



## City of North Bay Report to Council

Report No: CSBU-2024-002

Date: January 4, 2024

Originator: Peter Carello – Senior Planner, Current Operations

Business Unit:

Department:

Community Services

Planning & Building Department

Subject: Proposed Zoning By-law Amendment Application - 30, 32 and 34 Kenreta Drive

Closed Session: yes ☐ no ☒

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### Recommendation

That the proposed Zoning By-law Amendment by Tulloch Geomatics Inc. on behalf of the property owner, 1921281 Ontario Inc., to rezone the properties legally described in Appendix A to Report to Council No. CSBU 2024-002 from a "Residential First Density Special No. 53 (R1 Sp.53)" zone to a "Residential Third Density Special (R3 Sp.)" zone be approved.

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### Background

#### Site Information

**Legal Description:** See Appendix A

#### **Site Description:**

The requested application would affect three properties on the south side of Kenreta Drive, as shown below on Figure 1 and on the attached Schedule A. These properties are adjacent to the North Bay Escarpment and are part of the developing Laurentian Heights subdivision.

The subject lands are designated "Residential" by the Official Plan.

The subject properties are zoned "Residential First Density Special No. 53 (R1 Sp.53)" under the City's Zoning By-law No. 2015-30. Lots on the south side of Kenreta Drive to the east and to the west of the Subject Properties are also zoned R1 Sp.53. This zone is specific to the Laurentian Heights Subdivision. It limits the height of dwelling units to one storey and the use of the properties to a single-detached dwelling.

The regulations for this zone were established in 1999 when approval was granted by the Ontario Municipal Board. This was before more recent changes made by the Provincial Government requiring municipalities to allow additional dwelling units within existing and proposed dwelling units within the Settlement Area. This change effectively supersedes the regulations of the existing zoning R1 Sp.53, meaning that each of the lots in the area are not limited to single-detached dwellings and could have up to three residential units.

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



Note on Figure 1 : Above imagery was taken in 2021.

The properties consist of three (3) lots on a registered plan of subdivision. Combined, the property has an existing total lot area of 0.34 hectares and a total lot frontage of 72 metres on Kenreta Drive, as shown on attached Schedule B. The properties are currently vacant.

### **Surrounding Land Uses:**

Developed properties to the north, north-east and northwest are developed with single-detached dwellings.

These three (3) lots are located within the Phase 3 – Kenreta Drive Subdivision. To the east of the property the developer (Laurentian Heights Limited) has installed municipal services in anticipation of the Phase 4 development. These lands, and the remaining lands within Phase 5, are currently vacant.

Immediately south of the subject lands is the North Bay Escarpment.

### **Proposal**

Tulloch Geomatics Inc. has submitted a Zoning By-law Amendment application on behalf of the property owner, 1921281 Ontario Inc., to rezone the properties legally described in Appendix A to Report to Council No. CSBU

2024-002 from a "Residential First Density Special No. 53 (R1 Sp.53)" zone to a "Residential Third Density Special (R3 Sp.)" zone

The purpose of the application is to allow the development of the lots as semi-detached dwellings.

The Special Zone as initially presented would limit the height of the dwelling units to one storey.

As discussed in the Correspondence section of this report, one neighbour expressed concerns that the property owner could create a total of eight (8) lots instead of the six (6) lots that were stated in their application. In order to limit the number of lots that could be created, the Special Zone proposes to increase the minimum lot frontage required for each lot from nine (9) metres to twelve (12) metres.

### **Summary**

The subject properties' current zoning permits only the use of the lands as single-detached dwellings. The property owner has submitted the proposed Zoning By-law Amendment to permit the lots to be developed with semi-detached dwelling units.

The Provincial Policy Statement and the Official Plan both encourage the concentration of new development within the Settlement Area where public services are available and the development is appropriate for the area. Intensification in this manner represents a more efficient use of public services.

The proposed Zoning By-law Amendment to allow an additional three dwelling units (for a total of six units) would result in a minimal form of intensification while maintaining the low density residential character of the area. Public services are available to the area.

The existing zoning limits the height of the buildings on the south side of Kenreta Drive to one storey. The proposed R3 Special zone would also limit the height of the semi-detached dwellings to one storey.

The proposed semi-detached dwelling units are similar in nature to the existing built form of the area, both in terms of massing and housing type. Public services in the area are sufficient to accommodate the change in density requested through this application.

The PPS 2020 and the Official Plan also promote the development of a range of housing types. The subject properties are located in an area that is comprised of single-detached dwellings. Semi-detached dwellings would represent a different form of low-density housing in the area.

A number of residents provided correspondence in response to the requested

Zoning By-law Amendment. The Correspondence Section of this report represents staff's summary of the most common concerns expressed by the neighbourhood. A complete copy of the formal responses received are attached as Appendix B to this report.

The most common concern expressed by the area was that the semi-detached dwelling units are not compatible with the neighbourhood. People expressing this concern have identified that there are not semi-detached dwellings in the area and that their neighbourhood is homogeneously developed with single-detached dwellings. Respondents further state that semi-detached dwellings are incongruent with the area and their presence would be considered undesirable.

The difference between a single-detached dwelling and a semi-detached dwelling is the reduction of frontage required and the reduction of one of the two side yard setbacks on each of the lots from 1.2 metres to nil. This also results in three additional dwelling units being constructed, allowing for six (6) units to be constructed instead of three (3).

Compatibility does not mean the same as. Compatibility refers to the sensitivity of development proposals in maintaining the character of existing development. It is my professional opinion that the proposed application, if approved, will result in a minimal form of intensification within a low density developing subdivision.

Some individuals expressed concerns regarding the impact the proposed developments would have on their promised view of the City. It was stated on several occasion that the vista of the City was a key consideration in purchasing in this area.

As discussed above, it is staff's opinion that the proposed semi-detached dwellings will be very similar in nature to the single-detached dwellings that could be constructed under the current zoning. This includes the restriction on height to one storey. Given that there will be no change in the maximum height that can be constructed, the proposed Zoning By-law Amendment would have no meaningful effect on views enjoyed by other residents of the area.

Many individuals stated that there are restrictive covenants in place that permit lots in the area to be developed solely with single-detached dwelling units. In their opinion, these covenants should prevent the properties from being developed with anything other than single detached dwellings.

Restrictive covenants are an agreement between the original subdivider/developer and purchasers of their lots. The City is not a party to this agreement and therefore does not have any obligations under the covenants.

However, the City does have obligations under the Planning Act that would

prevent the municipality from entering into this type of agreement. Most notably, the City is charged with the responsibility of processing applications made under the Planning Act, such as the subject rezoning. The City is further obligated to render a decision that is based on applicable policy and plans. The City must consider the appropriateness of proposed uses and as it relates to applicable policies and plans and whether a use is compatible with the neighbourhood.

In addition, while the property's existing R1 Sp. 53 zoning states that lots in the area can only be utilized for single-detached dwellings, legislative changes made by the Provincial Government via the More Homes Built Faster Act has mandated that municipalities must allow up to three dwelling units to take place on lots in the Settlement Area. The City has incorporated this requirement within our Zoning By-law. This means that that homes in the area are already zoned to permit up to three dwelling units to be located on a lot, not just single-detached dwellings.

One neighbour expressed their belief that the developer would construct eight (8) homes instead of the six (6) that was identified in the application. Planning staff have spoken with the agent for the property owner regarding this concern. The property owner has agreed to adjust their application to increase the minimum frontage requirement to twelve (12) metres. In doing so, the property owner would be limited to six (6) lots, as requested in this application.

The subject properties would be subject to Site Plan Control due to their adjacency to the Escarpment. This tool would be utilized to control where items are located on the property and to ensure vegetation is in place.

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

## **Provincial Policy**

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

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

The GPNO 2011 is broad in scope and is aimed at shaping development in Northern Ontario over the next 25 years. It outlines strategies that deal with economic development, education, community planning,

transportation/infrastructure, environment, and Aboriginal peoples. This Plan is primarily an economic development tool that encourages growth in Northern Ontario. Specific Planning related policies, including regional economic planning, the identification of strategic core areas, and targets for intensification have not yet been defined by the Province or incorporated into the Official Plan.

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

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

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

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

### **Concentration of Development within Settlement Area**

One of the core principles of the Provincial Policy Statement is to concentrate development within a municipality's Settlement Area. This goal is expressed most directly by Section 1.1.3.1 of the PPS 2020, which states that "*Settlement Areas shall be the focus of growth and development*".

The purpose of this direction is to focus as much development as possible within the Settlement Area, where public services are available while limiting the extent of development that takes place in the Rural Area.

The PPS 2020 instructs municipalities to make efficient use of land and resources. There are several passages that outline these objectives, as outlined below:

#### **Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

##### ***1.1.1 Healthy, liveable and safe communities are sustained by:***

*a) promoting efficient development and land use patterns which sustain the financial well-being of the Province and municipalities over the long term;*

#### **Section – 1.1.3 Settlement Areas**

*The vitality and regeneration of settlement areas is critical to the long-term economic prosperity of our communities. Development pressures and land use change will vary across Ontario. It is in the interest of all communities to use land and resources wisely, to promote efficient development patterns, protect resources, promote green spaces, ensure effective use of infrastructure and public service facilities and minimize unnecessary public expenditures.*

*1.1.3.1 Settlement areas shall be the focus of growth and development.*

*1.1.3.2 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;...*

*1.1.3.4 Appropriate development standards should be promoted which facilitate intensification, redevelopment and compact form, while avoiding or mitigating risks to public health and safety.*

The proposed Zoning By-law Amendment is consistent with these policies of the PPS 2020. It would increase the number of dwelling units on the subject lots, which represents an efficient use of land, reducing the requirement to extend public services to other areas of the community.

## **Housing**

The Provincial Policy Statement provides direction regarding housing within a community. Several housing policy sections relevant to this application are referenced below:

### **Section 1.1 – Managing and Directing Land Use to Achieve Efficient and Resilient Development and Land Use Patterns**

*1.1.1 Healthy, liveable and safe communities are sustained by:...*

*b)accommodating an appropriate affordable and market-based range and mix of residential types (including single-detached, additional residential units, multi-unit housing, 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;*

*1.4.3 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*

*2. all types of residential intensification, including additional residential units, and redevelopment in accordance with policy 1.1.3.3;*

*c) directing the development of new housing towards locations where appropriate levels of infrastructure and public service facilities are or will be available to support current and projected needs;*

*d) promoting densities for new housing which efficiently use land, resources, infrastructure and public service facilities, and support the use of active transportation and transit in areas where it exists or is to be developed;*

The Provincial Policy Statement encourages municipalities to provide for a “range and mix of housing options and densities”. In the definition section of the PPS 2020, Housing Options is defined as “*a range of housing types such as, but not limited to single-detached, semi-detached, rowhouses, townhouses, stacked townhouses, multiplexes, additional residential units, tiny homes, multi-residential buildings*”. It is reasonable to permit both semi-detached and single detached dwellings within the same neighbourhood.

The proposed Zoning By-law Amendment would introduce a new form of housing (semi-detached dwelling units) that is specifically identified as being a type of housing option in the PPS 2020 into an area that is entirely comprised of single-detached dwellings. In my professional opinion, this is consistent with the housing policies provided by the PPS 2020.

Section 1.4.3.c) of the PPS states the development should be directed to areas where infrastructure and public services are appropriate. In reviewing the requested rezoning, infrastructure in the area is appropriate for the level of development proposed, both now and in the future. The proposed development would also represent an efficient use of services, as directed by the PPS 2020.

### **Public Services**

The Provincial Policy Statement encourages intensification where public services are available. Section 1.6.6.2 of the PPS states “*Municipal sewage*



*services and municipal water services are the preferred form of servicing for settlement areas to support protection of the environment and minimize potential risks to human health and safety. Within settlement areas with existing municipal sewage services and municipal water services, intensification and redevelopment shall be promoted wherever feasible to optimize the use of the services.”*

The last phrase of Section 1.6.6.2 is directly applicable to the proposed amendment. If approved, greater levels of density would occur in a location that would optimize the use of services.

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

### **Official Plan**

The properties are currently designated “Residential” in the City of North Bay’s Official Plan.

The City’s general approach to development is to focus growth and density within the Settlement Area, minimizing the level of development in the Rural Area. This general directive is expressed within Section 1.4.2 (Guiding Principles), which contains the following two excerpts:

*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.*

*The Rural Area of the municipality within the Corporation of the City of North Bay limits is a natural setting and comprises eighty percent (80%) of the City’s land area. The Rural Area is beyond the area required for urban development and therefore the intent of this Plan will be to protect the rural nature of these lands, by directing new development to the Settlement Area, leaving the rural area largely undeveloped.*

The proposed Zoning By-law Amendment would allow the applicant to construct a total of six (6) semi-detached dwelling units as opposed to three (3) single-detached dwelling units currently permitted. The proposed application, if approved, would result in additional development within the Settlement Area, as encouraged by the above noted policies of the Official Plan.

