

City of North Bay Report to Council

Report No: CSBU-2022-028

Date: June 8, 2022

Originator: Peter Carello, Senior Planner – Current Operations

Business Unit:

Department:

Community Services

Planning & Building Department

Subject: Proposed Zoning By-law Amendment by Shortt Acquisitions Inc. on behalf of Terrace Management Inc. – 111 Cartier Street

Closed Session: yes ☐ no ☒

Recommendation

1. That the proposed Zoning By-law Amendment by Shortt Acquisitions Inc. on behalf of Terrace Management Inc. – 111 Cartier Street in the City of North Bay to rezone the property from a "Residential First Density (R1)" zone to a "Residential Multiple First Density Special (RM1 Sp.)" and "Open Space (O)" zone for the property legally described in Appendix A to Report to Council No. CSBU 2022-028 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.

Background

Site Information

Legal Description: See [Appendix A](#)

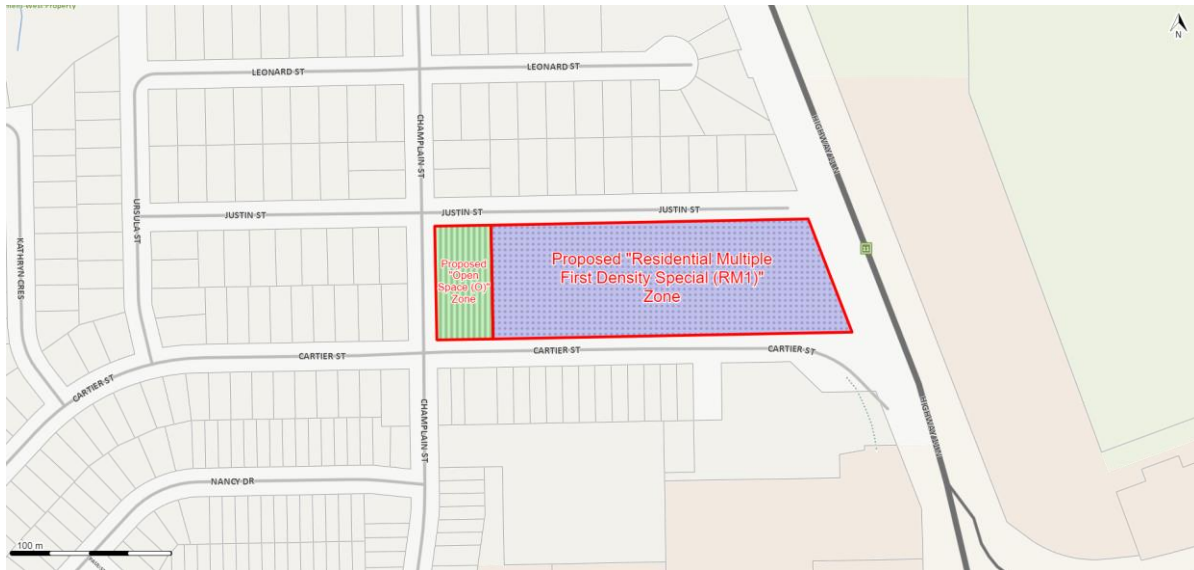
Site Description: The subject property is an existing lot of record on Cartier Street, located approximately 100m north of the Algonquin Square shopping area and directly adjacent to Highway 11 North to the east. See figure 1 below and attached [Schedule 'A'](#).

Until 2016, the property was the site for the J.W Trusler Public School. The school structure currently remains on the property and is proposed to be re-purposed to a 20 unit apartment building.

It is designated "Residential" by the Official Plan and is zoned "Residential First Density (R1)" under the City's Zoning By-law No. 2015-30.

The property was previously approved for a consent to sever application in 2021 that would create a total of four (4) new residential lots on the western most part of the property (along Champlain Drive). The property owner has stated that they will forgo this approval in order to pursue the development described in this application.

Figure 1: Map of Subject Property and Surrounding Area



The property has an existing lot area of approximately 2.2 hectares and lot frontage of approximately 80.4 metres on Champlain Street, as shown on attached [Schedule 'B'](#). The property is currently developed with a 1 storey brick building, with associated parking spaces, open fields (that were previously used for a playground) and a baseball diamond. The west part of the property that had been approved for the severance is comprised of thick, mature vegetation.

Surrounding Land Uses:

The immediately surrounding neighbourhood is comprised largely of low density residential uses. To the southwest, homes are mostly semi-detached dwellings. To the northwest, the homes appear to be mostly single detached dwellings. There is a townhouse a little to the south of the subject property. There is a multi-residential condominium building approximately 130 meters to the north fronting on Leonard Street.

The property is a short distance north of McKeown Avenue, which is one of North Bay's higher volume commercial shopping areas. There are also commercial uses, along Algonquin Avenue and Airport Road. Much of the commercial uses are found within the strip malls found in the area. There are also several large format standalone commercial businesses, including a Canadian Tire, several auto dealerships and restaurants.

The property is also located directly adjacent to Highway 11 North. However, the property does not have access to the Highway.

Proposal

Shortt Acquisitions Inc., agent for the property owner Terrace Management Inc. (previously owned by 2453454 Ontario Limited), has submitted an application to amend Zoning By-law 2015-30 to rezone the property located at 111 Cartier Street to a "Residential Multiple First Density (RM1 Sp.)" and "Open Space (O)" zone.

The purpose of the application of the RM1 Sp. zone is to permit the conversion of the former school building into a 20 unit apartment building and to permit the construction of a new 100 unit apartment building, as shown on the attached [Schedule 'B'](#). The special zone would reduce the minimum useable open space from 50% of the gross floor area as required in the Zoning By-law to the proposed 48%. The purpose of the Open Space zone is to preserve the western part of the property as a vegetative buffer. [Schedule 'A'](#), attached, delineates the boundary between the proposed RM1 Sp. zone and "Open Space (O)" zone.

The agent had originally applied for a Zoning By-law Amendment for the subject property in late 2019. There were a number of responses to this application from the public. Many expressed concerns regarding specific issues, most notably the impact the proposed development might have on traffic in the area. At that time, the application was put on hold to ask the applicant to examine some of the issues that were raised.

A traffic study and a servicing design brief were completed in support of the application. The documents state that the infrastructure capacity in the area is sufficient to accommodate the proposed development.

The scope of the application has changed since this original application. The proposed development in the original application was for the conversion of the existing school structure to 60 dwelling units and the construction of a new 60 dwelling unit building. The revised proposal would see the conversion of the existing school into a 20 unit apartment building, with the construction of a second building that would house 100 apartment units.

As will be noted later in this report, staff is recommending limiting the height of the building to three storeys by way of the Special Zone regulations and to have a sidewalk constructed along Cartier Street, consistent with the recommendations of the applicant's traffic study.

Summary

The subject property was previously used for J.W Trusler Public School which was formerly an English elementary school. The school closed in 2016 and the property was sold in 2019.

The proposed rezoning would result in the conversion of the existing brick building to 20 dwelling units, a new 3 storey 100 dwelling unit building, parking areas and a vegetative buffer/open space area at the western edge of the subject property.

Both the City's Official Plan and the Provincial Policy Statement each encourage municipalities to facilitate the development of this type of housing. The proposed development would take place within an existing built up area, making it infill development. Infill development is encouraged by the Official Plan and the Provincial Policy Statement.

The City's Official Plan includes more specific policies that establish where high density development is encouraged to take place. The property is in keeping with the characteristics identified by the Official Plan as being favorable for multi-residential development, such as having access to public services, major shopping areas 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. Comments were received for both the original application from 2019 and the current application. Both sets of comments are included in Appendix B and are labelled as 2019 or 2022.

There were a number of items of correspondence received from the public as part of the public consultation phase. Some of the main concerns centred on the effect the proposed development would have on traffic, infrastructure capacity, loss of greenspace, height of the building and character of the neighbourhood. The application was put on pause to address some of the concerns, including the preparation of a traffic study and an infrastructure capacity study. The application was modified to protect the greenspace in question by making this portion of the property an "Open Space" zone. Staff is also recommending amending the request to limit the height of the building to three storeys.

This report includes a summary of the main concerns expressed and staff's response to each matter in the Correspondence section of this report.

The traffic study recommends the construction of a sidewalk along Cartier Street as part of the development of the lands. Staff are in agreement with this conclusion and will require that a sidewalk be constructed as part of the Site Plan Control Agreement.

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 to the City's Official Plan.

In my professional opinion, the proposed Zoning By-law Amendment conforms to 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.

One of the core objectives of 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 located in an existing residential neighbourhood and has access to the full range of public services, including municipal sewer and water.

The subject property also supports active transportation and transit. For instance, the cul-de-sac at the end of Cartier Street has an existing footpath which connects to the existing sidewalk along Highway 11 North. This sidewalk leads to the Highway 11 North & McKeown Avenue intersection, Algonquin Square, Canada Place and other shopping & services areas within relatively short distances. Sidewalks along Champlain Street, leading to McKeown Avenue also serve as a good pedestrian connection to shopping areas.

While the area is generally well served by sidewalks, there is no existing sidewalk along Cartier Street from the subject site to the existing sidewalk network. The traffic study recommends the construction of a sidewalk as part of the development of the property. This requirement would be formalized in the Site Plan Control Agreement. When constructed, the additional sidewalk will strengthen the area's overall level of walkability and will serve as a link between the sidewalks that currently end at the intersection of Champlain Street and Cartier Street.

There are multiple transit routes servicing McKeown Avenue. Transit stops are roughly between 300m to 500m from the subject site.

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 conversion of the former school building and the construction of an apartment building meet multiple portions of the above cited definition of residential intensification, as follows:

- a) As a former school that is largely vacant, the proposed conversion into apartments represents the redevelopment of a brownfield site.
- b) If the proposed Zoning By-law Amendment were to be approved, the resulting conversion and development would make better use of an underutilized lot.
- c) The property is located in an existing built up area. The proposal would make better use of these lands
- d) The proposed development would introduce new housing options in a developed area
- e) A former institutional use would be converted into residential units.

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:...

b) 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 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 most readily available. This reduces a community's impact on the natural environment. It also places less stress on services and reduces the need for future expansions.

The proposed conversion of the former school and construction of a new apartment building would represent greater levels of density being located within the Settlement Area, as discussed 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 proposed Zoning By-law Amendment is consistent with the Provincial Policy Statement (PPS 2020).

Official Plan

The primary goal of the Official Plan is to maintain and enhance the quality of life for the citizens of North Bay by providing a policy framework for Council to make good land use planning decisions. This Official Plan is North Bay's Community Land Use Plan.

The property is 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 environmentally friendly approach to community building. There are several passages of the Official Plan that outlines this objective, but Section 1.4.2 of the Official Plan summarizes this direction:

"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 transit and commercial areas within 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."*

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."*

"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*

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

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.

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.

