



City of North Bay Report to Council

Report No: CSBU-2024-021

Date: May 2, 2024

Originator: Peter Carello, Senior Planner

Business Unit:

Department:

Community Services

Planning & Building Department

Subject: Proposed Zoning By-law Amendment Application and Draft Plan of Condominium – Highland Woods Developments Inc. – Golf Club Road (Unaddressed)

Closed Session: yes no

Recommendation

1. That the proposed Zoning By-law Amendment by Tulloch Geomatics Inc. on behalf of the property owner, Highland Woods Developments Inc., to rezone the property legally described in Appendix A to Report to Council No. CSBU 2024-021, an unaddressed lot on Golf Club Road, from a "Residential Third Density (R3)" zone to a "Residential Sixth Density Special (R6 Sp.)" zone be approved; and
2. That the proposed Plan of Condominium (42 units, Condominium File No. 48CDM-24101) application by Tulloch Geomatics Inc. on behalf of the property owner, Highland Woods Developments Inc., for lands described in Appendix A to Report to Council Number CSBU 2024-021, shown as on Schedule "B" attached hereto, be given Draft Approval subject to the conditions in Appendix C to Report to Council Number CSBU 2024-021 prepared by Peter Carello dated May 2, 2024.
3. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

Background

Site Information

Legal Description: See Appendix A

Site Description: The subject property is an existing lot of record on Golf Club Road, as shown on Figure 1 below and on attached Schedule A.

The property has road access via both Golf Club Road and Bain Drive.

It is designated “Residential” by the Official Plan and is zoned “Residential Third Density (R3)” under the City’s Zoning By-law No. 2015-30.

The Zoning By-law Amendment and Draft Plan of Condominium applications only pertain to a portion of the property, as shown on Figure 1 below. The remainder of the property that is not subject to the applications will remain in their existing “Residential Third Density (R3)” zoning.

Figure 1: Map of Subject Property and Surrounding Area



The part of the property subject to these applications has an existing lot area of 1.2724 hectares and lot frontage of 101.084 metres on Golf Club Road, as shown on attached Schedule B. The property is currently vacant.

The parcel was part of the initial Plan of Subdivision known as Highland Woods. This subdivision received initial Draft Approval from City Council in 2009. A number of lots were created as a result of this initial subdivision. However, the approval lapsed in 2022, meaning that the previous approvals are now no longer valid, and the property is simply one large, irregularly shaped lot.

Surrounding Land Uses:

The surrounding neighbourhood is largely residential in nature. Most developments are some form of low density residential. There is a number of semi-detached dwelling units and townhouse units nearest to the subject property along Bain Drive and Mapleridge Drive.

The larger area is largely comprised of single detached dwellings.

Opposite the subject property to the north (on the opposite side of Golf Club Road) is the North Bay Golf & Country Club. Further to the north is North Bay Jack Garland Airport (a little under 1km to the north, measured in a straight-line manner).

There several playgrounds found throughout the area. The nearest park is the Kenwood Hills Playground (approximately 250 metres from the subject property, measured in a straight-line manner). Other parks and recreation infrastructure in the area include Greenhill playground, Fricker-Wallace Park and the Laurentian Ski Hill.

There are a small number of commercial uses along or near Airport Road. This includes a convenience store located at the intersection of Airport Road and Golf Club Road and an equipment store located on Lookout Heights Place.

Proposal

Tulloch Geomatics Inc. on behalf of the property owner, Highland Woods Developments Inc., has submitted a Zoning By-law Amendment and a Draft Approval of a Plan of Condominium applications for a portion of an unaddressed lot located on Golf Club Road.

The proposed Zoning By-law Amendment application, if approved, would rezone the property from a "Residential Third Density (R3)" zone to a "Residential Sixth Density Special (R6 Sp.) zone.

The proposed Plan of Condominium application, if approved, would allow a forty-two (42) unit stacked townhouse development.

The Special Zone would remove the requirement for private outdoor living area for occupants on the ground floor and remove the requirement for a balcony for occupants on the second floor of the proposed development.

Summary

The subject property is a large vacant lot that was part of a draft approved plan of subdivision. This previous draft approved plan of subdivision lapsed in 2022 and the property remains one large parcel of land. The applicant has applied for a zoning by-law amendment and a draft plan of condominium for a portion of the property to permit the development of a portion of the property.

The Provincial Policy Statement (PPS 2020) and the City of North Bay's Official Plan each speak to the objective of concentrating density in the Settlement Area on full municipal services. This broad goal has the effect of making efficient use of land and public services and limiting the amount of land consumed by a municipality.

The Official Plan is more specific in its direction, identifying the need to have access to the full range of public services. The Official Plan further states that new development should be compatible with surrounding land uses.

The subject property does have access to the full range of public services expected within an urban area. The area is comprised of a mixture of low-density residential uses, including single detached dwellings, semi-detached dwellings and townhouse units. It is my professional opinion that the proposed stacked townhouse development is consistent with the character of the neighbourhood.

Both the Official Plan and the Provincial Policy Statement identify the goal of providing a mixture of housing types. As discussed later in this report, the proposed application would help enhance the mixture of housing in the City.

The City received correspondence from several individuals expressing concern regarding the proposed development. One of the primary concerns was several respondents' understanding that the property was to be used as single detached dwellings and that the applications mark a departure from this initially stated intention. One neighbour has asserted that he has an agreement with the developer that the property would be developed with single detached dwellings. This individual is further of the option that the municipality, through its processing of prior applications and mediation efforts, is by extension a party to this agreement.

The City is not a signatory to this agreement. The Planning Act grants any property owner the ability to make an application to amend the Zoning By-law and change the intended use of the property. Further, the City has an obligation under the Planning Act to process these applications on their own merits based on applicable policy, which is the purpose of this Report to City Council.

Several respondents also expressed concerns regarding the effect the proposed development would have on traffic. The City's Engineering Department has commented that traffic studies were previously completed as part of previous developments. They stated that the level of development is still within the projected ranges from the previous studies, meaning that these prior conclusions remain valid. In their opinion, the intersection of Airport Road and Pearce Street continues to operate at an appropriate level. They also have future intentions of making improvements to the intersection of Airport Road and O'Brien Street in the future to assist with the larger area impact on traffic.

It is my professional opinion that the proposed Zoning By-law Amendment and Draft Plan of Condominium are 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 and Draft Plan of Condominium conform 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 2, 2020. This proposal has been reviewed in the context of the Provincial Policy Statement (PPS 2020).

Excerpts of the Provincial Policy Statement (PPS 2020) applicable to this application are outlined below.

The overarching goal of the PPS 2020 is to develop healthy, sustainable communities. Section 1.0 (Building Strong Healthy Communities) states that *"Ontario's long-term prosperity, environmental health and social well-being depend on wisely managing change and promoting efficient land use and development patterns. Efficient land use and development patterns support sustainability by promoting strong, liveable, healthy and resilient communities, protecting the environment and public health and safety, and facilitating economic growth"*.

The PPS 2020 carries on outlining policies that aim to achieve this objective.

Many of them pertain directly to housing initiatives within a community and are therefore relevant in the review of the subject applications.

The PPS 2020 has several passages that speak to the concentration of development within a municipality's Settlement Area on public services. The opening preamble of the PPS 2020 contains the following general vision that provides a summary of the Province's objectives for new development:

The Provincial Policy Statement focuses growth and development within urban and rural settlement areas while supporting the viability of rural areas. It recognizes that the wise management of land use change may involve directing, promoting or sustaining development. Land use must be carefully managed to accommodate appropriate development to meet the full range of current and future needs, while achieving efficient development patterns and avoiding significant or sensitive resources and areas which may pose a risk to public health and safety. Planning authorities are encouraged to permit and facilitate a range of housing options, including new development as well as residential intensification, to respond to current and future needs.

Efficient development patterns optimize the use of land, resources and public investment in infrastructure and public service facilities. These land use patterns promote a mix of housing, including affordable housing, employment, recreation, parks and open spaces, and transportation choices that increase the use of active transportation and transit before other modes of travel.

More specific excerpts from the PPS are cited below:

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;

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;

1.1.3 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.

...

1.1.3.6 New development taking place in designated growth areas should occur adjacent to the existing built-up area and should have a compact form, mix of uses and densities that allow for the efficient use of land, infrastructure and public service facilities.

Taken together, these policies encourage new development that is proposed within a Settlement Area in a designated growth area adjacent to an existing built-up area where appropriate levels of infrastructure and public services are available. The efficient use of infrastructure and public services will be maintained.

The proposed development would be located on full municipal services. The subject property is a vacant lot that was part of a previous subdivision approval (indicating that the property was always intended to be developed at an urban scale).

The proposal to develop the property as townhouses instead of the list of uses currently permitted within the existing R3 zone does represent an increase in the density of the property. However, as is described in further detail in the Official Plan section of this report, the proposed level of development is appropriate for the property and the neighbourhood.

Section 1.4 of the PPS 2020 is dedicated to housing objectives and policies.

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;

For the purposes of providing full context to the above referenced policies, housing options is defined by the PPS 2020 as follows:

Housing options: means 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. The term can also refer to a variety of housing arrangements and forms such as, but not limited to life lease housing, co-ownership housing, co-operative housing, community land trusts, land lease community homes, affordable housing, housing for people with special needs, and housing related to employment, institutional or educational uses.

The above noted policies indicate support for the development of new housing and of neighbourhoods where multiple types of housing are interspersed. The subject neighbourhood is comprised largely of a mixture of single detached dwellings, semi-detached dwellings and townhouses. It is my opinion that that the proposed applications would further enhance this housing mix.

Section 1.6.9 of the PPS 2020 contains policies related to Airports, Rail and Marine Facilities.