The Official Plan further identifies locations and characteristics that support greater levels of density. Section 2.1.1 (Settlement Area Policies) states that *“infill and intensification developments will be primarily encouraged in the Central Business District (CBD) and surrounding neighbourhoods, where*

*appropriate, and where adequate municipal services, facilities, and transit routes exist. 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.”*

The subject properties are located within the Settlement Area. The properties are not in the Central Business District, however the proposed Zoning By-law Amendment and development meets the latter part of Section 2.1.1 that discusses infill in other areas of the City. The proposed development is compatible with surrounding land uses and has access to the full range of public services. Some of the public services available to the subject properties include:

- Municipal Sewer/Water: The properties have access to municipal sewer and water. There is adequate capacity within the system to accommodate the proposed development.
- Transit: The area is serviced by the #6 Transit route (Hornell-CFB). The nearest bus stop (measured straight line) is approximately 300 metres from the subject properties.
- Public Parks and Recreation: The properties are directly adjacent to the Escarpment. A majority of these lands are owned by the City for park purposes, with the remainder to be dedicated to the City as the remainder of the subdivision develops. Fricker Wallace Park and Greenhill Park are both in reasonable close proximity (approximately 400 metres and 500 metres respectively, measured in a straight line). Laurentian Ski Hill and Laurentian Conservation Area are also located nearby.

The properties also have access to other public services expected within an urban area, such as garbage collection and school bussing.

The Official Plan contains policies related to housing goals within the community. Official Plans sections relevant to the subject application with a brief explanation of how these policies relate to the proposed Zoning By-law Amendment are referenced below:

#### 2.1.11 (Housing Policies)

*It is the general intent of this Plan to encourage the development and maintenance of an efficient and pleasant environment for all lifestyles. In providing for these demands, the objective is an appropriate mixture of densities and an arrangement that will minimize conflicts between different forms of housing.*

#### 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:...*

*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;*

#### 2.1.12 Urban Residential Area Densities

*Urban Residential Areas will be made up of low, medium and high density residential developments. The Comprehensive Zoning By-law will zone various areas within the City for low, medium and high density residential development.*

*2.1.12.1 Low and medium density residential developments permit single-detached dwellings, semi-detached dwellings, duplexes, triplexes, townhouses, low profile apartments (up to four units), rooming houses, mobile homes and group homes.*

The above noted policies of the Official Plan identifies a semi-detached dwelling unit as a use appropriate for either a low density or medium density residential development.

The proposed Zoning By-law Amendment will permit a different density, though one that is very similar to the existing R1 Special zone. When read in conjunction with policy 2.1.11 encouraging a mixture of uses, it is my professional opinion that the proposed Zoning By-law amendment is in conformity with the Official Plan.

The above policy discusses separating high-density development from low density development. Both the development permitted by the existing R1 Sp. zone and the proposed R3 Sp. zone only allow for low density residential uses. The lots are adequately sized to provide separation via the minimum setbacks of the Zoning By-law.

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 properties are presently zoned "Residential First Density Special No. 53 (R1 Sp.53)". The R1 Sp.53 zone permits the following uses:

- Single-detached dwelling;
- Local park and playground
- Accessory uses to the above;
- Accessory home-based business

The Special Zone currently limits the height of any structure to one (1)

storey.

The proposed Zoning By-law Amendment would rezone the properties to a "Residential Third Density Special (R3 Sp.)" zone. The proposed R3 Sp. zone would permit the following uses:

- Single-detached Dwelling;
- Semi Detached Dwelling;
- Additional Residential Urban Dwelling Unit;
- Group Home Type 1;
- Bed and Breakfast (as an Accessory Use only);
- Home Based Business (as an Accessory Use only);
- Parks and Playgrounds;
- Day Nursery (as an Accessory Use associated with an Institutional or Public Building only);
- Institutional Uses; and
- Principal Dwelling Unit Short-Term Rental.

The Special Zone would limit the height of any structure to one (1) storey, similar to the existing R1 Sp.53 zone.

In response to a concern raised by a neighbourhood respondent, the Special Zone would also require a minimum frontage of twelve (12) metres. This will ensure that there could be a maximum of six (6) lots created.

The subject properties are able to meet all other regulations of the Zoning By-law.

### **Correspondence**

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

Of the agencies that provided comments the Ministry of Transportation and North Bay Hydro each offered no concerns or objections.

The North Bay Mattawa Conservation Authority offered no objections to the proposed development. They noted that a Development, Interference with Wetlands & Alteration to Shorelines & Watercourses (DIA) permit would be required prior to development taking place. They also provided the list of information required to achieve the DIA permit, which includes information related to fill being used, a grading plan and information related to slope stabilization. A complete copy of the Conservation Authority's comments and requirements are attached within Appendix B to this report.

The Conservation Authority stated that there had been a Violation Notice

issued as a result of the placement of fill on these properties. This matter must be addressed through the Conservation Authority's enforcement measures and has no bearing on the proposed Zoning By-law Amendment.

The City's Engineering Department also offered no objections to the proposed development. They also provided the list of information that would be required at the time of development. A complete copy of the Engineering Department's correspondence (with their requirements) is attached within Appendix B to this report.

### Public Comment

The City received a considerable amount of correspondence from the public regarding this application.

The following is intended to provide a general summary of the comments received and concerns raised from the public and staff's response to these concerns. It is not intended to be a comprehensive listing of all the concerns raised. A complete copy of correspondence received is attached within Appendix B to this report to provide City Council with the full scope of the responses received.

### **Character of the Neighbourhood**

The most common concern raised by respondents is their opinion that a semi-detached dwelling would be out of character with the neighbourhood. Residents assert that the area is completely comprised of single-detached dwellings and that semi-detached dwelling units would be an unwelcome new form of housing.

There are not any semi-detached dwellings presently on Kenreta Drive. The proposed frontage reduction will provide for the development of a total of six lots instead of the current three lots.

It is not uncommon to have both single detached and semi-detached dwellings located within the same area, as both are considered forms of low-density development. Being compatible with the character of the neighbourhood does not mean being identical to the built form of the area.

A semi-detached dwelling may be a different form of housing, but it is a minimal form of intensification that maintains a low density character. The difference in the built form between the two housing types is that the homes are being built on smaller lots and that they share a common wall. The height of the building will be maintained at one storey, the same as the existing zoning on the properties.

Therefore in my professional opinion the resulting development from the proposed rezoning will be a compatible land use

### **Exclusivity of the Neighbourhood**

A number of respondents expressed great pride in their neighbourhood and

the exclusivity that they say they enjoy. They further conveyed concern that introducing semi-detached dwelling units into the subdivision would have a detrimental effect on the level of prestige that is conferred to the neighbourhood.

This is not a land use policy matter and should not be taken into consideration when evaluating the proposed rezoning.

### **Property Values**

Many individuals stated that their properties are of considerable value. They expressed concern that the inclusion of semi-detached dwellings in the area would decrease the value of their properties.

It has been the City's experience that minimal forms of intensification that results in compatible development does not impact property values of adjoining properties.

### **Infrastructure Capacity**

A number of individuals expressed concern regarding the effect the proposed development would have on infrastructure (i.e. traffic, sewer, water) in the area.

Planning Staff consulted with the Engineering Department regarding these concerns. The Engineering Department did not express any concerns regarding the infrastructure capacity in the area and that the change in the number of lots would have a negligible effect on the overall function of the infrastructure in the area, including traffic. As part of the original plan of subdivision approval a traffic study was completed which resulted in a contribution to the traffic lights at Pearce Street and Airport Road.

### **Restrictive Covenants**

A large number of respondents referenced the restrictive covenants agreements that they signed with the original developer of the subdivision. They state that one of the clauses within these covenants restricts the use of the properties within the subdivision to single-detached dwellings and that the proposed rezoning is in contravention of this agreement.

The City is not a party to these agreements. Restrictive covenants are an agreement between the individual property owner and the developer. As such, the applicant's rezoning request under the Planning Act is not affected.

The City has an obligation under the Planning Act to process rezoning applications on their own merit and based on the request's compatibility with applicable policy documents.

### **City Views**

Several individuals expressed concerns that the development would impede their views of the City that they were promised.

The proposed rezoning would limit the height of any new buildings to one storey, same as the existing zoning. The proposed rezoning will not have any meaningful effect on residents' view of the City.

### **Number of Lots**

One neighbour expressed concerns that the applicant was going to create a total of eight (8) lots instead of the six (6) lots that were represented by the application.

Staff discussed this concern with the agent for the applicant. The agent indicated that the owner does not have this intention. They agreed to increase the minimum frontage required from nine (9) metres to twelve (12) metres to ensure that the maximum number of lots that could be created remains six (6) as was stated in their application.

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

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### **Financial/Legal Implications**

There are no financial or legal implications to the City.

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### **Corporate Strategic Plan**

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

### **Specific Objectives**

- Facilitate the development of housing options to service the entire community, with consideration to socio-economic characteristics of the community
- Facilitate the development of housing options to service the needs of the community

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### **Options Analysis**

#### **Option 1:**

That the proposed Zoning By-law Amendment by Tulloch Geomatics Inc. on behalf of the property owner, 1921281 Ontario Inc., to rezone the properties legally described in Appendix A to Report to Council No. CSBU 2024-002 from a "Residential First Density Special No. 53 (R1 Sp.53)" zone to a "Residential Third Density Special (R3 Sp.)" zone be approved.

This is the recommended option based on the review and analysis in this report.

#### **Option 2:**

That the proposed Zoning By-law Amendment by Tulloch Geomatics Inc. on behalf of the property owner, 1921281 Ontario Inc., to rezone the properties legally described in Appendix A to Report to Council No. CSBU 2024-002 from

a "Residential First Density Special No. 53 (R1 Sp.53)" zone to a "Residential Third Density Special (R3 Sp.)" zone be denied.

This option is not recommended.

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**Recommended Option**

Option 1 is the recommended option.

That the proposed Zoning By-law Amendment by Tulloch Geomatics Inc. on behalf of the property owner, 1921281 Ontario Inc., to rezone the properties legally described in Appendix A to Report to Council No. CSBU 2024-002 from a "Residential First Density Special No. 53 (R1 Sp.53)" zone to a "Residential Third Density Special (R3 Sp.)" zone be approved.

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Respectfully submitted,

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

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

Name Beverley Hillier, MCIP, RPP  
Title: Manager, Planning & Building Services

Name: Ian Kilgour, MCIP. RPP  
Title: Director, Community Services

Name: John Severino, P.Eng., MBA  
Title: Chief Administrative Officer

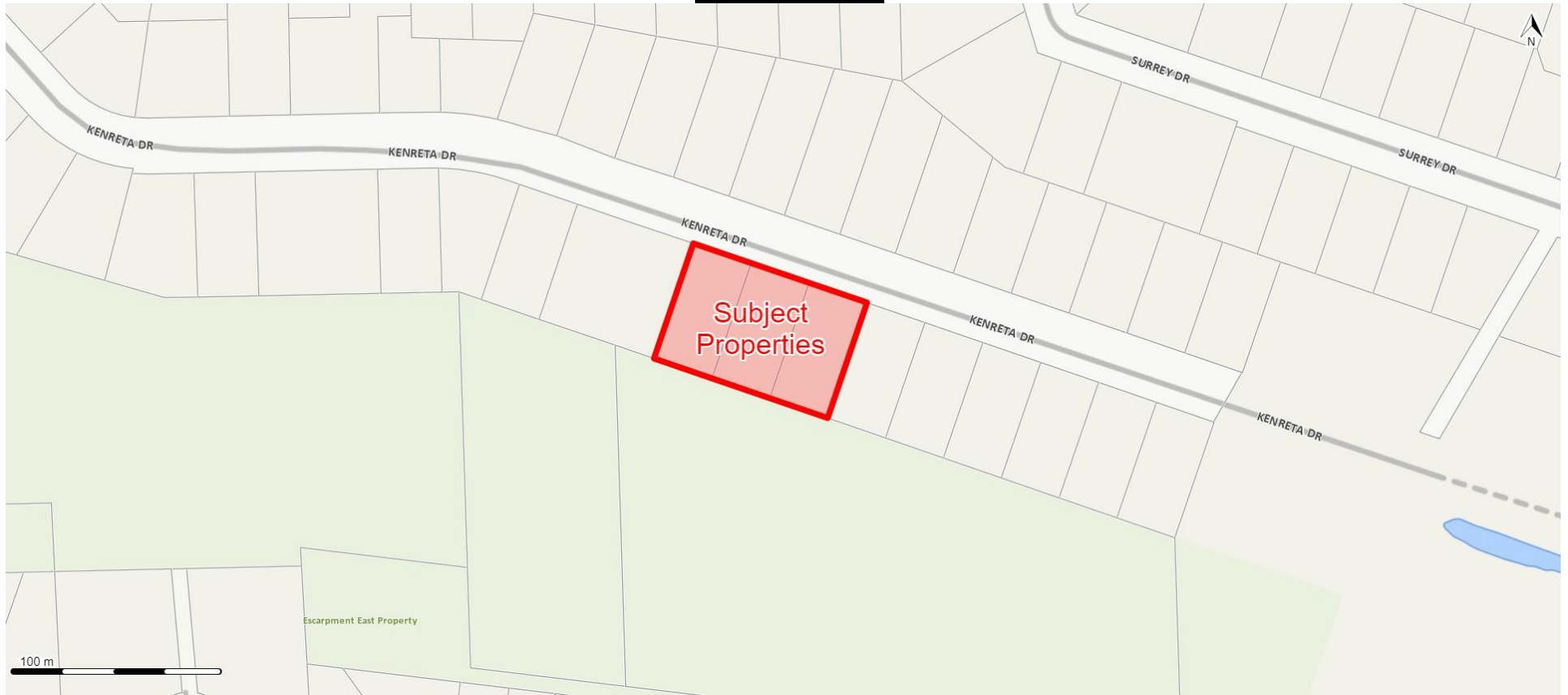
Personnel designated for continuance:

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

W:\PLAN\Planning\Reports to Committees & Council (C11)\to Council\2024\CSBU 2024-002 – ZBLA File 959 – Zoning By-law Amendment – 30, 32 & 34 Kenreta Drive



## Schedule A



# Schedule B

KENNEDY DRIVE

CLIENT: BAY BUILDERS

SKETCH FOR REZONING

SCALE 1 : 400

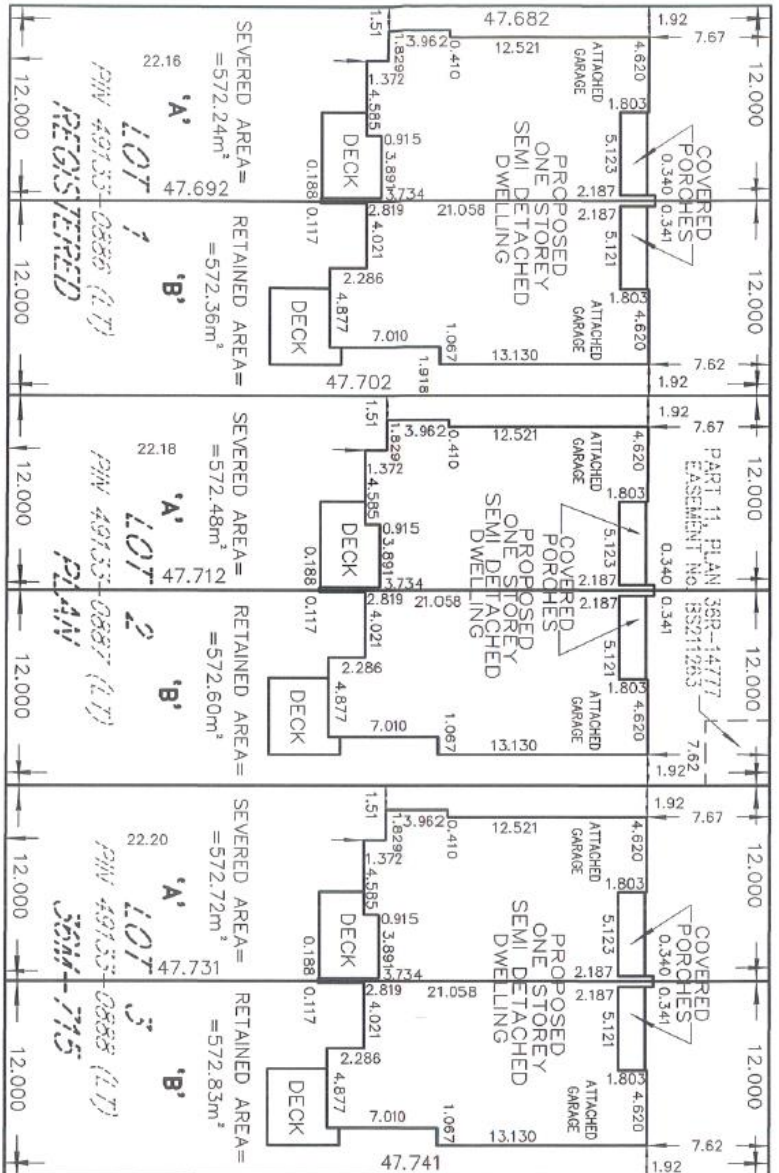
CAUTION

a) THIS IS NOT A PLAN OF SURVEY AND SHALL NOT BE USED EXCEPT FOR THE PURPOSE INDICATED IN THE TITLE BLOCK.  
b) THIS SKETCH IS PROTECTED BY COPYRIGHT ©

ALL OF LOTS 1, 2 & 3  
REGISTERED PLAN 36M-715  
CITY OF NORTH BAY  
DISTRICT OF NIPISSING

NOTE

DIMENSIONS WERE OBTAINED FROM VARIOUS PLANS.



## LOT COVERAGE

LOT 1 'A'	AREA OF PROPERTY=572.2m <sup>2</sup> AREA OF PROPOSED DWELLING=167.6m <sup>2</sup> AREA OF COVERED PORCH=8.6m <sup>2</sup> LOT COVERAGE=30.8%	LOT 2 'A'	AREA OF PROPERTY=572.5m <sup>2</sup> AREA OF PROPOSED DWELLING=167.6m <sup>2</sup> AREA OF COVERED PORCH=8.6m <sup>2</sup> LOT COVERAGE=30.8%
LOT 1 'B'	AREA OF PROPERTY=572.4m <sup>2</sup> AREA OF PROPOSED DWELLING=177.3m <sup>2</sup> AREA OF COVERED PORCH=8.6m <sup>2</sup> LOT COVERAGE=32.5%	LOT 2 'B'	AREA OF PROPERTY=572.6m <sup>2</sup> AREA OF PROPOSED DWELLING=177.3m <sup>2</sup> AREA OF COVERED PORCH=8.6m <sup>2</sup> LOT COVERAGE=32.5%
LOT 3 'A'	AREA OF PROPERTY=572.7m <sup>2</sup> AREA OF PROPOSED DWELLING=167.6m <sup>2</sup> AREA OF COVERED PORCH=8.6m <sup>2</sup> LOT COVERAGE=30.8%	LOT 3 'B'	AREA OF PROPERTY=572.8m <sup>2</sup> AREA OF PROPOSED DWELLING=177.3m <sup>2</sup> AREA OF COVERED PORCH=8.6m <sup>2</sup> LOT COVERAGE=32.5%

## METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.



**TULLOCH GEOMATICS INC.**  
1501 SEMAUR STREET  
NORTH BAY ON  
P7A 0C5  
northbay@tulloch.ca  
DRAWN BY: D.O. FILE No. 232799

## **Appendix A**

### **PIN 49133-0886 (LT)**

Lot 1, Plan 36M715; City of North Bay

### **PIN 49133-0887 (LT)**

Lot 2, Plan 36M715; Subject to an Easement Over Part 11 36R14777 as in  
BS211263; City of North Bay

### **PIN 49133-0888 (LT)**

Lot 3, Plan 36M715; City of North Bay

## **Appendix B – Correspondence**

### Internal Department and Government Ministry Correspondence

#### **Ministry of Transportation**

Hello Peter,

It has been determined that the subject lands are not within MTO's permit control area, and as such the MTO does not have any comments to provide.

Thank you,  
Jamie

Jamie Geauvreau  
A/Corridor Management Planner  
Operations Division  
North Region, Area East  
Ministry of Transportation of Ontario

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#### **North Bay Hydro**

Power is available off Kenreta. Developer to contact North Bay Hydro to develop servicing plan.

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#### **Finance Department**

No comments or concerns

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#### **Engineering Department**

Our comments from the pre-consultation stage are still valid for this application with the additional traffic comment added.

1. The proposed semi-detached dwellings are located in Phase 3 of the Laurentian Heights development which is included in the catchment areas of the proposed SWM pond in Phase 4 of the development. Further discussions are to be had with the proponent's engineer to confirm that the existing temporary pond can accommodate the increased impervious area.
2. The following engineering civil plans/drawings are required:
  - a. Site Servicing (if any new services are being proposed and/or existing services are being upgraded/retired);
  - b. Grading Plan;
  - c. Erosion and sediment control.

3. All the drawings must be designed and stamped by a Professional Engineer licensed to practice in the province of Ontario. Documents must be sealed prior to being submitted to the City for review.
4. Private Approaches (entrance and exits) will need to meet the City's Private Approach By-Law 2017-72.
5. It will be the proponent's responsibility to confirm servicing requirements and conduct necessary testing.
6. After reviewing internally, the development of semi detached dwelling units will have a negligible traffic impact on the surrounding road network.
7. The developer must enter into a Service Contract with the Engineering Department for any services, restoration work or work in general on City property.
8. A security deposit of 10% of the value of all on-site works (excluding the building) will be required for the SPCA. An engineering estimate of the on-site works is to be provided in order to determine the security deposit value. A deposit of \$1,000 will be required as a minimum.

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

Thank you,

Jonathan

# North Bay Mattawa Conservation Authority



November 1, 2023

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**

**Re: Zoning By-law Amendment – 1921281 ONTARIO INC  
30, 32 and 34 Kenreta Drive  
Lots 1, 2, 3 of Plan 36M-715  
City of North Bay  
Our File No.: PZB18-NB-23**

This office has received and reviewed the above zoning by-law amendment which proposes to rezone the above-noted property from a "Residential Multiple First Density Special No. 53 (RM1 Sp.53)" zone to a "Residential Third Density Special (R3 Sp.)" zone. The properties have a total combined area of approximately 0.34ha and a combined frontage of 72m along Kenreta Drive. The purpose of the application is to permit the development of the lots as semi-detached dwelling units. The Special Zone would limit the height of the new dwelling units to one storey.

The following comments are based on a review of the application with respect to our delegated responsibility from the province to represent provincial interests regarding natural hazards identified in Section 3.1 of the Provincial Policy Statement, 2020 (PPS, 2020) and our regulatory authority under Ontario Regulation 177/06 Development, Interference with Wetlands & Alteration to Shorelines & Watercourses (DIA). The Conservation Authority has no objection to this zoning change and offers the following.

As you are aware, this property is located on the North Bay Escarpment which is regulated by the Conservation Authority as per Ontario Regulation 177/06. This regulation is pursuant to Section 28 of the Conservation Authorities Act of Ontario. A DIA Permit is required from this office prior to undertaking any site alteration activities and/or any construction or renovation work on the subject property. Site alteration activities would include: the placement or removal of fill material of any kind, and/or the alteration of existing grades on the subject property. The following is a list of items and details that will need to be included in any application for the development of these properties:

1. Amount and type of fill to be imported to the lot.
2. A lot grading plan will be required. This plan should show existing grades and the proposed finished grade of the lot.
3. Site plan drawn to scale showing all proposed development.
4. Geotechnical report outlining how site is to be prepared for development (e.g. excavate to remove overburden and/or organic materials).
5. Details on slope stabilization (e.g. retaining wall or sloped and vegetated).
  - a. Material used to construct the wall (product and design specifications)
  - b. Drainage behind the wall, where drainage will outlet
  - c. Fill behind wall (type)
  - d. How the wall will either tie into adjacent lots or how the sides of any fill/re-graded areas will be retained)
  - e. Generally, if a wall is greater than 1m in height, it needs to be designed and stamped by a professional engineer or constructed using an engineered product following the specifications for walls of the intended height.
  - f. An engineer's report will be required to outline a minimum setback from a top of slope or top of wall that all future development needs to be set back from.

---

15 Janey Avenue North Bay, Ontario P1C 1N1 P: (705) 474-5420 F: (705) 474-9793 www.nbmc.ca

- g. If an engineered product is being used, an engineer's report will still be required to outline the minimum setback for future development to ensure to impacts to the slope/wall.
- 6. Assess is there are any municipal drainage easements.

For your information, Violation Notice 01-23 has been issued for working without a permit and the placement of fill on these properties. NBMCA has been working with the property owner to rectify this matter and a DIA application is pending for the work that has been undertaken as well as future works.