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."*

In reviewing the above noted policies, it is staff's opinion that the proposed development is in keeping with the direction provided by the Official Plan.

The subject property is located near a number of shopping areas (Algonquin Square, Canada Place, Century Centre Plaza, Canadian Tire and others), many of which are within walking distance. As mentioned earlier in the report, there are existing pedestrian routes to shopping areas and transit stops from both the east and west sides of the subject property.

The subject property is well served by public transit with transit stops on McKeown Avenue within roughly 400m of the subject property. There are also 3 separate transit routes serving McKeown Avenue.

With respect to policies related to setbacks and buffering, it is staff's opinion that the property is large enough to accommodate the necessary buffering and landscaping requirements of the Zoning By-law. The purpose of the Open

Space zone, located at the west end of the subject property, is to create a vegetative buffer between the subject property and Champlain Street. Staff further notes that Highway 11N is located immediately east of the subject property.

The subject property does not front on an arterial or collector road, as encouraged by the Official Plan. To ensure that there would be no undue pressure on local roads, the City required the property owner to provide a traffic study prepared by a third party expert in traffic, Toivo Rukholm a Professional Engineer of Tranplan Associates. Some of the Traffic Study's methodology included reviewing four specific intersections believed to be most impacted by the proposed development. These intersections are as follows:

- 1) Champlain Street and McKeown Avenue
- 2) Champlain Street and Cartier Street
- 3) Champlain Street and Justin Street
- 4) Cartier Street and McKeown Avenue

The consultant also measured the infrastructure's capacity to accommodate current and projected traffic volumes. To this end, the consultant performed a traffic count in September 2021. To account for Covid-19 and people working from home, the consultant added 10% to the measured traffic volumes.

The summary of the traffic study is as follows:

The existing road network can accommodate the new traffic that will be generated by the proposed apartment building without requiring any mitigation measures. The proposed apartment building will not trigger any improvements at the McKeown/Champlain intersection or the McKeown/Cartier intersection. However, it is recommended that the following existing deficiencies be investigated:

- i) The collision record at McKeown/Champlain justifies a special detailed review of how the intersection operates, including the physical layout, the signal timing, sightlines, etc.*
- ii) The McKeown/Cartier intersection warrants an eastbound left turn lane at existing traffic levels. This is an existing deficiency. A design such as shown in **Exhibit 7.1** would provide the left turn lane while also improving conditions for Cartier traffic.*

There is an extensive sidewalk network in the study area. To access the sidewalk system from the proposed building, we are recommending a sidewalk/footpath along the north side of Cartier Street east of Champlain Street.

The Engineering Department reviewed the study and were satisfied with the report. The Engineering Department also noted the concerns at the McKeown/Champlain and McKeown/Cartier intersections. The Engineering Department is currently completing a planning and design project to widen McKeown from Cartier to Gormanville. This widening will provide an additional lane on McKeown that will facilitate left turns at Cartier. Following review of

the traffic study for this development, the McKeown project scope was expanded to include the review and design of potential improvements at the McKeown/Champlain intersection.

With respect to the presence of park space and recreational opportunities, there is a playground a little more than 500m to the west of the subject property. The North Bay Escarpment is located a short distance to the north. The Escarpment has a series of unofficial trails that are commonly used by the public. These lands are currently privately owned, meaning that their usage is on an informal basis. However, it is expected that these lands will eventually be transferred into public ownership so that the trail network can be formalized. There will also be a natural area located on the western part of the property that will be zoned "Open Space (O)", which will preclude the residential development of these lands.

It is my professional opinion that the proposed 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 First Density (R1)". The R1 zone permits the following uses;

- Single Detached Dwelling¹;
- Group Home Type 1;
- Accessory Bed and Breakfast;
- Accessory Home Based Business;
- Parks and Playgrounds;
- Accessory Day Nursery²; and
- Institutional Uses.

The applicant proposed to rezone the property to a "Residential Multiple First Density Special (RM1 Sp.)" and "Open Space (O)" zone.

The RM1 zone permits the following uses;

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

¹ A secondary dwelling unit is permitted in the low density residential uses provided all other provisions of the Zoning By-law are being complied with.

² An accessory day nursery is permitted within an institutional or public building located within a residential zone. Institutional buildings include schools, churches, a public or private club or other similar uses.

The purpose of the RM1 zone is to permit the conversion of the former school building into a 20 unit apartment building and the construction of a 100 unit apartment building. The proposed special zone would reduce the minimum useable open space (percentage of the gross floor area) from the required 50% to the proposed 48%.

The "Open Space (O)" zone permits the following uses;

- Cemetery;
- Conversation Area;
- Golf Course;
- Library, Museum, or Art Gallery;
- Parking Area;
- Park, Public;
- Recreational Facility;
- Recreational Facility, Public Authority;
- Recreational Facility, Rural; and
- Accessory Buildings or Structures.

City Council should note that Restaurants and Local Retail Stores are both technically permitted within the "Open Space (O)" zone. However, these uses may only occur in the "Central Waterfront Character Area" of the Official Plan. The subject property is outside this area, therefore these uses cannot occur on this property.

The purpose of the Open Space zone is to preserve the western part of the property as a vegetative buffer. It should also be noted that the Committee of Adjustment had approved a Consent to Sever application in 2021 to create four individual lots within this western part of the property now being proposed to be zoned Open Space. Should this rezoning be approved, this severance application would be relinquished and the residential use of this part of the property would no longer be permitted.

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 Building Department, Economic Development Department, North Bay Hydro and the North Bay Mattawa Conservation Authority each offered no concerns or objections.

The Ministry of Transportation offered no objections, but noted that the subject property is within their permit control area. As such, they provided a list of requirements that must be achieved by the property owner prior to the

issuance of a Building Permit.

The City's Engineering Department provided initial comments in February 2020. These comments offered no objections, but identified requirements that would need to be met prior to the issuance of a Building Permit. The complete list of requirements from the Engineering Department is found in the Correspondence Section of this report (Appendix B). Most notably, the Engineering Department stated that they would require a traffic study and confirmation that the municipal sewer and water supply would be sufficient for the proposed development.

The property owner has provided a traffic study, which was discussed in the Official Plan section of this report. To summarize, the traffic study stated that the proposed development would not necessitate any improvements at this time but identified some existing concerns that should be examined by the Municipality. As provided in the Official Plan section of this report, the Engineering Department was satisfied with the traffic study and has incorporated the concerns identified at the McKeown/Cartier and McKeown/Champlain intersections into the current McKeown widening planning and design project.

The City received a considerable amount of correspondence from members of the public. The majority of the correspondence came during the initial circulation in 2020, with some additional correspondence being received during the most recent circulation of 2022. All correspondence received was considered during the preparation of this report.

The following is intended to be a summary of the common concerns raised by members of the public and staff's response to these comments. This list is not intended to be comprehensive. The complete version of the correspondence received is attached to this report as Appendix B.

1. Traffic Volume: The most common concern expressed by the neighbourhood related to traffic and the effect the proposed development would have on the road network, should it be approved.

Staff asked the applicant to pause the initial application and complete a traffic study prior to this report being prepared. This report was completed by Tranplan Associates. A more detailed summary of this study is discussed in the Official Plan section of this report. The principle conclusions are that the road network is able to accommodate the proposed development, there are existing concerns to study further on McKeown Avenue and that a sidewalk should be installed along the Cartier Street frontage of this property.

The installation of the sidewalk shall occur as part of the Site Plan Control Agreement process at the owner's expense.

The Engineering Department has accepted the findings of the traffic

study. The study looked at a ten year horizon for traffic growth and traffic generated by the apartment development and provided values of approximately a 10% increase in traffic due to the development, and also noted that the total traffic was within the normal range for these types of roads.

2. Infrastructure Capacity: Multiple residents stated concerns regarding the infrastructure's capacity to accommodate the proposed development. A Servicing Design Brief prepared by Antoine Boucher (P.Eng.) was submitted in support of the application. The study concluded that infrastructure in the area is sufficient. Though the proposed plan of development was changed in the interim (going from two 60-unit buildings to a 100-unit building and a 20-unit building), the total number of units proposed has not changed, meaning that the main conclusions are still relevant. The developer will provide a complete set of engineered drawings at the Site Plan Control Agreement phase of development, should City Council approve the proposed rezoning.
3. Loss of Park/Greenspace: Several residents expressed concerns regarding the initial proposal to remove the trees and vegetation at the west end of the property. Since the initial circulation, the applicant has revised their plan of development, which will preserve this area in a natural state. The scope of the rezoning request has also change. The wooded area in question would be zoned Open Space, which would prevent the residential development of this part of the property. Preservation of the existing vegetation would be enshrined in the Site Plan Control Agreement.
4. Parking: Several individuals expressed concerns with existing on-street parking in the area. Staff would note that the proposed development will meet the Zoning By-law minimum standards for parking for an apartment building (1.5 parking spaces per unit, for a total of 180 parking spaces). In staff's experience, the parking minimums established by the Zoning By-law is sufficient to accommodate the needs of residents of apartment buildings, meaning that the proposed development would have minimal or no impact on on-street parking.
5. Safety: A number of residents stated that they were concerned about the safety of the road network in the area. The traffic study conducted by Tranplan Associated observed that there have been a fairly low number of accidents at the intersections that they studied, but that there have been a number of accidents on the McKeown intersections examined that have been relatively serious in nature. This is an existing concern caused by current traffic and development in the area. They stated that the City should examine this more closely and consequently the Engineering Department has incorporated the concerns identified at the McKeown/Cartier and McKeown/Champlain intersections into the current McKeown widening planning and design project.

6. Height of Building: Several items of correspondence expressed concerns about the height of the building and whether it would be out of character with the neighbourhood. They asked that the height be limited to two storeys.

Planning staff would note that the existing zoning regulations permit the construction of a 2.5-storey building. In staff's opinion, a 3-storey building flat roofed building would be comparable in height and scale as a 2.5-storey peaked roof building that is currently permitted. As such, staff is recommending the implementation of a special zone restriction that would limit the height of all buildings on the property to no more than three storeys.

7. Property Value: Several 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.
8. Types of Residents: Several individuals stated that they had concerns that the building would be occupied by students and that they would have a preference to see the building occupied by seniors. Consistent with the direction provided by the Ontario Human Rights Commission, staff does not consider the issue of who may occupy the building in the future in the evaluation of Zoning By-law amendments.
9. Character of Neighbourhood: Several individuals stated that they did not believe that the apartment was consistent with the character of the neighbourhood or that the placement of multiple residential zoning was appropriate for this area. One item of correspondence requested that the size of the development be limited to 60 units.

