

The Corporation of the City of North Bay

By-Law No. 2026-038

Official Plan Amendment No. 39

**Northern Gateway Development Inc. –
351 Birchs Road**

Whereas the owner of the subject property has requested an amendment to the Official Plan of the North Bay Planning Area;

And Whereas the Council of The Corporation of the City of North Bay has ensured that adequate information has been made available to the public and has held at least one public meeting after due notice for the purpose of informing the public of this By-law;

And Whereas it is deemed desirable to amend the land use designation shown on Schedule "1" to the Official Plan of the North Bay Planning Area pursuant to Section 17 of the Planning Act R.S.O. 1990, as amended.

Now therefore the Council of the Corporation of the City of North Bay hereby enacts as follows:

- 1) The attached Schedules and explanatory text constituting Amendment No.39 to the Official Plan of the City of North Bay Planning Area are hereby adopted.
- 2) The appendices constitute revisions to the appendices only of the Official Plan and shall not constitute part of this Amendment.
- 3)
 - a) Notice of this By-law shall be given by the Clerk in the manner and form and to the persons prescribed by Section 4 of O. Reg. 543/06 as amended.
 - b) Where no notice of appeal is filed with the Clerk of The Corporation of the City of North Bay within twenty (20) days after the day that the giving of written notice as required by the Act is completed, then this By-law shall be deemed to have come into force on the day after the last day for filing an appeal.
 - c) Where one or more notices of appeal are filed with the Clerk of The Corporation of the City of North Bay within twenty (20) days after the day that the giving of written notice as required by the Act is completed, setting out the objection to the By-law and the reasons in support of the objection, then this By-law shall not come into force until all appeals have been finally disposed of, whereupon the By-law shall be deemed to have come into force

on the day after the last day all appeals have been finally disposed of.

Read a First Time in Open Council the 16th day of June, 2026.

Read a Second Time in Open Council the 16th day of June, 2026.

Read a Third Time in Open Council and Passed this 16th day of June, 2026.

Deputy Mayor Maggie Horsfield

City Clerk Karen McIsaac

Amendment No. 39 to the Official Plan
of the Planning Area of the
City of North Bay

Northern Gateway Developments Inc. – PIN 49180-0447 (LT) – PT LT 34
CON 14 West Ferris as in LT157456 Save & Except PT 1 36R13346; City of
North Bay

June 16, 2026

The Corporation of the City of North Bay
North Bay, Ontario

Amendment No. 39 to the Official Plan
of the Planning Area of the
City of North Bay

The attached Schedule "39-A" and explanatory text constitute Amendment No. 37 to the Official Plan of the City of North Bay. This Amendment was adopted by The Corporation of the City of North Bay by By-law No. 2026-038 in accordance with Sections 17 and 21 of the Planning Act, R.S.O. 1990 as amended by Statutes of Ontario 19101, Chapter 4, Section 9 pursuant to O. Reg. 543/06 on June 16, 2026.

Corporate Seal

Deputy Mayor Maggie Horsfield

City Clerk Karen McIsaac

Amendment No. 39 to the Official Plan
of the Planning Area of the
City of North Bay

The following text and plan designated as Schedule "39-A" attached hereto constitute Amendment No. 39 to the Official Plan of the Planning Area of the City of North Bay.

A) Purpose of the Amendment

It is the intention of this Amendment to change the designation on certain property within the Settlement Area of the Planning area from "Residential" to "General Industry" and "Hospitality Service".

In an application deemed complete on February 19, 2026, the Applicant applied for an Official Plan Amendment in order to amend the Official Plan designation of certain lands in the City of North Bay.

B) Basis of the Amendment

The Amendment applies to portions of PIN 49180-0447 (LT) – PT LT 34 CON 14 West Ferris as in LT157456 Save & Except PT 1 36R13346; City of North Bay, known locally as 351 Birchs Road. It is 23.8 hectares in area, with a frontage of 203 metres on Birchs Road.

The subject property is vacant.

Surrounding land uses include are largely industrial, commercial and residential in nature.

The intent of this Official Plan Amendment is to allow for industrial development in the northern portion of the property and commercial development in the southern portion of the property.

City Council has indicated their support of this proposed Amendment.

C) Details of the Amendment

The Official Plan is hereby amended in accordance with the following:

Item No. 1 Schedule "1" - "Settlement Area" to the Official Plan is hereby amended by changing the designation of the lands shown on Schedule "39-A" to this Amendment from "Residential" to "General Industry" and "Hospitality Service".

D) Implementation

This Amendment to the Official Plan shall be implemented in accordance with the implementation policy contained in Part 5 of the Official Plan.

E) Interpretation

This Amendment to the Official Plan shall be interpreted in accordance with the interpretation policy contained in Part 6 of the Official Plan.

APPENDICES

The following Appendices are not intended to form part of the approved Amendment No. 39, but are included only for the purpose of providing information in support of this Amendment.

Appendix No. 1

Staff report dated May 21, 2026



City of North Bay Report to Council

Report No: CSBU-2026-033

Date: May 21, 2026

Originator: Peter Carello, Senior Planner – Current Operations

Business Unit:

Department:

Community Services

Planning & Building Department

Subject: Proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision Applications - 351 Birchs Road

Closed Session: yes no

Recommendation

1. That the proposed Official Plan Amendment by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, to amend the Official Plan Designation from "Residential" to "General Industry" and "Hospitality Service" for a portion of the property legally described in Appendix A to Report to Council No. CSBU 2026-033 and as shown on Schedule "B" attached hereto be approved; and
2. That the proposed Zoning By-law Amendment by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, to rezone the property from an "Industrial Holding (MH)" zone to a "General Industrial Holding (M2H)" zone and from a "Residential Holding (RH)" zone to a "General Industrial Holding (M2H)" and "Tourist Commercial Special Holding (C7 Sp.H)" zone for the property legally described in Appendix A to Report to Council No. CSBU 2026-033 and as shown on Schedule "C" attached hereto be approved; and
3. That the proposed Plan of Subdivision, as modified, for eight (8) Industrial Lots and seven (7) Commercial Lots (Subdivision File No. 48T-25102), by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, for lands described in Appendix A to Report to Council Number CSBU 2026-033, shown as

on Schedule "D" attached hereto, be given Draft Approval subject to the conditions in Appendix B to Report to Council Number CSBU 2026-033 prepared by Peter Carello dated May 21, 2026; and

4. 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 Birchs Road, as shown on Figure 1 below and on attached Schedule A. The lot is a large, deep parcel that extends southerly towards Lakeshore Drive.

There are two distinct portions of the property. For ease of reference throughout this report, the northern part of the property will be referred to as the "Northern Portion" and the southern part of the property as the "Southern Portion". The delineation between these two areas of the property is shown on Schedule A attached hereto. This is explained further in the Official Plan section of the report and shown on Schedule B.

The Subject Property has road access directly via Birchs Road on the Northern Portion of the property. The Southern Portion presently does not have access to a municipally maintained road. The Southern Portion abuts an unopened road allowance that would be required to be extended and upgraded to a municipally maintained road for access.

The entirety of the property has a combination of both a "General Industry" and "Residential" designation in the Official Plan and a combination of both an "Industrial Holding (MH)" and "Residential Holding (RH)" zone by Zoning By-law 2015-30.

The total property has an existing lot area of approximately 23.8 hectares and lot frontage of 203 metres on Birchs Road. The property is currently vacant.

There is a wetland located near the centre of the property. This wetland is not considered a Provincially Significant Wetland.

Figure 1: Map of Subject Property and Surrounding Area



Surrounding Land Uses:

The adjacent land uses surrounding the Northern Portion of the property are industrial in nature, particularly to the east, west and north of the subject property. Uses in the area include a self-storage business and a transportation terminal.

A rail line also travels in this area, supporting industrial activities.

The adjacent uses in the Southern Portion of the property are more mixed in nature. The majority of the uses are low density residential homes. The Steve Omischl Sports Complex, which includes the new community recreation centre currently under construction, is located a short distance to the southwest. There are also some commercial uses to the southeast along Pinewood Park Drive.

Proposal

Ashley Meghan Consulting Corp. on behalf of the property owner, Northern Gateway Developments, has submitted an application for an Official Plan Amendment, a Zoning By-law Amendment and a Draft Plan of Subdivision. These applications would pertain to specific portions of the subject property, as described below and as shown on the attached Schedules.

The proposed Official Plan Amendment would change the designation of the Southern Portion of the property from "Residential" to "Hospitality Service", and would also change the designation of a portion of the Northern Portion from "Residential" to "General Industry", as shown on Schedule B.

The proposed Zoning By-law Amendment would rezone the Northern Portion of the subject property from an "Industrial Holding (MH)" zone and a "Residential Holding (RH)" zone to a "General Industrial Holding (M2H)" zone. The application would also rezone the Southern Portion of the subject property from a "Residential Holding (RH)" zone to a "Tourist Commercial Special Holding (C7 Sp.H)" zone, as shown on Schedule C.