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

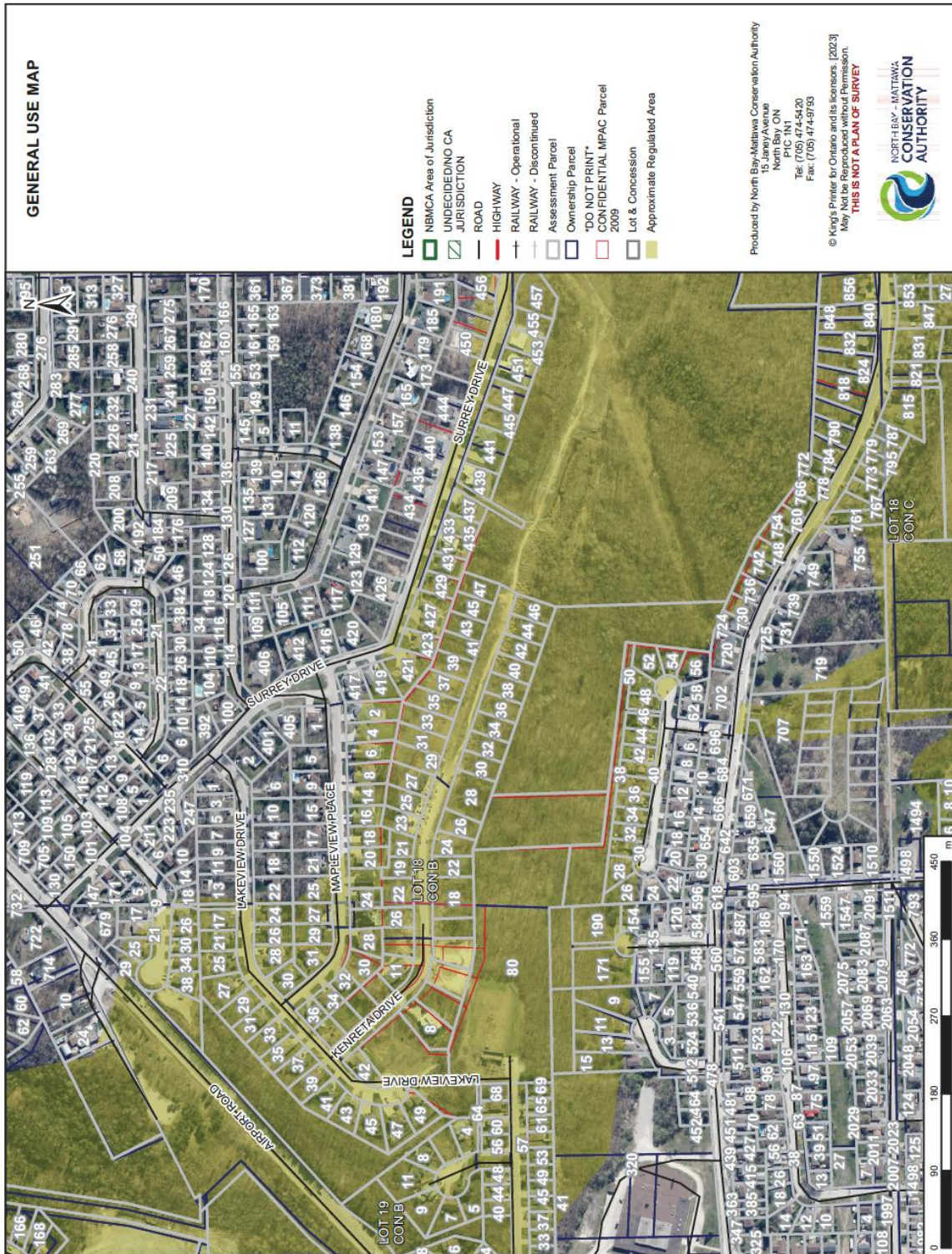
Yours truly,



Paula Scott  
Director, Planning & Development/Deputy CAO

Encl. (2)







## Public Correspondence

Hello Peter,

I refer to your letter regarding the rezoning of lots 30,32 and 34 Kenreta Drive North Bay. We are residents at [REDACTED] Maplevue Drive and also own lot [REDACTED] Kenreta Drive. The rezoning of these lots is inconsistent with the plan for the neighbourhood and should not be approved. The current development is adding significant traffic volumes to local side streets that were never designed to sustain the increase traffic. There are no sidewalks, only ditches for storm water rather proper drainage and relatively narrow streets that frankly are already too busy. Most, if not all traffic from Kenreta will exit onto Surry and then Airport road – and challenging intersection to say the least.

Secondly, the inclusion of semi detached homes will set precedent for further (compromising) rezoning applications that would further detract from what the neighbourhood is supposed to be.

Please do not approve the application for rezoning.

**Tim Bremner**

[REDACTED]

### Addendum:

Thanks Peter,

Slight correction. We own lot [REDACTED] Kenreta (my wife Debra Cloutier) which she acquired primarily to protect the trees and green space, of which there is none in the neighbourhood. There is also little privacy and this lot has helped us secure that.

This too needs to be taken into consideration .

Regards

Tim

---

Dear Mr. Carello,

Please be advised that I am in receive of your letter regarding the application for a Zoning change in my neighbourhood. I have read the letter and am opposed to this zoning change that will allow semi-detached dwelling units. These units are located in my subdivision area and directly face my property. I purchased my home because it was in an area of North Bay that provided exclusivity and the homes here are all custom built. Further I was assured of a cityscape view that is now being infringed upon with each home being erected on Kenreta Drive. Allowing semi-detached homes in this location will directly decrease the value of my property to which I pay an exorbitant amount in taxes for only having garbage and snow removal provided by the city. These residences will impact the traffic on not only Kenreta Drive but also Lakeview and Surrey Drives and add to the congestion found in the mornings

at the intersection of Surrey Drive and Airport Road. Additionally, multi-family homes in this area will increase the number of cars at these residences, impacting noise levels and the visual appeal of this custom build neighbourhood.

Please consider the current impact this will have to this custom build high-end residential area.

I will look forward to attending the public meeting regarding this proposal and will wait for the notification of meeting.

Vivian Papaiz

---

Good Afternoon Mr. Carello,

Thank you for your prompt reply to my email. With regards to my comments regarding the city view that I am speaking about, it includes a view of Lake Nipissing and the city of North Bay as this subdivision residential community was built up on Airport Hill where lots were originally (and still are) advertised and sold based on having a view of the city. While I understood that additional homes had been planned for along Kenreta Drive, they were not intended to cause obstruction or limit the current view of the already established residential homes. The allowance for semi-detached homes usually includes having to build taller home structures to accommodate the square footage required for the residence. If these are allowed to be built, there is a strong probability that the height of the homes planned for will infringe on the city scape view that I am speaking of. This is only one of the concerns that current residents have currently residing in homes that face the proposed development.

Another is that this residential area was built within the confines of a covenant that required a very specific type of residence to be built and was part of the purchase of our property. It was our understanding that only single dwelling homes were allowed within this covenant and had to have very specific features. Please be advised that the most recent homes that have been built below us on Kenreta also do not reflect the exclusivity of the current subdivision area. They are not brick homes and their appearance do not lend to higher income neighbourhoods. Now with the added consideration of semi-detached homes, this will further devalue the exclusivity of this residential area as semi-detached homes are not seen in higher income residential areas. Finally, there are other things for consideration also, such as when individuals purchase these homes, there is no provision related to the overgrowth of vegetation on the slopes of these properties. We are witnessing that the properties themselves are being neglected and the height of the vegetation further continues to impact the view from these established residence that are paying some of the highest taxes within the city. While the vegetation issues are not related to this rezoning request, it does speak to the how the city manages their zoning by-laws and the expectations needed to be enforced in the areas where there exists a high property tax assessment. These are the points related to the cityscape view that I was speaking about. The proposed changes to the Zoning for this area will further impact the views of the current high-end residential area going forward.

Thank you for your consideration of these comments.

Vivian

Attention: Mr. Peter Carmelo,

In response to the letter we received about the rezoning lots 30,32,34 Kenreta Drive North Bay. As residents of a newly build home at 16 Mapleview Place... we are totally against the development of the semi detached dwellings.

We purchased this lot and built for the peace and tranquillity of the neighbourhood and signed a restrictive covenant of rules, with Laurentian Heights Developer John Wallace as a condition to protect our property and neighbourhood.

We were faced with many challenges with permits and delays with the city during our building process.

We respected every situation we were face with.

Why now are the rules changing? Maybe this should have been considered by the builder, before the lots were purchased to be developed on Kenreta.

Our taxes are reaching 13,000 a year. Would we see this adjusted ??

How will this affect the value of our property?

This rezoning would change the neighbourhood greatly...Extra traffic, restricted city views etc... all extras ,not what we signed up for.

Will the reminder of Kentera be rezoned the same??

We think it is not the residential neighbourhood for this sort of is totally unfair on so many levels...to the home owners which have already built and purchased homes in this premium neighbourhood... and have been in a higher tax bracket all along.

With newly built homes directly behind us, our view has changed greatly. We now have large clump of evergreen trees between two homes which are dying and are honestly a real eye sore, which would be much better removed .... before that they blended with the natural bush.

In closing, our opinion is, rezoning would have a negative effect on this beautiful neighbourhood. We thank you, for considering our concerns.

Christine and Gilbert Cloutier.

---

Good morning Mr. Carello,

My name is Doug Robidoux and I live on Lakeview Drive. I have been informed about an application for a zoning amendment on Kenreta Drive. I'm writing to let you know that I am strongly opposed to this amendment. Allowing semi detached homes in this neighbourhood would decrease property values, increase traffic flow and change the look of the neighbourhood in a negative way. People who have purchased homes here did so with a particular neighbourhood in mind and agreed to many covenants. Allowing semi detached homes in this neighbourhood is contrary to the vision of what this area should be. This amendment should not be allowed.

I thank you for your consideration and ask that you send me the date of the council meeting so that I may attend.

Regards,  
Doug Robidoux

---

Dear Mr. Carello

We are writing to express our opposition to the proposed rezoning of lots 30,32 and 34 Kenreta Drive in Laurentian Heights subdivision to permit the construction of semi-detached dwelling units.

We object to this proposed rezoning primarily because when we purchased our lot approximately 17 years ago we did so on the understanding that we were buying into a subdivision zoned for single family dwellings and paid a premium price for our lot on Maplevue Place.

We have additional concerns regarding increased parking requirements, traffic and noise related to this proposed densification which would not be consistent with the existing character of the subdivision as single-family homes.

We would appreciate your considering our objections in evaluating this proposed rezoning application.  
Thank you.

Bill and Pat Jenkins  
[REDACTED] Maplevue Place  
North Bay, ON

---

Good Morning Peter,

I am writing you in regards to the zoning Amendment slated for 30,32,34 Kenreta Drive. We are opposed to the building of Third Density Special residential in this area. We feel that the intent of this location in North Bay is to have single family dwellings only. When we purchased in this area the restrictive convenances that came with the property are a welcomed addition.

I do realize that Kenreta might not have the same restrictions as Laurentian Heights, but the original zoning should stand.

Andrew Restoule.  
[REDACTED] Lakeview Drive

---

Hello Peter, my name is Kirit Patel I am residing at [REDACTED] Surrey Drive, North Bay, [REDACTED]. I have some serious consent about Zoning By-Law at 30, 32&34. Kenreta Drive. Considering the upscale area and paying premium on property taxes we as a home owner should ask for more privacy. In short I am not in the favour of Zoning By-Law Amendment for 30, 32 & 34 Kenreta Drive.

Thanks.

Kirit Patel and Ramila Patel.

---

## TO THE CITY OF NORTH BAY: Re-zoning on KENRETA

Hi Mr. Peter Carello

It has been brought to our attention the possibility of zoning changes to accommodate detached homes on KENRETA DRIVE

As a home owner in that vicinity, we were attracted to the neighborhood due to less housing congestion, traffic, noise, etc. We were obliged to sign a very restrictive agreement with the Laurentian Heights Development which we consider a reassurance of those qualities that attracted us to the area.

It is very concerning to see any actions, like by-law amendment on zoning to favour detached homes that could compromise the value, view, quietness, etc of the neighborhood.

Therefore, I am purely against any approval of the area for detached homes as a way to protect our peace, and our property.

Thanks for your understanding

Idow Oyeniran

---

Mr Carello

I am writing this email in OPPOSITION to the proposed Kenreta Bylaw Amendment to change zoning from Residential First Density to Residential Third Density.

I grew up in the neighbourhood as a child in the 80s (Lakeview Dr), currently reside on Francis Ave with my wife and 2 kids, and also own 2 lots down the street from the proposed change on Kenreta that we are planning on building our new home (Lot [REDACTED] phase 4).

This proposal will NEGATIVELY impact our lives and plans. With the impact of this zoning change, we would lose significant land value and would not build our house and raise our family in the altered higher density zone. It would not make sense for us to build. Our plans would be scrapped.

We would likely end up selling the properties at a loss due to reduced land values, and would have to seek legal advice on this matter.

My other alternative would be, if this passes, would be to apply to rezone my properties to

Residential Third Density Special and would expect the precedent to be set. I could then develop my properties as high density for rental or sale as allowed under the new zone. This is not something I want to do but would look into it as a way to get my money back. This would also continue to change a neighborhood that the majority if not everyone (except the developer in question) is opposed to.

Is Kenreta able to handle the added traffic of all this new development? What would stop me and the other property owners from applying for R3 when all of a sudden their plans are changed and their property values are reduced?

I am not opposed to development and understand the city growth mandate. You have helped me rezone a commercial development of mine a year or so ago (█ Gormanville). I understand there are many moving parts.

To me this is not a NIMBY issue, as the developers specifically purchased land in a R1 neighborhood, have previously built many homes, and are now trying to change the zone to their benefit as the economics of building has changed.