Staff recognizes that the property is not located on a major arterial or collector road. However, there are other characteristics that make the property suitable for multiple residential zoning. The existing structure on the property (a former school) lends itself well to a conversion into apartment units. The property has access to major roads in the near vicinity, including a highway that is physically adjacent to the property (though it must be noted that the property does not have access to this highway and will not have access to this highway in the future). There are several major commercial uses in the general area that would generate more traffic than the proposed development. There are both medium and high density residential development found both nearby and in the larger neighbourhood. Considering all these characteristics together, it is staff's opinion that the conversion of a former school into apartments and the proposed three storey apartment building would be consistent with the character of the neighbourhood.

A complete copy of this correspondence is attached to this Report as Appendix

B.

Financial/Legal Implications

None to the City at this time

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.

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

Recommended Option

Option 1 is the recommended option.

1. That the proposed Zoning By-law Amendment by Shortt Acquisitions Inc. on behalf of Terrace Management Inc. – 111 Cartier Street in the City of North Bay to rezone the property from a “Residential First Density (R1)” zone to a “Residential Multiple First Density Special (RM1 Sp.)” and “Open Space (O)” zone for the property legally described in Appendix A to Report to Council No. CSBU 2022-028 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.
-

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: John Severino, P.Eng., MBA
Title: City Engineer – Infrastructure and Operations

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:

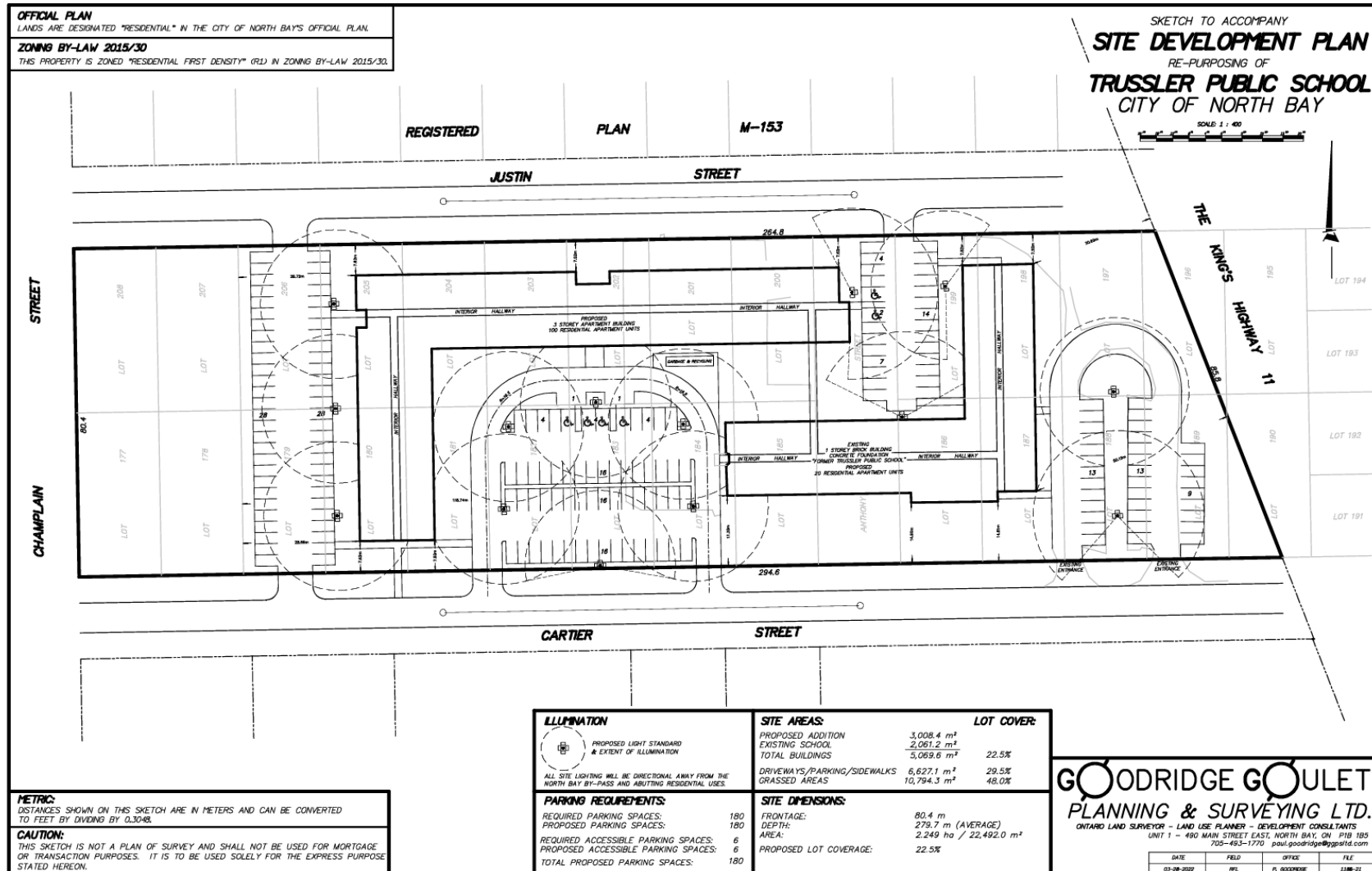
Name: Peter Carello, MCIP, RPP
Title: Senior Planner

W:\PLAN\Planning\Reports to Committees & Council (C11)\to Council\2022 – CSBU 2022-028 – ZBLA
File #923 – 111 Cartier Street

Schedule 'A'



Schedule 'B'



Appendix A

PIN 49130-0069 (LT)

PCL 5097 SEC WF; PT ANTHONY ST PL M153 WIDDIFIELD AS IN LT70162;
NORTH BAY; DISTRICT OF NIPISSING

PIN 49130-0514 (LT)

PCL 10626 SEC NIP; LT 179 PL M153 WIDDIFIELD; LT 180 PL M153
WIDDIFIELD; LT 181 PL M153 WIDDIFIELD; LT 182 PL M153 WIDDIFIELD; LT
183 PL M153 WIDDIFIELD; LT 184 PL M153 WIDDIFIELD; LT 185 PL M153
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WIDDIFIELD; LT 206 PL M153 WIDDIFIELD EXCEPT LT42648; NORTH BAY ;
DISTRICT OF NIPISSING

Appendix B – Correspondence

Internal Circulation

Building Department

No comments or concerns from Building Services.

North Bay Mattawa Conservation Authority

January 6, 2020

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 – 2453454 Ontario Limited
111 Cartier Street
City of North Bay
Our File No.: PZB2/NB/20

This office has received and reviewed the above zoning by-law amendment which proposes to rezone the property from a “Residential First Density (R1)” zone to a “Residential Multiple First Density (RM1)” zone in order to allow for the conversion of a former school into a six-unit apartment building. The application also states that the owner intends to construct a second six-unit apartment building on the subject property.

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, 2014 (PPS, 2014); 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 with regard to Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the PPS, 2014. The Conservation Authority has no objection to this application.

The subject property does not contain any floodplains, watercourses, shorelines, wetlands, valley slopes or other environmental features of interest. It is our opinion that the application is consistent with Section 3.1 of the PPS, 2014. The property is not subject to Ontario Regulation 177/06 or to the policies of NBMCA at this time, and as such, a DIA permit is not required from the Conservation Authority. The Conservation Authority is satisfied that the application is consistent with the policies as set out in Sections 2 and 3 of the PPS, 2014; and therefore, we have no objection to this application.

Trusting this is satisfactory. Should you have any questions, please do not hesitate to contact this office at (705) 474-5420. For administrative purposes, please forward any decisions and resolutions regarding this matter.

Yours truly,

Paula Scott
Director, Planning & Development/Deputy CAO

2022

Hi Peter,

No change to my comments on this revised application. No CA concerns.

Ministry of Transportation

2020

The MTO has no objections to the proposal subject to the following:

- Ministry of Transportation of Ontario (MTO) building/land use permits are required for any proposed buildings, septic systems, wells etc. located within 45 metres of the limit of the highway or within a 395 metres of any intersections along Highway 11.
- MTO Sign permit(s) are required for the placement of any signs within 400 m of the limit of the highway.

Prior to the issuance of MTO permits the following will be required for MTO review and approval:

- The Traffic Impact Study, must detail any implications (and mitigations of impacted if needed) for Highway 11 and the Highway 11/McKeown Avenue/Airport Road intersection. The study must also be completed by a RAQS qualified traffic consultant. A listing of RAQS qualified traffic consultants can be found online at <https://www.raqsb.mto.gov.on.ca/login/raqs.nsf/English/Graphic/RAQSPages/Consultants+++Traffic+Engineering>
- The Stormwater Management plan, must clearly identify that MTO infrastructure will not be impacted. Additional information can be obtained online at <http://www.mto.gov.on.ca/english/publications/drainage/stormwater/>
- Should the development include area or architectural lighting, the developer must provide the following:
 - To-scale site plan showing the site location and the highway
 - Lighting layout showing pole/luminaire locations and orientation
 - Luminaire installation info such as mounting height, orientation angle, shielding info, etc.
 - Luminaire material info including catalog info and photometric data file
 - Lighting calculation plan showing horizontal luminance levels at and beyond the MTO right-of-way in metric units of lux to 1 decimal place minimum

MTO setback requirements must be met, please provide any updated site plans for MTO review and approval.

Please contact Sylvie Lauzon, Corridor Management Officer, at our North Bay office by phone at 705-497-5401 or by e-mail at Sylvie.Lauzon@ontario.ca for further information with respect to MTO permit and setback requirements. Once the ministry concerns have been addressed MTO permits can be obtained by applying online at <https://www.hcms.mto.gov.on.ca/>.

If there are any questions regarding these comments please contact Carla Riche, Corridor Management Planner, at our North Bay office by phone at 705-497-5456 or by email at Carla.Riche@ontario.ca

2022

The Ministry of Transportation of Ontario (MTO) has reviewed the Application for a Zoning By-Law Amendment for 111 Cartier Street. It is the understanding of the Ministry that the purpose of the ZBLA is to convert the former JW Trusler Public School into a 20 unit apartment building and construct a new 100 unit apartment complex. The MTO has no objection to the proposed ZBLA in principle.

The subject lands are located within MTO's permit control area and are subject for review under the Public Transportation and Highway Improvement Act R.S.O 1990 and will require proper permits with the MTO.

I suggest that the proponent engage in pre-consultation with the MTO at their earliest convenience. I will include the information below that will be helpful to move their development along.

1. SITE PLAN

Plan Title

Name of the applicant

Scale

North point

Highway number

Lot and concession numbers and the limits of the property

Location of existing and proposed buildings and structures

Proposed parking area layout with maximum number of vehicles to be accommodated at one time

Elevation of the area adjoining the highway and the proposed drainage system for the development

Location of existing and proposed entrances.

Location and names of adjacent roads.

2. TRAFFIC IMPACT STUDY

Submission of a full traffic impact study (TIS) for the MTO's review and approval which should consider the potential full build-out of the site for the proposed and permitted commercial uses and all phases of the development, indicate the anticipated traffic volumes and their impact upon Highway 11 intersections and the existing and proposed provincial highway network. The TIS must be completed in accordance with MTO guidelines, which can be obtained at the following web site link. The TIS

should also address illumination requirements.