The Holding Zone provisions would be put in place in order to limit the development of the property until services are extended to the subject lands.

The proposed Zoning By-law Amendment for the Southern Portion would allow all those uses permitted in a standard "Tourist Commercial (C7)" zone. The Special Zone request for the "Tourist Commercial Special Holding (C7 Sp.H)" zone would add the following uses to the list of permitted uses:

- Automobile Service Station;
- Dry Cleaning/Laundry Depot;
- Pharmacy; and
- Specialty Food Store.

The proposed Plan of Subdivision would create eight (8) industrial lots in the Northern Portion of the property and seven (7) commercial lots in the Southern Portion of the property, as shown on Schedule D.

The purpose of the applications is to allow for the industrial development of the northern part of the property at an urban density and to allow for the commercial development of southern part of the subject property.

Summary

There are two distinct components of the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision request. If approved, the lands in the Northern Portion of the property would be rezoned to a "General Industry Holding (M2H)" and subdivided into 8 lots to allow for industrial development at an urban density. A portion of the Northern Portion would also have its Official Plan designation changed from "Residential" to "General Industry" to realign the boundary of the existing "General Industry" designation further south.

The Southern Portion of the property would have its Official Plan designation changed from "Residential" to "Hospitality Service". It would also be rezoned to a "Tourist Commercial Special Holding (C7 Sp.H)" zone and subdivided to create 7 commercial lots. The Special Zone request would add four additional uses to the standard list of permitted uses of the C7 zone.

For both the Northern Portion and the Southern Portion of the property, the application requests that a Holding Zone would be in place until such a time that urban services are extended to the lands in question.

The property owner has stated through their application that the rationale for the creation of new commercial land at the southern end of the property is to service users of the new community recreation centre. When combined with other developments in the general area in recent years, such as the casino and the Steve Omischl Sports Complex, it is their opinion that new commercial lands are necessary to meet the requirements of these individuals and specifically of visitors to the City.

Planning Services are generally in agreement with this rationale. The uses permitted under the proposed C7 Sp. Zone are intended to serve visitors.

The Northern Portion of the property is located in an area where the majority of the uses are industrial in nature. The proposed M2H zone would be consistent with the character of those properties found on Birchs Road and surrounding areas.

The Southern Portion of the property is more mixed use in nature than the Northern Portion. There are residential, commercial and community uses found throughout the area. Recognizing recent developments in the southern part of the West Ferris Planning District, it is my opinion that the proposed commercial use of the property is appropriate for the area. There is an existing strip of residential uses along Lakeshore Drive. The applicant would be required to maintain a buffer between the commercial and residential uses.

Both the Province's Provincial Planning Statement and the City's Official Plan contain policies focusing development within the Settlement Area. The intention of this high-level policy is to concentrate development in locations where public services are available. This makes better use of existing infrastructure and services, thereby reducing the need for expensive service expansions. It also minimizes the amount of land consumed by a community's development, leaving more spaces in a natural state.

The subject property is within the Settlement Area. Services are available in the general area, though they are not available to the property's border. A service extension will be required in order for the property to develop on services.

As noted, the applicant has requested that a Holding Zone be put in place to limit development on the property until such a time that services are available. Staff are supportive of this approach. Should services fail to be extended, the subdivision approval will lapse and development at an urban density shall not be permitted until some future time when services are made available.

The Provincial Planning Statement and the Official Plan also encourage the

development of a vibrant economy and job creation. The proposed applications would rezone the properties to an M2 and C7 Sp. zone. Each of these zones would support job creation and economic activity, as contemplated by the PPS 2024 and the City's Official Plan.

The application was circulated to all property owners within 120 metres of the subject lands, as well as the agencies, departments and external organizations that have an interest in applications made under the Planning Act. Most responses offered no objections.

The City's Engineering Department provided information regarding what would be required at the time of development. This includes a Traffic Study for both the Northern and Southern Portions of the property. All requirements of the Engineering Department have been made Conditions of Approval (Appendix C of this report). A full copy of their correspondence is in Appendix B.

The North Bay Mattawa Conservation Authority noted the presence of two wetlands on the subject property. They further stated that a permit would be required from their office prior to the development of the subject lands. The permit application to the Conservation Authority would need to be supported by a study by a qualified individual. A full copy of their correspondence is in Appendix B.

As part of the application submission, the property owner has submitted a draft study by FRi. Ecological Services, which includes certain preventative measures. As of the time of this report, a final document has not been received. A final version of the report will be required prior to pre-servicing and/or Final Approval. All recommendations from the report will be required to be incorporated into the final subdivision design.

Staff have added a Condition of Approval that the necessary permitting be put in place at the time of the development. It is further expected that specific mitigation will be put in place as part of the Site Plan Control Agreement, which will obligate the current and future owners to protect the wetlands.

One response was received from the public. This nearby property owner was concerned about the effect development would have on stormwater in the area. The conditions of approval require the applicant to prepare and implement a Stormwater Management Plan, to mitigate the impacts of stormwater on adjacent properties.

It is my professional opinion that the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision 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 Planning Statement (PPS

2024).

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 Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision conforms with the policies and direction provided by the Growth Plan for Northern Ontario (GPNO 2011).

Provincial Planning Statement (PPS 2024)

The current Provincial Planning Statement issued by the Provincial government came into effect on October 20, 2024. This proposal has been reviewed in the context of the Provincial Planning Statement (PPS 2024).

Excerpts of the Provincial Planning Statement (PPS 2024) applicable to this application are outlined below.

Settlement Areas

The subject property is located within the City's Settlement Area. The Provincial Planning Statement identifies Settlement Areas as being the primary location for development and higher levels of density. Section 2.3.1 of the PPS 2024 is as follows:

2.3.1 General Policies for Settlement Areas

1. Settlement areas shall be the focus of growth and development. Within settlement areas, growth should be focused in, where applicable, strategic growth areas, including major transit station areas.

2. Land use patterns within settlement areas should be based on densities and a mix of land uses which:

- a) efficiently use land and resources;*
- b) optimize existing and planned infrastructure and public service facilities;*
- c) support active transportation;*
- d) are transit-supportive, as appropriate; and*
- e) are freight-supportive.*

3. Planning authorities shall support general intensification and redevelopment to support the achievement of complete communities, including by planning for a range and mix of housing options and prioritizing planning and investment in the necessary infrastructure and public service facilities.

The general intention of these policies is to concentrate development within a community in a compact area where public services are available. In doing so, more outlying lands in the rural area will remain undeveloped and in their natural state.

The subject property is within the Settlement Area, meaning that the development of the lands at an urban density is appropriate and consistent with this section of the PPS 2024.

Employment

The Provincial Planning Statement also includes policies that encourage development that results in job creation and economic activity. Section 2.8.1 is as follows:

- 1. Planning authorities shall promote economic development and competitiveness by:*
 - a) providing for an appropriate mix and range of employment, institutional, and broader mixed uses to meet long-term needs;*
 - b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;*

- c) *identifying strategic sites for investment, monitoring the availability and suitability of employment sites, including market-ready sites, and seeking to address potential barriers to investment;*
- d) *encouraging intensification of employment uses and compatible, compact, mixed-use development to support the achievement of complete communities; and*
- e) *addressing land use compatibility adjacent to employment areas by providing an appropriate transition to sensitive land uses*

The proposed applications, once fully developed, would subdivide the subject lands with up to eight (8) industrial lots and up to seven (7) commercial lots. The zoning of these proposed new lots would support activities that create new employment and would support North Bay's economy.

The proposed industrial lots in the Northern Portion of the subject lands would gain access via Birchs Road and Dree Street. Both Birchs Road and Dree Street are both developed with industrial uses. The proposed new industrial lots would be consistent with the character of the area in terms of their size and proposed use.

The proposed commercial lots in the Southern Portion of the subject lands would need to gain access via an extension of Riverbend Road, which connects to Lakeshore Drive. Uses on Lakeshore Drive are more mixed in nature. There are residential uses, commercial uses and community uses.

The proposed zone for the Southern Portion of the property is "Tourist Commercial Special (C7 Sp.)". Uses in the C7 zone predominantly serve visitors to the area. The Special Zone request made by the is to include "Automobile Service Station", "Dry Cleaning/Laundry Depot", "Pharmacy" and "Specialty Food Store" as additional permitted uses.

The stated purpose and intent of the proposed Commercial uses is to service the users of the developing community recreation centre. This major new facility is located approximately 700m to the southwest of the limits of the proposed new commercial area.

Public Services

The Provincial Planning Statement provides policy encouraging development to take place on public services where possible. Section 3.6.2 of the PPS states that:

"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."

In the Northern Portion of the property, municipal water is available to the subject lands. However, municipal sanitary services are not available. At the present time, sanitary services terminate a few hundred metres (approximately 450m) to the west on Birchs Road.