We surely would not have purchased our dream R1 property to build our family home and raise our family had we known this was going to happen a few doors down and potentially open up the flood gates to a totally new, less desirable place to live.

I am hopeful that this strong opinion along with many other in OPPOSITION will make the city consider leaving the plan as is, and not opening up the clearly R1 neighborhood to development out of character with significant negative outcomes overall.

Regards,  
Dr. Jeffrey Hodge

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Mr Carello,

It has come to our attention that a request for rezoning of the three noted properties has come to the city from a local builder. The builders presumably bought the properties on Kenreta Drive with a full understanding of the existing zoning and the restrictive covenants impacting all residences in the neighbourhood.

All lots were sold at premium because of the homes in the area and the vistas the lots provided. To change the zoning after the fact would change the value of adjacent properties. There are only R1 SP.53 level homes under zoning bylaw 2015-30 in the entire area.

It is our hope that the integrity of the current regulations be maintained.

Thank you.

Bryon and Peggy Bonell

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Further, fyi, although our mailing address is on Mapleview Place our lot extends to Kenreta hence our interest in the area

---

Hello Peter Carello, my name is Heather Guido. I am sending this email in regards to the zoning bylaw on Kenreta Drive. We purchased our two lots back in 2006 and were informed that this was an upscale sub division with very strict rules and regulations. We have recently purchased two more lots below us for privacy. I believe that all home owners on Surrey Dr have done the same. The taxes in our neighbourhood are extremely high because of this. I do not understand how one builders woes should be the problem of a whole neighborhood! I do not want to look down upon semi detached homes. We would not have invested money in this area if I knew this was gonna happen. As for the traffic up here getting out to airport is very dangerous as is, I just can't imagine with a lot more traffic what's gonna happen! For all we know if this by law get's passed, who's to say this builders not gonna keep buying up lots and building more semi's? There is plenty of land around Northbay to build semis! This is the wrong neighbourhood for semi's. I strongly disagree with this zoning bylaw amendment!!

---

Good Morning Peter,

My name is Julie Jenkins and I have received your letter dated October 31<sup>st</sup> in regards to the above noted lots.

I own Lot ■, Plan 36M708 on Kenreta Drive

I wish to express my objection to the proposed application.

When I purchased my property from Laurentian Heights Limited it was on the basis of being able to build a single family home, and I fully expected that all the other homes built in the subdivision would be of the same requirement.

Furthermore, the information that I received indicated that all building plans would require the approval of Laurentian Heights Limited to ensure that the covenants of the subdivision were being adhered to. Semi-detached homes were not listed as an approved building style.

I do not feel that Semi-detached dwellings fit the feel of the neighbourhood and could negatively affect the property values of the surrounding homes that are either built or being built in this otherwise prestigious part of our City.

Please keep me apprised of this application related to this proposed amendment.

Regards

Julie Jenkins

■ Welkin Grove

North Bay ON ■ ■

---

Peter

I must admit that I was somewhat disturbed to receive this notice.

I have lived here for 35 years and love how the subdivision developed and attracted some of the nicest homes in the City. Now that the developer has reached the end of his project he is seeing an opportunity to maximize profits on his last three available lots. This will be at the expense of all those who have invested with him in the past. I felt protected by the process of the subdivision planning and do not understand how the municipality would even consider such a change. Please do not allow him to destroy the makeup of our neighborhood.

Marc Charron

████ Surrey Drive

---

Hi PETER, we are writing with major concerns about planning changes slated for our neighbourhood on Kenreta Drive in North Bay.

In this neighborhood all the homes built are luxury / custom single family dwellings.

People investing here are at their forever home stage and have planned financially for this opportunity to live in such an upscale section of North Bay. Semi detached, no matter what design does not speak to this areas sustainable property values and quality of life interest.

The Wallace development has strict covenants to protect all home owners/ investors in the area. Many of the people on this street would not want to invest the money required to live here when you shuffle in some semis. It's the same impact that row housing would have here . It's simply unheard of and unacceptable to intertwine this type of dwelling among these major investments. Most upwards of one million dollars. And some , ours , nearing 2 million dollars.

We expect less homes with larger luxurious style properties, not more jammed in to satisfy a builder.

The more homes squeezed in, creates more traffic/ more noise and is not safe for residents and their children due to increased traffic.

People pay premiums in taxes and in maintenance of their properties.

There should be some things that are common sense and no one would consider semis in this area common sense.

Once the flood gates are opened , who knows how the flavour of the area changes. I mean , off of Mckeown area there is virtually a student Ghetto and those are all semis.

This is simply a way to ruin the area.

We suggest the city turns down any consideration for such a mistake and protect its high tax paying citizen base with a simple no to the builder.



Semis belong elsewhere and again that's just common sense.

We have a builder here simply trying to maximize their investment by ruining ours. And then they walk away with no concern for future values after they sell.

This also impacts snow removal / garbage removal / road wear and tear and security of this area.

There are plenty of other areas for what would be considered a middle to lower class of build.

Thank you and please let us know that you have received this information

Carmine and Carolyn Canarino.

---

Thank you Peter I appreciate your correspondence the way I see it is the only person that benefits from this is one person the builder, and then they walk away and it's over for them with a profit. The rest of us have to live with a subdivision that we did not sign up for nor did any of the neighbors, or the Wallace family for that matter.

---

My husband and I agree with you, that rezoning on Kenreta Drive should not happen. We live at 1 Lakeview Dr. and our main concern is the traffic and the speed that people travel up and down the road. You can back out of the driveway and before you know it, someone has come up or down the street behind you. Because it is a hill, drivers feel that they must race up the hill at a high speed. Our neighbours across the street on Lakeview, have three young children. They are not allowed to play outside because of the traffic.

Because there are no sidewalks and poor lighting, traffic would add more danger to pedestrians. This is not right. Many people walk their dogs and like to walk in our neighborhood for exercise but with extra traffic they would not feel safe.

The intersection at Surrey and Airport Road is dangerous right now. With more vehicles coming in and out, more accidents are bound to happen.

We agree, when will rezoning in the area stop? Next it will be a high rise apartment over looking the escarpment.

We are concerned by increased population in our area, that our security would diminish as we would be living in a high density area.

We feel that rezoning should not happen.

A few years ago when the land on the escarpment was being developed, over one hundred trees were cut down by mistake. The builders were to replant the trees. Did this happen? If not, when will this planting take place?

Thanks for your letter. I am sure we will be hearing from you shortly.

Elizabeth and Blaine Barker

Attn:  
Mr. Peter Carello  
City Planner  
City of North Bay

Dear Mr. Carello,

I hope this letter finds you well. I am writing to express my strong opposition to the proposed zoning change for residential construction on Kenreta Drive. Having received the notice regarding this matter, I am deeply concerned about the potential impacts it may have on our neighborhood, particularly in relation to the construction of semi-detached homes.

When my family and I invested in our property in the Laurentian Heights Development, we were promised extra-large city-view premium lots. The restrictive covenant we signed was meant to safeguard our property values and maintain the standards that attracted us to this area. The proposed change to semi-detached homes raises several significant concerns that I believe must be carefully considered.

Firstly, the potential decrease in property values is a matter of great concern. Semi-detached homes, while possibly cheaper to build and sell, may adversely affect the market value of existing properties. As homeowners, we made a substantial investment with the expectation that the value of our properties would be protected and enhanced.

Moreover, the alteration to the streetscape with an increased number of garages and dwellings does not align with the architectural design of our current homes. This change may compromise the aesthetic appeal of our neighborhood, impacting the overall quality of living for residents.

The implications on traffic, parking, and noise levels are additional worries. The increased density of residences could lead to congestion on Kenreta Drive, Surrey Drive, and Lakeview Drive, causing inconvenience for residents. Furthermore, the potential rise in traffic could impact the intersection of Airport Road & Surrey Drive, affecting the overall safety and efficiency of the area.

The broader questions about the extent of rezoning in our neighborhood and the potential for housing intensification raise concerns about the long-term impact on our community. The uncertainties regarding the number of semi-detached homes to be built and the lack of clarity on when rezoning activities in the area will cease are alarming.

Lastly, the potential increase in residences from three to six, and the possibility of secondary dwellings within a dwelling, could result in up to twelve residences on the same lots. This substantial increase poses challenges to garbage and snow removal, as well as potential strain on essential services in the area.

I kindly request that the City of North Bay carefully considers these concerns and thoroughly evaluates the impact of the proposed zoning change on our community. I urge you to take into account the promises made to property owners, the potential depreciation of property values, and the broader consequences on traffic, parking, and noise levels.

In closing, I implore you to postpone the proposed zoning change until these concerns are adequately addressed.

Thank you for your attention to this matter, and I trust that the City of North Bay will prioritize the well-being and interests of its residents in making decisions that impact our community.

Sincerely,

Parth Dholakia  
Owner and occupant of  
[REDACTED] Mapleview Place  
North Bay, ON [REDACTED]  
[REDACTED] - [REDACTED] - [REDACTED]  
[REDACTED]@gmail.com

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Peter,

Im very disappointed that the city of north bay would even consider allowing semi-detached houses being build on kenreta drive!

Back in 2006 we purchased 2 lots from John Wallace on Surrey drive with stringent rules to protect property owners. In 2022 I purchased 2 more lots on kenreta drive to protect our view! Now there's a possibility of looking at semi-detached homes from our home on Surrey? Totally unacceptable! This is one of the most sought of area to build high end homes with the best view of the city and highest taxes, I'm sure there is more favorable areas in northbay to build semi- detached homes.

Regards  
Joe Guido

---

Hello Mr. Carello,

I am writing this letter to express my concerns regarding the planned construction of three semi-detached homes on Kenreta Dr.

I believe that this new development will be unfair to other residents on this and surrounding streets.

I would like to explain why I think so.

Firstly, when I bought the lot of land to build my house at [REDACTED] Kenreta Dr. there were many points in the conditions that confirmed that this street was planned to be premium class with new modern detached houses. I chose this location to build a house because I think it is one of the best places in the city of North Bay.

Secondly, there are no semi-detached houses in this area. This will disrupt the logic and

atmosphere of the area.

In still others, the construction of houses for more families than previously planned will lead to a deterioration in traffic, snow removal and other city services.

The construction of semi-detached houses will depreciate the value of all nearby houses by 5-10%, which in monetary terms amounts to up to \$150,000. How does the city plan to compensate me and my family for these losses?

I ask you to consider this letter not only as a personal opinion but also as a collective one since all the neighbours with whom I spoke on this issue share the same point of view.

Please respond to this letter by emailing [dmitrykorotkih@gmail.com](mailto:dmitrykorotkih@gmail.com) and if necessary, I am ready to meet with representatives of the city hall on this issue.

Sincerely yours,

Dmytro Korotkykh

( [REDACTED] ) - [REDACTED]  
[REDACTED]@gmail.com

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Dear Mr Carello,

We are writing to express our strong opposition to the proposed by-law amendment rezoning vacant lots at 30, 32 and 34 Kenreta Drive from R1 Sp. 53 to R3 Sp.

First of all, we feel completely blindsided by this unexpected proposal. The overall plan for this neighbourhood and Kenreta Drive, as developed by Laurentian Heights Development, has always been shown as single family dwellings. In fact, the lots were sold accompanied by a very restrictive covenant with strict and specific rules intended to protect property owners, maintain standards and protect value for everyone in the area. This amendment would appear to contradict this agreement that was signed by all property owners.

Our new home at 24 Kenreta Drive represents a very significant investment that was made in good faith. It was purchased based upon the lot size and neighbourhood density. This proposed amendment unnecessarily compromises the value of our property and that of our neighbours. Changing the zoning and increasing density is inconsistent with surrounding neighbourhoods and the current completed construction on Kenreta Drive. As well, approval of this amendment could detrimentally affect further zoning in the remainder of the development and magnify negative effects.

Also, there seems to be a noticeable slow down of the real estate market

at this time.

It may be less expensive to build and easier to sell semi-detached houses but it should not be done at the expense of an entire neighbourhood. More suitable land must certainly be available to serve the need for multi-dwelling construction, thus preserving the integrity of Kenreta Drive as originally presented.

We greatly object to this proposal and urge city council to decline this application.

Thank you for your consideration in this matter.

Respectfully,

Brian and Katherine Chute

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Dear Peter Carello,

As a local real estate professional representing concerned clients within the Laurentian Heights Development, I am writing to express profound concerns regarding the recent proposed zoning amendments allowing for higher density housing, specifically duplexes, within this specific community in North Bay.

My clients' decision to invest in Laurentian Heights was profoundly influenced by the promise of an exclusive, low-density environment—an aspect that holds significant sway in the local real estate market. The tranquility, minimal traffic, and reduced noise were key factors that drew them to this premium area.

The proposed introduction of higher density housing contradicts the very essence and allure that has made Laurentian Heights a desirable location. Foreseen consequences, such as increased traffic and noise disturbances, directly challenge the serene ambiance that attracted residents and investors.