<http://www.mto.gov.on.ca/english/engineering/management/corridor/>

The MTO cannot accept traffic studies submitted in support of development unless the study is completed by a firm qualified by the MTO to undertake such work, and unless the report is stamped and signed by a qualified engineer. A list of consultants qualified by the MTO can be obtained at the following web site link: www.raqs.mto.gov.on.ca The MTO requests the traffic consultant that is retained arrange for a pre-consultation meeting with the MTO prior to undertaking the TIS. Should highway improvements be necessary, they will be the responsibility of the developer or the municipality, and must be completed before the development opens for business. Highway improvements will typically involve preparation and execution of a legal agreement between the MTO and the proponent or the municipality before they proceed.

3. ILLUMINATION PLAN

An illumination plan indicating the intended treatment of the on-site illumination. It is MTO's practice to have zero light trespass onto MTO right-of-way. For developments adjacent to a provincial highway that includes area or architectural lighting, the developer must provide the following:

To-scale site plan showing the site location and the highway
Lighting layout showing pole/luminaire locations and orientation
Luminaire installation info such as mounting height, orientation angle, shielding info, etc.
Luminaire material info including catalog info and photometric data file
Lighting calculation plan showing horizontal illuminance levels at and beyond the MTO right-of-way in metric units of lux to 1 decimal place minimum

4. STORMWATER MANAGEMENT REPORT

Submission of a drainage / stormwater management plan and a letter stamped and signed by an engineer qualified to do stormwater management plans indicating the intended treatment of the calculated runoff and a statement that the proposed works will not affect the highway drainage system. A full stormwater management report may be required and must be completed in accordance with MTO's "Guidelines for Stormwater Management Requirements for Land Development Proposals". For more information on ministry stormwater management requirements for Land Development Proposals, please visit the drainage section of the Ministry of Transportation website, located at: <http://www.mto.gov.on.ca/english/engineering/drainage>

The SWM plan / report must be reviewed and approved prior to the issuance of any permits by the MTO.

5. BUILDING AND LAND USE PERMITS

The following documents must be submitted to the MTO for review and approval, which will include, but may not be exclusive to:

Building and Land Use Permit application form for all buildings, structures and entrances. Please follow the link below and complete the application form online. <https://www.hcms.mto.gov.on.ca/>

- All buildings and structures and all internal, private and municipal, roadways must be setback at least 14 metres from the highway property limit.
- Detailed site plans, to scale, showing setbacks of parking areas, grading and drainage plans, new or alterations to buildings, structures, wells, septic systems, exterior illumination, landscaping (including plantings), and fencing.
- MTO will not issue any permits for blasting or foundation works prior to the review and approval of a stormwater management plan / report.
- The MTO endeavours to coordinate permit review processes with the municipality's site plan review and building permit process. The municipality cannot issue building permits until the MTO has issued building and land use permits.
- Proof of ownership (i.e. copy of deed/tax bill) and confirmation of zoning from the municipality. The property must be zoned appropriately for the proposed use.
- Payment of the appropriate fee prior to final issuance of the permit.

More information on the MTO's permitting services is available online at: <http://www.mto.gov.on.ca/english/engineering/management/corridor>

For additional information regarding permit applications please contact Diane Villneff at diane.villneff@ontario.ca

6. SIGN PERMITS

- Submission of completed Sign Permit application for all signage within 400 metres and visible from Highway 11.
- Each commercial property is allowed a maximum of 46 square meters of signage. Signs may name or identify the property, occupant(s) or owner(s) or a business conducted on the property, and products or service available on the property. The sign may not advertise goods or services that are not available on the property. The property must be zoned "Commercial".

- The following documents must be submitted to the MTO for review and approvals prior to installation, which will include, but may not be exclusive to:
- A completed Sign Application form.
- Proof of commercial zoning.
- A sketch of each sign, showing the message (i.e. wording, logos, pictures, etc.), dimensions, and height from the ground.
- A site plan showing the location and accurate setbacks of each sign from the highway property line, if not already indicated on the site plan.
- If the sign is to be illuminated, we will require the manufacturer's specifications, type of lighting, wattage of bulbs, etc. All illumination must be dark sky compliant.
- Payment of the appropriate fee prior to final issuance of the permit. The current fee for location sign permit fees are calculated at \$23.00 per square metre. This is a one-time fee, unless changes are made to the signs. A new application and fee may be required at that time. One sign and the area of both sides of a sign, if both sides are visible to the highway, need to be calculated in the fee.

7. OTHER

In the event highway improvements are required a Legal Agreement is required between the land owner and the MTO. The Agreement would include, but is not limited to, the following terms:

- The required highway improvements must be agreed upon before Ministry permits are issued, and completed before the development opens for business.
- The land owner agreeing to assume financial responsibility for the design and construction of all associated highway improvements.
- The requirement for an irrevocable standby Letter of Credit for the full cost of the required highway works.

The 'Guideline for Highway Improvements Associated with Development' outlines the respective responsibilities of MTO and proponents, where development necessitates highway improvements. In addition, the Guideline clarifies the responsibilities (financial and otherwise) and procedures to be followed by proponents who must directly or indirectly undertake the construction of highway improvements on a provincial highway right-of-way. The Guideline can be found on MTO's public website

at: <http://www.mto.gov.on.ca/english/engineering/management/corridor/guideline.shtml>

In addition to the foregoing, the owner must meet all of the requirements of the local municipality and any other agency having jurisdiction.

The Ministry of Transportation recognizes the importance of economic development and can appreciate the significance of this project to the City of North Bay.

Thank you,

Laurel

Engineering Department

1. A stormwater management (SWM) plan is required which meets the City's technical standards for quality and quantity control.
2. 2. A traffic impact study is required for the development. The primary concern is with impacts to the Champlain/Cartier intersection and Champlain/Justin intersection. The traffic consultant will need to determine if there are other potential impacts to Cartier and Champlain as well as at their intersections with McKeown.
3. 3. Given the nature of the existing roadways and private approaches, the existing and proposed private approaches are to be examined for conformance with the City's Private Approach By-Law 2017-72, and a description of how the entrances conform and vary from the by-law is to be provided. The City may require the entrances to conform with the by-law.
4. The following engineered civil plans/drawings are required:
 - a) Site servicing showing the location of existing and proposed services and existing and proposed easements
 - b) Grading and drainage plan showing the existing and proposed elevations; and
 - c) Erosion control.
5. It will be the proponent's responsibility to confirm servicing requirements and conduct necessary testing to ensure that available servicing is sufficient for this application.
6. All the drawings and engineering reports must be designed and stamped by a Professional Engineer licensed to practice in the province of Ontario.
7. Any work completed on City services and/or on City property/easements will require a Service Contract with the Engineering Department.
8. 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.
9. At this stage, these comments are preliminary and upon receiving further information and detailed plans additional comments may be provided.

External Circulation

Hi Beverley

My name is Phil Lamothe and I live at 26 Oakdale, and my perspective on the project is as follows.

- 1- The City of North Bay is not adequately planning for the impact of high density housing in this area. Due to the aging population I don't object to providing either condominium apartments or rentals geared to seniors, but it would be unfortunate if a further concentration of students rentals was the goal of the development.
- 2- Restrictions on parking along streets needs to be revised and expanded especially on Champlain, Cartier, Oakdale, McGibbon.
- 3- North Bay has been marketing itself as a retirement geared community but little to nothing has been done to make the city attractive to seniors and all the new housing is not either designed nor priced for seniors wanting to downsize.
- 4- I have watched this City change... to see panhandlers accosting shoppers, shoplifters being chased through my neighborhood, cars being cleaned out by thieves, public drunkenness and much more....Our city police and bylaws officers are understaffed so the development that is proposed needs to clearly define much more detail of what we should expect.

In all honesty I am extremely disappointed in our elected officials and the lack of support and importance they give to people doing core services. I personally don't feel safe in my own neighborhood.

So I oppose further development.

Phil Lamothe
26 Oakdale Rd
North Bay Ontario

2020

Hi Peter,

Pursuant to our phone conversation this morning, I would like to know if there will be a traffic study completed before construction of the 60 (possibly 120)- unit apartment building proposed for 111 Cartier St. The increase in traffic volume is a concern as access to the lot seems to be constricted especially during the winter months.

Hoping you can relay this concern, I hope to hear from the city in the near future.

Sincerely,

Anthony

Anthony Loreto,
348 Cartier St.
North Bay Ontario. P1B 8N5

2022

From: Anthony Loreto

Sent: April 9, 2022 10:16 AM

To: Peter Carello

Subject: RE: [EXTERNAL] RE: Notice of Complete Application for Zoning By-Law Amendment

Thanks Peter,

Very helpful!

Anthony

*Anthony Loreto,
348 Cartier St.
North Bay Ontario. P1B 8N5*

From: Peter Carello <Peter.Carello@northbay.ca>

Sent: April 8, 2022 3:31 PM

To: 'Anthony Loreto'

Subject: RE: [EXTERNAL] RE: Notice of Complete Application for Zoning By-Law Amendment

Good afternoon Mr. Loreto,

Since we last communicated, the initial rezoning was paused based on the traffic concerns raised by the public until the issue was studied further. A traffic study by a third party engineer was completed and submitted to the City for consideration as part of the rezoning.

I have attached this traffic study to this email. Our Engineering Department will be providing a detailed response to the study and its recommendations. This response will be included within my Planning Report that will go to City Council as part of the public meeting (and maybe even sooner).

Please let me know if you have any questions.

PC

Pietro Carello, MCIP, RPP

Senior Planner – Current Operations
City of North Bay

P – (705) 474-0626, ext. 2409

E – peter.carello@cityofnorthbay.ca

Invest In North Bay



From: Anthony Loreto
Sent: April 5, 2022 1:30 PM
To: Peter Carello
Subject: [EXTERNAL] RE: Notice of Complete Application for Zoning By-Law Amendment

Hi Peter,

I just received a "Recirculation of an Application...." for the property at 111 Cartier St.

As you can see below with previous emails, I have a concern regarding the new traffic volume that will occur on Cartier and Champlain St. (specifically during the winter months). You had mentioned that the concern was sent to engineering and I have not, since our last communication, received any information on whether a traffic volume study was ever performed.

Could you shed any light on this?

Thanking you in advance,

Anthony

*Anthony Loreto, Convenor
348 Cartier St.
North Bay Ontario. P1B 8N5*

2020

As a property owner in the area, my wife and myself consider the application to be to large number of units for the area in terms of the traffic handling ability of the local streets and the residential density in the immediate area.