1.6.9.1 Planning for land uses in the vicinity of airports, rail facilities and marine facilities shall be undertaken so that:

- a) their long-term operation and economic role is protected; and*
- b) airports, rail facilities and marine facilities and sensitive land uses are appropriately designed, buffered and/or separated from*

each other, in accordance with policy 1.2.6.

1.6.9.2 Airports shall be protected from incompatible land uses and development by:

- a) prohibiting new residential development and other sensitive land uses in areas near airports above 30 NEF/NEP;*
- b) considering redevelopment of existing residential uses and other sensitive land uses or infilling of residential and other sensitive land uses in areas above 30 NEF/NEP only if it has been demonstrated that there will be no negative impacts on the long-term function of the airport; and*
- c) discouraging land uses which may cause a potential aviation safety hazard*

The property is located within 30 NEF/NEP contour for the North Bay Jack Garland Airport. As is described in further detail in the Official Plan section of this report, the City has developed an Airport Protection Zone which identifies areas of the City where no new lot creation is permitted to protect the long-term viability of the Airport. The subject property is not located within the Airport Protection Zone, however, it is located within the Restricted Residential Zone on Schedule 1 to the Official Plan.

The Airport Manager has reviewed and commented on the proposal and indicated no objections. The conditions of approval of the draft plan of condominium include a condition regarding potential airport noise and acoustic design criteria.

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

Official Plan

The property is designated "Residential" in the City of North Bay's Official Plan.

The Official Plan generally encourages greater levels of density within the Settlement Area where public services are available and the development will be consistent with the character of the neighbourhood. There are several passages that discuss this high-level objective, as cited below:

1.4.2 Guiding Principles

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

allows new development to have easy and efficient access to employment, residential, commercial and park areas.

...

Environmental sustainability will be achieved by concentrating urban built form within the Settlement Area and through infilling, intensification, and reclamation of brownfields.

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.

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.

The purpose of concentrating development within the Settlement Area is to make use of available public services while reducing the amount of land consumed to house the local population.

The proposed development represents an increase in density from the level permitted by the current zoning. The property has access to the full range of public services that would be expected in an urban area, including municipal sewer/water, major road infrastructure, parks, schooling (and associated bussing), transit, etc.

The surrounding land uses are a mixture of low-density residential uses. There are single detached dwellings, semi-detached dwellings and townhouse dwellings. It is my opinion that the proposed development would be consistent with the character of the neighbourhood.

The City's Official Plan also includes policies specific to housing objectives. There are general policies as well as those that are specific to specialized forms of housing (such as Group Homes or housing for seniors).

The general objective of the City's Housing policies is to encourage a neighbourhoods with different forms of housing (both forms of housing as well as type of ownership). Policies that are most relevant to the evaluation of the subject applications are cited 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.

...

2.1.11.2 The following general policies are intended to assist the City in its determination of housing requirements for the various special needs groups in the City:

a) To encourage the existence of an adequate supply and diversity of residential accommodation by type and tenure to satisfy the social and economic requirements to the population;

...

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;

c) Sufficient land is to be assembled for residential developments to eliminate isolated parcels that would be difficult to develop or redevelop at a later date;

d) Prior to any zoning changes to permit residential development it shall be established that schools, parks and all other services are adequate according to the standards in this Plan, and that access points to multiple family accommodations are adequate and safe;

As much as the Official Plan encourages increased levels of density within the Settlement Area, a key consideration is the appropriateness and scale of the proposed development within the context of the larger neighbourhood.

The proposed applications would result in the construction of a 42 unit stacked townhouse condominium development. The neighbourhood is comprised of a mixture of single detached dwellings, semi-detached dwellings and townhouse units. The existing zoning would allow the development of semi-detached dwellings, which could result in a density that is similar in nature to the proposed townhouses if the units were constructed to be built with an Accessory Dwelling Unit (ADU).

Considering these characteristics, it is my professional opinion that the proposed development will be consistent with the character of the neighbourhood.

As the above cited policies demonstrate, the City’s Official Plan recommends the development of variety of housing types. The subject application would result in the construction of townhouse units (or row houses). This type of housing is slightly underrepresented in North Bay relative to the Provincial average (see Table 1 below).

Table 1 - Local and Provincial Dwelling Type Data (source: Statistics Canada, Census Profile, 2021)

Household and dwelling characteristics	NORTH BAY		ONTARIO	
	# of Housing Units	%	# of Housing Units	%
Single-detached house	11,440	48.7%	2,942,990	53.6%
Semi-detached house	2,135	9.1%	303,260	5.5%
Row house	2,025	8.6%	505,265	9.2%
Apartment or flat in a duplex	1,560	6.6%	181,030	3.3%
Apartment in a building that has fewer than five storeys	4,100	17.5%	548,785	10.0%
Apartment in a building that has five or more storeys	2,080	8.9%	984,665	17.9%
Other single-attached house	65	0.3%	10,220	0.2%
Movable dwelling	65	0.3%	14,985	0.3%
TOTAL	23,470	100.0%	5,491,200	100.0%

The above table would indicate that the local housing market would benefit from having additional townhouse units constructed.

The housing policies in the Official Plan state that housing types should not be mixed indiscriminately. While Stacked Townhouses are not currently located in this area, it is similar in nature to the Street Front Townhouses, semi-detached dwellings and single-detached dwellings.

The Official Plan also includes a policy to eliminate isolated parcels that would be difficult to redevelop. The proposed development represents efficient use of the land and does not leave any additional land that will be difficult to build upon in the future. This includes leaving a stub of land that could serve as a road allowance in the future.

The City’s Official Plan includes two levels of protection to the Airport. There is the Airport Protection Zone and the Restricted Residential area. The subject property is located just outside of the Airport Protection Zone of the Official Plan, meaning that these policies are not applicable to the review of these

applications. It is located within the Restricted Residential area, meaning that these policies are applicable.

Section 4.11.5 of the Official Plan states that it *"is the intention of this plan to restrict residential development within the Restricted Residential Zone, as shown on Schedule 1 and 2 of this plan. No new lot creation shall be permitted. Infill development may be permitted only when the proponent can demonstrate that there will be no negative impacts on the long-term operation of the airport."*

Planning staff received correspondence from Jack Garland Airport expressing no objections to the proposed development. The conditions of draft approval contain conditions related to airport noise and acoustic design criteria. The proposed development shall meet the above cited requirements of the Restricted Residential area of the Official Plan.

It is my professional opinion that the Zoning By-law Amendment and Plan of Condominium is appropriate and conforms to the City of North Bay's Official Plan.

Zoning By-Law No. 2015-30

The subject property is presently zoned "Residential Third Density (R3)". The R3 zone currently permits 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 applicant has requested to rezone the property to a "Residential Sixth Density Special (R6 Sp.)" zone. The proposed R6 Sp. zone would permit the following uses:

- Semi Detached Dwelling;
- Additional Residential Urban Dwelling;
- Fourplex Dwelling;
- Cluster Townhouse;
- Stacked Townhouse;
- Street Front Townhouse;
- Group Home Type 1;

- Group Home Type 2;
- 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 requested Special Zone regulations, if approved, would remove the requirement for a private outdoor living area for occupants on the ground floor and remove the requirement for a balcony for occupants on the second floor of the proposed development.

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

Correspondence

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

Of the agencies that provided comments, the Ministry of Transportation, the Building Department, Jack Garland Airport, North Bay Mattawa Conservation Authority and North Bay Hydro each offered no concerns or objections.

Bell Canada did not offer any objection but did request that the City include a condition of approval that would provide them with an easement over the owner's property, if required.

The Engineering Department did not offer any objection but did list a series of requirements that would need to be met prior to development taking place. These requirements are included as conditions of approval, where appropriate.

Planning Staff received correspondence from several members of the public in response to the notice of this application. The following review is intended to summarize the most commonly received concerns expressed by respondents and a staff response to these matters. A complete copy of this correspondence is attached to this Report as Appendix B.

Traffic

A number of respondents indicated concerns about the effect the proposed development would have on traffic in the area. These individuals stated that the increase in the number of vehicles would exceed the road network's capacities.

Planning Services consulted with the City's Engineering to investigate the effect the proposed development would have on the road network in the area. The Engineering Department provided the following reply:

We have reviewed existing traffic studies that we have for the Airport Hill area, which date back to the early 2000s. At the time of the studies, traffic conditions were reviewed, and the reports included projected conditions during future years. These studies accounted for future growth, including development in the Airport Hill area. We have reviewed and determined that the amount of development in the area that has occurred since the last studies, is still within the projected ranges from those studies. This means that the conclusions from said studies are still valid. The studies noted that the intersections at Pearce/Airport and Airport/O'Brien were expected to be operating at good levels of service.

...

Additionally, we currently have a capital project to make improvements at the intersection of O'Brien and Ski Club Road, which in turn will affect traffic flow at Airport and O'Brien.

Considering the comments from the Engineering Department indicating that traffic in the area is functioning as expected, it is my opinion that traffic is not an impediment to the proposed use of the property as townhouses.

Proposal to change the Type of Housing

Several respondents expressed concern that the type housing proposed represented a change to their expected understanding of future phases of the previously approved subdivision.

One property owner indicated that he has an agreement with the developer that precludes any change to the use of this property. He further is of the opinion that the City is a party to this agreement as a result of Planning Staff's involvement in facilitating communications between the two property owners.

The City is not a signatory to this agreement. It is therefore the Planning Department and the City Solicitor's opinion that the City is not a party to this agreement.

The Planning Act grants all property owners with the right to request a change in their property's zoning and permitted uses. The City has an obligation under the Planning Act to consider such a request on its merits and for Council to make a decision that is consistent with the Provincial Policy Statement and that conforms to the Growth Plan for Northern Ontario and the City's Official Plan. This is what is occurring through the subject Zoning By-law Amendment application that is currently before City Council.

As outlined earlier in this Report to City Council, it is my professional opinion

that the proposed zoning by-law amendment and plan of condominium are consistent with the Provincial Policy Statement, conform to the Growth Plan for Northern Ontario and the City's Official Plan and represents good planning.