It's important to note that while semi-detached homes may appear easier to sell, these should not be reasons to amend current zoning regulations or compromise on promises made to ensure the betterment of a few. The risk of jeopardizing the legacy of the previous neighbourhood is a significant concern shared by the invested community.

On behalf of my clients and the broader community, I strongly urge a reconsideration of the recent zoning amendments. It's essential to honor the assurances made to those who chose Laurentian Heights for its unique allure and

preserve its character as an exclusive and sought-after neighborhood.

We advocate for inclusive discussions involving all stakeholders to find a balanced resolution that respects the collective vision of maintaining the distinct charm and exclusivity of Laurentian Heights.

Your prompt reconsideration of this matter is deeply appreciated. We hope to actively participate in discussions aimed at safeguarding the essence that makes Laurentian Heights an exceptional community.

Sincerely,  
Michael Chute

Michael Chute B.A  
Sales Representative  
Royal LePage Northern Life Realty, Brokerage.  
117 Chippewa St. W. North Bay ON, P1B6G3  
Cell/Text 705-492-0902  
Office - 705 472-2980  
Email - [mchute@royalpage.ca](mailto:mchute@royalpage.ca)

Dear Peter,

I am following up from my email yesterday with additional concerns about the proposed zoning changes aiming to allow high-density development within our neighborhood. As a resident living on Kenwood Hills Drive, a short distance away, I feel compelled to voice the collective worries of our community regarding the impact of this proposed density change on Kenreta Drive and any further proposed changes within the area.

The recent application to change zoning regulations to permit high-density development has raised significant apprehensions among residents, especially considering the growing activity in the Airport Hill area. Safety concerns have been amplified, particularly at the intersection of Airport Road and Pearce, due to an increase in accidents.

The intensification and proposed development worry us for various reasons. Our primary concern revolves around the potential strain on existing infrastructure and services. The escalating traffic and strain on emergency response times due to increased density pose risks to the safety and well-being of our community.

Additionally, while we understand the need for development, the recent surge without proportional upgrades in services has already impacted our neighborhood's

functionality. We worry about the ability of our infrastructure to support further intensification without compromising our quality of life. Any recent studies pertaining to traffic, sewage, water safety, school enrollment etc?

I urge you to carefully consider these concerns before making any decisions regarding the proposed zoning changes. It is crucial to prioritize the safety, functionality, and well-being of the residents who call this neighborhood home.

Thank you for taking the time to address the concerns of our community. We hope for a thorough and inclusive assessment that considers the best interests of all residents.

I look forward to hearing from you.

Sincerely,

Michael Chute

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Dear Peter,

Please read this letter pertaining to our disgust and dismay on so many levels for the zoning By-Law Amendment.

I am a long time resident and property owner at [REDACTED] Lakeview Drive. I had direct dealings with the developer as I am my own builder. There have been many discussions over the covenants and lot size in which John Wallace has adamantly stated his position to deliver an upscale environment where our investment dollars and lifestyle would be well stewarded. I am now in a position to believe myself, clients, and other owners have been enticed into a bait and switch situation. Where is the integrity of the developer now that many of his lots have sold.?

There should be a full investigation of motives of all involved. These moves are not being put forward for the greater good but for the benefit of few. It surprised me to see so many lots sold at once to Bay Builders. Either they have very deep pockets or they were promised a nod of approval by John Wallace so they could both benefit. Unfortunately this is to the detriment :

- of the city scape
- of values for current taxpayers being hurt
- of traffic increasing when it has already not been logistically thought out with proper egress methods
- of safety
- of an increase in domestic pet, people, cars, noise

There is no other neighbourhood in this City with sales prices and tax bills to match.

I watched as an elderly neighbour, with immense building experience ,was told to dismantle a well built shed with matching house brick, based on the developers belief this would devalue homes in the neighbourhood. Now semi-detached homes are going to help

keep the values for people spending well over a million dollars? Planning on the escarpment environment and aesthetics no longer matter in North Bay? Safety concerns over traffic at the corner of Surrey Drive and Airport Road no longer exist?

Am I to be expecting a tax break retroactively?

Catherine Richardson

Antonio Valente

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Dear Peter,

We reside at [REDACTED] Surrey Drive and enjoy our view over the proposed properties that are requesting zoning by-law amendments. We built on this property over 15 years ago and felt privileged to live in this prestigious neighbourhood. When building we were held to a strict covenant which we agreed to and appreciated the importance of this to keep the standard of this development and our investment.

The request for this amendment to build semi-detached homes is very concerning to us, as we feel it will increase traffic and congestion coming off Surrey and Airport, which has been a problem in the past, resulting in numerous accidents. The value of our properties with a change in zoning change would be down graded. Will our taxes be reviewed and adjusted to reflect this, I think not.

Will this request for zoning amendment be followed by others that will devalue our properties?

Please consider our objection to this proposal, as this appears to be a situation where Bay Builders having bought these properties are unable to sell high end luxury homes , so they have resorted to trying to sell cheaper homes.

We welcome the opportunity to attend in person when this request will be reviewed before the city council, and look forward to hearing from you in this matter.

Regards,

Les and Marianne Westerlund

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Dear North Bay City Hall Team,

I am reaching out to express my apprehensions about the proposed construction of three semi-detached homes on Kenreta Dr.

I am concerned that this development may create an unfair situation for residents on this and nearby streets, and I would like to articulate my reasons for this viewpoint.

Firstly, when I purchased my house at [REDACTED] Lakeview Dr., the allure of the street lay in its representation of a premium class with modern detached houses. I chose this location because I deemed it one of the finest areas in the city of North Bay.



Secondly, the absence of semi-detached houses in this vicinity contributes to the distinctive logic and atmosphere of the area. Introducing such structures might disrupt the established character.

Furthermore, increasing the number of houses for families beyond the initial plan could lead to challenges in traffic, snow removal, and other city services.

The construction of semi-detached houses may also result in a depreciation of the value of neighboring properties by 5-10%, equating to a substantial monetary loss, potentially up to \$150,000. This raises questions about the fairness of such a decision, especially considering the significant property taxes paid annually.

As a resident who contributes over \$12,000 in property taxes each year, the justification for this high tax was based on the premium nature of the area as exclusively residential. It is perplexing that, without our input, a decision is being made that could place us at a disadvantage.

I am seeking clarity on how the City plans to compensate residents for potential losses incurred due to this development.

I urge you to regard this letter not only as an individual opinion but as a collective sentiment shared by neighbors with whom I have discussed this matter.

Please reply to this letter via email at [REDACTED]@gmail.com. Additionally, I am open to arranging a meeting with City Hall representatives if necessary.

Thank you for your attention to this matter.

Sincerely,

Ievgen Zaitsev

[REDACTED] Lakeview Drive, North Bay, ON [REDACTED] [REDACTED]

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Dear Mr. Carello,

My name is Maya De Zoysa, and I live on Mapleview Place. My in laws live on Kenreta Drive. We received the earlier notification regarding changing the zoning for residential construction on Kenreta Drive to include semi detached homes.

My family and I have some concerns about this , especially regarding the following issues:

- likelihood of increased traffic congestion and parking issues once the street is fully

developed

- increased traffic congestion especially when turning onto Airport Road
- increased noise and traffic make it less family friendly especially for children
- likely decreased property value

We would all strongly urge the city to reconsider changing the zoning for our lovely, peaceful neighbourhood.

Thank you for your consideration.

Kind regards,  
Maya De Zoysa

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Dear Peter,

I am writing to express our concerns regarding the proposed zoning by-law amendment for 30, 32, and 34 Kenreta Drive. As a homeowner in this area, my wife and I were surprised by the proposal to introduce semi-detached residences. Our primary concern is the safety of our young family, and we believe that this change could compromise that safety.

While the proposal is limited to introducing semi-detached homes on three vacant lots, we are worried that it may set a precedent for further zoning changes and increased traffic. When we purchased our home, we had certain expectations about the neighborhood and its characteristics. These expectations were reinforced by the developer's marketing materials and the significant covenant expectations placed on each homeowner.

Apart from the increase in traffic on our street, there are already intersections nearby, such as Surrey Drive and Airport, that are reaching their capacity. Introducing more homes in the area would only exacerbate the strain on these intersections, making them more dangerous.

Furthermore, the existing homes in this area have had to adhere to strict covenants, which have set a minimum standard for construction and maintenance. These covenants not only protect the significant investments made by families in this neighborhood but also contribute to the premium taxes we pay. We understand that the higher taxes are justified by factors such as city services, views of North Bay and Lake Nipissing, and home density.

In light of these concerns, I encourage you to consider my concerns as well as other residents regarding the proposed zoning by-law amendment and take into account the impact it may have on the safety, character, and value of our neighborhood. I believe it is essential to maintain the integrity of the existing covenants and preserve the investments made by homeowners in this area.

Thank you for considering my comments.

Sincerely,  
Melissa and Kyle Kivimaki

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Good day Mr. Carello,

We, the owners of [REDACTED] Kenreta Drive, are opposed to the request by Tulloch Geomatics on behalf of 1921281 Ontario Inc.(Bay Builders) to the rezoning of the three properties to the east of ours at [REDACTED] Kenreta Drive from 'Residential First Density Special No.53 (R1 SP.53) by the City of North Bay's Zoning By-law No. 2015-30' to 'Residential Third Density Special (R3 Sp.)' zone.

The reasons are as follows:

1. Rather than work with the slope of the Escarpment, the owner of this property has brought in fill to level the lot up to street level. This fill is made of large boulders, and sand. It does not appear to provide a solid foundation for construction. The back side (south side) and west side of the in-fill does not have any kind of support to hold this in-fill in place: no retaining walls.
2. These lots were completely razed of all vegetation in order to do the in-fill mentioned above , demonstrating a total lack of concern for the Escarpment.
3. While razing these 3 properties, prior to the in-fill, Bay Builders also razed the forested portion of our double lot that was being kept in its natural state leaving us with a large hole similar to a meteor hit (photo supplied). Bay Builders then had the temerity to contact the North Bay Mattawa Conservation Authority complaining that we, the owners of 28 Kenreta Drive, have the responsibility of shoring up the east side of #30 Kenreta Drive. He also made allegations to the NBMCA that our home, currently under construction, was never properly engineered to be built on the slope. Attached is a letter from the North Bay Mattawa Conservation Authority, refuting these allegations. We are still waiting for a resolution to this matter of Bay Builders razing our property leaving us with a mud hole.
- 4.The lots within this subdivision have been marketed for Single Family Homes, of which I am sure, Bay Builders is cognizant of as that is all they have built and are building along this road to date. Why the change of focus?

As mentioned above, here are some photos of the property before and after Bay Builders razed our forest as well as the letter from the NBMCA.

Respectfully,  
Nicole and Michael Brooker  
Owners, [REDACTED] Kenreta Drive  
North Bay.  
([REDACTED]) [REDACTED] - [REDACTED]

---

Dear Mr. Carello,

I am writing to express my strong opposition to the proposed zoning by-law amendment for the construction of semi-detached homes on Kenreta Drive in the Laurentian Heights Development.

This proposed change starkly contradicts the original vision and promises made by the land

developers, as highlighted on their website [<http://laurentianheights.ca/index.asp>]. The vision presented was one of premium, spacious, single-family homes with ample frontage and depth, significantly exceeding the City's R-1 standards. This vision established an expectation of a high-value, tranquil community, characterized by large lots and a commitment to maintaining stringent property standards.

However, the introduction of semi-detached homes, as per the new proposal, deviates markedly from this vision. It raises substantial concerns regarding the overall character of our neighborhood, potentially impacting property values, city views, and the quality of life we were promised. The increase in population density, traffic congestion, parking issues, and noise levels pose significant threats to the serene environment we expected.

Furthermore, the move from current zoning, which allows for three residences, to a potential twelve residences, due to new laws allowing secondary dwellings, is alarming. The infrastructure of Laurentian Heights was not designed for such an increase in density, and the resulting strain could be detrimental to the community's overall well-being.

While addressing the housing crisis is crucial, it is important to consider that developing affordable housing in already established high-density areas of the city could be a more effective solution. This approach would help to balance the need for affordable housing with the preservation of the character and quality of life in low-density neighborhoods like Laurentian Heights. Densification efforts should be strategically targeted in areas that can sustain increased population without compromising community standards.

I also wish to emphasize the broader principles of community planning and development. Any development should respect and enhance the established character of the community, ensure that infrastructure can adequately support new developments, and align with the principles and objectives outlined in the city's official plan. These considerations are essential to prevent degradation in service quality and community livability.

Maintaining the community character is not just about preserving aesthetics; it's about upholding the lifestyle and environment that residents have invested in. The shift to higher-density housing could disrupt the harmonious balance of our community, changing its very essence. This is not just about the type of homes being built, but about respecting the integrity of the community's fabric and the values it represents.

Managing infrastructure demands is equally crucial. The proposed increase in the number of residences will undoubtedly place additional burdens on our roads, utilities, public services, and community amenities. Such an increase in density requires careful consideration of whether the existing infrastructure can support these additional demands without compromising the quality of life for current residents.