Thank you,

Stuart & Laurie Kidd

--

Stuart Kidd, North Bay, ON

2020

Dennis Sundborg & Lorraine Jackson
250 Leonard St.
North Bay, ON. P1B 5K2

January 10, 2020

Planning Services Department
Att. Peter Carello
Senior Planner – Current Operations, Planning Services

Dear Mr. Carello

We are opposed to the development as indicated in **the Notice of Complete Application for Zoning By-law Amendment, Invitation of Comments, 111 Cartier Street**. We recognize that development is required but we suggest the scope of this proposed population density is well beyond the ability of the Thibeault Terrace subdivision infrastructure to support this development for the following reasons:

Primary Access on Champlain Street:

- Limited visibility for drivers due to multiple driveways and large snowbanks.
- Limited availability for snow removal due to multiple driveways and large snow banks.
- Congestion due to lack of enforcement of parking on street.

Insufficient Parking Shown on Schedule B.

- Proposed 120 units will require 180 parking spaces in order to include guest parking.
- Schedule 'B' shows 106 parking spaces which will create requirement for on-street parking reducing ability to remove snow.

Potential to Reduce Residential Water Pressure in Already Stressed, Old Water Lines.

- Existing water pressure on Justin, Leonard and Hurst Streets is presently dismal at best.

Further information should be made available to residents of Thibeault Terrace prior to furtherance of this proposal such as:

- No. of Storeys of new building – Schedule B appears to show the new building will be 3 storeys while the existing building must be modified to a 4 storey structure in order to accommodate the planned 120 units.
- Will the proposed units be rental or condominium or a mixture of both?

Thank you for your consideration.

Yours Truly

Dennis Sundborg

2022

It is recognized that access to the proposed 111 Cartier St. site will be primarily from Cartier St. and Champlain St. and that the application was paused pending a traffic study. These two accesses are very restrictive due to existing parking and snow plowing. I, for one of the area residents, would like to be aware of the findings of the traffic study and what recommendations have been made by the Consultants.

Respectfully

Dennis Sundborg
250 Leonard St.

Planning staff note: The Traffic Study was provided to Mr. Sundborg

2020

Good Morning Mr. Carello:

Please advise if a traffic study and an environmental assessment has been or will be completed. The change in density is of significant concern relating to both.

Thank You

D. Gunton

2020

From: johndemeis

Sent: January 15, 2020 9:34 AM

To: Peter Carello

Subject: RE: Notice of Application - 111 Cartier

Thank you,

Yes please add me to the mailing list.

Regards,
John Demeis

----- Original message -----

From: Peter Carello <Peter.Carello@cityofnorthbay.ca>

Date: 2020-01-14 2:17 PM (GMT-05:00)

To: John Demeis

Subject: Notice of Application - 111 Cartier

Hi John, as discussed, attached is the notice of application for the property at 111 Cartier

Street. If you'd like to be added to the mailing list, please let me know.

PC

Pietro Carello, MCIP, RPP

Senior Planner – Current Operations
City of North Bay

P – (705) 474-0626, ext. 2409

E – peter.carello@cityofnorthbay.ca

Planning Staff note: Mr. Demeis was added to the circulation list

2020

397 Leonard Street
North Bay, Ontario
P1 B 5K5

Jan. 22, 2020

Peter Carello
Planning Services
2nd floor City Hall
City of North Bay
200 McIntyre St. East
North Bay, Ontario
P1B 8H8

Dear Mr. Carello

We wish to voice our objection to the rezoning application for 111 Cartier Street, the former Trusler School property from R1 to RM1.

Our objection is based on several concerns.

In the proposed conversion of former school into 60 units, what kind of units are proposed?

Are they one bedroom units, two bedroom units, three bedroom units?

Are they intended for students, for seniors, or for families? If some of the units are for families, as there are no schools in the immediate area, there would be added congestion with busing for any children living there.

Has the developer allowed parking spaces for visitors? How many total parking places are planned? The architect's sketch is unclear.

Based on the size of the school we can only imagine that the units would be relatively small, perhaps one bedroom units. However we would like clarification as to the intent.

Each unit we can only assume would house a minimum of one person but perhaps up to two or three or four people. With 60 additional units and a total of 120 units housed at 121 Cartier Street, assuming the owners or tenants might have a vehicle per unit, and designated parking, these vehicles would bring about huge parking problems and traffic circulation problems along Champlain and Cartier Street and ultimately along Justin and Ursula and Leonard Street as tenants would be forced to seek alternative access to and egress from 121 Cartier Street. Even if only 80 of the 120 proposed units had a car, an additional 80 vehicles would certainly impact traffic circulation.

This traffic congestion would be exasperated in the early morning hours and after people return from work assuming these units are intended for people who are working. We have personally witnessed traffic congestion at the school site and on the adjacent streets during election time when people go to vote and when the school was operational as parents arrived to pick up or drop off their children or arrived for school events.

These are my objections based on the rezoning to residential multiple density for 60 unit complex.

Should a second 60 unit building be approved, we would double our objection for the reasons mentioned above.

Yours truly

John and Janet Humble

2020

Jan. 22 2020

Planning Services

2nd floor City Hall

City of North Bay

200 McIntyre St. East

North Bay, Ontario

P1B 8H8

Dear Mr. Carello

I wish to voice my objection to the rezoning application for 111 Cartier Street, the former JW Trusler School property from R1 to RM1.

I have been a resident of Thibeault Terrace since 1978 when my parents bought their house on Ursula ST, and when my husband and I bought our house on Ursula ST. in 2007. I have seen this neighbourhood develop over the years for the good and the bad.

The proposal to turn the former JW Trusler school into a 60 unit apartment with an adjacent 60 unit

building on the property will add undue stress on the neighbourhood. There would be a minimum of 120 cars trying to get in and out of and already congested Champlain St. Trying to get in or out of the neighbourhood at peak times is already trying. Would traffic lights need to be installed at Champlain St and Cartier St to accommodate the added traffic volume?

Would there be enough parking provided for these units because it is unclear on the plans. If there isn't it would force people to park on adjacent streets causing even more congestion. Students rentals have already caused enough stress on our neighbourhood with on street parking. Champlain St. always has cars parked up and down the street making it difficult to drive especially in the winter when it's down to one lane. How will this impact school buses, that already have difficulty driving on some streets?

Who would be renting these units, students, families the elderly? We don't need any more student rentals in this neighbourhood. I would not be opposed to the school building its self being turned into rentals, much like Marshall Park school was, only three levels and if rented to the elderly.

Our Children play in the green space of the school yard, people walk their dogs, baseball and soccer practices are held there. The yard is used by us and always has been, it's a safe green space for our children to use and we don't want to lose it.

We have already seen our property values drop because of the student rentals. How will this rezoning and the building of these units effect our property values? Thibeault Terrace has been developed enough.

We fought for our neighbourhood in the past and won, we will fight again. And make no mistake we will fight to win.

Tanya Geisler-McLeod
571 Ursula ST.

January 23, 2020

Planning Services
2nd floor City Hall
City of North Bay
200 McIntyre St. East
North Bay, Ontario
P1B 8H8

Dear Mr. Carello

I wish to voice my objection to the rezoning application for 111 Cartier Street, the former JW Trusler School property from R1 to RM1.

We have been living across from 111 Cartier Street (Trusler School Site) since 1995 and the proposed rezoning and possible subsequent development of 120 rental units has us very concerned.

Our concerns are as follows:

- Additional traffic in the area having the potential of adding up to 240 cars in the area with only 3 exit points for all residents North of McKeown.
- There is already a problem on McKeown Street with traffic, people running lights, speeding, numerous pedestrian accidents including one fatality, the additional traffic will only make the situation worse.
- Additional parking in the area, especially if there is inadequate parking for the proposed changes at 111 Cartier.
- Additional pressure on the sewage system in the area, has there been any meaningful study on the impact to this city service.
- Additional pressure on the city water system in the area, our water pressure is currently not great and adding this many units to the area will have a negative impact on our water pressure.
- Additional pressure on the power grid, we continually experience numerous power outages which has damaged electronic devices in our home.
- Adding a four-story building in an area that is comprised of up to 2 story homes is not a fit for the area and we believe any structures should have the same limits.
- This development will reduce the value of my home.

I consider my taxes to be high based on what others pay in cities and towns both North and South of North Bay, in most cases more than double. I hope this means our voices are heard and that our opinions matter.

Sincerely



Sawsan Khawessah
251 Justin Street
North Bay, Ontario
P1B5J8

2020

January 24, 2020

Planning Services

2nd floor City Hall

City of North Bay

200 McIntyre St. East

North Bay, Ontario

P1B 8H8

Dear Mr. Carello

I wish to voice my objection to the rezoning application for 111 Cartier Street, the former JW Trusler School property from R1 to RM1. We have been living across from 111 Cartier Street (Trusler School Site) since 2012 and the proposed rezoning and possible subsequent development of 120 rental units has my wife and I very concerned.

Our concerns reflect the following potential issues:

- The potential for more than 200 additional vehicles into a small area with only 3 exit points for all residents north of Mckeown Avenue will create serious traffic problems for the current residents.
- With the increased number of stores and businesses along Mckeown Avenue, there are already issues with traffic, people running lights, speeding, and numerous pedestrian/vehicle incidents including one fatality. The additional traffic will only make the situation worse.
- Parking is also a concern, especially if there isn't adequate parking for the proposed changes at 111 Cartier St.
- Will our sewer and water services be impacted by the addition of a minimum of 120 extra toilets and sinks in our area? Our water pressure is already low and the addition of more units will have a negative impact on our water pressure.
- This year and in recent years past we have experienced numerous power outages. How will an additional 120 households impact the reliability of our electrical supply in our neighborhood.
- Our neighborhood is currently composed of one and two story single family dwellings. The addition of two four-story apartment complexes does not fit in with the quiet character of our neighborhood. Not only will traffic increase, but the esthetics of the neighborhood will be diminished greatly.
- This leads to our biggest concern, which is the property value of our houses (we have a rental property and our residential property in this area) will be diminished considerably.

As property owners and taxpayers we hope that our concerns are heard and that our opinions matter.

Sincerely

Dave A Vadnais

2020

In response to the "Notice of Complete Application for Zoning By-law Amendment" located at 111 Cartier Street.

I have been a resident at 201 Justin St. in North Bay Ontario since December of 2014. When the purchasing of my home I was aware that JW Trustler School, located at 111 Cartier St was closing. Of course, this was a concern as you do not know what is going to happen to the school afterwards, but my concerns at that time were put to rest as the City of North Bays Zoning Bylaw showed that the current Zoning Classification was Residential First Density (R1). The proposed changed from the zoning classification R1 to Residential Multiple First Density (RM1) is a drastic change in the zoning type and the number of residents that would be taking up that lot of land as Schedule B Plan provide with the 'Notice of completion application for Zoning By-law amendment' shows greater than +/- 120 apartment units to be built. As a home owner that will be directly affected by this proposed zoning change and development, I do not support Shortt's Acquisition Inc. application to amend the existing zoning bylaw.