In the Southern Portion, neither municipal sewer nor water are available. Municipal sewer and water are located a short distance from the limits of the subject lands within the Lakeshore Drive road allowance.

Although full services are not available to the subject lands, as a property within the City's Settlement Area and within the appropriate Staging Area (Stage 2) of the Official Plan, municipal policy states that it is appropriate to consider the extension of public services to the property.

The applicant has proposed that a Holding Zone be placed on the subject property to limit the development and subdivision of the lands until services are provided to the subject lands. Planning Staff are supportive of this approach.

As the Northern Portion of the property has access to municipal water services, this part of the property would be considered to have "partial services" by the PPS 2024. The PPS 2024 discourages partial services, stating in Section 3.6.5 of the PPS 2024 that:

5. Partial services shall only be permitted in the following circumstances:

a) where they are necessary to address failed individual on-site sewage services and individual on-site water services in existing development;

b) within settlement areas, to allow for infilling and minor rounding out of existing development on partial services provided that site conditions are suitable for the long-term provision of such services with no negative impacts; or

c) within rural settlement areas where new development will be serviced by individual on-site water services in combination with municipal sewage services or private communal sewage services.

Of the three scenarios outlined in the above cited policies, Subsection b) is most applicable to the property's existing situation. It is my opinion that the proposed development does not constitute "infilling or minor rounding out of existing development". The application includes the subdivision of the lands, creating a total of eight (8) industrial lots in the Northern Portion of the property. As a result, the lands are required to be developed on full

municipal services.

Planning Services Staff are of the opinion that the end use of the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision are consistent with the Provincial Planning Statement (PPS 2024).

Official Plan

The Northern Portion of the property is designated "General Industry" and "Residential" by the City's Official Plan, while the Southern Portion of the property is designated "Residential".

The proposed application would redesignate a portion of the Northern Portion of the property "General Industry" and the Southern Portion of the property "Hospitality Service".

Section 2.2.1.5 of the Official Plan – Hospitality Services, indicates:

- 2.2.1.5.1 In the area lying on either side of Lakeshore Drive from Parks Creek to Premier Road, a more orderly division of residential uses from existing or proposed Hospitality Services uses is required. The expansion and development of new Hospitality Service developments in this area will be directed to lands which are already designated. New Hospitality Service designations should only be considered where they are adjacent to existing Hospitality Service designations. Such amendments will only be considered if it has been adequately demonstrated by the developer and to the satisfaction of the City that it is not feasible to locate in other designated commercial areas.
- 2.2.1.5.2 The uses permitted in the Hospitality Service designation will include hotels, motels, cabins, tent and trailer parks, restaurants, gift shops, places of entertainment and recreation and other facilities which cater to the needs of the traveling and vacationing public.

The Planning Report submitted with the applications provides the following justification for the change in Official Plan designation:

The owner's intention is to develop a commercial subdivision that will complement and support the increased sports tourism activity anticipated from the construction of the new twin-pad arena and proposed enhancements to the Steve Omischl Sports Complex. Given its tourist-based nature, the owner is requesting a change in designation from Residential to Commercial, more specifically the Hospitality Service designation.

The City of North Bay's Feasibility Study identified that these municipal investments will significantly increase the number of tournaments, visitors, and overnight stays in the south end, underscoring the need for nearby accommodations, dining, and family-oriented amenities. At present, the closest full-service hotel capable of hosting sports teams is approximately 2.5 kilometres away, with limited food and beverage options that are walking distance from the facility. This separation results in lost economic opportunities and logistical challenges for teams, families, and event organizers. The proposed development aims to address this gap by creating a walkable, mixed commercial area within direct proximity of the sports facilities, offering hotels, restaurants, specialty retail, and recreation-based uses that together, form a complete, visitor-friendly destination.

The subdivision will be designed to ensure safe pedestrian and vehicular connectivity between the commercial lands and the arena complex, incorporating active transportation linkages with the Kate Pace Trail System, shared parking opportunities, and cohesive urban design elements. In doing so, the project will not only enhance the visitor experience but also help to retain tourism spending within North Bay, strengthen the City's sports tourism economy, and provide enduring benefits to both residents and visitors through improved accessibility and local service options.

Planning Staff agrees with the general premise that the new community recreation centre will alter the number of visitors to our community that will be located in the City's southern district. In addition, there are other facilities that have been built in recent years that service a significant number of visitors to the community, such as the new Gateway Casino, which opened in April 2022. It is reasonable to add new hospitality service commercial spaces that support these tourist uses to the area. The list of permitted uses that would be allowed under proposed "Tourist Commercial Special (C7 Sp.)" zone would support these visitor-focused facilities.

Settlement Area

The subject property is located within North Bay's Settlement Area. One of the Official Plan's primary objectives is to concentrate new development and higher levels of density within the urban area where there is easy access to public services. This objective is stated on several occasions throughout the Official Plan. Specific passages are 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 general intention of these policies is to make better use of available public services, reducing the size of a community's footprint and minimizing the amount of land utilized to house the municipality's residents.

If approved, the proposed development would be consistent with these policies, resulting in the development of a property in the urban area.

Public Services

The City's Official Plan requires that new development within the Settlement Area take place on full municipal services. The Official Plan further states in situations where public services are not available, it is the property owner's responsibility to extend public services in order to accommodate development.

Section 5.2.2 (Municipal Services) of the Official Plan is as follows:

5.2.2.1 New development within the settlement area, as shown on Schedule 1, should occur on full municipal services.

5.2.2.2 All areas in which urban development and redevelopment are to take place, as designated on Schedule 1, should be provided with municipal water supply and storm and sanitary sewers. Where services are not available, it is the responsibility of the property owner to extend the services.

All sanitary sewers shall be connected to the central collection system and treatment facility. All municipal services shall be completed before any development served by such services is commenced.

5.2.2.3 The Comprehensive Zoning By-law implementing this Official Plan shall prohibit the use of land, buildings or structures for urban purposes where satisfactory roads, hydro-electric power, municipal water supply, sanitary sewers, sewage treatment facilities and storm drainage are not available, accept as provided for in b).

5.2.2.4 A developer shall be permitted to construct services only when such developer enters into an agreement to construct such services to the standards and specifications set from time to time by the City.

At the present time, full municipal services are not available to the subject lands. Based on the above noted policies of the Official Plan, services must be extended to the property before the full build out of the property can be contemplated.

The application has requested that the subject lands be placed into a Holding Zone until such a time that the public services are extended to the subject property. The extension of municipal services is a condition of draft approval of the Plan of Subdivision. This prevents the subject lands from being developed unless they gain access to full public services.

Natural Heritage

The subject property has a wetland near the centre of the property. These wetlands are not considered to be Provincially Significant Wetlands. The City's Official Plan includes policies protecting natural heritage from development. Section 4 (Attractiveness & Sustainability) states that "*(w)here development is proposed near identified natural heritage features no disturbance of the lands shall be permitted prior to the preparation and acceptance of an environmental impact study by a qualified professional.*"

As a part of the application, the property owner submitted an Environmental Impact Study (EIS) prepared by a qualified local firm, FRi Ecological Services, to consider the effect of the proposed development on the wetland. The study considered four key categories: habitat of endangered and threatened species, wetlands, significant wildlife habitat and fish habitat.

The study's conclusion was as follows:

Based on this environmental impact assessment, it is our expectation that the proposed development is consistent with the relevant provisions of Endangered Species Act, Migratory Birds Convention Act, Fisheries Act, Fish & Wildlife Conservation Act and the City of North Bay's Official Plan, and Provincial Planning Statement (2024). It is FRI's view that if the recommendations and mitigation outlined in this report are appropriately implemented, the identified natural heritage features and areas will not be negatively affected beyond what is considered an acceptable balance of social, economic and environmental needs.

It is important to note that depending on the proposed path forward, authorizations from municipal, provincial and federal agencies may be required. E.g. North Bay Mattawa Conservation Authority, Ministry of Natural Resources and Fisheries and Oceans.

Should the subject applications be approved and development move forward, City staff would enshrine protective measures described by the EIS into the Site Plan Control Agreement, which would ultimately regulate future development plans. As recommended by the EIS, this would include a 30 metre buffer from the limits of the wetland and restrictions on the removal of trees to specific times of the year (permitted from September 1st through March 31st).

Traffic

The City's Official Plan contains policies ensuring that the scope of development is consistent with road network infrastructure prior to development moving forward. Sections 5.2.1.13-5.2.1.17 are cited below and are relevant to the subject application:

Traffic Impact Assessment and Guidelines

5.2.1.13 Through the development approval process, an assessment of transportation impacts to the municipal road network and transportation systems of the City of North Bay will be required, where warranted.

5.2.1.14 Where a traffic impact assessment is warranted, development applications shall be accompanied by a traffic impact assessment. The traffic impact assessment shall document the impact of the proposed development in order to identify any adverse traffic impacts and propose suitable mitigation measures that minimize such impacts and concerns prior to obtaining approval of such applications.

