



---

**PLANNING BOARD AGENDA  
NOTICE OF MEETING**

**Tuesday, September 08, 2020 at 4:00 p.m.**  
***Council Chambers, 2<sup>nd</sup> Floor, City Hall, 199 Queen Street***  
***Live streaming: [www.charlottetown.ca/video](http://www.charlottetown.ca/video)***

---

- 1. Call to Order**
- 2. Declaration of Conflicts**
- 3. Approval of Agenda** – Approval of Agenda for Tuesday, September 08, 2020
- 4. Adoption of Minutes** - Minutes of Planning Board Meeting on Tuesday, August 18, 2020
- 5. Business arising from Minutes**
- 6. Reports:**
  - a) Variances:**
    1. 58 Maple Avenue (PID #480475) Robert  
Request for a temporary use in order to move three (3) mobile trailers onto the subject property for the Mount Academy students to store their recreational equipment (i.e. hockey gear).
  - b) Rezoning:**
    2. 12 Valley Street (PID #358192) & 281 University Avenue (PID #358051 & PID #358077) Greg  
Request to rezone a portion (approximately 416.3 sq m) of the property located at 12 Valley Street from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone. This request is to proceed to public consultation only at this time but should also be noted that it includes a lot consolidation and variance request that will be dealt with following public consultation.
    3. 35 Connolly Street (PID #358556) Greg  
Request to rezone the subject property from the Shopping Centre Commercial (C-3) Zone to the Mixed-Use Corridor (MUC) Zone in order to construct a single-detached dwelling on the vacant property.
    4. 40-42 Kensington Road / 3 Park Street (PID #365676) Greg  
Request to rezone the subject property from the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone, amend the Official Plan designation from Low Density Residential to Medium Density Residential and obtain a variance to decrease the lot frontage requirement for an apartment dwelling on a corner lot from 98.4 ft to 53.87 ft in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling.
    5. 53 Towers Road (Lot 2014-5) (PID #1076702) Laurel  
Request to amend a comprehensive development plan and amend a development agreement to increase the density on the lot from 60 to 62 units.
    6. Corner of Towers Road and Mount Edward Road (PID #s 390534, 390559 and 390542) Laurel  
Request to amend Appendix “B” of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses); a request to amend Appendix “A” the Official Plan Map from Low Density Residential to Comprehensive Plan Area; and to amend Appendix “G” of the Zoning & Development Bylaw to rezone a portion of PID # 390559 and PID #390542 from Low Density Residential(R-2S) to Comprehensive Development Area (CDA) to facilitate a mixed use development.



7. 115 Murchison Lane and Deacon Grove Lane (PID #s 425892 & 691162) Laurel  
Request to rezone the area around Hillsborough Hospital from Institutional (I) and Business Park Industrial (M-3) to Comprehensive Development Area (CDA) to allow for the development of a mental health and acute care campus as well as a mixed-use development and amend the Official Plan designation from Employment and Institutional to Comprehensive Development Area.
8. 45 Towers Road (Lot 2014-4) (PID #1076694) Laurel  
Request to amend a comprehensive development plan and amend a development agreement to change the use on a lot from a 90-bed community care facility with an additional 8,000 sq. ft of commercial space to a 74-unit apartment building.
9. 428 Queen Street (PID #368134) Robert  
Request to rezone PID #368134 and a portion of PID #368118 from Medium Density Residential (R-3) Zone to Mixed-Use Corridor (MUC) Zone and amend the Official Plan Map from Medium Density Residential to Commercial to construct a parking lot for McQueen's Bike Shop and consolidate PID#'s (368126, 368134 and a portion of 368118) to form a new Lot 2020-1.
10. 168 Weymouth St (PID #345108) Robert  
Request to rezone the subject property from Downtown Neighbourhood (DN) Zone to Downtown Mixed Use Neighbourhood (DMUN) Zone to operate a professional office (i.e. Accountants) on the first two floors with the remaining third floor to be used for residential.

**c) Others**

11. Zoning & Development By-law Amendments (PH-ZD.2) Laurel  
Proposed amendments to the Zoning & Development Bylaw (PH-ZD.2) as it pertains to Section 20: Medium Density Mixed Use (MUR) Zone mixing formula for housing types to allow better placement of similar dwellings; Section 45.12: Private Street Access being removed and repealed; 3) Section 45.6: General Provisions for Subdivision pertaining to private roads; and Section 44.12.4: Regulations for Fascia Sign General Provisions to allow fascia signage to be located at the top of a four (4) storey street wall or the top of a building impacted by a step back.

**7. Introduction of New Business**

**8. Adjournment of Public Session**

**PLANNING AND HERITAGE COMMITTEE – PLANNING BOARD MINUTES  
TUESDAY, AUGUST 18, 2020, 12:00 P.M.  
VIDEOCONFERENCE (Webex)**

<b><u>Present:</u></b>	<b>Mayor Philip Brown Councillor Greg Rivard, Chair Deputy Mayor Jason Coady, Vice-Chair Councillor Julie McCabe Councillor Bob Doiron</b>	<b>Bobby Kenny, RM Basil Hambly, RM Kris Fournier, RM Reg MacInnis, RM Shallyn Murray, RM</b>
<b><u>Also:</u></b>	<b>Alex Forbes, PHM Greg Morrison, PII</b>	<b>Robert Zilke, PII Ellen Faye Catane, PH IO/AA</b>
<b><u>Regrets:</u></b>	<b>Laurel Palmer Thompson, PII</b>	<b>Rosemary Herbert, RM</b>

**1. Call to Order**

Councillor Rivard called the meeting to order at 12:00 pm.

**2. Declaration of Conflicts**

Councillor Rivard asked if there are any conflicts and there being none, moved to the approval of the agenda.

**3. Approval of Agenda**

Moved by Councillor Bob Doiron and seconded by Mayor Philip Brown, that the agenda for Tuesday, August 18, 2020, be approved.

CARRIED

**4. Adoption of Minutes**

Moved by Bobby Kenny, RM, and seconded by Reg MacInnis, RM, that the minutes of the meeting held on Tuesday, August 04, 2020, be approved.

CARRIED

**5. Business arising from Minutes**

*Mayor Philip Brown questioned what happened with Item 8 in the minutes from August 04, 2020 for 281 University Avenue/12 Valley Street where there appeared to be some confusion at the Regular Meeting of Council meeting on August 10, 2020. Councillor Rivard clarified that one of the Councillors reached out to the CAO with regards to conflict of one of Planning Board members. One board member (Shallyn Murray) declared conflict of interest for this application but stayed in the room. Councillor Rivard and other board members at that time, felt it was acceptable since Ms. Murray was not voting and she would be available to answer any questions relating to the application. It was later determined that she should not be in the room and should not be presenting as this could “influence” the board in the recommendation. This application will be presented back to planning board for review and recommendation.*

*Mayor Brown asked if this should be the case moving forward and Councillor Rivard indicated that there could be other situations but this will be looked into in more detail.*

**6. 131 Bell Crescent (PID #827766)**

This is a variance application to decrease the minimum flankage yard setback requirement from 19.7 ft to approximately 12.5 ft in order to construct a single-detached dwelling on the vacant property at 131 Bell Crescent (PID #827766). Greg Morrison, Planner II, presented the application. See attached report.

The property is located on the corner of three (3) streets - Bell Crescent, Bell Crescent and Lower Malpeque Road. All properties in this subdivision is located in the Single-Detached Residential (R-1L) Zone. Letters were sent to property owners within 100-metres of the of the subject property. Seven (7) letters in support of the proposed variance were received.

The applicant purchased a pre-fabricated home that is currently under construction and the size of the building does not fit within the permitted setbacks in the applicant's preferred configuration; hence the request for a variance. The applicant indicated that that they could rotate the orientation of the proposed home to fit on the small side of Bell Crescent, facing the flankage yard and locate the driveway along the flankage yard. The 50-ft minimum setback from the corners for the driveway could be maintained but the community mailbox would have to be relocated since it would be in the way or would be in close proximity to the driveway. The applicant's concern is that this orientation and location of the driveway could cause potential issues not only for the applicant backing out but with other cars or residents trying to get their mail from the mailbox and potentially stopping in their driveway.

The proposed driveway would then be located on the other side of Bell Crescent in their front yard to the north. It is a double car driveway. Mr. Morrison also presented the plans for the pre-fab home. The letters received in support are from most of the nearby property owners. One letter quoted that - they felt that the proposed building would fit in with the neighborhood; the driveway is better suited where it is being proposed rather than near the mailbox or where the mailboxes are currently located; and having a driveway on the smaller side of Bell Crescent street aside from mailbox could cause issues with vehicles turning off of Lower Malpeque Road and cars backing out from the driveway.

The applicant can accommodate the building on the property without applying for variances but that would require relocating the existing mailbox and locating the driveway on the smaller street. Staff is recommending approval of the variance. Paul Quinlan, applicant, was at the meeting to answer any questions.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

**Moved Mayor Philip Brown and seconded by Councillor Bob Doiron, that the request to decrease the minimum flankage yard setback requirement of 19.7 ft to approximately 12.5**



**ft in order to construct a new single-detached dwelling at 131 Bell Crescent (PID #827766), be recommended to Council for approval.**

**CARRIED  
(9-0)**

**7. 108 Spring Park Road (PID #356741)**

This is a request to reduce the flankage yard setback requirement from 6m (19.7 ft) to approximately 2.9 m (9.8 ft) in order to construct a single-detached dwelling on the vacant property. Robert Zilke, Planner II, presented the application. See attached report.

The property is located on the corner of Spring Park Road and McGill Ave. The mailboxes located along McGill Ave would have to be relocated in consultation with Canada Post. The flankage yard reduction will be to the northeast corner of the property and the reduction would be 9.8 ft to the closest point since the lot does decrease in width as you go along to the east. The flankage yard would be wider at the corner of McGill Avenue and Spring Park Road. There were some concerns regarding sight lines and when staff conducted a site inspection, staff has provided alternative recommendations outlined in the report.

The applicant has the front yard setback at 14 ft which would utilize the established building provisions of the bylaw. There are a few structures or dwellings that are located closer to the street line than the required setback requirements. The applicant was leveraging that situation to bring the lot closer to the street. But upon consultation with staff and looking at addressing sightline issues on McGill Avenue and Spring Park Road, staff recommended that the front yard be maintained at 6m (19.7 ft) to provide sufficient visibility at the intersection. It would also decrease the length of the driveway with the access point located in the top north corner which is in excess of 50 ft. The proposed building is a two (2) storey single-detached dwelling. The applicant is moving to a slab on grade rather than constructing a foundation.

Letters were sent to residents within 100m radius of the subject property and received some letters of rejection and concern. A lot of those concerns were relating to – additional traffic on a narrow road which is McGill Ave; reduced site lines; and relocation of community mailboxes.

There was a previous application that was before the previous planning board in 2018 where the applicant was looking for a variance to increase the unit count to three (3) units. That was rejected by Council. The applicant is back now and looking at constructing a single-detached dwelling. Staff is recommending approval of this application based on the condition that the front yard setback of the proposed single-detached dwelling be maintained at 6m (19.7 ft). Bradley Harper, applicant, was at the meeting to answer any questions.

Pauline Howard, resident, indicated that the developer has applied for two variances already. The first one was for a triplex. The second one was for a rooming house. Mr. Howard noted that the neighbourhood's concern is that this variance could represent a scheme to be able to potentially change the single-detached dwelling into a duplex or multi-unit building. The neighborhood is not opposed to a single family home on that R-3 zoned lot, but because of the nature and past variance

applications, Ms. Howard requested that a contract be signed to ensure that the property is not converted into a multi-unit dwelling in the future.

Councillor Rivard asked Mr. Zilke if Planning Board and Council recommend for this application with a development agreement, would this property be limited to a single-detached dwelling and not allow for any other types of future development. Mr. Zilke responded that it would, but also noted that it is not a standard practice that a Development Agreement be utilized to implement a variance recommendation.. If the board or Council want to ensure that the unit remains as a single-detached dwelling, it could be indicated in the resolution prepared for Council that the front yard setback be maintained at 6m (19.7 ft) and that only a single-detached dwelling is permitted on the property.

Mayor Brown asked what the square footage of the proposed two (2) storey building would be. Mr. Zilke responded that the total living area is 1714 sq.ft – 880 sq. ft on the main floor and 834 on the second floor. The proposed basement will be removed and will be built on slab on grade.

Ms. Howard also asked whose responsibility would it be when the mailboxes will be relocated and that the guidelines of Canada Post are followed. Alex Forbes, PHM, responded that the placement of mailboxes is under the Federal government's jurisdiction and they would determine where the mailboxes would be relocated.

Ms. Howard also asked if the trees located on the corner of the property is owned by the City and if this could remain on the property. Mr. Zilke responded that the tree is a city-owned tree and that would remain on the property and adhere to the Tree Protection Bylaw of the City. Ms. Howard then asked if this condition could be included in the resolution. Mr. Zilke indicated that this would be covered in the conditions when a building permit would be issued. The department notifies City's arborist of any development that could impact trees. The developer would be required to get in contact with the arborist to work on providing fencing around the tree as well as ensuring that construction activities do not negatively affect or impact the tree. Ms. Howard also asked if the applicants would be getting rid of the Japanese knotweed. Mr. Harper responded that those weeds are currently located where the proposed driveway would be and therefore those weeds would be removed.

Mayor Brown also commented that there is a tree on the southeast corner of the property and this tree is also owned by the city. Mayor Brown asked if this tree would also be kept and maintained. Mr. Harper responded that he intends to keep as many trees on the location and that tree is not going to be moved or removed.

Ms. Howard asked if the property was sold in the future, would the conditions of the property as single family dwelling be transferred as well. Mr. Zilke responded that when a variance is approved, the variance approval would remain with the property. If no action is done within two (2) years, the variance would expire and the applicants would have to reapply. If the property was to change ownership before construction, the conditions and approval stands and goes with the property.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

**Moved by Shallyn Murray, RM, and seconded by Bobby Kenny, RM, that the request to vary the flankage yard setback requirement from 6m (19.7ft) to approximately 2.98m (9.8ft), in order to construct a single-detached dwelling on the vacant property located at 108 Spring Park Road, be recommended to Council for approval, subject to the following conditions:**

- 1) Only a single-detached dwelling be constructed on the subject property; and**
- 2) That the single detached dwelling maintain a minimum front yard setback of 6m (19.7ft).**

**CARRIED  
(9-0)**

**8. 14 Park Street (PID #365494)**

This is a request to reduce the required lot frontage from 22m (72.2 ft) to approximately 12.1m (40 ft) and reduce the required lot area from 650 sq.m (6,996.5 sq.ft) to 434.8 sq. m (4,680 sq.ft) in order to legalize a two-unit dwelling on the subject property. Robert Zilke, Planner II, presented the application. See attached report.

The subject property is zoned Low Density Residential (R-2). There are a variety of two-unit dwellings along the street and the applicant is applying to legalize the second unit. The plans show that the applicants have enough room to accommodate two (2) spaces on site. There would be no addition in regards to increasing the size of the building or the units. One of the requirements included in being able to legalize the second unit is that they go through the building permit process to ensure that it also meets the applicable codes and regulations.

Letters were sent to residents within 100m of the subject property and received one (1) letter of objection. The main concern was a previous history of non-compliance with the additional undocumented dwelling unit and this is what the applicants are looking to legalize. There was a lack of driveway space for all street parking and concern that the subject property was used for commercial storage. Adjacent to the subject property is Sign Craft. Previous photos indicate that the back portion of the subject was used for commercial signage storage which is not permitted. A recent inspection showed that the commercial storage has been removed and moved to the sign craft property. Staff is recommending approval for this application. Joy Morgan, applicant, was at the meeting to answer any questions.

Councillor Rivard asked for any further comments or questions; there being none, the following resolution was put forward:

**Moved by Mayor Philip Brown and seconded by Reg MacInnis, RM, that the request to:**

- Reduce the required area from 650 sq.m (6,996.5 sq.ft) to 438.4 sq.m (4,680 sq.ft); and**
- Reduce the lot frontage from 22m (72.2 ft) to approximately 12.1m (40 ft),**

**In order to permit a duplex at 14 Park Street (PID #365494), be recommended to Council for approval, subject to the condition that an occupancy permit is issued on the additional**

**dwelling unit based on the completion of all required work/upgrades to the dwelling unit and building as per the requirements of the Building & Development Permit.**

**CARRIED  
(9-0)**

**9. New Business**

There are no new businesses discussed.

**10. Adjournment of Public Session**

**Moved by Reg MacInnis, RM, and seconded by Councillor Bob Doiron, that the meeting be adjourned. The meeting was adjourned at 12:32 p.m.**

**CARRIED**

---

**Councillor Greg Rivard, Chair**



**Public Meeting of Council**  
**Wednesday, August 26, 2020, 5:30 PM**  
**Courtyard, The Rodd Royalty, 14 Capital Drive;**  
**Via videoconference (Webex); and**  
**Live streaming at [www.charlottetown.ca/video](http://www.charlottetown.ca/video)**

*As the City continues to follow physical distancing protocols set out by PEI Public Health, the maximum seating at the Courtyard room was limited to 50. An overflow room with a screen to view the meeting was setup at the Crowbush/Brudenell meeting room (basement meeting room) with a maximum seating of 38. Upon arrival, individuals were required to provide information for contact tracing purposes.*

**Mayor Philip Brown presiding**

<b><u>Present:</u></b>	<b>Deputy Mayor Jason Coady Councillor Greg Rivard Councillor Mike Duffy Councillor Kevin Ramsay</b>	<b>Councillor Terry Bernard Councillor Julie McCabe Councillor Mitchell Tweel Councillor Terry MacLeod</b>
<b><u>Also:</u></b>	<b>Alex Forbes, PHM Laurel Palmer Thompson, PII Greg Morrison, PII Ellen Faye Catane, PH IO/AA</b>	<b>Bobby Kenny, RM Basil Hambly, RM Kris Fournier, RM Shallyn Murray, RM Rosemary Herbert, RM</b>
<b><u>Participated electronically via Webex:</u></b>	<b>Councillor Robert Doiron</b>	
<b><u>Regrets:</u></b>	<b>Councillor Alanna Jankov</b>	

**1. Call to Order**

Councillor Rivard called the meeting to order at 5:34 p.m.

**2. Declarations of Conflict of Interest**

There were no declarations of conflict.

**3. Approval of Agenda**

Moved by Councillor Rivard and seconded by Councillor Duffy, that the agenda be approved.

Mayor Brown opened the meeting, introduced members of Council, and provided additional housekeeping information on availability of sanitizing stations and face masks in the room.

Councillor Rivard, Chair of Planning Board, introduced the first item and handed the floor to Greg Morrison for the presentation.

**4. 35 Connolly Street (PID #358572)**

This is a request to rezone the subject property from the Shopping Centre Commercial (C-3) Zone to the Mixed-Use Corridor (MUC) Zone in order to construct a single-detached dwelling on the vacant property. 30 letters were sent out on August 12, 2020 to property owners within a 100-m radius and no letters of support or oppositions were received to date.

The subject property is located along Connolly Street, between University Avenue and Valley street. It has 41 ft. of lot frontage and approximately 4,000 sq.ft. in lot area. The property is currently located in the Shopping Centre (C-3) Zone which does not allow for a single-detached dwelling. The C-3 Zone allows for uses such as a parking lot, office, retail store or a warehouse. It does not permit for a single-detached dwelling and in order to allow this development, the property has to be rezoned to the MUC Zone, which eventually breaks down to the R-1N Zone which would permit a single-detached dwelling with the proposed lot size. The site plan showed the proposed dwelling. All setback requirements are met in the R-1N Zone. Should the rezoning be approved, the plans for the deck has to be revised to meet the setback requirement. Rezoning to the MUC Zone does not change the Official Plan designated because they are both commercial. The applicants, Ron Martin and Don Martin, were at the meeting to answer any questions.

Councillor Tweel welcomed the applicants to the meeting. Councillor Tweel added that he had an opportunity to view the proposed single-detached dwelling and he felt that this proposal is consistent with the properties along Connolly Street. Councillor Tweel noted that it would be a nice addition to the neighborhood.

Mayor Brown asked for any further comments; there being none, the meeting proceeded to the next agenda item.

**5. 40-42 Kensington Road / 3 Park Street (PID #365676)**

This is a request to rezone the subject property from the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling. 49 letters were sent out on August 12, 2020 to property owners within 100m of the subject property. 16 letters of support were received to date.

The property is located on the corner of Kensington Road and Park Street. It is on one property but currently has three (3) civic addresses and contains three (3) units. The request is to rezone from R-2 to R-3, as well as amend the Official Plan from Low Density Residential to Medium Density Residential. Also, there is a variance request for the lot frontage from 98.4 ft to 53.87 ft. The variance would be applicable if this property was approved to be rezoned. The variance does not require a public meeting but it will have to go to planning board as part of the request as well.

The subject property is located adjacent to the Eastlink Center and across the street is an apartment complex. The apartment complex contains three (3) buildings for a total of 105 units. The rest of the properties along Kensington Road, Park Street and Belmont Street are located in the R-2 Zone. The subject property is considered a legal non-conforming three (3) unit dwelling. R-2 zones typically allow for two (2) units. However, this property contained three (3) units prior

to the Zoning & Development Bylaw being effective. Therefore, this property is permitted to remain as three (3) units and considered as a legal non-conforming or grandfathered in.

The applicant is looking to bring the third unit into conformance and add a fourth unit. The property meets the lot area requirement for four (4) units but does not meet the lot frontage requirement, which is what the variance request would be for. The site plan showed the property meeting the required parking spaces and that the building itself does not have any additions and therefore not changing the footprint of the building. Majority of the work will be interior work other than cosmetic exterior work and a deck addition. The applicant, Boyd Driscoll, was at the meeting to answer questions.

Mayor Brown noted that an additional package was sent by staff following the completion of the package that contained letters of support received by the department.

Councillor MacLeod thanked Mr. Driscoll for turning this project into a win-win situation for the applicant and the City. The property has had a long-known history and renovating it would make a difference and the community is on board with this project as well. Councillor MacLeod also thanked planning staff for doing their due diligence in reviewing this project. Councillor MacLeod noted that the applicant and staff did a great job and is hopeful that this would be a successful project.

Mayor Brown asked for any further comments; there being none, the meeting proceeded to the next agenda item.

#### **6. 53 Towers Road (Lot 2014-5) (PID #1076702)**

This is a request to amend a Comprehensive Development Plan and amend a Development Agreement to increase the density on the lot from 60 to 62 units.

The subject property is located off Towers Road and is part of the Sherwood Greens Development. This is a request to change the density. Although the Comprehensive Development Area doesn't have a density requirement, any change to the development concept plan and development agreement would require a public meeting to allow for the additional two (2) units. The applicants originally had two (2) guest suites in the proposed plan to serve guests that would be visiting tenants of the building. The developer received a request from the Canadian Mental Health Association to convert these two (2) units into apartment units. Dianne McQuaid, applicant, and Chris Jette, architect for the project, were at the meeting to speak to the application and answer questions.

Mr. Jette added that the building contains 60 units and they are looking to convert two (2) suites from guest suites to full time rental units. Mr. Jette noted that Ms. McQuaid is on the board of the Canadian Mental Health Association and has received a request for these two (2) units to be rented to CMHA clients. There will be no change to the building aside from the additional kitchen stove and range hood to these guest suites.

Councillor Bernard asked if there would be other units in the building that would be similar to the two (2) guest suites being requested to be converted into rental units. Mr. Jette responded that there are no other guest suites other than these two (2) units. These two (2) guest suites are bachelor suites and are intended as guest suites. These units do not have cooking facilities in the unit which is why they were considered as guest suites. Adding a kitchen would change the definition of these units and would be considered as permanent rental units.

Councillor Tweel welcomed the applicants and thanked them for attending the meeting. Councillor Tweel noted that Ms. McQuaid is a caring developer and operates one of the best community care facilities in this province. Councillor Tweel indicated that the proposal is a good project and the tenants of the building will be pleased with the project as well.

Mayor Brown asked for any further comments; there being none, the meeting proceeded to the next agenda item.

*\*Councillor Doiron joined the meeting via Webex*

## **7. Amendments to the Zoning & Development By-law (Bylaw PH-ZD.2)**

These are proposed amendments to the Zoning & Development Bylaw (PH-ZD.2) as it pertains to Section 20: Medium Density Mixed Use (MUR) Zone mixing formula for housing types to allow better placement of similar dwellings; Section 45.12: Private Street Access being removed and repealed; Section 45.6: General Provisions for Subdivision pertaining to private roads; and Section 44.12.4: Regulations for Fascia Sign General Provisions to allow fascia signage to be located at the top of a four (4) storey street wall or the top of a building impacted by a step back.

The first amendment relates to the MUR Zone. In 2016, the East Royalty Masterplan was adopted and with it, the MUR zone was developed to implement policies that was adopted in the master plan. The MUR zone was a new zone that was created to allow for the mixing of residential unit types and the purposes of the zone was to create an area that has various forms of housing options and topologies to prevent large swaths of one form of housing occurring in a specific area. Over the past four (4) years since the adoption of the East Royalty Masterplan, staff have worked closely with developers and reviewed subdivision proposals within the MUR zone. When reviewing subdivision layouts, there has been some difficulty with the placement and spacing of building topologies next to each other along streets with the current MUR zone regulations. The current placement of regulations has made it difficult for any type of conformity and building groupings along the streetscapes. In addition, the amount of units permitted in a townhouse dwelling is low for today's construction standard and market requirements. Staff are proposing amendments as summarized in the report.

The second amendment is a request to repeal section 45.12 Private Street Access. In the past, the City has allowed the construction of private streets. Many of these private streets were constructed to minimum standards which have resulted in narrower roads with reduced design standards, resulting in safety concerns. This has created difficulties for snow removal machinery, parking of vehicles along street shoulders, lot drainage from adjacent properties, undermining streets due to limited storm drain systems and difficulty for emergency vehicles to gain access.

In addition, the City has had requests to take over ownership and maintenance of the substandard streets after the development has been sold. The City has requirements for the construction of public streets. The Zoning and Development Bylaw requires that public streets and servicing within the streets be designed by an engineer. The developer is also required to post security to ensure that the street is constructed to public road standards. The security that we require for public roads is held for two years after the road is constructed to ensure that there are no deficiencies in construction of the road. Upfront constructing public roads is more expensive for the developer but in the long run, it saves money for the developer as they are not responsible for street maintenance. Because the street is deeded to the municipality as opposed to the developer or residents trying to maintain it. Staff is therefore recommending that all streets within the municipality be designed to public road standards. However, existing private streets will be



allowed to continue to be used and developed if already approved. But if this amendment is approved, no new private streets going forward will be permitted after the passing of the bylaws.

In connection to the abovementioned amendments being repealed, staff is proposing amendments to Section 45.6: General Provisions for Subdivision pertaining to private roads. The amendments to this section of the bylaw deals with removing any references allowing the construction of new private streets within the city. It also establishes requirements for existing private streets within the city. There is also a provision added for rear lane access for highways to be permitted in areas where multiple driveways onto a public street is not deemed appropriate in the interest of safety. These rear lane accesses may be constructed to a minimum standard to provide safe access for emergency vehicles. Details of the proposed amendments are outlined in the report.

Councillor Tweel asked what standards should be met by developers that would potentially want to turn over their private streets to the City. Councillor Tweel asked if these standards are national standards across the country in terms of width, necessary infrastructure below ground, no deep wide ditches, sidewalks and lighting. Councillor Tweel also added that historically, the municipality would always have to bring the roads up to standards and asked if the proposals would alleviate these issues. Ms. Thompson clarified that the City has always had requirements for public roads. The Zoning & Development Bylaw has a section that includes subdivision require standards for construction of public roads. Asphalt is required to be processed at a specific psi and thickness. The province also has requirements and some of the City's requirements are also in line with provincial regulations, but some are a little more stringent than the provincial regulations. Open ditches are no longer required and a 60-ft wide road. Curbing and gutter are required for public roads. There were some developments where private roads were constructed. There were no standards for private roads and some private roads were narrower and made it difficult for emergency vehicles including other vehicles to access. It would be easier, and it creates a better product for the subdivision if everything is constructed to public road standards. The City requires security to ensure that the developer construct to public roads standards. The security is not released until all deficiencies are corrected and all requirements are met.

Councillor Bernard asked if the subdivisions that were approved five (5) or 10 years ago be grandfathered in and not be required to abide by these rules. Ms. Thompson responded that properties located on private roads cannot be subdivided. The bylaw requires public road frontage for a property to be subdivided. This would be applicable for a development of one large lot with a private road going into it. That one large lot would be required to have a lot frontage on a public road. Councillor Bernard clarified that he was referring to a new subdivision that would have been approved 10 years ago and will only begin with development today or in the future. Ms. Thompson responded that if the road already existed, it is not required that it be upgraded to public road standards. However, if the development has not started or the preliminary approval has not been acted on, they will be required to meet the current regulations. Preliminary approval is only good for one (1) year.

Greg Morrison presented the amendments to Section 44.12.4, Regulations for Fascia Sign General Provision. When erecting a fascia sign on a building, the current regulations indicate that it has to be on the first floor below the bottom of the second storey windows. A recent amendment also indicated that if the building is four (4) storey or higher, signs can be erected at the top floor. What was not contemplated in that amendment was the step back requirements in the 500 Lot Area. Once a property goes beyond four (4) storeys, the building has to be stepped back. If you have an eight (8) storey building, the way the requirement reads today is, either the sign has to

be on the first floor or the eighth floor of the building but the eighth floor could be stepped back 20 ft from the front of the building. The proposed amendment is to propose three (3) locations for fascia signs – the first floor, top floor, or the top of the street wall.

Councillor Tweel asked if this also applies to digital signage. Mr. Morrison responded that this is strictly for fascia signs but indicated that staff will check how various digital signage are referenced in the bylaw. The proposed amendment will most likely apply to developments in the downtown area where step back is required. The downtown area does not permit for digital signs.

Mayor Brown asked if the buildings along Queen Street that are four storeys high would be permitted to erect their signs on the top floor and Mr. Morrison confirmed. Mayor Brown also asked what the size requirements would be. Mr. Morrison responded that the size regulations for the signage does not change. The calculation is based on allowable square footage for every linear foot of the building. If there is more than one signage on the building or building floors, the total allowable signage size would be split and allocated between signs and floors.

Councillor Tweel commented that digital signages are prohibited in the downtown area and asked why the Confederation Centre of the Arts has digital signage. Mr. Morrison responded that the Confederation Centre of the Arts and The Guild are considered legal non-conforming uses. Mr. Morrison added that he can check if there are other provisions relating to theatres. Councillor Tweel asked what it means when it says legal non-conforming. Mr. Morrison explained that legal non-conforming uses are uses that are allowed to exist but wouldn't be permitted as per the bylaw. Ms. Thompson agreed with Mr. Morrison that the signage for the Confederation Centre of the Arts and the Guild are considered legal non-conforming. When the Heritage Bylaw was covered under the Zoning & Development Bylaw, signage for heritage properties was dealt with under the Heritage Board at that time. It was a different process at that time. Mayor Brown also noted that similar signage applications in the past such as Mavors, went through the heritage board.

Mayor Brown asked for any further comments; there being none, the meeting proceeded to the next agenda item.

*Since the next section of the meeting is scheduled for 7:00pm, Mayor Brown called a recess at 6:11pm and will resume at 7:00pm.*

#### **8. Corner of Towers Road & Mount Edward Road (PID #s 390534, 390559 and 390542)**

This is a request to amend Appendix "B" of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses); and a request to amend the Official Plan Map from Low Density Residential to Comprehensive Plan Area; and to amend the Zoning & Development Bylaw to rezone a portion of PID # 390559 and PID #390542 from Low Density Residential (R-2S) to Comprehensive Development Area (CDA) to facilitate a mixed-use development. 34 letters were sent out on August 13, 2020 to property owners within 100-m of the subject property. Tim Banks, President and CEO of APM Group and Pan American Properties, founding director and trustee of Killam Properties, and developer for this application, presented details of the proposed development.

The project is a joint venture between RioCan Properties and Killam Properties. Mr. Banks added that the presentation is available online for residents who wish to look at the proposal in detail. Killam Properties is a public real estate investment trust. It has approximately 16,000 to 17,000

apartments, commercial investments and community sites across Canada. RioCan is one of the largest property developers in Canada and they own the Charlottetown Mall. Killam Properties purchased a 50% interest in the Charlottetown Mall with the intent of redeveloping the mall.

Mr. Banks highlighted the primary road network, Community of Sherwood, Confederation Trail and location of the proposed development. Currently, Spencer Drive does not link to any public road at this time. The developers are proposing that a portion of the Charlottetown Mall parking area be turned over to the City in order to develop a new road. The proposed development is a 14-acre parcel that sits between the mall and Mount Edward Road. The development is close to parks, churches, schools, university, business parks, shopping areas and the walking trail.

The proposed development includes - four (4) apartment buildings for a total of 316 apartment units. The apartment buildings are broken down into – 60-unit affordable housing building and the other three (3) buildings would be market units, two (2) being 88 units and one (1) at 78 units. These three (3) buildings would have underground parking and there will be shared parking; 36 two (2) storey townhouses; the corner lot would be for a community health care centre; and a portion of the property for a future public road. Green spaces and landscaping will also be included as part of the development.

The entrance to the apartment buildings will be off Spencer Drive. The entrance to the townhouses will be off Towers Road and the health centre would be off Mount Edward Road. The new proposed public road was also shown on the map. Mr. Banks noted that Council has approved the proposed public road in principle. Mr. Banks also presented the traffic study for the development. The traffic study was prepared by Don Good and residents may also access the complete report in the link found in the presentation. The public road was at the request and in consultation with the City to look at potentially getting a public street in this undeveloped land in the future.

Mr. Banks also presented elevation details of the project. The four (4) buildings from an exterior perspective will be the same in style in detail and will consist of one (1), two (2) and three (3) bedroom units. It is a mix of market affordable and senior-friendly units. It has surface parking with underground in the two larger buildings, common amenities, fitness spaces, private balconies and common outdoor gathering areas. Mr. Banks presented the materials, finishes and sustainable building features. The presentation also includes a link to the Environmental and Social Governance (ESG) criteria which outlines what will be built into the buildings. The townhouses will be two storeys in height, lower scale, closer to the family neighbourhood. All townhouses will be three (3) bedrooms with heated garages, open concept and sustainable building features. Mr. Banks also presented the scale and location of the proposed community health care centre. It will be a one (1) storey multi-unit community health care and wellness facility. Mr. Banks also presented the general facts about the development - it contributes to the city's troubling vacancy rate and adds more housing choices for the neighbourhood; provides quality market, senior-friendly and affordable housing close to shopping centers, educational health centers, public transit and parks; discourages further urban sprawl and spreads population growth more equitably across the city; located on the edge of Sherwood away from the more established areas; the exits for the apartment complex go into the commercial corridor; stabilizes the infrastructure cost by utilizing existing resources; encourages business growth and economic development; establishes community, health and wellness centers within a walkable distance from areas not currently serviced; provides public green space with access to Confederation Trail; independent traffic study with excellent to good levels of service has been done; it is a 60 million dollar capital project that provides a tax investment to the City; it creates construction and

development jobs for design firms, contractors, trades people, engineers; and it contributes to local business that includes lawn care and landscaping, building, maintenance, contracts, building supply, companies, local retailers, furniture stores, grocery stores, etc.

In terms of investment, it reinforces the mall. It brings the neighborhood to our center and helps reinforce the strength of the shopping center. It provides affordable housing which will all be done to CMHC standards, senior-friendly housing and single family housing.

There were letters of support from 40 businesses in this community that are within the neighbourhood, 15 people from their own business that live in the Sherwood marketplace and would like to have options for them to continue to live in that neighbourhood.

In terms of timing, there was a discussion at the Planning board that this project was moving too fast. Mr. Banks explained that they entered into an agreement with the seller in September 2019. There has been numerous meetings with the City to talk about scale and density of this project. Mr. Banks added that if this project was proposed in a different market, they could get up to 1000 units on the site. This project is only proposing 350 units. The bylaw allows up to a maximum of 500 units on site but the developers have stepped down on the density for this project.

Ian Harper, VP of Engineering for APM, commented that he has been involved and has been project manager for hundreds of projects for APM in PEI and the Atlantic provinces. Mr. Harper has reviewed the project details and find that this development is fairly straightforward from an engineering standpoint. There is an existing water and sanitary sewer services available at the site and the existing road system that goes around the site. This will be improved with the new connection between Spencer Drive and Towers Road. Mr. Harper added that they are working with the City to allow this connection between Spencer Drive and Towers Road. Mr. Harper's understanding is that the City has tendered the project and believed that it will be a large improvement to the traffic situation in that area. For the access to the project, the developers have decided to split the accesses between Towers Road, Spencer Drive and directed what they believe would be the larger source of traffic towards Spencer drive to minimize traffic on to Mount Edward Road. The street access for the townhouses will be off Towers Road. The traffic study report anticipates excellent to good level of service on the proposed access for the residential and community health care centre.

Mr. Banks ended their presentation by reiterating that they have been working on this project for over a year and has requested to extend the purchase sale three (3) times because of the delays resulting from Covid and not being able to present to Planning Board. Mr. Banks also noted that they have spent a lot of time on the details of the building, soil tests, suitability issues, etc. and hopefully be able to enter into a Development Agreement with the City based on what is being proposed.

Mayor Brown opened the floor for questions and also reminded the public that there are hand sanitizers, disinfectant wipes and masks near the microphone.

Robert Campbell, resident, thanked Mr. Banks and his group for the presentation and he thought that the project is a great idea. The city needs housing and he is not against that. Mr. Campbell directed his question or concern to Council. The only problem he and the residents of their subdivision have is traffic flow from around the Cineplex/mall on to Towers Road. Mr. Campbell has sent videos taken on several occasions along that street to Councillor Duffy. The amount of traffic that goes through that street is already phenomenal even without this project. Mr. Campbell

noted that he is not against the project but is opposed to the access from Spencer Drive which currently does not have any other access other than to Towers Road or down to University Avenue. Mr. Campbell added that he is not exaggerating that he has seen traffic backed up to The Mount. It is difficult to get in and out of the subdivision unless other drivers would let you pass. Mr. Campbell wanted to see the City extend Spencer Drive up to Mount Edward Road and would like to see that proposal before the development is approved. Otherwise, Mr. Campbell thinks that there will be a big problem with citizens trying to oppose this development because of traffic concerns.

Ainsley Kendrick, resident and with the PEI Fight for Affordable Housing group, asked Mr. Banks what the rental rates would be for the affordable units being proposed and would like to understand why the affordable units are segregated in one building and not mixed with the other market unit apartment buildings. Mr. Banks responded that he owns the track record for building affordable houses in the province and has built several affordable units within the province. Mr. Banks mentioned that they do not have the market rental rates set at this time. The tenants for affordable housing units will be dealing directly with the province. There is an arrangement where the tenants pay a certain percentage of their income for that affordable unit. Mr. Banks indicated that it would probably cost \$260,000 to build the market units and \$210,000 for the affordable units. Ms. Kendrick followed up and asked if the affordable units are in agreement with the province and within the affordable housing program. Mr. Banks responded that this project was put on hold because of the covid situation but indicated that they are in dialogue with the province with regards to this project. Ms. Kendrick asked Mr. Banks to explain why the affordable units are not mixed with the market units. Mr. Banks responded that from a cost perspective and because the affordable units are smaller in size than the market units, it is more cost efficient to build the affordable units within one (1) building. A standard two (2) bedroom market unit is about 1,050 sq.ft while an affordable unit is about 865 sq.ft. In terms of the exterior façade, the building containing the affordable units will look the same as the market unit buildings.

Ms. Kendrick commented that she has additional questions and asked if she could reach out to Mr. Banks after the public meeting and Mr. Banks responded that his office is open Monday to Friday from 10:00am to 3:00pm.

Mayor Brown asked if Mr. Banks wanted to respond to Mr. Campbell's question regarding Spencer Drive. Mr. Banks responded that what Mr. Campbell was looking at is the parcel of land that is identified as a potential future road. Part of the proposed development identified the parcel of land as a potential road connector from Spencer Drive to Mount Edward Road. At this time, the road connector leading to Mount Edward Road is not possible because the parcel that connects to Mount Edward Road is owned by a different owner and a business currently exists on that property. For the proposed development though, the parcel of land identified as future road is reserved for this purpose. Should the City decide to take the land in the future and build the road connector, Mr. Banks noted that they would be willing to turn it over to the City. The City is also currently undergoing a traffic study for the whole area and that would include recommendations or proposals with regards to this future road access.

Stephen Bouey, resident, commented that he emailed Deputy Mayor Coady and former Councillor Hilton years ago about putting up a sidewalk along Towers Road. At this time, there are still no sidewalks along that street, and he felt that it is unsafe to walk up and down that street. Mr. Bouey echoed Mr. Campbell's sentiments that Towers Road is a busy road and putting a medical centre at the corner of Towers Road and Mount Edward Road is ridiculous. The diagram looked very functional, but it will not work well in that area. The traffic is an issue. The Mount on Mount

Edward Road has significantly increased the amount of traffic and the additional tenant to their building is going to increase the traffic even further. The current development on Towers Road has already increased traffic. Mr. Bouey noted that there were very few cars passing by that road in the past and at present, cars have driven that road non-stop. Mr. Campbell recommended that a study not only be done on one development but consider all development that is taking place within the area. Mr. Campbell cited the development at The Mount, the new apartment buildings that were approved along Pine Drive and Towers Road and other developments north of the subject property and asked where all the traffic would flow. There is no new infrastructure to handle that. Mr. Campbell also shared that he discussed this with the Mayor prior to the election (Nov. 2018) and that, if elected, the Mayor would look into this issue. Mayor Brown responded that there is a proposed active transportation pathway that the City is planning for Towers Road which would be for cycling, walking, etc. Mr Bouey indicated that he is not against the development, but he mentioned that if the proposal was for 500 units, the proposal would not be approved. Mr. Banks responded the traffic study that was done incorporated the growth that the City spoke about and added that the Director of Planning is here this evening and the City has done a more global traffic study of the whole area. The City's consultants and the developer's consultants are in continuous dialogue to look at the growth of the area.

*Mayor Brown also acknowledge the presence of Minister Natalie Jamieson who was at the meeting.*

Joan Cumming, resident, noted that she sent a letter to the City expressing her concerns. Ms. Cumming asked if the City is sure that the rapid growth it is now experiencing will not overstress the water and sewer systems. The changing population density all over the city is going from low density residential to high density residential. There are more apartment buildings being built. Ms. Cumming asked if the future plans for the City are going to be sustainable and if the City has systems in place to handle the growth. The City already has water restrictions and is concerned that the population of the City does not have a ceiling at some point. Ms. Cumming also noted that the 2016 official population count for Charlottetown was 36,000 and when the City's website was updated, the population for Charlottetown depicted 40,500. Ms. Cumming asked the members of Council if they are satisfied with the current supply of water from Winter River Watershed and Miltonvale Wellfield and if it is going to keep up with the ongoing development in the city. Ms. Cumming also asked if the water interconnection planned between Charlottetown, Stratford and Cornwall is going to be enough to sustain the water supply. Ms. Cumming noted the sewage issue coming from Stratford across the river to Charlottetown and asked if the sewer system would be able to handle this amount of stress. Ms. Cumming commented that she just wanted some reassurance that residents are not going to run into these issues in the future. Mayor Brown responded that as a member of the Planning Board and the Water & Sewer Standing Committee, the City is taking all these concerns into consideration before any decision is made. The City has experts in both these departments who are continuously working with neighbouring communities to ensure that the models are sustainable. Ms. Cumming indicated that the City has experienced problems with water restrictions during the summer, the smell from the sewage plant, closures for fishing at the Hillsborough River because of contamination and asked if these will be eliminated at some point in the future. Mayor Brown responded that with the closure of the Stratford Sewage Lagoon and directing the wastewater to the Charlottetown Waste Water Treatment plant, the City met with the inshore fishers and they have commented that the fisheries have increased dramatically since the East Royalty Sewage lagoon was decommissioned. And with Stratford Sewage lagoon transferred to a primary and secondary treatment system, the results are positive and now looking at bringing Cornwall on board as well to divert Cornwall's sewage into the City's wastewater treatment facility.

Mayor Brown asked Ms. Cumming if she has any other questions specific to the application. Ms. Cumming responded that she is impressed with the proposal but is just concerned where the water source would be and where the sewage system would flow every time a development is constructed. Ms. Cumming asked who is in charge of the Water & Sewer Committee and Mayor Brown responded that it is chaired by Deputy Mayor. Councillor Bernard responded that when the Miltonvale Wellfield was built, it took 30% of the water off of the Winter River watershed. With the installation of water meters, less water is being consumed by residents than in 2010. Even with the growth of the city, the city is using less water which is positive for the City. When the sewage system was expanded in 2010, it was expanded to handle the growth of Charlottetown for the next 50 years. It is again being upgraded to handle the sewage system coming from Stratford. Councillor Bernard assured Ms. Cumming that the City's Water and Sewer is in good shape.

Barbara Dylla, resident, asked how many parking spaces are allotted for townhouses and underground parking for the apartment buildings. Mr. Banks responded that there would be four (4) spots per townhouse and two (2) 88-unit apartment buildings would have underground parking. The parking density will be 50% more than the required parking spaces. Ms. Dylla asked how many parking spaces the 88-unit apartment building would have. Mr. Banks responded that he doesn't have the exact calculations but would be around 760 spots on site. Ms. Dylla asked how many outdoor parking spots would be available and Mr. Banks noted that the numbers he mentioned already includes the outdoor/surface parking. Ms. Dylla asked Mr. Harper what the percentage of the parking area is on site. Mr. Banks responded that he could provide all this information to Ms. Dylla and will be published in their company's website. Mayor Brown asked what APM's website is and Mr. Banks provided [www.apm.ca](http://www.apm.ca) and that he will also broadcast the website in social media.

Andrea Battison, resident, mentioned that the public was provided with copies of letters in support and in opposition for the proposed development and summarized the contents of the letters. The majority of the letters were from people who are signing themselves, affiliating themselves with building companies, construction, plumbing, heating, electric, furniture stores and oil companies and it generally indicated that it would be a great economic boom for the community, which in some sense, is true. Ms. Battison asked what the purpose of a housing project is - is it to meet the needs of the community at the time or is it to provide an economic boost. Ms. Battison also noted that there are four (4) letters from residents who have significant concerns about what is happening with the project and how it could impact the local environment and those letters tend to dovetail with some of her concerns. One of her concerns was the Confederation Trail. The trail is a well-used public open space and the community is being encouraged to use it. The site plan showed that the single access road to the 316 apartment units would be crossing the trail. There are a lot of residents walking, jogging and cycling along the trail and they would potentially experience extreme levels of traffic crossing the trail. It is already quite bad behind the mall trying to get into Charlottetown Mall. Ms. Battison asked Council to consider the impact on the open space and the Confederation Trail in that area.

Ms. Battison commented that Mr. Banks pointed out some of the energy efficiency programs of the development which is admirable. For Charlottetown's community energy plan to have greenhouse gas emission reductions of 50-65% relative to 2015 levels by 2030, Ms. Battison is expecting that this proposed development will be functioning in 2030. Ms. Battison then asked if the developers have been able to calculate how much energy efficiency and energy saving, greenhouse gas emissions savings in conjunction with the community energy plan will the development contribute. Mr. Banks responded that they do have a lot of experience in that aspect

of building and their website has an environmental and social governance plan available. The proposed buildings will be beyond the existing marketplace in terms of quality related to energy efficiency. The developer added that they have around 1200 properties in PEI and there are no vacancies at this time. If projects were to be built in the rural areas of the province, there would be more impacts to the environment. The city already has infrastructures in place to allow for this type of development. Mr. Banks also added that their office is open if Ms. Battison would like to discuss this in more detail. Ms. Battison requested that City Council and Planning Board look at the community energy plan when making a decision. Mayor Brown added that the Environment and Sustainability Department is looking at constructions to meet the net zero goal and there are several other components that are involved in order to achieve this goal.

