the following design principles:*

- a) Separate pedestrian walkways or trails will be encouraged, where feasible, and designed to facilitate access to elementary schools;*
- b) Varieties of residential types will not be mixed indiscriminately, but will be arranged in a gradation so that higher density developments will complement those of a lower density, with sufficient spacing between tall apartments and lower row houses and single detached houses to maintain privacy, amenity and value;*
- c) Sufficient land is to be assembled for residential developments to eliminate isolated parcels that would be difficult to develop or redevelop at a later date;*
- d) Prior to any zoning changes to permit residential development it shall be established that schools, parks and all other services are adequate according to the standards in this Plan, and that access points to multiple family accommodations are adequate and safe; and*
- e) Where older adult developments and/or retirement communities are located or planned within residential neighbourhoods, Council shall have regard for considerations such as location, housing types, community services and staging of construction."*

The subject property is less than 300m from a major shopping area (Nipissing Plaza), has direct access to a major arterial road (Lakeshore Drive) and is in character with existing buildings in the general area.

The subject property is also in close proximity to various parks and playgrounds (Silver Beach, West Ferris Lions Park, Parks Creek Park and Superior Crescent Park) and multiple schools (West Ferris Secondary, Silver Birches Public School and Our Lady of Fatima Catholic School).

In reviewing the above noted policies, it is my professional opinion that the the Zoning By-law Amendment is appropriate and conforms to the City of North Bay's Official Plan.

## **Zoning By-Law No. 2015-30**

The subject property is presently zoned "Residential Sixth Density (R6)". The R6 zone permits the following uses:

- Semi-detached Dwelling;
- Duplex Dwelling;
- Triplex Dwelling;
- Fourplex Dwelling;
- Cluster Townhouse;
- Stacked Townhouse;
- Street Front Townhouse;
- Group Home Type 1;
- Group Home Type 2;
- Accessory Home Based Business;
- Parks and Playgrounds;
- Accessory Day Nursery; and
- Institutional Uses.

The proposed "Residential Multiple Third Density Holding Special (RM3H Sp.)" zone would permit the following uses:

- Apartment Dwellings;
- Boarding, Lodging or Rooming House;
- Group Home Type 2;
- Accessory Home Based Business;
- Accessory Non-Residential Use;
- Parks, Playgrounds and Non-profit uses;
- Day Nursery; and
- Institutional Uses.

The Special Zone request would:

- Reduce the lot frontage to the existing 21.37m;
- Reduce the side yard setback to 3m;
- Reduce the amount of minimum useable open space to 20% of the lot area; and
- Limit the maximum height to 2 storeys.

The subject property is able to meet all other regulations of the Zoning By-law.

## **Correspondence**

This proposal was circulated to property owners within 120 metres (400 feet) of the subject lands, as well as to several municipal departments and agencies that may have an interest in the application. In terms of

correspondence received from these departments and agencies, the Planning Department received the following comments:

The Ministry of Transportation responded with no comments or concerns.

The North Bay Mattawa Conservation Authority identified that the subject property is in the flood fringe of Parks Creek. As a result, the developer would need to obtain a Development, Interference with Wetlands & Alteration to Shorelines & Watercourses (DIA) permit from their office to mitigate against any possibility of flooding.

The Building Department did not have any concerns but did note that the proximity to the side lot lines may require certain construction measures be put in place, including limiting the number of unprotected openings (such as windows) and using fire rated materials on the north and south faces of the building.