5.2.1.15 A traffic impact assessment shall be required for amendments to the Comprehensive Zoning By-law, Plans

of Subdivisions or Condominium or site plan approval, only where there is a potential impact to the municipal road network.

5.2.1.16 The City, developers or consultants, may refer to the Infrastructure Background Study – Transportation document, or any document which supersedes it, for guidelines related to a required traffic impact assessment.

5.2.1.17 Should any adverse impacts be associated with the proposed development, the proponent will work with the City of North Bay to ensure that suitable mitigation measures will be implemented to minimize these effects and to determine the proponent's responsibility in implementing these measures.

As will be discussed in the correspondence section of this report, the City's Engineering Department commented on that a traffic impact study would be required for the development of the Northern and Southern portions of the property.

The Draft Plan of Subdivision has also been modified through the review process to include an additional road allowance that would connect to the extension of the existing unopened road allowance to support long-term planning and transportation network improvements. This revision was discussed with the applicant who offered no objections.

The Conditions of Draft Approval includes a clause obligating the property owner to obtain a Traffic Study prior to final approval of any phases of the Plan of Subdivision.

Planning Staff are of the opinion the proposed Official Plan Amendment, Zoning By-law Amendment and Draft Plan of Subdivision 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 "Industrial Holding (MH)" and "Residential Holding (RH)" in the Northern Portion of the property and "Residential Holding (RH)" in the Southern Portion of the property.

The existing Industrial Holding (MH) Zone permits the following uses:

- Automobile Service Station;
- Backlot;
- Body Shop;
- Brewery, Micro;

- Brewery, Manufacturing;
- Bulk Sales Establishment;
- Contractor's Yard
- Courier Distribution Depot;
- Distillery, Micro;
- Distillery, Manufacturing;
- Exhibition Building;
- Garden Centre;
- Group Home Type 3;
- Industrial Equipment Sales, Service, and Leasing Establishments;
- Industrial Class 1;
- Industrial Class 2;
- Kennel;
- Production Studio;
- Production Studio & Backlot;
- Recreational Vehicle Sales, Service, and Leasing Establishments;
- Recycling Centre;
- Salvage Yard;
- Self-Storage Use;
- Transportation Terminal;
- Warehouse;
- Waste Transfer Station; and
- Wholesale Uses.

The existing Residential Holding (RH) Zone permits the following uses:

- Single Detached Dwelling;
- Additional Rural Residential Dwelling Unit;
- Principal Dwelling Unit Short-Term Rental;
- Cemetery;
- Commercial Agricultural Uses;
- Conservation Area;
- Golf Course;
- Group Home Type 1;
- Hobby Farm (as an Accessory Use to a residential use only);
- Kennel;
- Rural Recreational Facility;
- Solar Farm; and
- Wind Farm

The applications propose to rezone the property to a "General Industrial Holding (M2H)" zone and a "Tourist Commercial Special Holding (C7 Sp.H)" zone.

Should the applications be approved and should the Holding Zone be lifted, the proposed General Industrial (M2) zone would permit the following uses:

- Automobile Sales, Service, and Leasing Establishments;
- Automobile Service Station;
- Body Shop;
- Brewery, Micro;
- Brewery, Manufacturing;
- Builder's Supply Yard;
- Bulk Sales Establishment;
- Card Lock Gas Facility;
- Contractor's Yard;
- Courier Distribution Depot;
- Data Storage and Processing Firm;
- Distillery, Micro;
- Distillery, Manufacturing;
- Group Home Type 3;
- Industrial Equipment Sales, Service and Leasing Establishment;
- Industrial Class 1;
- Industrial Class 2;
- Laboratory;
- Pet Daycare Facility;
- Production Studio;
- Production Studio & Backlot;
- Recreational Facility;
- Recreational Vehicle Sales, Service, and Leasing Establishment;
- Recycling Centre;
- Self-Storage Use;
- Transportation Terminal;
- Warehouse;
- Waste Transfer Station; and
- Wholesale Uses

Should the applications be approved and should the Holding Zone be lifted, the proposed Tourist Commercial Special (C7 Sp.) zone would permit the following uses:

- Automobile Service Station;
- Brewery, Micro;
- Camping Establishment;
- Convenience Store;
- Distillery, Micro;
- Dry Cleaning/Laundry Depot;
- Efficiency Unit;
- Financial Institution;
- Flea Market;
- Hotel;
- Marina;
- Non-Principal Dwelling Unit Short-Term Rental;
- Park, Public;

- Parking Area;
- Personal Service Establishment;
- Pet Grooming;
- Pharmacy;
- Places of Entertainment;
- Places of Worship;
- Recreational Vehicle and Equipment Sales, Service, and Leasing;
- Restaurant;
- Retail Store;
- Retail Store, Local;
- Specialty Food Store; and
- Tourist Cabin

Any development would be required to meet the standard regulations of the Zoning By-law at the time of construction.

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, Building Department, Economic Development Department, the Public Works Department, Hydro One and the Ontario Northland each offered no concerns or objections.

The City's Engineering Department offered no objections in principle to the proposed applications. They did note a few requirements that would need to be met prior to development moving forward. This includes a traffic study. The Engineering Department's comments specific to traffic are as follows:

A traffic impact study is required for this development (both the Birchs Road industrial development and Lakeshore commercial development) including trip generation rates and any potential impacts/issues. This study is to be provided at the time of re-zoning or alternatively a holding zone can be put on the property, in order for the traffic study to be completed.

The requirements identified by the Engineering Department, including the traffic study have been added as a Condition of Draft Approval, found in Appendix C to this report. In addition, a Holding Zone is proposed that would require the traffic study to be completed & approved by the City Engineer before the removal of the holding zone.

The North Bay Mattawa Conservation Authority (NBMCA) offered no objections to the proposed development but did note the presence of wetlands on the subject property. They further stated that a study prepared by a qualified professional would be required to obtain a permit from their office.

A study prepared by FRi Ecological Services was included as part of the property owner's application. It is anticipated that this study will form the basis of future applications to the NBMCA at the time of development. All recommendations from the report will be required to be incorporated into the final subdivision design

Planning Staff received one item of correspondence in response to the public circulation from an abutting owner. The Owner asked that the City ensure that sufficient stormwater and drainage planning take place to ensure that their property is not damaged at the time of development.

The provision of a stormwater management plan, drainage plan and lot grading plan a Condition of Draft Approval of the Plan of Subdivision and are required for development at the time of Site Plan Control.

No other correspondence was received on this file.

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

Financial/Legal Implications

There are no Legal or Financial implications 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

- Promote and support public and private sector investment

Options Analysis

Option 1: That City Council approve the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications:

1. That the proposed Official Plan Amendment by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, to amend the Official

Plan Designation from "Residential" to "General Industry" and "Hospitality Service" for a portion of the property legally described in Appendix A to Report to Council No. CSBU 2026-033 and as shown on Schedule "B" attached hereto be approved; and

2. That the proposed Zoning By-law Amendment by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, to rezone the property from an "Industrial Holding (MH)" zone to a "General Industrial Holding (M2H)" zone and from a "Residential Holding (RH)" zone to a "General Industrial Holding (M2H)" and "Tourist Commercial Special Holding (C7 Sp.H)" zone for the property legally described in Appendix A to Report to Council No. CSBU 2026-033 and as shown on Schedule "C" attached hereto be approved; and
3. That the proposed Plan of Subdivision, as modified, for eight (8) Industrial Lots and seven (7) Commercial Lots (Subdivision File No. 48T-25102), by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, for lands described in Appendix A to Report to Council Number CSBU 2026-033, shown as on Schedule "D" attached hereto, be given Draft Approval subject to the conditions in Appendix B to Report to Council Number CSBU 2026-033 prepared by Peter Carello dated May 21, 2026; and
4. 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: That City Council deny the proposed Official Plan Amendment, Zoning By-law Amendment and Plan of Subdivision applications.

This application is not recommended for the reasons outlined in this report.

Recommended Option

Option 1 is the recommended option.