Additionally, a comprehensive review of the potential impact on local schools, parks, and sewer and water mains is essential. The increased number of residents could place undue pressure on these vital community resources. Schools might face overcrowding, parks could become overutilized, and the existing sewer and water infrastructure may be insufficient to handle the increased demand. It is crucial that these aspects are thoroughly evaluated to ensure that the community's needs are met and that the quality of life for all residents, both existing and new, is not compromised.

Finally, aligning development with the City of North Bay official plan is fundamental to any zoning amendment. The official plan is a reflection of a community's vision for its future, encompassing elements like land use, housing needs, and community growth. It is imperative that any new development aligns with this plan to ensure that it is in the best interest of the entire community, both current and future residents.

In light of these concerns, I urge the City of North Bay to reconsider this proposed amendment. It is essential to maintain the vision and promises made to the residents of Laurentian Heights. A thorough review of the proposed changes is necessary to ensure that the rights and expectations of current residents are respected.

Thank you for your attention to this urgent matter. We, as a community, hope for a decision that upholds the quality, character, and value of the Laurentian Heights Development.

Sincerely,

Carlo and Sonya Valente

████ Lakeview Dr.

North Bay, ON, ██████████

████ - █████ - █████

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Hello Peter,

Thank you for your previous correspondence regarding the proposed Zoning By-law Amendment. I appreciate the opportunity to further discuss and clarify some key points.

Firstly, regarding school capacities, I'd like to draw attention to the situation at Vincent Massey Public School. Despite some schools in North Bay closing, Vincent Massey is currently operating at full capacity, utilizing a temporary trailer and the library as classroom space. The Near North District School Board (NNDSB) reports a rising student enrolment, with projections for the 2023-2024 school year indicating an increase to 10,086 students from last year's 10,010. This uptrend follows a temporary dip during 2019 and 2020 and surpasses pre-pandemic levels. Given the recent housing developments in the airport hill area, it is crucial to consider how this growth, and more specifically higher density housing impacts local schools like Vincent Massey. I am currently reaching out to the NNDSB to obtain their long-term plan for the school, specifically regarding enrolment projections and potential impacts on all schools within the NNDSB including Vincent Massey so we can further analyze and evaluate the data. Can you confirm if the NNDSB has been consulted in the planning process for this Zoning By-law Amendment?

On the topic of affordable housing, I believe it is imperative for the City to adopt a holistic approach in planning, especially in deciding where high-density and affordable housing should be located. While semi-detached houses are often viewed as affordable options, it appears that the current rezoning application is driven more by short-term financial gain rather than long-term community benefit. Such developments could inadvertently affect the character and cohesiveness of Laurentian Heights, as well as the city's revenue through potential impacts on property values and tax collection. Moreover, the proposed development might lead to a decrease in property values on Kenreta, consequently reducing

property tax revenues for the city. This aspect deserves careful consideration in your strategic evaluation, ensuring that the city's long-term financial health and community well-being are prioritized.

I urge the City of North Bay to strategically assess these impacts, not only focusing on immediate zoning changes but also contemplating the broader implications for the city as a whole. I am open to participating in further discussions or committees to work towards a solution that aligns with our community's needs and the city's long-term goals.

I look forward to your response and any further information regarding the next steps in this process. Please feel free to contact me if you require additional input or clarification on any of these points.

Thank you for your attention to these matters.

Sincerely,

Carlo and Sonya Valente

████ Lakeview Dr.

North Bay, ON, ██████████

████ - █████ - █████

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I am writing this letter in opposition of the Rezoning of lots on Kenretta from R1 to R3 for the purpose of building semi's

I live on Surrey. I moved into this premium neighbourhood with large lots and single family homes as a lifestyle choice. I was assured that the subdivision is protected by covenants that will maintain my neighbourhood. At such I paid a premium for my land and my taxes that I pay to the city reflect the value of my home based on my location/neighbourhood.

Semi divided homes are not part of what I have chosen to live adjacent to. High density housing is not in our neighbourhood plan. I oppose the building of semis as they are not in keeping with the premium type of housing the people who purchased lots and built in this neighbourhood expect.

I have heard that this plan is likely to go through despite the covenants because Doug Ford has changed legislation to promote building more homes. This plan is not in keeping with Doug Fords proposal. His initiative is to increase housing in places that have very little housing available like many GTA communities. His legislation lets you build an extra unit in a pre-existing home, ie basement apartment or garden house with out requiring approvals and other requirements. To say that fulfilling this zoning request is in keeping with Fords legislation plan is not being honest.

If this moves forward, this will set precedent for future R3 zoning on the street that has yet to develop.

Thank you for considering the effects of this on the entire neighborhood,

Sincerely

Dr. Kendra Wilkins

November 15, 2023

Hello Mr. Carello,

**RE: Response to Invitation of Comments 30, 32, and 34 Kenreta Drive**

Further to our telephone conversation on November 2, 2023, I am in receipt of your letter regarding the application for a zoning change in my neighbourhood (Kenreta Drive). I live at [REDACTED] Mapleview Place and the subject properties are situated to the south, directly behind my property.

I am vehemently opposed to this zoning change that will allow semi-detached dwelling units.

According to the zoning change request which identifies the *combined* lot area to be .34 hectares and a frontage of 72 metres. Given that the requested semi-detached zoning requires a minimum frontage of 9 m, the maximum number of lots will be eight (8). This is a **marked departure** from the character of the neighbourhood and therefore should be refused. Each area in the City has its own character and this area would be significantly changed should this amendment proceed. The official plan identifies areas for housing intensification and the subject lands are not included in the intensification area.

The zoning application amendment is very incongruent with this planned prestigious large lot development that has been established in this area.

To me, this application is a deliberate attempt to develop higher-intensity residential development which is significantly out of character for the neighbourhood. The arithmetic is worse than I originally imagined because I was assuming that the three (3) lots would be subdivided into six (6) lots which would still be an issue. I now believe the number of lots is eight (8) given the framing of the application. This is not compatible with the character of the neighbourhood given the massing and conceptual design of the semis, as well as a much higher cumulative building coverage, off-street parking and reduced setbacks.

The current R1 zone requires lots to have a minimum frontage of 18 m wide (60-foot lots) having a land area of 540 m<sup>2</sup> (5812 ft<sup>2</sup>) and allows only single-family units plus additional dwelling units. In contrast, the requested R3 rezoning allows semi-detached dwellings on 270 m<sup>2</sup> (2906 square feet) lots having each unit having a minimum frontage of 9 m (30 feet).

The three subject lots have a combined frontage of 72 metres. By dividing 72 metres by the required minimum frontage of 9.1 metres for each semi-detached unit you would end up with eight (8) semi-detached units instead of three (3) single-family houses. Implied in this application, Bay Builders is proposing to come back and re-lot the affected lands from three (3) lots to eight (8) lots. The public notice clearly suggests this by saying the combined frontage and lot area are: 3400 m<sup>2</sup> and 72 m.

The requested R3 semi-detached zoning permits significantly reduced lot areas and frontages compared to what is currently permitted under the long-established R1 zoning. Furthermore, up to two additional units will be permitted as of right in each semi-detached unit as "additional assertion dwelling units".

The properties in this area, developed by Laurentian Heights Ltd., came with restrictive covenants that I assume are on the titles of all existing properties. As such, the restrictions and spirit of the covenants are to protect homeowners, their property, and their property values. If we wanted to live here, we needed to sign the covenant. This gave residents the belief that the prestige residential development would continue to completion thus ensuring that the character of the neighbourhood would be maintained. A breach of these covenants could certainly damage existing homeowners. Allowing semi-detached homes in this development constitutes a breach of the covenants.

I am also concerned with the obstruction of my view which was one of the marketing strategies at the time of sale; "City View Lots". I understand that there is a height restriction in place however, I've come to experience that the height restriction does not limit the roof heights with one such home having a significantly tall roofline. I purchased my home because it was in an area of North Bay that provided exclusivity and the homes here are all custom built. The lots are extra large meaning fewer homes which equates to fewer people, less noise and less vehicular traffic. This all goes to the character of the neighbourhood. One only needs to observe areas of the city where semi-detached construction is abundant to see that the exact opposite occurs which is characteristic of those neighbourhoods, not ours.

In our discussion, you mentioned that an assessment would be made by Planning staff as to whether the proposed rezoning and re-lotting would be appropriate for the area. I suggest that the comparison should clearly determine that it's not appropriate given the Official Plan policies quoted below.

Regarding traffic, has there been any consideration to the access and egress onto Airport Drive from Surrey Drive? Has there been an analysis of the number of vehicle collisions at this intersection? Allowing single homes will add to traffic, but doubling, tripling, or quadrupling the homes by allowing semi-detached construction in the area would lead to exacerbated traffic issues including parking which will affect City services such as snow removal and garbage pickup. I can see a rise in complaints to the City and the police service both of which already have limited capacity.

I ask that when the City makes the decision regarding this zoning change, it considers the concerns of the current high property tax-paying residents (as opposed to potential future residents) who purchased and built the homes here with the understanding that semi-detached homes would not be allowed for the reasons I have mentioned above. As well, if this rezoning is approved, there will be nothing to prevent further such zoning change requests as a precedent will have been set.

Respectfully,

Carlo Berardi and Carole Vaillancourt,



## **In preparing our response, we had regard to the relevant applicable Municipal Policies below:**

### **APPLICABLE MUNICIPAL POLICIES**

**PART 2: SETTLEMENT AREA 2.1** *Settlement Area Policies* It is the objective of this Plan to concentrate new growth and redevelopment within the Settlement Area and to develop new land for residential, employment area, commercial, park & open space and institutional uses. The Settlement Area is sized to meet current and future land requirements for these uses requiring full municipal services.

**2.1.1** *Infill and intensification developments will be primarily encouraged in the Central Business District (CBD) and surrounding neighbourhoods, where appropriate, and where adequate municipal services, facilities, and transit routes exist. 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.*

**2.1.11** *Housing Policies* It is the general intent of this Plan to encourage the development and maintenance of an efficient and pleasant environment for all lifestyles. In providing for these demands, the objective is an appropriate mixture of densities and an arrangement that will minimize conflicts between different forms of housing.

**2.1.12** *Urban Residential Area Densities* Urban Residential Areas will be made up of low, medium, and high-density residential developments. The Comprehensive Zoning By-law will zone various areas within the City for low, medium and high-density residential development.

**2.1.12.1** *Low and medium-density residential developments permit single detached dwellings, semi-detached dwellings, duplexes, triplexes, townhouses, low-profile apartments (up to four units), rooming houses, mobile homes and group homes.*

**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;*

### **Additional Dwelling Units**

**2.1.13.6** *Additional Dwelling Unit Policies* Additional Dwelling Units (ADU) can help to achieve intensification targets and increase the availability of affordable housing choices for residents. ADUs may also assist with aging-in-place concepts. ADUs are ancillary and subordinate to the primary dwelling unit. ADUs are permitted within the Settlement Boundary of the City to a maximum of two additional ADUs and the primary dwelling.

*Within the Rural area of the City, ADUs are permitted but a maximum of one. The City has policies to implement infill and intensification within the Settlement Boundary, and the Rural Area has limited potential for additional residential uses. ADUs are permitted within the Settlement Boundary to be contained within the main building and/or within an accessory building located on the same lot, provided it meets the following criteria: a) A second and/or third residential unit in a detached, semi-detached, townhouse, provided that no accessory structure on the property contains an additional residential dwelling unit;*

j) Additional residential dwelling units will not cause alterations to the main building's exterior that would change the existing character of the neighbourhood or streetscape. This may include but is not limited to the creation of new entrances and adequate parking.

**Zoning regulations under City Zoning By-law 2015-30 as amended.**

**Table 5A** – *Permitted Low-Density Residential Uses: USE R1 Single Detached Dwelling. R1 does not allow semi-detached dwellings.*

**Bylaw that allows Additional Residential Urban Dwelling Units that are defined as:**

*Dwelling Unit, Additional Residential Urban: A dwelling unit that is ancillary and subordinate to the main dwelling unit within the Urban settlement area, and connected to municipal services, permits up to three residential units within the primary building, or two units within the primary building and one residential unit within an accessory structure. An Additional Urban Dwelling Unit is not permitted to have two dwelling units within an accessory structure(s). (Added by By-law 2023-40)*

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Ranjan Rupal  
[REDACTED] Surrey Dr  
North Bay, ON  
P1C 0A1  
M ([REDACTED]) [REDACTED] - [REDACTED]

Thursday November 9, 2023

Peter Carello  
Senior Planner  
City of North Bay

Subject: Opposition to Zoning Change Proposal for Semi-Detached Homes on Kenreta Drive

Dear Peter,

I am writing to express my strong opposition to the proposed zoning change that would allow for the construction of semi-detached homes on Kenreta Drive. As a long-standing resident and homeowner on this street, I believe that this change would have a detrimental impact on the character and quality of life in our neighborhood.

Wallace Heights has always been cherished for its single-family homes, which contribute to the sense of community and tranquility that we have come to appreciate. Indeed, this is why every homeowner in this neighborhood has chosen to live here.