The Engineering Department provided the following comments:

- 1. We will require a stormwater management (SWM) report for the proposed development which meets our technical standards for quality and quantity control.*
- 2. The following engineering civil plans/drawings are required:*
  - a. Site Servicing (if any new services are being proposed and/or existing services are being upgraded/retired);*
  - b. Grading Plan;*
  - c. Pre and post development drainage plans;*
  - d. Erosion and sediment control.*
- 3. All the drawings and SWM reports must be designed and stamped by a Professional Engineer licensed to practice in the province of Ontario. Documents must be sealed prior to being submitted to the City for review.*
- 4. It is noted that there is existing mainline sewers (sanitary and water) located within the Lakeshore Road and Karla Drive right-of-ways.*
- 5. As this application is proposing to use Karla Drive as an entrance/exit to the development, we will require Karla drive to be improved to meet our current road standards (asphalt, curb, storm sewer, etc.).*
- 6. Private Approaches (entrance and exits) will need to meet the City's Private Approach By-Law 2017-72.*

- 7. It will be the proponent's responsibility to confirm servicing requirements and conduct necessary testing.*
- 8. The developer must enter into a Service Contract with the Engineering Department for any services, restoration work or work in general on City property.*
- 9. A traffic impact Study is required for this development including trip generation rates and any potential impacts/issues.*
- 10. A security deposit of 10% of the value of all on-site works (excluding the building) will be required. An engineering estimate of the on-site works is to be provided in order to determine the security deposit value. A deposit of \$1,000 will be required as a minimum.*

*At this stage, these comments are very high level and upon receiving further information and detailed plans we will have additional comments to provide.*

Given the Engineering Department's comments regarding the requirement for a Traffic Impact Study and for confirmation of service capacity, Planning Staff are recommending the subject property be placed in a Holding Zone until such a time that these items have been reviewed and recommendations (if any) are incorporated into the site design.

Planning staff received several responses from the public. The following is intended to provide a general summary of some of the concerns raised by members of the public. It is not intended to discuss all points made by the public. A complete copy of all correspondence received from the public is attached to this Report as [Appendix B](#).

Height of building/privacy: There has been some opposition to the proposed 2 storey height of the building. Staff would note that 2 storey structures are currently permitted on the subject property with the existing "Residential Sixth Density (R6)" zoning.

Townhouses of different forms (stacked, street front and cluster) are permitted under the existing zoning. Staff is of the opinion that the proposed structure would have similar physical characteristics to townhouses currently permitted in the R6 zone. The requested Zoning By-law Amendment would also limit the height of the structure to 2 storeys.

Staff is also recommending the construction of a privacy fence along the entire length of the southern property line of the subject property in order to provide a visual buffer between the proposed development and

the abutting properties to the south. This privacy fence would create an effective buffer for the ground level apartment units and the proposed parking areas at either end of the proposed development and the abutting properties to the south.

There is an existing fence located between the subject property and 464 Lakeshore Drive. The details surrounding the recommended privacy fence will be developed at the Site Plan Control Agreement stage.

Emergency vehicle access: A few public comments had concerns surrounding emergency vehicles not having adequate access due to the building envelope. Staff notes that the Building Department reviews fire safety requirements at the building permit stage. Fire safety standards are established within the *Building Code*. If the proponent cannot meet the required standards, a building permit will not be obtained. Building staff have confirmed that a fire route around the perimeter of the building is not required.

Staff notes that the proponent will be required to bring Karla Drive up to required standards (asphalt, gutter, curb, storm sewer, etc.).

Site Design: One neighbour expressed concern about the site design. Specific concerns that were raised were garbage storage, snow storage, lack of personal space for tenants for barbeques, bikes, etc.

These matters are items that are finalized at the Site Plan Control Agreement phase of development. However, Planning staff has discussed these concerns with the agent for the applicant. They are aware that both garbage storage and snow storage will need to be provided on site. The agent advised that a revised site plan will be provided to address these matters through Site Plan Control.

Property Values/Affordable Housing: Some individuals cited their concern that the placement of an apartment building would reduce their property value. Staff would note that property values are not a land use matter and is not considered as part of the evaluation of applications made under the Planning Act.

Some individuals also inquired if the proposed apartment units would be specifically for 'low income individuals'. Consistent with the direction provided by the Ontario Human Rights Commission, staff does not consider the issue of ownership or individuals' income level in the evaluation of Zoning By-law amendments.