Site Concerns

Several individuals stated that they have concerns about the plan of development for the property. Specifically, parking, garbage facilities and lack of green space have each been raised as potential concerns. One respondent raised the possibility of placing the entranceway to the development on Golf Club Road.

The property would be subject to site plan control, which would regulate the placement of all items on the property. The site plan, as presented, shows garbage facilities and sufficient parking to meet the minimum standards of the Zoning By-law. It is recommended that a fence be constructed on a portion of the property adjacent to 815 Golf Club Road.

With respect to the placement of the entranceway, the applicant has presented a site plan showing access via Bain Drive. The Engineering Department has reviewed this access and has no objection in principle to the access coming from Bain Drive. There is a controlled intersection a short distance to the south, which helps manage increased volumes of traffic.

The removal of the private living space is a variance from the City's Zoning By-law. Staff has no specific objection to the removal of the private living space requirement.

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

Financial/Legal Implications

There are no financial or legal implications to the City at this time.

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.

Options Analysis

Option 1:

To approve the proposed Zoning By-law Amendment and Draft Plan of Condominium applications.

1. That the proposed Zoning By-law Amendment by Tulloch Geomatics Inc. on behalf of the property owner, Highland Woods Developments Inc., to rezone the property legally described in Appendix A to Report to Council No. CSBU 2024-021, an unaddressed lot on Golf Club Road, from a "Residential Third Density (R3)" zone to a "Residential Sixth Density Special (R6 Sp.)" zone be approved; and
2. That the proposed Plan of Condominium (42 units, Condominium File No. 48CDM-24101) application by Tulloch Geomatics Inc. on behalf of the property owner, Highland Woods Developments Inc., for lands described in Appendix A to Report to Council Number CSBU 2024-XX, shown as on Schedule "B" attached hereto, be given Draft Approval subject to the conditions in Appendix C to Report to Council Number CSBU 2024-021 prepared by Peter Carello dated May 2, 2024.
3. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

Option 2:

To deny the proposed Zoning By-law Amendment and Draft Plan of Condominium applications. This option is not recommended for the reasons outlined in this report.

Recommended Option

Option 1 is the recommended option:

1. That the proposed Zoning By-law Amendment by Tulloch Geomatics Inc. on behalf of the property owner, Highland Woods Developments Inc., to rezone the property legally described in Appendix A to Report to Council No. CSBU 2024-021, an unaddressed lot on Golf Club Road, from a "Residential Third Density (R3)" zone to a "Residential Sixth Density Special (R6 Sp.)" zone be approved; and
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3. That the subject property be placed under Site Plan Control pursuant to Section 41 of the Planning Act, R.S.O., 1990 as amended.

Respectfully submitted,

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

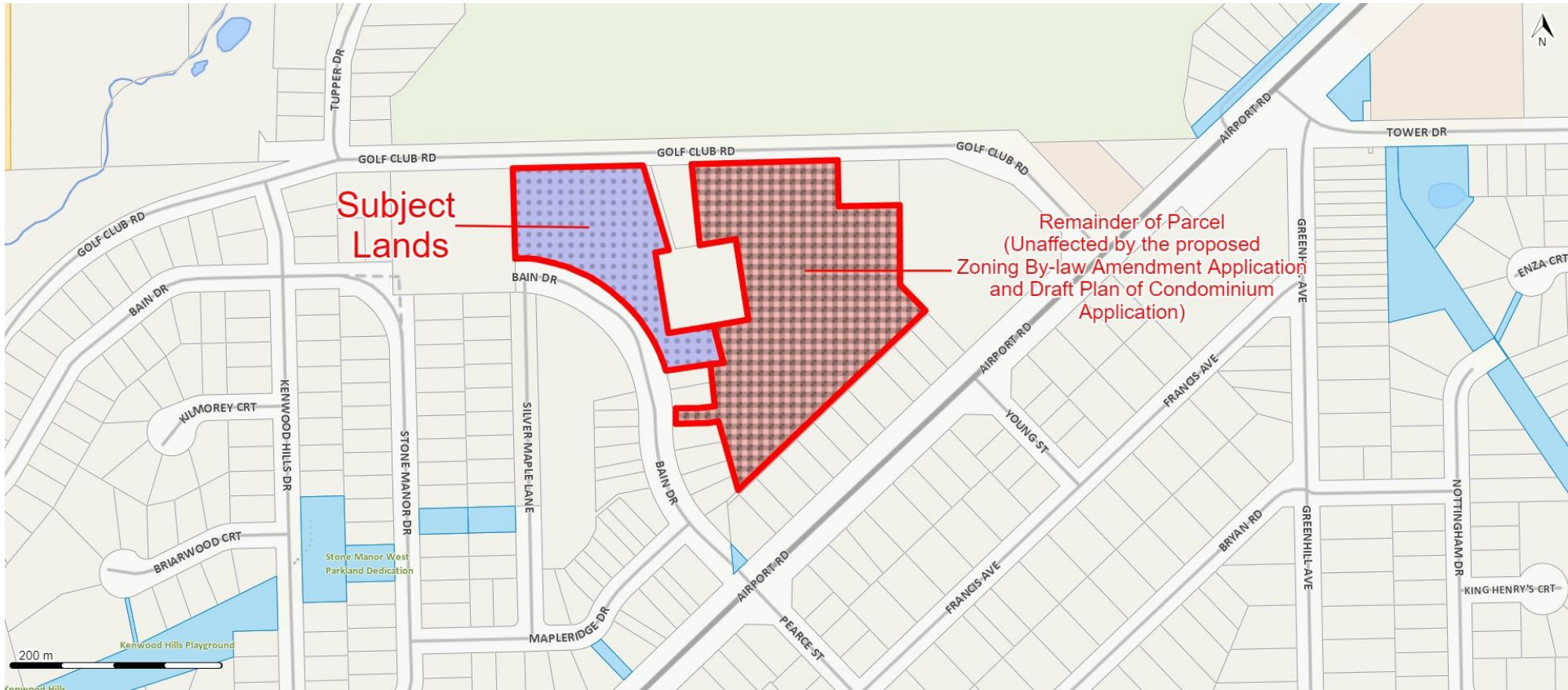
Name: John Severino, P.Eng., MBA
Title: Chief Administrative Officer

Personnel designated for continuance:

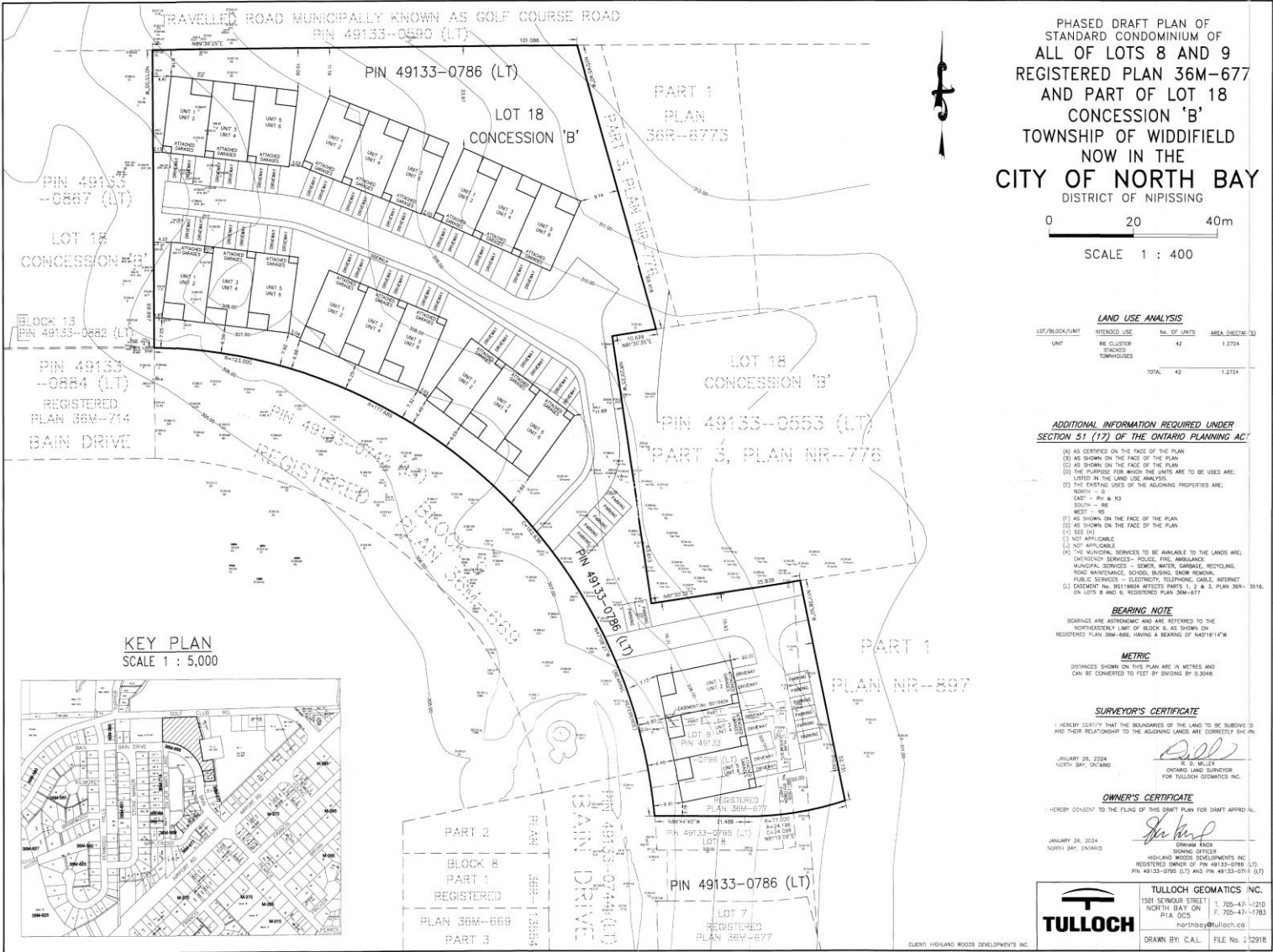
Name: Peter Carello, MCIP, RPP
Title: Senior Planner, Current Operations