Given the progressive urban decay seen in other semi-detached neighborhoods in our city, the proposed introduction of semi-detached homes will disrupt this harmony and alter the very essence of our neighborhood.

There are several compelling reasons to reject this zoning change proposal:

- **Aesthetic Integrity:** The unique charm of this upscale neighborhood lies in its uniformity and architectural integrity. Semi-detached homes would introduce a jarring and incongruous element that clashes with the existing character of our neighborhood.
- **Traffic Congestion:** Increasing the density of housing units in our subdivision without an adequate assessment of the impact on traffic and parking will undoubtedly lead to congestion and increased stress for residents. The current infrastructure is not equipped to handle the potential surge in vehicles. Already it's impossible to safely exit Surrey Drive onto Airport Road during rush hour.
- **Property Values:** The introduction of semi-detached homes will lower property values in the immediate area. This will result in financial losses for current homeowners, which is a major concern. I have listed some reasons why the proposed semi-detached homes will have a lower property value, in turn dragging down all property values in this neighborhood:
  - **Mismatch with Surrounding Properties:** These semi-detached homes are significantly different in terms of design, size, and architectural style from existing single-family homes, this disparity may create a visual mismatch. Buyers prefer neighborhoods with a consistent and

harmonious appearance, so a stark contrast in property types will deter potential buyers and affect property values negatively.

- **Reduced Privacy:** These semi-detached homes will share a common wall and are situated very closely to one another. This proximity will result in reduced privacy for homeowners due to shared walls, windows facing each other, and limited outdoor space. Buyers will perceive reduced privacy as a drawback, which will influence their decisions and lower all property values.
  - **Noise and Disruptions:** These semi-detached homes are more susceptible to noise from adjacent properties. For example, when one of the semi-detached units has noisy occupants or activities, it will adversely affect the quality of life for the other unit's residents. This noise factor will deter potential buyers and lower all property values.
  - **Limited Yard Space:** The proposed semi-detached homes will have smaller yard spaces compared to single-family homes. For buyers who prioritize outdoor living, gardening, or recreational activities, this reduced yard space will be considered a disadvantage, leading to lower property values.
  - **Perceived Density:** Buyers will perceive these semi-detached homes as more densely populated than single-family homes. This perception will affect all property values, as individuals prefer the feeling of spaciousness and lower density in their neighborhoods.
  - **Market Preferences:** In North Bay, semi-detached homes are less popular and in lower demand than single-family homes, which will result in lower property values for these semi-detached units, and neighboring homes.
- **Quality of Life:** Noise, reduced privacy, and the loss of green spaces are all likely consequences of these semi-detached homes. These changes will negatively impact our daily lives and the well-being of our families.
  - **Preservation of Community:** A community is not merely a collection of houses but a network of people who share common values and interests. A zoning change that disrupts the existing fabric of our neighborhood will threaten the bonds and connections we have built over the years.

I strongly urge you to consider the opinions and concerns of the long-standing residents who have invested time, energy, and resources into making this street the wonderful place it is today. Indeed, this neighborhood has always been a drawing card to attract professionals and their families, I implore the Planning Department to reconsider the proposal for semi-detached homes on Kenreta Drive and to work with us, the residents, to find a solution that preserves the unique character and integrity of our neighborhood.

I am more than willing to collaborate with the Planning Department, attend public hearings, and engage in a constructive dialogue to ensure that any changes to our

zoning laws align with the best interests of our community. Our voices should be heard, and our neighborhood should be preserved for future generations to enjoy.

Thank you for your time and attention to this matter. I look forward to your response and to further discussions regarding this important issue.

Sincerely,

Ranjan Rupal

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Peter,

I think Laurentian Heights is an enormous opportunity to showcase North Bay as a forward-thinking community, and to position the city as a technology innovator, not just a leader in the movement by many Canadian cities to become net-zero communities, but a global leader as well.

Mainly, this means building homes using novel building materials, smart building systems and the rapid deployment of low-carbon heating and cooling.

Building homes the same old way has repercussions - if local builders continue to build with current practices and prevailing codes, these structures will add untold thousands of tonnes of greenhouse gas emissions to our carbon footprint annually.

As you know, Net Zero homes are designed to produce as much energy as they consume in a year through a variety of highly efficient features that improve overall comfort without sacrificing high-quality design. A better building envelope with more insulation, triple pane windows, improved air tightness, a dual-fuel air source heat pump system, and multi-zoned HVAC are just a selection of the features that improve the overall efficiency of the home and contribute to the home being qualified under the Canadian Home Builders Association's (CHBA) Net Zero Home Labelling Program.

But we must do better than that....

My recommendation is to suspend all future development of Kenreta Drive - and enter into a phase of consultation and exploration of new ideas and concepts for home building - and do this by exploring consultation and partnerships with the Laurentian University McEwen School of Architecture - which is the first new school of Architecture to open in Canada in 45 years - focusing on Northern culture, sustainable design and building in local communities.

North Bay is uniquely positioned to be a leader in this space...becoming a global technology hub in sustainable northern homebuilding will invite investment, and create high-paying jobs and drive our local economy for generations to come. It's going to happen somewhere, Sweden, Finland or Germany, it just takes courage and visionary leadership from people like yourself to make it happen in Canada.

Sincerely  
Ranjan

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To whom it may concern,

We would like to strongly oppose to the proposed zoning By-Law amendment for 30, 32, 34 Kenreta Drive, North Bay, ON P1C 0A5. We would like to take this opportunity to communicate the rationale prior to the meeting before the City Counsel.

As newly resident of North Bay, we have chosen this particular area for the scenery, tranquility and quiet neighborhood. We bought on Kenreta Dr this year, having the understanding that semi-detached could not be built. We do consider our area, our street and lot as premium.

The reasons why we oppose to the proposed amendments are as follow:

- a. it will negatively impact the value of our property and the resale value;
- b. we will lose the “premium” sense of our neighborhood and streets;
- c. it will negatively impact the curb view. It does not fit in the architectural design of the rest of the home on and in the vicinity of the Kenreta streets; there are no semi-detached on the street nor there are any semi-detached in the neighbourhood or in the area;
- d. it will have a negative direct impact on the scenery view;
- e. it will increase the vehicular traffic on Kenreta Drive, Surrey Drive and Lakeview Drive. Moreover, only resident within 120 meters of the affected property have been notified. Therefore, not all residents of the affected streets of Kenreta, Surrey Drive and Lakeview have not been formally informed of the notice of complete application for a zoning by-law amendment, which is a cause for a prejudice, as they did not have an opportunity to voice their concerns; and
- f. not only the housing intensification will set a precedent for the remainder of this development, but this proposed amendment will also have a negative impact as it will:
  - i. increase the parking in the vicinity of Kenreta Drive;
  - ii. increase the noise level in the vicinity of Kenreta Drive;
  - iii. it will have a negative impact on snow removal; and
  - iv. it will have a negative impact on the traffic access and egress at the intersection of Airport Road and Surrey Drive.

Finally, it is my understanding that this amendment would bring dissatisfaction not only from an individual per view, but collectively, as other citizens in the neighbour has come forward to discuss their concerns as well.

Please receive this letter for your consideration.

Should there be an invitation to the City Counsel, I would like to attend. Should there be any questions, please do not hesitate to contact the undersigned.

Very respectfully,

Karine Rondeau Lavaute  
[REDACTED] [@hotmail.com](#)

Carol Bastien  
[REDACTED] [@hotmail.com](#)

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Sherri Crewson  
Terry Shea  
█ Lakeview Drive  
North Bay, ON P1C 1C7

April 15, 2023

North Bay City Council  
200 McIntyre St. E.  
North Bay, ON P1B 8V6

By email [peter.carello@cityofnorthbay.ca](mailto:peter.carello@cityofnorthbay.ca)

Re: Zoning By-law Amendment - 30, 32, 34 Kenreta Drive, North Bay, ON

Dear North Bay City Councillors,

We are writing to you today to express our extreme opposition to the proposed Zoning By-law Amendment sought by Bay Builders to build semi-detached homes on Kenreta Drive.

We have lived at █ Lakeview Drive since 2008, one house from the intersection of Kenreta Drive and Lakeview Drive and in the same subdivision as the proposed semi-detached homes on Kenreta Drive. We purchased our lot from Laurentian Heights developers - John and Bob Wallace and had our home built by Glenn Graham Construction. We bought our lot specifically because it was in a subdivision with larger lots zoned for single family homes backing onto a greenbelt. We signed a restrictive covenant with stringent rules to protect property owners, maintain property standards and to protect property values for everyone in the subdivision.

Our absolute opposition to the proposed by-law amendment to allow semi-detached homes to be built in a single-family home subdivision is for the following reasons:

This subdivision is zoned for single-family homes. When Laurentian Heights proposed the plan of subdivision for the escarpment in the 1990s, it was a very controversial issue in the City of North Bay. There was much opposition from interested parties including North Bay city councillors, residents of neighbouring subdivisions, environmentalists, and members of the public. Opposition reasons included impact on the environment, water drainage, damage to properties below the development, negatively impacting the view of the escarpment from below, and infrastructure concerns. After an Ontario Municipal Board hearing in 2000, Laurentian Heights obtained approval for the plan of subdivision which had fewer large lots, fewer homes, less population density, less infrastructure required and was zoned "Residential First Density..." - single-family homes would be the only homes built in the subdivision to appease concerns from interested parties.

All purchasers of lots and existing homes know that the subdivision is a single-family home area. The plan of subdivision shows single-family homes and a drive through the neighbourhood confirms this fact. Recently North Bay City Council approved unanimously 6 new single-family homes in March 2021 for the Laurentian Heights subdivision. "The Laurentian Heights subdivision will have a total of 84 developed lots and I don't see them as lots," noted Coun. Johanne Brousseau, but rather "a neighbourhood where friendships will be created and dwellings transformed into homes." (Bay Today March 2, 2021)



As recently as February 2022, North Bay City Council approved Phase 3 Plan of Subdivision for the Laurentian Heights Subdivision - 19 lots and two blocks - zoned for single-family homes.

Existing and future homeowners in the Laurentian Heights subdivision have a right to the expectation that the City of North Bay is going to honour the plan of subdivision it approved as recently as 2022. Home buyers purchase in the subdivision because the lots are large, it has fewer homes, less people, less congestion, less noise, and less traffic.

Property values of single family homes will be negatively impacted:

Laurentian Heights and neighbouring Wallace Heights are zoned for single family homes. Purchasers of lots and homes bought their lots and homes with the knowledge that the only type of home allowed would be single family homes. Semi-detached homes would have lower values thereby lowering the value of single-family homes. The character of the subdivision would be negatively altered because every other home in the area is a single-family home. Semi-detached homes were never in the plan and home buyers made their to buy in this neighbourhood based on these, but not limited to, these facts.

Subdivision infrastructure will be negatively impacted:

If one amendment is approved for 6 homes on 3 lots, it's only a matter of time until there are more amendments for additional semi-detached homes. Kenreta's infrastructure including sewers and sanitary drains were designed to accommodate a certain number of structures. Adding additional structures will increase the number of residents and negatively impact current infrastructure. Increased garbage/recycling pick-up, increased traffic access and egress at the intersection of Airport Road and Surrey Drive will be negatively impacted.

Prior to living on Lakeview Drive, we lived for 15 years on Cloverbrae Crescent in West Ferris comprised of 56 homes - 28 semi-detached structures so we know what it's like to live in a semi-detached neighbourhood. Population density overload, parking issues, snow removal issues when people have nowhere else to park but on the street, safety issues for pedestrians especially children with so many cars parked on the street. Cloverbrae today looks like a parking lot. We moved to Lakeview Drive at great expense to live in a quiet neighbourhood of single-family homes. It is simply unacceptable to change the rules now.

We would suggest that the reason Bay Builders is seeking a zoning change is because the housing market has slowed of late and they are having difficulty selling high end homes at the moment. This is not a sufficient reason to change the zoning of a neighbourhood where homes have already been built, some for more than 15 years. The look and character of the neighbourhood will be forever altered negatively, in our view. Once one amendment is approved, the precedent is set and there is the potential for additional semis to be built. It is not acceptable for a homeowner to pay \$950,000 for a home on Kenreta Drive and the next month your builder is applying to build semis directly across the street from you. We did not move from Cloverbrae Crescent - 56 semi-detached homes in West Ferris - to be confronted with more semi-detached homes in Laurentian Heights.

As well, we seriously hope this plan to build semi-detached homes on Kenreta is not linked to the City of North Bay's commitment to build 1000 new homes by 2031 as part of the province of Ontario 'Building Fast Fund'. We are strongly opposed to this zoning by-law amendment and suggest there are many other suitable pieces of land in North Bay on which to build semi-detached homes. We ask you to deny this application for zoning amendment to "Third Density" on Kenreta Drive.

Respectfully,

Sherri Crewson, [REDACTED]

Terry Shea, [REDACTED]