Ms. Battison noted that there has been a lot of development in the city and asked when the last housing survey was conducted for Charlottetown. Councillor Rivard responded that CMHC would have released its most recent survey in the fall of 2019 which was at 1.3% vacancy rate for Charlottetown and 1.2% for the province. Ms. Battison asked how many units that percentage translates to and Councillor Rivard indicated that he has the information which he could forward to Mr. Battison after.

Councillor Duffy commented that this meeting is to hear comments from residents regarding the proposed development and not to provide information and felt that the questions are out of order. Mayor Brown asked Ms. Battison to wrap up her questions. Ms. Battison asked how many additional units will 316 units impact the vacancy rate, including all the other developments that were recently approved. Mayor Brown responded that the Planning & Heritage Department will gather the information and forward it to Ms. Battison.

Dian Miguel, resident, indicated that there was a low vacancy rate as of Fall 2019 and appreciated the challenges that the City faces regarding environmental impacts, traffic and other issues. Ms. Miguel also noted that affordable is also a concerning issue and asked Mr. Banks what the priority is for the affordable units, whether these units will be the first to be built or the last to be built, and what kind of impact will that have towards our city's current waiting list for the subsidies on affordable housing. Mr. Banks responded that the province would have the authority to determine the occupancies for these affordable units. Mr. Banks also responded that the project could take five to seven (5 to 7) years to implement and cannot determine at this time, as to whether the affordable units will be built first or last. Mr. Banks is looking to make the affordable housing work for them. The return on affordable housing is not very good but the developers are committed to making it happen. Mayor Brown responded to Ms. Miguel's question on the impact to the vacancy rate saying, anything that adds to the non-market value housing is always a big help to the City.

Ryan Pineau, resident, indicated that he owns properties adjacent to the proposed development and commended Mr. Banks for a beautiful project. It brings a lot to the area. Letters of support came from businesses that he and other members of the business community deal with and support. Mr. Pineau believed that this project will turn this vacant, underutilized space into a nice development. The space is currently being infilled with backfill loads of topsoil and tents of homeless people. Mr. Pineau asked what is the status of the proposed Spencer Drive extension being turned over to the City. Mr. Banks presented the portion of the property identified as future street which will be turned over to the city.

Donna Gorgeatt, resident, shared that she and her brother own a property adjacent to the proposed development and they both have no problem with the proposed development. Ms. Gorgeatt also shared that she does not have any problem getting in and out of their driveway.



Cain Arsenault, representative from APM, noted that residents pointed out that most of the letters in support were from contractors and business owners and read out a letter from Chris Jette, and Robert Haggis (letter included in the package). Mr. Arsenault wanted to point out that the proposal is supported by businesses and other planners in the province. There is opposition to the proposed development, but this is a healthier form of development for the city, bringing development into the city and not further away from the city.

Mayor Brown thanked the developers and added that APM's website is [www.apm.ca](http://www.apm.ca) for those who wish to look at the presentation in more detail.

Mayor Brown asked for any further comments; there being none, the meeting proceeded to the next agenda item.

**9. 115 Murchison Lane and Deacon Grove Lane (PID #s 425892 & 691162)**

This is a request to rezone the area around Hillsborough Hospital from Institutional (I) and Business Park Industrial (M-3) to Comprehensive Development Area (CDA) to allow for the development of a mental health and acute care campus as well as a mixed-use development. Wayne Walker, Philip Jefferson and Rob LeBlanc, representatives for the project, were at the meeting.

Mr. LeBlanc presented the proposed development and the reason for the rezoning. The property is the two (2) parcels located along Murchison Lane and Deacon Grove Lane. The larger parcel is owned by the province and the second parcel is owned by the PEI Housing Corporation. The intent is, when the Hillsborough Hospital is closed, the parcel of land would be turned over to the province. The parcel consists of about 79 acres of land beside the river. There is a letter of support from the PEI Housing Corporation for this proposed development.

The property currently comprises of two zones – Institutional (I) to the north and to the south; and Business Park Industrial (M-3) Zone that runs through the middle of the property. The proposal is to rezone to Comprehensive Development Area, which allows flexibility in the future. It is a two (2) stage process. At this time, the objective is to be able to rezone the property to allow for the concept development plan. The City would then be able enter into a development agreement with the province for individual building sites.

Mr. LeBlanc noted that the current issue is that the existing hospital site which will be demolished in the future to make room for the new institutional facilities cuts through the middle of the site. The intention is to leave that facility open until the new facility is built.

Mr. LeBlanc indicated there has been about a year and a half (1.5 yrs) of comprehensive studies, from environmental studies to 100-year flood plain studies looking at the future rise of the river, and coastal sea level rise. The intention is to stay out of the 100-year flood plain area. In the middle, there are some wonderful old species of trees and the province will be preserving that area. The province will be preserving the coastline and wetlands that are along the river. There are some service connections that run through the site, existing sewer and water easement that runs through. The road will be located on top of that easement to avoid disruption of that water and sewer easement. There will be some underground service laterals that will be extended to the new hospital site as well and looking at the major new facility, central to the site, good views of the river and is located on a relatively flat spot.

Mr. LeBlanc also presented the details of the conceptual development plan showing the proposed new road, preserved Acadian forest, existing hospital that will be demolished in the future, a portion of the property that will be preserved as part of the heritage integrity of this property, future trail connection, and future expansion of stormwater management facilities. Mr. LeBlanc also presented the two (2) storey hospital building and other buildings that are being proposed. The goal is not to make them an island unto themselves but to have people around them. The more people you have, the more activity, and more park space that will make the facility work better. Part of that mixed-use development in the current configuration would be in an urban format. The buildings have been pulled up close to the street which allows each of the individual ground floor units to have exits right out onto the street and possibility for ground floor commercial uses. The parking is tucked in behind the buildings. There could also be potential for underground parking along the higher areas of the property.

The four building complexes would be as follows – 1) Mental health and addictions acute care facility. This would contain, outdoor garden space, specialized care and long-term treatment and rehabilitation, skills training and community gymnasium. There will be staff and visitor parking. 2) Social housing/extended care housing. This will provide residential accommodations for 12 individuals to replace the existing aging six (6) person facility; 3) Public social safety and structured housing. There will be two buildings. One building is anticipated to have residential accommodations for eight (8) individuals with programming space for up to 12 additional clients. The other building would be a future residential accommodation for 36 individuals.

The plan also looked at how to integrate open space and preserve the existing forest. The waterfront will be left as public and open space to preserve the heritage landscapes that are currently there. It will also provide public access and opportunities for managing stormwater run-off from the site and not washing heated effluent from parking lots directly into the river. The road is planned as an urban corridor and the current plan is to look at an active transportation trail. It allows people on bikes and walking to use the trail. There would still be sidewalks anticipated on both sides of the street. The plan also includes an urban forest program and an effort to plant native species and species from the current Acadian forest.

Roger Boychuk, traffic engineer for the project, explained the traffic aspect of the proposed development. A fair amount of work was done to provide a comprehensive analysis of the traffic in the area looking at today's condition and the conditions 10 years from now. This includes the anticipated development volumes from the proposed development and general traffic growth. A traffic impact evaluation of the intersections was performed and found that Riverside Drive intersection is fairly robust. There is a fair number of lanes that exist and currently operates around 50% capacity. With a full new development in place 10 years in the future, it could go into the 60-0% capacity utilization. Looking at Queen Elizabeth Hospital, this is where issues may arise. With the two (2) lane infrastructure on Murchison Lane and the traffic requested to come in and out of that drive, looking into the 10-year horizon, the intersection could pose some issues and therefore, identifying that intersection as requiring an upgrade in the future. It could potentially require traffic signals, roundabout, additional dedicated turn lanes, etc. The east intersection to the hospital does not have as much volume and there is flexibility along that area. That could get up to 30% capacity except for the cars coming out of the hospital that could pose a challenge. That intersection would function well in the 10-year horizon with dedicated turn lanes on Murchison Lane to lessen the impact of traffic. The west access is being reconfigured to provide a stop control for vehicles coming out of the proposed site. This could go up to 35-45% ultimate capacity of that intersection going up Patterson drive. For the north/east access, instead of

retaining the three-leg intersection, the proposal is to convert it into a four-leg and have most volume from the development use that intersection.

Councillor Bernard asked what and where should the intersection upgrade be. Mr. LeBlanc responded that the upgrades would be the actual Queen Elizabeth Hospital intersection where dedicated turning lanes may be required in the future. Councillor Bernard asked what will happen to the Patterson Drive intersection. Mr. LeBlanc responded that Patterson Drive would be upgraded from a three (3) lane stop to a four (4) lane stop to accommodate the development. Councillor Bernard then asked if Patterson Drive up to Southgate was looked at. Mr. Boychuk explained that the work done here was to look at Murchison Lane operations with Patterson Drive. There has been discussions about alternate traffic arrangements and other connections. The biggest concern at this stage is, whether that intersection has access capacity to accommodate other levels of future traffic growth under a recommended scenario and based on the analysis, it shows that it does have excess capacity when the full development is completed. It will become a stop-controlled intersection and may not require traffic signals or a four (4) way stop. Depending on the intent of some of these intersections, a roundabout or similar could function as well. The analysis was not expanded beyond the proposed development as of this time.

Mr. LeBlanc continued with the presentation to indicate that the City consider the request to rezone the property to CDA and approval of the comprehensive development plan that's been provided. The application was presented to the Heritage Board and Planning Board and received support from the boards. There was a discussion about the extent of the heritage landscape along the waterfront. Those discussions will continue as part of this process.

Looking at the policy considerations in the Official Plan with regards to healthcare being the cornerstone of the community in Charlottetown, being fortunate to have this first class public healthcare system, the need for housing variety and the need for service with water and sewer like this are ideal sites rather than continuing the sprawl into unserviced lands and eating up agricultural land and farmland. The proposal takes great advantage of this waterfront setting and preserving the public nature of the waterfront. It is close and connected to public transit and is part of the municipal service boundary.

Andrea Battison, resident, noted that part of the plan requires demolition of the existing hospital and that it would be more environmentally sensitive to try to reuse, upgrade current buildings rather than building new buildings. Ms. Battison asked if there would be any consideration to using or incorporating the current building. Mr. LeBlanc responded that an in-depth analysis was done on the existing building. It is a very old building and the goal is to save what could be saved and incorporated in the interpretative design of the future building. At this time, there is no potential to save the existing building.

Ms. Battison also mentioned that the property falls under the waterfront zone with six (6) storeys. Mr. LeBlanc responded that the request is to rezone to CDA for future development, with a potential for a six (6) storey building. At this time, it is designed to an urban standard where we have setbacks after the third story. It doesn't feel like a six (6) storey building on the street and the parking has been pushed in behind the buildings. Mr. LeBlanc reminded the residents that the whole development is a two (2) stage process. For tonight, it would be for the request to rezone to CDA. Once the specific designs of the buildings are in place, it will have to go back to planning board for review and approval. Residents will have another opportunity to look at the details of the buildings.

Ms. Battison asked for clarification on the waterfront zone and asked if the waterfront zone could be looked at in terms of the location of the property or when they abut the downtown core. Mayor Brown responded that the City will be going through an official review of the Official Plan and the Zoning & Development Bylaw.

Ms. Battison asked about what energy efficiency and net zero building components will be part of this development. Mr. Leblanc responded that these will be part of the next stages of the development. Ms. Battison also noted that there is a marina with sailboats shown in the plan and asked if it could be reconsidered as the Hillsborough bridge is downstream and many sailboats cannot get under the bridge. Mayor Brown noted that these are conceptual designs and at this time, the request is just to get approval for the rezoning.

Dr. Lewis Newman, resident, commented that the current entrance onto Patterson Drive from the west of Riverside Drive off the bypass is a very dangerous intersection to make a left turn. There should be nothing to encourage traffic coming down Patterson Drive to get to this development unless that intersection is totally changed. Dr. Newman asked if the second row of buildings is where the current gravel storage site is and the new hospital concept would be located south of the buildings. Mr. LeBlanc confirmed.

Emile Gallant, resident and trustee for the French Language School Board for Charlottetown area. He indicated that the French school contains a daycare, and community centre. The school has about 450 students and anticipated to reach a capacity of 700 to 750 students in the next five (5) years. Mr. Gallant noted that they are in the process of looking at their long-term plan and one of the items in consideration is building an additional structure on the property but there is not much left property to construct on.

The future construction project is being proposed where the ball diamond currently is and looking to start building in the next two to three (2-3) years. Mr. Gallant indicated that he personally supports the project and does not have any problems with it. Mr. Gallant added that he would love to have more green spaces located in the area close to their area. It would be beneficial to their school and hope that it would also benefit the Hillsborough Hospital and the new apartment buildings near the proposed development. Mr. Gallant shared that he and the rest of the school board has approached the province, requesting to purchase and acquire the piece of land for future green space. Mr. Gallant also hoped that this development will help eliminate trucks dumping snow and polluting the Hillsborough River. Mr. LeBlanc responded to Mr. Gallant's comments. A recent development that they did in St. John's was a stormwater wetland for dumping snow. It was not discussed as a potential use at this time. Mr. LeBlanc also noted that they will be taking into account and consider Mr. Gallant's future development plans. The benefit of having a CDA zone is the flexibility to look at multiple future options. Mayor Brown also added that any changes to the uses in the CDA zone would require public consultation. Mayor Brown commented that the City does not dump snow into the river. Councillor Bernard also confirmed.

Ms. Battison noted that she wasn't able to find the definition for CDA in the City's website and asked staff to define what CDA means and what the zone would allow. Ms. Thompson explained that the CDA is listed in the Zoning & Development Bylaw and it is an innovative development zone that allows more flexibility for development. The zone does not have particular setback or height requirements. That is all dealt with through this process where the developer proceeds with a comprehensive development plan. What is proposed is basically stipulated within a development agreement that is signed between the developer and the City, and the developers are held to the development agreement. Once a development agreement has been signed, any

changes to the plan would require the application to go back to public consultation and Council for approval.

Stella Newman, resident, commended the City on a great job setting up the venue to follow Covid-19 restrictions and guidelines. The Hillsborough Hospital complex is long overdue for many of PEI residents suffering from many different afflictions. It is good to see the PEI government taking this initiative. Ms. Newman felt that this is the best place to have this development. Ms. Newman added that the city is certainly changing. Ms. Newman is glad that the gravel pit and gravel dump trucks working in there all night will be gone. It is a beautiful piece of property and many residents are currently enjoying the view of the trees and the river. With the change to CDA, this could change. Ms. Newman asked if the residents would be able to see the proposals or changes to the proposed development in the future and if there will be additional public consultations that will happen. Ms. Newman recommended that the City should do more advertising of public meetings other than publishing it in The Guardian newspaper. Ms Newman asked if this complex is going to take several years to accomplish and Mr. LeBlanc confirmed.

Ms. Newman noted that she is bringing up these questions for future residents in the area. The neighbourhood has significantly increased in density with the new apartments that are being built and that these new apartment buildings will utilize Patterson Drive as the main access to and from these buildings. There are no other exits to the bypass, to the hospital, or anywhere except for Patterson Drive intersection. Ms. Newman hopes that the City would look at how Patterson Drive could be a safe access for residents. She asked if there will be a mechanism in place to address safety of residents within the complex should there be a need to accommodate the situation of overcrowded jails in the city.

Should the situation and demand change in the future, Ms. Newman asked if the City would have to adhere to the current plan that will be approved or could this be changed without public input. Councillor Rivard explained that any changes to the approved plan would have to come back through public consultation. Ms. Newman ended her comments to note that she fully supports the proposed development. Mr. LeBlanc thanked Ms. Newman for her comments and will take her comments into consideration.

Emile Gallant, resident, asked what the timeline of the project would look like in terms of start of construction. Mr. LeBlanc responded that the province is looking at starting with the two (2) smaller buildings. The province is hoping that it would go out to tender within the next six (6) months. The larger buildings would take at least two (2) years to design and another two (2) years for construction. There is no immediate timeline for the rest of the development.

Councillor Bernard commented that a CDA zone would be the best zone for the City to be able to control this type of development. Councillor Bernard believed that this is a great project and was well thought of. The only concern would be on the traffic flow and Councillor Bernard felt that the traffic study only considered the impact of the project and not incorporate all future developments in that area. There is ongoing construction of a 60-unit building and a potential 27-unit in the area. The residential street on Patterson Drive will be heavily used. Councillor Bernard then asked if the traffic study also included Patterson Drive all the way to Southgate Lane. The City has asked the province if Acadian Drive could be used as a slip lane or right out only lane. All the growth will continue on Patterson Drive and will be heavily used. Councillor Bernard had reached out the province to review how the traffic issues could be addressed. Members of Council attended a tour of the proposed development with Wayne Walker recently and suggested to Mr. Walker that traffic be looked further. The project itself may not have a huge

impact to the traffic flow but the additional apartment buildings being built within the neighbourhood could affect the traffic flow. Mr. LeBlanc responded that they will also look at the traffic concerns.

Dr. Newman commented that although the planning has not been done yet for the actual hospital building and that it could take two (2) years to plan, asked if there will be another opportunity for the public to provide inputs on the design of the hospital. Dr. Newman shared that when the Queen Elizabeth Hospital building was being constructed, they were presented with a plan for doctors and nurses to review and provide comments. There was a big meeting, suggestions and comments were shared and none of the changes or recommendations were considered. Dr. Newman does not want this to happen with this proposed development and asked if Mr. LeBlanc will be doing the design of the building. Mr. LeBlanc responded that their group will not be doing the design of the building. Mayor Brown added that Philip Jefferson and Wayne Walker are both at the meeting and they heard Dr. Newman's comments. Both are part of the project team that will be looking at this development. Dr. Newman commented that current traffic flow is terrible at the emergency department and is hoping that this situation does not happen with the new development. Dr. Newman commented that from a medical point of view, he was a little disappointed that not many people in the meeting were wearing masks and recommended that it be a requirement in future meetings. Mayor Brown added to also keep six (6) feet or 2 two (2) meters physical distance.

Mayor Brown thanked Mr. LeBlanc and Mr. Boychuk for the presentation. Mayor Brown asked if this is a \$150M project and the MP of Charlottetown mentioned that \$50M will be from the Federal government. (inaudible background response). Mayor Brown also commended Cumulus for the amount of detail and information provided for the project.


Councillor Tweel asked if there is a plan for the entire campus when it comes to multipurpose pathways. Mr. LeBlanc responded that the plan is to connect through the existing forest when the new roads are constructed. There is a proposal for on street active transportation along the new road and there are other conceptual plans for the trails along the waterfront area connecting to the school. Mr. Walker responded that they were in discussions with Parks & Recreation department to also look into these. Mr. LeBlanc also added that as the plan was being developed, they were in lengthy discussions with City staff on a number of these issues.

Tammy Williams, resident, asked if the presentation or reports would be available online or if she could get copies of the plans presented by Mr. LeBlanc. Mr. LeBlanc noted that the plans were submitted to the Planning & Heritage department and was part of the package. Mayor Brown also commented that she could reach out to staff for this request.

Mayor Brown asked for any further comments; there being none, the meeting proceeded to the next agenda item.

#### **10. Adjournment of Public Session**

Moved by Councillor Greg Rivard and seconded by Councillor Kevin Ramsay, that the meeting be adjourned. Meeting adjourned at 9:28 p.m.

<b>TITLE:</b> PLAN-2020-08-SEPT-6A-1 <b>VARIANCE FOR A TEMPORARY USE</b> <b>58 MAPLE AVE (PID 480475)</b> <b>OWNER: CITY OF CHARLOTTETOWN</b> <b>APPLICANT: MOUNT ACADEMY</b>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 3</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. Application and Site Plan B. Letter of Intent C. Public Letters	
<b>SITE INFORMATION:</b> Context: Civic Arena Ward No: 6 Mount Edward Existing Land Use: Recreational civic arena Official Plan: Recreational Zoning: Open Space (OS) Zone		
<b>PREVIOUS APPLICATIONS: N/A</b>		

#### **RECOMMENDATIONS:**

If the Planning Board is content with moving this application to Council to *approve* the request for a variance for the temporary placement of three (3) mobile trailers in accordance with the attached site plan "Attachment A" and the attached letter of intent "Attachment B", it should be subject to:

- 1) The submission for a Building and Development Permit.

#### **BACKGROUND:**

##### ***Request***

The applicants, Mount Academy, on behalf of the property owner, City of Charlottetown, is applying for a temporary use of the City of Charlottetown Zoning By-law to locate three (3) mobile trailers for the storage of recreational equipment and additional dressing rooms for ice time behind the Cody Banks Arena identified as 58 Maple Ave (PID #480475) in the Open Space (OS) Zone.

##### ***Development Context***

The subject site is currently the site of the Cody Banks Arena and is located east, along Maple Ave. Presently, the subject property is used as a recreational facility that is owned and operated by the City of Charlottetown. The site is surrounded by low density residential properties to the east, south, west and directly north of the arena resides Sherwood School. The Mount Academy has

submitted a site plan with seven (7) alternative proposed locations for three (3) temporary trailers. All proposed locations reside behind the existing arena.

### ***History***

The Cody Banks Arena, a civic recreational facility owned and operated by the City of Charlottetown the primary users of the facility include the Sherwood/Parkdale Rural Minor Hockey Association, Sherwood/Parkdale Skating Club, A&S Scrap Metal Junior B Metros, Adult Rec Hockey League, Schools and the general public. During the off-season the facility is available to be booked for a variety of special events. The banquet facility, The Maplewood Room, boasts a seating capacity of 220 people with full kitchen and bar facilities available. The building is available for functions such as wedding receptions, anniversary parties and any other special event.

### **ANALYSIS:**

The primary use of the Cody Banks Arena is to provide space to recreational leagues that require ice time and space to host special events. The purpose of the proposed mobile trailers is to provide additional storage space for hockey equipment and dressing rooms for ice time. The subject property is presently used for recreational purposes and the proposed mobile trailers would be an appropriate accessory use to the facility, supporting the recreational operations of the main facility. The trailers are temporary in nature as per the Zoning & Development By-law, states that any temporary structure can last on site no longer than one (1) year. Due to the current pandemic the additional space is needed to accommodate social distancing practices.

### ***Commenting Agencies***

All comments have been addressed and summarized below.

**Building Safety:** The Building Code does not apply to mobile trailers but access to them must meet the minimum requirements of the Building Code.

**City Water and Sewer Utility Department:** The proposed mobile trailers will not contain washroom facilities since they are used as storage units. No servicing requirements.

Staff would note that there appears to be a number of terms and conditions applied to this approval. In fact, the applicants have obtained some of these intergovernmental approvals previously and in some instances adherence to them has already been achieved.

### **LEGISLATIVE REQUIREMENTS:**



***Notification***

In accordance with Section 3.9.3 of The Zoning & Development By-law, notice of the Planning Board meeting regarding this application was sent to owners of property within 100 metres (328 feet) of the subject site and notice posters were posted on the site.

***Public Feedback***

As of the writing of this report, the Planning & Heritage Department has received 2 letters of support to this application. Both letters support the need to develop the local economy during the current pandemic and stated that they had no concerns with the proposal.

**CONCLUSION:**


If the Planning Board is content that the Temporary Use for the three (3) temporary mobile trailers should be approved, it should be subject to the following condition:

- 1) The submission for a Building and Development Permit.

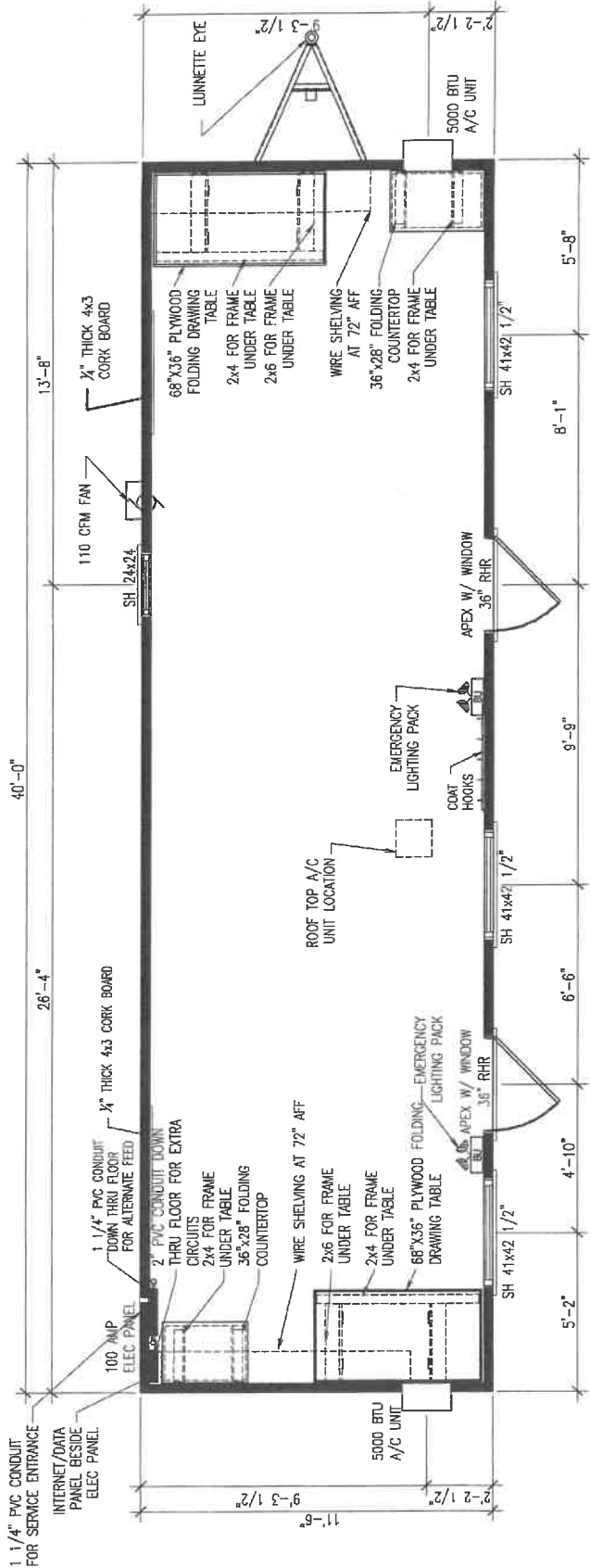
**PRESENTER:**



Robert Zilke, MCIP  
Planner II



# Attachment A - 1



40' x 12'

OPEN OFFICE

UNIT #

Scale 3/16"=1'-0"

PLEASE NOTE, THE ABOVE FLOOR PLAN IS MEANT AS A GUIDE ONLY, SLIGHT VARIATIONS MAY OCCUR

0	CONSTRUCTION COMPLETE	JAN 2019			
REV.	DESCRIPTION	DATE			
<div>ALANTRA</div> <div>Excellence in Quality and Service</div> <div>MOBILE OFFICE TRAILERS</div> <div>PH: 1-800-456-1800</div>					

Attachment A - 2



## Attachment B



### **Mount Academy**

143 Mount Edward Road  
Charlottetown, PE  
C1A 5T1  
p. 902- 367-5136  
e. admin@themountacademy.ca

Mr. Mike White  
Arenas Superintendent  
City of Charlottetown  
PO Box 98, 199 Queen Street  
Charlottetown, PE, C1A 7K2

August 31, 2020

### **Re: Cody Banks Trailers - Letter of Intent**

Dear Mr. White,

As per our ongoing discussions and with respect to the needs of our three high school midget teams who will be using Cody Banks Arena this fall, the need for dedicated storage and dressing rooms was identified. Although the teams would utilize dressing rooms within the facility while on the ice, team logistics require dedicated space onsite for students to be able to store and hang gear to dry as they are on the ice every day and have no alternative location at the school or in their boarding environment for such activities.

As outlined on our variance application to the City, the proposed solution was for the Mount Academy to locate three Alantra trailers (one for each midget team) at the rear of Cody Banks which would act as dedicated home for team gear and equipment. Mount students and staff would access the trailers via the rear exit of the arena adjacent to the ice during their scheduled ice times, retrieving, drying, organizing and storing team equipment.

Additionally as a result of Covid restrictions on room occupancy, the trailers may be used for dressing room overflow. These are heated spaces only with no running water, and therefore access to washroom and shower facilities (if allowed) would occur within the Arena itself.

Sincerely yours,

Kenny Macdougall  
Head of School

# Attachment C - 1

Mark and Maria Steele  
47 Maple Ave  
Charlottetown, PEI  
C1A 6E6

Re: Temporary Use for three (3) Mobile structures at the Cody Banks Arena 58 Maple Ave (PID #480475)

Dear Robert Zilke,

Thank you for providing the notice of application for a temporary use variance at Cody Banks Arena. Firstly, it is a positive thing that the Mount Academy has been successful over the past few years and this makes a positive impact on the community.

I do want to highlight concerns about the application, that are two-fold.

1. The Cody Banks Arena parking lot is the pick-up and drop off location for Sherwood school students. It is a busy spot at morning (8:10-8:45 am) and afternoon (2:30-3:00 pm). This includes students walking and crossing entrance/exit at Cody Banks, students being being dropped off in cars, and children from two local After-School programs walking through the parking lot. With COVID, parents are being urged to drive students to lessen the bus crowding, likely adding extra traffic to the current situation. The concern with the application is any extra traffic to Cody Banks during peak school drop-off and pick up hours and the safety risk for students. If access to the mobiles are during this time, then there is a risk for student safety. The traffic is one direction for Cody Banks arena in the parking lot and forms a drop off lineup in the morning. This combined with the foot traffic makes for a busy location. These safety concerns have been highlighted over the years during key hockey tournaments that run at Cody Banks when school is still open (Eg) They Early Bord Tournament or the Spud Tournament). The extra traffic at these times, and the unawareness of drivers of the entrance/exit locations, the rush to get to a hockey game on time and the traffic flow for school drop-off, have caused a few near misses for students.  
Any additional traffic to access the storage units during those pick-up and drop-off times, can create additional safety concerns. If access to these storage units is during these key times, then I can not support this application.
2. The Sherwood School students have limited green space. They use the lot behind Cody Banks (including up to the Cody Banks property line and beyond) as a cross country running training area at gym class and at recess. The cross-country groups train every recess. These bins could impede on the limited green space the students at Sherwood School have access to. Although I recognize this is "City" property and not Sherwood school. There has been right of way granted to these students for years and I would like to allow that to continue to ensure safe and active play for the students. As a result, locations identified in Figure #2 of the application, and locations #5,#6 and #7 are strongly opposed.

## Attachment C - 2

As noted, the Mount Academy is a welcome addition to the community. I am sure they will understand the concerns over student safety and student activities and will ensure the plan is adjusted to address these concerns.

Thanks for the opportunity to outline these concerns.

Regards,

Mark and Maria Steele

## Attachment C - 3

**From:** S Marie <[s\\_marie50@hotmail.com](mailto:s_marie50@hotmail.com)>

**Sent:** Thursday, August 20, 2020 12:07 PM

**To:** Planning Department <[planning@charlottetown.ca](mailto:planning@charlottetown.ca)>

**Subject:** Temporary Use for the three (3) mobile structures at the Cody Banks Arena 58 Maple Avenue (PID) #480475


In relation to notice #480475 received regarding the temporary use of three (3) mobile structures at the Cody Banks Arena 58 Maple Avenue, my concern is for the health, safety and well-being for the existing students of Sherwood Elementary, the schools Operational Plan for COVID-19 and the individuals who use the Cody Banks Rink. Given the Protective Measures put in place by the Provincial Government of “at least two (2) meters, or six (6) feet apart and avoid unnecessary close personal contact” in an area where there is already a school with 500+ students and a busy rink, how does the proposal:

1. Propose to both accommodate the Protective Measures required by the Province for COVID-19 and to not impede on the Operational Plan for Sherwood Element in an existing area where there is already a large number of individuals present, 500+ students, and in an occupied area that close is proximity to existing school playground?
2. Address providing for outdoor activities e.g., recess for Mount Academy student within the limited space currently existing for Sherwood Elementary who because of existing population will already have combined cohorts for outdoor play?
3. Accommodate for the proposed management of the arrival and disposal of students at the Mount Academy in their defined cohorts kept separate and safe from the existing cohorts both arriving and department for the Sherwood Elementary using the same arrival location, Cody Banks Arena parking lot?

Thanks for the opportunity to address concerns

Shanna



<b>TITLE:</b> <b>REZONING, LOT CONSOLIDATION &amp; VARIANCE APPLICATION</b> <b>FILE: PLAN-2020-8-SEPTEMBER- 6B-2</b> <b>281 UNIVERSITY AVENUE (PID #358051 &amp; PID #358077)</b> <b>12 VALLEY STREET (PID #358192)</b> <b>APPLICANT: BERT RONAHAH (PROVINCIAL CREDIT UNION)</b>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 5</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. GIS Map B. Subdivision / Consolidation Plan C. Site Plan for Proposed Development	
<b>SITE INFORMATION:</b> <b>Context:</b> Single-Detached Dwelling on Valley Street & Financial Institution on University Avenue <b>Ward No:</b> 4 – Spring Park <b>Existing Land Use:</b> Single-Detached Dwelling & Financial Institution <b>Official Plan:</b> Commercial <b>Zoning:</b> Low Density Residential (R-2) Zone & Mixed-Use Corridor (MUC) Zone		
<b>PREVIOUS APPLICATIONS:</b> N/A		

### **RECOMMENDATION:**

The Planning & Heritage Department encourages Planning Board to recommend to Council that the request to amend Appendix 'G' of the Zoning & Development By-law in order to rezone a portion (approximately 416.3 sq m) of the property located at 12 Valley Street (PID #358192) from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone as well as amend Appendix 'A' of the Official Plan by changing the land use designation from Low Density Residential to Commercial be approved to proceed to public consultation.

### **BACKGROUND:**

#### ***Request***

The applicant, Bert Ronahan with the Provincial Credit Union, has submitted applications to:

1. Subdivide a portion of 12 Valley Street (PID #358192);



2. Rezone a portion of the subdivided property at 12 Valley Street (PID #358192) from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone;
3. Consolidate the portion of the subdivided property at 12 Valley Street (PID #358192) with 281 University Avenue (PID #358051 & PID #358077) which currently contains six (6) parcels; and
4. Variance to the flankage yard setback in order to construct a new addition to the Provincial Credit Union.

***Development Context***

The Provincial Credit Union is located along University Avenue between Reserve Street & Douglas Street. The property contains six (6) parcels of land with two separate PID numbers. All properties are located in the Mixed-Use Corridor (MUC) Zone.

The single-detached dwelling located at 12 Valley Street (PID #358192) is located in the Low Density Residential (R-2) Zone between Reserve Street & Douglas Street.

***Property History***

This application was before the Planning Board on August 4, 2020. The Board recommended that the request proceed to public consultation be approved; however, it was later determined that Shallyn Murray, architect for the project and Planning Board member, was in conflict as she represented the project at the meeting instead of leaving the room completely.

**LEGISLATIVE REQUIREMENTS:*****Notification***

If the proposed rezoning is approved to proceed to the public consultation phase, the Planning & Heritage Department shall notify the public of said public meeting in accordance with Section 3.10.4 of the Zoning & Development By-law. The notification shall also include the request for variance in accordance with Section 3.9.3 of the By-law.

**ANALYSIS:**

This application is a multi-faceted request; the first of which pertains to 12 Valley Street (PID #358192). The property is owned by the Provincial Credit Union who are requesting to subdivide the back portion of the property so that it can be consolidated with 281 University Avenue (PID

#358051 & PID #358077) in order to allow the expansion of the existing parking lot. The property located at 12 Valley Street is located in the Low Density Residential (R-2) Zone while the Provincial Credit Union at 281 University Avenue is located in the Mixed-Use Corridor (MUC) Zone. In order to consolidate these properties, the subdivided portion of 12 Valley Street must be rezoned.

The minimum lot frontage requirement for a single-detached dwelling in the Low Density Residential (R-2) Zone (stepping down to the R-1S Zone) is 59.1 ft. The property located at 12 Valley Street (PID #358077) does not meet the minimum lot frontage requirement; however, the property contained a single-detached dwelling prior to the effective date of the Zoning & Development By-law and is therefore a conforming use with an undersized lot frontage. The applicant is requesting to subdivide the subject property and while the property is undersized in lot frontage, it is not undersized in respect to lot area and the minimum requirement must be maintained in order to approve the subdivision. The minimum lot area for a single-detached dwelling in the Low Density Residential (R-2) Zone (stepping down to the R-1S Zone) is 540 sq m. The applicants are proposing to have the property at 12 Valley Street retain the minimum lot area of 540 sq m while subdividing 416.3 sq m for the parking lot addition. The applicant is proposing to rezone the 416.3 sq m of the subdivided property from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone. The property located at 12 Valley Street containing 540 sq m of lot area will remain in the R-2 Zone.

The second part of the application is to consolidate the rezoned parcel of land at 12 Valley Street (PID #358192) with 281 University Avenue. The Provincial Credit Union at 281 University Avenue is currently located on six (6) parcels of land, five (5) of which contain the PID #358051 and one (1) of which contains the PID #358077.

As per Section 45.3.4.a. of the Zoning & Development By-law, any lot consolidations in zones other than the Single-Detached Residential (R-1) Zone and Low Density Residential (R-2) Zone shall be subject to Council approval.

*The Development Officer May grant final approval to Subdivisions which comply with this by-law and the Provincial Minimum Lot Size Standards, and give approval for Lot consolidations where a Dwelling may be constructed in a R-1 or R-2 Zone;*

Because the properties are / will be located in the Mixed-Use Corridor (MUC) Zone if the rezoning request is approved, the lot consolidation is subject to Council approval. Public notification is not required as part of the lot consolidation application but the intent to consolidate will form part of the public notification should the request for rezoning is approved to proceed to public consultation. The applicants have submitted a preliminary consolidation plan. The purpose of the lot consolidation is to expand the existing parking at the Provincial Credit Union. The applicants have also submitted a site plan illustrating the proposed parking layout.

The third and final part of the request is for a flankage yard variance in order to construct an addition to the Provincial Credit Union. The minimum flankage setback in the Mixed-Use Corridor (MUC) Zone is 6.0 m (19.7 ft); however, the applicants are proposing a flankage yard setback of 1.59 m (5' 2 1/2"). As per Section 4.8.1. of the Zoning & Development By-law, *No person shall Erect a Building or Structure on a Lot and have any part of the Building or Structure closer to the Front Lot Line than the minimum Front Yard Setback which is established for the Zone in which it is located, unless the proposed Building is to be located between existing Buildings on adjoining Lots on the same Block and side of the Street, and the adjacent Buildings have a reduced Front Yard Setback, in which case the minimum Front Yard Setback for the proposed Building shall be that which aligns with the front walls of the adjacent Buildings.* Because the front yard of the subject property is located along Reserve Street (the smaller of the two lot frontages), the requirement above would not be applicable. That being said, the proposed addition would maintain the same setback of 269 University Avenue (PID #358036). In staff's opinion, because Section 4.8.1 of the By-law does not apply, a variance would be required but feel that this is a reasonable request and should be approved.

When considering the rezoning of the subject properties, key points from the Official Plan to be considered include:

*Section 3.2.1 - Our **policy** shall be to ensure that the footprint, height, massing, and setbacks of new residential, commercial, and institutional development in existing neighbourhoods are physically related to its surroundings.*

*Section 3.2.3 - Our **objective** is to support the provision of suitable commercial and institutional needs, employment opportunities, community-based services, and public realm amenities within neighbourhoods.*

*Section 4.4.1 - Our **objective** is to support the measured and appropriate growth of the two commercial corridors on University Avenue and St. Peter's Road, which are predominantly characterized by highway commercial uses.*

*Section 4.4.1 - Our **policy** shall be to allow incremental growth of highway commercial, medium density residential, and institutional uses on the west side of University Avenue, except as may be provided for through concept planning of the Charlottetown Mall/Wal-Mart area suburban centre.*

Below is a quick summary of the subject application's positive attributes, neutral attributes, and shortcomings:

Positives	Neutral	Shortcomings
<ul style="list-style-type: none"><li>▪ Incremental growth of commercial uses along University Ave.</li></ul>	<ul style="list-style-type: none"><li>▪ The required lot area of the existing single-detached dwelling is retained.</li><li>▪ The consolidation removes existing property lines throughout the property.</li></ul>	<ul style="list-style-type: none"><li>▪ The setback of the proposed addition does not meet the By-law; however, it is physically related to adjacent properties.</li></ul>

**CONCLUSION:**

The Planning & Heritage Department recommends that the rezoning application be approved to proceed to public consultation.