There have been numerous studies from different jurisdictions that have examined the question the effect for apartment buildings, particularly

affordable housing on property value. The significant majority of this research shows no particular effect on property values.

The Ontario HomeComing Coalition document titled *Yes, In My Backyard – A Guide for Ontario Supportive Housing Providers*, reached the following conclusion regarding the effect of affordable housing:

*"In 26 U.S. and Canada studies, 25 studies showed social housing – including housing for people with mental illness – had no impact on property values, and the 26th study was inconclusive. In fact, property values near social housing typically rose faster than property values in other areas. In B.C., for example, professional appraisers tracked the impact of seven social housing projects. In every case, neighbours opposed the projects because they feared their property values would go down. The appraisers tracked sale prices among nearby houses, and compared these to a control area, over five years. The findings: house prices near the controversial projects increased as much – and in five of the seven cases, more than – houses in the control area. There was no evidence of panic selling, or of houses taking extraordinarily long times to sell."*

Traffic: Several individuals expressed concerns regarding to the volume of traffic that would be generated by the proposed apartment building. Specific concerns included; safety concerns with the addition of the proposed entrance/exit on Lakeshore Drive and the concern of increased traffic on Karla Drive.

The City's Engineering also commented that a traffic study would be required prior to the development taking place. Planning staff is recommending that the property be placed in a "Holding" zone to until a traffic study is completed.

Greenspace: Some individuals inquired if there were plans for greenspace on the subject property.

The City's Official Plan contains identified areas of development constraint that need to be addressed prior to development. The subject lands do not have any environmental constraints that would preclude the development of these lands. The property has not been identified for future park requirements in the City's Parks Master Plan.

Regarding the passive enjoyment of the greenspace and parks & playgrounds, staff would note that parks and open spaces are generally publically owned and planned a high level. There are several parks, conservation areas, playgrounds and public beaches within close



proximity to the subject property. Some of these include Silver Beach, Eva Wardlaw Conservation Area and West Ferris Lions Park.

Parking issues: One individual expressed concerns about the effect the proposed development would have on parking in the area. The proposed application meets the minimum standards for parking for an apartment building. Based on our experience with parking at other apartment buildings, it is staff's opinion that the minimum standard established for apartments is sufficient and does not cause parking problems on adjacent streets.

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### **Financial/Legal Implications**

None at this time.

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### **Corporate Strategic Plan**

- |                                                                           |                                                         |
|---------------------------------------------------------------------------|---------------------------------------------------------|
| <input type="checkbox"/> Natural North and Near                           | <input checked="" type="checkbox"/> Economic Prosperity |
| <input checked="" type="checkbox"/> Affordable Balanced Growth            | <input type="checkbox"/> Spirited Safe Community        |
| <input checked="" type="checkbox"/> Responsible and Responsive Government |                                                         |

### **Specific Objectives**

- Promote and support public and private sector investment;
- Facilitate the development of housing options to service the entire community, with consideration to socio-economic characteristics of the community; and
- Diversify the property tax base.

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### **Options Analysis**

Option 1: Approve the proposed Zoning By-law Amendment.

1. That the proposed Zoning By-law Amendment by Antech Design and Engineering Group on behalf of 2865755 Ontario Ltd. – 458 Lakeshore Drive in the City of North Bay to rezone the property from a "Residential Sixth Density (R6)" zone to a "Residential Multiple Third Density Special Holding (RM3H Sp.)" zone for the property legally described in Appendix A to Report to Council No. CSBU 2022-027 be approved; and
2. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

Option 2: Deny the proposed Zoning By-law Amendment.

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**Recommended Option**

Option 1 is the recommended option.