1. That the proposed Official Plan Amendment by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, to amend the Official Plan Designation from "Residential" to "General Industry" and "Hospitality Service" for a portion of the property legally described in Appendix A to Report to Council No. CSBU

2026-033 and as shown on Schedule "B" attached hereto be approved;
and

2. That the proposed Zoning By-law Amendment by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, to rezone the property from an "Industrial Holding (MH)" zone to a "General Industrial Holding (M2H)" zone and from a "Residential Holding (RH)" zone to a "General Industrial Holding (M2H)" and "Tourist Commercial Special Holding (C7 Sp.H)" zone for the property legally described in Appendix A to Report to Council No. CSBU 2026-033 and as shown on Schedule "C" attached hereto be approved;
and
3. That the proposed Plan of Subdivision, as modified, for eight (8) Industrial Lots and seven (7) Commercial Lots (Subdivision File No. 48T-25102), by Ashley Meghan Consulting Corp on behalf of the property owner, Northern Gateway Developments, for lands described in Appendix A to Report to Council Number CSBU 2026-033, shown as on Schedule "D" attached hereto, be given Draft Approval subject to the conditions in Appendix B to Report to Council Number CSBU 2026-033 prepared by Peter Carello dated May 21, 2026; and
4. 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

I concur with this report and recommendation

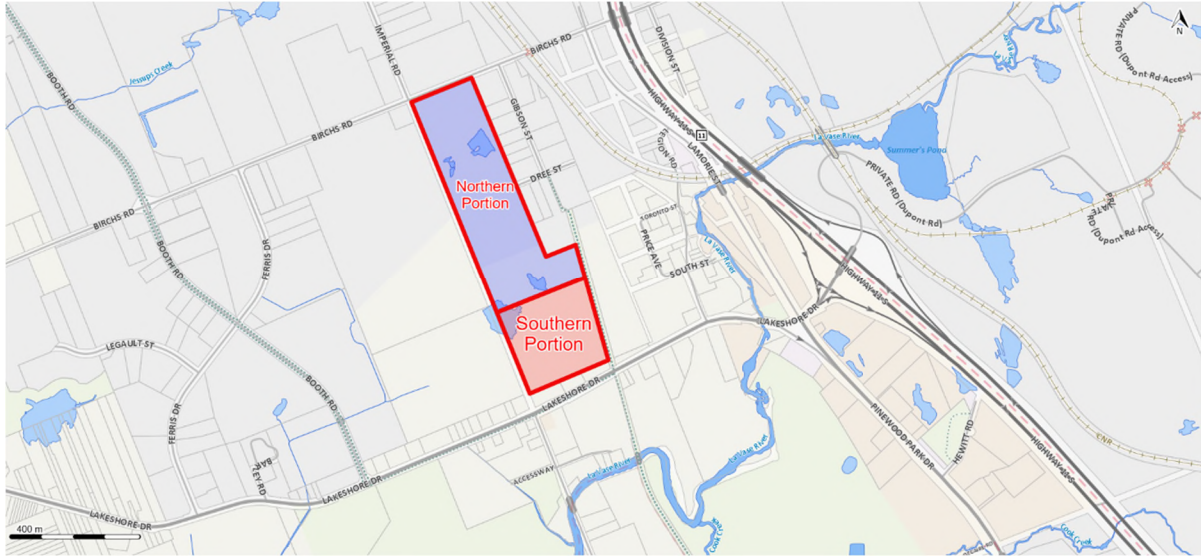
Name: Beverley Hillier, MCIP, RPP
Title: Manager, Planning & Building Services

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

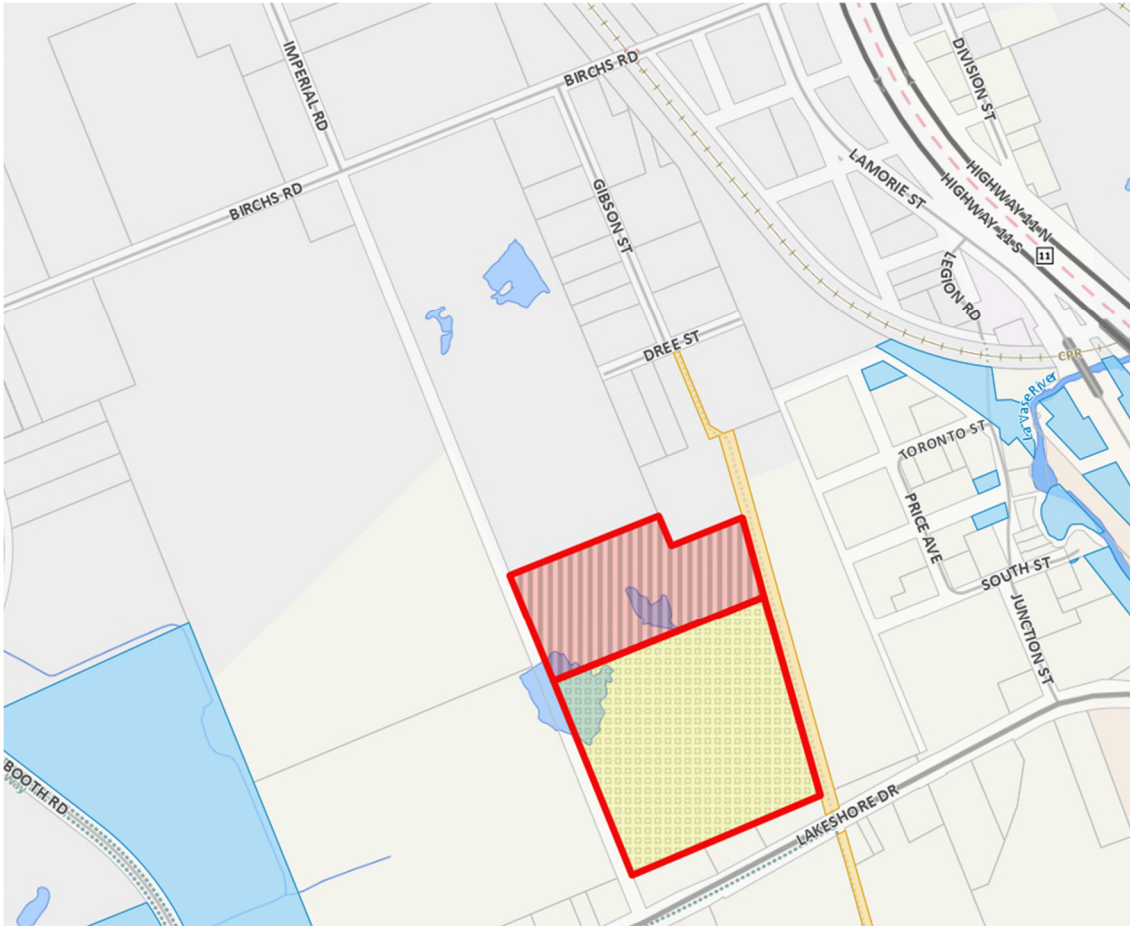
Personnel designated for continuance:
Name: Peter Carello, MCIP, RPP
Title: Senior Planner – Current Operations

W:\PLAN\Planning\Reports to Committees & Council (C11)\to Council\2026 \ CSBU 2026-033 –
Proposed Official Plan and Zoning By-law Amendment and Plan of Subdivision Applications - 351
Birchs Road