W:\PLAN\Planning\Reports to Committees & Council (C11)\to Council\2024\CSBU 2024-021 – ZBLA File #961 – Zoning By-law Amendment – Golf Club Road (Unaddressed)

Schedule A



Schedule B



PHASED DRAFT PLAN OF
STANDARD CONDOMINIUM OF
ALL OF LOTS 8 AND 9
REGISTERED PLAN 36M-677
AND PART OF LOT 18
CONCESSION 'B'
TOWNSHIP OF WIDDIFIELD
NOW IN THE
CITY OF NORTH BAY
DISTRICT OF NIPISSING



SCALE 1 : 400

LAND USE ANALYSIS

LOT/BLOCK/UNIT	INTENDED USE	No. OF UNITS	AREA (HECTARES)
UNIT	RE CLUSTER ROWHOUSES	42	1.2724
TOTAL		42	1.2724

ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51 (17) OF THE ONTARIO PLANNING ACT

- (A) AS CERTIFIED ON THE FACE OF THE PLAN
- (B) AS SHOWN ON THE FACE OF THE PLAN
- (C) AS SHOWN ON THE FACE OF THE PLAN
- (D) THE PURPOSES FOR WHICH THE UNITS ARE TO BE USED ARE LISTED IN THE LAND USE ANALYSIS.
- (E) THE EXISTING USES OF THE ADJOINING PROPERTIES ARE:
NORTH - S
EAST - R1 & R3
SOUTH - R2
WEST - R2
- (F) AS SHOWN ON THE FACE OF THE PLAN
- (G) AS SHOWN ON THE FACE OF THE PLAN
- (H) SEE (A)
- (I) NOT APPLICABLE
- (J) NOT APPLICABLE
- (K) THE MUNICIPAL SERVICES TO BE AVAILABLE TO THE LANDS ARE:
EMERGENCY SERVICES - POLICE, FIRE, AMBULANCE
MANORIAL SERVICES - SEWER, WATER, GARBAGE, RECYCLING
ROAD MAINTENANCE, SCHOOL, BUSING, SNOW REMOVAL
PUBLIC SERVICES - ELECTRICITY, TELEPHONE, CABLE, INTERNET
- (L) DOCUMENT NO. 89119824 AFFECTS PARTS 1, 2 & 3. PLAN 36M-3516 ON LOTS 8 AND 9. REGISTERED PLAN 36M-877

BEARING NOTE

BEARINGS ARE ASTROGNOMIC AND ARE REFERRED TO THE NORTHEASTERLY LIMIT OF BLOCK 9, AS SHOWN ON REGISTERED PLAN 36M-468, HAVING A BEARING OF N40°18'14"W

METRIC

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

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LAND TO BE SUBDIVIDED AND THEIR RELATIONSHIP TO THE ADJOINING LANDS ARE CORRECT SHOWN.

JANUARY 28, 2024
NORTH BAY, ONTARIO


[Signature]
R. D. MILLER
ONTARIO LAND SURVEYOR
FOR TULLOCH GEOMATICS INC.

OWNER'S CERTIFICATE

I HEREBY CONSENT TO THE FILING OF THIS DRAFT PLAN FOR DRAFT APPROVAL.

JANUARY 28, 2024
NORTH BAY, ONTARIO

[Signature]
DWAYNE BAKER
OWNING OFFICER
HIGHLAND WOODS DEVELOPMENTS INC.
REGISTERED OWNER OF PIN 49133-0786 (LT)
PIN 49133-0795 (LT) AND PIN 49133-0718 (LT)



TULLOCH

TULLOCH GEOMATICS INC.
1581 SEMOUR STREET
NORTH BAY, ON
P1A 0C2
northbay@tulloch.ca

T: 705-47-1210
F: 705-47-1783

DRAWN BY: C.A.L. FILE NO. 212918

CLIENT: HIGHLAND WOODS DEVELOPMENTS INC.

© - C:\04\01\2024\04\18\04\222918.dwg - No. 28 Jan 2024 - 1:49:49 PM

Appendix A

PIN 49133-0786 (LT)

PT LT 18 CON B Widdifield; Subject to an Easement in Gross Over PT 1, 36R13516 as in BS119604; City of North Bay

PIN 49133-0784 (LT)

PT LT 18 CON B Widdifield PT 1, 36R897 Except LT109858, PT 2 36R6751 & PT 1 to 20 36R5622 & S&E 36M677; City of North Bay

Appendix B – Correspondence

Internal Correspondence

Ministry of Transportation

Hi Peter,

Thanks for the opportunity to comment on this Notice of Application. Upon review it has been determined that the subject location is beyond the permit control area of the MTO and as such the MTO has no comments to provide.

Regards,
Jamie

Jamie Geauvreau
A/Corridor Management Planner
Operations Division
North Region, Area East

Building Department

Hi Peter,

Building does not have any concerns with the requested rezoning. Due to the limitations of civic address availability for assignment on Bain Drive, the entire parcel of land will be assigned one civic address, and each dwelling unit will be assigned their own unit number. Based on the proposed location of the access road abutting Bain Drive, we will likely assign 73 Bain Drive to the parcel, but this will be confirmed at the time of permit processing.

Comments had been provided to the proponent during their DART presentation as follows:

- Spatial separation between buildings will need to be considered by the Designer
- Designs must be provided by a qualified BCIN Designer or an Architect. BCIN Designer must be qualified in Small Buildings, Building Structural, and HVAC – All Buildings.
- Private access must be constructed as a fire access route
- Fire hydrant must be located within 90m of each unit
- Building permit fees will be assigned at a rate of \$1.36/ft² of gross floor area
- Construction water fees will be applicable

Thanks,

Carly Price CBCO, CPSO
Chief Building Official
Planning & Building Services

North Bay Mattawa Conservation Authority



February 28, 2024

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

Attention: Peter Carello, Senior Planner-Current Operations

Dear Mr. Carello:

**Re: Zoning By-law Amendment and Draft Plan of Condominium
0 Golf Club Road
Roll No. 48440500760891300000
City of North Bay
Our File Nos.: PCON01-NB-24 and PZB02-NB-24**

This office has received and reviewed the notice for a proposed zoning by-law amendment and draft plan of condominium. The property is currently designated "Residential" under the City of North Bay Official Plan and is currently zoned "Residential Third Density (R3)" under Zoning By-law 2015-30. The applicant is proposing to amend Zoning By-law 2015-30 to rezone the property to a "Residential Sixth Density Special (R6 Sp.)" zone. The purpose of the application is to permit the residential development of the lands with different Zoning By-law regulations than what is currently permitted. The property owner has also submitted a Draft Plan of Condominium to permit forty-two (42) residential units.

The lands subject to the proposed applications are approximately 1.2724 ha in area and has frontage of 101.086 m along Golf Club Road, as shown as Schedule A. It is noted that the eastern portion of the parcel is not part of the proposal and is unaffected by the Zoning By-law Amendment application and Draft Plan of Condominium application.

The following comments are based on a review of the applications 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 (PPS, 2020) and our regulatory authority under Ontario Regulation 177/06 Development, Interference with Wetlands & Alteration to Shorelines & Watercourses (DIA). The Conservation Authority also provides advice as per our Plan Review Agreement with the City regarding Sections 2 (Wise Use and Management of Resources) and 3 (Protecting Public Health and Safety) of the Provincial Policy Statement (PPS) 2020. The Conservation Authority has no objection to this application.

This property is in the Chippewa Creek subwatershed. There are no natural hazard features on this property and therefore, the property is not within an area that is regulated by the Conservation Authority.