Below, using both the City of North Bay's Official Plan and the Provincial Policy statement (2014) as a guide, provides further explanation and support on my opinion.

1- Infrastructure, over population and safety concerns

One of my first concerns with the proposed bylaw amendment was how the intensification (*in terms of the development of a property at a higher density than originally planned*) of the proposed development (as shown in Schedule B provided with the notice) would impact the existing infrastructure.

In the City of North Bay's Official Plan, in section 2.1.1 it refers to the infill and intensifications within the Central Business District (CDB) and surrounding neighborhoods. Thibeault Terrace is not listed within the area and is not adjacent to the areas highlighted for intensification to occur. Also, within this section it quotes that "*Infilling and intensification will also be promoted in other areas of the City where there is appropriate infrastructure and new development or redevelopment is compatible with surrounding land uses*".

This brings up the question, does the existing infrastructure support the proposed zoning change and development and if it does not support the development how will affect the existing properties in the area if it does happen?

For instance, the proposed development is located between two dead end streets (Cartier St. and Justin St.) and let's say with the adding of 120 apartment units (as proposed) each unit has the potential of 1 vehicle (at minimum) that increases the number of vehicles in the small section of the neighborhood by an additional 120 regular commuters. Does the current road infrastructure and design support that increased traffic? I highly doubt it. As a current resident of the area, the surrounding roads to the proposed development, Cartier St, Justin St and Champlain St. are often narrowed down to 1 lane as parking is permitted along at least one side of the street. I couldn't imagine adding the additional (est. 120 vehicle) traffic and still safely being able to commute through the neighborhood. Not to mention how emergency services would be affected. Would they be able to navigate through that added congestion to safely and timely provide their services?

Another concern I have with the additional 120 apartment units being developed would be the additional population of school aged children. This neighborhood has no elementary school or high school (Widdifield Secondary School is being closed). Where would the addition school aged children go to school? Can the neighboring schools support the additional populations? Can the neighborhood safely support the additional school buses that will be required to transport them to a school? Has this been addressed with the school boards in North Bay? Has there been a study conducted to show that the potential school

aged population increase can be accommodated?

Another form of infrastructure I would be concerned with being over burdened would be the waste and water systems. If the waste and water infrastructure was originally designed to uphold R1 zoning would that same infrastructure support the addition of at least 1 bathroom and 1 kitchen for 120 units. And what are the impacts to the neighboring homes if a waste and water system is being used at over capacity? I can't imagine it being good.

The Provincial Policy Statement Quotes in Subsection 1.1.1 Healthy, liveable and safe communities are sustained quotes "*accommodating an appropriate range and mix of residential including second units, affordable housing and housing for older persons), employment (including industrial and commercial), institutional(including places of worship, cemeteries and long-term care homes), recreation, park and open space, and other uses to meet long-term needs;*" this same subsection goes on to further quote "*ensuring that necessary infrastructure, electricity generation facilities and transmission and distribution systems, and public service facilities are or will be available to meet current and projected needs*".

and

The City of North Bay's Official Plan also states in section 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.*".

These two documents clearly state that the existing infrastructure would have to support the development changes. Has there been a study completed on the existing waste and water infrastructure? Has there been a traffic study? Has there been an emergency service accessibility study? Has there been an environmental impact study? It would be irresponsible of the City to proceed with this proposed zoning bylaw amendment without having these studies complete and passing them all. I do not believe that this proposed zoning by-law amendment would meet these infrastructure standards, nor has there been any attempt to complete any studies. The City of North Bay needs to look beyond the immediate tax income and focus on sustainability. This Proposed development is not sustainable.

2- The Propose zoning does not support the surrounding land use and the City's official Plan.

If you have lived in North Bay for a while (or grown up here) you would know that the Thibeault Terrace area is locally known as the 'student ghetto'. This extends from the area's negative reputation that this specific area of town is where students (who attend the local college and university nearby) rent houses, apartments and rooms. The issues that extend from this is the over crowding of homes, noise complaints, vandalism and general disregard for the long term residents in that area. If massive multi residential apartments (120 units) are constructed in this area it would provide the ideal environment for these local issues to intensify and become a larger issue, including affecting the values of existing homes.

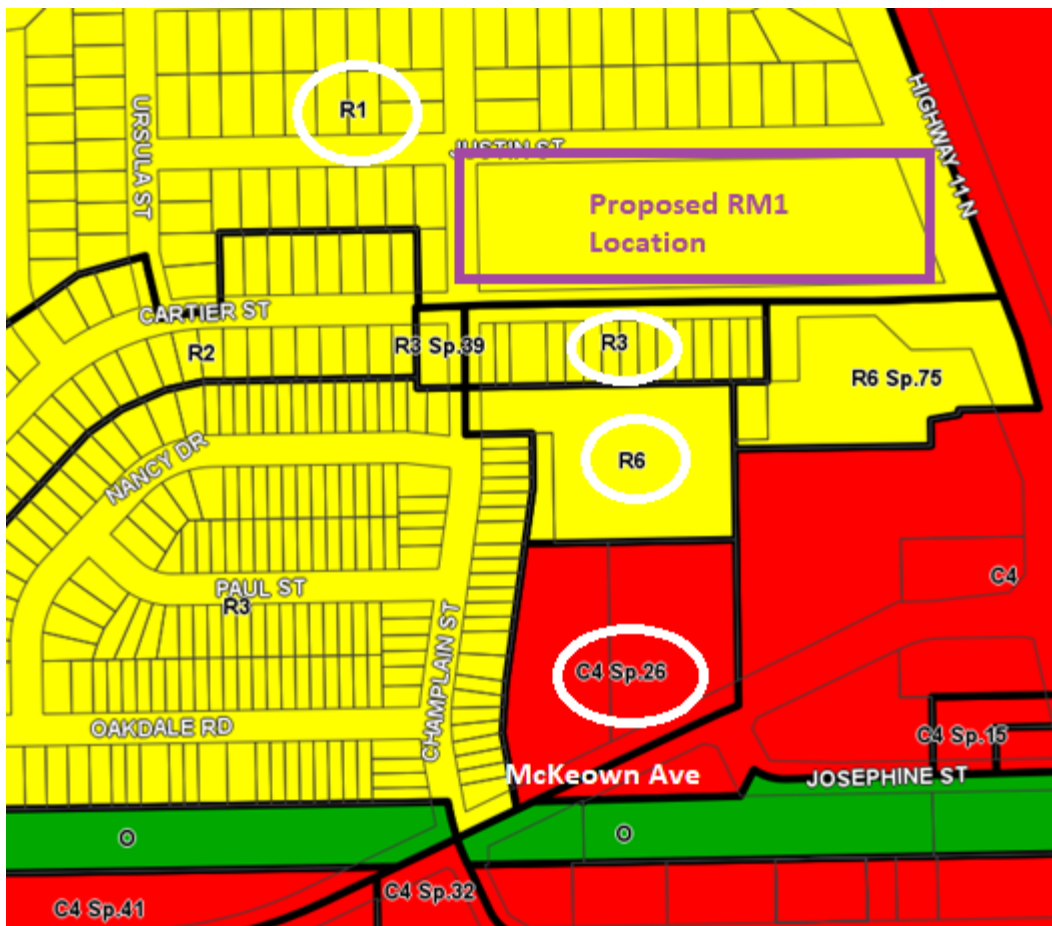
The City of North Bay Official Plan states in section 2.1.12.11 that "*The City shall ensure that existing and future low density residential uses shall be protected from future high density residential development through the use of adequate setbacks and buffering.*".

Thibeault Terrace already has existing RM1 zones currently located in the neighborhood along with the majority of the area already being made up of R2, R3 and R6 zones. If the proposed area is re-zoned to RM1 it would further decrease presence of the R1 zoning in the neighborhood. I should point out that zoning classifications R2, R3 and R6 already provide Single Detached dwellings, Semi-detached dwellings, Duplex's, Triplex, Fourplex, Cluster Townhouse, Stacked Townhouse, Street Front Townhouse and Group Homes (Type 1&2)

which all can provide multiple residences in one building according to the ‘Comprehensive Zoning By law 2015-30’. Since there is already RM1 and R2, R3 and R6 zones in the neighborhood by adding the proposed zoning change for the city block sized parcel would likely make the majority of the residential zoning being RM1. Which would cause an imbalance of zoning types and not in a positive way (as previously discussed with population, infrastructure and safety). It should also be questioned if the of adequate setbacks and buffering been considered in this proposal? Has there been a study completed to show that the value of the lower density homes in the area have not and will not be affected by this proposed development?

The City of North Bay’s Official Plan in section 2.1.11.3 in regards to the development that “*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*”. The proposed Zoning Bylaw change does not support this pattern from High density to low density housing. Extending Northerly from McKeown Ave (which is the main road that provides access to the neighborhood) the zoning progression currently goes in this order: C4 to R6 to R3 and then R1 which supports the City’s Official Plan. With the proposed Bylaw it would go C4 to R6 to R3, RM1 and then R1 which does not fit the City’s Official Plan’s development strategy.

Refer to the image below for a clip of the City of North Bay’s current Zoning Bylaw showing the progression of Zoning types.



Both the City of North Bay’s Official Plan and the Provincial Policy Statement (2014) confirm that Shortt’s Acquisition Inc’s application to amend the existing zoning bylaw from

R1 to RM1 does not meet the standard/ guidelines outlined in either of the documents and would not be to the benefit of the residents in the neighborhood or the future sustainable development in North Bay, especially because no studies have been completed (*or if they have they have not been shared with the public*) in regards to this potential development by the city or neutral party to show that there will be no negative effects.

Please take my comments and concerns into consideration and DO NOT let this zoning By-law amendment happen.

Thank you for your time.

Residences of 201 Justin Street,
Lori Knox (Liscombe) & Dustin Knox

2020

Good Day,

For the record I would like to state my disagreement with the rezoning plans for 111 Cartier St.

The scale of the plan is far too large. 120 units!

The community understands and does want to support redevelopment of the property but not at a cost to their daily enjoyment.

I would recommend a revamp of plans and downsize the plans. The co-op housing on Champlain would be a great fit. Much more suitable for the neighbourhood.

With this I state that I do not support the requested change.

Thank you

Rebecca Mowat

2020

Tuesday, January 28, 2020

Derek and Dayna Burgess

555 Champlain St

North Bay, ON P1B 5K7

The Corporation of the City of North Bay - Operating and Planning Services

Attn: Peter Carello

Senior Planner-Current Operations, Planning Services

200 McIntyre St E

P.O. Box 360

North Bay, ON P1B 8H8

Peter.carello@cityofnorthbay.ca

Dear Mr. Carello:

We are residents in neighborhood of the proposed rezoning amendment for the address at 111 Cartier Street, North Bay. We do have a few concerns, questions and requests to bring forward.