**PRESENTER:**



Greg Morrison, MCIP  
Planner II

**MANAGER:**

Alex Forbes, FCIP, MBA  
Manager of Planning & Heritage

The map displays a residential area with the following streets and features:

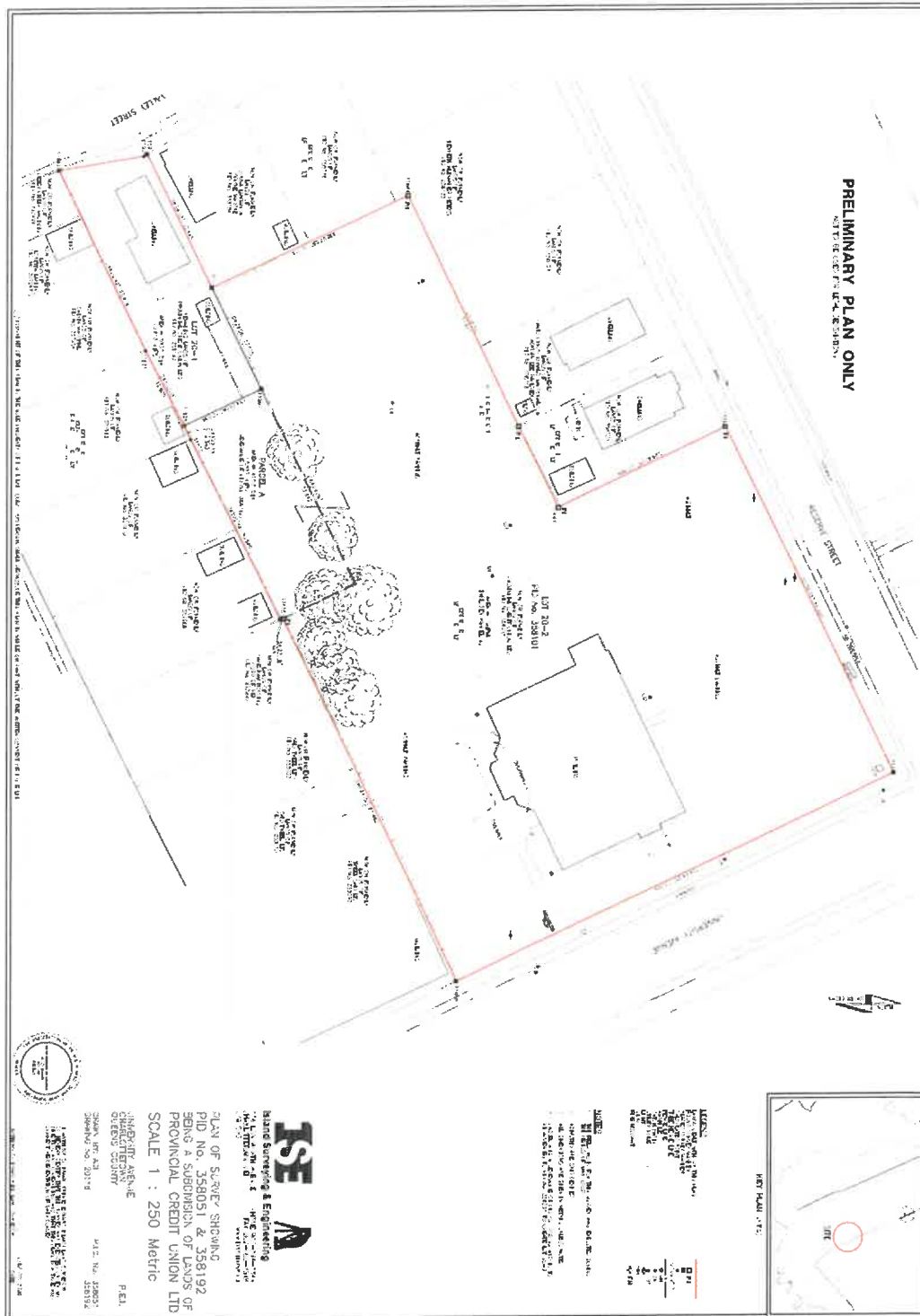
- Streets:** Reserve St, University Av, Williams St, University Av, Douglas St, Valey St.
- Property Lots:** Numerous lots are numbered, including 358408, 358271, 358272, 358273, 358274, 358275, 358276, 358277, 358278, 358279, 358280, 358281, 358282, 358283, 358284, 358285, 358286, 358287, 358288, 358289, 358290, 358291, 358292, 358293, 358294, 358295, 358296, 358297, 358298, 358299, 358300, 358301, 358302, 358303, 358304, 358305, 358306, 358307, 358308, 358309, 358310, 358311, 358312, 358313, 358314, 358315, 358316, 358317, 358318, 358319, 358320, 358321, 358322, 358323, 358324, 358325, 358326, 358327, 358328, 358329, 358330, 358331, 358332, 358333, 358334, 358335, 358336, 358337, 358338, 358339, 358340, 358341, 358342, 358343, 358344, 358345, 358346, 358347, 358348, 358349, 358350, 358351, 358352, 358353, 358354, 358355, 358356, 358357, 358358, 358359, 358360, 358361, 358362, 358363, 358364, 358365, 358366, 358367, 358368, 358369, 358370, 358371, 358372, 358373, 358374, 358375, 358376, 358377, 358378, 358379, 358380, 358381, 358382, 358383, 358384, 358385, 358386, 358387, 358388, 358389, 358390, 358391, 358392, 358393, 358394, 358395, 358396, 358397, 358398, 358399, 358400, 358401, 358402, 358403, 358404, 358405, 358406, 358407, 358408, 358409, 358410, 358411, 358412, 358413, 358414, 358415, 358416, 358417, 358418, 358419, 358420, 358421, 358422, 358423, 358424, 358425, 358426, 358427, 358428, 358429, 358430, 358431, 358432, 358433, 358434, 358435, 358436, 358437, 358438, 358439, 358440, 358441, 358442, 358443, 358444, 358445, 358446, 358447, 358448, 358449, 358450, 358451, 358452, 358453, 358454, 358455, 358456, 358457, 358458, 358459, 358460, 358461, 358462, 358463, 358464, 358465, 358466, 358467, 358468, 358469, 358470, 358471, 358472, 358473, 358474, 358475, 358476, 358477, 358478, 358479, 358480, 358481, 358482, 358483, 358484, 358485, 358486, 358487, 358488, 358489, 358490, 358491, 358492, 358493, 358494, 358495, 358496, 358497, 358498, 358499, 358500, 358501, 358502, 358503, 358504, 358505, 358506, 358507, 358508, 358509, 358510, 358511, 358512, 358513, 358514, 358515, 358516, 358517, 358518, 358519, 358520, 358521, 358522, 358523, 358524, 358525, 358526, 358527, 358528, 358529, 358530, 358531, 358532, 358533, 358534, 358535, 358536, 358537, 358538, 358539, 358540, 358541, 358542, 358543, 358544, 358545, 358546, 358547, 358548, 358549, 358550, 358551, 358552, 358553, 358554, 358555, 358556, 358557, 358558, 358559, 358560, 358561, 358562, 358563, 358564, 358565, 358566, 358567, 358568, 358569, 358570, 358571, 358572, 358573, 358574, 358575, 358576, 358577, 358578, 358579, 358580, 358581, 358582, 358583, 358584, 358585, 358586, 358587, 358588, 358589, 358590, 358591, 358592, 358593, 358594, 358595, 358596, 358597, 358598, 358599, 358600, 358601, 358602, 358603, 358604, 358605, 358606, 358607, 358608, 358609, 358610, 358611, 358612, 358613, 358614, 358615, 358616, 358617, 358618, 358619, 358620, 358621, 358622, 358623, 358624, 358625, 358626, 358627, 358628, 358629, 358630, 358631, 358632, 358633, 358634, 358635, 358636, 358637, 358638, 358639, 358640, 358641, 358642, 358643, 358644, 358645, 358646, 358647, 358648, 358649, 358650, 358651, 358652, 358653, 358654, 358655, 358656, 358657, 358658, 358659, 358660, 358661, 358662, 358663, 358664, 358665, 358666, 358667, 358668, 358669, 358670, 358671, 358672, 358673, 358674, 358675, 358676, 358677, 358678, 358679, 358680, 358681, 358682, 358683, 358684, 358685, 358686, 358687, 358688, 358689, 358690, 358691, 358692, 358693, 358694, 358695, 358696, 358697, 358698, 358699, 358700, 358701, 358702, 358703, 358704, 358705, 358706, 358707, 358708, 358709, 358710, 358711, 358712, 358713, 358714, 358715, 358716, 358717, 358718, 358719, 358720, 358721, 358722, 358723, 358724, 358725, 358726, 358727, 358728, 358729, 358730, 358731, 358732, 358733, 358734, 358735, 358736, 358737, 358738, 358739, 358740, 358741, 358742, 358743, 358744, 358745, 358746, 358747, 358748, 358749, 358750, 358751, 358752, 358753, 358754, 358755, 358756, 358757, 358758, 358759, 358760, 358761, 358762, 3



**CHARLOTTETOWN**  
Planning & Heritage  
Department



# Attachment B

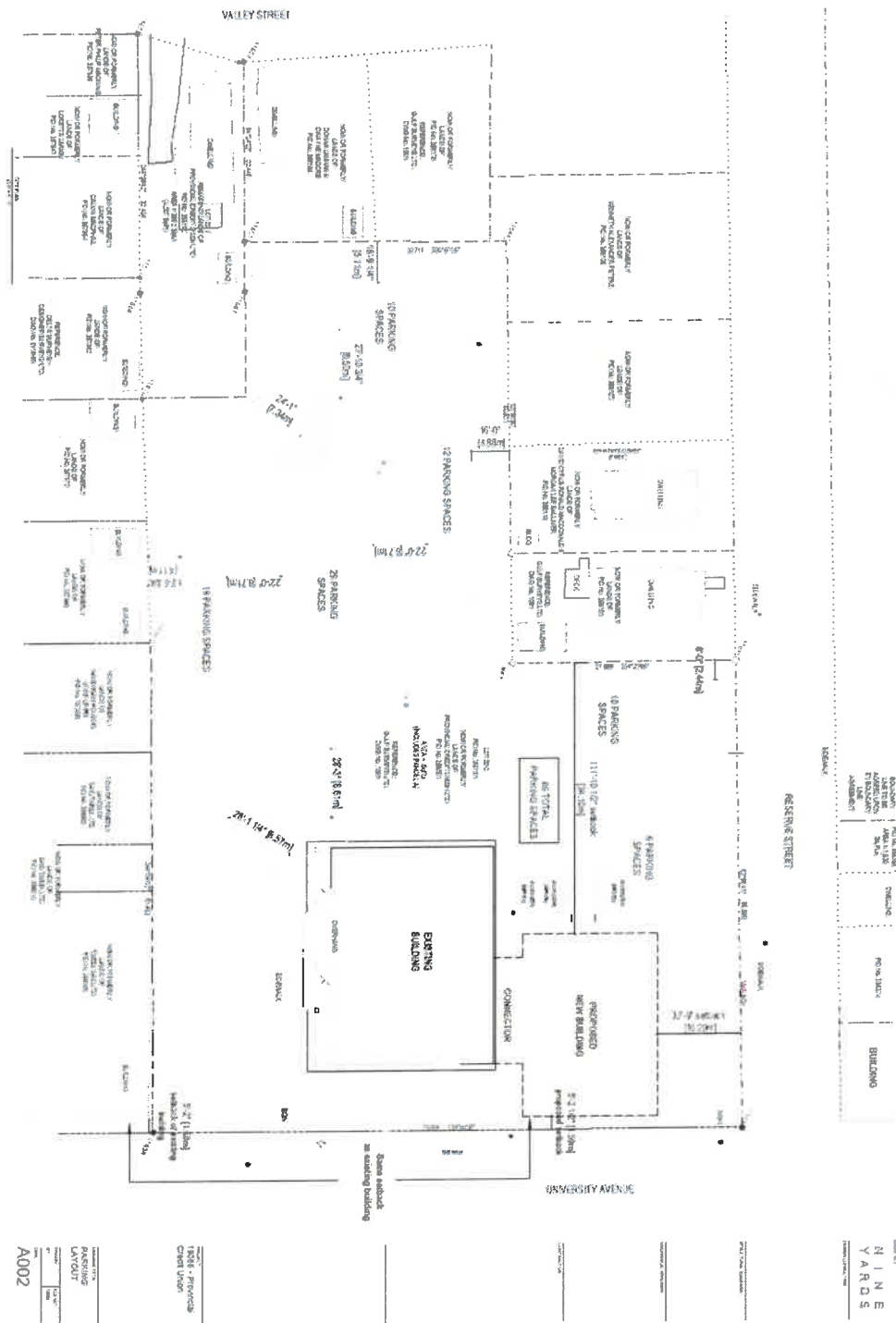


**Attachment B: Subdivision / Consolidation Plan**  
**File: PLAN-2020-8-September-**  
**12 Valley Street / 281 University Avenue**  
**Applicant: Bert Ronahan (Credit Union)**


  
**CHARLOTTETOWN**  
Planning & Heritage Department



## Attachment C



**Attachment C: Site Plan**  
**File:** PLAN-2020-8-September-  
 12 Valley Street / 281 University Avenue  
**Applicant:** Bert Ronahan (Credit Union)

<b>TITLE:</b> <b>REZONING APPLICATION</b> <b>FILE: PLAN-2020-8-SEPTEMBER- 6B-3</b> <b>35 CONNOLLY STREET (PID #358556)</b> <b>APPLICANT: RON MARTIN</b>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 6</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. GIS Map B. Site Plan for Proposed Building C. Elevations of Proposed Building	
<b>SITE INFORMATION:</b> <b>Context:</b> Vacant property along Connolly Street <b>Ward No:</b> 4 – Spring Park <b>Existing Land Use:</b> Vacant <b>Official Plan:</b> Commercial <b>Zoning:</b> Shopping Centre Commercial (C-3)		
<b>PREVIOUS APPLICATIONS:</b> N/A		

### **RECOMMENDATION:**

The Planning & Heritage Department encourages Planning Board to recommend to Council that the request to rezone the vacant property located on 35 Connolly Street (PID #358556) from the Shopping Centre Commercial (C-3) Zone to the Mixed-Use Corridor (MUC) Zone, be rejected.

### **BACKGROUND:**

#### ***Request***

The applicant, Ron Martin, has submitted an application to rezone the vacant property located on 35 Connolly Street (PID #358556) from the Shopping Centre Commercial (C-3) Zone to the Mixed-Use Corridor (MUC) Zone. The purpose of the rezoning is to construct a single-detached dwelling.



***Development Context***

The subject property is located along Connolly Street between University Avenue and Valley Street. The properties on the north side of Connolly Street are located in the Shopping Centre Commercial (C-3) Zone while the properties on the south side of Connolly Street are located in the Mixed-Use Corridor (MUC) Zone. While located in the commercial zones and adjacent to a commercial complex, a number of buildings along the street are being utilized as residential. The buildings in the block include:

**Shopping Centre Commercial (C-3)**

- **325-327 University Avenue:** mixed use included one (1) residential dwelling unit
- **41 Connolly Street:** single-detached dwelling
- **39 Connolly Street:** duplex dwelling
- **Connolly Street (PID #358556):** vacant
- **420 Queen Street:** shopping centre (value village complex)

**Mixed-Use Corridor (MUC)**

- **315 University Avenue:** mixed use included 15 residential dwelling units
- **40 Connolly Street:** single-detached dwelling
- **38 Connolly Street:** single-detached dwelling
- **36 Connolly Street:** single-detached dwelling
- **Connolly Street (PID #358457):** parking lot
- **Connolly Street (PID #358465):** parking lot
- **46 Valley Street:** Parkdale Sherwood lions club bingo

***Property History***

Zoning Inquiry completed on August 27, 2018 stated:

*This vacant property is located in the Shopping Centre Commercial (C-3) Zone, and the uses and regulations of the C-3 Zone are attached.*

*Any future development on this vacant property will be subject to meeting all City of Charlottetown Bylaws or Codes.*

**LEGISLATIVE REQUIREMENTS:*****Notification***

On July 13, 2020, Council passed the following resolution:

*That the request to rezone the vacant property located at 35 Connolly Street (PID #358556) from the Shopping Centre Commercial (C-3) Zone to the Mixed-Use Corridor (MUC) Zone, be approved to proceed to public consultation.*

As per Section 3.10.4 of the Zoning & Development By-law, written notice was sent to all affected property owners within 100m of the subject property on August 12, 2020. The letter informed them of the rezoning application and the upcoming public meeting. The letter then explained that comments for or against the proposed rezoning must be submitted prior to 12:00 p.m. (noon) on Thursday, August 27, 2020.

In addition, staff published a notice in two issues of The Guardian on August 15, 2020 & August 22, 2020 and posted a copy of the notice on the subject property.

#### **Public Feedback**

Of the 30 letters sent to affected property owners, the Planning & Heritage Department did not receive any letters in response.

A public meeting of Council was also held on August 26, 2020 at 5:30 p.m. at the Rodd Royalty, 14 Capital Drive. No residents spoke to the application at the public meeting.

#### **ANALYSIS:**

The subject property is currently located in the Shopping Centre Commercial (C-3) Zone which does not currently allow for the construction of a single-detached dwelling. The C-3 Zone allows the uses as permitted in the R-4A Zone subject to the regulations in the R-4A Zone. The R-4A Zone allow the uses as permitted in the R-3T Zone subject to the regulations in the R-3T Zone excluding single-detached dwellings. Uses permitted in the C-3 Zone include, an office, a parking lot, a retail store, a warehouse, etc...

In order to construct a single-detached dwelling on the subject property, the applicant has submitted an application to rezone the property to the Mixed-Use Corridor (MUC) Zone. The MUC Zone allows the uses as permitted in the R-4 Zone subject to the regulations in the R-4 Zone. The R-4 Zone allows the uses as permitted in the R-3 Zone subject to the regulations in the R-3 Zone. The R-3 Zone allows the uses as permitted in the R-1N Zone subject to the regulations in the R-1N Zone which allows for single-detached dwellings.

With the subject property being relatively narrow (41.4 ft of lot frontage and approximately 4,000 sq ft of lot area), a single-detached dwelling would only meet the requirements of the R-1N Zone. The submitted site plan illustrates the applicant adhering to all setback requirements with the exception of the rear deck. Should the rezoning application be approved, this deck would have to be adjusting approximately 0.7 ft prior to the issuance of a Building & Development Permit.

To summarize, while a single-detached dwelling on a narrow lot would not be permitted in the C-3 Zone, it would however be permitted in the R-1N Zone or MUC Zone among others. Rezoning the subject property to the MUC Zone would be more appropriate than the R-1N Zone in light of the fact that it would not require an Official Plan amendment because rezoning the subject property to the MUC Zone would allow the commercial designation to be retained on the property. That being said, by rezoning the subject property to the MUC Zone, the only use permitted on the property (without a number of variances) would be a single-detached dwelling due to lot frontage and lot area of the property.

When considering the rezoning of the subject properties, key points from the Official Plan to be considered include:

*Section 3.1.2 - Our **objective** is to promote compact urban form and infill development, as well as the efficient use of infrastructure and public service facilities.*

*Section 3.1.2 - Our **policy** shall be to use existing underground services to its fullest practical capacity before public funds are used to extend new water and wastewater lines into areas that are essentially undeveloped.*

*Section 3.2.1 - Our **policy** shall be to ensure that the footprint, height, massing, and setbacks of new residential, commercial, and institutional development in existing neighbourhoods are physically related to its surroundings.*

*Section 3.2.1 - Our **policy** shall be to establish an appropriate relationship between the height and density of all new development in mixed-use residential areas of existing neighbourhoods.*

The rezoning request of the subject property allows for infill development along existing underground services near centres of employment.

Notwithstanding the above, staff have concerns with allowing the property to be rezoned for the construction of a single-detached dwelling due to the commercial nature of the neighbourhood. The subject property was previously located in the C-3 Zone to allow larger scale business to operate while satisfying all of the required parking. The demolition of the single-detached dwelling on this property in 2002 limited the owner's options for future development because of the limited size of the lot. Reintroducing a single-detached dwelling on this property may create potential land use conflicts with adjacent commercial uses on the west portion of Connolly Street. Staff realize that the size of the property limits its development potential as commercial but feel that this property would be more valuable in the future being added to one of the adjacent properties to create a more significant commercial development. There are limited properties in the City with C-3 zoning and rezoning it to allow for a single-detached dwelling seems to be contrary to the original intent when the property was zoned C-3. That being said, rezoning the property to the MUC Zone would not change the Official Plan designation on the property.

Below is a quick summary of the subject application's positive attributes, neutral attributes, and shortcomings:

Positives	Neutral	Shortcomings
<ul style="list-style-type: none"> <li>▪ Infill development of a vacant property through flexible zoning.</li> <li>▪ Additional density near centre of employment.</li> <li>▪ Use of existing underground services.</li> <li>▪ Harmonious with adjacent low density dwellings / physically related to its surroundings.</li> </ul>	<ul style="list-style-type: none"> <li>▪ No public feedback received.</li> </ul>	<ul style="list-style-type: none"> <li>▪ The north side of Connolly Street is zoned C-3 while the south side of Connolly Street is zoned MUC. Rezoning a property on the north side could be considered a spot rezoning.</li> <li>▪ The property is designated as commercial to provide commercial development and allowing an additional residential dwelling may impede this.</li> </ul>

**CONCLUSION:**

The Planning & Heritage Department recommends that the rezoning application, be rejected.

**PRESENTER:**

---

Greg Morrison, MCIP  
Planner II

---

**MANAGER:**

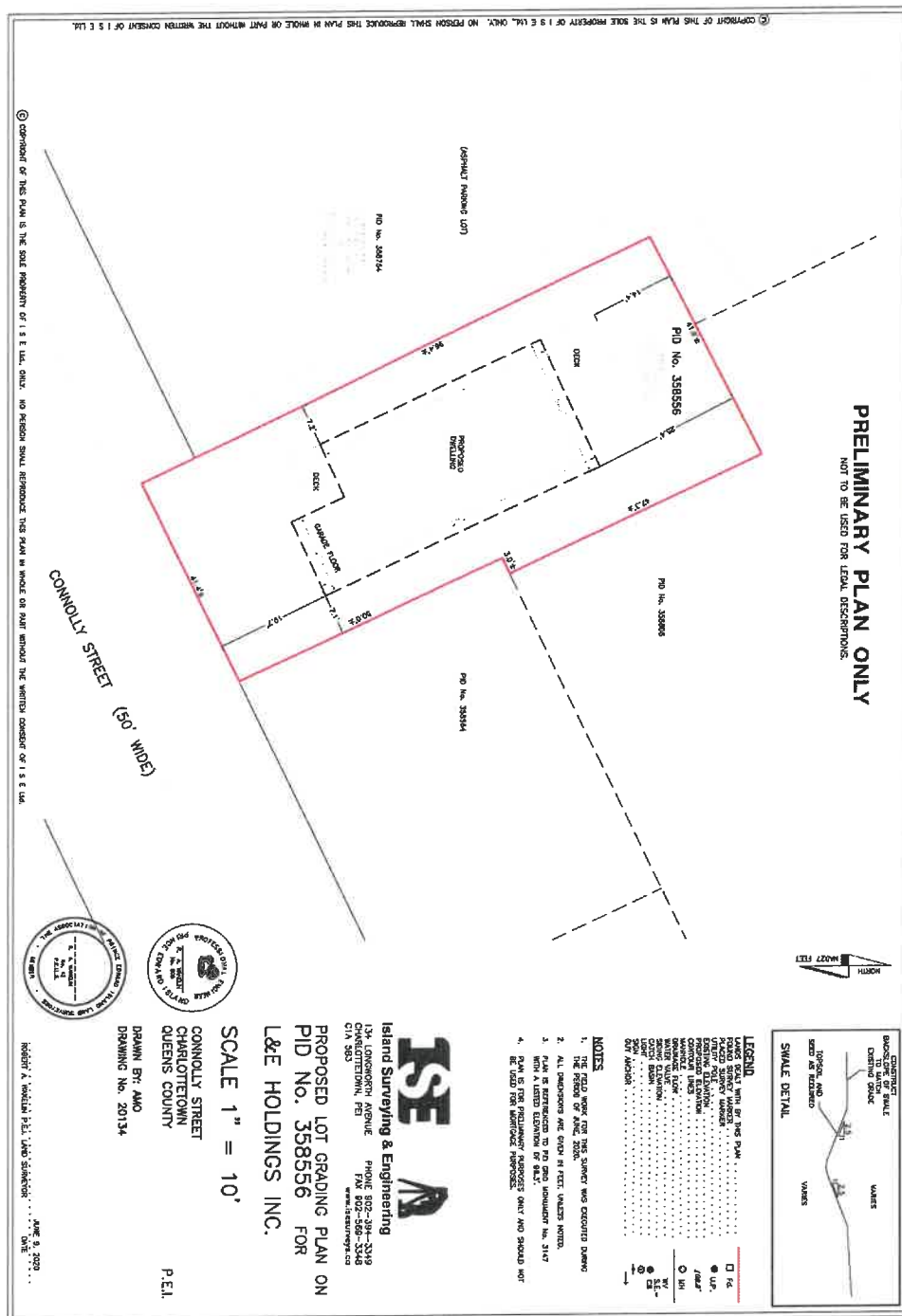
---

Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage

---



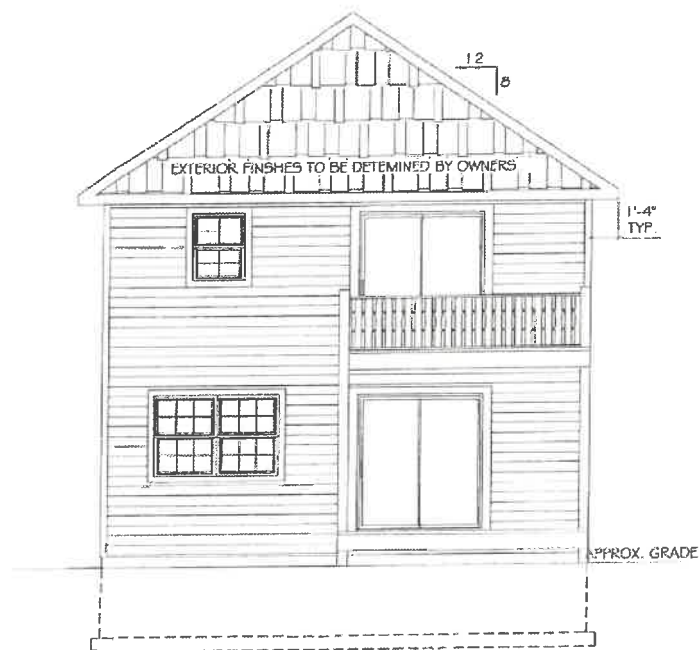
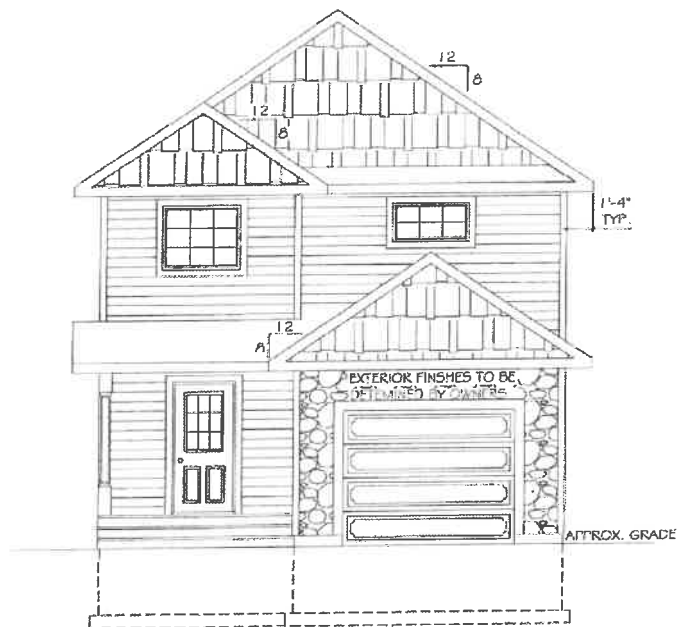
## Attachment B



**Attachment B: Site Plan**  
**File: PLAN-2020-8-SEPTEMBER-**  
**35 Connolly Street (PID #358556)**  
**Applicant: Ron Martin**



# Attachment C-1

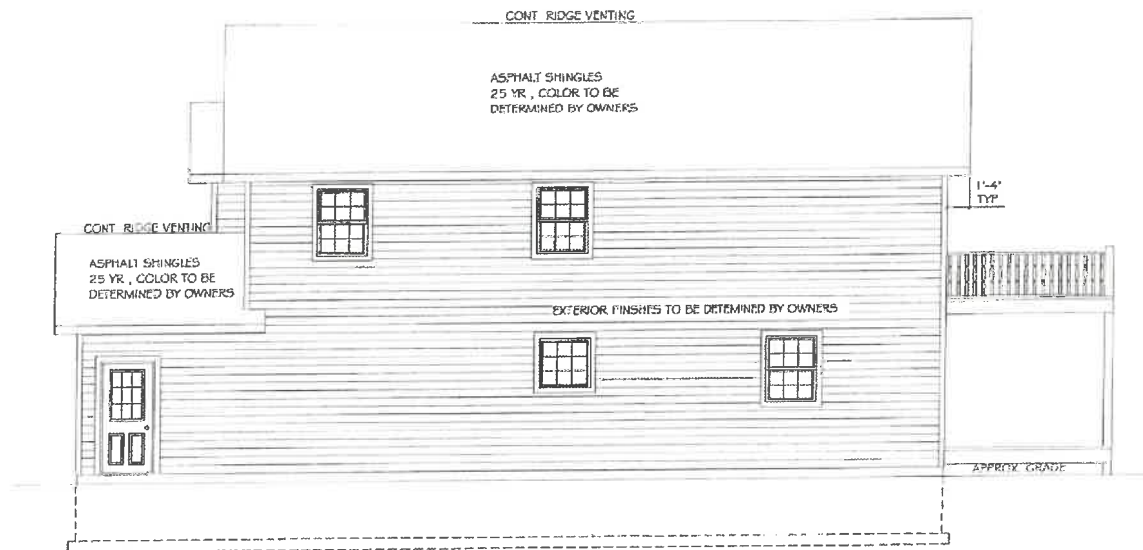
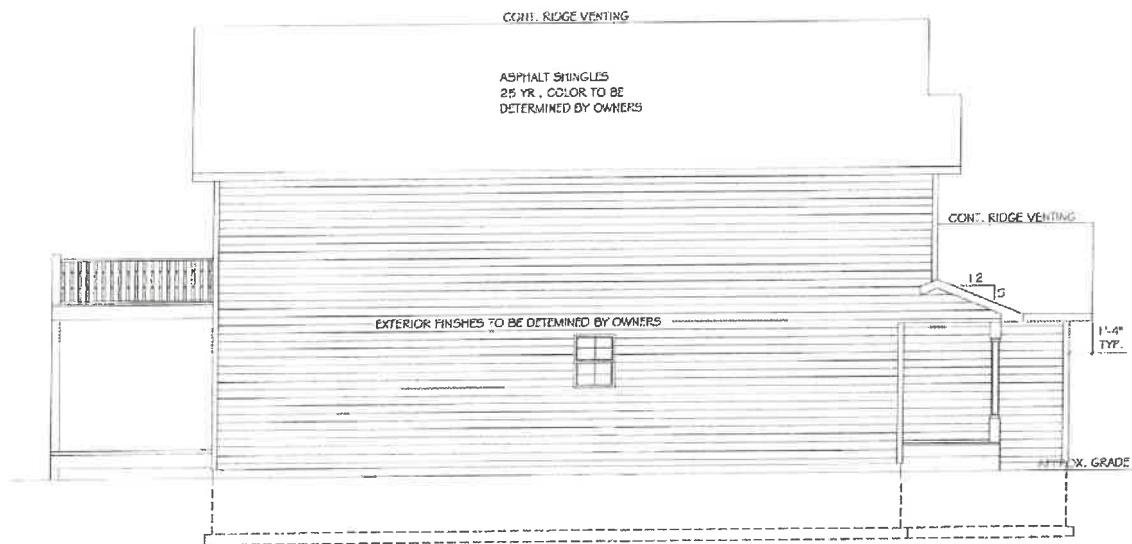


**Attachment C: Elevations**  
**File: PLAN-2020-8-SEPTEMBER-**  
**35 Connolly Street (PID #358556)**  
**Applicant: Ron Martin**

  
**CHARLOTTETOWN**  
**Planning & Heritage Department**




# Attachment C-2



**Attachment C: Elevations**  
**File:** PLAN-2020-8-SEPTEMBER-  
35 Connolly Street (PID #358556)  
**Applicant:** Ron Martin

  
**CHARLOTTETOWN**  
Planning & Heritage Department

<b>TITLE:</b> <b>REZONING &amp; VARIANCE APPLICATION</b> <b>FILE: PLAN-2020-8-SEPTEMBER- 6B-4</b> <b>40-42 KENSINGTON ROAD / 3 PARK STREET (PID #365676)</b> <b>APPLICANT: BOYD DRISCOLL</b>		 <b>CHARLOTTETOWN</b>
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 6</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. GIS Map B. Surveyed Site Plan C. Letters of Support	
<b>SITE INFORMATION:</b> <b>Context:</b> Apartment Dwelling on the corner of Kensington Road & Park Street <b>Ward No:</b> 2 – Belvedere <b>Existing Land Use:</b> Legal Non-Conforming 3-Unit Apartment Dwelling <b>Official Plan:</b> Low Density Residential <b>Zoning:</b> Low Density Residential (R-2) Zone		
<b>PREVIOUS APPLICATIONS:</b> A Zoning Inquiry was completed on March 8, 2019. A Complaint Form was submitted on June 5, 2020.		

### **RECOMMENDATION:**

The Planning & Heritage Department encourages Planning Board to recommend to Council to reject the request to:

- Amend Appendix 'G' of the Zoning & Development By-law in order to rezone the property located at 40-42 Kensington Road / 3 Park Street (PID #365676) from the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone;
- Amend Appendix 'A' of the Official Plan by changing the land use designation from Low Density Residential to Medium Density Residential;
- Obtain a major variance to reduce the required lot frontage for an apartment dwelling on a corner lot in the Medium Density Residential (R-3) Zone from 98.4 ft to approximately 53.87 ft.

**BACKGROUND:*****Request***

The applicant, Boyd Driscoll, has submitted applications to:

1. Rezone the property located at 40-42 Kensington Road / 3 Park Street (PID #365676) from the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone; and
2. Variance to the lot frontage requirement from 98.40 ft to 53.87 ft.

The purpose of the rezoning and variance is to convert the existing three (3) unit apartment dwelling into a four (4) unit apartment dwelling.

***Development Context***

The subject property located at 40-42 Kensington Road / 3 Park Street (PID #365676) is located on the corner of Kensington Road and Park Street in the Low Density Residential (R-2) Zone.

The subject property is located adjacent to the Eastlink Centre and near an apartment complex containing three (3) buildings with 105 total units. The remaining nearby properties along Kensington Road, Park Street and Belmont Street are located in the R-2 Zone.

***Property History***

A Zoning Inquiry was completed on March 8, 2019 which stated that:

*The property is located in the Low Density Residential (R-2) Zone. We have one building permit record no. 1995 for this property that converted the single dwelling unit into two (2) dwelling units. A three (3) unit dwelling is not permitted in the R-2 Zone.*

*On March 6, 2019, the Planning & Heritage Department received a statutory declaration signed by Adelle Hussey dated March 6, 2019 stating that as the owner of the property from 1967 to 2002 and living there until 2008 has indicated that the dwelling on the property was used as a triplex. This office relies on the Zoning & Development Bylaw adopted August 25, 1999 as the date that all properties must conform to the relevant provisions of this Bylaw. Since the long term property owner has provided documentation that the non-conforming building existed prior to August 25, 1999, this office will accept this evidence and deem the*

*three (3) unit triplex building as legal non-conforming unless new information is provided to the contrary. Please be advised that recognition of the legal non-conforming use of this property does not relate to any outstanding building or fire code regulations.*

The Planning & Heritage Department received a complaint form on June 5, 2020 which stated that work was being done to the exterior of the building without a permit and potentially additional units were being added. The Building Inspector visited the property on June 8, 2020 and confirmed that a two (2) electrical meters were added, new deck & stairs and numerous new entrance doors.

A letter describing the violations was sent to the property owner on June 9, 2020. The applicant, Boyd Driscoll, submitted a Building & Development Permit Application on June 17, 2020, a Rezoning Application on June 15, 2020 and a Variance Application on June 18, 2020.

#### **LEGISLATIVE REQUIREMENTS:**

##### ***Notification***

On August 10, 2020, Council passed the following resolution:

*That the request to:*

- *Amend Appendix "A" the Official Plan Map from the Low Density Residential designation to the Medium Density Residential designation; and*
- *Amend Appendix "G" of the Zoning & Development By-law from the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone,*

*in order to rezone the property located at 40-42 Kensington Road / 3 Park Street (PID #365676) to permit a four (4) unit apartment building, be approved to proceed to public consultation.*

As per Section 3.10.4 of the Zoning & Development By-law, written notice was sent to all affected property owners within 100m of the subject property on August 12, 2020. The letter informed them of the rezoning application and the upcoming public meeting. The letter then explained that comments for or against the proposed rezoning must be submitted prior to 12:00 p.m. (noon) on Thursday, August 27, 2020.

In addition, staff published a notice in two issues of The Guardian on August 15, 2020 & August 22, 2020 and posted a copy of the notice on the subject property.

***Public Feedback***

Of the 52 letters sent to affected property owners, the Planning & Heritage Department did not receive any letters in response. That being said, the applicants submitted 15 letters of support after canvassing the neighbourhood.

A public meeting of Council was also held on August 26, 2020 at 5:30 p.m. at the Rodd Royalty, 14 Capital Drive. No residents spoke to the application at the public meeting.

**ANALYSIS:**

The subject property is a legal non-conforming three (3) unit apartment dwelling meaning that the Low Density Residential (R-2) Zone typically allows two (2) unit dwellings to be constructed; however, in light of the fact that the property contained three (3) residential dwelling units prior to the effective date of the Zoning & Development By-law, it is permitted to remain.

The applicant is not only applying to make the third residential dwelling unit a conforming use (no longer a legal non-conforming use) he is also looking to add a fourth residential dwelling unit on the property. In order to do so, the property would have to be rezoned to the Medium Density Residential (R-3) Zone. Should the property be successfully rezoned to R-3, an apartment building in the R-3 Zone on a corner lot requires 98.4 ft of lot frontage and 1,507 sq ft of lot area per unit. The subject property has sufficient lot area for a four (4) apartment dwelling in the R-3 Zone but has insufficient lot frontage. The subject property has 53.87 ft of lot frontage; therefore, requiring a major variance.

It is very difficult for staff to review an application of this nature when the property owner has unilaterally decided to add additional dwelling units without seeking the proper approvals. Attempting to resolve this situation by variance & rezoning after the fact sends a message to the community that if you ignore the rules and regulations of the Zoning & Development By-law by operating without a permit, that you can later resolve this problem through the variance & rezoning process. Residents expect staff to ensure that the rules and regulations of the By-law are adhered to. In this case, the property owner is requesting that staff support an application where they did not adhere to the By-law. These applications are much easier to review when the

application is presented to the public prior to proceeding to implement the requested change in use. Approving these applications after the fact erodes the confidence of the public about the planning process.

On balance, when considering the variance in question, key points from the Official Plan to be considered include:

*Section 3.1.2 - Our **policy** shall be to allow moderately higher densities in neighbourhoods ... and to make provision for multiple-family dwellings in the downtown core, and multiple-family dwellings in suburban centres and around these centres provided it is development at a density that will not adversely affect existing low density housing.*

*Section 3.1.2 - Our **policy** shall be to use existing underground services to its fullest practical capacity before public funds are used to extend new water and wastewater lines into areas that are essentially undeveloped.*

*Section 3.3.1 - Our **objective** is to encourage development in fully serviced areas of the City, to promote settlement and neighbourhood policies as mechanisms for directing the location of new housing, and to encourage new residential development near centres of employment.*

*Section 3.3.1 - Our **policy** shall be to provide medium density housing styles to meet future housing needs.*

The proposed rezoning and variance would allow additional density near centres of employment while utilizing the existing underground services. The work to expand the number of residential dwelling units can be done through interior renovations (other than the proposed deck and stairs) and does not require an addition to the building.

When dealing with legal non-conforming uses, planning rationale dictates that the long term direction of the property should slowly gravitate back to those uses that legally conform in the zone. In this situation, the legal non-conforming three (3) unit apartment dwelling exceeds what is permitted in the By-law and rezoning the property would further expand the number of residential dwelling units on the property.

Below is a quick summary of the subject application's positive attributes, neutral attributes, and shortcomings:

Positives	Neutral	Shortcomings
<ul style="list-style-type: none"><li>▪ Moderately higher density using existing underground services.</li><li>▪ Additional density without adversely affecting existing low density housing.</li><li>▪ Additional density near centres of employment.</li></ul>	<ul style="list-style-type: none"><li>▪ Work was done prior to obtaining a permit.</li><li>▪ The property is already a legal non-conforming use in the R-2 Zone.</li></ul>	<ul style="list-style-type: none"><li>▪ The property requires a spot rezoning and Official Plan amendment to allow the additional dwelling units.</li><li>▪ The property does not have sufficient lot frontage for the proposed use.</li></ul>

**CONCLUSION:**

The Planning & Heritage Department recommends that the rezoning and variance application be rejected.

**PRESENTER:**

Greg Morrison, MCIP  
Planner II

**MANAGER:**

Alex Forbes, FCIP, MBA  
Manager of Planning & Heritage

# Attachment A



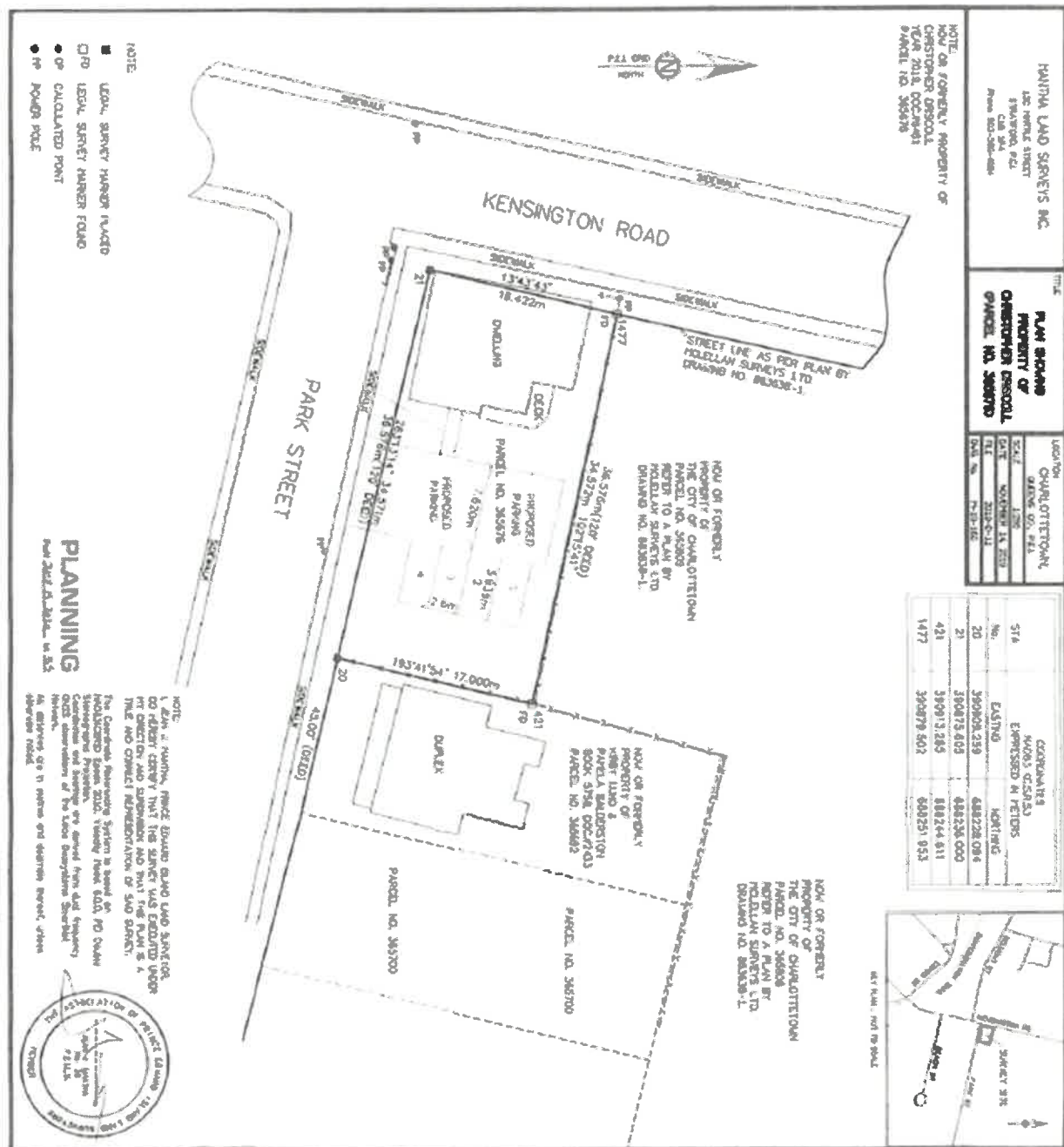
**Attachment A: GIS Map**  
**File: PLAN-2020-8-September-**  
**40-42 Kensington Road / 3 Park Street**  
**Applicant: Boyd Driscoll**

  
**CHARLOTTETOWN**  
Planning & Heritage  
Department





## Attachment B



**Attachment B: Surveyed Site Plan**  
**File: PLAN-2020-8-September-**  
**40-42 Kensington Road / 3 Park Street**  
**Applicant: Boyd Driscoll**



## ATTACHMENT C

Letters Received in support of  
40-42 Kensington Road application

**PLANNING**

Rec'd AUG. 24, 2020 Int efe  
- all attachment -

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date: Aug 23 / 2020

Address: 4 BELMONT ST.

Print Name: MAURICE MCCABE

Signature: Maurice McCabe

902 394 6553

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date: 2020 Aug 20

Address: 36 Kensington Rd

Print Name: Hung Manh On

Signature: 

PHONE # 902-393-5268

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

August 21, 2020

Address:

17 Park St. Ch'town PE C1A5G6

Print Name:

Crystal Bysterreidt

Signature:

Crystal Bysterreidt

Phone #

902-940-7122

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

Aug 20/20

Address:

11 Park Street

Print Name:

John (Jack) Arsenault

Signature:

John Jack Arsenault

Phone #

902 894-3343

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

20<sup>th</sup> Aug 2020

Address:

27 Kensington Rd. C0ASH6

Print Name:

Ben Aitken

Signature:

Ben Aitken

Phone # 902 846 0988

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

Aug 20/20

Address:

25 Kensington Rd

Print Name:

Douglas Hyslop

Signature:

[Handwritten Signature]

PHONE #

902 - 393-4443



Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

aug 20

Address:

24 PARK ST.

Print Name:

Signature:

Chris Driscoll

PHONE #

902-892-2829

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

August 20/20

Address:

37 PARK ST.

Print Name:

KENNY GORMLEY

Signature:

Kenny Gormley

620-8401

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

Aug 20/20

Address:

32 Park St

Print Name:

Brent Mac Rae

Signature:

Brent Mac Rae

Phone # 902 213 7548

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date: Aug 20

Address: 30 Park St

Print Name: Korey Larkin

Signature: Korey Larkin

Phone # 902 620 9933

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

Aug 23/2020

Address:

5 Belmont St

Print Name:

John Bunley

Signature:

John Bunley

PHONE 902-894-5289

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date: AUG 20 / 20

Address: 33 PARK ST

Print Name: VONDER CAMPBELL

Signature: Vonder Campbell

PHONE # 902. 620-9927

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

Aug 20, 2020

Address:

29 Park Street

Print Name:

Dakar McInt

Signature:

D McInt

PHONE #

902 218 6478

Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date: 20 AUG 2020

Address: 19 PARK ST

Print Name: RANDY MAC DONALD

Signature: Randy Macdonald



Resident,

This letter is in support of the rezoning application for the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling by Chris Driscoll. The property is located at **40-42 Kensington Road and 3 Park Street in Charlottetown, PE** converting from a triplex to a quadplex.

It is in my belief that this application is not expected to have a negative impact on the adjacent properties located on either Kensington Road or Park Street.

By signing this document you are acknowledging that you are in ***favor and in support of this positive change*** that is in the process of rezoning.

Date:

Aug 20, 2020

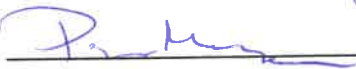
Address:

23 Park St.


Print Name:

Pam McKellop

Signature:



902 629 5049



# CHARLOTTETOWN NOTICE OF PUBLIC MEETING

Charlottetown City Council will hold a Public Meeting to hear comments on the following:

**40-42 Kensington Road / 3 Park Street (PID #365676)**

This is a request to rezone the subject property from the Low Density Residential (R-2) Zone to the Medium Density Residential (R-3) Zone in order to convert the existing legal non-conforming three (3) unit dwelling into a four (4) unit dwelling.


Phase 4 of the Renew PEI Together plan released by the Province of PEI outlines that up to 50 people can gather indoors beginning June 26. Those who wish to attend the public meeting in person may do so. Everyone attending in person is asked to adhere to the guidelines set by the Chief Public Health Officer, details of which are available online at [www.princeedwardisland.ca/renewPEI](http://www.princeedwardisland.ca/renewPEI)

Those who are unable or uncomfortable attending in person can participate in the public meeting via videoconference or teleconference, utilizing Webex or connecting by phone. Anyone who wants to observe the meeting without commenting can watch it at [www.charlottetown.ca/video](http://www.charlottetown.ca/video)

Residents who are interested in participating at the public meeting are encouraged to contact the Planning & Heritage Department by email at [planning@charlottetown.ca](mailto:planning@charlottetown.ca) or call 902-629-4158 on or before 4:00 p.m. on Friday, August 21, 2020 to provide their contact details (name, phone number and/or email address). Business hours are between 8:00 AM – 4:00 PM, Monday – Friday. Staff will contact interested participants no later 12:00 p.m. on Tuesday, August 25, 2020 with details on how to participate in the meeting.

Anyone wishing to view the proposed amendments can visit the City's website at [www.charlottetown.ca](http://www.charlottetown.ca) and find the Meeting Packages under the Mayor and Council section. As comments are received and meeting minutes are compiled, the package will be updated with additional information leading up to the public meeting. As the City encourages written submission, please forward any written comments to the Planning & Heritage Department at P.O. Box 98, 199 Queen Street, Charlottetown, PE, C1A 7K2 on or before 12:00pm on Thursday, August 27, 2020. Comments may also be emailed to [planning@charlottetown.ca](mailto:planning@charlottetown.ca). Any responses received will become part of the public record.

**The Public Meeting will be held on:  
WEDNESDAY, AUGUST 26, 2020 AT 5:30 P.M.  
THIS APPLICATION IS SCHEDULED FOR PRESENTATION AT 5:30 P.M.  
COURTYARD, THE RODD ROYALTY  
14 CAPITAL DRIVE**

<b>TITLE:</b> <p style="text-align: center;"> <b>CDA AMENDMENT</b>  <b>FILE: PLAN-2020-09-SEPTEMBER-6B-5</b>  <b>LOT 5 TOWERS ROAD</b>  <b>OWNER: Dimac Holdings</b> </p>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 6</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. GIS Map	
<b>SITE INFORMATION:</b> <b>Context:</b> Comprehensive Development Area Zoned Land <b>Ward No:</b> 8 – Highfield <b>Existing Land Use:</b> apartment building under construction <b>Official Plan:</b> Concept Plan Area <b>Zoning:</b> (CDA) Comprehensive Development Area		

**RECOMMENDATION:**

Staff recommends for Planning Board to recommend to Council to approve the request to amend the Development Concept Plan and Development Agreement pertaining to Lot 2014-6 (only) PID# 1076702.

**BACKGROUND:**

***Request***

This is an application to amend an existing development concept plan and development agreement under Section 41, Comprehensive Development Area Zone (CDA) of the Zoning and Development Bylaw.

Section 41.2.5 of the Zoning and Development Bylaw requires that amendments to a Development Concept Plan be approved by Council. The amendment/approval process must be treated as if it were an amendment to the Zoning and Development Bylaw and therefore requires notification of property owners within 100 meters of the subject property, posting of the proposed bylaw amendment and a public meeting. The Bylaw also requires that the working site plan and buildings also be approved on the recommendation of Planning Board. The developer is also submitting the building floor plans for the requested additional units for review and approval at this time.

***Development Context***

The property in question is Lot 2014-5 consisting of 82,828.3 sq. ft. This lot is part of the original 15 acre site. That comprises the approved Development Concept Plan. It is bound to the north by a former private road that leads to the Charlottetown Mall (Towers Road), to the east by Lot 2014-3 of the Development Concept Plan, to the south by land owned by the Board of Governors of St. Dunstan's and by open space land that forms part of the overall development concept plan to the west.

The original Development Agreement that outlined the terms of conditions of the Development Concept Plan was signed on August 15, 2013.

The approved uses and density for Lot 2014-5 at that time consisted of:

- One 60 unit apartment building.

The applicant has now applied to increase the density of the building from 60 to 62 units. The building contains underground parking Section 43.4 (*Underground Parking*) of the Bylaw allows a 20% increase in the number of units provided 75% of the parking is contained within the building. Given the building contains underground parking an additional 12 units could be permitted on site. The applicant has applied for an additional 2 units that will be available for rent to clients of the Canadian Mental Health Association (CMHA) who are on a fixed income and are trying to re-integrate back into society.

Staff would note that there is no density requirement for the CDA Zone. However, given that this is a CDA Zone and there is an approved Development Concept Plan and Development Agreement in place, both documents specifically list the number of buildings and units permitted on the site. Therefore, staff is not able to approve the density increase without following the process of an amendment to a development concept plan as stipulated in the Zoning and Development Bylaw. The applicant is therefore requesting her application be advanced to a public meeting.