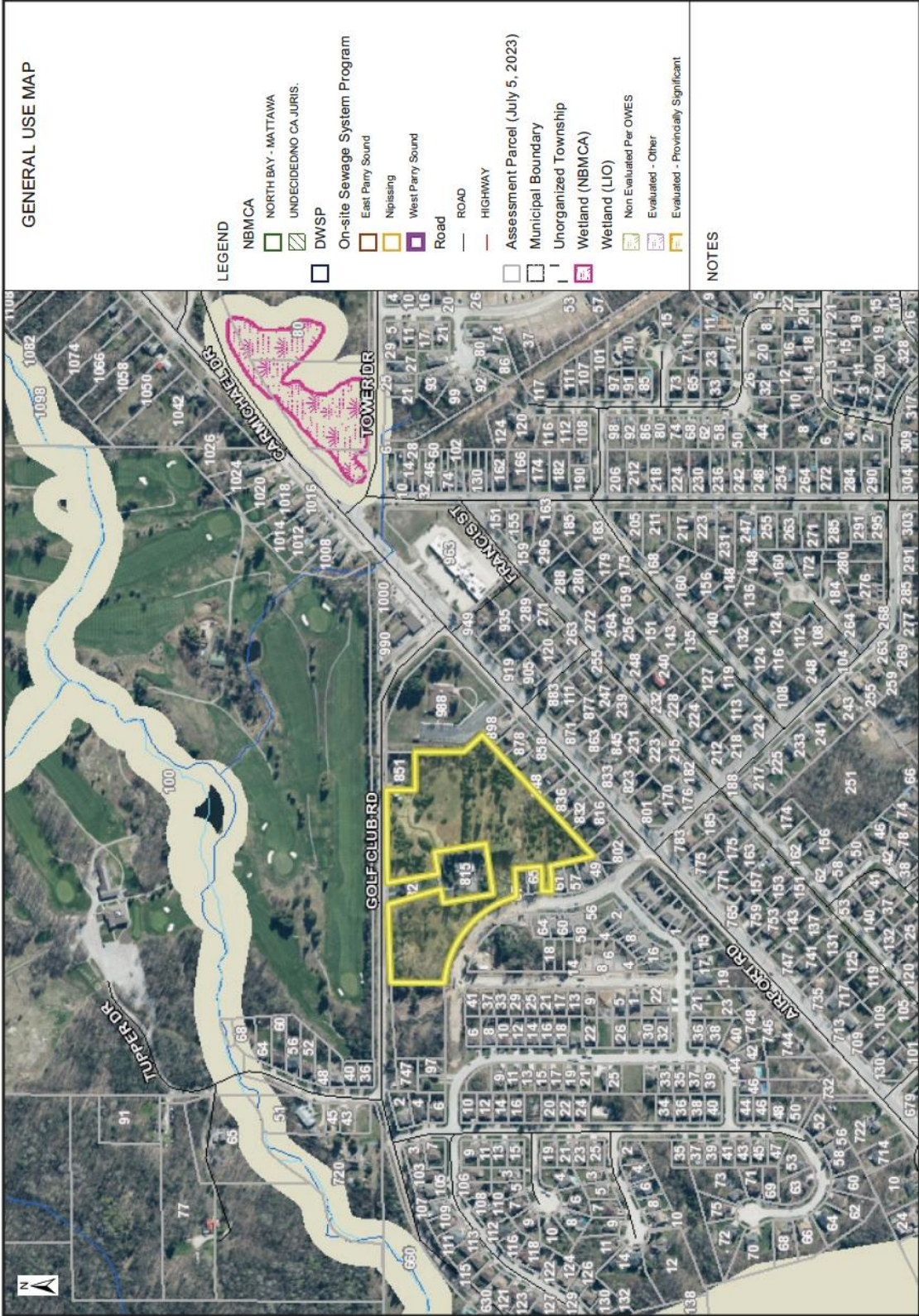
Should you have any questions, please do not hesitate to contact this office at (705) 474-5420. For administrative purposes, please forward any decisions and resolutions regarding this matter.

Yours truly,

A handwritten signature in cursive script that reads "David Ellingwood".

David Ellingwood
Director, Water Resources/Deputy CAO

Encl. (2)



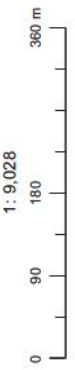
GENERAL USE MAP

- LEGEND**
- NBMCA
 - NORTH BAY - MATTAWA
 - UNDECIDED NO CA JURIS.
 - DWSP
 - On-site Sewage System Program
 - East Parry Sound
 - Nipissing
 - West Parry Sound
 - Road
 - ROAD
 - HIGHWAY
 - Assessment Parcel (July 5, 2023)
 - Municipal Boundary
 - Unorganized Township
 - Wetland (NBMCA)
 - Wetland (LIO)
 - Non Evaluated Per OWES
 - Evaluated - Other
 - Evaluated - Provincially Significant

NOTES

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THIS IS NOT A PLAN OF SURVEY

15 Janey Avenue
 North Bay, ON P1C 1N1
 Tel: (705) 474-5420
 Fax: (705) 474-9793



Schedule B

BAIN DRIVE STACKED TOWNS
2023-11-24



BAIN DRIVE, NORTH BAY, ON
HIGHLANDWOODS DEVELOPMENT
15422 1:800



Engineering Department

Hi Peter,

Engineering has reviewed the proposed application for re-zoning. Our comments for the file are below:

1. The following engineering civil plans/drawings are required:
 1. Site servicing; (if new services are being proposed and/or existing services are being upgraded/retired they must be shown on the plan);
 2. Grading plan; snow storage and drainage around snow storage should be included.
 3. Pre and post development drainage plans;
 4. Erosion and sediment control
2. Stormwater management fees of \$2,200 will be required at the building permit phase. For this application, the SWM fee will be based on the number of units on the property. Each unit will be subject to a \$2,200 SWM fee. An alternative for paying these fees would be for the property owner to provide a SWM report which meets the City's technical standards for quality and quantity control.
3. Prior to this re-zoning application, service laterals (sanitary, storm and water) had been installed fronting this property within the future Bain Drive R.O.W. Should any of these services not be required for this proposal, they are to be retired at the mainline as per our standards.
4. The alignment of the main entrance (private approach) is intersecting with Bain Drive at an angle which is not ideal. As mentioned during DART, please review the access to have the intersecting angle be as close to 90 degrees as possible. Additionally, if the two driveways can be combined into one, a single access to the property is preferred. Would like to see a revised site plan with a realignment prior to proceeding with the re-zoning.
5. All the drawings and SWM reports must be designed and stamped by a Professional Engineer licensed to practice in the province of Ontario. Documents must be sealed prior to being submitted to the City for review.
6. Private Approaches (entrance and exits) will need to meet the City's Private Approach By-Law 2017-72.
7. It will be the proponent's responsibility to confirm servicing requirements and conduct necessary testing.
8. Any work completed on City services and/or on City property/easements will require a Service Contract with the Engineering Department.
9. A security deposit will be required for the plan of condominium agreement.

10. Regarding the traffic within the area, Bain Drive is a collector roadway and it is anticipated that it will have sufficient capacity to accommodate this development. The traffic lights at the intersection of Pearce Street and Airport Road were implemented to ensure the future traffic needs of the area could be met. We anticipate this the proposed development will not have a significant impact on this intersection.
11. 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

Engineering Response to Public Comments on Traffic

Hi Peter,

In response to Mr. Vaananen's comments, we have prepared a response below:

We have reviewed existing traffic studies that we have for the Airport Hill area, which date back to the early 2000s. At the time of the studies, traffic conditions were reviewed, and the reports included projected conditions during future years. These studies accounted for future growth, including development in the Airport Hill area. We have reviewed and determined that the amount of development in the area that has occurred since the last studies, is still within the projected ranges from those studies. This means that the conclusions from said studies are still valid. The studies noted that the intersections at Pearce/Airport and Airport/O'Brien were expected to be operating at good levels of service.

We are expecting additional development in the area in the coming years. As a result, we will be reviewing traffic in the Airport Hill area, including the specific road segments and intersections in Mr. Vaananen's email. Additionally, we currently have a capital project to make improvements at the intersection of O'Brien and Ski Club Road, which in turn will affect traffic flow at Airport and O'Brien.

Thank you,

Jonathan

North Bay Jack Garland Airport

No objections.

Obviously greater housing development will lead to greater issues at a future date, but I

understand that it's in line with the plans and the construction itself doesn't pose a concern to our operations.

Thanks again,

Bryan Avery C.M.
Airport Manager / AE
North Bay Jack Garland Airport Corporation

Bell Canada

2/22/2024

Peter Carello

North Bay

North Bay (City) 200 McIntyre St E North Bay, Ontario, P1B 8V6

Attention: Peter Carello

Re: ZBLA (TBD) & Draft Plan of Condominium (TBD), Golf Club Rd., North Bay; Your File No. TBD (Draft Plan of Condominium), TBD (ZBLA)

Our File No. DTS: 38578 / Circ: 40658

Dear Sir/Madam,

We have reviewed the circulation regarding the above noted application. The following paragraphs are to be included as a condition of approval:

Bell Canada Condition(s) of Approval

1) The Owner acknowledges and agrees to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada.

2) The Owner agrees that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.

Upon receipt of this comment letter, the Owner is to provide Bell Canada with servicing plans/CUP at their earliest convenience to planninganddevelopment@bell.ca to confirm the provision of communication/telecommunication infrastructure needed to service the development.

It shall be noted that it is the responsibility of the Owner to provide entrance/service duct(s) from Bell Canada's existing network infrastructure to service this development. In the event that no such network infrastructure exists, in accordance with the Bell Canada Act, the Owner may be required to pay for the extension of such network infrastructure.

If the Owner elects not to pay for the above noted connection, Bell Canada may decide not to provide service to this development.

Concluding Remarks:

To ensure that we are able to continue to actively participate in the planning process and provide detailed provisioning comments, we note that we would be pleased to receive circulations on all applications received by the Municipality and/or recirculations.

If you believe that these comments have been sent to you in error or have questions regarding Bell's protocols for responding to municipal circulations and enquiries, please contact planninganddevelopment@bell.ca directly.

We note that WSP operates Bell Canada's development tracking system, which includes the intake and processing of municipal circulations. **However, all responses to circulations and requests for information, such as requests for clearance, will come directly from Bell Canada, and not from WSP.** WSP is not responsible for Bell's responses and for any of the content herein.

Should you have any questions, please contact the undersigned.

Yours Truly,



Juan Corvalan
Senior Manager - Municipal Liaison

External Correspondence

From: John Hayes <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Tuesday, February 27, 2024 2:55 PM
To: Peter Carello <Peter.Carello@northbay.ca>
Subject: [EXTERNAL] Highland woods

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

I received your notice regarding Highland Woods request and change of planning. We have an agreement with the city brokered by you and copied to Bev Hillier. The agreement is a quid pro quo in which I removed my objection to changes requested by HWDC in return for all lot's surrounding my home being maintained as single detached family dwellings. Please inform the applicant that this cannot proceed.

This cannot be changed. I acted upon your assurances. And the developer gave their word and assurance.

Hayes, John

From: Hayes, John
Sent: Wednesday, May 15, 2013 4:32 PM
To: 'Peter Carello'
Cc: Beverley Hillier
Subject: RE: Highland Woods Redline Amendment

Peter,

My agreement with Highland woods and Blair Knox was that all properties abutting my property would be part of the condominium development and would be single family residences only. This agreement went on to state that Highland Woods would provide fencing and extensive shrubbery around my property as part of the Condo development. As long as those lots remain part of the condo development and Highland woods will live up to that agreement then I have no objection to their application.