1. That the proposed Zoning By-law Amendment by Antech Design and Engineering Group on behalf of 2865755 Ontario Ltd. – 458 Lakeshore Drive in the City of North Bay to rezone the property from a “Residential Sixth Density (R6) with Site Plan Control (SPC)” zone to a “Residential Multiple Third Density Holding Special (RM3H Sp.) with Site Plan Control (SPC)” zone for the property legally described in Appendix A to Report to Council No. CSBU 2022-027 be approved; and
2. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

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**Respectfully submitted,**

Name: Peter Carello, MCIP, RPP

Title: Senior Planner

**We concur with this report and recommendation.**

Name Beverley Hillier, MCIP, RPP

Title: Manager, Planning & Building Services

Name: Ian Kilgour, MCIP. RPP

Title: Director, Community Development and Growth

Name: David Euler, P.Eng., PMP

Title: Chief Administrative Officer

Personnel designated for continuance:

Name: Peter Carello, MCIP, RPP

Title: Senior Planner

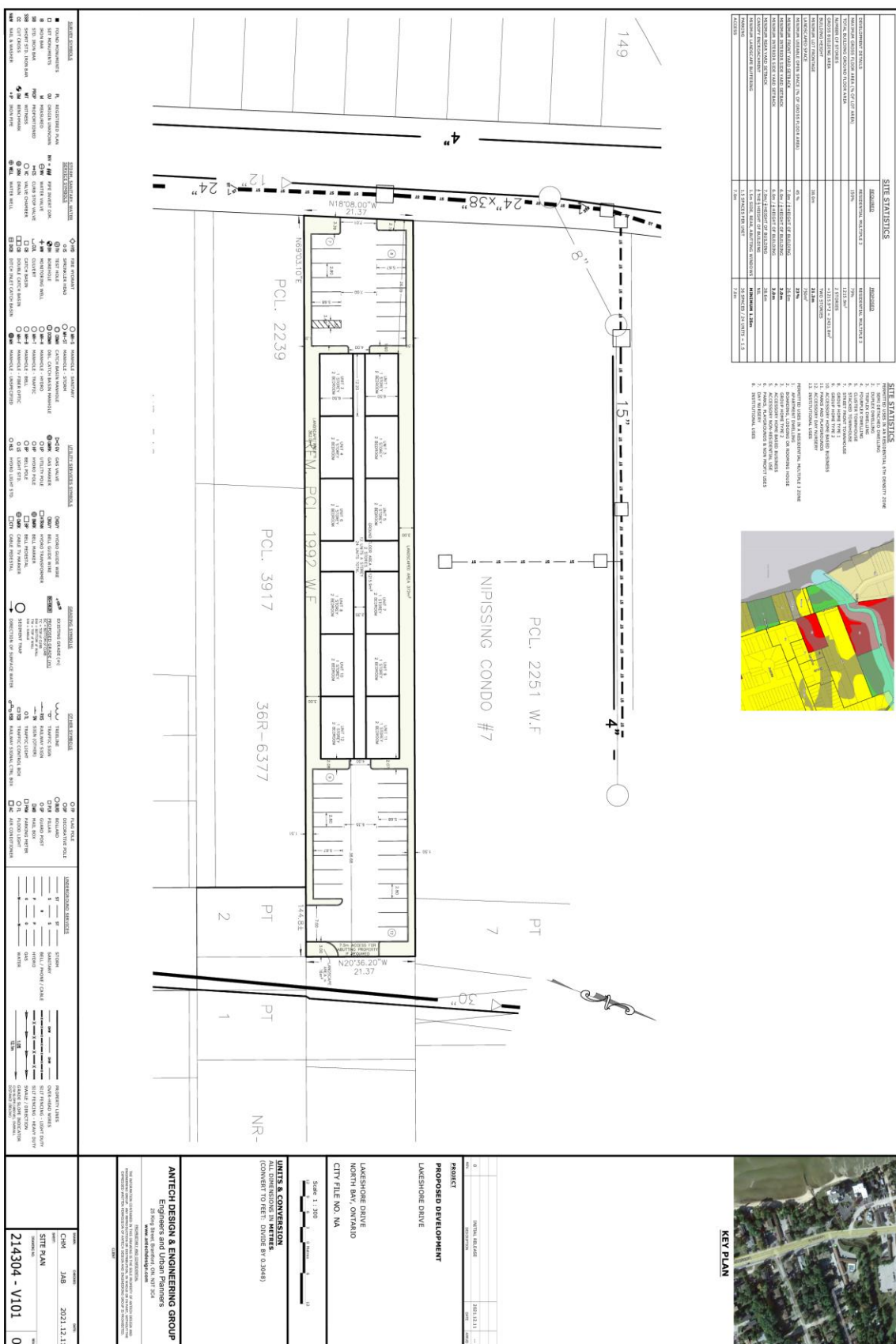
W:\PLAN\Planning\Reports to Committees & Council (C11)\to Council\2022\CSBU 2022-027 – ZBLA File #946 – Zoning By-law Amendment – 458 Lakeshore Drive