**LEGISLATIVE REQUIREMENTS:*****Notification***

In accordance with Section 3.10 of the Zoning & Development By-law, on August 13, 2020 notice was sent to 10 (ten) property owners located within 100 meters of the subject property advising them of the proposed amendment to the comprehensive development plan. The letter advised them of the date, time and location of the public meeting. The letter

solicited their written comments for or against the proposed amendment request and stated the deadline to submit written comments on the application.

### ***Public Feedback***

In response to the City's notification letter there were no letters received.

The Public meeting was held on August 26, 2020 at the Rodd Royalty, 14 Capital Drive. At the public meeting Chis Jette, Architect for the developer stated the reason for the request. And stating that, "the applicant was approached by the Canadian Mental Health Association to rent two units as affordable housing. When Mr. Jette finished his presentation residents were invited to ask questions and make comments.

No residents spoke at the public meeting. Council inquired if there would be additional units converted from guest suits to similar units. Mr. Jette responded there would not. Please see the minutes of the public meeting for additional detail.

### **ANALYSIS:**

Charlottetown is experiencing a shortage of housing, especially housing for those with special needs. This area of Charlottetown (Sherwood) is an older established neighbourhood and is located within a walkable neighbourhood.

A range of housing for all sectors of society within a neighbourhood is good. This would provide safe affordable housing for at least two individuals. In addition the lot adjacent to this property was also approved for 28 affordable housing units. The Official Plan States, "*If Charlottetown is going to continue to grow as a healthy community, affordable housing for all segments of society must generally be available throughout the City.*"

*Given these circumstances, the strategic direction of the CHARLOTTETOWN PLAN is to:*

- apply the policies of new housing within the fully serviced areas of the City and within neighbourhoods;*
- encourage the provision of adequate housing for those residents with special needs; and*
- address the specific need to provide more affordable housing for seniors in neighbourhoods in which they prefer to live.*

The vacancy rate within the City is very low. Many residents are being forced to leave the City because of the lack of housing options and affordable housing. It has been very difficult to

acquire land within established neighbourhoods at reasonable prices where rents can be kept at affordable levels.

In planning practice when assessing locations that are appropriate for residential uses it is appropriate to locate residential dwellings in locations close to amenities, transit, parkland, schools and within walkable neighbourhoods. The proposed site is within walking distance to transit, parkland, shopping and amenities.

The Official Plan also supports mixed forms of housing within existing neighbourhoods to allow for housing choices. Housing choices within neighbourhoods are important as they provide housing variety for people at various stages of their lives. An addition of 2 affordable units within this neighbourhood would provide more housing options for residents with specific needs and at various income levels. Below are excerpts from sections of the Official Plan that supports moderately higher densities and housing choices.

*Section 3.2.2 - Our **objective** is to allow moderately higher densities and alternative forms of development in any new residential subdivisions which may be established, provided that this development is well planned overall, and harmonious with existing residential neighbourhoods.*

*Section 3.3.2 - Our **objective** is to enhance the range of housing available to residents who have special social, economic or physical needs*

*Section 3.3.2 - Our **policy** shall be to actively work with our partners to address the housing needs of seniors, to expand the range of affordable housing available to them, and to provide it in neighbourhoods preferred by them.*

<b>Positives</b>	<b>Neutral</b>	<b>Shortcomings</b>
<ul style="list-style-type: none"> <li>▪ The City is experiencing a demand for housing and the addition of 2 affordable housing units would provide more housing options within this neighbourhood.</li> <li>▪ The proposal is close to amenities such as shopping, parkland and public transit.</li> </ul>	<ul style="list-style-type: none"> <li>- Underground parking is located within the building therefore the density could be increased by an additional 12 units. The applicant is only requesting 2 units.</li> </ul>	<ul style="list-style-type: none"> <li>▪</li> </ul>


- |   |  |  |
|---|--|--|
| <ul style="list-style-type: none"><li>▪ <i>The property is in an area that is fully serviced with municipal services.</i></li><li>▪ <i>The proposal is located within a walkable neighbourhood.</i></li></ul> |  |  |
|---|--|--|

**CONCLUSION:**

From a planning perspective a variety of housing choices that addresses various needs and income levels is important within a neighbourhood. It allows people to locate safe and affordable housing within desirable neighbourhoods where it is easy to access various amenities. In addition, density and housing variety is sustainable, as it allows for better use of services that are already available (see Section 3.10 of the Official Plan); it decreases urban sprawl which is an outcome of approval of single family subdivisions. Staff is therefore recommending that the application to amend the Development Concept Plan and Development Agreement pertaining to Lot 2014-5 (only) PID # (1076702) be approved.

**PRESENTER:**

Laurel Palmer Thompson, MCIP  
Planner II

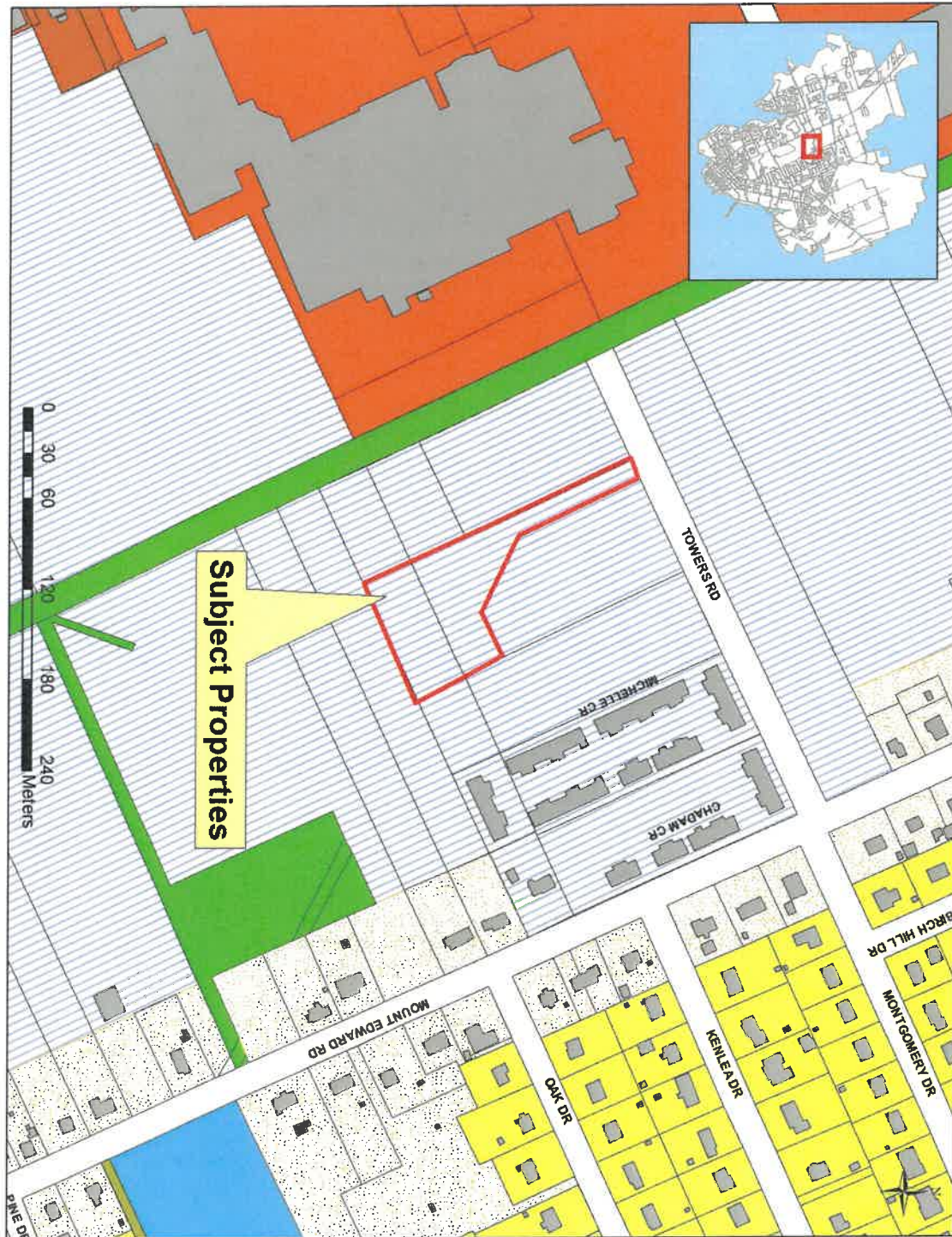
**MANAGER:**

Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage






GIS Map:





<b>TITLE:</b> <b>REQUEST FOR PUBLIC CONSULTATION FOR A DEVELOPMENT</b> <b>CONCEPT PLAN AND REZONING,</b> <b>FILE: PLAN-2020-08-SEPTEMBER - 08-6</b> <b>PROPERTY NORTH OF TOWERS ROAD</b> <b>OWNER: G. Stewart MacKay Real Estate Ltd.</b> <b>APPLICANT: APM COMMERCIAL</b>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 17</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> GIS Map, Preliminary Survey Drawing, Concept Site Plan, Building Concepts, letters from property owners.	
<b>SITE INFORMATION:</b> <b>Context:</b> Comprehensive Development Area Zoned Land <b>Ward No:</b> 8 – Highfield <b>Existing Land Use:</b> vacant <b>Official Plan:</b> Comprehensive Planning Area and Low Density Residential <b>Zoning:</b> (CDA) Comprehensive Development Area and R-2 Low Density Residential		

### **RECOMMENDATION:**

Staff encourages Planning Board to recommend to amend Appendix “B” of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses); a request to amend Appendix “A” the Official Plan Map from Low Density Residential to Concept Plan Area; and to amend Appendix “G” of the Zoning & Development Bylaw to rezone a portion of PID # 390559 and PID #390542 from Low Density Residential(R-2S) to Comprehensive Development Area (CDA) to facilitate a mixed use development) subject to the signing of a development agreement. the signing of a roads and services agreement for the portion of public road to connect this development to Spencer Drive and that the future public road corridor as shown on the proposed development concept plan be deeded to the City.

### **BACKGROUND:**

#### ***Request***

This is an application in accordance with Section 41 of the Zoning & Development Bylaw, to amend Appendix “B” of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses) in order to develop land as a mixed use residential

neighbourhood consisting of townhouses, apartment dwellings and a commercial health care facility along Mount Edward Road.

Section 41.2.5, Comprehensive Development Area Zone (CDA) of the Zoning and Development Bylaw requires that Council approve the Development Concept Plan for the site prior to the approval of new buildings or uses occurring on the site. The approval process must be treated as if it were an amendment to the Zoning and Development Bylaw and therefore requires notification of property owners within 100 meters of the subject property, posting of the proposed bylaw amendment and a public meeting. The CDA Zone allows Council to approve any uses or mix of uses allowed in any zone of the Zoning and Development Bylaw including innovative mixed-use developments subject to a development concept plan and development agreement.

In addition to the comprehensive development plan approval process the applicant is also requesting to rezone a portion of PID # 390559 and PID #390542 from R-2S (Low Density Residential) to CDA (Comprehensive Development Area). The rezoning process will run simultaneous with the comprehensive development plan approval process as these properties will form part of the overall development concept plan for this area.

### ***Development Context***

The properties in question are PID# 390534, PID#390559 and PID#390542. The total acreage for the properties is 14.78 acres. They are bound to the north by CDA zoned property and R-2S zoned land, to the east by Mount Edward Road, to the south by a former private road that leads to the Charlottetown Mall (Towers Road) and to the west by the Confederation Trail and C-3 (Shopping Centre Commercial) zoned land containing a number of commercial box stores and the Charlottetown Mall.

The development concept plan that has been submitted by the applicant contains a mix of buildings with varying density and uses. The plan includes:

- 1 four story apartment building containing 60 affordable housing units.
- 2 five story apartment buildings containing 88 market units.
- 1 five story apartment building containing 78 market units.
- 7 town house buildings containing a total of 36 dwelling units.
- 1 commercial health care facility.

Parking for the development will be surface parking and underground parking.

Staff would note that there is no minimum lot area requirement for density in the CDA Zone. All density is approved by way of a development concept plan and a development agreement.

**LEGISLATIVE REQUIREMENTS:**

***Notification***

In accordance with Section 3.10 of the Zoning & Development By-law, on August 13, 2020 notice was sent to 34 (thirty four) property owners located within 100 meters of the subject property advising them of the proposed comprehensive development plan and the request to rezone. The letter advised them of the date, time and location of the public meeting. The letter solicited their written comments for or against the proposed rezoning request and stated the deadline to submit written comments on the application.

***Public Feedback***

In response to the City's notification letter there were 42 (forty two) letters received in support and 6 (six) letters received in opposition. See attached letters.

The Public meeting was held on August 26, 2020 at the Rodd Royalty, 14 Capital Drive. At the public meeting Tim Banks, the developer for the project presented the details of the application including parking, conceptual building design, building materials, density, site design and road layout. When Mr. Banks finished his presentation residents were invited to ask questions and make comments.

Several residents spoke at the public meeting (see minutes from the public meeting for detailed comments. Overall, there were some concerns raised and positive comments.

Concerns identified:

- Concerns regarding the volume of traffic on Towers Road. Some residents felt that traffic has increased significantly since the Mount and Sherwood Greens development. They felt this would intensify the issue.
- Questions about the affordable housing component and why the affordable units were not mixed in market buildings but contained in separate buildings.
- Concerns that there currently is no sidewalk along Towers Road and that one needs to be constructed.
- Concerns that our water and sewer systems will be overstressed and not able to handle this much density.
- Questions about the amount of parking on site.
- Concerns about one of the access roads crossing the Confederation Trail.

- Questions about what the priority is for affordable units. When will they be built?

Comments in support:

- The project will turn a vacant underused space into a nice development.

- An adjacent neighbor indicated that she is in support of the proposal and currently has no problem accessing her property from Mount Edward Road.

### **ANALYSIS:**

This area of the City surrounding the Charlottetown Mall and along Mount Edward Road has experienced significant growth in the past 10 years with the area behind the Charlottetown Mall developing into the Sherwood Greens Development. In addition, there has been significant pressure in the past two years for development on this tract of land which runs behind Mount Edward Road and stretches north of Tower's Road to the Arterial Highway. The subject properties are included within this tract of land. Many of the development proposals received for this area proposed single lane driveway accesses to Mount Edward Road. It was identified early in the process that multiple driveway accesses to individual developments could pose a safety issue relating to access onto Mount Edward Road. In addition these types of long driveways, some stretching over 1000 ft in length were not ideal and posed concerns for emergency vehicles to reach buildings. Therefore, early in the process it was determined by City staff that a traffic master plan would need to be initiated to determine the most appropriate locations to provide access to this area, to determine locations for internal roads and the feasibility of extending adjoining roads such as Spencer Drive through this tract of land. The City's traffic master plan is currently being carried out and a final report is expected in 4-6 weeks.

In addition to the City's traffic master plan the applicant also commissioned a traffic study at the City's request for his development proposal. The applicant's traffic consultant identified that *"all the development's driveways are projected to operate with excellent to good LOS A to C. No operational issues are projected. However, it is noted that the driveways for the townhomes and the community health centre are in proximity to the signalized intersection at Mt. Edward Road/Towers Road/Montgomery Drive and may be impacted by vehicle queues during peak hours."* The applicant's traffic report also identified, *"that with the development in place future conditions (2025) the study area intersections are projected to have increases in vehicle delays, and some may experience poor levels-of-service (LOS F)."* Within the report the traffic consultant summarized the issues that potentially could happen at each intersection and identified proposed improvements to mitigate these issues.

The applicant's traffic report was also circulated for review to the Manager of Public Works and after receiving a draft of the City's traffic master plan he stated, *"that from a Public Works standpoint, APM's project can move ahead, conditional that the final master traffic plan being prepared for the City confirms that a north/south connector through APM's property is not*

*required over this portion of property.”* He has confirmed that he expects to have this traffic report in the next 4-6 weeks. However, originally the Manager of Public Works stated that, *“The major concern is driveway access to the City ROW. It is recommended that the proposed site plan be modified so that there are only 2 driveways in and out of the property: 1 located approx. midway on Tower’s Rd and 1 located approx. midway on the future Spencer Dr extension road. This will help with future traffic concerns. Any access to Mt Edward Rd. would not be recommended from this development other than the one driveway access to the health centre.”* However, since Public Works original review the Fire Department has also reviewed this plan and has indicated that, *“a second means of access for both Phase 1 and 2 of the development would be required to meet their code”*. Therefore, the cul-de-sacs may have to be connected and the green space removed so that there is a horseshoe loop around the town house development. Public Works has since agreed to this. In addition, along the north boundary of this proposed development the concept plan shows a corridor of land that is reserved for a future public road connector to Spencer Drive. It is imperative that the developer develop the connector from Spencer Drive to the proposed development to public road standards and this portion and the balance of this corridor of land be deeded to the City if the development concept plan is approved. This road corridor must be deeded at no cost to the City at the time the Development Agreement is executed. The developer will also be required to enter into a Roads and Services Agreement with the City for the portion of the road that is to be developed to public standards.

This development proposal has also raised concerns with some residents regarding setbacks to the Confederation Trail and effects of stormwater runoff on watersheds. Section 6.7.1 of the Zoning and Development Bylaw states, *“Where any Development is constructed on land that abuts the Confederation Trail, the Setback distance for a Building or Structure shall be 8.0 m (26 ft) from the Lot Line of the Confederation Trail.”* In addition to this setback the developer has also incorporated a treed buffer along the property boundary adjacent to the Confederation Trail. This will be a requirement of the Development Agreement. In regards to the concerns surrounding stormwater management an engineered stormwater management plan will be required prior to any development approvals. Staff will also consult with the Provincial Department of Environment to ensure this plan addresses any provincial requirements for watersheds and stormwater management.

There were various sections of the Official Plan that were considered by staff in deliberation of this application. This area of Sherwood was identified as one of the key re-urbanization areas in the City when the Official Plan was originally adopted following amalgamation in 1999. Section 3.6 of the Official Plan states,

### **3.6 Concept Plans**

#### **Starting Point**

*There are within the new municipality several key re-urbanization areas which need to be strategically positioned so as to help shape and direct future urban growth and development in Charlottetown. Collectively, these sites offer the potential to:*

- *accommodate future residential, commercial, industrial, and recreational growth;*
- *provide commercial and high technology employment clusters;*
- *protect and enhance strategic open space and viewscape characteristics; and*
- *contribute to efficient modes of transportation.*

*These re-urbanization areas are critical not only to the form and substance of Charlottetown's urban future, but also to its image and identity. Although not specifically mentioned in the Report of the Boylan Commission, these sites embrace many of the characteristics the Commission identified as essential to developing a "farsighted approach to what the City may be not just in the 21st century but also into the 22nd century."*

*To enable them to achieve this full potential, each of these re-urbanization areas requires a concept plan prior to being developed. The City's site development principles will form the basis for concept plans for lands within the Comprehensive Development Area zoning classification. Initial development concepts for each site have been identified through the research and consultation which took place as part of this planning process. These impressions are incorporated within the following summaries of each key re-urbanization area.*

#### *Charlottetown Mall - Area*

*The Charlottetown Mall currently is the largest shopping centre in Prince Edward Island, and along with Canadian Tire, Sobeys and now Wal-Mart, is a significant commercial area. These factors, combined with its direct proximity to the City's major arterial routes, have led to the designation of this major retail area as the City's major suburban centre.*

*As residential development in the neighbourhoods of Sherwood, West Royalty, and Winsloe continues, there will be a requirement for expanded commercial services and institutional facilities to sustain these communities. As a designated suburban centre, higher density residential development may become established here. A concept plan for this area should introduce an appropriate mix of commercial, residential, and institutional uses; detail the potential re-alignment of the Peter Pan intersection into a 'T' intersection designed for efficiency,*

*and a street extension of the current Trans Canada Highway across to Mt. Edward Road; and preserve connections to the open space corridor, the spine of which is formed by the Routes to Nature and Health trail.*

The Official Plan identifies the need for a mix of housing typologies to support commercial services that were anticipated in the Official Plan to develop in this area of Sherwood. In addition with the increase in immigration that the City is currently experiencing and the City's aging population Charlottetown is experiencing a shortage of housing, especially housing for those with special needs. This area of Charlottetown (Sherwood) is an older established neighbourhood and is located within a walkable neighbourhood near amenities and services. The developer has proposed a mix of affordable units and market priced units within this development to accommodate various income levels.

A range of housing for all sectors of society within a neighbourhood is good. This would provide 60 units of safe affordable housing with the balance being market priced.

The Official Plan States, *"If Charlottetown is going to continue to grow as a healthy community, affordable housing for all segments of society must generally be available throughout the City."*

*Given these circumstances, the strategic direction of the CHARLOTTETOWN PLAN is to:*

- apply the policies of new housing within the fully serviced areas of the City and within neighbourhoods;*
- encourage the provision of adequate housing for those residents with special needs; and*
- address the specific need to provide more affordable housing for seniors in neighbourhoods in which they prefer to live.*

The vacancy rate within the City is very low. Many residents are being forced to leave the City because of the lack of housing options and affordable housing. It has been very difficult to acquire land within established neighbourhoods at reasonable prices where rents can be kept at affordable levels.

In planning practice when assessing locations that are appropriate for residential uses it is appropriate to locate residential dwellings in locations close to amenities, transit, parkland, schools and within walkable neighbourhoods. The proposed site is within walking distance to transit, parkland, shopping and amenities.

The Official Plan also supports mixed forms of housing within existing neighbourhoods to allow for housing choices. Housing choices within neighbourhoods are important as they provide housing variety for people at various stages of their lives. An addition of 60 affordable units within this neighbourhood would provide more housing options for residents with specific needs and at various income levels. Below are excerpts from sections of the Official Plan that supports moderately higher densities and housing choices.

*Section 3.2.2 - Our **objective** is to allow moderately higher densities and alternative forms of development in any new residential subdivisions which may be established, provided that this development is well planned overall, and harmonious with existing residential neighbourhoods.*

*Section 3.3.2 - Our **objective** is to enhance the range of housing available to residents who have special social, economic or physical needs*

*Section 3.3.2 - Our **policy** shall be to actively work with our partners to address the housing needs of seniors, to expand the range of affordable housing available to them, and to provide it in neighbourhoods preferred by them.*

Below is a brief summary of the positive, neutral attributes and shortcomings of the proposed development.

<b>Positives</b>	<b>Neutral</b>	<b>Shortcomings</b>
<ul style="list-style-type: none"> <li>▪ <i>The City is experiencing a demand for housing and the addition of 60 affordable housing units would provide more housing options within this neighbourhood.</i></li> <li>▪ <i>The proposal is close to amenities such as shopping, parkland and public transit.</i></li> <li>▪ <i>The property is in an area that is fully serviced with municipal services.</i></li> <li>▪ <i>The proposal is located within a walkable neighbourhood.</i></li> <li>▪ <i>This area was identified in the Official Plan as one of</i></li> </ul>		<ul style="list-style-type: none"> <li>▪ <i>-increased traffic from the development will more than likely require upgrades to various intersections surrounding the development.</i></li> <li>▪ <i>The proposed access from the development onto Mount Edward Road will become blocked as vehicles queue on Mount Edward Road. This may also cause traffic to stop on Mount Edward Road as vehicles attempt to make left hand turns to the health centre.</i></li> <li>▪ <i>Some of the internal roads</i></li> </ul>



<i>the key re-urbanization areas.</i>  ▪ <i>The development will provide additional tax base to the City.</i>		<i>proposed within the development may have to be reconfigured to provide better flow internally for emergency vehicles and traffic in general.</i>
---	--	---

**CONCLUSION:**

From a planning perspective a variety of housing choices that addresses various needs and income levels is important within a neighbourhood. It allows people to locate safe and affordable housing within desirable neighbourhoods where it is easy to access various amenities. In addition, density and housing variety is sustainable, as it allows for better use of services that are already available (see Section 3.10 of the Official Plan); it decreases urban sprawl which is an outcome of approval of single family subdivisions. Staff is therefore recommending that the application for a request to approve a Development Concept Plan and a request to rezone a portion of PID # 390559 and PID #390542 from R-2 (Low Density Residential) to CDA (Comprehensive Development Area) be approved subject to the signing of a development agreement, the signing of a roads and services agreement for the portion of public road to connect this development to Spencer Drive and that the future public road corridor as shown on the proposed development concept plan be deeded to the City.

**PRESENTER:**

Laurel Palmer Thompson, MCIP  
Planner II

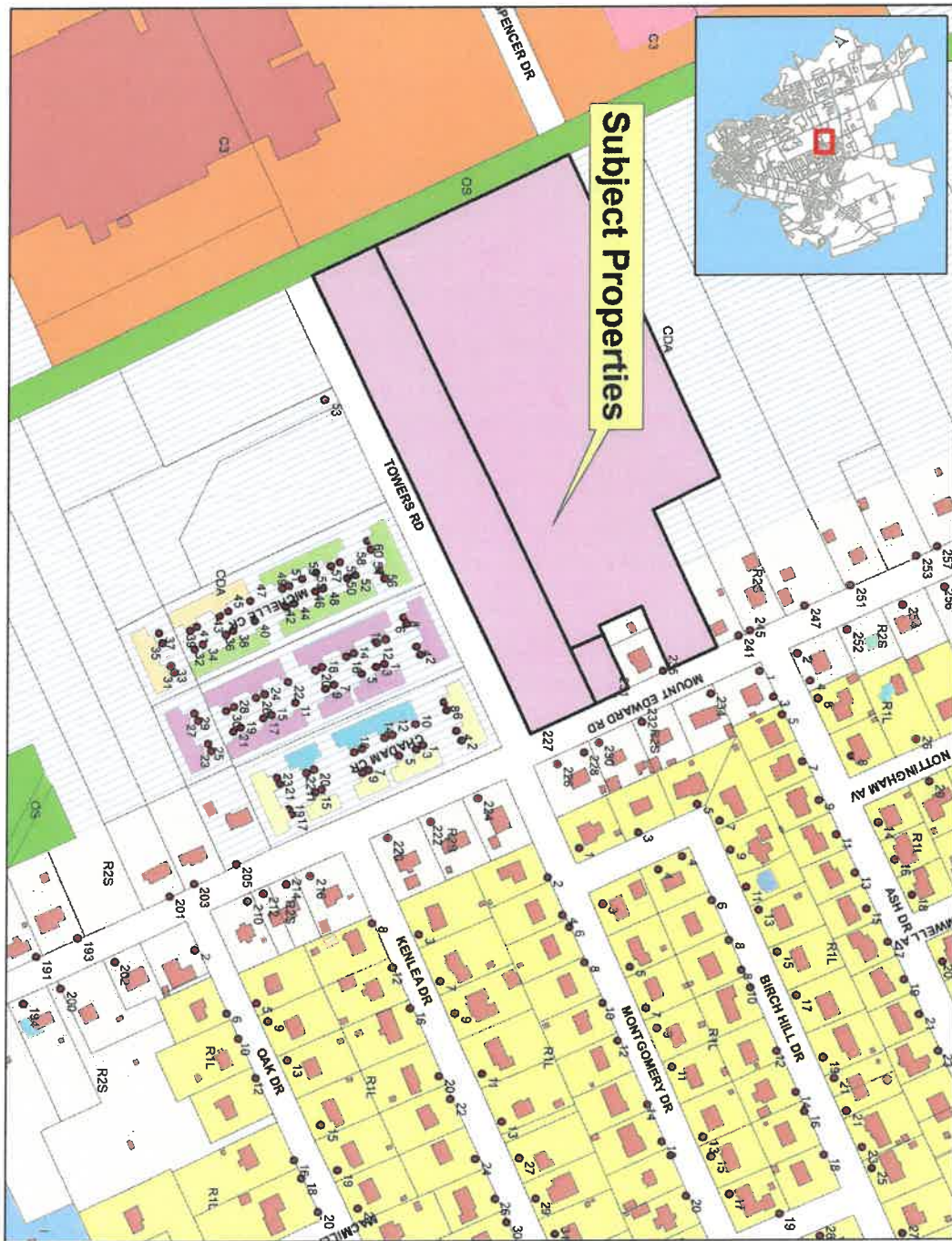


**MANAGER:**

Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage



GIS Map:



[illegible]

### Survey Drawing:





**Building Concepts Health Centre:**



**Building Concepts Town Homes:**



**Building Concepts Apartment Buildings:**



**Letters From Residents in Response to Mailout:**



August 18, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

To Whom It May Concern;

RE: Sherwood Crossing Development

We are writing this letter in support of "Sherwood Crossing" – APM MacLean's (in partnership with Killam Properties and RioCan Properties) proposed housing development at the corner of Towers Road and Mount Edward Road.

It is no secret that Charlottetown is suffering from a housing shortage. The plan put forward by APM represents an efficient use of space to increase density in a residential area that historically contains single family homes. The overall design-concept generally conforms with its built environment and is respectful of the existing neighbourhood with the inclusion of a green space buffer area. I feel the overall concept is strong, appropriate and provides an approachable scale that will provide much needed high-density housing in Charlottetown.

SableARC was also involved in a similar development on the opposite side of Towers Road. Townhouses exist at the Mount Edward Road side, respecting the height and scale of the adjacent single family homes, with higher density residential buildings graduating down the hill as you get closer to the large commercial zone. The proposed development suggests a similar strategy that was vetted by the public and agreed upon and approved by City planning just a few years ago.

If further information or review is required, please feel free to contact the undersigned.

Sincerely,



Robert Haggis, B.Arch, M.Des LEED® AP (BD&C)  
Principal Architect / Sustainable Design Consultant  
AAPEI, NSAA, AIBC, AANB, M.BA, NCARB, AIA, RAIC, CAGBC, USGBC

**PLANNING**  
Rec'd Aug 24, 2020 Int RS

	<b>M&amp;M Furniture Ltd.</b>	ph (902) 629-1222 fax (902) 628-1917 537 St. Peter's Road Charlottetown PE C1C 0M3
--	-------------------------------	---

Aug 23 2020

Attn:

Charlottetown Planning & Heritage Dept.

On behalf of myself and M&M Furniture I want to endorse the potential project to be constructed at Sherwood Crossings. This is the apartment complex and health center that is being proposed to you at the corner of Towers Road and Mount Edward Road. Not only will it allow more selection in housing for Islanders, it also will give us another well needed health center. Setting that aside, the building and outfitting of this project will put more money into our economy with all the trades people and businesses supplying goods that will be used. At this time our economy needs all the stimulus it can get. Another benefit will be the increase in property taxes that the province and city will benefit from for years to come. None of this can be made possible unless the project goes forward.

Franklin Macdonald



M&M Furniture

**PLANNING**

Rec'd AUG 24, 2020 Int RS

21 August 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

Dear Sir or Madam,

The purpose of this letter is to offer our support for the new proposed housing development at Sherwood Crossing near the corner of Towers Road and Mount Edward Road. Construction projects such as these provide not only much needed quality housing options for residents but also rigorous stimuli to the local Charlottetown economy with lasting trickle effect.

With continued pressure on the economy in eastern Canada due to Covid-19, safely managed development projects such as these are more important than ever.

Thank you for your consideration.

Sincerely,



Shawn Hartt  
President  
Envirotherm Insulators Ltd.

CC Charlottetown City Council

August 24, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

Reference: Corner of Towers Road and Mount Edward Road - Sherwood Crossing Development

Dear Charlottetown City Council:

On behalf of Atlantic Contractors, I am writing you in support of the proposed housing and health care development at the corner of Towers Road and Mount Edward Road, known as the Sherwood Crossing Development.

As a major contributor to the Maritimes' mechanical and electrical contracting needs, Atlantica Contractors understands the importance of a quality development and infrastructure to support our populations' current and future needs. With architecture, planning, engineering, construction management, construction trades, materials, equipment, etc., there is a significant number of businesses required to support such an endeavor. This development offers the necessary means to ensure meaningful employment and employment growth within the construction and supporting industries, and satisfies the growing needs of a thriving community.

Should you have any questions with this letter of support, please contact me directly at 902-476-7173.

Sincerely,



**Dave Carmichael**, PMP, CSC  
Chief Estimator, Atlantica.

T 902.468.2300 x.247 C 902.476.7173 F 902.468.3289  
atlanticacontractors.ca

## LETTER OF SUPPORT

**G.KATZEN**

**RedFox Flooring Warehouse**

**167 Minna Jane Drive**

**Charlottetown, C1E2L9**

**Dear Charlottetown Planning & Heritage Department**

**I am writing on behalf of RedFox Flooring Warehouse to show our support for the new proposed housing development at Sherwood Crossing in Partnership with Killam Properties and RioCan properties.**

**We strongly support this great opportunity as it will assist us in creating much needed sales, as well as us employing additional staff, to assist in managing and supplying material for this project. This would be supporting small business, as well as the continued construction growth of PEI.**

**We look forward to supporting this great new development and fantastic business opportunity.**

**Thanking you**

**Yours sincerely**

**Gary Katzen**

**RedFox Flooring Warehouse**

**PLANNING**

Rec'd AUG 24, 2020 Int RS



*Garg* Associates Limited  
Structural and Welding Consultants

**Lokesh Garg**, MSc., P.Eng.  
*President*

August 19, 2020

Charlottetown Planning & Heritage Department  
P. O. Box 98  
199 Queen Street  
Charlottetown, PEI  
C1A 7K2

**Ref: Proposed Housing Development  
Sherwood Crossing**

I would like to support strongly the above project to be approved by the City Council. We are in great need of good housing at great locations. At present there is big shortage of housing in PEI due to new people moving from all around the world to our beautiful Island to live and raise the family or to retire. This project will also add to the economy and good jobs to the construction trade and industry in General. Thanks very much.

Best Regards,

A handwritten signature in black ink, appearing to read 'Lokesh Garg', is written over a horizontal line.

Lokesh Garg, P.Eng

**PLANNING**  
Rec'd AUG 24, 2020 Int RS



August 20<sup>th</sup>, 2020

Charlottetown Planning & Heritage Department  
P.O Box 98  
199 Queen Street  
Charlottetown, PEI  
C1A 7K2

Re: Proposed Housing Development at Sherwood Crossing

To whom it may concern:

We are writing this letter to show our support for the proposed housing development at the corner of Towers Roads and Mount Edward Road, Sherwood Crossing. We feel that projects like this are not only extremely important to provide housing options for Island residents, but they are also crucial to the success of our Island economy. Our company employs almost 60 people Island wide, and without projects like these, our business and the jobs associated with it would have limited growth opportunities and may not survive.

Although we will always support Municipal and Provincial Governments in holding Developers accountable on their proposed projects, we believe that often unnecessary hurdles are placed in the Developers way. We are concerned that eventually these companies will find the process too time consuming, cumbersome and will decide to invest their dollars elsewhere. All three companies involved in this proposal have a proven track record of successful developments that are of great value to the community, the local economy, and the tax base. We know there needs to be a balance between new proposed business and the views of residents, but maybe that balance isn't always maintained as local business isn't as vocal as residents.

Please feel free to contact us directly with any questions, or to discuss further.

Sincerely,

Jamie Reid  
PEI Operations Manager  
Schurman Concrete  
Ph: 902-620-4573

**PLANNING**

Rec'd AUG 24, 2020 Int RS



Charlottetown Planning and Heritage Department  
PO Box 98  
199 Queen Street  
Charlottetown PE  
C1A 7K2

RE: Sherwood Crossing  
Corner of Towers road and MountEdward Road

Dear Planning Board Members,

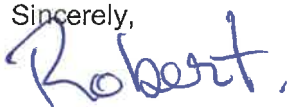
I am writing this letter in support of the new development proposed at the corner of Towers Road and Mount Edward Road. This development is a large residential project that will help with the current lack of housing in the Charlottetown area. It will house 314 apartments, 36 two storey homes and a health centre. It is proposed in a prime location, conveniently close to all amenities for the new residents that will occupy the units when completed.

This development proposed by APM Maclean Inc. in partnership with Killiam Properties and RioCAN Properties will put approximately \$60 million in the Charlottetown Economy. It will provide jobs in the sub trade and construction industries. The City of Charlottetown has been reporting the lowest residential vacancy rate in decades and the demand for housing continues to grow. I am in full support of attracting companies like APM to invest in your city and allow for the growth of new residential properties. I believe that the City of Charlottetown must continue to promote projects like this one to allow for continued development.

As the acting Mayor in Kinkora, too many times I see important projects like this stalled or cancelled with illegitimate concerns that most times are simply an opposition to change or the mentality of a few property owners who feel the project would not positively impact them. This has become known as the "Not in my backyard" philosophy. It is important for your committee to look beyond these types of appeals to concentrate on the bigger picture and the many positives such a project can offer by providing jobs, boosting the economy and improving the affordable housing crisis in your city.

Inclosing, I would like to extend my full support to the APM MacLean Group for the proposed project and thank them for their continued commitment to growth and development in the City of Charlottetown.

Sincerely,



Robert Duffy  
President Duffy Construction LTD

**PLANNING**  
Rec'd AUG 24, 2020 Int RS





*August 18, 2020*

*Charlottetown Planning & Heritage Department,*

*We are writing this letter in support of the Sherwood Crossing 14-acre proposed development going to Public Meeting on August 26<sup>th</sup>, 2020.*

*A development such as this will provide much needed support to our economy, benefiting the construction industry and current housing shortages affecting Islanders today.*

*It is a project that will help our city move forward and has our support.*

*Regards,*

Marc Collin, President

Clad-Tech Inc.  
275 Frenette Ave  
Moncton NB E1H 0E2

Phone: 506-204-8741  
Fax: 506-204-8769

**PLANNING**

Rec'd Aug 19, 2020 Int ES



ATLANTIC DOOR INC.  
345 BRACKLEY PT ROAD RTE 15  
BRACKLEY, PE  
C1E3C2  
[www.atlanticdoors.ca](http://www.atlanticdoors.ca)

Charlottetown Planning & Heritage Dept  
PO Box 98  
199 Queen Street  
Charlottetown PE  
C1A7K2

Dear Charlottetown City Council and Amber MacLauchlan,  
On behalf of Atlantic Doors Incorporated, please accept this letter of support for the ***Sherwood Crossing Project*** being proposed by APM, Killam Properties and RioCan Properties.

We are an Island owned and operated company that prides itself in helping provide quality service and employment opportunities to benefit our local Island community.

We feel a project like this aligns with what we like to see happening in PEI and feel it will provide a necessary boost to our economy, and more living options for Islanders when housing is so needed.

Please feel free to contact us at [info@atlanticdoors.ca](mailto:info@atlanticdoors.ca) if you require any other information

Sincerely

Ayham Daas  
Bernie Dykerman  
Mark Linzel

17/08/2020

**PLANNING**

Rec'd Aug 19, 2020 Int RS

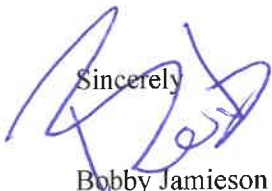
**Jamieson Electric & Refrigeration Ltd.**  
**530 Suffolk Road, Rte. 222,**  
**Dunstaffnage, PE**  
**C1C 0P6**  
**902-629-1449**

Date: August 18, 2020

Charlottetown Planning & Heritage Department  
PO Box 98  
119 Queen St,  
Charlottetown, PE  
C1A 7K2

I wish to express our support for the Sherwood Crossing Project.  
With the current economic forecast of possible recession, all projects that provide employment at higher than minimum wage and will potentially relieve the current stresses placed on housing in our province are in our opinion to be encouraged.  
Only if we are able and willing to work together for the betterment of all will we weather this season of uncertainty and come out victorious.

Sincerely



Bobby Jamieson  
Owner  
Jamieson Electric and Refrigeration Ltd.  
530 Suffolk Rd, Rte. 222  
Dunstaffnage, PE  
C1C 0P6



Arsenault Bros. Construction Ltd.  
75 W.B. MacPhail Drive  
Cornwall, PE C0A 1H5  
p. 902.892-7882  
f. 902.892.3084  
e. [info@arsenaultbros.com](mailto:info@arsenaultbros.com)

August 17, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

**Re: Sherwood Crossing (Development at Corner of Towers Road and Mount Edward Road)**

To Whom It May Concern,

Arsenault Bros. Construction fully supports the Sherwood Crossing development, and we feel that the proposal should move forward immediately without further delay. This project will help grow our economy, provide much needed housing, as well as provide valuable employment for countless islanders for years to come.

Please do not hesitate to contact me if you wish to discuss this further.

Best regards,

Lucas Arsenault  
Vice President  
Arsenault Bros. Construction Ltd.

**PLANNING**  
Rec'd Aug 19, 2020 Int RS



**BLAIR LAPIERRE INC.**

293 Allen Street  
Charlottetown, P.E.I. C1A 2W1

Charlottetown Planning & Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

Cc Charlottetown City Council

August 17<sup>th</sup>, 2020

Sir / Madam,

We are writing this letter in support of the proposed development of the 14-acre property at Sherwood Crossing.

Developments like this are needed to support the construction industry and to provide a mix of housing that will help to address current and future shortages. The medical Centre is also needed in this area.

Due to the current Global Pandemic, it is very important that Construction proceed safely, and the economy of the city continue to benefit from this sector.

Blair LaPierre Inc.

Per:

A blue ink signature of Glen Gardiner, written in a cursive style.

Glen Gardiner

**PLANNING**

Rec'd AUG 19, 2020 Int ES



**Bayside Group**

221 Water St.  
Summerside, PE  
C1N 0G2

**Phone:** 902-436-1300

**Mobile:** 902-888-7534

**Date:** Tuesday, August 18, 2020

**Subject:** Letter of support

**From:** Bayside Group

Charlottetown Planning & Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

To Whom it may concern

We want to provide our support for the development at Sherwood Crossing.

Islanders (and Islander wannabees) need housing options and services. At a time when PEI has an opportunity to grow, we need to meet demand with quality developments.

Killam Properties and their team have been providing housing solutions for over a generation in Charlottetown and throughout Atlantic Canada.

Our economy will rebound with vision, jobs, material, and people.

May God bless our Island and those who continue to invest in our economy.

Thanks,  
Peter Brown

A handwritten signature in black ink, appearing to be "Peter Brown", written over a horizontal line.

**PLANNING**

Rec'd AUG 19, 2020 Int RS



106 Kensington Road  
Charlottetown PEI C1A 5J5  
Bus: (902) 566-1532  
Fax: (902) 368-2499  
Email: [admin@hansenelectric.ca](mailto:admin@hansenelectric.ca)  
Web: [www.hansenelectric.ca](http://www.hansenelectric.ca)

---

August 19<sup>th</sup>, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown PE C1A 7K2

**Re: Development Project: Sherwood Crossing  
(Corner of Towers Road & Mount Edward Road)**

We are writing to express our strong support for the new **Development Project:  
Sherwood Crossing (Corner of Towers Road & Mount Edward Road)**.

Hansen Electric Ltd. is an Island and family owned electrical company, who have been in business for over 45-years. Being in this business for so many years, we have seen the construction market improve and decline, and know that any new "Development" should be considered as an "asset". In this industry, you have "strike while iron is hot" and take projects, when the opportunity arises.

This major project proposes: 314 Apartments, (36) Two-Story Town Houses, and a Health Centre. Completing a project of this caliber would greatly improve Charlottetown's economy roughly by \$60.0 million dollars.

In conclusion, Hansen Electric Ltd., fully supports this new Development Project between APM and Killam Properties.

Best Regards,

**Thane Hansen – Project Estimator  
Hansen Electric Ltd.**

**PLANNING**  
Rec'd AUG. 19, 2020 Int RS

**Catàne, Ellen**

---

**From:** watertight@eastlink.ca  
**Sent:** Wednesday, August 19, 2020 10:23 AM  
**To:** Planning Department  
**Cc:** 'Amber MacLauchlan'  
**Subject:** Letter of Support for Proposed Rezoning of Sherwood Crossing  
**Attachments:** Letter\_of\_Support\_Rezone\_Sherwood\_Crossing.pdf

Dear Charlottetown City Council,

Please find attached our letter of support for the proposed rezoning of Sherwood Crossing. Please do not hesitate to contact us if you have any additional questions.

Sincerely,

Ray Peters  
Vice President  
Watertight Plumbing and Heating  
902-621-0667



# Watertight P&H Inc

PO Box 40

Winsloe, PE C1E 1Z2

Phone: 902-621-0667 Fax: 902-370-3190



Charlottetown Planning and Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

August 17, 2020

## **RE: Proposed 314 Apartment Development at Sherwood Crossing**

Dear Charlottetown City Council,

We are writing in connection with the above development application put forward by APM Maclean Inc in partnership with Killam Properties and RioCan Properties. Watertight Plumbing and Heating wishes to offer our support to the proposed development, for the reasons outlined below:

- 1) These types of multi-unit developments are vital to the success of our company. Watertight Plumbing and Heating employs 15-18 full time employees year-round in the construction industry. These types of developments offer us long term, stable work and often carry our company through the winter months. In addition, projects like this have helped our company survive through the Covid-19 pandemic.
- 2) Multi-unit developments like this are essential to help improve Charlottetown's low vacancy rate.
- 3) The increased population in the area will be an added boon for Charlottetown mall. As well, residents of the proposed apartments will be able to take advantage of all the amenities close by such as: restaurants, grocery, and various retail.
- 4) With the proposed development of a medical center and near by walking trails residents will find most of everything within walking distance.
- 5) The proposed location for the Sherwood Crossing development is ideal for higher density developments, with similar development already established across the Towers Road.

Sincerely,

A handwritten signature in blue ink, appearing to read "Ray Peters".

Ray Peters  
Vice President  
Watertight Plumbing and Heating

**PLANNING**

Rec'd AUG 19, 2020 Int RS

## Catane, Ellen

---

**From:** Terrie-Lynn MacKay <admin@constructionservice.ca>  
**Sent:** Wednesday, August 19, 2020 12:11 PM  
**To:** Planning Department  
**Subject:** Letter of Support for APM MacLean  
**Attachments:** letter of support.pdf.docx

I have attached our letter of support for the proposed project of APM MacLean.

Thank you,

Terrie-Lynn MacKay  
CP Construction Service Inc  
902 626 1866





## LETTER OF SUPPORT

August 19, 2020

Re: Corner of Towers Road and Mount Edward Road,  
proposed housing development at Sherwood Crossing

Dear Charlottetown Planning & Heritage Department

I am writing this letter of support of APM MacLean Inc.

It is our intention to support the proposed major project of development in Sherwood Crossing.

The housing crisis on Prince Edward Island has been a rapidly growing concern for our islanders. The proposed 314 apartments, 36 two storey town houses and a health centre would provide choice and investment opportunities along with providing jobs for our trades men and women and would put roughly \$60 million into our Charlottetown economy. We support that this project would not harm, hinder or disrupt any local communities and would go a long way in helping our islanders find affordable long-term housing.

Please feel free to contact the undersigned if you have any questions.

Yours very truly,

*Corey Falls*

CP Construction Services

53 Kensington Road, Charlottetown, PE C1A 5H8  
P. 902.940.3132 E. [info@constructionservice.ca](mailto:info@constructionservice.ca)

**PLANNING**  
Rec'd AUG 19, 2020 Int RS

**Catane, Ellen**

---

**From:** R Cudmore Electric <cudmoreelectric@eastlink.ca>  
**Sent:** Wednesday, August 19, 2020 1:29 PM  
**To:** Planning Department  
**Subject:** Housing Development at Sherwood Crossing  
**Attachments:** letter of support pdf.pdf

To whom it may concern,

Please see the attached Letter of Support from R. Cudmore Electric Ltd for the above project.