My (Dayna) parents bought this house brand new in 1971 and have been here since then. My husband and I took it over after my father's passing in 2016, so I am aware of all the changes that have come about in this neighborhood in the last 49 years.

Our first question would be that on Schedule A you include the entire lot for subject property, but on Schedule B you have the wooded lot separate from the proposed plans. Can you confirm if the wooded lot will not be included in the rezoning and will be protected by the City now and for future requests to not be touched and left as is? This would be our first request. We would like to request that this forested area is never affected by any rezoning and stays as is.

Our concerns are as is, for the proposed rezoning and proposed buildings. We are very concerned with the increased traffic that a proposed 120 units would put on this neighborhood. There is one main exit at Champlain and McKeown which is backed up as it is now and is one of the intersections with the most traffic and pedestrian accidents. The City has put up "no parking signs" on one side of Champlain leading out to McKeown but with winter weather and most residences parking on the street it becomes a one lane road or the residents themselves ignore the signs and park on the street anyways. This has been an ongoing concern for quite a few years now.

The 4 way stop sign at the corner of Cartier and Champlain is horrible, I see daily people from the neighborhood consistently running the stop sign and have seen pedestrians come close to being hit. More traffic is not going to help this.

The exit at Cartier and McKeown is only a stop sign and very backed up as well with morning and afternoon traffic and patrons of Twiggs parking on the street when the parking lot is full reduces the road to 1 lane and anyone trying to turn left from this stop sign backs up the traffic even more since McKeown has become a very busy road with all the new businesses.

There are no sidewalks on the block of Cartier that is being proposed and only 1 side walk on Champlain leading out to McKeown. The only City bus service is on McKeown. This will not be safe for the new potential residents and it's worse in the winter with the snow.

We would like to propose that the restrictions for the RM1 rezoning be only allowed to 1- 60 unit dwelling to be built with the parking needed. We have looked at The City's past by-law amendments for rezoning and you have restricted the front and rear minimum and maximum allowed and the units and height allowed for each new amendment. Can you not make this rezoning amendment to reflect and only allow 1- 60 unit to be built and to see what the impact on the neighborhood is and if the issues with traffic and any sewer, water, hydro or environmental issues do not arise then they can ask for another amendment to this lot and bring that again to The City for approval. The Ontario Ltd company that purchased this lot had to know that it was zoned R1 residential and should have not assumed or predicted that The City would just amend the lot to RM1 just because they ask without taking into consideration the impact on our neighborhood or the residents already living there. We hope this was not a "hand shake" deal that was made before purchase guaranteeing they be allowed to change the zone for their purposes. We have no

concerns with whom he wants to rent or sell these units to, but they would be people with the means of driving, which means 1-2 vehicles per unit, added traffic with guests and deliveries and the normal increase residents bring to a home. This neighborhood is too busy as is and will be losing public space that is used daily by the neighborhood. We do understand that the land would one day be purchased, but we should not have to sacrifice our single-family home neighborhood for the sole purpose of making money because the company (person) whom bought the property wants to increase his profit with these new units. What's wrong with building 5 or 6 houses on each side of Justin and Cartier for sale in the future. Just because this type of rezoning worked well in another area of The City does not mean it will work here.

We would also like a mailed or emailed notice of the Public meeting that will include this rezoning proposal. I would like to hear the discussions that will come up at this meeting and what actions The City is going to take or at least which way they are leaning. (or have they already made up their minds and this is a done deal)

Probably one of my (Dayna) most personal concerns is that the wooded lot is never allowed to be touched and would stay as is. It's been around since before we moved in to the area and has existed since the JW Trussler school was built and is still used to this day on a daily basis.

Thank you for your time and consideration on this matter,

Derek and Dayna Burgess and Family

2020

The Corporation of the City of North Bay
200 McIntyre St. E.
North Bay ON. P1B 8H8

Attention: Mr. Peter Carello, Senior Planner
Current Operations Planning Services
2nd. Floor, City Hall

Dear Sir:

I hereby submit my objection to the rezoning application of 2453454 Ontario Limited concerning the property known as the former JW Trusler school located at 111 Cartier Street, North Bay, Ontario.

I understand that the proposed rezoning of this property is to accommodate two apartment buildings having 60 units each with a total of 120 units (noted on the drawing that accompanied the Notice of Application as an exhibit - 120+ units).

My reasons for objection are as follows:

- The magnitude of this development will impact the density of this area dramatically. There

is presently insufficient roads infrastructure available. Cartier and Justin streets lack sidewalks posing a danger to pedestrians, particularly during the winter months when the streets become even more narrow. Having that large of an influx of population over this 2.25 hectare area will create chaos in an area already dealing with multiple parking and traffic issues. I fail to see that parking will be sufficient to accommodate 120 - 300 additional vehicles, not to mention what appears to be a lack of provision for visitor's parking. I believe the result will be vehicles parking all over Cartier and Justin Streets. Since I live on Cartier Street directly across from this proposed project, I believe this increase in traffic will impact my ease of entering and exiting my driveway.

The intersection at Champlain and McKeown, a main vein into the neighbourhood, is already well known to be one of the top three most dangerous intersections in North Bay, with no plan in the foreseeable future to resolve the situation.

Aside from additional traffic and parking issues, there needs to be a study as to the impact of the burden that will be placed on sewer systems, water pressure, hydro, gas lines etc.

It is unclear how many stories these buildings are intended to be but I fear the potential of shadow casting and blocking the view of the amazing Thibeault Terrace escarpment. This view is what contributed to my husband and I purchasing our home here in 1985. Also high story buildings are out of character with the appearance of the existing properties.

The additional noise, traffic, congestion, parking, etc, will all contribute the detriment of my quality of life and will undoubtedly decrease property values.

Thank you in advance for your consideration.

Debrah Mowat

2020

Hello,

I have been a resident/homeowner for the past 21 years in Thibeault Terrace and I am opposed to the rezoning application of 2453454 Ontario Limited, the former JW Trusler School.

I understand that the proposed rezoning of this property is to accommodate two apartment buildings having 60 units each with a total of 120 units (noted on the drawing that accompanied the Notice of Application as 120+ units).

My reasons for objection are as follows:

- The magnitude of this development will impact the density of this area dramatically. There is presently insufficient roads infrastructure available. Cartier and Justin streets lack sidewalks posing a danger to pedestrians, particularly during the winter months when the streets become even more narrow. Having that large of an influx of population over this 2.25 hectare area will create chaos in an area already dealing with multiple parking and

traffic issues. I fail to see that parking will be sufficient to accommodate 120 - 300 additional vehicles, not to mention provision of visitor's parking. I believe the result will be vehicles parking on all available streets nearby.

The intersection at Champlain and McKeown, a main vein into the neighbourhood, is already well known to be one of the top three most dangerous intersections in North Bay, with no plan in the foreseeable future to resolve the situation. Since I live on Oakdale Road this increase in traffic will impact my travels to and from my home.

Aside from additional traffic and parking issues, there needs to be a study as to the impact of the burden that will be placed on sewer systems, water pressure, hydro, gas lines etc.

The additional noise, traffic, congestion, parking, etc, will all contribute the detriment of my quality of life and will undoubtedly decrease property values and increase safety issues for everyone.

Thank You

Kathy Haws

2020

The Corporation of the City of North Bay
200 McIntyre St. E.
North Bay ON. P1B 8H8
Attention: Mr. Peter Carello, Senior Planner

peter.carello@cityofnorthbay.ca

I would like this letter to serve as my opposition to the rezoning application 2453454 Ontario Limited (as presented) for the former JW Trusler school located at 111 Cartier Street, North Bay, Ontario.

According to the plans I have seen, the application is to accommodate two 60 unit apartments apartment buildings and provide some parking facilities.

My concerns center around density and traffic and the implications of such a large project in that location.

Parking is already horrendous in this area due largely to the number of rental units in area housing and renters in these homes having numerous vehicles and visitors in homes that only have single driveways. Consequently, people park illegally on the streets blocking traffic and causing safety concerns (especially along Champlain – the main route out of the proposed development. As you are aware, the NB By-Law officers are already overworked as they attempt to ticket the large number of cars already parking illegally in this area and I am concerned that adding such a large number of rental units on the proposed site will only add to this congestion.

My second concern is in regard to the traffic at the intersection of Champlain and McKeown. This is already a very congested intersection for anyone coming south off Champlain and attempting to proceed through, or turn both left or right onto McKeown. If the first car (or

second or third) is attempting to turn left, the whole line of traffic behind has to sit and wait until the line of cars coming through the lights onto McKewon is finished. This causes delays and more times than not means that only three-four cars get through the lights while the remainder sit and wait for the lights to change again. There is no right turn lane everyone is stuck there regardless of what you are trying to do. Adding more cars that would result from the proposed development will only exacerbate this situation. Some people (if they are heading West), attempt to avoid this and head down one of the side streets to the next intersection. Now that Twiggs has located there these people now face the same problem as traffic into and out of Twiggs has caused increased congestion there...

I would also like to state that I would consider supporting other forms of development of this area as I am not simply opposed to 'development' in general. My major concern is the size and scope of this project in this area that already has a considerably high number of multi person rental units. I also believe that it would be more appropriate to limit the number of units to say sixty, and offer at least half or those to seniors. This would have the effect of limiting the increase of new traffic in the area and address my concerns (in part) that would result from a large influx of vehicles and traffic associated with the original proposal for 120 units. This would also be a positive step toward providing appropriate and affordable housing for North Bay's aging population.

Regardless of whether the proposal is approved or not, I would also recommend that a right hand turning lane be placed at the McKewon end of Champlaign that would allow cars to turn right or go straight through when someone attempts to turn left and blocks all traffic. Alternatively, make the light to travel through this intersection from Champlaign as long as the light to travel through the intersection along McKewon. Presently it takes two-three times as long for the light to turn when proceeding along Champlaign as it does for cars proceeding along McKewon.

Thank you for considering my comments in your review and decisions.

Mike Parr
267 Hearst Street
North Bay, ON
P1B 8Z2

2020

Dear Mr. Carello and Ms. Hillier

I wish to voice my objection to the rezoning application for 111 Cartier Street, the former JW Trusler School property from R1 to RM1.

Our understanding is that the proposed rezoning of this property is to accommodate two apartment buildings having 60 units each with a total of 120 units (noted on the drawing that accompanied the Notice of Application as 120+ units).

Our Objections to this development are as follows.

The size of this development will impact this area dramatically. There are presently insufficient roads with only 3 exit points for all residents North of McKeown. Cartier and Justin streets lack sidewalks

posing a danger to pedestrians, particularly during the winter months when the streets become even more narrow. Having that large of an influx of population over this 2.25 hectare area will create chaos in an area already dealing with multiple parking and traffic issues. I fail to see that parking will be sufficient to accommodate 120 - 300 additional vehicles, not to mention provision of visitor's parking. I believe the result will be vehicles parking all over Cartier and Justin Streets and adjoining streets. School buses already have difficulty in the area, how will this impact our children's safety.