## Schedule 'A'





## Schedule 'B'



## **Appendix A**

### **PIN 49173-0294 (LT)**

PCL 1992 SEC WF; PT LT 40 CON 16 WEST FERRIS AS IN DT44388 EXCEPT  
LT84029, PT 3, 5, NR416; NORTH BAY ; DISTRICT OF NIPISSING

## **Appendix B – Correspondence**

### **City of North Bay Engineering Services:**

Please see our comments below.

1. We will require a stormwater management (SWM) report for the proposed development which meets our technical standards for quality and quantity control.
2. The following engineering civil plans/drawings are required:
  - a. Site Servicing (if any new services are being proposed and/or existing services are being upgraded/retired);
  - b. Grading Plan;
  - c. Pre and post development drainage plans;
  - d. Erosion and sediment control.
3. All the drawings and SWM reports must be designed and stamped by a Professional Engineer licensed to practice in the province of Ontario. Documents must be sealed prior to being submitted to the City for review.
4. It is noted that there is existing mainline sewers (sanitary and water) located within the Lakeshore Road and Karla Drive right-of-ways.
5. As this application is proposing to use Karla Drive as an entrance/exit to the development, we will require Karla drive to be improved to meet our current road standards (asphalt, curb, storm sewer, etc.).
6. Private Approaches (entrance and exits) will need to meet the City's Private Approach By-Law 2017-72.
7. It will be the proponent's responsibility to confirm servicing requirements and conduct necessary testing.
8. The developer must enter into a Service Contract with the Engineering Department for any services, restoration work or work in general on City property.
9. A traffic impact Study is required for this development including trip generation rates and any potential impacts/issues.
10. A security deposit of 10% of the value of all on-site works (excluding the building) will be required. An engineering estimate of the on-site works is to be provided in order to determine the security deposit value. A deposit of \$1,000 will be required as a minimum.

At this stage, these comments are very high level and upon receiving further information and detailed plans we will have additional comments to provide.

Thank you,

Jonathan

## **City of North Bay Building Department**

Hi Peter,

Building Services does not have any concerns with the proposed rezoning.

Items of note for the developer to be aware of are as follows:

1. 3m setback from property line may require that exterior cladding be of non-combustible cladding
2. 3m setback from property line may require North and South building face to be designed and constructed with a fire resistance rating
3. 3m setback from property line will limit the percentage of unprotected openings on the North and South building face
4. Design for barrier-free accessibility will need to be incorporated throughout building
5. Design by Architect and Professional Engineer licensed to practice in the Province of Ontario will be required

Thanks,  
Carly

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## **Province of Ontario Ministry of Transportation**

The Ministry of Transportation of Ontario (MTO) has reviewed the application for a Zoning By-Law Amendment located at 458 Lakeshore Drive. The MTO has determined that the subject lands are located outside on MTO's permit control area, therefore, the MTO does not have any comments or concerns with this application.