Thanks

*Erin Sullivan*



902-628-5285

[www.rcudmoreelectric.ca](http://www.rcudmoreelectric.ca)



August 19, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

Dear Charlottetown City Council:

**Re: Housing Development at Sherwood Crossing**

On behalf R. Cudmore Electric Ltd, please accept this letter of support to APM MacLean in their application for the Housing Development at Sherwood Crossing,

R. Cudmore Electric Ltd is a locally owned and operated electrical contractor in PEI providing services to residential, commercial, and industrial costumers in Charlottetown and surrounding areas. R. Cudmore Electric Ltd was established in 1992 with a few employees and has gradually grown over the years into a large company. Presently, we are one of the well-known electrical contractors in PEI.

R. Cudmore Electric Ltd is pleased to offer our support to this project for several reasons. We have been doing work for MacLean Construction for over 30 years. We believe that it will be a major boost to the local economy. It will also help to deal with the housing shortage on PEI. As a member of the Construction Association of PEI a project like this is also good for continued employment in all trades.

If you require more information about R. Cudmore Electric Ltd, please contact us via phone 902-629-4869.

Sincerely,

Rick Cudmore  
Owner  
R. Cudmore Electric Ltd

**PLANNING**

Rec'd AUG 19, 2020 Int RS

**Catane, Ellen**

---

**From:** Derek Morrison <dmorrison@storemark.ca>  
**Sent:** Wednesday, August 19, 2020 2:15 PM  
**To:** Planning Department  
**Subject:** Sherwood Crossing - Proposed Development support letter  
**Attachments:** Proposed Project Support Letter.pdf

To whom it may concern,

Please see the attached project letter of support for the "Proposed" development at Sherwood Crossing going to public meeting on Wednesday August 26, 2020.

Regards,



**Derek Morrison**  
Manager

11287 Trans Canada Highway  
Stratford, PEI, Canada  
C1B 1N7

[Storemark.ca](http://Storemark.ca)

tel. 902.370.8400 ext  
104

fax. 902.370.1149

**manufacturers of retail fixturing and architectural millwork**

Storemark is a fully integrated custom millwork shop, with the capability and capacity to manage large national retail formats. We employ state-of-the-art design and manufacturing processes, using AutoCAD and CNC technologies.



11287 Trans Canada Hwy  
Stratford, PE  
Canada C1B 1N7  
Tel: 902-370-8400  
Fax: 902-370-1149  
www.storemark.ca

August 19, 2020

Attn:

Charlottetown Planning & Heritage Department  
PO Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

To whom it may concern,

I am writing to you today to acknowledge our company's support for the proposed "Sherwood Crossing" project located at the corners of Tower's Road and Mount Edward Road.

We are excited to have an opportunity like this in the construction industry. With many other industries being affected by the Covid-19 pandemic, construction and services related to which are in need of projects like these to fully support our Island families by providing employees work and economic stimulus to ride out the storm. Not to mention the needed housing we are in such short supply of.

Please consider the applications for this development so we can continue to prosper in some difficult times ahead.

Sincerely,

A handwritten signature in black ink, appearing to read 'Derek Morrison'.

Derek Morrison  
Manager  
Storemark



ARCHITECTURAL WOODWORK  
MANUFACTURERS ASSOCIATION  
OF CANADA

Manufacturers of Retail Fixturing and Architectural Millwork

**PLANNING**

Rec'd AUG 19, 2020 Int RS

## Catane, Ellen

---

**From:** Chris MacPherson <c.macpherson@easttech.ca>  
**Sent:** Thursday, August 20, 2020 1:35 PM  
**To:** Planning Department  
**Cc:** Duane Lamont; Amber MacLauchlan  
**Subject:** Letter of Support for 14 Acres Rezoned Behind the Charlottetown Mall  
**Attachments:** Letter of Support - Residential Development on Towers Road & Mount Edward Road - EastTech Engineering.pdf

Please find the attached letter of support for the proposed residential development on the vacant lands located at the intersection of Towers Road and Mount Edward Road. Thank you in advance for taking the time to review this letter of support for this development and for construction and infrastructure investments in general.

CHRIS MACPHERSON, P.ENG. CESA  
EASTTECH ENGINEERING CONSULTANTS INC.  
1509 BETHEL ROAD PO Box 24010  
STRATFORD PE C1B 2R5  
902 569-8324 (OFFICE) 902 626-6140 (CELL)  
[WWW.EASTTECH.CA](http://WWW.EASTTECH.CA)







EastTech Engineering Consultants Inc.  
1509 Bethel Road | PO Box 24010  
Stratford | Prince Edward Island | C1B 2R5  
902 569 8324 | www.easttech.ca

City of Charlottetown  
Planning & Heritage Department  
PO Box 98  
Charlottetown, PE  
C1A 7K2

August 20, 2020

---

**RE: Letter of Support for Residential Development at Towers Road – Mount Edward Road Intersection  
Charlottetown, Queens County, Prince Edward Island**

---

Dear Planning & Heritage Committee Members;

EastTech Engineering Consultants Inc. is pleased to provide this letter of support for the residential development that has been proposed for construction on the vacant properties located at the intersection of Mount Edward Road and Towers Road in Charlottetown, Prince Edward Island. It is our opinion that the development will have a positive impact on the area, and will be of great benefit to the residents of the City of Charlottetown, and the general population of Prince Edward Island. This development will provide more housing choices for both Islanders and new-comers who wish to live and raise their families in the City of Charlottetown, but are limited by the current availability of quality housing options. We feel that the proposed location for this project is ideal for a diverse residential development, based on the following points:

- Access to amenities such as grocery stores, clothing stores, retail businesses, and restaurants in the immediate vicinity of the proposed development.
- Access to green transportation with the Confederation Trail running along the boundary of the development.
- The development is located within walking / bicycling distance to the University of Prince Edward Island, which will make this location appealing for existing and future students who have limited options for living accommodations while attending UPEI at the current time.
- The overall need for a variety of housing options both now and in the foreseeable future, with positive trends in both domestic and international immigration in Prince Edward Island.

We as a Province face significant challenges in the months and years ahead with respect to rebuilding our economy in the COVID-19 era. This pandemic has negatively impacted almost every sector of our economy. Now is not the time to stop development. Investments in construction and infrastructure lead to spending in skilled labour, equipment, construction materials, and consulting services, and are directly related to sustaining many well-paying jobs for Islanders, who in turn are able to support their families, neighbours, and local businesses. Business owners in the area of the development and their employees will benefit from the increase in residential housing in the area. There would be very few residents of City of Charlottetown that would not be positively impacted either directly or indirectly by a development of this size and nature, whether they realize it or not. As such we fully support the residential development that has been proposed for this area of the City of Charlottetown.

Respectfully Submitted;

Chris MacPherson P.Eng. CESA  
EastTech Engineering Consultants Inc.

## Catane, Ellen

---

**From:** Darcy Murnaghan <dmurnaghan@kenmacenergy.com>  
**Sent:** Thursday, August 20, 2020 3:43 PM  
**To:** Planning Department  
**Cc:** amber@apm.ca; Mayor of Charlottetown (Philip Brown)  
**Subject:** Letter of Support for APM MacLean  
**Attachments:** 2020 08 APM MacLean Support Letter.pdf

To whom it may concern,

Please see the attached letter of support for the development application at Sherwood Crossing by APM Maclean, Killam Properties and RioCan Properties.

Thanks,

Darcy Murnaghan, CPA-CMA, MBA  
Controller  
Kenmac Energy Inc.

PO Box 189  
Charlottetown, PE  
C1A 7K4  
W: (902) 566-2295  
C: (902) 394-7004  
[www.kenmacenergy.com](http://www.kenmacenergy.com)



**KENMAC ENERGY INC.**  
P.O. BOX 189  
3 Mt. Edward Road  
Charlottetown, P.E.I.  
C1A 7K4  
Phone (902) 566-2295  
Fax (902) 566-5740  
Email: [kenmac@kenmacenergy.com](mailto:kenmac@kenmacenergy.com)  
Web Site: [www.kenmacenergy.com](http://www.kenmacenergy.com)

August 20, 2020

Charlottetown Planning and Heritage Department  
PO Box 98  
Charlottetown, PEI  
C1A 7K2

To whom it may concern,

Please be advised I would like to be on record for your August 26 public meeting regarding the development application at Sherwood Crossing by APM MacLean, Killam Properties and RioCan Properties.

I believe of all the apartment buildings that have been constructed in the past 5 years in the Charlottetown area that this is the best plan and site of all! This project takes into consideration the amenities sought by renters of all ages especially seniors. To be so centrally located with walking access to grocers, pharmacies, schooling, dining, Rails To Trails and bus stops is a big benefit. Tenants would also eliminate most vehicle needs resulting in a positive impact on carbon reduction.

Apartment development projects are the biggest growth industry in construction across the country because the public demand is there. This project not only meets the need for more apartments in desirable Charlottetown locations, it also provides much needed employment as the country tries to adapt to the reality of living with Covid.

I sincerely think our City planning department should be in a positive position to approve this project by proven developers for the long term benefit of all.

Yours truly,

Dan MacIsaac  
President  
Kenmac Energy/Mel's Enterprises

CC: Charlottetown City Council  
CC: Amber MacLauchlan, APM MacLean

**PLANNING**

Rec'd AUG 24, 2020 Int RS



**PETRO-CANADA** PEI DISTRIBUTOR OF PETRO-CANADA PETROLEUM PRODUCTS AND NOW PROPANE TOO!



Charlottetown Planning & Heritage Department

P.O. Box 98

199 Queen Street

Charlottetown, PE

C1A 7K2

August 18, 2020

**RE: Proposed Development – Sherwood Crossing**

Dear Sir/Madam,

I am writing to you as a professional architect who is genuinely concerned about planning, heritage, housing, the quality of infrastructure, design and construction of our built environment.

I am familiar with the proposed Sherwood Crossing development intended to be located on the 14 acre property located on the north side of Towers Road.

**DEVELOPMENT CONSIDERATIONS**

The area in which the site is located, functions as a busy residential area with shopping, schools, parks, entertainment, churches, service and employment facilities all within a few hundred meters of the site. It is mixed building type neighborhoods that are the most vibrant and interesting and they support improved transit systems and encourage pedestrian and bicycle use to access the relatively close neighborhood amenities.

This plan is responding to Charlottetown's unprecedented growth, changing demographics, increased demand for housing, growth and improvement of its transit system and support for the pedestrian and the bicycle within the neighborhood, lessening the dependence on individual private vehicles. These are the goals of any forward-thinking modern development. All of this supports the case for a sensitive development with a reasonable increase in density

Charlottetown is experiencing rapid growth and as a result there is a significant housing shortage. Laurent Beaulieu, City Councillor in Charlottetown, calls it a *"Housing Crisis"* and says, *"We have less than 1% available rentals and few houses for sale. This is having an impact on the city and our ability to retain people and bring in investments."* Since then, the vacancy

rate in Charlottetown has improved but PEI still has the lowest vacancy rate of all Canadian provinces, according to the Canada Mortgage and Housing Corporation's 2019 rental market survey, released in January.

There is very little vacant land available for development. So it is particularly important that housing densification happens where development is possible. This proposed development is a great opportunity to achieve some much needed housing. That said, it is of the utmost importance that, where there is pressure to develop, that it is done with careful consideration to the qualities of the area - in a manner that is sensitive to the characteristics that define the area.

This is the reason I support the proposed Sherwood Crossing development. The partnering developers are well known for creating projects that incorporate high quality design, construction and infrastructure into their projects. This project in particular has a carefully considered mix of housing types, building sizes, mix of commercial and residential that supports the community, landscaped grounds with ample surface parking and will make an important contribution to the success of this medium density development.

Sincerely,



Christopher Jette, architect

(M.Arch, MAAPEI, MAANB, MRAIC)

cc.

Charlottetown City Council

APM – Amber MacLaughlan

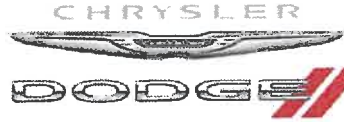
**Catane, Ellen**

---

**From:** Brad MacLennan <b\_maclellan@hotmail.com>  
**Sent:** Tuesday, August 25, 2020 3:45 PM  
**To:** amber@apm.ca  
**Cc:** Planning Department  
**Subject:** APM MacLean's Housing Development Project at Sherwood Crossing  
**Attachments:** APM MacLean's HDP.pdf

Please see attached.

# RELIABLE MOTORS LTD.



Jeep



Date: August 24, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

Dear Charlottetown City Council,

I write on behalf of Reliable Motors in support of APM MacLean's Housing Development Project at Sherwood Crossing.

It is our intention to support the above proposed major project of development in Sherwood Crossing.

The housing crisis on Prince Edward Island has been a rapidly growing concern for our Islanders. The proposed 314 apartments, 36 two storey town houses and a health centre would provide choice and investment opportunities, along with providing jobs for our men and women and would put roughly \$60 million into our Charlottetown economy.

Kindest Regards;

A handwritten signature in black ink, appearing to be "R. MacLean".

**PLANNING**

Rec'd AUG 26, 2020 Int RS

## Charlottetown Planning & Heritage Department

August 18, 2020

It gives me immense pleasure to write a letter of recommendation on behalf of Precision Wood and Steel. All of my construction work has been taken care of by APM MacLean Inc. I trust them with the quality materials they use for construction and it's always on time. I have never faced a situation where the work has been delayed.

Construction is an area which requires seamless work with no interruption. APM MacLean has always made sure the work goes by the predicted schedule. Their leadership and skills as a company go above and beyond. This is the reason their clients are confident to work with them. They have a great length of knowledge and experience when it comes to their field.

I personally like their ability to find answers and solutions and create a new concept if necessary. They know where to look for the best people who can work along with them to achieve the goals. With APM MacLean by our side we feel confident and trust we are in good hands. They always have the best solutions for materials, cost, labour location and deadlines.

I am sure APM MacLean is who you are looking for; they are knowledgeable, experienced, and have always been a pleasure to work with. I would like to speak on behalf of our whole company Precision Wood and Steel that we recommend APM MacLean Inc.

Precision Wood And Steel





## Catane, Ellen

---

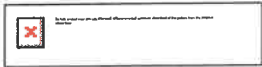
**From:** Atlantic Deck Systems <clerk.ads@gmail.com>  
**Sent:** Wednesday, August 26, 2020 9:29 AM  
**To:** Planning Department  
**Cc:** dlamont@macleanconstruction.com; AMacLauchlan@APMcommercial.ca;  
atlantic.deck.systems@bellaliant.net; dlamont@apm.ca  
**Subject:** Letter of Support for the Proposed Sherwood Crossing Development  
**Attachments:** LETTER OF SUPPORT - SHERWOOD CROSSING PROJECT.pdf

Hello,

Please find attached our letter in support of the proposed development of the Sherwood Crossing.

All inquiries may be directed to Winston Cousins via the contact information provided.

Regards,



**Matthew Hebert**

Bookkeeper Atlantic Deck Systems Ltd.

p: 902-836-4426/3824 f: 902-836-4427

a: 4205 Rte 20 RR2, Kensington, PE C0B 1M0

w: [atlanticdecksystems.ca](http://atlanticdecksystems.ca)



**Atlantic Deck Systems**

4205 Rte 20  
Sea View, PEI C0B 1M0  
Phone: 902-836-4426 Fax 902-836-4427  
E-Mail: [atlantic.deck.systems@bellaliant.net](mailto:atlantic.deck.systems@bellaliant.net)  
Toll Free – 888-836-3746

August 26, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

---

Dear Sir/ Madam,

We are writing this letter in support of the Sherwood Crossing 14-acre proposed development going to Public Meeting on August 26th, 2020.

This major project proposes: 314 Apartments, (36) Two Storey Town Houses, and a Health Center. Completing a project of this caliber would greatly improve Charlottetown's economy by roughly \$60.0 million dollars.

We believe that it will be a major boost to the local economy. It will also help to deal with the housing shortage on PEI. A project like this is also good for continued employment in all trades.

Please consider the application for this development so we can continue to prosper in some difficult times ahead.

Regards,

Winston Cousins  
General Manager

Charlottetown Planning & Heritage Department  
PO Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

August 26, 2020

**RE: Sherwood Crossing (Corner of Towers Road and Mount Edward Road)**

To Whom It May Concern:

This letter is intended to express our support for the proposed Sherwood Crossing development located on the corner of Towers Road and Mount Edward Road, in Charlottetown, PE.

This proposed development, in which APM is partnering with Killam Properties and RioCan Properties, will have numerous positive outcomes for fellow Islanders, including employment and investment opportunities, as well as providing new apartments, townhouses and a new health care centre for local residents.

This project will help ensure that the construction industry on Prince Edward Island continues to grow.

**Respectfully Submitted,**  
**FUNDY ENGINEERING & CONSULTING LTD.**



**Mr. Donnie Taweel, Sr. Tech.**  
**Manager**

**cc: Charlottetown City Council**  
**Amber MacLauchlan (APM)**

**PLANNING**

Rec'd AUG 26, 2020 Int RS

**ADVANCED AIR SYSTEMS INC.  
140 POPE ROAD UNIT – C  
SUMMERSIDE P.E.I  
C1N 4E2  
902-436-5906**

---

**August 24, 2020.**

**Charlottetown Planning & Heritage Department.  
PO Box 98  
199 Queen Street  
Charlottetown, PE**

**Re: Sherwood Crossing Development Project.**

To Whom it may concern,

I wanted to voice my support as well as the support of my company for the proposed project at the corner of Towers and Mount Edward Roads.

I have worked on housing projects in the past with APM and Killam Properties in this province as well as Newfoundland, and have experienced first hand the quality housing product they provide.

I know there are housing shortages in Charlottetown, and think this offers a nice centralized location for housing in the upper end of town.

In addition to the housing solutions that this will create, this will be a great boost to the economy supporting the construction industry as well as creating job opportunities in the trades.

Thank you,



Kent Walsh  
President  
Office: 902-436-5906

**PLANNING**

Rec'd AUG 26, 2020 Int RS

**Aspin Kemp & Associates Inc.**



Charlottetown Planning and Heritage Department  
PO Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

To The Charlottetown City Council

This letter is in support of the new proposed housing development at Sherwood Crossing in partnership with Killam Properties and RioCan Properties.

The opportunity – consisting of 314 apartments, 36 two-story townhouses, and a health center will put roughly CAD\$60 million into Charlottetown's economy. Aspin Kemp & Associates Inc. believes that the implementation of this project will not only provide work in the construction industry, but also jobs, investment opportunities, and more choice for Islanders as well.

With the continuing pressure on the economy due to COVID-19, we urge the city council to proceed with this project, as companies such as ours as well as the communities in which we live and work will stand to benefit.

Sincerely,

Jason Aspin  
CEO

**PLANNING**

Rec'd AUG 26, 2020 Int RS

23 Brook Street MONTAGUE PE C0A 1R0 CANADA

Telephone **+1.902.620.4882** Fax **+1.902.620.4853**

# WEST MASONRY LTD.

August 24/ 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

**RE: Sherwood Crossing (Development Project at Corner of Towers Road and Mount Edward Road)**

To Whom It May Concern,

I am writing to you today to acknowledge our company's support for the proposed "Sherwood Crossing" project located at the corners of Towers Road and Mount Edward Road.

Islanders need more housing options and services. At a time when PEI has an opportunity to grow, we need to meet demand with quality developments.

APM and Killam Properties, and their team have been providing housing solutions for over a generation in Charlottetown and throughout Atlantic Canada.

This project will help grow our economy, provide much needed housing, as well as provide valuable employment for countless Islanders for years to come.

Please do not hesitate to contact me if you wish to discuss this further.

Regards,

---



Sincerely,

Danny West- President West Masonry Ltd

**PLANNING**

Rec'd AUG 26, 2020 Int ES

Phone 902-628-5310

Fax 675-2790

E-mail [danny@westmasonry.ca](mailto:danny@westmasonry.ca)

**Island Painting  
& Drywall Ltd.**  
902-628-7066

Or Call: 902-628-7017

RE: Sherwood Crossing (Development Project at Corner of Towers Road and Mount Edward Road)

To whom it May Concern:

I am writing to you today to acknowledge our company's support for the proposed "Sherwood Crossing" project located at the corners of Towers Road and Mount Edward Road.

Islanders need more housing options and services. At a time when PEI has an opportunity to grow, we need to meet demand with quality developments.

APM and Killam Properties, and their team have been providing housing solutions for over a generation in Charlottetown and throughout Atlantic Canada.

This project will help grow our economy, provide much needed housing, as we as provide valuable employment for countless Islanders for years to come.

Please do not hesitate to contact me if you wish to discuss this further.

Regards,



Perry Herritt

**PLANNING**

Rec'd AUG 26, 2020 Int ES



EXCELLENCE *at the* HIGHEST LEVEL

Date: Tuesday, August 25, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

**RE: Sherwood Crossing (Development Project at Corner of Towers Road and Mount Edward Road)**

To Whom It May Concern,

I am writing to you today to acknowledge our company's support for the proposed "Sherwood Crossing" project located at the corners of Towers Road and Mount Edward Road.

Islanders need more housing options and services. At a time when PEI has an opportunity to grow, we need to meet demand with quality developments.

APM and Killam Properties, and their team have been providing housing solutions for over a generation in Charlottetown and throughout Atlantic Canada.

This project will help grow our economy, provide much needed housing, as well as provide valuable employment for countless Islanders for years to come.

Please do not hesitate to contact me if you wish to discuss this further.

Respectfully submitted,

Jeff Casford  
Branch Manager  
Brault Roofing Maritimes





# ISLAND COASTAL SERVICES LTD.

Equipment Rental - General Contractors - Golf Course Development & Management

P.O. BOX 151, 155 BELVEDERE AVENUE, CHARLOTTETOWN, PE C1A 7K4  
OFFICE: (902) 892-1062 • FAX: (902) 368-3754 • E-MAIL: adminoffice@islandcoastal.ca

August 21, 2020

City of Charlottetown  
Planning & Heritage Development  
PO Box 98, 198 Queen Street  
Charlottetown, PE C1A 7K2

To Whom It May Concern:

***Re: Planned Development at Corner of Tower Road and Mount Edward Road***

We, Island Coastal Services Ltd., want to express our support for the above-noted project. We understand it will be collaboration among APM MacLeans, Killam Properties and RioCan Properties. This project will provide much needed jobs, investment and choice for Islanders and our local economy.

***Island Coastal Services Ltd.***

D. Blair MacLauchlan, P.Eng.  
President

**PLANNING**

Rec'd Aug 26, 2020 Int RS



1-167 Minna Jane Drive, Charlottetown, PE C1E 04C  
Telephone: (902) 892-4111 • Toll Free: 1-877-285-3667 • Fax: (902) 368-1920

---

August 25, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

**RE: Sherwood Crossing (Development at Corner of Towers Road and Mount Edward Road)**

To Whom It May Concern,

I, Kyle Hann, fully supports the Sherwood Crossing development, and we feel that the proposal should move forward immediately without further delay. This project will help grow our economy, provide much needed housing, as well as provide valuable employment for countless islanders for years to come.

Please do not hesitate to contact me if you wish to discuss this further.

Sincerely,

**PLANNING**

Rec'd Aug 26, 2020 Int RS



10 WALKER DR.  
CHARLOTTETOWN, PE  
C1A 8S6  
PHONE (902) 368-3456  
FAX (902) 368-3455  
BEVANBROS.COM

August 24, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

Dear Charlottetown Planning & Heritage Department,

We are writing this letter in support of the Sherwood Crossing 14-acre proposed development going to Public Meeting on August 26<sup>th</sup>, 2020.

A development such as this will provide much needed support to our economy, benefiting the construction industry and current housing shortages affecting Islanders today.

It is a project that will help our city move forward and has our support.

Regards,

Quentin Bevan  
Bevan Brothers Limited

**PLANNING**  
Rec'd AUG 26, 2020 Int RS

**Derrick McQuaid**  
PO Box 40057  
Charlottetown, PE  
C1E 0J2

August 24, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

Dear Charlottetown City Council,

I wish to express our support for the Sherwood Crossing Project. As an adjacent landowner, I believe this development to be in line with the land-use planning for the area.

Please do not hesitate to contact me if you wish to discuss this further.

Sincerely,



Derrick McQuaid  
Owner  
650 University Ave.  
902.626.6414

Date: August 24, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

**RE: Sherwood Crossing (Development Project at Corner of Towers Road and Mount Edward Road)**

Dear Sir/ Madam,

We are writing this letter in support of the Sherwood Crossing 14-acre proposed development going to Public Meeting on August 26<sup>th</sup>, 2020.

This major project proposes: 314 Apartments, (36) Two Storey Town Houses, and a Health Center. Completing a project of this caliber would greatly improve Charlottetown's economy roughly by \$60.0 million dollars.

We believe that it will be a major boost to the local economy. It will also help to deal with the housing shortage on PEI. A project like this is also good for continued employment in all trades.

Please consider the application for this development so we can continue to prosper in some difficult times ahead.

Regards,

---



**Ammie Jeffery**

Store Manager – Benjamin Moore House of Excellence

August 24<sup>th</sup>, 2020

Sherwood Crossing Proposal

Charlottetown Planning & Heritage Department  
P.O. Box 98,  
199 Queen Street,  
Charlottetown, PE  
C1A 7K2

and

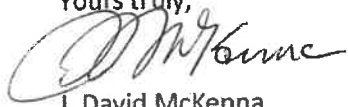
Charlottetown City Council

To Whom It May Concern,

Please consider this letter in support of the APM-Killam-Rio Can proposed 'Sherwood Crossing' development at the Charlottetown Mall.

The Greater Charlottetown area is in need of this kind of commercial investment to provide much needed jobs and prosperity. APM is a proven developer, the project is a much needed enhancement to existing commercial property at the main entrance to our city, and the increase in tax base will be an asset to the City.

Yours truly,



J. David McKenna  
McDonald's Restaurants P.E.I.  
425 University Ave.  
Charlottetown P.E.I.

**PLANNING**

Rec'd Aug 26, 2020 Int RS

**MCKENNCO INCORPORATED**

425 University Avenue, Charlottetown, P.E.I., C1A 4N7  
Licensee of McDonald's Restaurants Prince Edward Island  
Tel: (902) 566-6708 • Fax: (902) 368-8828 • mcdonaldspei@mckenncoinc.pe.ca



August 24, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

**RE: Sherwood Crossing (Development at Corner of Towers Road and Mount Edward Road)**

Dear Charlottetown City Council,

On behalf of Clair Dunsford, please accept this letter of support for the Sherwood Crossing Project being proposed by APM, Killam Properties, and RioCan Properties.

Our companies are Island owned and operated and we pride ourselves in helping provide quality service and employment opportunities to benefit our local Island community.

We feel a project like this aligns with what we like to see happening in PEI and feel it will provide a necessary boost to our economy, and more living options for Islanders when housing is so needed.


Please do not hesitate to contact me if you wish to discuss this further.

Sincerely,

*Clair Dunsford*  
*President*

**PLANNING**

Rec'd AUG 26, 2020 Int RS

 (902) 370-3000

 [www.pressed4time.ca](http://www.pressed4time.ca)

 112 Longworth Ave.  
Charlottetown, PE C1A 5A8

**EAST COAST BROS  
PAINTING**



ECBVINYLWALL@GMAIL.COM



506-962-1420

**JAMES LEGER,  
OWNER/OPERATOR**



CHARLOTTETOWN PLANNING & HERITAGE DEPARTMENT  
P.O. BOX 98, 199 QUEEN STREET,  
CHARLOTTETOWN, PE  
C1A 7K2

August 24<sup>th</sup> 2020

To whom it may concern:

I am writing this letter today to support APM MacLean Inc. and their efforts with the new construction of a new housing development at Sherwood Crossing.

My painting company has been working with APM Maclean for the past couple years, and I have found them to be an upstanding company to work for.

They are focused on delivering quality workmanship, and value safety first, which is important to me and my business.

They are highly effective communicators and seem to run towards problems instead of away from them.

They also are very easy to work with and are always accountable to their word.

If you have any other questions, feel free to contact me directly.

You will find my contact info on the right side of this letter.

Sincerely,

James Leger

Owner/Operator

EAST COAST BROS PAINTING

**PLANNING**

Rec'd AUG 26, 2020 Int RS



## Amber MacLauchlan

---

**From:** Joe Corcoran <joe@asheroofing.com>  
**Sent:** August 19, 2020 10:29 AM  
**To:** Amber MacLauchlan  
**Cc:** Duane Lamont  
**Subject:** Sherwood Crossing Project

I wish to confirm our support for the Sherwood Crossing Project, it will provide much needed affordable housing for many Charlottetown residents.

It's also in a very convenient location which will allow residents a short commute if working in Charlottetown, and is walking distance to many amenities which will take a number of cars off the road, reducing greenhouse gases.

Sincerely,

Joe Corcoran,  
Ashe Roofing Ltd.

## Catane, Ellen

---

**From:** Connie Gaudet <conniefairmont@gmail.com>  
**Sent:** Monday, August 24, 2020 9:02 PM  
**To:** Planning Department  
**Subject:** comments for public hearing on Aug 26  
**Attachments:** sherwood crossing submission.docx

Hello.. I sent in comments but did not clearly identify the proposal they were referring to.  
They are for the Sherwood Crossing proposal that appears to be this item

(5) Corner of Towers Road Mount Edward Road (PID #s 390534, 390559 and 390542)  
Request to amend Appendix "B" of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses); and a request to amend the Official Plan Map from Low Density Residential to Comprehensive Plan Area; and to amend the Zoning & Development Bylaw to rezone a portion of PID # 390559 and PID #390542 from Low Density Residential (R-2S)

Connie Gaudet  
Charlottetown

## **Submission for Sherwood Crossing Proposal**

The proposed Sherwood Crossing development meets urgent needs to provide housing and services within the City. However, this proposal as written should not be approved without design changes that adequately reflect basic components of sustainable community design and the long term health of our City and the environment.

### Inadequate Consideration of natural areas and green space

The proposed development does not consider the integration of existing natural areas/ green space. Natural areas are not wastelands, but provide incalculable benefits – conservation of biodiversity, climate change mitigation and adaptation (cooling effect), protection of water resources, stormwater management, and human health and wellbeing. The proposed development virtually completes a swath of concrete and asphalt extending from North River Road to Mt. Edward Road, bounded tightly to the north by the bypass highway and commercial/industrial development, that is rapidly and irrevocably eroding Charlottetown's natural capital. The proposed area for the Sherwood Crossing contains important wildlife habitat, a surprising biodiversity, and is home to a family of red-tailed hawks, yet there is no acknowledgement of the natural attributes of this area in the concept plan nor adequate consideration of green space for inhabitants of such a high density development. With innovative design, this development could be a model for a sustainable, green community that allows for increased density and services while integrating high quality, well thought out green space – from natural areas such as eco-parks and native treed buffers along the Confederation Trail and Mt. Edward Road, to green roofs and pollinator gardens/orchards to name a few. Increasing density by building up should not mean a free pass to build out, filling freed-up space with parking areas and townhouses despite a location that is highly walkable with transit easily accessible. Acres of pavement will only serve to create a heat island during a time of changing climate. Developers in other municipalities have forwarded concept plans that included 20 to 30 percent green space, including forest reserves, and constructed wetlands out of respect not only for the environment, but for the quality of life of current and future residents. **Why not here ?**

### Integrated Planning

In such a large comprehensive development area, the City should develop an overarching concept plan for the entire area (from south of Towers Road to the bypass highway) to ensure adequate community green space and coordinated natural area protection. A network of smaller, connected natural areas will not only serve to protect the environment but is critical to the quality of life of the “small village” developing between the bypass highway and straddling Towers Road. People should not have to get into their cars to access green space somewhere else. There are numerous studies by credible agencies such as the WHO that emphasize the importance of greenspace in the community to health and wellbeing. We can and must design innovative, accessible and integrated green spaces as part of a sustainable community.

Sherwood Crossing is just one development, but it can set a new beginning in City planning – working with the community to design a community that is green, safe, healthy and vibrant.

### Confederation Trail

The Confederation Trail is an invaluable resource and I suspect is the accessible parkland referred to in the concept plan. However the trail is not vegetated in several area and meanders through asphalt and gravel piles to the north. The quality will deteriorate if a natural vegetated buffer is not part of the development proposal. Further, it should not be the surrogate for well thought out green space and natural area conservation within the community.

### Welcome to our Neighbourhood

I add this argument not as one for green space within a community, but a green gateway to the neighbourhood. A natural area or treed buffer along Mt Edward Road would provide wildlife habitat, trees with a net cooling effect/carbon fixation, and would maintain the character of the neighbourhood as a welcoming place to call home. We must prevent a University Avenue type gateway into a residential neighbourhood.

Conclusion – The current concept proposal should be revised to include a more adequate recognition of natural areas and features, and the need for an integrated plan for green space, ideally in concert with the other developments in the area. Access to the Confederation Trail is not an argument for including no green space or parkland on site. The proponent is seeking to rezone R1 low density to higher density and does an enviable job of integrating services such as affordable housing and a health clinic. However, this does not need to be a trade-off for credible green space or natural area protection and the wellbeing of residents. We must look forward with vision and innovation, and not backward to a twenty year old plan.

## Catane, Ellen

---

**From:** Tweel, Mitchell  
**Sent:** Tuesday, August 25, 2020 3:49 PM  
**To:** Barbara Dylla; Council; Forbes, Alex; Catane, Ellen; Thompson, Laurel; Morrison, Greg; Zilke, Robert; Kelly, Peter; Quinn, Frank; McMinn, Nancy; McKinnon, Jackie; Worth, Dean; Adams, Scott; Higgins, Wallace; MacEwen, Richard; Stavert, Robert  
**Subject:** Fw: Letter To The Editor submission  
**Attachments:** 200825 Letter to Editor\_Dylla.pdf

Good afternoon Barbara

Thank you for your email regarding the development at the corner of Towers Road and Mount Edward Road, I sincerely appreciate you taking the time to write a very well written letter outlining and illustrating the valid concerns and the recommendations that you have articulated.

Please be advised that I am sending this email correspondence to all members of Charlottetown City Council, senior planners in the planning department and senior administration in City Hall, for review, assessment and evaluation.

Thank you Barbara

Respectfully

Mitchell

---

**From:** Barbara Dylla <b.dylla@eastlink.ca>  
**Sent:** Tuesday, August 25, 2020 11:35 AM  
**To:** dct-letters <letters@theguardian.pe.ca>; letters@journalpioneer.com <letters@journalpioneer.com>  
**Cc:** Mayor of Charlottetown (Philip Brown) <mayor@charlottetown.ca>; Rivard, Greg <grivard@charlottetown.ca>; Tweel, Mitchell <mtweel@charlottetown.ca>; MacLeod, Terry <tmacleod@charlottetown.ca>; gamcneillyMLA@assembly.pe.ca <gammcneillyMLA@assembly.pe.ca>; ngjamesonMinister@gov.pe.ca <ngjamesonMinister@gov.pe.ca>; Bernard Karla <karla.bernard@greenparty.pe.ca>; Dave Stewart <dave.stewart@theguardian.pe.ca>  
**Subject:** Letter To The Editor submission

Hello,

Please find attached my letter to the editor. My contact information is included in the letter.

Respectfully yours,

Barbara Dylla  
Resident of Charlottetown

August 25, 2020

The Guardian  
165 Prince Street  
Charlottetown, PE  
C1A 4R7

Subject: Proposed Development – Corners of Towers Road/Mount Edward Road

Dear Editor:

I have many concerns regarding APM MacLean's proposed "North of Towers" development. One of them is the loss of the remaining natural areas within City boundaries. Greenfield land plays a critical role not only in conserving biodiversity and providing climate change mitigation benefits, but also has a positive effect on the fundamental quality of life in our communities.

It is no secret that natural habitat destruction and fragmentation are leading causes of biodiversity loss. Many urban jurisdictions have been using the green infrastructure concept, which is an interconnected network of natural areas that provides wildlife habitat, flood protection, cleaner air, and cleaner water.

Incidentally, does the public know that at least two new roads will bisect the Confederation Trail? While other cities upgrade the safety of their active transportation infrastructure, Charlottetown accepts proposals that degrade a marvelous multipurpose trail within its municipal boundaries.

I support denser mixed-used housing projects, but not at the expense of natural areas being needlessly paved over in favour of market-priced housing and automobility. Sustainable design practices incorporate more effective and efficient land use, along with alternative energy and energy conservation techniques. We have a valuable but limited 'window of opportunity' to design an urban environment that is optimized to deal with a warming world and committed to the betterment of the community.

Why is the City not pushing to adopt more stringent, energy-efficient, and space-efficient building regulations that truly take Charlottetown into the 21st century and beyond?

Barbara Dylla  
127 Walthen Drive  
Charlottetown, PE  
C1A 4V4  
902 367-2428  
b.dylla@eastlink.ca

Catane, Ellen

---

**From:** Joan Cumming <ladyjoanpei@hotmail.com>  
**Sent:** Friday, August 21, 2020 11:33 AM  
**To:** Planning Department  
**Subject:** Letter re Towers/Mt. Edward Road Development  
**Attachments:** final August 2020 letter to council on sustainability.docx

I am attaching a letter outlining my concerns about the above development. I would appreciate you letting me know it has been received.

Thanks,  
Joan Cumming

Box 2722

Charlottetown, PEI

C1A 8C3

August 21, 2020

Mayor and Councillors,

City of Charlottetown, PEI

Re: Request for amendments to properties at the Corner of Towers and Mount Edward roads.

I wish to express my concern about this project to all members of council and the planning board because it adds to my state of anxiety over the sustainability of what seems to be unchecked development of rental units in the city. Apartment buildings and housing developments are being approved at an alarming, unprecedented rate, sometimes even in the face of valid neighbourhood concern and resistance. I sense that these approvals are often in response to the perceived “need for affordable housing in the city”. Do you have reliable population based statistics proving how many rental units are actually needed now and in the near future? Do you have an accurate definition and parameters for the word “affordable”, or are you just leaving the dollars for rents and the numbers of units up to developers to decide and let them take risks with (hopefully) their own (and not taxpayers) money? I am quite astonished at what some rents are likely to be in this and some other recently constructed buildings and wonder if the folks in desperate need of accommodation could actually afford to live in them.

Obviously, developers will not build unless they can be sure of a sufficient return for their investment but my main concern in writing to you is that increasingly high population concentration in the city is putting a tremendous strain on ***our water and sewer systems***. Have you given any thought to how these will cope with all the additional usage? Do you know what volumes of water and sewage treatment are going to be required down the road? Do you have a population



number- let's say "a ceiling" that would be a cut-off point for the long term sustainability of these crucial systems? Summer comes with stringent residential restrictions on water use and when it is hot and dry like this year, the rivers and wells that supply us fall below normal levels. Everything is tinder dry and we need water for fire-fighting as well as public and domestic use. In addition, the seaport is expanding to handle more cruise ships that tap into our summer water reserves. Do you know how much water they require and would it ever necessary to limit the number of ships coming here in order to conserve what we have? Are you sure we will we have enough water to supply all users if the city continues to grow at the present rate? I believe this is worth thinking about as you keep on approving expansive growth.

The city will also be importing sewage from Stratford, the fastest growing community on the Island. Are councillors certain that the work to separate storm drainage from sewer outflow is enough to ensure our sewage facility can handle all this growth with no difficulty for many years to come? Are councillors aware of just how much water usage and sewage disposal our systems can support as Charlottetown and Stratford expand? At this public meeting I would like the mayor and council to go on record and assure us that in the future there will be no regrets; that we will not, due to over development, be facing acute water shortages which will be miserable to live with nor smells and overflow from the sewage plant that will foul our air and harbour.

I hope to be in attendance at the meeting, August 26 to hear council's reaction to my concerns.

Joan Cumming

## Thompson, Laurel

---

**From:** Forbes, Alex  
**Sent:** Friday, August 28, 2020 4:21 PM  
**To:** Thompson, Laurel  
**Subject:** Fwd: August 26, 2020 City of Charlottetown Public Meeting - Sherwood Road/Towers Road Development.

FYI

Sent from my iPhone

Begin forwarded message:

**From:** "Rivard, Greg" <grivard@charlottetown.ca>  
**Date:** August 27, 2020 at 8:06:44 AM ADT  
**To:** David Morris <dmorris@morrisgeomatics.ca>  
**Cc:** "Forbes, Alex" <aforbes@charlottetown.ca>, "Mayor of Charlottetown (Philip Brown)" <mayor@charlottetown.ca>  
**Subject:** Re: August 26, 2020 City of Charlottetown Public Meeting - Sherwood Road/Towers Road Development.

Hey David,

I haven't been involved in much of the initial talks regarding this plan, so I will refer to Alex for a response. He may be able to answer some of your questions or offer some further clarity. If more info is needed, we can ask the developer and staff at the planning board meeting prior to Council.

Thanks for the email, great points.

Greg

Councillor Greg Rivard  
City of Charlottetown (Ward 7)  
(Cell) 902-388-7031  
(Email) grivard@charlottetown.ca

On Aug 27, 2020, at 7:33 AM, David Morris <dmorris@morrisgeomatics.ca> wrote:

Good morning Greg,

I had the opportunity to watch the presentation by Tim Banks on the proposed Sherwood Crossing Development last evening through on-line streaming. The proposed development in my opinion is a good fit for the area and I fully support a development of this type. I would strongly recommend that the city encourage development of land to maximize density, especially adjacent to public transportation routes and existing retail/commercial development.



Charlottetown Planning & Heritage Department

August 26, 2020

**RE: Proposed Development-Sherwood Crossing**

Dear Sir/Madam,

We are writing to you to express our concerns regarding the proposed Sherwood Crossing development on the north side of the Towers Road.

We are not opposed to this type of development. It has many positives as noted by the City's Planning Department in their review. However, we are concerned that less than 2% of the 14 acres is set aside as green space. We are also concerned that the Confederation Trail adjacent to the property is included as part of the proposed site plan concept drawing submitted by the developer.

Another concern is that by our estimation the proposal has over 2 acres of surface parking on a 14-acre site. Could an increase in unit density combined with more underground parking allow for more green space and the environmental benefits that would provide?

Sherwood and West Royalty at first glance seem to have an abundance of green space but little is zoned as such and it is disappearing at an alarming rate. A nearby natural area, Hazards Creek, appears to be a large area but less than half is zoned as green space. What is protected is a narrow sliver of what is there now.

Is the City considering adding more green space in this area? It would be a logical step in City planning as areas are infilled with development to add more green space in proportion to population growth in an area. Green space should be considered critical infrastructure with the same benefits to residents as all the other things that make a City a great place to live in. Adding more public green space to Hazards Creek would be a place to start as it is the closest existing green space in the area and can be accessed from the Confederation Trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darragh Mogan".

Darragh Mogan, Chairperson, Ellen's Creek Watershed Group Inc

A handwritten signature in blue ink, appearing to read "Norman Dewar".

Norman Dewar, Coordinator, Ellen's Creek Watershed Group Inc

## Thompson, Laurel

---

**From:** Catane, Ellen  
**Sent:** Wednesday, August 26, 2020 3:15 PM  
**To:** Thompson, Laurel; Forbes, Alex  
**Subject:** Fwd: Sherwood Crossing - Letter for general meeting

Best regards,  
Ellen

Ellen Faye Catane  
Intake Officer/Administrative Assistant  
City of Charlottetown  
233 Queen Street  
Charlottetown, PE  
C1A 4B9  
902-629-4112  
ecatane@charlottetown.ca

-----  
Sent from my iPhone

Begin forwarded message:

**From:** "notification@civiclive.com" <notification@civiclive.com>  
**Date:** August 26, 2020 at 2:34:21 PM ADT  
**To:** "Catane, Ellen" <ecatane@charlottetown.ca>  
**Subject:** Sherwood Crossing - Letter for general meeting  
**Reply-To:** Sharkeycindy@gmail.com

The following email message was generated by a user filling in a contact form on your website. It was sent from the following IP address: 47.54.220.216

I do not support Sherwood Crossing as proposed. In general, I am concerned that the City has no vision for development and as a result, all development is accepted regardless of longer term implications. In this case has there been due consideration to long term infrastructure supporting approximately 400 units; was any consideration given to environmentally friendly aspects such as roof top green spaces, larger areas of green space - many cities require green space for new builds and not just little strips of lawn; will this turn into a place where seniors and families requiring affordable housing will not wish to live e.g. Brown's Court; does the city know what rents will be and if they match the benchmark for affordable housing if there even is a benchmark; has due consideration been made to the fact that this development transitions a residential area to a commercial area and will significantly increase traffic - again an infrastructure question. Overall, I feel that the City just approves every building proposal without a vision for what the City should be in the future. The existing plan is old but all the admirable principles in it seem to be glossed over and ignored in new building proposals - references are made to

## Catane, Ellen

---

**From:** wild4blueberry@pei.sympatico.ca  
**Sent:** Saturday, August 22, 2020 2:15 PM  
**To:** Planning Department  
**Subject:** property corner of Towers Road & Mount Edward Road PID # 390534, 390559 & 390542  
**Attachments:** letter against development.doc

To Laurel Palmer Thompson, MCIP Planning & Development Officer

I would like to submit the attached letter against the rezoning of PID 390559, 390542 and 390534. Thank you for the chance to voice our concerns. My telephone number is (902) 569-3469 if you should need to contact me.

Sincerely Mr. Glen Sanders.

Mr & Mrs Glen Sanders  
220 Mt. Edward Rd.  
Charlottetown, P.E.I.  
C1A 5T5  
(902) 569-3469  
[wild4blueberry@pei.sympatico.ca](mailto:wild4blueberry@pei.sympatico.ca)

The Charlottetown Planning & Heritage Department

To Lauren Palmer Thompson MCIP  
Planning & Development Officer,  
& Planning Board Members,

RE: Property Corner of Towers Road & Mount Edward Road (PID #s 390534, 390559 and 390542).

As home owners within 100 meters of the subject property, we would like to **strongly object** to the rezoning of this area.

1/ We are still under going construction in the area (Sherdale Properties) and as of now have no idea how much it will affect the environment when completed.

2/ The traffic has increased greatly over the last few years on Mount Edward Road. This new project will also increase the use of this road.

3/ All of the construction and digging in the ground you change the under ground water ways. This could lead to new flooding concerns in the area.

4/ The loss of more green space in the City is not very environmentally friendly. It is nice to see a bit of nature in the area.

5/ There should be space to rent in the mall for the Community Health Care facility. We see lots of unused sections in it. Why not take an existing structure & renovate it to fulfill the need.

6/ We feel this will lower the value of the houses in the area as well.

These are a few of our concerns with this project. Thank you for allowing us the chance to voice our concerns.

Sincerely Mr. & Mrs. Glen Sanders.

## Catane, Ellen

---

**From:** Planning Department  
**Sent:** Thursday, August 27, 2020 12:10 PM  
**To:** Barbara Dylla; Planning Department; Thompson, Laurel; Forbes, Alex  
**Cc:** Mayor of Charlottetown (Philip Brown); Tweel, Mitchell; Councillor Greg Rivard; Jankov, Alanna; MacLeod, Terry; MacLeod, Terry; Duffy, Mike; Ramsay, Kevin; Doiron, Bob; Coady, Jason; McCabe, Julie L.; Bernard, Terry; gamcneillyMLA@assembly.pe.ca; ngjamesonMinister@gov.pe.ca  
**Subject:** RE: Proposed development corner of Towers Road and Mount Edward Road  
**Attachments:** 200827 Towers Rd proposal\_comments.pdf

Hello Barbara,  
Good day! This is to acknowledge receipt of your email and your inputs will be forwarded to our Development Officer.