John Hayes

John W. Hayes CFP CLU CH.F.C.
Financial Advisor

Tel # [REDACTED]
Cell # [REDACTED]

Email: [REDACTED]

The contents of this communication, including any attachment's, are confidential and may be privileged. If you are not the intended recipient (or are not receiving this communication on behalf of the intended recipient), please notify the sender immediately and delete or destroy this communication without reading it, and without making, forwarding, or retaining any copy or record of it or its contents. Thank you.

Note: We have taken precautions against viruses, but take no responsibility for loss or damage caused by any virus present.

From: Peter Carello [<mailto:Peter.Carello@cityofnorthbay.ca>]
Sent: Wednesday, May 15, 2013 4:17 PM
To: Hayes, John
Cc: Beverley Hillier
Subject: Highland Woods Redline Amendment

Mr. Hayes,

As we discussed, the applicant is willing to remove lots 39 and 40 from their redline amendment, leaving these lots in their current status as lots within a Draft Approved Plan of Condominium. This Plan is for Vacant Land Condos, which means that, under the current approvals, lots 39 and 40 can only develop as Single Detached Dwellings.

The applicants had not requested any other changes to the Draft Approved Plan of Condominium. This means that all lots abutting your property are also slated to be developed as Single Detached Dwellings. For your reference, I have attached the plan that was presented by the applicants' agent.

From: Jbrooks MusicAcadmey <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Wednesday, February 28, 2024 1:38 PM
To: Peter Carello <peter.carello@cityofnorthbay.ca>
Subject: [EXTERNAL] re: Golf Club Road Zoning By-law amendment & draft plan of condominium

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

Greetings Mr. Carello,

We received the Invitation for Comments regarding Golf Club Road (Unaddressed) Notice of Complete Application for Zoning By-law Amendment and Draft Plan of Condominium. Our comments are as follows.

I think the proposal is a good idea and would help address the housing shortage in the area. It would be nice to see the design of the homes being proposed, to ensure they suit the character of the neighbourhood (I assume this already would have been taken into consideration). Hopefully the developer will offer these homes for sale at a price that is attainable for more people to enter the housing market, and not at the hyper inflated prices we have seen over the last few years.

North Bay needs more affordable housing and more options for people who are considering buying, especially new development of entry level homes for first-time buyers. The city also needs more new development in nice neighbourhoods that targets the middle class working income brackets rather than executive homes that are out of reach for the average buyer.

Best regards,
Kendall and Jessica Wadley

Jessica Wadley – B.S.M., ARCT, M.ed.

Piano/Vocal/Theory

From: Donald Bisson <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Friday, March 1, 2024 9:57 AM
To: Peter Carello <peter.carello@cityofnorthbay.ca>
Subject: [EXTERNAL] Zoning By-law and Draft Plan of Condo along Golf Club Road

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

This email is being sent as a reply to the municipality's request for feedback on the proposed Zoning By-law modification and Preliminary Condominium Plan along Golf Club Road.

I reside near the intersection of Airport Road and Pearce Street, which already experiences significant congestion as it serves as the sole traffic signal-managed junction for the nearby vicinity.

The proposed condominium development will exacerbate traffic conditions at this intersection, pushing it beyond its capacity. The construction of such a high-density residential building will introduce hundreds of new inhabitants, in stark contrast to the single-family homes currently prevalent in the area.

Therefore, we oppose the construction of a high-density condominium in this location without any plans to mitigate the increased traffic at the intersection.

Regards,

Donald Bisson

From: Valerie Carlson-Bisson <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Friday, March 1, 2024 11:16 AM
To: Peter Carello <peter.carello@cityofnorthbay.ca>
Subject: [EXTERNAL] Zoning By-law and Draft Plan of Condo along Golf Club Road

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

This email is being sent as a reply to the municipality's request for feedback on the proposed Zoning By-law modification and Preliminary Condominium Plan along Golf Club Road.

I reside near the intersection of Airport Road, Pearce Street and Bain Dr, which already experiences significant congestion as it serves as the sole traffic signal-managed junction for the nearby vicinity.

The proposed condominium development will exacerbate traffic conditions at this intersection, pushing it beyond its capacity, which is already past its capacity.

The construction of such a high-density residential building will introduce hundreds of new inhabitants, in stark contrast to the single-family homes currently prevalent in the area.

Therefore, we oppose the construction of a high-density condominium in this location. And further oppose it without any plans to mitigate the increased traffic at the intersection(s) all along Airport Rd and with without varying options for speed controls put in place in general.

Thank you for your time,

Valerie J. Carlson.

From: Nicolas Faubert-Smith <[REDACTED]@[REDACTED]>

Sent: Friday, March 8, 2024 1:46 PM

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

Subject: [EXTERNAL] Golf Club Rezoning

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

Hi Peter,

Thanks for sending the invitation to comments. I had a couple questions if you don't mind.

- The removal of the requirement for outdoor living space and such, is that related to this being geared more to seniors? Curious who the target market is with these units
- The newer developed areas around us have done a very poor job of incorporating green space, trees, treeline buffers and such. We lost the bush in our back yard which is understandable, but they could have left a treeline instead of empty soded lots as "green space", that don't benefit anyone or the neighbourhoods. No one lives or moves to North Bay to feel like a Toronto suburb, lets keep some of it's natural beauty. It would be nice if the city took a firmer stance on what is acceptable in this regard. What are the plans in these areas?
- With the above being said, are there any parks, trails or otherwise included in this development? Could a walking trail be incorporated to connect Golf Course rd to Bain? Lots of the neighbourhood head that way for walks and such
- With no access to golf club road, that will put quite a bit of traffic onto our roads here, what are the plans for sidewalks and such connecting down to the existing Bain dr.

Appreciate your time.

Thanks,
Nick

Nicolas Faubert-Smith, P.Eng., PMP

From: Keith Vaananen <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Sunday, March 10, 2024 9:47 PM
To: Peter Carello <peter.carello@cityofnorthbay.ca>
Subject: [EXTERNAL] Plan of Condominium - Golf Club Road (Unaddressed)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

Peter

Just returning from extended travel and reviewed the Invitation of Comments this weekend. It is difficult to comment without additional details, therefore questions as follows:

1. Are there renderings available showing the design of the Bain Drive Stacked Towns? Will the exteriors be similar to Phase 1 / Phase 2 of the current Highland Woods Development?
2. The last paragraph on the first page indicates there will be occupants on the ground floor (without outdoor living space) and occupants on the second floor (without a balcony). Does this mean separate tenants on each of the ground floor and second floor which equates to 84 separate tenants? The first paragraph of the second page indicates 42 residential units will be sold individually, so it is uncertain if there will be 42 or 84 separate tenants.
3. Assuming it is 42 separate tenants, and assuming 2 vehicles per tenant, there will be upwards of 84 additional vehicles traveling on Bain Drive. What plans does the city have to establish a dedicated left turn lane on Airport Road, with advanced left turn signal to Bain Drive, at the Airport Road intersection? If there are 84 units then the traffic flow could be upwards of 168 vehicles.
4. Will there be vehicle access to Golf Club Road to alleviate the traffic volume on Bain Drive? The letter clearly indicates the property has frontage along Golf Club Road, yet Schedule B only shows road access from Bain Drive.
5. Where is the parking for upwards of 84 vehicles? From Schedule B, the 6 units closest to Airport Road appear to have a dedicated parking area, but where is the parking for the remaining 36 units?
6. Schedule A indicates a gap in Bain Drive between Silver Maple Lane and Stone Manor Drive. What is the plan to complete this connection and what are the plans for traffic control?
7. Schedule B is difficult to read. What is the extension of the road adjacent unit 36? It appears to be a cutout for large garbage bins. If yes, what are the plans to keep this garbage area from attracting wild animals 7 days per week (as opposed to garbage collection day only)?

8. What is the expected price range of these units?

Can you please provide the time/date of the council meeting discussing this application.

Thank you.

Silver Maple Lane Resident

From: Nancy Wallace <[REDACTED]@[REDACTED].[REDACTED]>

Sent: Monday, March 11, 2024 1:59 PM

To: Peter Carello <peter.carello@cityofnorthbay.ca>

Subject: [EXTERNAL] Zoning By-Law Amendment and Draft Plan of Condominium by Highland Woods Developments Inc.

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you validate the sender and know the content is safe. Please forward this email to infosec@northbay.ca if you believe this email is suspicious.

This is further to your letter of February 21, 2024, regarding the Zoning By-law Amendment and Draft Plan of Condominium by Highland Woods Developments Inc.

1. I would appreciate confirmation as to how many residences are proposed. Is it 42, or because they are stacked townhouses, is the actual number 84?
2. Since the property in question is located on Golf Club Road, will this development have road access to Golf Club Road?
3. Why is the developer requesting to remove balconies and private outdoor living spaces? These features would contribute to the quality of life of the residents, particularly for families who have children, as well as to the overall aesthetics of the development.
4. How wide is the road that runs from Bain Drive between Blocks A, B, C and D, E, F? Will this be a regular road or some kind of private road or laneway? Will the roadway be wide enough room to accommodate on-street parking? Will there be a cul-de-sac or turn-around area at the end of this roadway by Blocks C and D, so that cars and emergency vehicles would be able to exit this area safely?
5. Do these units have garages? Single or double?
6. Do the proposed units have individual driveways? If so, how long are they?
7. Schedule B shows what looks like a dead-end beside Block F. What is this space? It's impossible to read the wording here, as well as the two words that appear to the right of this space.
8. Is visitor parking planned? Is there a parking area adjacent to Block G?

9. The road running from Bain servicing these residences appears to be directly abutting the existing private property and home already established on Golf Club Road. What is the setback requirement for the new roadway and the existing neighbour?
10. How close will Blocks D, E, and F be to Golf Club Road? What is the setback requirement? Does the setback allow for any future improvements to Golf Club Road such as sidewalks or upgraded stormwater ditching?