Thank you,

Laurel

**Laurel Muldoon, MSc.Environmental**  
Corridor Management Senior Project Manager

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# **North Bay Mattawa Conservation Authority**



April 8, 2022

Corporation of the City of North Bay  
200 McIntyre St. E.,  
P. O. Box 360  
NORTH BAY, Ontario P1B 8H8

**Attention: Peter Carello, Senior Planner-Current Operations**

Dear Mr. Carello:

**Re: Zoning By-law Amendment – 2865755 Ontario Limited  
458 Lakeshore Drive  
City of North Bay  
Our File No.: PZB6-NB-22**

This office has received and reviewed the above zoning by-law amendment which proposes to rezone the property from a "Residential Sixth Density (R6)" zone to a "Residential Multiple Third Density (RM3 Sp.)" zone. The purpose of the application is to construct a two-storey apartment building comprised of a total of twenty-four (24) residential units. The Special Zone request would: reduce the lot frontage to 21.37m; reduce the side yard setbacks to 3m; reduce the amount of minimum usable open space to 20% of the lot area; and limit the maximum height to two storeys.

The following comments are based on a review of the application with respect to our delegated responsibility from the province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement, 2020 (PPS, 2020) and our regulatory authority under Ontario Regulation 177/06 Development, Interference with Wetlands & Alteration to Shorelines & Watercourses (DIA). The Conservation Authority also provides advice as per our Plan Review Agreement with the Municipality regarding Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the Provincial Policy Statement (PPS, 2020).

The subject property is within the flood fringe of the 1:100-year floodplain of Parks Creek. Parks Creek is a two-zone floodplain whereby development is permitted in the flood fringe subject to floodproofing. Due to the presence of this hazard a DIA permit is required prior to undertaking any site alteration activities and/or any construction or renovation work on the subject property. Site alteration activities would include: the placement or removal of fill material of any kind, and/or the alteration of existing grades on the subject property.

Subject to the issuance of a DIA permit, the Conservation Authority is satisfied that the application will be consistent with the policies as set out in Sections 2 and 3 of the PPS 2020. We have no objection to this application.

Trusting this is satisfactory. Should you have any questions, please do not hesitate to contact me at (705) 471-7636. For administrative purposes, please forward any decisions and resolutions regarding this matter.

Yours truly,

Paula Scott (she/her)  
Director, Planning & Development/Deputy CAO

Encl. (2)

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15 Janey Avenue North Bay, Ontario P1C 1N1 P: (705) 474-5420 F: (705) 474-9793 [www.nbmca.ca](http://www.nbmca.ca)



## **Correspondence from the Public**

Dear Mr Carello,

My name is Edward Galasso of 5393 Middlebury Dr, Mississauga, ON and I am writing on behalf of my mother in law, Maria Gosselin of 464 Lakeshore Drive, North Bay **ON**, regarding the matter of your notice dated March 25, 2022 describing the complete application for zoning by-law amendment and invitation for comments at 458 Lakeshore Drive.

Ms. Gosselin would like to register her opposition to the request for By-law amendment. Ms. Gosselin is 82 years old and is concerned that the increased density will result in unwanted noise and disruption. In addition, Ms. Gosselin is concerned that the proposed reduction of the side yard set back coupled with the fact that the proposed construction will be two stories tall will have a permanent impact on her privacy and the enjoyment of her existing outdoor space.