Best Regards,  
Ellen

Ellen Faye Catane  
Intake Officer/Administrative Assistant

City of Charlottetown – Planning & Heritage Department  
233 Queen Street  
Charlottetown, Prince Edward Island  
Canada, C1A 4B9  
Office: 902-629-4112  
Fax: 902-629-4156

ecatane@charlottetown.ca  
www.charlottetown.ca

-----Original Message-----

From: Barbara Dylla <b.dylla@eastlink.ca>  
Sent: Thursday, August 27, 2020 11:46 AM  
To: Planning Department <planning@charlottetown.ca>  
Cc: Mayor of Charlottetown (Philip Brown) <mayor@charlottetown.ca>; Tweel, Mitchell <mtweel@charlottetown.ca>; Councillor Greg Rivard <CouncillorGregRivard@charlottetown.ca>; Jankov, Alanna <ajankov@charlottetown.ca>; MacLeod, Terry <tmacleod@charlottetown.ca>; MacLeod, Terry <tmacleod@charlottetown.ca>; Duffy, Mike <mduffy@charlottetown.ca>; Ramsay, Kevin <kramsay@charlottetown.ca>; Doiron, Bob <rdoiron@charlottetown.ca>; Coady, Jason <jecoady@charlottetown.ca>; McCabe, Julie L. <jlmccabe@charlottetown.ca>; Bernard, Terry <tbernard@charlottetown.ca>; gamcneillyMLA@assembly.pe.ca; ngjamesonMinister@gov.pe.ca  
Subject: Proposed development corner of Towers Road and Mount Edward Road

Hello,  
Please find attached my comments about the proposed development corner of Towers Road and Mount Edward Road. I would appreciate your return e-mail to confirm receipt.  
Thank you,  
Barbara Dylla

August 27, 2020

City of Charlottetown  
Charlottetown Planning and Heritage Department  
199 Queen Street, PO Box 98  
Charlottetown PE  
C1A 7K2

**Re: Proposed development corner of Towers Road and Mount Edward Road**

I wish to express my thoughts about the process that guides the Department of Planning and Heritage to assess and recommend a development project, based on the “North of Towers” aka Sherwood Crossing proposal.

1. Charlottetown’s Official Plan is over twenty years old. The Revision History contains five amendments, the majority of which are additions to Appendix “A” (Future Land Use). While the document boasts the subtitle “Strategic Directions for Charlottetown in the 21st Century and Beyond”, the dramatic changes the city—and province—have experienced in recent years (pandemic include) would demand a thorough review of these strategic directions.

Every project ought to be assessed through a “climate change lens” to ensure more effective and efficient land use, alternative energy sources, along with energy and water conservation techniques. The City should strive to promote and encourage innovative, creative investments in development projects. Building apartments to prop up the outdated concept of a shopping mall—especially in this COVID-19 era where so much has changed in how people live, play, and work—is neither innovative or creative. Furthermore, how can a proposal for a development that builds over a full fourteen acres—nearly half of which (guesstimate from site plan) will be paved over—even get as far as it did? When it relies on an Official Plan that is over twenty years old.

2. Land use and zoning regulations: When were these last updated?

In 2010, the land in question, and that adjacent to it, was farmland. Somewhere in the past ten years, that land was re-zoned for full development. This might have seemed forward-thinking then. Building for the future means taking our shrinking natural resources and population growth into account. Given everything we know about the dire consequences of climate change, it would now make sense to review land use and zoning regulations to incorporate climate change mitigation and adaptation.

What can be done in the short term?

The very fact that the development is close to public transportation and pedestrian routes is enough justification to reduce the number of parking spaces. Doing so would resolve several problems: it would reduce traffic concerns, reduce greenhouse gas emissions, and reduce the heat island effect. (Will the flat rooftops be white to absorb the sun’s heat, or



better still be a green roof<sup>1</sup>? ) Trim the area currently assigned to parking by half to preserve some natural space and integrate community gardens for a more humane and livable environment. Add bicycle racks, a bike repair station, and winter storage facilities. In short, allow residents to live “car free” and have access to active and sustainable transportation options.

3. **Densification:** I am in support of some densification, but the proposed design of the apartment buildings do not respect the size and architectural character of its surroundings. Did the planners assess the wind tunnel effect at street level? These buildings will contain a huge number of people (700? more?)! Where will these tenants be coming from? Are they to accommodate people already living here and who are in need of a place to live? Are they for families with children? If so, where are the play structures and features to ensure their safety and well-being? Or are the apartments and townhouses intended for Canadians who see Prince Edward Island as an attractive place in which to retire?

The size of the buildings proposed are what one sees in larger cities, which can more easily accommodate such a large influx of people. Is the City confident that the neighbourhood in particular, and Charlottetown in general, will be able absorb them in this compact area, given the many other large apartment buildings recently constructed or in the works?

4. **Public consultation** means actively seeking the opinions of interested and affected groups. Who is the public? The individuals and organisations that are affected directly or indirectly by a project or a decision, as well as those who have the ability to influence the decision, both positively and negatively. They can also be people who simply have an interest in the project.

All good. However, when the bulk of the letters submitted are from businesses who support the project in the hope of profiting from it, how does the Planning Department assess the input from residents who are expressing a wide range of concerns in a decision that will affect their lives, and that of their (= our) community, directly or indirectly well into the future?

For the public to provide meaningful input into the decision-making process, it must trust that its elected officials will seriously consider their feedback, and ensure that the Planning Department provide adequate responses to the questions raised about the proposed project.

I thank you for the opportunity to submit my comments and look forward to modifications in the proposed project.

Respectfully yours,

Barbara Dylla  
127 Walthen Drive  
Charlottetown PE C1A 4V4  
902-367-2428

---

<sup>1</sup> <https://greenroofs.org/about-green-roofs>

## **APPENDIX**

I strongly recommend that anyone with an interest in building better for the future read about sustainable community design<sup>2</sup>

One of the qualities of sustainable community design is to “create a high-quality urban environment that makes optimum use of space with well-defined public and private areas, accessible public spaces, buildings that respect the size, density and architectural character of the surroundings and a significant amount of green space.”<sup>3</sup>

Other features include:

- Preserving at least 50% of the natural area of a property (open space benefits the environment by combating air pollution, attenuating noise, controlling wind, providing erosion control, and moderating temperature);
- Smart Growth principles (e.g. a Smart Growth community is designed for people rather than for automobiles; it is pedestrian friendly, with safe transportation corridors for foot and bike traffic. Mass transit is easily accessible.)
- Site or design buildings to take advantage of the sun's lighting and heating capabilities.
- Interest to incorporate actions to respond to climate change, reduce GHG, and adopting smart growth principles.
- Openness to change / amend local regulations or by-laws to facilitate the implementation of the concept.

---

<sup>2</sup> [http://www.bathurstsustainabledevelopment.com/reading\\_room/Sustainable%20Conservation%20Design%20Municipal%20Toolkit%20English%202009%20electronic%20copy.pdf](http://www.bathurstsustainabledevelopment.com/reading_room/Sustainable%20Conservation%20Design%20Municipal%20Toolkit%20English%202009%20electronic%20copy.pdf)

<sup>3</sup> SUSTAINABLE COMMUNITY DESIGN – BENNY FARM / MONTREAL AS A SAMPLE (2008)

## Catane, Ellen

---

**From:** Planning Department  
**Sent:** Thursday, August 27, 2020 12:10 PM  
**To:** Andrea Battison; Planning Department; Thompson, Laurel  
**Cc:** Jankov, Alanna; Mayor of Charlottetown (Philip Brown); MacLeod, Terry; Duffy, Mike; Tweel, Mitchell; Ramsay, Kevin; Doiron, Bob; Rivard, Greg; Coady, Jason; McCabe, Julie L.; Bernard, Terry  
**Subject:** RE: letter re Sherwood Crossing Development  
**Attachments:** Sherwood Crossing letter to Planning Board and Council August 27 2020.pdf

Hello Andrea,  
Good day! This is to acknowledge receipt of your email and your inputs will be forwarded to our Development Officer.

Best Regards,  
Ellen

**Ellen Faye Catane**  
**Intake Officer / Administrative Assistant**

### **City of Charlottetown – Planning & Heritage Department**

233 Queen Street  
Charlottetown, Prince Edward Island  
Canada, C1A 4B9  
Office: 902-629-4112  
Fax: 902-629-4156

[ecatane@charlottetown.ca](mailto:ecatane@charlottetown.ca)  
[www.charlottetown.ca](http://www.charlottetown.ca)

**From:** Andrea Battison <andrea@crustipath.com>  
**Sent:** Thursday, August 27, 2020 11:40 AM  
**To:** Planning Department <planning@charlottetown.ca>  
**Cc:** Jankov, Alanna <ajankov@charlottetown.ca>; Mayor of Charlottetown (Philip Brown) <mayor@charlottetown.ca>; MacLeod, Terry <tmacleod@charlottetown.ca>; Duffy, Mike <mduffy@charlottetown.ca>; Tweel, Mitchell <mtweel@charlottetown.ca>; Ramsay, Kevin <kramsay@charlottetown.ca>; Doiron, Bob <rdoiron@charlottetown.ca>; Rivard, Greg <grivard@charlottetown.ca>; Coady, Jason <jecoady@charlottetown.ca>; McCabe, Julie L. <jlmccabe@charlottetown.ca>; Bernard, Terry <tbernard@charlottetown.ca>  
**Subject:** letter re Sherwood Crossing Development

Attached and copied below, please find my comments on the proposed development as presented at the public meeting August 26, 2020.

I appreciate the opportunity to comment on the project that the Planning and Heritage Board provides.

Sincerely,

Andrea Battison  
104 Prince Street  
Charlottetown

August 2, 2020

To: Charlottetown Planning Board & Charlottetown City Council

Re: Sherwood Crossing Proposal

As the Planning Board and Charlottetown City Council review this application, I would ask that the following points be considered during your deliberations and, where required, detailed answers to specific questions be provided by the developer.

**1. *Surface parking.***

While some underground parking is being provided for (two?) of the four buildings, a large expansive area of surface parking (presumably non-porous asphalt?) is included for the large buildings and ample paving is included for the townhouses. This area (depending on drainage plan) has the potential to **divert rainwater** from the Island's natural water table to stormwater drain system. This water could potentially aggravate the sewer water overflow that occurs during heavy rainfall.

In isolation, this may appear to be a small parking area. However, I would ask that this additional paved area be looked at in conjunction with the immediate area which contains a massive amount of hard surface (e.g., Charlottetown Mall, Canadian Tire and Sobeys commercial complexes) Every hard surface counts/contributes to diversion of rainwater from the natural water table. It would be in the City and Island's best interest to use natural drainage whenever possible, e.g., by using underground parking for all/more of the units in this development thereby preserving greenspace.

For reference, a section of 3.3 of the 2019 Climate Risk and Resilience Recommendations Report for the City of Charlottetown is copied below recommending that the city invest in green infrastructure. Listed as a mid to high priority. It would be encouraging to see City council act on these recommendations and change its view on the net-zero bylaw (see 'What was said?' section).

### 3.3 Public Works

<b>Recommendation</b>	Invest in green infrastructure (bio-retention, green spaces) / Take a Natural Asset Management approach, to reduce risk of flooding and reduce stormwater intrusion in sewer systems
-----------------------	--

**Category** Hydrological (flooding)

**What was said?** Participants identified a potential for green infrastructure in the Ellen's Creek area, the Belvedere Golf and Winter Club area, and the area between Kensington Road and Strawberry Lane. Participants noted: Need more retention. Is a debate in Council and in public. Need to change development standards and more uptake by developers. Tax incentives could be used, or permit reimbursement. Net-zero bylaw not popular with Council for new development, costs are passed to customer, and may discourage development / shift to neighboring areas.

**Who will lead?** Public Works

**Who to engage?** Council, Developers, Local environmental groups

**What municipal plans to leverage?**

**Potential next steps**

Create stormwater management plan

- Study feasibility (technical, financial) of bioretention, green infrastructure, and erosion control measures. Pilot measures with local groups.
- Apply for funding / budget for selected measures.
- Request council directive for green infrastructure / bioretention measures, and to consider Natural Asset Management approach to new development
- Provide support to local groups on ecosystem protection and restoration (wetlands, watercourses) to improve flood control, as well as for tree planting and piloting green infrastructure in urban environments.
- Empower and educate citizens and developers

<b>Timeframe</b>	Short
<b>Priority</b>	Mid to High

**Cost** High

	Yr-2020	Yr 2021	Yr 2022
A study Yes <input type="checkbox"/> No	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed

Stakeholders Engagement Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="radio"/> Pending <input type="checkbox"/> In progress <input type="radio"/> Completed	<input type="radio"/> Pending <input type="checkbox"/> In progress <input type="radio"/> Completed	<input type="radio"/> Pending <input type="checkbox"/> In progress <input type="radio"/> Completed
Funding Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="radio"/> Pending <input type="radio"/> Secured. Source:	<input type="radio"/> Pending <input type="radio"/> Secured. Source:	<input type="radio"/> Pending <input type="radio"/> Secured. Source:
Implementation	<input type="radio"/> Pending <input type="radio"/> In progress*: <input type="radio"/> Completed	<input type="radio"/> Pending <input type="radio"/> In progress*: <input type="radio"/> Completed	<input type="radio"/> Pending <input type="radio"/> In progress*: <input type="radio"/> Completed

\* Add level of completion: 25% 50% 75%

Surface parking **creates a heat reflecting surface while removing heat absorbing and carbon storing greenspace from the area.** The development is creating a hard surface centrepiece for residents of the largest complexes (316 units). Could the developer consider creating a lush, carbon storing, heat absorbing recreational area/green space/educational natural habitat (trees, shrubs for birds etc.) for its residents in its place? If there were to be any families moving into this complex, children would have to cross very high traffic routes - Tower Road, Mount Edward Road, the new public road between the Charlottetown Mall to access greenspace and play areas. I have noted that even with some temporary 'paving' this new public road is seeing a lot of use as it provides an alternate route to the Charlottetown Mall and Canadian Tire/Sobey's commercial areas, allowing drivers to avoid University Avenue. This use can only be expected to increase when it is properly paved etc. Residents, especially children, could be effectively trapped within an area without adequate safe play areas for physical activity and wellness, such that vehicles are required to exit safely to recreational areas.

## **2. Further disruption of the Confederation Trail route**

This area is a treasured and extensively and diversely used Open Space within the City for recreation and transportation/cycling. It contributes to the health and wellness and provides a reasonably safe bicycle route which the City is trying to encourage. While the Rails to Trails route has traffic/road crossings that 'came with' the structure, it would be discouraging and disheartening to see the City actively add even more disruptions to this system by having the only access to the bulk of the proposed development cross this Open Space. A future road is shown in the plans that would connect to Mount Edward Road. Could the plan be reimagined to divert traffic in this direction at the outset rather than consider it at some undefined/uncommitted point in the future?

## **3. Energy Efficiency**

The developer listed a number of energy efficient features of the building and indicated that these exceeded industry standards. The city of Charlottetown has a Community Energy Plan which lists a goal to have a city which is carbon neutral by 2050 at the latest, with greenhouse gas emissions reduced to 50-65% relative to 2015 by 2030. Can the developer provide figures that confirm that this project will meet or exceed those goals? The only way that the City can meet its future goals is to require developers to act now with new buildings and projects (which is cheaper than retrofitting later on).

## **4. Letters for or against the project.**

This project has received an abundance of written submissions. Rather than simply considering the number of letters in support vs non-support, I would request that Planning Board and City Council read each letter and while carefully considering the points that they are making, note whether they are written by residents or business operators (signed in their business role and provided on business letterhead) and note the reasons for support or non-support of the project e.g., greenspace issues, watershed, public safety, increased housing, provides an 'economic boost' for the city, or a simple endorsement of the developer without actually mentioning the project.

I appreciate the opportunity to comment on the proposal and I thank you for taking the time to read my letter.

Sincerely,  
Andrea Battison  
104 Prince Street, Charlottetown

August 2, 2020

To: Charlottetown Planning Board & Charlottetown City Council

Re: Sherwood Crossing Proposal

As the Planning Board and Charlottetown City Council review this application, I would ask that the following points be considered during your deliberations and, where required, detailed answers to specific questions be provided by the developer.

**1. *Surface parking.***

While some underground parking is being provided for (two?) of the four buildings, a large expansive area of surface parking (presumably non-porous asphalt?) is included for the large buildings and ample paving is included for the townhouses. This area (depending on drainage plan) has the potential to divert rainwater from the Island's natural water table to stormwater drain system. This water could potentially aggravate the sewer water overflow that occurs during heavy rainfall.

In isolation, this may appear to be a small parking area. However, I would ask that this additional paved area be looked at in conjunction with the immediate area which contains a massive amount of hard surface (e.g., Charlottetown Mall, Canadian Tire and Sobeys' commercial complexes) Every hard surface counts/contributes to diversion of rainwater from the natural water table. It would be in the City and Island's best interest to use natural drainage whenever possible, e.g., by using underground parking for all/more of the units in this development thereby preserving greenspace.

For reference, a section of 3.3 of the 2019 Climate Risk and Resilience Recommendations Report for the City of Charlottetown is copied below recommending that the city invest in green infrastructure. Listed as a mid to high priority. It would be encouraging to see City council act on these recommendations and change its view on the net-zero bylaw (see 'What was said?' section).



### 3.3 Public Works

<b>Recommendation</b>	Invest in green infrastructure (bio-retention, green spaces) / Take a Natural Asset Management approach, to reduce risk of flooding and reduce stormwater intrusion in sewer systems
-----------------------	--

**Category** Hydrological (flooding)

**What was said?** Participants identified a potential for green infrastructure in the Ellen's Creek area, the Belvedere Golf and Winter Club area, and the area between Kensington Road and Strawberry Lane. Participants noted: Need more retention. Is a debate in Council and in public. Need to change development standards and more uptake by developers. Tax incentives could be used, or permit reimbursement. Net-zero bylaw not popular with Council for new development, costs are passed to customer, and may discourage development / shift to neighboring areas.

**Who will lead?** Public Works

**Who to engage?** Council, Developers, Local environmental groups

**What municipal plans to leverage?**

**Potential next steps**

Create stormwater management plan

- Study feasibility (technical, financial) of bioretention, green infrastructure, and erosion control measures. Pilot measures with local groups.
- Apply for funding / budget for selected measures.
- Request council directive for green infrastructure / bioretention measures, and to consider Natural Asset Management approach to new development
- Provide support to local groups on ecosystem protection and restoration (wetlands, watercourses) to improve flood control, as well as for tree planting and piloting green infrastructure in urban environments.
- Empower and educate citizens and developers

<b>Timeframe</b>	Short
<b>Priority</b>	Mid to High
<b>Cost</b>	High

	Yr-2020	Yr 2021	Yr 2022
A study Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed
Stakeholders Engagement Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress <input type="checkbox"/> Completed
Funding Yes <input type="checkbox"/> No <input type="checkbox"/>	<input type="checkbox"/> Pending <input type="checkbox"/> Secured. Source:	<input type="checkbox"/> Pending <input type="checkbox"/> Secured. Source:	<input type="checkbox"/> Pending <input type="checkbox"/> Secured. Source:
Implementation	<input type="checkbox"/> Pending <input type="checkbox"/> In progress*: <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress*: <input type="checkbox"/> Completed	<input type="checkbox"/> Pending <input type="checkbox"/> In progress*: <input type="checkbox"/> Completed

\* Add level of completion: 25% 50% 75%

Surface parking **creates a heat reflecting surface while removing heat absorbing and carbon storing greenspace from the area.** The development is creating a hard surface centrepiece for residents of the largest complexes (316 units). Could the developer consider creating a lush, carbon storing, heat absorbing recreational area/green space/educational natural habitat (trees, shrubs for birds etc.) for its residents in its place? If there were to be any families moving into this complex, children would have to cross very high traffic routes - Tower Road, Mount Edward Road, the new public road between the Charlottetown Mall to access greenspace and play areas. I have noted that even with some temporary 'paving' this new public road is seeing a lot of use as it provides an alternate route to the Charlottetown Mall and Canadian Tire/Sobey's commercial areas, allowing drivers to avoid University Avenue. This use can only be expected to increase when it is properly paved etc. Residents, especially children, could be effectively trapped within an area without adequate safe play areas for physical activity and wellness, such that vehicles are required to exit safely to recreational areas.

## ***2. Further disruption of the Confederation Trail route***

This area is a treasured and extensively and diversely used Open Space within the City for recreation and transportation/cycling. It contributes to the health and wellness and provides a reasonably safe bicycle route which the City is trying to encourage. While the Rails to Trails route has traffic/road crossings that 'came with' the structure, it would be discouraging and disheartening to see the City actively add even more disruptions to this system by having the only access to the bulk of the proposed development cross this Open Space. A future road is shown in the plans that would connect to Mount Edward Road. Could the plan be reimagined to divert traffic in this direction at the outset rather than consider it at some undefined/uncommitted point in the future?

## ***3. Energy Efficiency***

The developer listed a number of energy efficient features of the building and indicated that these exceeded industry standards. The city of Charlottetown has a Community Energy Plan which lists a goal to have a city which is carbon neutral by 2050 at the latest, with greenhouse gas emissions reduced to 50-65% relative to 2015 by 2030. Can the developer provide figures that confirm that this project will meet or exceed those goals? The only way that the City can meet its future goals is to require developers to act now with new buildings and projects (which is cheaper than retrofitting later on).

## ***4. Letters for or against the project.***

This project has received an abundance of written submissions. Rather than simply considering the number of letters in support vs non-support, I would request that Planning Board and City Council read each letter and while carefully considering the points that they are making, note whether they are written by residents or business operators (signed in their business role and provided on business letterhead) and note the reasons for support or non-support of the project e.g., greenspace issues, watershed, public safety, increased housing, provides an 'economic boost' for the city, or a simple endorsement of the developer without actually mentioning the project.

I appreciate the opportunity to comment on the proposal and I thank you for taking the time to read my letter.

Sincerely,

Andrea Battison

104 Prince Street, Charlottetown

## Catane, Ellen

---

**From:** Planning Department  
**Sent:** Thursday, August 27, 2020 9:55 AM  
**To:** Dave Greenwood; Planning Department; Thompson, Laurel  
**Cc:** Amber MacLauchlan; Forbes, Alex  
**Subject:** RE: Sherwood Crossing Support letter  
**Attachments:** Sherwood Crossing Support letter.pdf

Hi David,  
Good day! This is to acknowledge receipt of your email and your inputs will be forwarded to our Development Officer.

Best Regards,  
Ellen

**Ellen Faye Catane**  
**Intake Officer / Administrative Assistant**

**City of Charlottetown – Planning & Heritage Department**  
233 Queen Street  
Charlottetown, Prince Edward Island  
Canada, C1A 4B9  
Office: 902-629-4112  
Fax: 902-629-4156

[ecatane@charlottetown.ca](mailto:ecatane@charlottetown.ca)  
[www.charlottetown.ca](http://www.charlottetown.ca)

**From:** Dave Greenwood <dgreenwood@storageinn.ca>  
**Sent:** Wednesday, August 26, 2020 5:53 PM  
**To:** Planning Department <planning@charlottetown.ca>  
**Cc:** Amber MacLauchlan <amaclauchlan@apmcommercial.ca>  
**Subject:** FW: Sherwood Crossing Support letter

To whom it may concern,

Our companies offer of support to the proposed Sherwood Crossing Project. Please see attached letter.

Regards,

David Greenwood  
(902) 830-0924  
Storage Inn Ltd.  
180 Minna Jane  
Charlottetown, PEI

Date: August 24, 2020

Charlottetown Planning & Heritage Department  
P.O. Box 98  
199 Queen Street  
Charlottetown, PE  
C1A 7K2

**RE: Sherwood Crossing (Development Project at Corner of Towers Road and Mount Edward Road)**

To whom it may concern,

I am writing to offer our support for the proposed "Sherwood Crossing" Project.

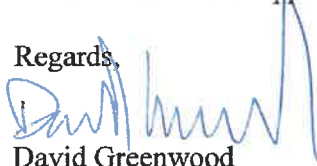
APM and Killam have a proven track record, building high quality, attractive buildings.

Killam's recent Project in downtown Halifax, the Alexander, took great lengths to fit into the historic landscape of the surrounding area. APM's Project in Stratford, the emergency services facility, showed forward thinking combining all 3 essential services into one building, meeting a need for a growing community, while creating a sleek attractive building.

The Project will employ many trades, provide a large tax base and improve the housing shortage.

Please consider this application for this development.

Regards,



David Greenwood  
Managing Partner  
Storage Inn  
180 Minna Jane  
Charlottetown, PEI  
902-830-0924

## Catane, Ellen

---

**From:** Norman Dewar <normdewar@gmail.com>  
**Sent:** Wednesday, August 26, 2020 12:37 PM  
**To:** Planning Department  
**Cc:** Rivard, Greg; Doyle, Ramona; Forbes, Alex  
**Subject:** Comments Re: Sherwood Crossing Development  
**Attachments:** Comment to City Planning Re Sherwood Crossing ECWC 200826.pdf

To the Planning Department, City of Charlottetown

Please see the attached comments submitted on behalf of Ellen's Creek Watershed Group in regards to the proposed Sherwood Crossing Development to be discussed tonight at a public meeting.

Thanks you

Norman Dewar, Coordinator

Ellen's Creek Watershed Group



Charlottetown Planning & Heritage Department

August 26, 2020

**RE: Proposed Development-Sherwood Crossing**

Dear Sir/Madam,

We are writing to you to express our concerns regarding the proposed Sherwood Crossing development on the north side of the Towers Road.

We are not opposed to this type of development. It has many positives as noted by the City's Planning Department in their review. However, we are concerned that less than 2% of the 14 acres is set aside as green space. We are also concerned that the Confederation Trail adjacent to the property is included as part of the proposed site plan concept drawing submitted by the developer.

Another concern is that by our estimation the proposal has over 2 acres of surface parking on a 14-acre site. Could an increase in unit density combined with more underground parking allow for more green space and the environmental benefits that would provide?

Sherwood and West Royalty at first glance seem to have an abundance of green space but little is zoned as such and it is disappearing at an alarming rate. A nearby natural area, Hazards Creek, appears to be a large area but less than half is zoned as green space. What is protected is a narrow sliver of what is there now.

Is the City considering adding more green space in this area? It would be a logical step in City planning as areas are infilled with development to add more green space in proportion to population growth in an area. Green space should be considered critical infrastructure with the same benefits to residents as all the other things that make a City a great place to live in. Adding more public green space to Hazards Creek would be a place to start as it is the closest existing green space in the area and can be accessed from the Confederation Trail.

Sincerely,

A handwritten signature in blue ink, appearing to read "Darragh Mogan".

Darragh Mogan, Chairperson, Ellen's Creek Watershed Group Inc

A handwritten signature in blue ink, appearing to read "Norman Dewar".

Norman Dewar, Coordinator, Ellen's Creek Watershed Group Inc

## Catane, Ellen

---

**From:** Atlantic Deck Systems <clerk.ads@gmail.com>  
**Sent:** Wednesday, August 26, 2020 9:29 AM  
**To:** Planning Department  
**Cc:** dlamont@macleanconstruction.com; AMacLauchlan@APMcommercial.ca;  
atlantic.deck.systems@bellaliant.net; dlamont@apm.ca  
**Subject:** Letter of Support for the Proposed Sherwood Crossing Development  
**Attachments:** LETTER OF SUPPORT - SHERWOOD CROSSING PROJECT.pdf

Hello,

Please find attached our letter in support of the proposed development of the Sherwood Crossing.


All inquiries may be directed to Winston Cousins via the contact information provided.

Regards,



**Matthew Hebert**  
Bookkeeper Atlantic Deck Systems Ltd.  
[p: 902-836-4426/3824](tel:902-836-4426/3824) [f: 902-836-4427](tel:902-836-4427)  
[a: 4205 Rte 20 RR2, Kensington, PE C0B 1M0](tel:902-836-4427)  
[w: atlanticdecksystems.ca](http://atlanticdecksystems.ca)



<b>TITLE:</b> <b>FUTURE LANDUSE MAP AMENDMENT AND ZONING</b> <b>AMENDMENT 115 MURCHISON LANE (PID #'s 425892 and 691162)</b> <b>FILE: PLAN-2020-08-September-6B-7</b> <b>APPLICANT: FATHAM STUDIOS, ROBERT LEBLANC</b> <b>OWNERS: PROVINCE OF PRINCE EDWARD ISLAND</b> <b>And PEI HOUSING CORPORATION</b>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 14</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> <ul style="list-style-type: none"> <li>A. Property Map</li> <li>B. Applicant's submission: Hillsborough Rezoning</li> <li>C. Master Plan submission</li> <li>D. Working Site Plan</li> <li>E. Building Elevations for Buildings 1&amp;2</li> </ul>	
<b>SITE INFORMATION:</b> <b>Ward No:</b> 10 – Falconwood <b>Property Use:</b> Institutional and Industrial <b>Context:</b> Vacant land and institutional to be redeveloped <b>Existing Land Use:</b> Vacant and hospital <b>Official Plan:</b> Institutional and Employment <b>Zoning:</b> I (Institutional) and M-3 (Business Park Industrial)		

**RECOMMENDATION:**

The Planning & Heritage Department encourages Planning Board to recommend to Council to to amend Appendix "A" the Official Land Use Map of the City of Charlottetown from Institutional and Employment to Concept Plan Area and a request to amend Appendix "G" – Zoning Map of the Charlottetown Zoning and Development Bylaw from I (Institutional Zone) and M-3 (Business Park Industrial) Zone to CDA (Comprehensive Development Area) Zone for (PID #'s 425892 and 691162) at 115 Murchison Lane and to approve the working site plans for buildings 1 & 2 of the Comprehensive development plan as per Section 41.2.6 of the Zoning and Development Bylaw subject to the signing of a Development Agreement.

**BACKGROUND:*****Request***

An application has been submitted for a request to amend the Future Land Use Map from Employment Area on a portion of PID #425892 and Institutional on a portion of PID #'s 425892 and 691162 to Concept Plan Area and to rezone the subject properties located at 115 Murchison Lane from I (Institutional) and Business park Industrial (M-3) to Comprehensive Development Area (CDA) and to approve the working site plans for buildings 1 & 2 of the Comprehensive development plan as per Section 41.2.6 of the Zoning and Development Bylaw.

***Development Context***

The subject properties are approximately 78.9 acres combined and are located along Murchison, Lane, Prom Acadian Drive and Deacon Lane.

To the north is land owned by the French Language School Board zoned I (Institutional). To the east and south is the Hillsborough River and to the west is I (Institutional) zoned land containing the Queen Elizabeth II hospital.

**LEGISLATIVE REQUIREMENTS:*****Notification***

In accordance with Section 3.10 of the Zoning & Development By-law, on August 13, 2020 notice was sent to 37 (thirty seven) property owners located within 100 meters of the subject property advising them of the proposed comprehensive development plan and the request to rezone. The letter advised them of the date, time and location of the public meeting. The letter solicited their written comments for or against the proposed rezoning request and stated the deadline to submit written comments on the application.

***Public Feedback***

In response to the City's notification letter there were no letters received.

The Public meeting was held on August 26, 2020 at the Rodd Royalty, 14 Capital Drive. At the public meeting Rob Leblanc from Fathom Studios, consultant for the developer presented the details of the application including site details, environmental conditions, parking, proposed building uses, density, site design, new road locations and required road upgrades. When Mr. LeBlanc finished his presentation residents were invited to ask questions and make comments.

Several residents spoke at the public meeting (see minutes from the public meeting for detailed comments).

Overall, there were some concerns raised and positive comments about the development.

Concerns identified:

- Concerns regarding the traffic that will be generated on Patterson Drive and at the Queen Elizabeth Hospital Intersection. Some residents felt that the entrance onto Patterson Drive from west of the Bypass is dangerous and that traffic should be discouraged from entering there unless upgrades occur.
- Question if snow would continue to be dumped in the Hillsborough River.
- Questions whether energy efficiency and net zero building components will be part of this development.
- Question if the Doctors and nurses who work in the hospital will be able to give input on the building design before it is finalized.

Comments in support:

- In support of the project and would love to have more green space close to the school.
- The Hillsborough Hospital complex is long overdue for many PEI residents suffering from many different afflictions. It is good to see the PEI Government taking this initiative.
- This is the best place to have this development.
- Glad that the gravel pit and gravel trucks working there all night will be gone.

**ANALYSIS:**

The request for rezoning is to assemble the land under one zone to facilitate the construction of a new mental health and addictions acute care facility/life skills centre as well as a mixed use development (11-12 acres) along the northern boundary of PID #452892. If rezoned and the new hospital constructed the existing Hillsborough Hospital would be demolished. The applicant has requested CDA zoning to allow for more flexibility to accommodate a mixed use, urban, campus style development as outlined in the master plan for the site (see attached). The master plan focuses on, *"an integrated development approach mixing urban residential and potential commercial uses with the hospital and social housing uses."* As indicated in the applicant's rationale for the rezoning request, *"In the past these land uses were purposefully separated but recent social research has moved from a 'segregation and isolation' mindset to one of social integration for these types of facilities."*

The master plan contains 4 main components:

- 1) *A new two-storey Mental Health & Addictions Acute Care Facility / Life Skills Centre*
- 2) *Public Social Safety and Structured Housing (2 new buildings)*
- 3) *Social Housing / Extended Care Housing for addictions recovery (accommodation for 12 people.)*
- 4) *Mixed-use Development: up to 10 mixed-use buildings, some with ground floor retail uses and all of them with the potential for multi-unit residential uses. (The development would be designed as urban 4-6 storey buildings with a 3-storey streetwall (a 2-3m stepback at the 4<sup>th</sup> storey on the building front facing the street.)*

The master plan proposal also incorporates a well connected and integrated trail system and further expands on existing public trails through the property. In addition, the plan takes advantage of the site's location on the Charlottetown waterfront by building in access to the waterfront throughout the development. This area was identified in the East Royalty Master Plan as an important connector for the trail system along the waterfront. At the time of the East Royalty Master Plan there was an existing trail that ran along the Hillsborough Hospital property however, a trail connector did not exist along the water on the property to the north that housed the provincial salt storage. This trail connector will help to achieve one of the goals of the East Royalty Master plan that identified the need for a continuous connector from the Charlottetown Waterfront to the neighbourhood of East Royalty.

Also to note, 115 Murchison Lane (PID 425892) is a designated Heritage Resource. The proposal was before Heritage Board on May 25 and Heritage Board recommended that the designation be adjusted to the lands along the entire waterfront portion of the property and removed from the balance of the site. The applicants are working with Heritage Board to accommodate the Board's request. The Heritage Board would like the majority of the lands between the waterfront and the proposed new structure to be retained under the protection of the Heritage Bylaw. Staff would suggest that the subject land must be surveyed and the designation finalized prior to issuing any building permits for the site. The designation should also be outlined in the terms and conditions of the development agreement.

Since the public meeting the applicants have also requested as per Section 41.2.6 of the Zoning and Development Bylaw that the working site plan for Phase I of the project consisting of buildings 1 (Social Housing Extended Care Residence) and 2 (Social Structured Housing, including day programming) on the comprehensive development plan be approved simultaneously with the comprehensive development plan. These plans will also be attached as a schedule to the resulting development agreement.

Section 41.2.6 reads, *“Subsequent to approval of the Development Concept Plan, the working site plan and buildings shall be approved on the recommendation of Planning Board for each Phase within the CDA Zone provided it is, in the opinion of Council, consistent with the overall Development Concept Plan and any schedule attached thereto.”*

Staff have reviewed the site plan and building elevations for this portion of the master plan and feel that they are consistent with the overall development concept plan that was presented at the public meeting (see attached site plan and elevations).

**LEGISLATIVE REQUIREMENTS:**

There are two processes under consideration with this application:

1) a rezoning application and 2) approval of a comprehensive development plan. Both processes are similar and follow a legislative process outlined in the Zoning and Development Bylaw with both requiring public consultation. Both processes can be carried out simultaneously.

Section 41.2.1 DEVELOPMENT CONCEPT PLAN of the Zoning and Development Bylaw requires *41.2.1 Development within a CDA Zone shall be subject to the approval by Council of a Development Concept Plan and any attached schedule and the applicable Development Agreement entered.*

The process for approval of a development concept plan is as follows:

*41.2.3 No Development consisting of new Buildings or the Demolition or relocation of Buildings shall take place in a CDA Zone until a Development Concept Plan has been proposed and adopted by Council.*

*41.2.4 The Council, before approving a Development Concept Plan, shall consider the following:*

- a. The maintenance of design standards of the proposed Buildings and their acceptability with respect to land uses and the character and scale of existing and proposed Development in the vicinity;*
- b. The quality of architectural design of all proposed Buildings, their compatibility with the architectural character of adjacent Development*
- c. The preservation of existing site features of unique quality and the preservation of the natural beauty of the area;*
- d. The proposed type of ownership;*
- e. The proposed population density of the area, the adequacy of Landscaped Areas, Building form, Parking, pedestrian walkways, Streets, Municipal Services; and*

*f. Any other factors as recommended by Planning Board.*

*41.2.5 Applicants for Development approval in the CDA Zone may put forward Development Concept Plans, and such Development Concept Plans, if approved by Council, shall serve as the elements of a Development Concept Plan for the portion of the Zone in which they are situated.*

*41.2.6 Subsequent to approval of the Development Concept Plan, the working site plan and buildings shall be approved on the recommendation of Planning Board for each Phase within the CDA Zone provided it is, in the opinion of Council, consistent with the overall Development Concept Plan and any schedule attached thereto.*

*41.2.7 Before Council approves or amends a Development Concept Plan in a CDA Zone, a public meeting shall be called in the same manner, mutatis mutandis, as if an amendment to this by-law were being considered.*

The applicant has submitted a detailed masterplan outlining the development concept for the site. If Council chooses to rezone the property and adopt the development concept for the property the applicant will be required to enter into a development agreement with the City which will outline the terms and conditions of the approval and how the development is to be carried out over time. In addition, the working site plans and buildings proposed for each development phase must be reviewed by Planning Board for consistency with the approved development concept plan and approved by Council.

Staff has examined the Official Plan and there are various sections of the Official Plan that supports this proposal (see relevant sections listed below).

#### *4.7 Health Care Initiatives*

##### *Starting Point*

*Sound health care is a cornerstone of community well-being. Charlottetown is fortunate to have a first-class public health system. Its services and facilities are of benefit to patients from throughout Prince Edward Island, as well as those who reside in the City. The provision of excellent care for local residents, along with those from around the province, will continue to be the public health system's most important priority.*

### *Defining Our Direction*

*Our goal is to work with public and private sector partners to explore the opportunities and costs presented by initiatives in health care development.*

*1. Our objective is to strike a steering committee composed of officials from the three levels of government, non-governmental organizations, the medical community, and the private sector to pursue initiatives in health care development.*

### *3.3 Housing Needs and Variety*

*If Charlottetown is to continue to grow as a healthy community, affordable housing for all segments of society must generally be available throughout the City. Moreover, the housing requirements of those with special needs (e.g., disabled, homeless, people in transition) also have to be addressed. Likewise, in the recent past, there has been a chronic shortage of most types of seniors housing. As the population base continues to age, this problem will become more acute unless civic decision-makers address it in a forthright manner.*

*These are some of the reasons why the City needs to encourage compact and contiguous development, more in-fill housing, and the efficient use of civic infrastructure. In addition, the direction of this plan is to make Charlottetown's neighbourhoods more stable and sustainable.*

### *Defining Our Direction*

*Our goal is to work with public and private sector partners to create an attractive physical environment and positive investment climate in which the housing requirements of all residents can be met (including those with special needs), and to provide clear direction as to where residential development should take place.*

- 1. Our objective is to encourage development in fully serviced areas of the City, to promote settlement and neighbourhood policies as mechanisms for directing the location of new housing, and to encourage new residential development near centres of employment.*
  - Our policy shall be to ensure that all new multiple dwelling unit buildings are serviced by water and wastewater systems which have the capacity to accept the development proposed.*
  - Our policy shall be to base residential densities on the availability of municipal services, education facilities, recreation and open space amenities, transportation routes, and such other factors as the City may need to consider.*

The Province has initiated this rezoning application to replace the aging Hillsborough Hospital. The development concept plan includes buildings and uses to address the needs of various people who have special needs within the island community. As well the concept plan proposes a development mix that aims to develop a, “mindset of social integration for these facilities”. Staff feels that the proposed development concept plan meets many of the policies and objectives of the Official Plan as well as many of the technical requirements stipulated in the Zoning Bylaw

Below is a quick summary of the subject application’s positive attributes, neutral attributes, and shortcomings:

Positives	Neutral	Shortcomings
<ul style="list-style-type: none"> <li>▪ The current hospital does not meet the needs of patients and a new facility will provide a modernized facility that is more integrated within the community.</li> <li>▪ The City is experiencing a demand for housing to meet the needs of all people in society. The residential component of this project will address the needs of some of these people.</li> <li>▪ The proposal integrates the institutional component into a setting with urban residential with commercial uses to create social integration.</li> <li>▪ The project takes advantage of the waterfront setting and connects public trail linkages and enhances park like spaces.</li> <li>▪ The proposal is close to public transit.</li> <li>▪ The property is in an area that has municipal services.</li> </ul>		
		<ul style="list-style-type: none"> <li>▪ The overall development overtime will generate significant traffic in the area therefore, upgrades will be required to existing roads servicing the development.</li> </ul>



**CONCLUSION:**

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the rezoning request for 115 Murchison Crescent and to approve the proposed comprehensive development master plan (attached) and the working site plans and elevations for buildings 1 and 2 of the master plan (attached).

**PRESENTER:**

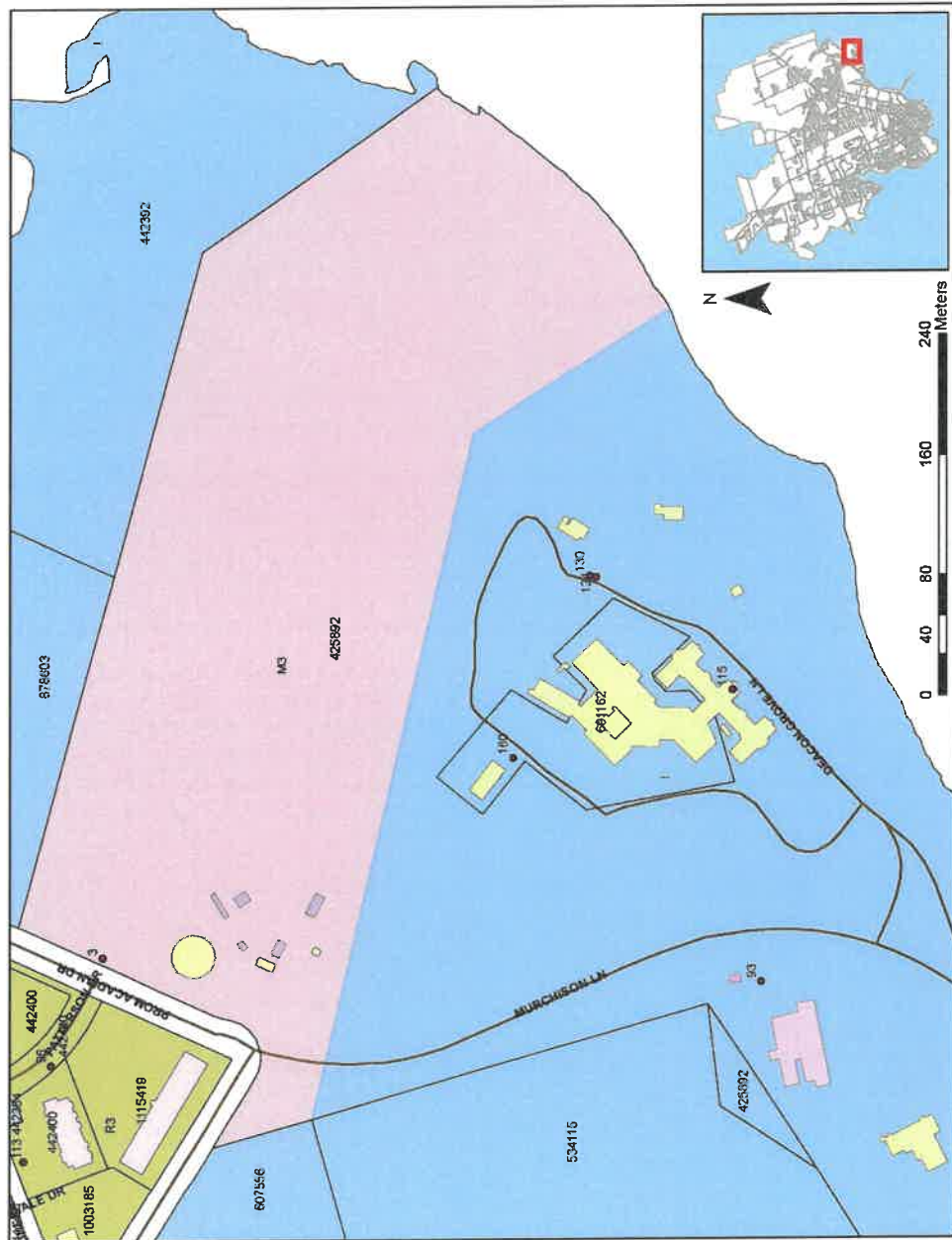


Laurel Palmer Thompson MCIP  
Planner II

**MANAGER:**

Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage

LOCATION MAP, ATTACHMENT A



PID#425892 & 691162 - 115 Murchison Lane

# Attachment B

## APPLICANT SUBMISSION

**Attachment B:** applicant submission  
**File:** PLAN-2020-7-SEPTEMBER  
115 Murchison Lane (**PID's** 425892 and 691162)  
**Owner:** Province of PEI



**Issued**  
May 11, 2020  
**Project Number**

## Hillsborough Hospital Site Rezoning

Dear Laurel,

Thanks for providing some feedback on the rezoning process as we work through the site master plan development. This application is submitted on behalf of the Province of PEI for the future redevelopment of its land (PARCEL No. 425892) and for PID 691162, owned by the PEI Housing Corporation. Once the existing Hillsborough Hospital is demolished (after the new hospital is built), the PEI Housing Corporation would turn the PID 691162 back over to the Province of PEI. Please see the accompanying letter from the PEI Housing Corp to allow this zoning application to proceed on their lands.

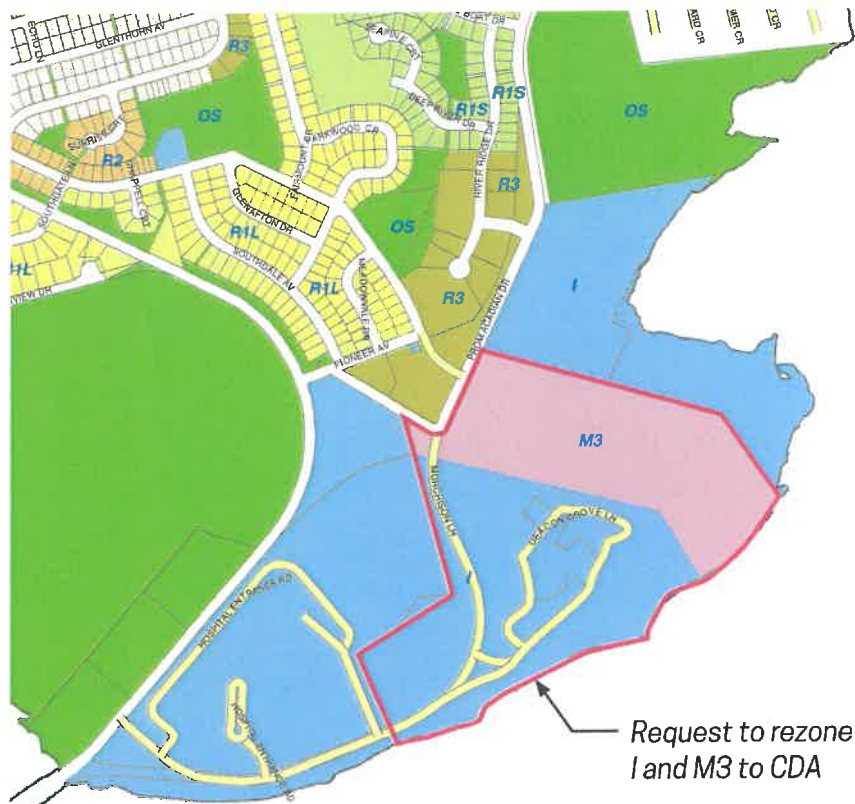
The proposed Hillsborough Master Plan seeks to transform the site from a stigmatized institutional 'island' to a more community integrated, interconnected, de-stigmatized campus. The design preserves important conservation areas on the property, maintains or further connects public trail linkages through and around the property, and enhances park-like spaces and waterfront access.