Schedule A – Site Location



Schedule B – Proposed Official Plan Amendment



Legend

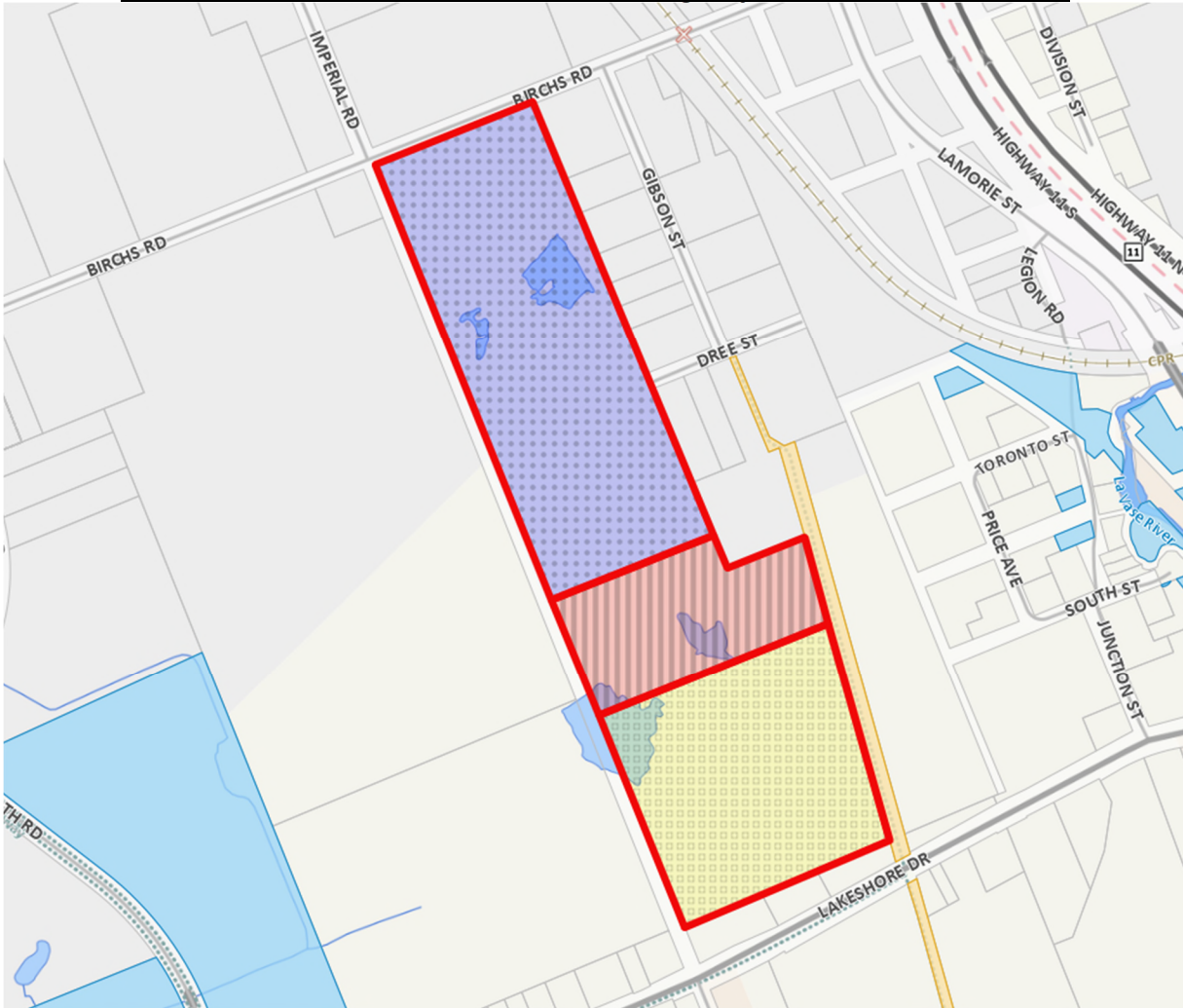


From a “Residential” Designation under the Official Plan to a “General Industry” Designation



From a “Residential” Designation under the Official Plan to a “Hospitality Service” Designation

Schedule C – Proposed Zoning By-law Amendment



Legend



From an "Industrial Holding (MH)" Zone to a "General Industrial Holding (M2H)" zone

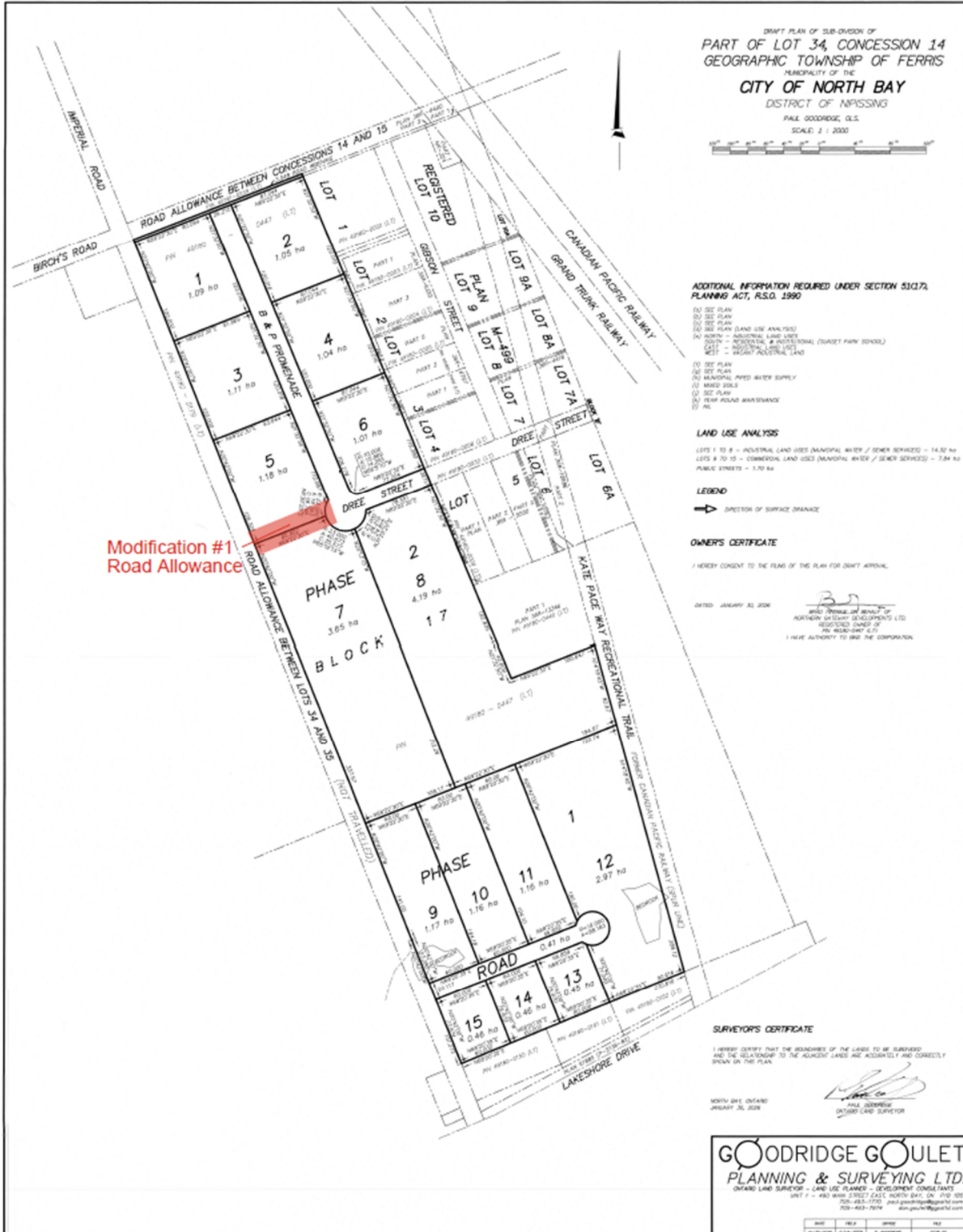


From a "Residential Holding (RH)" Zone to a "General Industrial Holding (M2H)" zone



From a "Residential Holding (RH) Zone to a "Tourist Commercial Special Holding (C7 Sp.H)" zone

Schedule D – Proposed Draft Plan of Subdivision



DRAFT PLAN OF SUB-DIVISION OF
 PART OF LOT 34, CONCESSION 14
 GEOGRAPHIC TOWNSHIP OF FERRIS
 MUNICIPALITY OF THE
CITY OF NORTH BAY
 DISTRICT OF NIPISSENG
 PAUL GOODRIDGE, O.L.S.
 SCALE: 1 : 2000

**ADDITIONAL INFORMATION REQUIRED UNDER SECTION 51(2.7),
 PLANNING ACT, R.S.O. 1990**

- (1) SEE PLAN
- (2) SEE PLAN
- (3) SEE PLAN
- (4) SEE PLAN (LAND USE ANALYSIS)
- (5) SEE PLAN (ADDITIONAL LAND USES)
- (6) NORTH - MUNICIPAL, PROFESSIONAL (SURREY PARKY SCHOOL)
- (7) SOUTH - MUNICIPAL, PROFESSIONAL (SURREY PARKY SCHOOL)
- (8) WEST - MUNICIPAL, PROFESSIONAL (SURREY PARKY SCHOOL)
- (9) EAST - MUNICIPAL, PROFESSIONAL (SURREY PARKY SCHOOL)
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LAND USE ANALYSIS

- LOTS 1 TO 8 - INDUSTRIAL LAND USES (MUNICIPAL WATER / SEWER SERVICES) - 14.32 ha
- LOTS 9 TO 15 - COMMERCIAL LAND USES (MUNICIPAL WATER / SEWER SERVICES) - 7.84 ha
- PUBLIC STREETS - 1.70 ha

LEGEND

→ DIRECTION OF SURFACE DRAINAGE

OWNER'S CERTIFICATE

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

DATED: JANUARY 25, 2024

Paul Goodridge
 PAUL GOODRIDGE
 O.L.S.
 ONSHORE LAND SURVEYOR

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THE BOUNDARIES OF THE LOTS TO BE SUBDIVIDED AND THE RELATIONSHIP TO THE ADJOINING LOTS ARE ACCURATELY AND CORRECTLY SHOWN ON THIS PLAN.