The intersection at Champlain and McKeown, the main entrance into the neighbourhood, is a dangerous intersection. There is already a problem on McKeown Street with traffic, people running lights, speeding, numerous pedestrian accidents including one fatality, the additional traffic will only make the situation worse. Will the city come up with a plan to help with this situation?

Also how will the addition of 120 units affect, sewage, water and the electrical grid in the neighbourhood. We already experience numerous power flicks and outages, these units will only add to the power strain in the area. Some residents experience water pressure issues, will the rest of us. Is the sewage system able to handle the addition? These are all questions that need to be addressed.

This area is comprised of mostly bungalows and a scattering of 2 story homes, a multi story building will be out of place and an eye sore. Homes will be cast in almost permeant shadow, looking out our windows all we will see is giant structures and cars. We like the beauty of our neighbourhood.

My wife and I have been property owners in Thibeault Terrace since 2007, my wife has been a resident since 1978. Over the years we have seen our property values drop because of student rentals. The building of these units will certainly decrease them further. We purchased our home here because it was a quiet neighbourhood, safe for our children to play outside. The increased volume of traffic these buildings will create will certainly make it unsafe for children to play outside, ride their bikes, walk to their school bus stops. The additional noise, will decrease the enjoyment of our properties. Many of us already experience issues with noise from student rentals and this will only add to it. Thibeault Terrace has been developed enough.

If the development could be kept to the school building it's self and only 3 stories for elderly occupants, many in the neighbourhood won't have an issue.

Thibeault Terrace is worth fighting for and we will fight to win.

William McLeod
571 Ursula St.

January 29, 2020

Planning Services
2nd floor City Hall
City of North Bay
200 McIntyre St. East
North Bay, Ontario
P1B 8H8

Dear Mr. Carello

I wish to voice my objection to the rezoning application for 111 Cartier Street, the former JW Trusler School property from R1 to RM1.

I have been living across from 111 Cartier Street (Trusler School Site) for more than 25 years and the proposed rezoning and possible development of 120 rental units is very concerning.

I am concerned about additional traffic having the potential of increasing the number of vehicles in the area by 240 or more. Travelling in and out of the Thibeault Terrace area, with only 3 exit points for all residents North of McKeown is already challenging. Traffic on McKeown Street is currently an issue with drivers running lights, speeding, pedestrian accidents and a pedestrian fatality, the additional traffic will only compound the problem. I am also concerned about vehicles parking on the street in the area, especially if the parking for the proposed changes at 111 Cartier is not sufficient.

The additional load on city services in the area, including water, sewage and power is a concern. Currently our water pressure is on the low end, we have had sewage backups and we experience numerous power outages year-round. Has there been any meaningful study on the impact to these city services?

The construction of any building higher than a two-stories is not a fit for the area. If the zoning change is approved is there anything stopping the owner of 111 Cartier Street from building a structure more than 4 floors. We have a solar installation, if a building is built that shades my solar panels then who compensates me for this. I also believe a structure that is too high (more than 2 stories) will reduce the value of my home.

I understand the property owner who has purchased this property would like to build on this property and profit from changes. The proposed changes are too much.

How many notices were sent out? What happens if the majority of the recipients of these notices object to the zoning change, does that mean the rezoning is rejected? I applied for a minor variance years ago relating to a pool on my property, only one neighbour objected and the minor variance was rejected, should I expect the same kind of response to this rezoning change. I hope my voice is heard and that my opinions matters.

Sincerely



Steven Draves
261 Justin Street
North Bay, Ontario
P1B5J8

2020

Hello Mr. Carello,

I live at 575 Champlain St and I received the Notice of Complete Application for Zoning By-law Amendment for 111 Cartier Street.

As I live right across the street from the wooded lot I was very pleased to see that your plans intend to keep it there. While it is small it does provide wildlife habitat and beautiful walking trails on level ground that we otherwise do not have in Thibeault Terrace.

I do have a few questions:

1. Are you promising to keep the wooded lot untouched?
2. Will any of the trees be removed?
3. How many stories tall will the new building be?
4. How will we find out when the city hall meeting is regarding this property?

Thank you for your time and response,

Bridget White

2020

Dear Mr. Carello,

Please add my name to the list of persons for notification of any future meetings and decisions on ZBLA #923 – 111 Cartier Street.

My contact information is
David Ellingwood
56 Kathryn Cr
North Bay ON P1B 8P4

With the limited information provided in the Notice of Complete Application and the accompanying site plan, I must express my initial concerns with this zoning by-law amendment. I would expect that the proponent provide a planning report outlining how the application conforms to the official plan and what is the rationale for allowing the change to a multi-residential designation. I am also left to wonder if the proposed use is the most appropriate and best use of the property.

I expect that I will have further comments to make when a more fulsome package of information is made available in advance of the required public meeting.

Thank you.

David Ellingwood

2020

The Corporation of the City of North Bay
200 McIntyre St. E.
North Bay ON. P1B 8H8

Attention: Mr. Peter Carello, Senior Planner
Current Operations Planning Services
2nd. Floor, City Hall

Dear Sir:

I hereby submit our objection to the rezoning application of 2453454 Ontario Limited concerning the property known as the former JW Trusler school located at 111 Cartier Street, North Bay, Ontario.

My reasons for objection are as follows:

- The magnitude of this development will impact the density of this area dramatically.
- There is presently insufficient infrastructure
- The proposed buildings are out of character with the appearance of the existing properties.
- The additional noise, traffic, congestion, parking, etc, will all contribute the detriment of the quality of life in our neighbourhood and will undoubtedly decrease property values.

Thank you for your consideration.

Rayna Vassileva

Sent via E-mail

Email: Hannah.Bahmanpour@daviswebb.com

January 20, 2020

Peter Carello
Senior Planner – Current Operations, Planning Services
The Corporation of the City of North Bay
200 McIntyre St. East
P.O. Box 360
North Bay, Ontario
P1B 8H8

Dear Mr. Carello,

Re: Notice of Complete Application for Zoning By-law Amendment 2015-30
111 Cartier Street, North Bay

We represent Mr. and Mrs. Draves, property owners of 261 Justin Street, North Bay, with respect to the above-noted Application for a Zoning By-law Amendment ("Application").

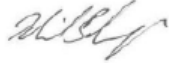
We are in receipt of your letter dated December 31, 2019, where you indicate that the City of North Bay (the "City") received an application for a Zoning By-law amendment under section 34 of the Planning Act and that the Application has been deemed complete. Could you kindly provide to us the following information:

1. What reports the City received as part of the Application to deem said Application complete;
2. Copies of any and all reports that were submitted as part of the Application;
3. Excerpts of the Official Plan policies related to the subject site that you and your staff consider relevant; and
4. Confirmation of the name of the proposed developer, as it was noted in your letter that the owner of the subject property is 2453454 Ontario Limited, represented by Shortt Acquisitions Inc. as agent.

We would be obliged if you would notify us in advance of any statutory public meetings with regard to the Application.

Yours truly,

DAVIS WEBB LLP

A handwritten signature in dark ink, appearing to read 'H. Bahmanpour', is written over the firm name.

Per: Hannah Bahmanpour
c.c. Steven Draves

Email: Hannah.Bahmanpour@daviswebb.com

January 12, 2021

Delivered Via E-mail

Ms. Beverley Hillier
Manager, Planning & Building Services
200 McIntyre Street East
North Bay, Ontario
P1B 8V6

Dear Ms. Hillier:

**RE: 2453454 Ontario Ltd. – Proposed Amendment to Zoning By-law No. 2015-30
111 Cartier Street, North Bay**

Further to our telephone call of October 15, 2020 regarding the above-noted matter, our clients continue to remain concerned with respect to the proposed condominium development at 111 Cartier Street ("Subject Property").

On January 20, 2020, we wrote to Mr. Peter Carello requesting copies of any and all reports filed by the developer in support of the development application (the "Application"), as well as relevant excerpts of the Official Plan related to the Subject Property. In response to our request, the only report we received from the City that was filed by the developer was a very thin Planning Analysis Report ("Report") completed by Shortt Acquisitions Inc. which appears to be a private business consulting agency and not a planning firm. The City did not request that any additional studies be filed in support of the Application and on December 31, 2019 the City deemed the Application complete. We would appreciate additional information as to the City's criteria for development applications as there appears to be very little, if any, reports and information in support of the proposed development. While we understand that in order to encourage development in a smaller city such as North Bay, certain reports may not be requested by the municipality until a determination has been made as to whether the proposal can be supported in principle, however, the Application for the Subject Property poses a number of concerns for the surrounding residents and it is unclear to us as to how the City can appropriately assess the Application without the necessary technical studies to demonstrate whether there is capacity for the proposed development in terms of traffic, parking, servicing, storm water etc.

As mentioned above, our clients have raised a number of concerns with respect to traffic in the area, as well as issues around water pressure which appears to be an existing problem without the additional 60 to 120 new residents, and a further burden on an already fragile sewage and hydropower system in this neighbourhood.

Notwithstanding the developer's proposal to reduce the density from 120 to 60 units of new build leaving the school site as is, the reduction in density does not alleviate the outstanding issues raised by the residents. In fact, this approach appears to be simply splitting the development into two phases to permit the development to move forward without any technical studies to support the additional density.

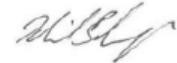
Furthermore, the proposal for a four-storey building does not conform with the character of the surrounding neighbourhood as the residential and commercial complex within the area are one or two storeys in height. This predominately impacts the residents residing immediately across the Subject Property who have expressed deep concern with respect to visual and noise impact.

While our clients do not wish to prevent development within the area, they are very concerned about the lack of information and technical studies in support of the proposed development which could consequently interfere with their use and enjoyment of their property as well as adversely impact the character of the existing neighbourhood. Accordingly, the Application is premature, notwithstanding our clients' willingness to agree to a development which caps the density at 60 units with a maximum height of two-storeys, provided that technical studies be produced by reputable consulting firms by and at the cost of the developer to support the additional density.

We would be pleased to discuss the foregoing further with staff or representatives of the developer.

Yours truly,

DAVIS WEBB LLP



Hannah Bahmanpour

2022

Hi Beverley and Peter,

We received the attached Notice indicating that a Traffic Study was completed for the 111 Cartier development and as you know, we had not only objected to such a study being done during times which most people are working from home and therefore any analysis done would not be accurate nor true to what the actual traffic would be like once we are through with the pandemic, but also repeatedly asked for copies of any and all studies submitted by the developer to which you had confirmed we would receive copies of. To our dismay, we did not receive a copy of the Traffic Report. Could I ask again, that you provide us with a copy of the Traffic Report as soon as possible and any and all other reports completed by the developer as our client and area residents remain very concerned with what is being proposed.

Thank you,

Hannah



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