### Rezoning Request

The current M3 zoning boundary bisects the property necessitating a rezoning of the M3 to accommodate the proposed new mental health and addictions acute care facility / life skills centre and ancillary facilities. At the same time, and for reasons described in this letter, we are trying to accommodate some mixed-use development along the northern boundary of the PID. So we are requesting the rezoning of both the Institutional and M3 zones to CDA to provide enough flexibility for a mixed use development (see Fig 1).

### The Site

Both properties (425892 and 691162 ) are about 78.9 acres in size (see attached survey) to the high water mark and it is currently zoned as Business Park Industrial (M3) and Institutional (I). The Province is planning a mixed-use development which would initially include four new institutional buildings described below, with the potential for a mixed-use development on the north side of the development, about 11-12 acres in size. A new road will be built to connect Patterson Drive with Deacon Grove Lane generally following the existing sewer easement through the



**Figure 1.** Current Zoning

property.

The entire development is purposely planned as an integrated development mixing urban residential and possibly commercial uses with the hospital and social housing uses. In the past, these land uses were purposely separated, but recent social research has moved from a 'segregation and isolation' mindset to one of social integration for these type facilities. The residential component is now an important ingredient for the proposed institutional facilities.

The facilities proposed in the master plan include:

1. **A new two-storey Mental Health & Addictions Acute Care Facility / Life Skills Centre** (to replace the existing Hillsborough Hospital) which will provide specialized care, long-term treatment and rehabilitation for individuals facing acute or enduring mental illness, cognitive disabilities or psycho-geriatric conditions. The new facility will incorporate a planned 2,300 m<sup>2</sup> of integrated floor space for life skills training and a community gymnasium, included as a key amenity of the newly-developed Hillsborough site, in immediate proximity to the on-site Social Housing. Providing a holistic service delivery approach, the Life Skills Centre will focus on essential skill development for clients.
2. **Public Social Safety and Structured Housing:** The province of PEI has a number of clients requiring a supportive, highly structured, living environment. There is a significant lack of housing that meets this need on PEI. Persons requiring a supportive, social housing environment include those adults with complex care needs; clients living with chronic mental health illness; and/or those transitioning from hospital to community/home after an extended inpatient stay.

The Public Social Housing and Structured Housing includes the construction of two buildings:

- (A) Residential accommodations for eight (8) individuals with day programming space for up to 12 additional clients
  - (B) Residential accommodations for thirty-six (36) individuals including relevant programming opportunities
3. ***Social Housing / Extended Care Housing for addictions recovery:*** PEI has a need for longer-term accommodation for people transitioning from inpatient detoxification/transition to community-based service and supports for those struggling to maintain a substance-free life. Currently in PEI, extended stay recovery social housing for this population is limited. The Province will increase the compliment of long-term addictions recovery housing by building residential accommodation for 12 individuals to replace an ageing 6 person facility.
  4. ***Mixed-use Development.*** As noted, the proposed institutional facilities will benefit greatly from additional forms of housing, pedestrian activity on the streets and in the parks/trails, waterfront park investment, possible retail uses and active streetscapes. The overall intention would be to create secluded and private interior spaces for the social facilities but active outdoor facilities and ample options for parks and recreation facilities. To this end, the Province is proposing a mixed-use development on the north side of the proposed new access road which generally follows the path of the sewer easement. The project could accommodate up to 10 mixed-use buildings, some with groundfloor retail uses and all of them with the potential for multi-unit residential uses. The development would be designed as urban 4-6 storey buildings with a 3-storey streetwall (a 2-3m stepback at the 4th storey on the building front facing the street), some groundfloor commercial (at the discretion of the developer), surface parking in the rear to the north, and underground parking where the elevations permit (without flooding from storm surge). All of the groundfloor units would be walk-ups with doors and urban courtyards on the street. The master plan has preserved courtyard open spaces between the buildings at the groundfloor to create more activity and open space. Parking has all been located in the rear of the buildings to minimize views of cars from the street. The current proforma for this development anticipates about 550 units, arranged in no more than 10 buildings. We have used an average unit size of 100 sq.m. per unit in preparing the proforma calculations. We will discuss the desired unit mix (1, 2, or 3 bedroom unit mix) with the City and we can discuss some affordable housing options as part of the development. Charlottetown is one of the fastest growing cities in the nation (3.5%) and there is a growing demand for different forms of housing, and in particular, multi-unit housing proximate to good open space networks and parks. As one of the last remaining undeveloped waterfront sites on the Hillsborough River, we believe that the mixed-use development would benefit the proposed facilities while satisfying the growing housing needs in Charlottetown.

### **Trails and Open Space**

The proposed Hillsborough Master Plan seeks to transform the site from a stigmatized institutional island to a more community integrated, interconnected, de-stigmatized campus. As possible, the design preserves important conservation areas on the property, maintains or further connects public trail linkages through and around the property, and enhances park-like spaces and waterfront access.

1. The plan seeks to minimize any new development affecting the "urban forest" copse

along Murchison Lane. The existing, well-traveled multi-use trail will be preserved through this area (adjacent to the Lane) which, it is anticipated, will continue to be maintained by the City.

2. The Province will work with the City to ensure the apportionment of a clearly delineated section of the site that addresses the City's requirement to maintain and reflect representative components of the site's historic landscape designation (i.e. areas in front of the existing Hillsborough Hospital which contain stands of mature trees and sloping lawns along the riverfront). These areas will continue to be maintained for public use / access.
3. In addition, the province currently anticipates retaining the remainder of Hillsborough waterfront as accessible parkland. The masterplan shows a series of waterfront trails though the trails and park features are not budgeted as part of the current redevelopment project. The Province hopes to be able to work with the City and any trail groups to develop trails and park features in the future.
4. Some courtyards, plazas and active sport courts will be developed near the new hospital.
5. Stormwater management for the entire development will be managed through a series of green drainage swales, stormwater gardens, and stormwater wetlands between the developed properties and the existing Ducks Unlimited wetland. These stormwater features will be designed as park features in their own right. Eventually, trails and other parks features will be encouraged along the waterfront as the full site is built out.
6. A sidewalk will be built on the south side of the new road from the new hospital to the new Deacon Grove Lane / Acadian Drive intersection. An additional sidewalk on the north side of the new road would be built by future developers as the mixed-use properties are developed in the future as part of the development covenants for these sites. On-street parking may also be added to the covenants for future developers to build. The future developers will be required to build on-street parking, and sidewalks and street furnishings to an urban standard. No parking will be permitted between the street and the new buildings and all surface parking will be located in the rear of the future developments.
7. Private courtyards will be built with all the new mixed-use buildings in the future. Though these courtyards will be privately built and developed, most of the spaces will remain open to the public.
8. There are no plans to eliminate the small parking lot at the foot of Acadian Drive, though the province will not be doing any improvements to this lot as part of this development.
9. A new crosswalk across Acadian Drive is planned at the Patterson Drive intersection where the new sidewalk ends from the new road at Acadian Drive and Patterson Drive.

### **Existing Hillsborough Hospital**

The existing Hillsborough Hospital is anticipated to be demolished once the new facilities are built. There are currently no immediate plans for the redevelopment of this property. The site will be stabilized, graded and seeded once the building is removed. The Province will try to retain any existing caliper sized trees on the site. The existing steam line to the hospital will be re-routed to the new hospital as part of the district energy strategy. Any historic remnants will be preserved for the Provincial Museum or will be relocated to the new facilities if possible to preserve the cultural heritage of the old facility. Water and sanitary service lines will be stubbed. The site will be fully stabilized after demolition.

### **Future Mixed-use Development Sites**

The future mixed-use development sites (about 11-12 acres) on the north side of the new road are currently not planned for immediate development, but the province would like the flexibility to include this type of development in the future for the reasons previously stated; notably,

bringing life and activity to the wellness campus will be good for patients, good for the growing city (to provide additional room for development on a fully serviced lot), and will improve the recreation potential of the surrounding properties with the potential future investment in trails and open space by future developers. A mixed-use hospital site is a "win-win" for everyone and provides government the opportunity to better align resources (including collaboration with community organizations and NGOs), create jobs, and allow for vocational and volunteer work opportunities for mental health and addictions clients via newly developed community infrastructure and partnership opportunities. That said, there are no current plans to take these parcels to market in the immediate future. Should the province move forward, it is anticipated the development would be managed through an expression of interest or a broker.

The development parcels would generally follow some of the requirements set out in the city's existing WF (Waterfront) zone including consideration for 18m maximum height (6-storeys) and 3-storey streetwalls (3m stepback). In addition, buildings would be brought out to the street, developers would build urban streetscapes, parking would be located in the rear (and below the buildings where there is enough grade so they don't get flooded), groundfloor commercial uses would be considered where feasible. The owners would like the flexibility of including office space, commercial space, hotel or lodging space and of course multi-unit residential. The requirements would be set out in the development agreement.

### **Other Background Information**

As part of the master plan for the acute care facility, our office undertook a high-level traffic study which we have attached. If additional information is required for the traffic submission, please let us know and we will try to accommodate. We have attached the conceptual master plan and 3D massing to convey the general intent of the future development plan for this property as described in this letter. We have also included some servicing information excerpts from the master plan document which is still in draft.

We would appreciate your feedback on next steps and timelines for the application. If you have any questions, please drop me a line. Please find attached our full application for rezoning.

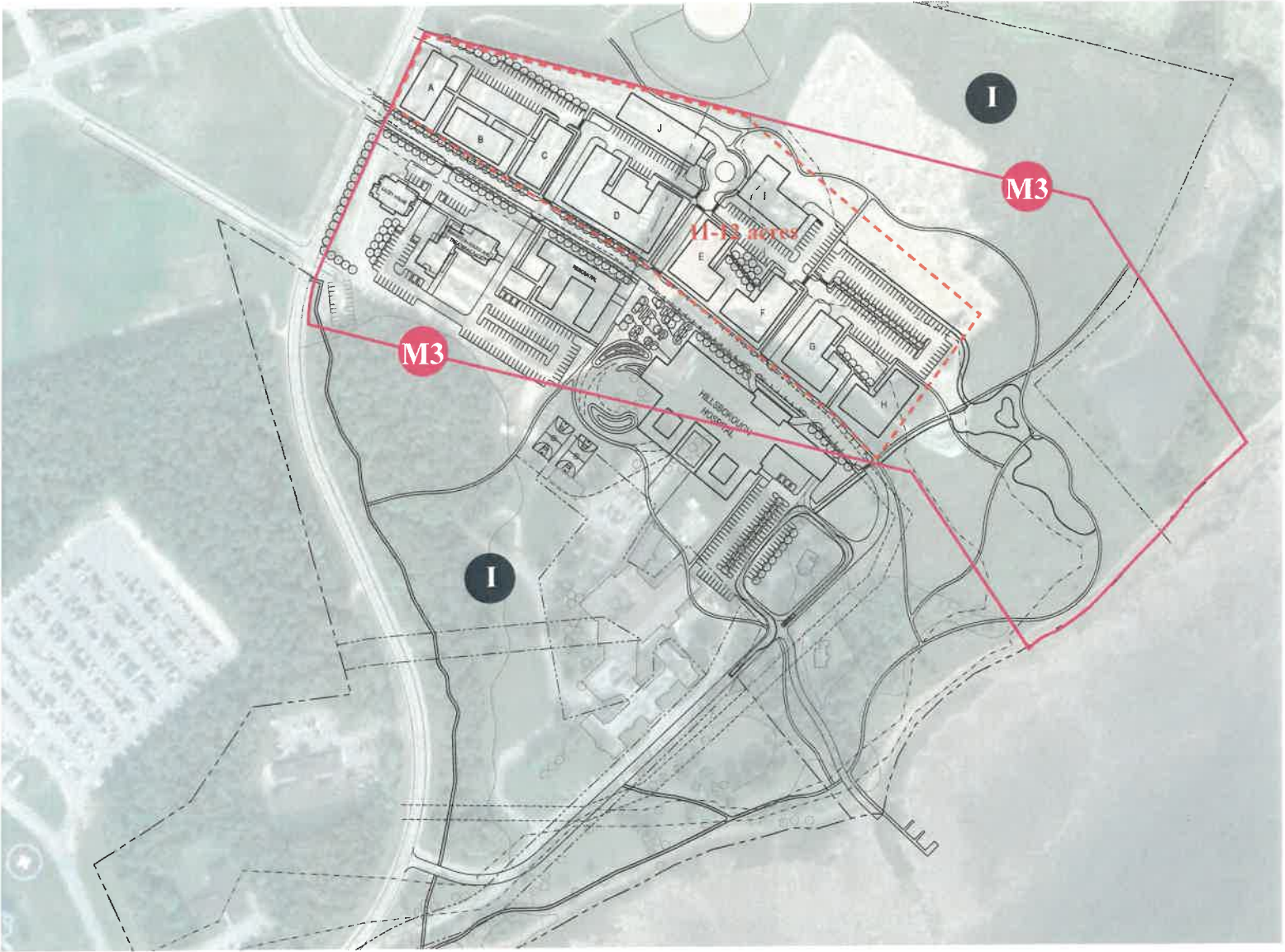
Sincerely,

A handwritten signature in black ink, appearing to read 'Rob LeBlanc', with a stylized flourish at the end.

Rob LeBlanc, president  
902 461 2525 x102 direct, 902 483 2424 mobile  
rob.leblanc@fathomstudio.ca



**Figure 2.** Overlay of existing zoning on the proposed site plan





PO Box 2000, Charlottetown  
Prince Edward Island  
Canada C1A 7N8

**Social Development  
and Housing**

**Développement  
social et Logement**



C.P. 2000, Charlottetown  
Île-du-Prince-Édouard  
Canada C1A 7N8

April 6, 2020

Ms. Laurel Thompson, Planner  
City of Charlottetown Planning and Heritage Department  
233 Queen Street  
Charlottetown, PE  
C1A 4B9

Dear Ms. Thompson:

**Re: Hillsborough Hospital PID #691162 ("the Property")**

---

The Prince Edward Island Housing Corporation (the Corporation) owns the above-noted property. The Property encompasses the land beneath a 1980s addition to the Hillsborough Hospital and all related right-of-ways. The Property is surrounded by PID #425892 which encompasses the pre-1980's portion of the Hillsborough Hospital site as well as the former Department of Transportation, Infrastructure and Energy (TIE) Storage Depot site; this PID is owned by the Government of Prince Edward Island.

The Corporation understands that the Province is currently seeking to have the entire Hillsborough Hospital site and the former TIE Depot Site re-zoned by the City of Charlottetown as Comprehensive Development Area (CDA) to facilitate the site's re-development for a new acute care mental health facility and related community-focused mental health and addictions built infrastructure.

The Corporation fully supports the re-zoning and, prior to the de-commissioning and demolition of the current Hillsborough Hospital (anticipated in 2025), will transfer title of the Property to the Province for consolidation under provincial ownership.

Please contact me with any questions or additional information needed.

Yours truly,

Sonya L. Cobb, CPA, CA  
Director  
Housing Services





# HH Master Plan Development

Proposed Building Designations for Re-Zoning Application

22 April, 2020

fathom

École François-Buote

Patterson Dr

Acadia Drive

Marchison Lane

Hillsborough River

## Legend

1. Social Housing/Extended Care Residence
2. Social / Structured Housing (including Day Programming)
3. Social Housing / Public Safety Housing
4. Mental Health & Addictions Acute Care Facility / Life Skills Centre
5. Existing buildings to be removed
6. Outdoor activity area
7. Sidewalk
8. Courts
9. Outdoor recreation area
10. Entry plaza
11. Future floating dock
12. Trail network
13. Stormwater pond
14. Ducks Unlimited pond
15. Naturalized Area
16. Existing vegetation
17. Staff parking
18. Guest and staff parking
19. Visitor parking
20. Existing Hillsborough Hospital to be demolished















## **Section 3**

# **Master Plan**



### 3.1 Site Context Analysis



Charlottetown, Prince Edward Island

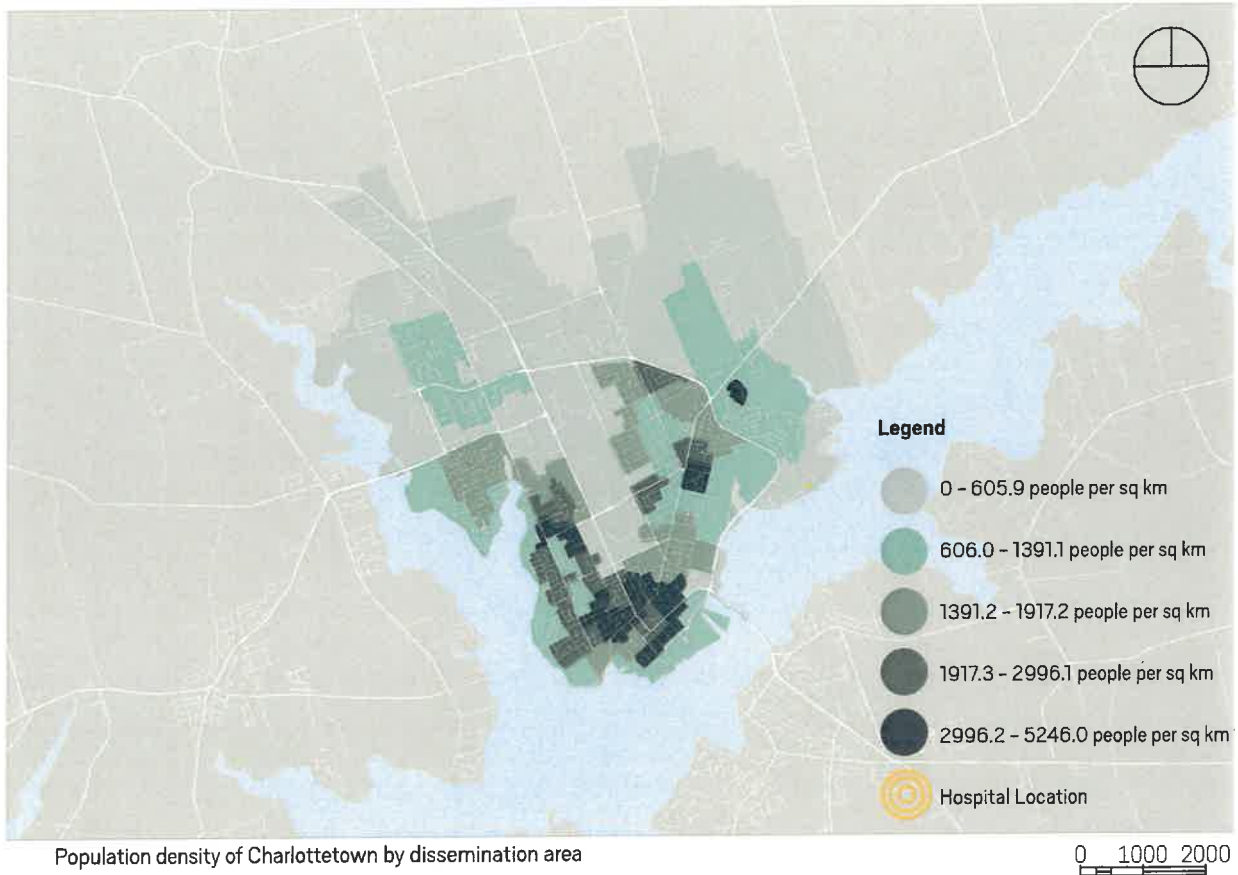
#### The Greater Context

The Hillsborough Hospital is situated along the Hillsborough River in Charlottetown, Prince Edward Island.

Charlottetown has access to many amenities that serve its residents as well as visitors to the region. In 2012, in cooperation with the province of Prince Edward Island, an Active Transportation Plan was developed for the City of Charlottetown, the Town of Cornwall, and the Town of Stratford. The purpose of this plan is to develop appealing and safe pedestrian and cycling facilities to connect the three municipalities. Additionally, the

Confederation Trail passes through the City of Charlottetown thus further connecting this city to a broader transportation and recreational network within the province. Furthermore, Charlottetown is located only 25 minutes from Prince Edward Island National Park of Canada.

The City of Charlottetown provides amenities to its residents on a day-to-day basis while also providing easy access to the natural beauty Prince Edward Island is known for.

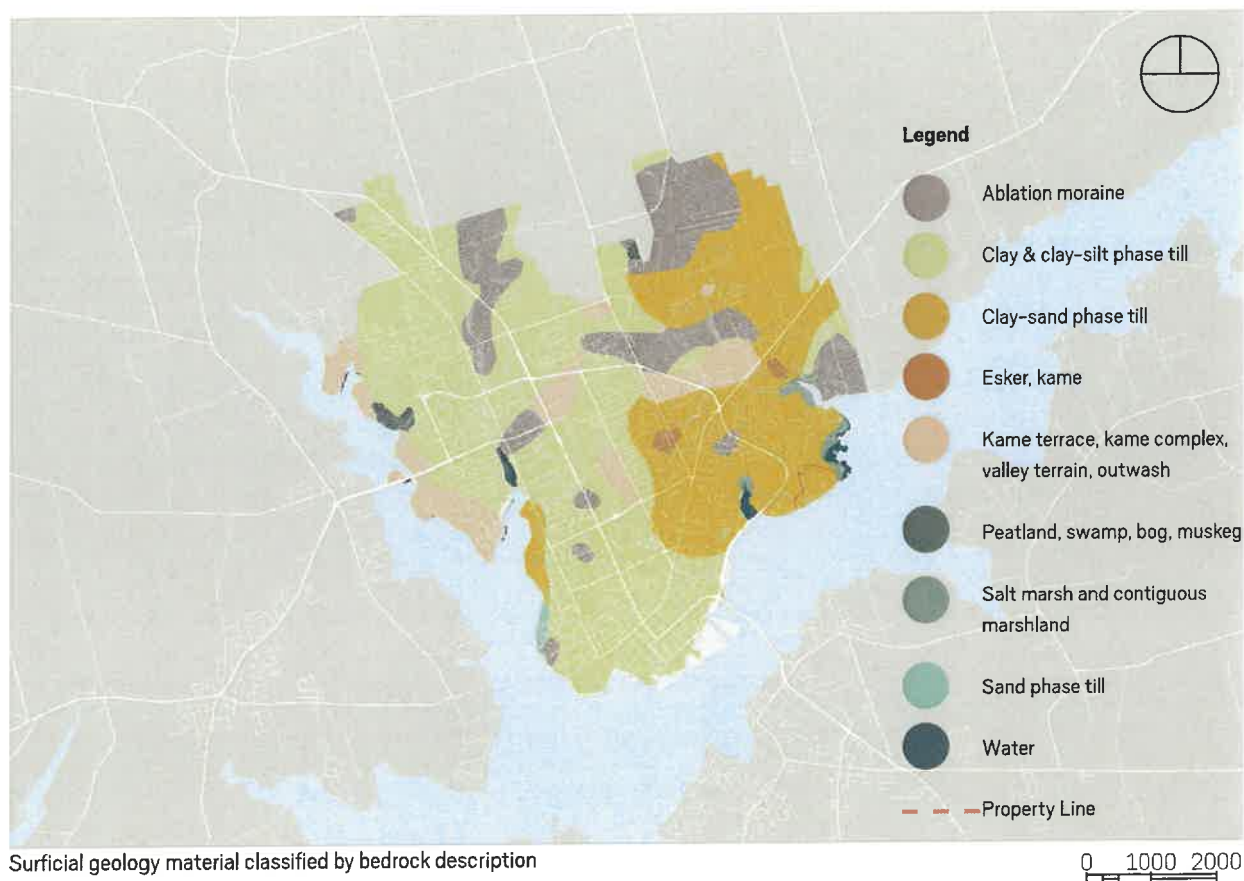


### Population Density

The population density of Charlottetown by dissemination area derived from the 2011 Canadian Census shows that the population is predominantly concentrated in the downtown core of the city. Despite this, arterial roads connecting the downtown area to the Hillsborough Hospital make the site easily accessible to the population.

Increasing the population density through multi-unit residential housing in the Falconwood neighbourhood of Charlottetown could benefit this area. Providing additional housing options outside of the downtown

core would be desirable and would disperse the population more evenly across the waterfront of the city. This area serves as an employment hub for medical professionals and is also well served by the Charlottetown Active Transportation and recreational trails networks. Given the opportunity, additional population density in this area of Charlottetown would serve the community well.



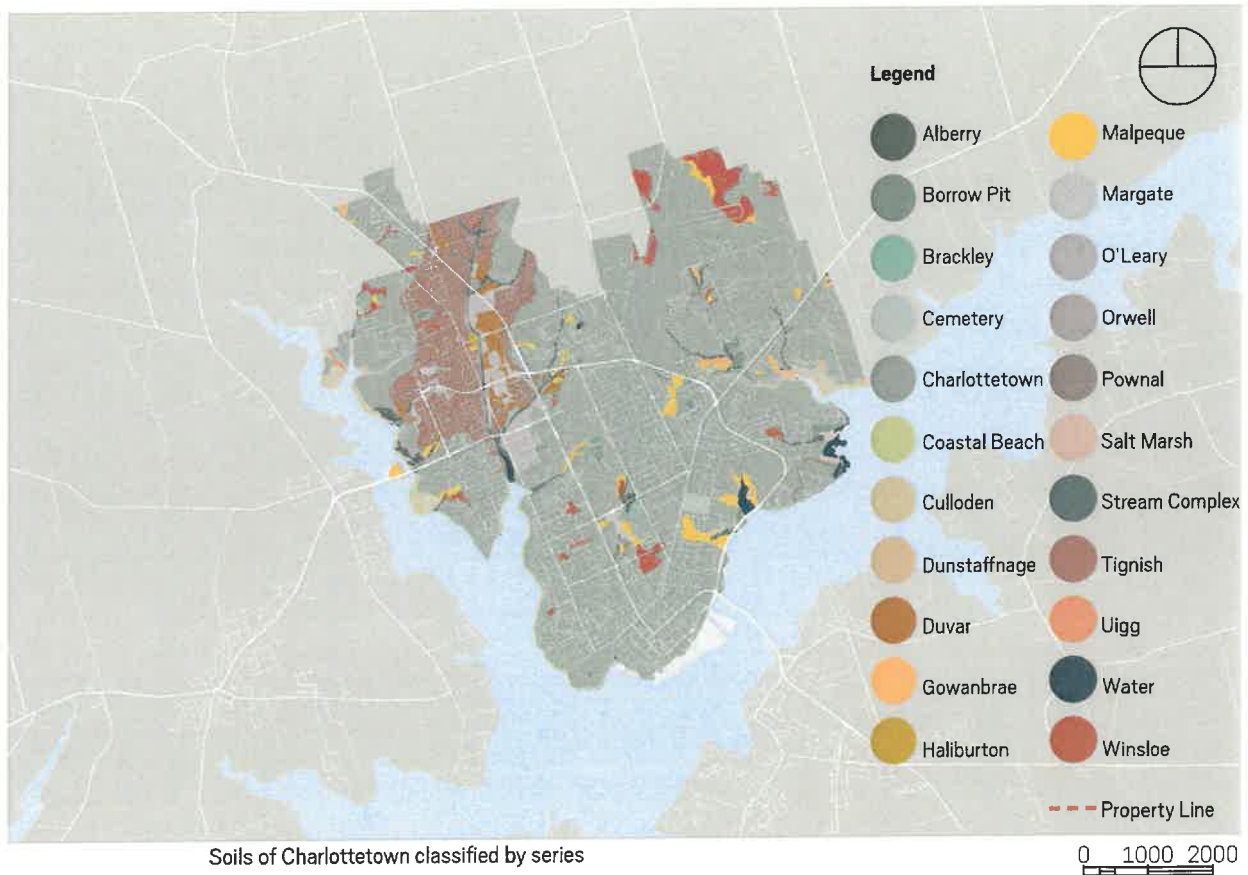
Surficial geology material classified by bedrock description

## Surficial Geology

The surficial geology of Charlottetown is predominately clay, clay-silt, and clay-sand phase till. The surficial geology of the site is comprised almost entirely of clay-sand phase till.

In general, clay-sand phase glacial till results in acidic, crumb-like soils. These soils offer good drainage and can withstand mechanical disruption which occurs during construction. However, these types of well-drained soils can render the site susceptible to water erosion. Established vegetation on site helps provide soil cover and root systems help to stabilize soils.

Minimizing disruption to existing vegetation on site, especially mature trees and shrubs, will help maintain soils and provide erosion control during and after construction.



## Soils

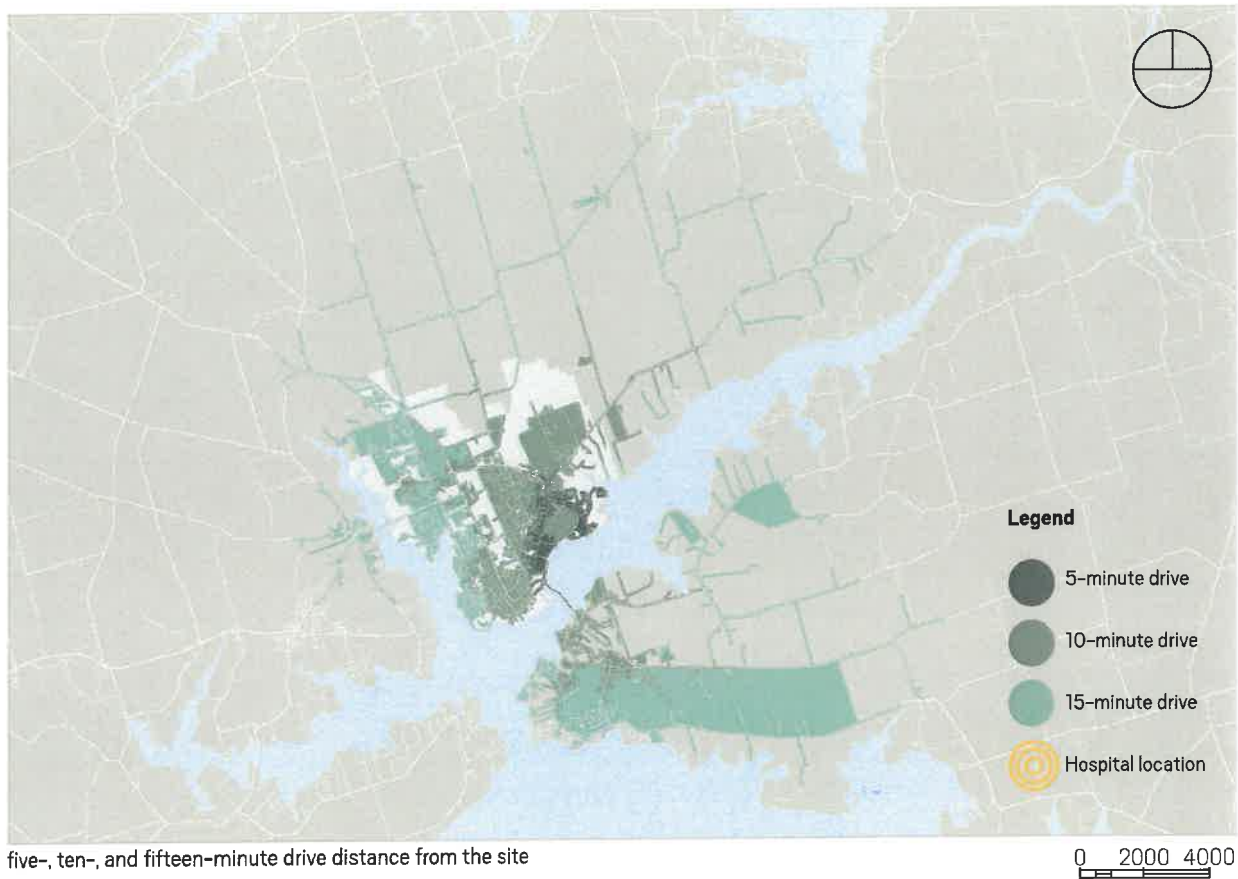
The predominant soil series in Charlottetown is the Charlottetown series. The next most dominant soil is the Tignish soil series. Both soils have glacial till parent material, which is reflective of the surficial geology map. Additionally, both soil type are medium to fine textured.

The soil on the study site is the Charlottetown series.

Charlottetown soils are well drained and there is a virtual absence of surface stones and boulders. Furthermore, Charlottetown soils are highly tolerant of disruption which will occur during construction

phases. However, the medium texture of this soil does render this soil somewhat susceptible to water erosion.

Therefore, erosion control measures and vegetation protection measures should be taken during the construction phases on site.



## Driving Network

The Hillsborough Hospital site is not only accessible by car within Charlottetown, but portions of the Towns of Stratford and Cornwall are also within a 15-minute drive.





## Walking Network

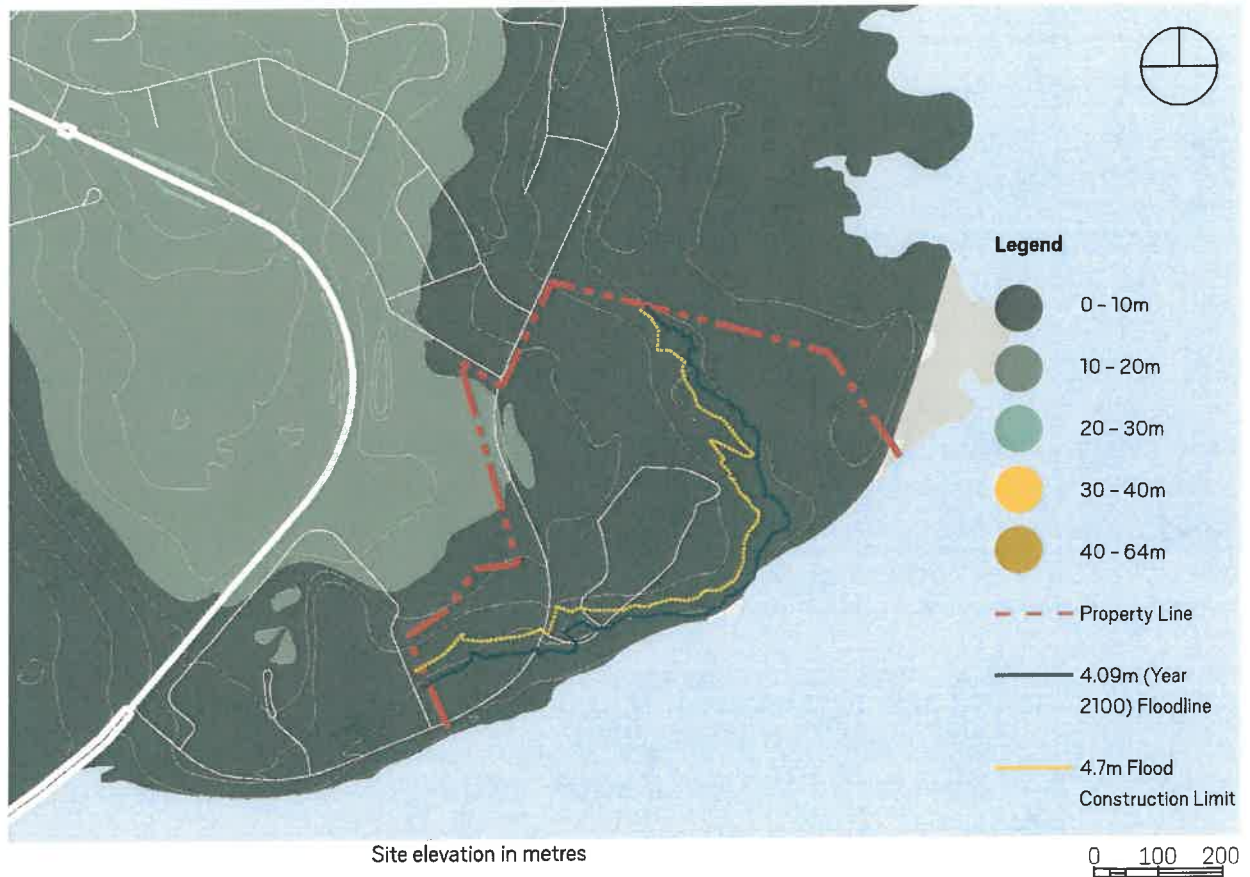
The site itself is within the five-minute walking zone. Therefore, trails and walking paths that are desirable for patients, visitors, and staff are important to include in the site design. Providing suitable passive recreation opportunities to site users will help promote overall health and wellness.

Within a 15-minute walking distance are the Belvedere Golf Course, two softball fields, and a nearby subdivision. Additionally, a Francophone school is within a 15-minute walking distance of the site.



## Slope

The site is fairly flat with some areas sloping up to 12% primarily along the water edge. Recreational amenities, such as universally accessible paths and benches, along this water edge within the flood line setback would be suitable with some grading to ensure cross slopes remain comfortable and safe for users. Areas on site with existing buildings and services are sloped at 0-2%.



### Elevation

Almost the entire site is 10m or less in elevation. The proximity to the Hillsborough River provides the opportunity for recreational features to interact with the water. Walking trails that follow the shoreline provide access to natural amenities in conjunction with passive recreation.





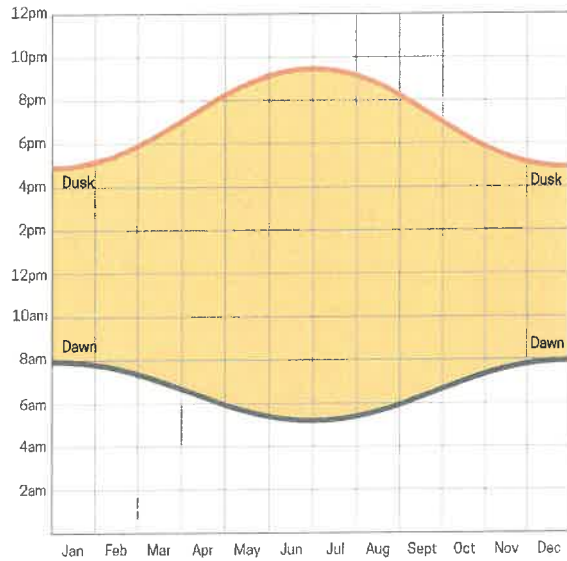
Solar aspect

### Solar Aspect

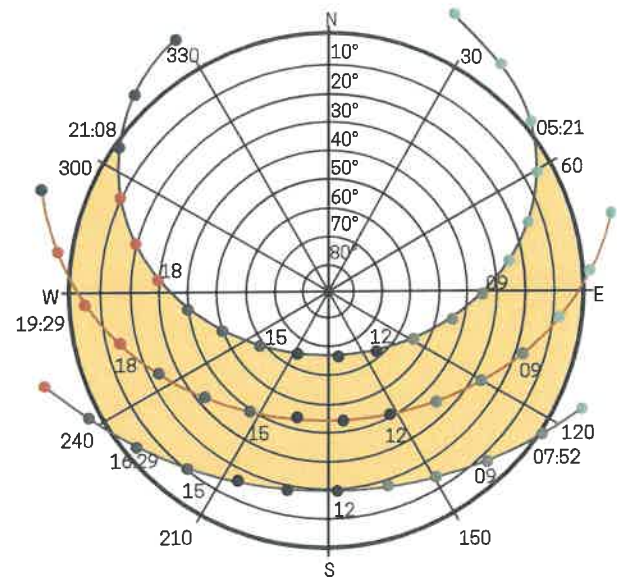
Solar aspect conveys which direction some of the land is sloping. North facing slopes receive less sunlight than south facing slopes, while east facing slopes receive morning sunlight and west facing slopes receive more evening sunlight. In the areas where there is very steep topography, this effect can be very pronounced to the extent that only shade tolerant plant species will grow on north facing slopes.

Much of the site is oriented south or east. Areas oriented to the south may benefit from tree planting to provide shade to open spaces. Areas oriented to

the east will experience morning sun and afternoon shade assuming trees or buildings provide adequate solar protection. Deciduous trees would be well suited to the area to allow natural sunlight to enter the building during the winter months when the risks of outdoor sun exposure are lower and the desire for natural light to improve mental wellbeing increases.



Sunrise-sunset for Charlottetown



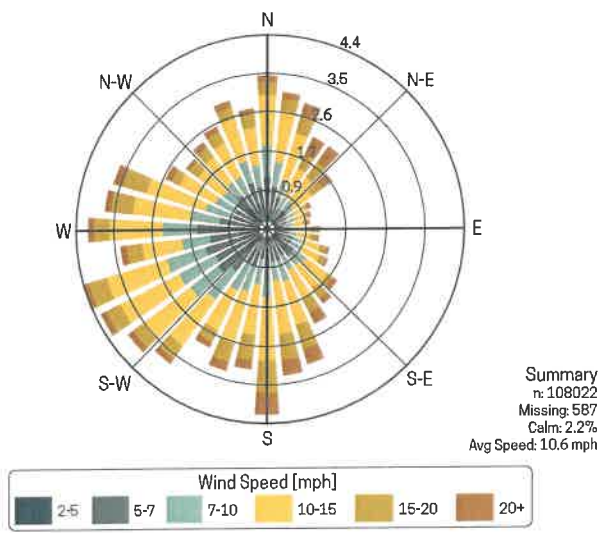
Sun path diagram for Charlottetown

Variable	January	February	March	April	May	June	July	August	September	October	November	December
Insolation, kWh/m <sub>2</sub> /day	1.38	2	3.13	4.26	5.55	5.94	5.99	5.24	3.88	2.32	1.31	1.09
Clearness, 0-1	0.44	0.43	0.46	0.47	0.52	0.52	0.54	0.54	0.51	0.43	0.37	0.4
Temperature, °C	-6.91	-8.21	-3.36	3.14	9.37	15.07	19.54	19.92	16.02	9.94	3.78	-2.44
Windspeed, m/s	7.96	7.78	7.83	7.19	6.54	6.18	5.75	5.52	6.04	6.93	7.8	8.15
Precipitation, mm	97	83	84	86	90	86	78	89	90	110	116	118
Wet days, d	16	13.5	13.9	13.2	13.8	12.3	11.3	11.8	12.4	14.1	16	18.5

Solar energy and surface meteorology for Charlottetown

Wind

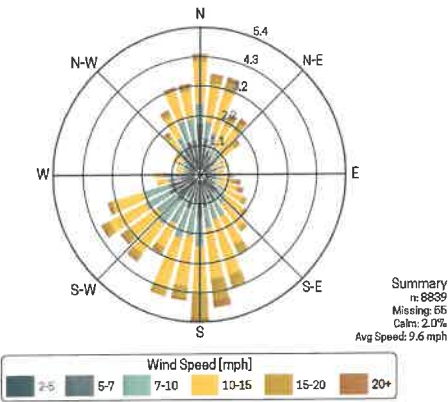
When the solar aspect conditions are combined with local prevailing wind directions, they create special microclimate conditions which can influence both plant health and human thermal comfort. The site is situated north of the Hillsborough River. The prevailing summer winds from the south off the water will help create cool conditions on site to improve comfort during the warmest months of the year. Furthermore, prevailing winter winds in Charlottetown are from the north west. The site is protected on the north west by an existing stand of Acadian forest. This mature stand of trees will help protect the site in the winter months from wind.



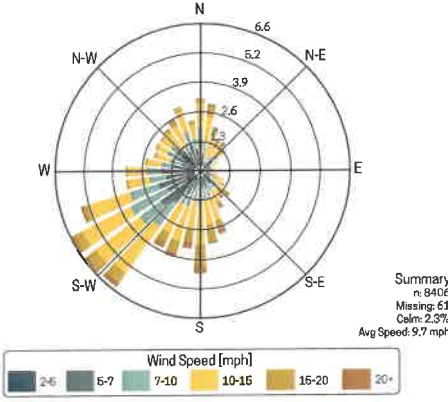
Beaufort Scale

2-5 mph	calm
5-7 mph	light breeze
7-10 mph	gentle breeze
10-15 mph	moderate breeze
15-20 mph	fresh breeze
+20 mph	strong breeze

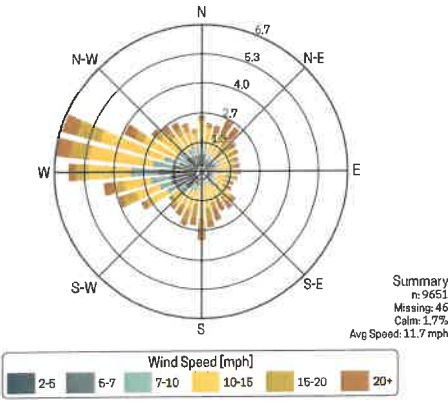
Charlottetown Wind Rose (all-year)



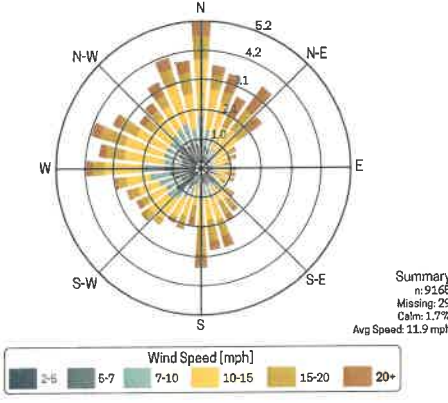
Charlottetown Wind Rose Summer Solstice



Charlottetown Wind Rose Fall Equinox



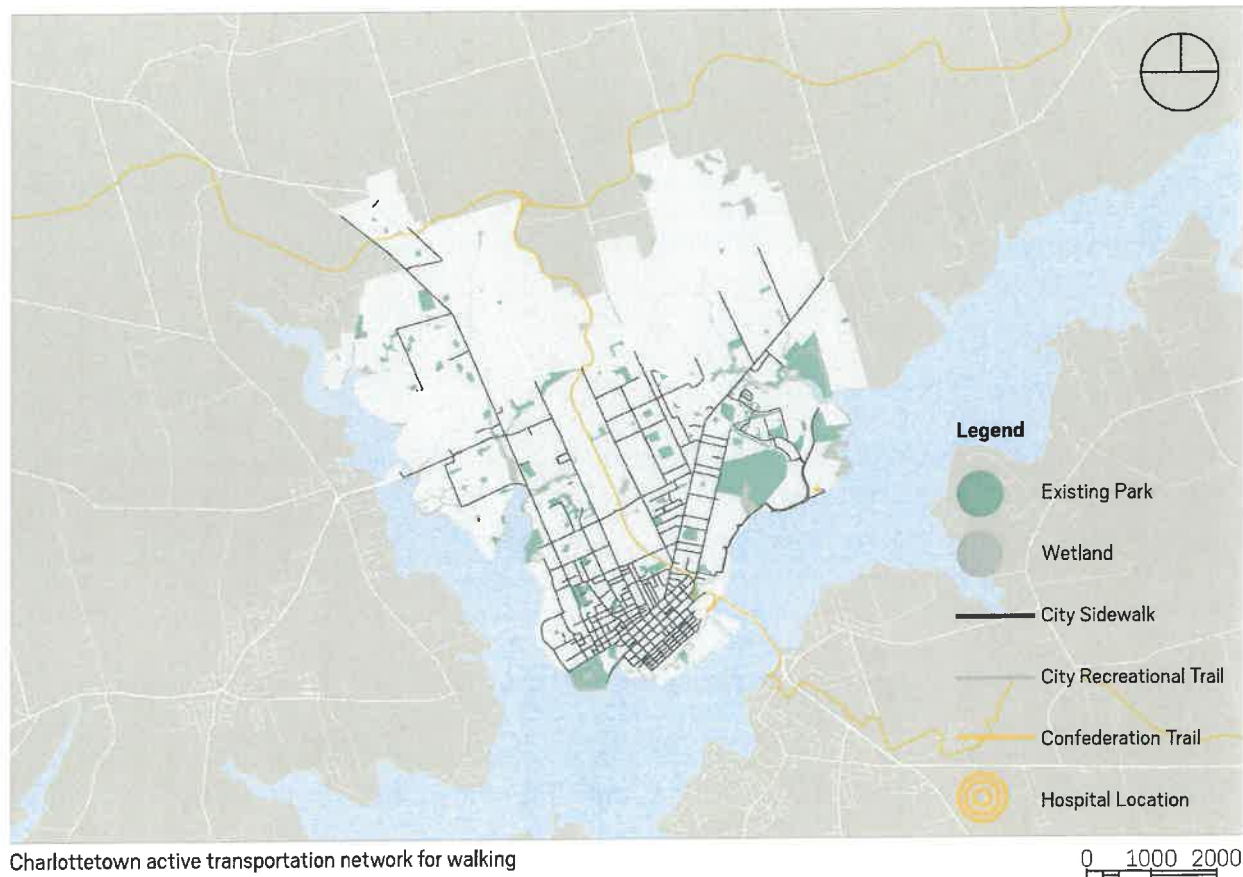
Charlottetown Wind Rose Winter Solstice



Charlottetown Wind Rose Spring Equinox

## Active Transportation

Active transportation definition...