NORTH BAY, ONTARIO
 JANUARY 25, 2024

Paul Goodridge
 PAUL GOODRIDGE
 O.L.S.
 ONSHORE LAND SURVEYOR

GOODRIDGE GOULET
 PLANNING & SURVEYING LTD.
 ONSHORE LAND SURVEYOR - LAND USE PLANNING - DEVELOPMENT CONSULTANTS
 UNIT 7 - 460 WILSON STREET EAST, NORTH BAY, ON N7A 1G5
 705-463-1770 paul.goodridge@goodridgegoulet.com
 705-463-1700 paul.goodridge@goodridgegoulet.com

DATE	FILE	ISSUE	BY
DATE	FILE	ISSUE	BY

Appendix A

PIN 49180-0447 (LT)

PT LT 34 CON 14 WEST FERRIS AS IN LT157456 SAVE & EXCEPT PT 1 36R13346;
CITY OF NORTH BAY

Appendix B – Correspondence

Internal and Agency Correspondence

Engineering Dept

Member: Jonathan Kapitanchuk

Status: Approved

1. We will require a stormwater management (SWM) report for the entire proposed development which meets our technical standards for quality and quantity control.
2. The following engineering civil plans/drawings are required:
 - a. Servicing Plan;
 - b. Grading Plan;
 - c. Pre and post development drainage plans;
 - d. Erosion and sediment control Plan.
3. All the drawings and SWM reports must be designed and stamped by a Professional Engineer licensed to practice in the province of Ontario. Documents must be sealed prior to being submitted to the City for review.
4. It is noted that there is an existing mainline watermain with the Birchs Road right-of-way and sanitary/water infrastructure with the Lakeshore Drive Right-Of-Way. Further discussions can be had with the City regarding potential options for sanitary servicing of the site. Please note that there is a connection fee for connection to sanitary sewer on Lakeshore Drive as per By-Law 2013-178
5. Private Approaches (entrance and exits) will need to meet the City's Private Approach By-Law 2017-72.
6. It will be the proponent's responsibility to confirm servicing requirements and conduct necessary testing.
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 traffic impact study is required for this development (both the Birchs Road industrial development and Lakeshore commercial development) including trip generation rates and any potential impacts/issues. This study is to be provided at the time of re-zoning or alternatively a holding zone can be put on the property, in order for the traffic study to be completed.

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

Building Services

Member: Carly Price

Status: Approved

No concerns from Building Services. Civic address assignments will be provided at time of building permit application for development. Consideration for subdivision: provide water service and fire hydrants to satisfy Ontario Building Code requirements for fire fighting provisions.

Economic Development

Member: Fran Hannover

Status: Approved

No comments at this time

Public Works

Member: Scott Franks

Status: Approved

No initial concerns from Roads and Traffic.

The design works well for routine maintenance activities with proper sized turnaround and wide corner.

More comments can be given with respect to entrances etc when required.

SF

Ontario Northland

Good morning,

Ontario Northland Transportation Commission has no comments with respect to this application.

Thank you,

Skye Buchanan

Law Clerk Real Estate

Legal Services & Corporate Governance Department

Ontario Northland

555 Oak St. East, North Bay, ON P1B 8L3

March 13, 2026

The Corporation of the City of North Bay

Planning Department

200 McIntyre Street East

North Bay, ON P1B 8V6

peter.carello@northbay.ca

Attention: Peter Carello, Senior Planner – Current Operations, Planning Services

RE: Application for a Zoning By-law Amendment and a Draft Plan of Subdivision

351 Birchs Rd – Northern Gateway Developments

NBMCA File: PPOS02-NB-26 & PZB03-NB-26

The North Bay-Mattawa Conservation Authority (NBMCA) has received and reviewed the application for a Zoning By-law Amendment and Draft Plan of Subdivision in North Bay. The proposed ZBA seeks to rezone the northern portions of the subject property from an “Industrial Holding (MH)” zone and a “Residential Holding (RH)” zone to a “General Industrial Holding (M2H)” zone and the southern portions of the subject property from a “Residential Holding (RH)” zone to a “Tourist Commercial Special Holding (C7 Sp.H)” zone. The proposed Plan of Subdivision seeks to create eight industrial lots in the northern portion of the property and seven commercial lots in the southern portion of the property. The overall purpose is to allow for the industrial development of the northern part of the property at an urban density and to allow for the commercial development of southern part of the subject property.

The following comments are based on a review of the application with respect to Section 5.2 of the 2024 Provincial Planning Statement, Ontario Regulation 41/24 Prohibited Activities, Exemptions, and Permits, as per Section 28.1 of the Conservation Authorities Act (CAA), and as a Source Protection Authority under the Clean Water Act (CWA).

Ontario Regulation 41/24 is pursuant to Section 28 of the CAA and prohibits development within hazardous landscape features and their respective adjacent lands without authorization from the NBMCA. Development activities include the placement or removal of fill material, the alteration of existing grades on the subject property, building of structures, and installation of water crossings (e.g. culvert). The subject property encompasses two separate areas of wetland that are depicted in the map attached. Where development is proposed in wetlands or on lands 30 meters adjacent to a wetland feature, a wetland delineation study completed by a qualified professional will be required to support an application for a permit from our office.

The subject lands are wholly located within an area of Highly Vulnerable Aquifers (HVA) and partially within a Significant Groundwater Recharge Area (SGRA). Under the current Source Protection Plan (SPP), municipalities, implementing bodies, and landowners should have regard for the policies.

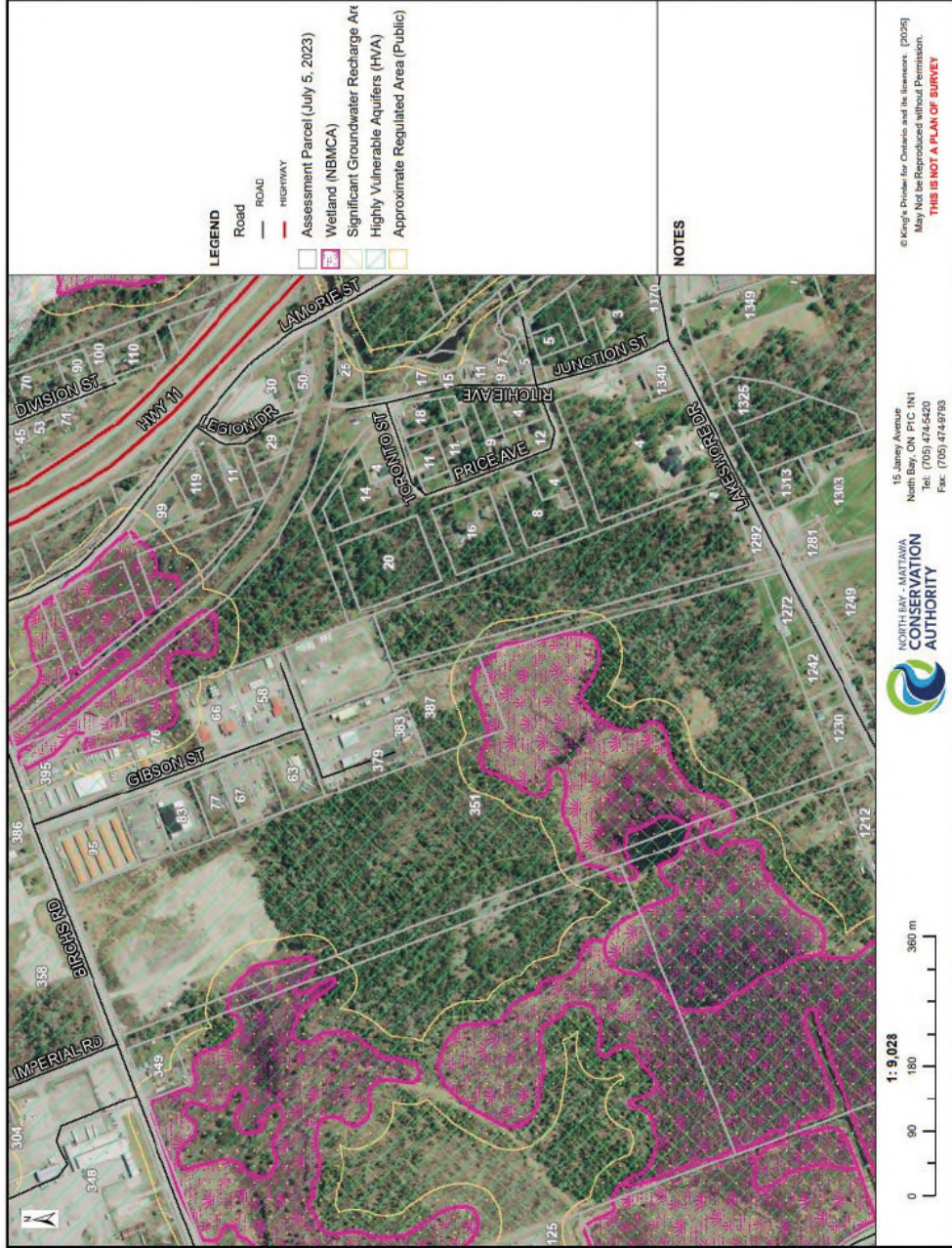
The Conservation Authority is satisfied that the application is consistent with the policies as set out in Section 5.2 of the PPS. Should you have any questions, please do not hesitate to contact me directly at (705) 474-5420 x 2004. For administrative purposes, please forward any decisions and resolutions regarding this matter.

Respectfully submitted,

Hannah Wolfram

Planning and Regulations Officer

Encl.



External Correspondence

Peter,

My name is Peter Tagliamonte, and I am writing in response to the notice regarding the proposed Draft Plan of Subdivision.