Thank you for the opportunity to submit questions and comments.

Nancy Wallace
Mapleridge Drive

From: Robert Pinder <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Tuesday, March 12, 2024 4:13 PM
To: Peter Carello <peter.carello@cityofnorthbay.ca>
Subject: [EXTERNAL] Golf Course Road - Letter February 21, 2024

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Regarding: your letter of February 21, 2024 re: Notice of Application for a Zoning By-law Amendment and Draft Plan of Condominium

I am in receipt of the above letter, thank you. I do have a number of concerns related to the proposed development.

My primary concern is the traffic demands that will be placed on Bain Drive, Mapleridge Drive and adjoining streets, and Airport Road. I have lived on Airport hill for many years and am very concerned about the impact that development and future traffic demands will have on existing roads and residential streets.

Secondly, all residential dwellings in this area are either freehold townhouses or single family dwellings, most single storey. A 2-storey condominium development is simply not a good fit with the existing residential makeup of the area. 42 condominium units will translate to +/-80 cars that will require parking spaces (consider 2 cars per townhouse unit) plus visitor and service vehicles. Schedule B attached to your letter does not provide clear indication of where all those vehicles will be parked.

Another concern is the total absence of green space or family space, such as parks or playgrounds, in this entire area. Sidewalks are few and increased traffic is a concern for residents and children who walk or cycle the streets surrounding the proposed development.

Furthermore, I do not see a file or reference number on your letter.

Thank you,
Robert Pinder
Mapleridge Drive

North Bay, ON
P1C 0B5

From: Schlueting, Lori <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Saturday, March 23, 2024 9:27 AM
To: Peter Carello <peter.carello@cityofnorthbay.ca>
Subject: [EXTERNAL] Invitation of Comments-Golf Course Road

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Hello!

We realize that this email is after the deadline of March 12th, however, we have been away. Of course this letter has sparked questions that we felt we needed to ask/and or be considered and we hope it's not too late. The letter doesn't mention which city council meeting that this will be discussed.

We have 3 considerings:

1. Parking- Will there be a parking lot off of Golf Course to assist with lessening traffic from Bain Drive? Will there be limits on the number of cars? We have concerns about the increase in traffic and that there isn't the infrastructure to handle the parking and vehicles will end up on the street cluttering the roads.
2. Will there be the continued sidewalk?
3. Will there be restrictions on renting out rooms/spaces to air bnb or students and will this be monitored more closely? We live on Bain Drive and there are currently restrictions but they are not monitored closely and so this does occur. With this number of units, I would hope that this would be monitored more closely.

Thank you in advance for your consideration and if you could kindly give us the date of the city meeting that this will be discussed.

Lori and Torsten Schlueting

From: Steve & Jeannie McKee <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Monday, March 25, 2024 4:05 PM
To: Peter Carello <peter.carello@northbay.ca>
Subject: [EXTERNAL] Application for Zoning By-law amendment and Draft Plan of Condominium under 34 and 51 of the planning act for on part of unaddressed lot on Golf Club Road

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Dear Peter

This is in response to my telephone call today. These are some of my concerns regarding the

new proposal.

1. I feel that this change is a misrepresentation in what was in the original plan when we purchased our semi-detached home. We were told that the Highland Woods Development would have a certain standard of buildings- single, semi-detached and tri-plex units.
2. I am concerned with the increase in traffic because of the high-density buildings. Traffic volume will increase substantially and we have a number of senior citizens who bought their units with the expectations of a quiet residential area. Also the lower Bain area has a number of children living there and they will be in more danger because of the increased density of automobiles. The bottom of Airport Road at O'brien is a problem now to make a left hand turn.
3. Lastly I am concerned about the homes in this area being devalued. The proposed Highland Woods Development would not be what it originally was stated and approved.

Sincerely,
Steven F. McKee

From: George S. Martin <[REDACTED]@[REDACTED].[REDACTED]>
Sent: Sunday, April 14, 2024 11:20 AM
To: Peter Carello <peter.carello@northbay.ca>
Subject: [EXTERNAL] Comments re Zoning By-law Amendment and Draft Plan of Condominium (Golf Course Road)

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Hi Peter,

Below please find my comments, reasoning, and concerns regarding the above noted amendment. My comments are random and not in order of precedence.

- a) The matter of determining which households received the city letter of February 21, 2024, has been dealt with in a separate email.
- b) The Safety of all residents and workers in the area must always be the priority. The ways and means of mitigating "risk" must be incorporated into all aspects of the development. Zero Risk to people and property is paramount.
- c) We were told some time ago that the proposed condo complex to be built on this property consisted of 12 single floor, on slab units with a central courtyard and perimeter parking. That the condo units would be fashioned after the units on Gorman St but with a main floor den rather than a loft.
- d) That the developer be required to engage and pay for a professional firm to carry out an environmental study and traffic survey to determine what impact

the development will have on both the city as a whole and on the quality of life of residents living in the general area. The developer must eliminate any concerns highlighted in their plan prior to any construction being approved by the city.

- e) That the Developer schedule and hold a neighbourhood meeting to bring all concerned residents (in the general area) up to date on their on the “plan” to complete the development around concern. This includes the property in the triangle between Airport Road (AR) and Golf Course Road (GCR).
- f) The residents (bounded by Mapleridge Dr and Bain Drive around AR) have been subject to over three (3) years of construction noise, dust, garbage, and increased construction traffic due to the construction of Silver Maple Lane (SML) and the homes subsequently built on SML. It’s time to give these homeowners a break and use Golf Course Road as the primary access to the site both during construction and after completion. The bottom line must be all access to and from the property under current discussion and any future development in the area must be by GCR.
- g) That all approvals concerning the said property be conditional on completing and making fully operational (to City standards) the unfinished portion of Bain Drive.
- h) That should the city approve the requested zoning change (from R3 to R6) no other special considerations or approvals be provided. That is, the original intent of R6 Zoning must be maintained without special considerations.

Sincerely,

George Martin
15 Mapleridge Dr.,
North Bay, ON, P1C 0B5

■■■■.■■■■.■■■■

From: Sympatico <■■■■@■■■■.■■■■>
Sent: Wednesday, April 17, 2024 2:46 PM
To: Peter Carello <peter.carello@cityofnorthbay.ca>
Cc: ■■■■@■■■■.■■■■; ■■■■@■■■■.■■■■; George S. Martin <■■■■@■■■■.■■■■>
Subject: [EXTERNAL] Invitation of Comments - Plan of Condominium

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Good day Mr Carello,
Thank you for your responses to my queries and for the in-person meeting with you on 15

April.

We have lived in our current residence, 57 Bain Drive since November 2016. It is the last building in of Phase 1 of the 3 Phases of the Highland Woods development. Phase 2 of the project is currently underway and encompasses Mapleridge Drive and the connection of Bain Drive between Kenrita/Stone Manor Drive through to the traffic lights on Airport Road. As I understand it, the yet-to-be-developed Phase 3 is the large red shaded parcel on Schedule A of the Plan of Condominium.

I echo the concerns that were raised by Mr Martin and Ms Wallace so I will not repeat them here. This “Plan of Condominium” represents a departure from the originally approved Highland Woods plan of free hold, single and semi-detached homes. While this project is disappointing to all of us in the Highland Woods development, obviously I/we would prefer that the properties continue to be developed as per the original plan with single and semi-detached buildings vs. Condominiums.

Personally, I have no issue with a properly planned, registered, and managed Condominium section of the overall Highland Woods development. However, this plan does significantly increase the population density of this area. Considering such high population density in such a small land footprint, I foresee a major public safety issue associated with traffic flow if access to the Condominiums is solely from Bain Drive. Once the Bain drive connection through to Airport Road is completed, Bain Drive will become a major traffic artery to get up and down Airport Hill. Furthermore, the larger Phase 3 of the Highland Woods project, when completed, will further greatly increase traffic flow to the Bain Drive artery. When one factors in Transiting traffic, Residential traffic, School buses, Garbage collection, Delivery Vehicle traffic, and Construction traffic into the Risk Analysis, I propose that the Bain Drive access is unnecessarily fraught with danger.