Regards,

Ed Galasso [REDACTED] - [REDACTED] - [REDACTED]

ON BEHALF OF

Maria Gosselin [REDACTED] - [REDACTED] - [REDACTED]

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Hello Peter,

Thank you for taking the time to receive feedback about neighbour's concerns surrounding the rezoning of 458 Lakeshore Drive. I understand the supply issues our city is facing when it comes to housing and support the growth of new investment in helping fix this problem. As a neighbour of the 458 Lakeshore Drive rezoning area I have a few concerns:

1. When purchasing my property on Lovell Avenue I received information that development would be very difficult in the space behind the property because it would be difficult for emergency vehicles to access the building. After reviewing Schedule B, it looks as though the end units will be easily accessible for emergency vehicles, particularly fire, but that the middle units will be very vulnerable and could create a safety hazard to all of the buildings surrounding if not able to be accessed properly by emergency services. Will the North Bay Fire Department and Fire Prevention be involved in the rezoning process?
2. Living in Ferris in the spring can present several problems with water and drainage, specifically around the Parks Creek area which is not too far down the road. The rezoning area and other vacant land in Ferris are home to several trees which help with the water problems this area sometimes has. Another concern is what this development will do to the existing watershed and will it create problems down the road for neighbours who do not have anywhere for snow to melt?
3. Privacy and property value will be greatly affected by the development. Currently there is a quiet and scenic space with the trees. When there is a building built two stories high that will be looking over other property's it will greatly affect this.

At the end of the day, I hope that these above concerns will be considered in the rezoning of 458 Lakeshore Drive.

Thank you for your time and have a great day!

-Mike

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APR 13 2022

PLANNING  
SERVICES

att Mr Peter Carello

April 11-2022

I am writing this letter with some concerns with regards to the new proposed apartment building at 458 Lakeshore Dr. These concerns I will bring up at the April 25 meeting.

- Traffic Survey for Karla Dr + Lovell Ave.
- Emergency fire route + ambulance
- Parking on Karla + traffic during construction
- snow removal as proposed parking lot is on Karla Dr.
- who looks after gravel on Karla Drive during construction
- Will Karla now get paved and we have no street lights - safety concern
- will this devalue our homes + property
- No snow removal from 11pm to 7am  
Apartments beside new proposed apartments has no snow removal from 11pm to 7am as I have noticed
- Noting Community living beside proposed apartments has a lot of traffic + Phara Buses + 2 vehicles to transport patients living there.
- Garbage bins must be in a closed Bldg due to rodents, racoons, ravins etc, skunks
- Are they going to be low rentals

- Any plans for green space
- We will now have 3 entrances just passed the Park's Creek Bridge, Franklin Motel, a set of apartments and now a new apartment bldg. I have seen some near accidents as this is at a curve on the road. Has anybody addressed this concern on Lakeshore Drive
- 3-way stop - at Karla + Lovel for traffic control when snow banks are high it is hard to see traffic on Lovel coming off Karla Dr. Also must mention, bicycles + pedestrians using Lovel. as we are in a residential area

Thank You  
Douglas Rutten  
107 Karla Drive  
North Bay Ort  
PIA-4A7

Peter, my name is Craig Bridges and I own the properties at 475 and 477 Lakeshore Drive. My mother owns 473 Lakeshore Drive. I have no issues with the property at 458 Lakeshore Dr being developed and having multiple units built on the site. I do however have a few questions that should be asked before city approval is granted:

1. Where are they going to put the snow? Given the coverage of buildings and parking, there is no room for snow clearing, and a property with that much parking and that extent of roadside on Lakeshore Drive will require significant space to pile snow.
2. Where will their BBQs go? There is not sufficient space for BBQs on this property, if city by-laws are to be considered.
3. Where is their garbage and recycling going to be stored and collected? There is no room for the storage of refuse for 24 units.
4. Where is their storage for outside equipment from bicycles to other personal objects? The "free space" between building is very narrow, and if cluttered with bicycles, BBQs, and other personal items, will become a serious hazard for any and all EMS, fire, or police responders.
5. I understand that the city needs more small and affordable housing, but there is no green space on this property what so ever. So the question that needs to be asked is: do people who rent smaller units not need or deserve green space? If the answer is that there is a public park across the road, then the question becomes one of public policy i.e. should our common lands become the de-facto backyards for people who rent from Landlord A, and if so, should the city then compensate all landlords equally?

Thanks,  
Craig.