I apologize for the delayed reply — I was traveling and the timing coincided with the March school break. I trust my comments can still be received and considered.

I own the property immediately to the east of the proposed development area and wish to raise a concern for the City's attention.

A creek passes through my property and then flows through a culvert beneath the Kate Pace Way Trail before draining into the swamp area within the proposed Draft Plan of Subdivision. This creek carries water year-round.

My concern is twofold:

First, I would ask that the City ensure any development in the proposed subdivision includes adequate stormwater and drainage planning to accommodate this existing water flow. Disruption to or redirection of this drainage pattern could have direct impacts on my property.

Second, and as a related matter, I would like to bring to the City's attention that when the culvert beneath Kate Pace Way Trail was replaced approximately one year ago, it was replaced with a smaller diameter pipe. Since that time, I have observed increased flooding on my property during spring thaw, heavy rainfall events, and in the fall. I would respectfully request that the City consider installing a larger culvert to remediate this issue.

I appreciate your time and consideration, and I am happy to discuss either matter further if helpful.

Best regards,

Peter Tagliamonte

Appendix C – Conditions of Approval

File No.48T25-102

- 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 Subdivision prepared by Paul Goodridge, OLS as shown on the attached Schedule B (or drawing no.) dated January 30, 2026 which is comprised of eight (8) Industrial Lots and seven (7) Commercial Lots.
- 3) That all streets on the Plan of Subdivision be named to the satisfaction of the City of North Bay.
- 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 the road allowance included in this Draft Plan shall be dedicated as public highways.
- 6) That any dead ends and open sides of road allowances created by this Draft Plan shall be terminated in 0.3 metre reserves to be conveyed to and held in trust by the Municipality.
- 7) That prior to signing the Final Plan by the Municipality, the proposed subdivision conform with the Zoning By-law in effect for the Municipality.
- 8) 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.
- 9) That such easements as may be required for utility or drainage purposes shall be granted to the appropriate authority.
- 10) That the Subdivision Agreement between the Owner and the Municipality contain wording acceptable to the City Engineer to ensure that:
 - a) The Owner agrees that a Stormwater Management Plan shall be undertaken by a professional engineer with respect to the Subdivision describing best management practices and appropriate measures to maintain quality storm runoff, both during and after construction;
 - b) The Stormwater Management report shall also address any slope stability or any hydrogeological issues associated with this development; and
 - c) Any recommendations forthcoming from the Stormwater Management Study shall be incorporated into the final Subdivision site design and implemented to the

ongoing satisfaction of, and at no expense to, the Municipality.

- 11) That the Owner provides full engineering drawings including a lot grading, sedimentation and erosion control plan and 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.
- 12) The Owner must undertake to inform in writing all prospective purchasers that at the time of building permit that a Lot Grading and Drainage Permit will be required to accompany any residential building permit application showing all details and specifications as required through the City's Private Approach, Lot Grading and Drainage By-Law 2026-015, as amended.
- 13) The Owner agrees that a Traffic Impact Study shall be undertaken by a professional engineer prepared by a qualified engineer, to the satisfaction of, and at no expense to the City of North Bay. The Owner further agrees that any recommendations forthcoming from the Traffic Impact Study shall be incorporated into the final Subdivision site design and implemented to the ongoing satisfaction of, and at no expense to, the Municipality.
- 14) That the Owner agrees to convey up to 2% of the land included in the plan or cash-in-lieu to the Municipality for park or other public recreational purposes.
- 15) 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.
- 16) That the Subdivision Agreement between the Owner and the Municipality be registered by the Municipality against lands to which it applies once the Plan of Subdivision has been registered prior to any encumbrances.
- 17) The subdivision agreement for the subject subdivision application shall include a statement informing the first purchaser of a lot within the subject Plan of Subdivision that prior to the issuance of a building permit, the purchaser will be required to pay Development Charges
- 18) That development charges be imposed in accordance with the current applicable Municipal Development Charges By-law.
- 19) That the Owner acknowledges that a Section 28 Permit may be required from the North Bay-Mattawa Conservation Authority. The subject lands are within an area regulated by the North Bay-Mattawa Conservation Authority under Ontario Regulation 162/90. This regulation is pursuant to Section 28 of the Conservation Authorities Act of Ontario.
- 20) That the Owner acknowledges that the property is in an area where Species at Risk may be present. The Owner agrees to engage the services of a third party professional to complete a Species at Risk Assessment and that any recommendations from the study shall be incorporated into the final Subdivision site design.

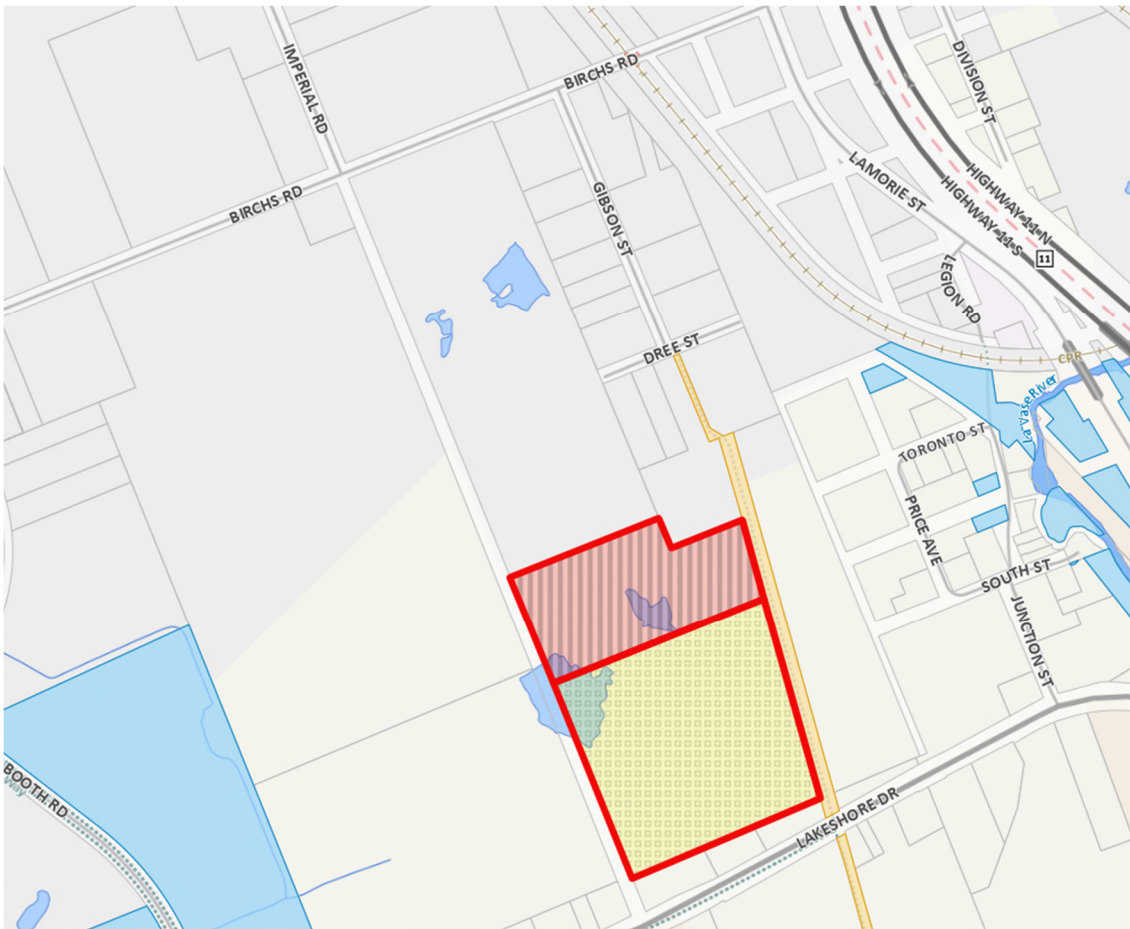
- 21) The Owner agrees that any third party professional engaged to provide consulting services shall inspect the property following construction to confirm that their recommendations were incorporated into the built form. The third party consultant shall provide a letter to the City with this confirmation at the Owner's sole expense.
- 22) 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. 8-13 have been satisfied.
- 23) That before City Council's Final Approval is given, the Council shall be advised in writing by the Manager of Parks how Condition No. 14 has been satisfied.
- 24) That before City Council's Final Approval is given, the Council shall be advised in writing by the North Bay-Mattawa Conservation Authority how Condition No.19 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 should contact the North Bay Mattawa Conservation Authority to discuss specific concerns identified by the Conservation Authority.
- 3) 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.
- 4) 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.
- 5) We recommend you make yourself aware of applicable Federal and Provincial laws regarding construction in proximity to waterbodies.
- 6) 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).

Schedule "39-A"



Legend



From a "Residential" Designation under the Official Plan to a "General Industry" Designation



From a "Residential" Designation under the Official Plan to a "Hospitality Service" Designation