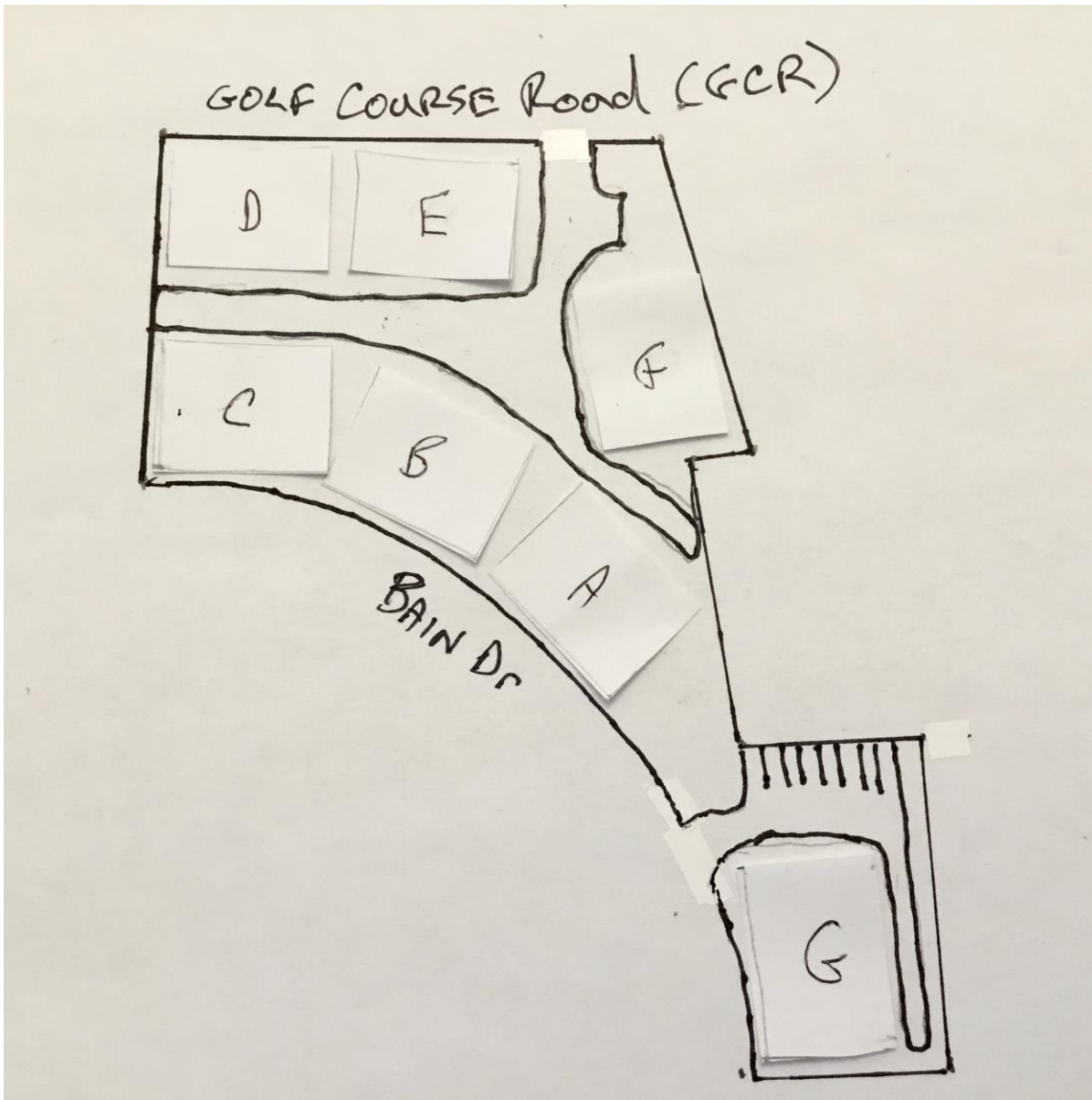
I would like to propose a solution.

Golf Course Road (GCR) on the North side of the proposed development, is a dead end road, ending at the bottom of the hill well beyond the Development. I propose that if the property used Golf Course Road to access the Condominiums, the risk to Public Safety would be greatly reduced. Below are a couple of proposals to alter Schedule B for the Developer’s consideration. Note that Blocks A - F would have access via GCR, whereas Block G would have access via Bain Drive. (Note that these are not to scale, and I am not a draftsman but they illustrate the concept):

#1



#2



I suggest that the Developer consult Tulloch Geomatics to alter the site plan using Golf Course Road to access the Condominium development. The results can be presented to Council for their consideration. I also request that these comments and suggestions be included in your information package for the City Council meeting on 13 May 2024. Feel free to contact me if you have any questions or comments.

Sincerely,

W.C. (Bill) Carswell

1- [REDACTED]

Appendix C – Conditions of Approval – File No. 48CDM-24101

- 1) That this approval expires five (5) years from the date of approval by City Council. If there is an appeal to the Ontario Land Tribunal under section 51 (39) of the *Planning Act*, the five (5) year expiration period does not begin until the date of the order of the Ontario Land Tribunal issued in respect of the appeal or from the date of a notice issued by the Board under section 52(51) of the *Planning Act*.
- 2) This Draft Approval applies to the Plan of Condominium prepared by R.D. Miller, Tulloch Geomatics Inc., as shown on the attached Schedule B dated January 26, 2024 which is comprised of 42 Cluster Stacked Townhouse Units.
- 3) That no removal of trees be undertaken prior to final approval except: within the proposed road allowance; for survey purposes around the boundary of the Draft Approved Lands and for exploratory soils investigations for the purpose of estimating servicing costs.
- 4) That prior to any above ground works or below ground works occurring on the subject property the Owner is required to enter into a Pre-Servicing Agreement with the City of North Bay, to the satisfaction of the City Engineer.
- 5) That prior to signing the Final Plan by the Municipality, the proposed Condominium conform with the Zoning By-law in effect for the Municipality.
- 6) That the owner acknowledges and agrees that a privacy fence shall be constructed along the property line between the subject lands and the adjacent property known locally as 815 Golf Club Road. Such a privacy fence shall be constructed at the time of development. The requirement to construct this privacy fence shall be included within the Condominium Agreement and the Site Plan Control Agreement between the owner and the Municipality.
- 7) That the owner agrees in writing to satisfy all requirements, financial and otherwise of the City of North Bay concerning provision of roads, installation of services, and drainage.
- 8) That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
- 9)
 - a) The Owners agrees to pay a Stormwater Management fee of \$2,200 per unit and that this fee be payable at the time of issuing the Building Permit for each unit.
 - b) In lieu of the fee referenced in Condition of Approval #9 a), the Owner may choose to prepare a Stormwater Management Plan. In this event, the Condominium Agreement between the owner and the Municipality shall contain wording acceptable to the City Engineer to ensure that:
 - i) the owner agrees that a Stormwater Management Plan shall be undertaken by a professional engineer with respect to the Condominium describing best management practices and appropriate measures to maintain quality storm runoff, both during and after construction;

- ii) The Stormwater Management report shall also address any slope stability or any hydrogeological issues associated with this development; and
 - iii) Any recommendations forthcoming from the Stormwater Management Study shall be incorporated into the final Condominium site design and implemented to the ongoing satisfaction of, and at no expense to, the Municipality.
- 10) That the Owner provides full engineering drawings showing the provision of full municipal services including storm, sanitary sewers, water and full curb section, including sidewalks if required, prepared by a qualified engineer, to the satisfaction of, and at no expense to the City of North Bay.
- 11) That the Owner agrees to have the intersection of the private roads and municipal roads designed by a professional engineer to the satisfaction of the City Engineer at no expense to the City of North Bay.
- 12) That the Condominium Agreement between the owner and the Municipality contained a Special Provision with wording acceptable to the City of North Bay to ensure that:
 - a) All residential units located above the 28 NEF contour for the City of North Bay Airport shall conform to the appropriate Acoustic Design criteria.
 - b) The owner must undertake to inform, in writing, all prospective tenants or purchasers of the residential units that the property in question is in an area where possible noise problems may exist or develop.
 - c) The owner shall be required to provide detailed specifications for noise attenuation related to the development.
- 13) That the owner agrees to convey up to 5% of the land included in the plan or cash-in-lieu to the Municipality for park or other public recreational purposes.
- 14) That the owner agrees to provide locations for centralized mail delivery acceptable to Canada Post Corporation or other alternative systems as may be normally required by Canada Post.
- 15) That the Condominium Agreement between the owner and the Municipality be registered by the Municipality against lands to which it applies once the Plan of Condominium has been registered prior to any encumbrances.
- 16) The Condominium Agreement for the subject condominium application shall include a statement informing the first purchaser of a unit within the subject Plan of Condominium that prior to the issuance of a building permit, the purchaser will be required to pay Development Charges
- 17) That development charges be imposed in accordance with the current applicable Municipal Development Charges By-law.
- 18) The Owner acknowledges and agrees:

- a. to convey any easement(s) as deemed necessary by Bell Canada to service this new development. The Owner further agrees and acknowledges to convey such easements at no cost to Bell Canada; and
 - b. that should any conflict arise with existing Bell Canada facilities where a current and valid easement exists within the subject area, the Owner shall be responsible for the relocation of any such facilities or easements at their own cost.
- 19) That before City Council's Final Approval is given, the Council shall be advised in writing by the City of North Bay's Engineering and Environmental Services how Conditions No. 4, 7, 8, 9, 10 and 11 have been satisfied.
 - 20) That before City Council's Final Approval is given, the Council shall be advised in writing by the Manager of Parks how Condition No. 13 has been satisfied.
 - 21) That before City Council's Final Approval is given, the Council shall be advised in writing by Canada Post Corporation how Condition No. 14 has been satisfied.

NOTES

- 1) We suggest you make yourself aware of the following:
 - a) Section 143(1) of The Land Titles Act, R.S.O. 1980 as amended, which requires all new plans to be registered in a land titles system.
 - b) Section 143(2) allows certain exceptions.
- 2) Prior to any construction, the Owner/Developer should contact the Ministry of Environment, Conservation and Parks (MECP) to determine if Species at Risk and/or their habitat is present in the general vicinity of the development area.
- 3) An electrical distribution line operating below 50,000 volts might be located within the area affected by this development or abutting this development. Section 186 – Proximity – of the Regulations for Construction Projects in the *Occupational Health and Safety Act*, requires that no object be brought closer than 3 metres (10 feet) to the energized conductor. It is the proponent's responsibility to be aware, and to make all personnel on site aware, that all equipment and personnel must come no closer than the distance specified in the Act. They should also be aware that the electrical conductors can raise and lower without warning, depending on the electrical demand placed on the line. Warning signs should be posted on wood poles supporting conductors stating "*Danger – Overhead Electrical Wires*" in all locations where personnel and construction vehicles might come in close proximity to the conductors.
- 4) The Developer is hereby advised that prior to commencing any work within the Plan, the Developer must confirm that sufficient wire-line communication/telecommunication infrastructure is currently available within the

proposed development to provide communication/telecommunication service to the proposed development. In the event that such infrastructure is not available, the Developer is hereby advised that the Developer may be required to pay for the connection to and/or extension of the existing communication/telecommunication infrastructure. If the Developer elects not to pay for such connection to and/or extension of the existing communication/telecommunication infrastructure, the Developer shall be required to demonstrate to the municipality that sufficient alternative communication/telecommunication facilities are available within the proposed development to enable, at a minimum, the effective delivery of communication/telecommunication services for emergency management services (i.e., 911 Emergency Services).