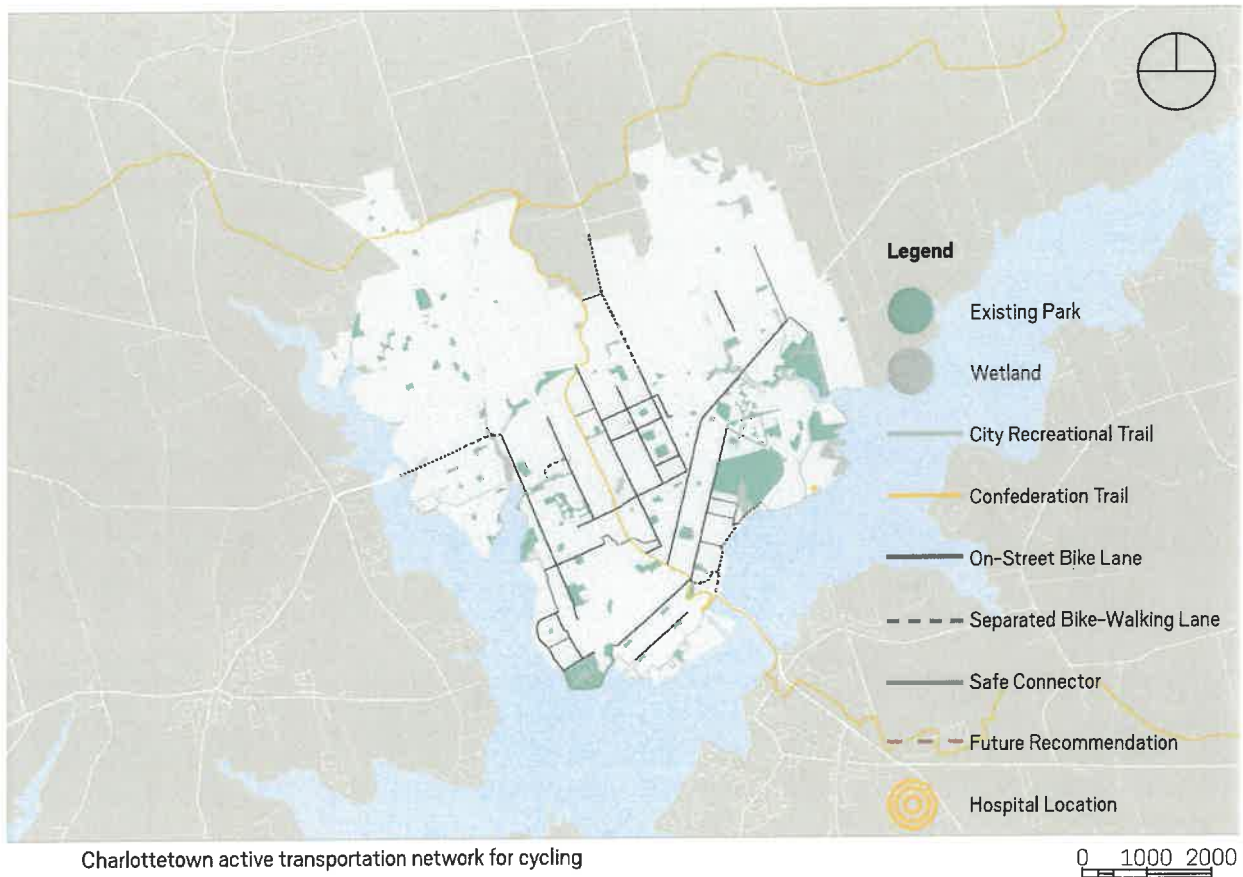


### Active Transportation: Walking

Existing sidewalks connect nearby neighbourhoods to the Hillsborough Hospital site. Additional sidewalks have also been recommended in the masterplan to encourage walking to and within the site.

Numerous sidewalks in Charlottetown intersect the Confederation Trail, which passes through Charlottetown and connects to the larger recreational network in the province. This trail provides separated cycling and walking lanes for the safety and enjoyment of all.





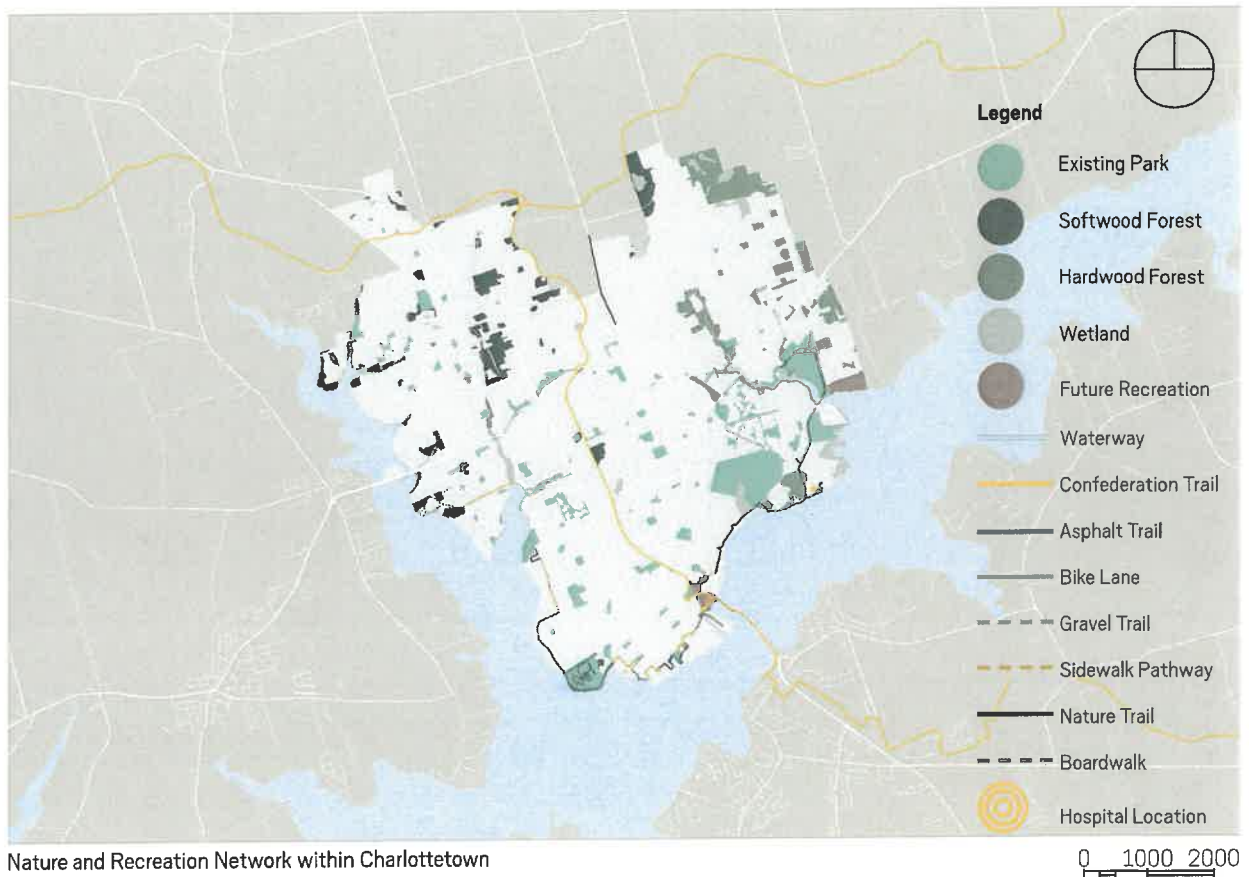
Charlottetown active transportation network for cycling

### Active Transportation: Cycling

The cycling active transportation network connects to the Hillsborough Hospital site. Separated lanes and safe connectors provide options suited to a broader range of cyclists. Furthermore, the cycling paths through the site not only serve as part of the active transportation network but also serve to connect the recreational network.

Several bike lanes in Charlottetown intersect the Confederation Trail, which passes through Charlottetown and connects to the larger recreational network in the province. This trail

provides separated cycling and walking lanes for the safety and enjoyment of all.



Nature and Recreation Network within Charlottetown

## Nature and Recreation

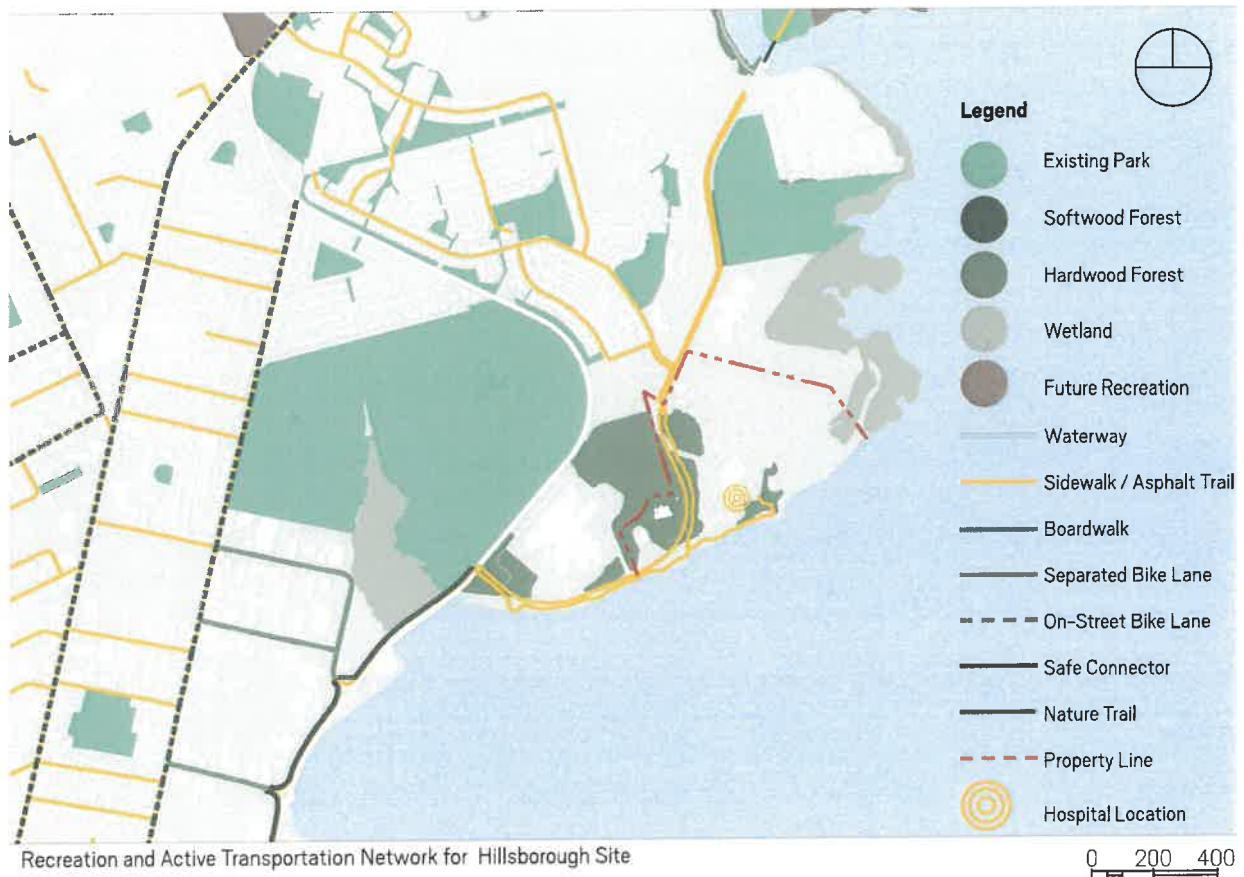
The City of Charlottetown has a 40km network of walking and cycling trails to serve the community and connect to the neighbouring towns and municipalities. The Active Transportation network, recreational trails, and the Confederation Trail can all be accessed within Charlottetown.

Parks and other green spaces also exist within Charlottetown in close proximity to the Hillsborough Hospital Site. For example, the Belvedere Golf Course, which helps provide cross-country ski trails in cooperation with the City, is within a 5-minute drive,

or a 15-minute walk from the Hillsborough Hospital Site.

On site, there exists a hardwood forest stand. Also, existing wetlands managed by Ducks Unlimited provide wildlife habitat and may serve as wildlife viewing areas.

From the Hillsborough Hospital site, recreational trails provide opportunities to access the Confederation Trail and Victoria Park located west of the site and Wright's Creek and East Royalty Park nature trails located to the east of the site.



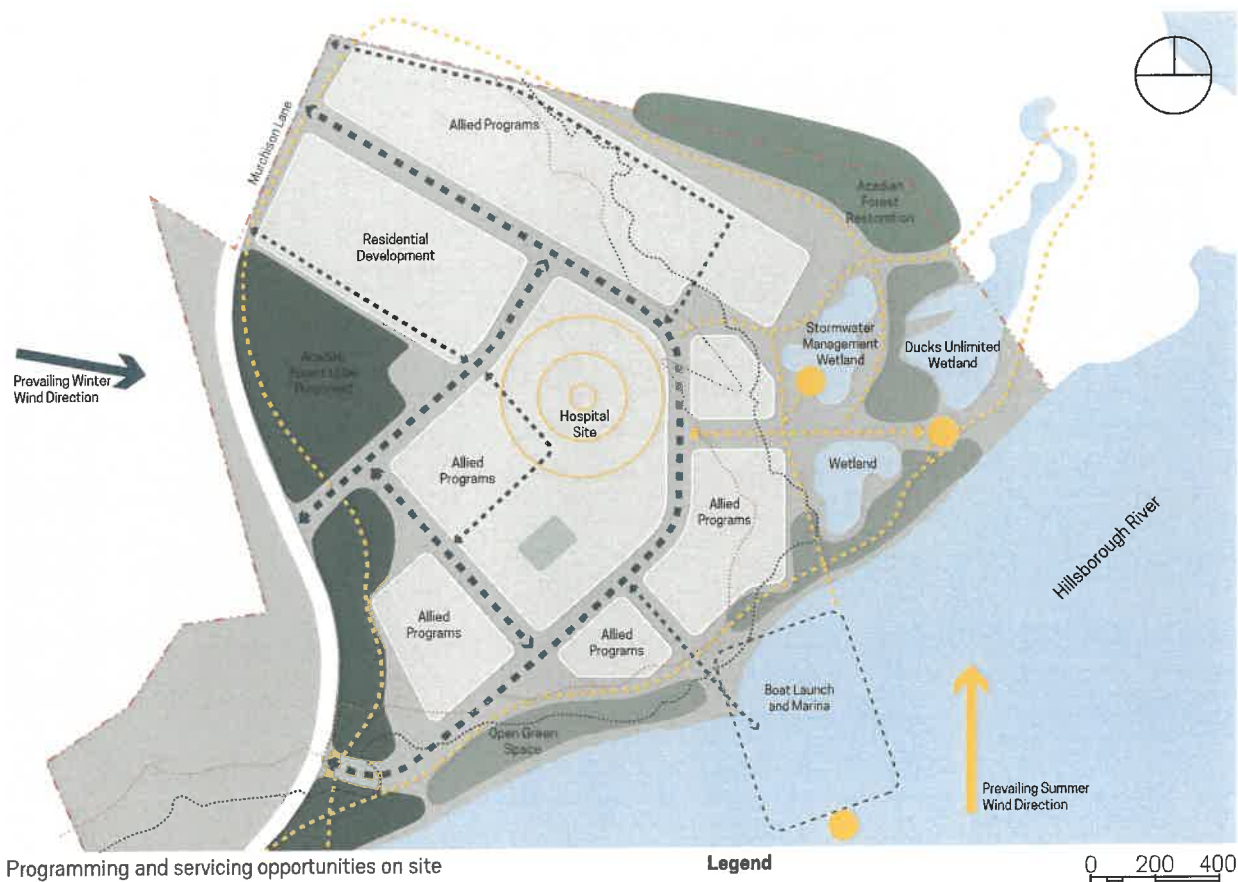
### Recreation and Active Transportation Network

The Hillsborough Hospital site is well connected to the existing active transportation and recreation network within Charlottetown. Sidewalks, bike lanes, and recreational trails are all connected to the site. Nearby parks include Belvedere Golf Course, East Royalty Park, Bomber Callaghan Park, and Ernest Trainer Memorial Park.

As part of the Charlottetown Official Plan (2019), activating the waterfront in all seasons is a priority. Providing a range of opportunities for both passive and active recreation are an important consideration for

this masterplan. Interpretive panels, viewing platforms, and boat launch and marina can all connect users with the ecological and cultural history of the Charlottetown Waterfront. Additional activities could include utilizing stormwater management areas for ice skating in the winter months and educational tours for all ages in spring, summer, and autumn months can garner enthusiasm for green infrastructure on future projects.


















## Opportunities and Constraints

There exists the opportunity for pedestrian trails to connect to the existing Charlottetown Active Transportation and Recreational Trail network. Currently, a trail exists on part of the site, but the opportunity exists to expand upon this trail within the site boundaries and adding new connections to the network.

Additionally, there is water access on site which holds the opportunity for a marina on site. The opportunity to activate the water through both the marina and through viewing points of interest exists. Also, given that a large portion of the site is within the recommended flood construction limit of 4.7m, meaningful opportunities for recreational features and amenities can occupy this space. Areas within this zone can also serve as conservation areas.

### Legend

-  Acadian Forest Restoration
-  Acadian Forest Preservation
-  Open Green Space
-  Gardens
-  Water / Wetland
-  Hospital Location
-  Point of Interest
-  Property Line
-  Recreational Trail
-  Internal Circulation
-  Marina
-  Year 2100 Floodline (4.09m)
-  Flood Construction Limit (4.7m)

## 3.4 Site Servicing

### Sanitary Services

#### *Existing Conditions*

The existing site is traversed by a 450mm concrete sanitary main running along the north side of the site and then parallel to the Hillsborough River towards the south. The upstream catchment area includes portions of the Hillsborough Park residential area to the northwest of the site which enters the 450mm main through a manhole near the intersection of Patterson Drive and Murchison Lane.

Approximately 200 meters east of the Patterson/Murchison Intersection, a 100 mm diameter service connection from Carrefour de L'Isle Saint-Jean school connects to the 450mm main at a manhole. This pipe is a 100 mm concrete encased steel pipe presumably because it runs underneath the industrial yards located between the school and the Hillsborough Hospital property.

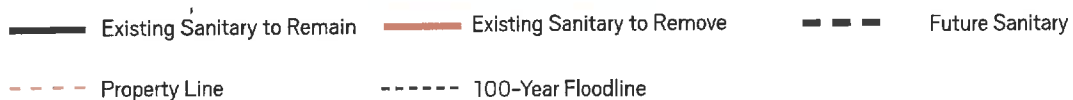
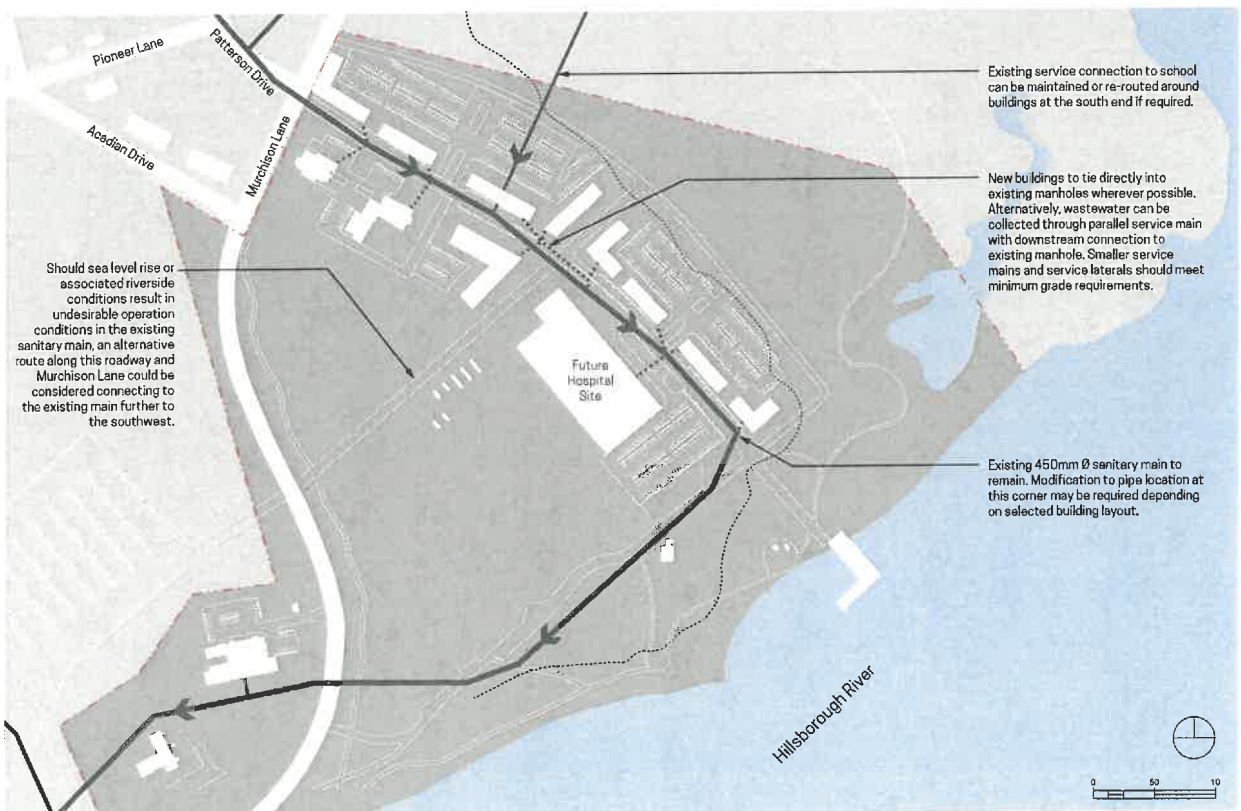
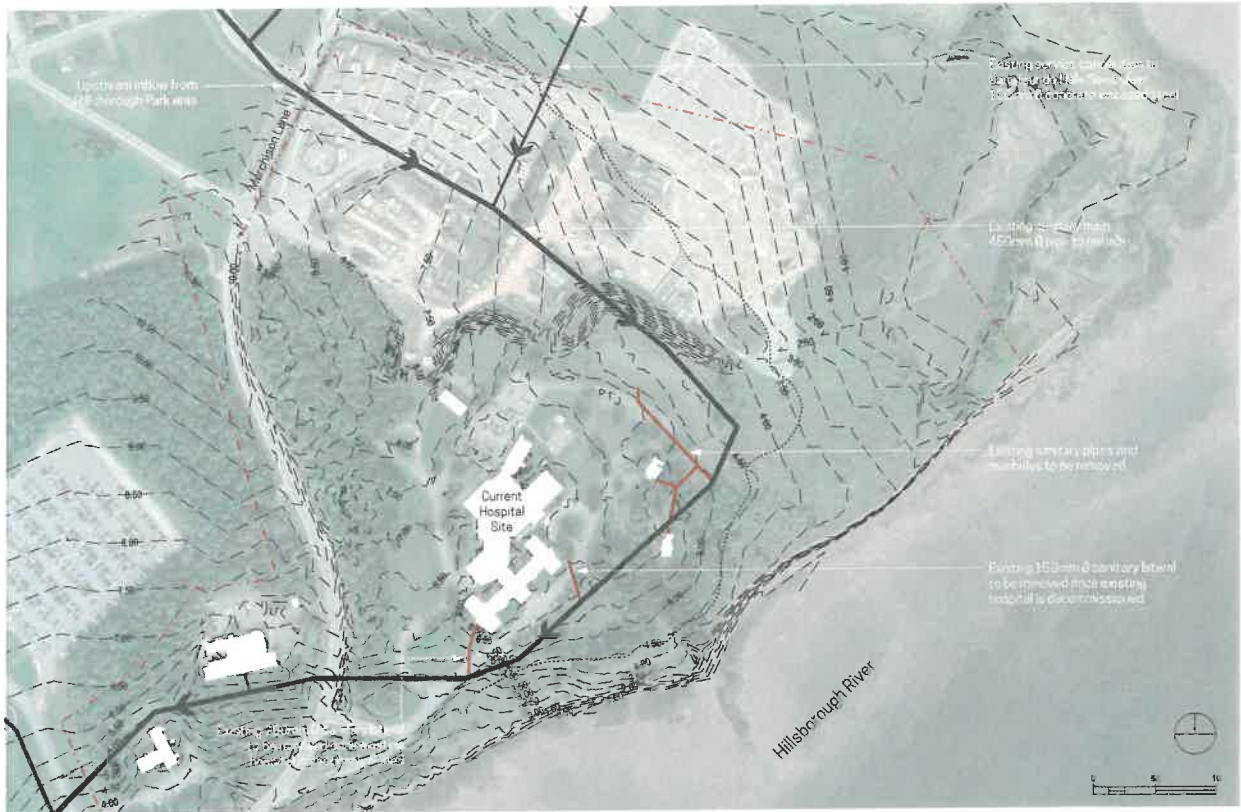
Downstream of the Hillsborough property, the 450mm sanitary main crosses Murchison Drive just north of the Deacon Grove Lane connector, and past the Queen Elizabeth Hospital where it picks up sanitary flows from that property. Downstream of the Hospital connection, the sanitary main size increases to a 600mm diameter pipe, crosses the Riverside Drive Bridge just to the southwest of the Hospital, and enters the City's Sewage Treatment Plant which is located on Riverside Drive approximately 2 kilometers southwest of the Hillsborough Hospital.

The 450mm sanitary main through the Hillsborough Site has an average grade of about 0.3% and it appears that some sections may even be less than this. While this slope is generally above the minimum slope required for this size of pipe (in order to maintain self-cleaning velocities, control gas accumulation, etc.), it is still relatively flat, therefore regularly flushing and cleaning will likely be required and should be monitored over time. Based on available information, the cover over the pipe generally appears to be in the range of 1.7 to 2 meters, with cover as high as 3.2 meters closer to Murchison / Patterson intersection at the north end of the site. Manhole spacing is regular with maximum separation between manholes of about 120 meters.

The location of the existing main generally falls outside of the future flood line setback except for approximately 140 meters of pipe just east of Murchison Lane near Deacons Grove Lane that falls within this zone. The invert elevations of the pipes range from about 4.1 meters at the Patterson Drive intersection to about 2.0 meters at Murchison Lane near Deacons Grove. As time progresses and impacts of sea level rise are better understood, this pipe should be monitored for groundwater infiltration which could have impacts on the pipes capacity and on the treatment requirements and the pollution control plant.

#### *Intertim Conditions*

There are two sanitary connections from the existing Hillsborough, both discharging to the 450mm main along the south side of the building. Records show a 150 mm diameter sanitary lateral located toward the east side of the complex and a 200 mm diameter lateral near the west side of the building. The existing condition of these pipes is not known at this time, but should the existing Hillsborough Hospital continue to be operational and development proceeds, these pipes should be inspected to confirm adequate function. When the existing hospital is decommissioned, these laterals should be removed and replaced with new laterals to service any new buildings being construction on the site.



### *Future Conditions*

The future sanitary servicing for the site is based on discharge to the existing 450mm diameter main currently running through the site. The proposed roadway for the future development is proposed to follow this existing main placing the existing manholes within the roadway surface which is common in most municipal settings. It is likely that this road right-of-way will include sanitary, storm and water infrastructure therefore coordinated design between all services, laterals and the roadway alignment will be required.

Given the size of the main, there may be advantages in some locations to collect wastewater from multiple buildings in a parallel service main that discharges into the 450mm main at a single existing manhole as opposed to adding multiple additional manholes along the existing main. As the built form of the development matures, options for efficient and effective sewer arrangements should be considered.

Future building locations will have to consider the location of the service connection to the School. While it is preferable to avoid this existing line, it is not unreasonable to consider the relocation of a portion of the connection to better suit the building arrangement on the site if beneficial.

---

## **Water Services**

### *Existing Conditions*

The existing Hillsborough site is serviced by a single 250mm diameter PVC water main running in a northwest direction from the existing Hillsborough Hospital across Murchison Lane towards Riverside Drive. This main connects to a smaller 150mm diameter internal water loop that runs around the existing Hillsborough Hospital off which come a number of smaller building service connections and fire hydrant feeds. There is also an additional service connection the runs to the southwest and feeds buildings on the west side of Murchison Lane.

With a single water connection to the City's water supply, any disruption or breaks to this main leave the Hillsborough site without a secondary source for water. For this reason, any future site improvements should consider a secondary connection to the site.

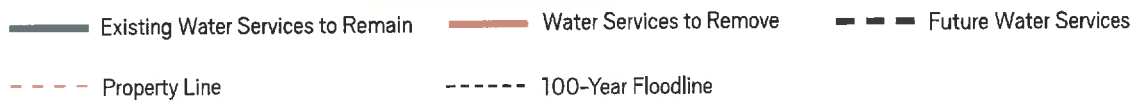
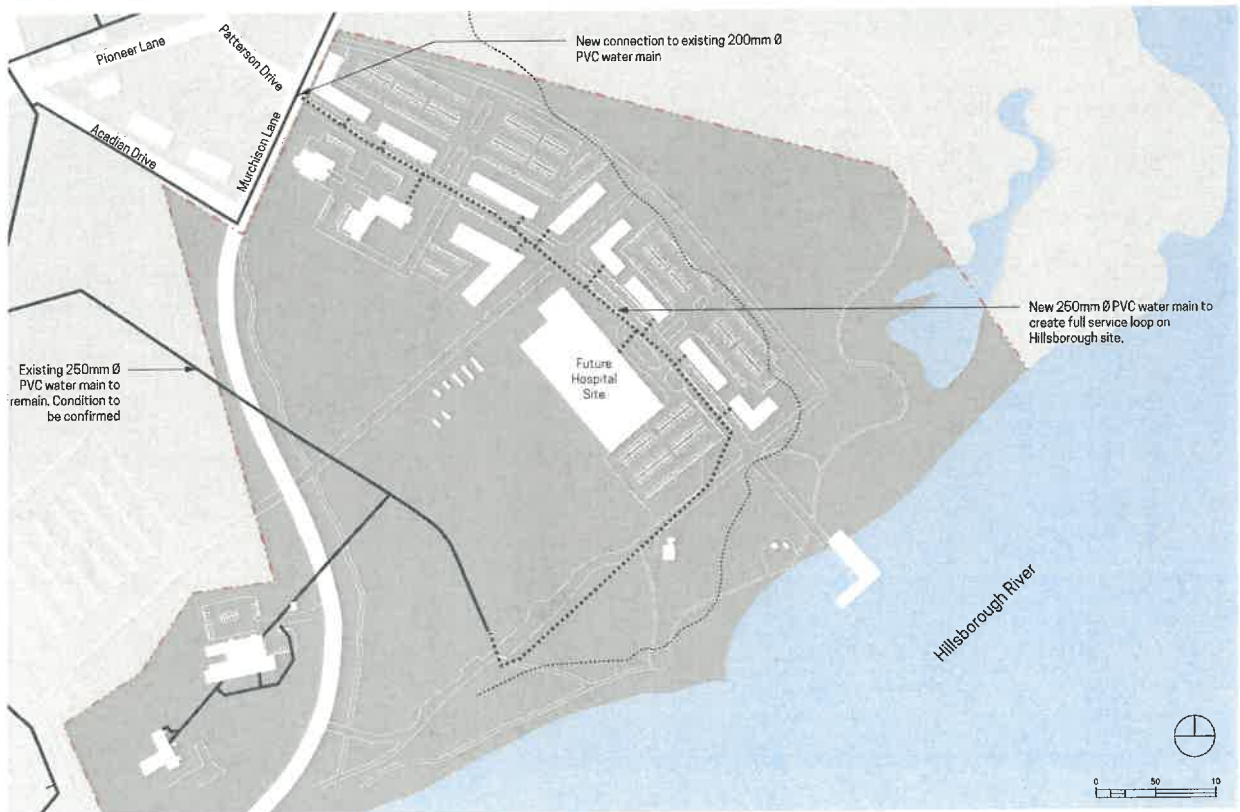
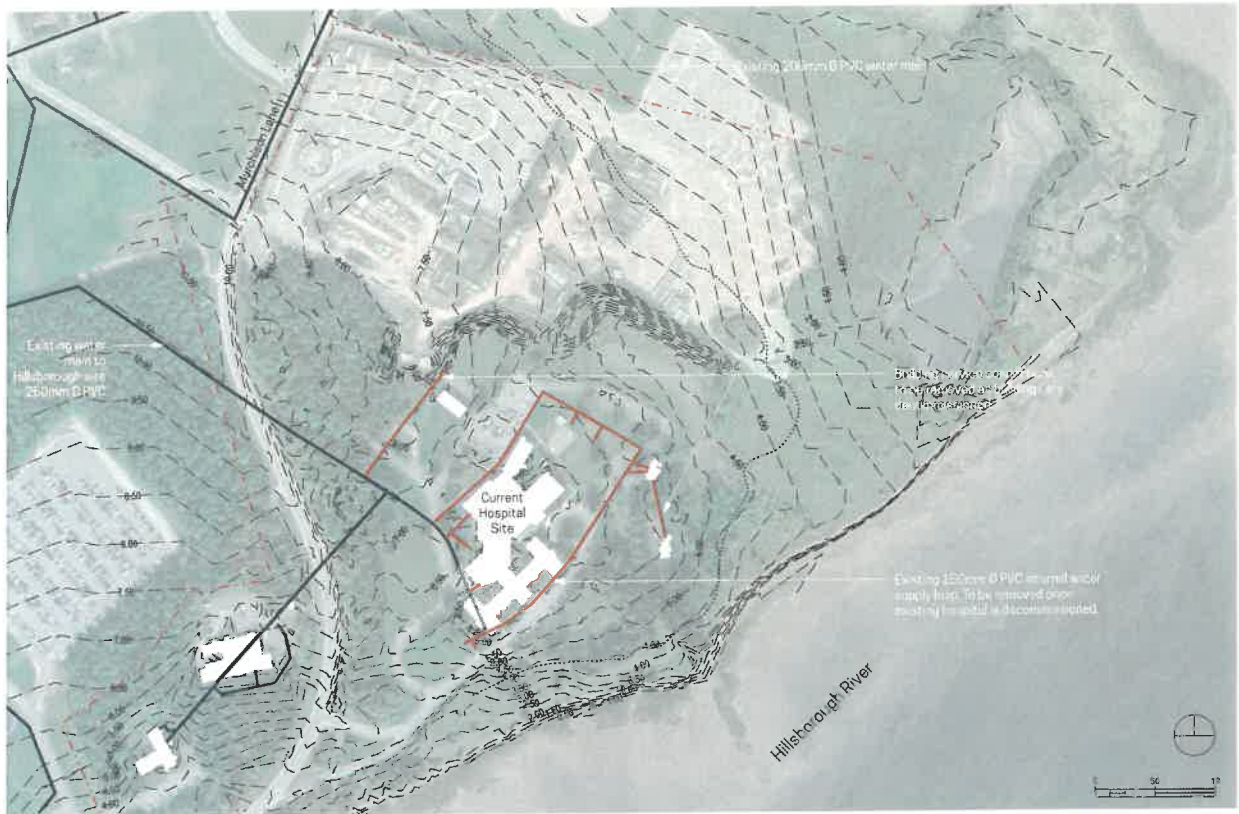
Hydrant flow tests were provided as part of the background data for the site and suggest that available water pressures and flow capacities are adequate to service the majority of the site for domestic and fire water flows. Additional connections to create a looped network would further improve these supply characteristics.

### *Intertim Conditions*

The most logical future connection point is to an existing 200mm diameter PVC main running along Murchison Lane north of Acadian Drive. As development proceeds and roads are constructed, a new 250 mm water main should be extended from the end of the existing 250mm main, along the roadway parallel to the River (replacing the existing 150 mm main currently part of the internal loop) and extend along the new roadway to the Murchison / Patterson intersection. This connection would provide for a fully looped water supply to the Hillborough Hospital site.

While the existing hospital is still operational, the southeastern portion of the 150 mm line could be replaced with the above noted 250 mm main and reconnected to the remainder of the existing 150 mm internal loop.





#### *Future Conditions*

With the removal of the existing Hillsborough Hospital, any remaining portions of the 150 mm internal loop should be removed. All servicing to the future Hospital and other buildings on site should come directly off the proposed 250 mm loop discussed above under the interim conditions. The new looped systems should provide adequate pressure and capacity to service the proposed buildings without the need for boosting pressures or for pressure reducing valves (PRV's). That said, next stage design considerations should consider the potential need for boosting available pressures for any mid-rise buildings proposed for the future site.

---

### **Stormwater**

#### *Existing Conditions*

Data available for the existing stormwater system was limited therefore putting together a full accurate picture of the existing stormwater network was challenging. Topographic data was relatively coarse and could not provide detailed stormwater conveyance routes though was reasonable for determining the general site drainage catchment areas and directions. Similarly, past investigations of the underground stormwater connections and infrastructure that was accessible on site did not clearly identify all stormwater infrastructure though primary outfall locations could be rationalized.

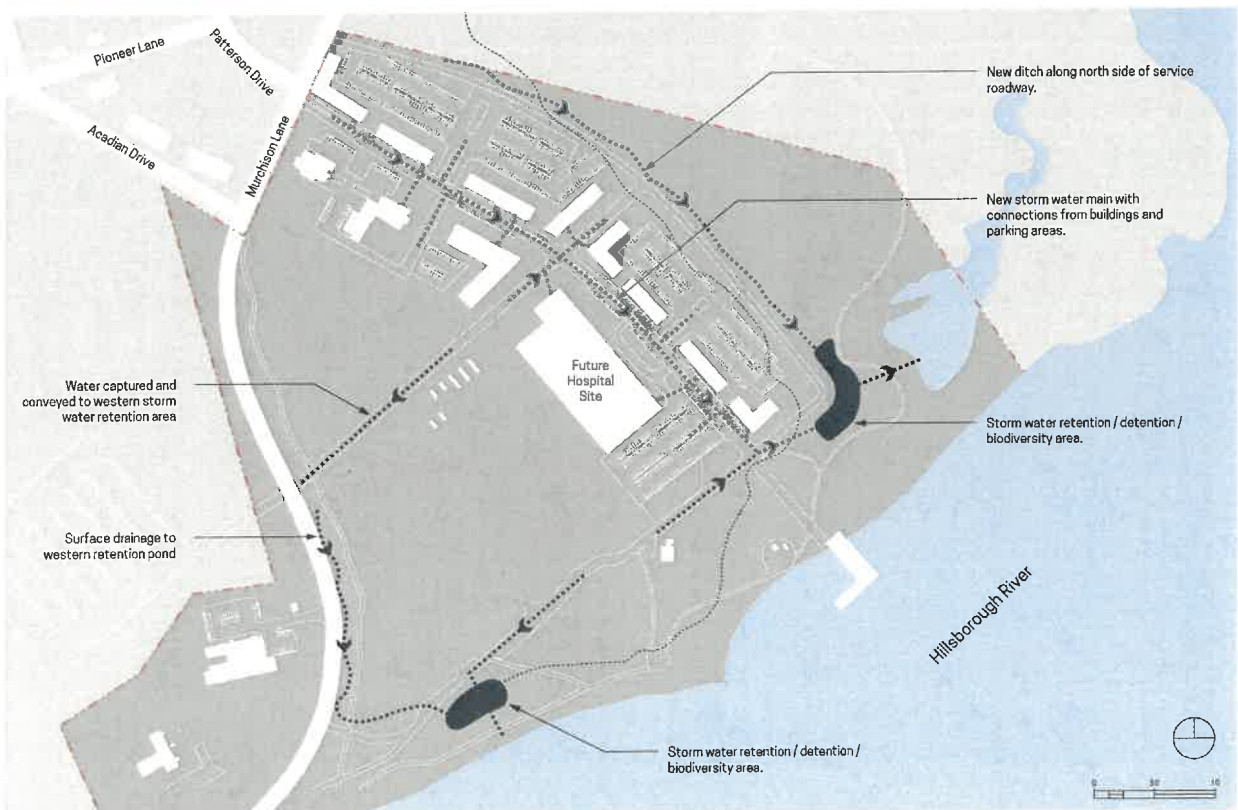
Storm drainage occurs through two main outfalls to the river and it appears one outfall to the lagoon to the northeast side of the site. Within the site, the majority of existing infrastructure is quite old, often ineffective or damaged, and should be upgraded or replaced as part of any future construction. There are many areas around the site that likely accumulate water during storm events and result in storm water either infiltrating into the ground or evaporating over time. Portions of the site generally appear to have poor surface and underlying drainage as suggested by many areas of soft, moist ground conditions and distresses in paved areas that are consistent with high moisture soil conditions. There are some culverts and surface drainage channels present, but again, many appear ineffective or abandoned.

#### *Interim Conditions*

The most direct and functional drainage infrastructure is in the vicinity of the existing Hillsborough Hospital. This infrastructure should be maintained while the existing Hospital remains operational, though stormwater infrastructure under any new construction areas should be replaced with new pipes to avoid future disruption of that construction. The areas surrounding the existing Hospital are likely to continue to discharge toward the west end of the site in the future due to the topography of the site.

#### *Future Conditions*

The new main roadway running along the north portion of the site and aligning with Patterson Drive should include a Stormwater main within the roadway cross section and be coordinated with sanitary and water services. Stormwater from buildings and roadway catch basins would tie directly into this new main at manholes placed at strategic locations along the main. Parking lot drainage would also be collected through localized stormwater collection networks and conveyed to this new stormwater main through connection points that most likely align with driveways to the parking areas or other roadways.



Water conveyed by this main should be discharged to some manner of stormwater retention ponds or biodiversity areas to help attenuate peak stormwater flows during storm events. Such a detention / retention area appears to be best placed near the northeast corner of the site between the main development area and the existing Ducks Unlimited water lagoon. It is suggested that these retention areas subsequently discharge to the lagoon.

As shown in the future concept, there is potential for a secondary service road to run along the very north side of the site, north of the proposed parking areas. Drainage along this roadway is likely best served using a rural style ditched cross section to convey water east to the above noted stormwater retention areas. It may also be possible to capture a portion of the stormwater from the northern portions of the parking areas to distribute some flows to the lower cost ditched cross sections.

Due to the ease of capture, retention and discharge related to the stormwater network discussed above, capturing as much stormwater as possible from the western portions of the site is desirable. The ability to capture additional stormwater will be somewhat dependent on the topography of the site, but also on the grading of the future roadways, buildings and parking areas. As site design proceeds, a reasonable catchment area will need to be defined to identify the volume of water conveyed to the eastern and western portions of the site. Water captured in the western portion of the site, should be conveyed to another stormwater retention / detention area situated somewhere to the west of the existing Hillsborough Hospital. Preferably, discharge of stormwater to the Hillsborough River will occur through a single outfall connecting the new stormwater retention area to the river. The specific placement of these retention areas will depend on the final built form of the site but should be an important consideration early in the site design process.



# Section 3 Master Plan

Transportation Analysis

### 3.5 Traffic

A transportation evaluation was undertaken to determine the potential impacts of the proposed development on the surrounding road network and intersections. This is not considered an in-depth transportation impact study that could be used as input into the detailed design process. Rather it is a higher level look at the existing transportation network currently in place, evaluation of the potential traffic that may be added to that network under a full development scenario for the Hillsborough Hospital site, and a functional evaluation of the infrastructure changes that may be necessary to support that level of development.

#### Existing Roads and Intersections

##### Existing Hillsborough Hospital Access

The existing Hillsborough Hospital site currently has a single access point to Murchison Road at Deacons Grove Lane as shown in the Figure to the right. This access point is comprised of a typical three-leg T-intersection with stop control on Deacons Grove and a free flowing inbound right turn movement to the development. The overall intersection occupies a substantial land area, includes pedestrian crossings over both parts of the traffic lanes, and has significant excess available capacity to accommodate the relatively low traffic volumes accessing the site.

The lower figure to the right shows the lane configuration of the existing intersection which includes an undivided rural roadway cross sections, gravel shoulders with ditches / swales, and vegetation adjacent to the roadways.

The bottom figure shows the cross section of Murchison Lane approaching Deacons Grove and includes a similar rural undivided cross section with shoulders, ditches and roadside vegetation. Murchison Lane has a posted speed limit of 50 km/hr and there is no dedicated active transportation (AT) infrastructure directly associated with the roadway as parallel off road AT routes are present in the area.



#### Murchison Lane and Riverside Drive Intersection

On a larger scale, the Hillsborough Hospital's single access point to Murchison Road at Deacons Grove Lane has only one primary and relatively direct access route to the external road network. This is at the signalized intersection of Murchison Lane with Riverside Drive immediately southeast of the Queen Elizabeth Hospital. While other access options are available to the north via Patterson Lane, the routes are quite circuitous and travel through primarily residential areas making them significantly less convenient than the Riverside / Murchison intersections shown in the figure below.



West of the Murchison Lane intersection, Riverside Drive is a 4-lane divided arterial roadway with an urban curb-and-gutter cross section and an active transportation trail along the north side of the road. East of the Murchison intersection, Riverside changes to a rural undivided cross section with asphalt shoulders, ditches and a posted speed of 70 km/hr. At the Murchison / Riverside intersection, dedicated auxiliary right and left turn lanes are present to turn from Riverside to Murchison, and separate left and right turn lanes are provided in the northbound direction on Murchison Lane.



The figure below shows the portion of Riverside Drive to the north of the Murchison intersection near the QEH and includes a high speed right turn exit lane into the Hillsborough Park residential area with access to Acadian Drive and Patterson Drive via Pioneer Avenue. It also shows the signalized intersection of Riverside Drive with Southgate Lane further to the west which serves as a potential access route to the Hillsborough Hospital area.

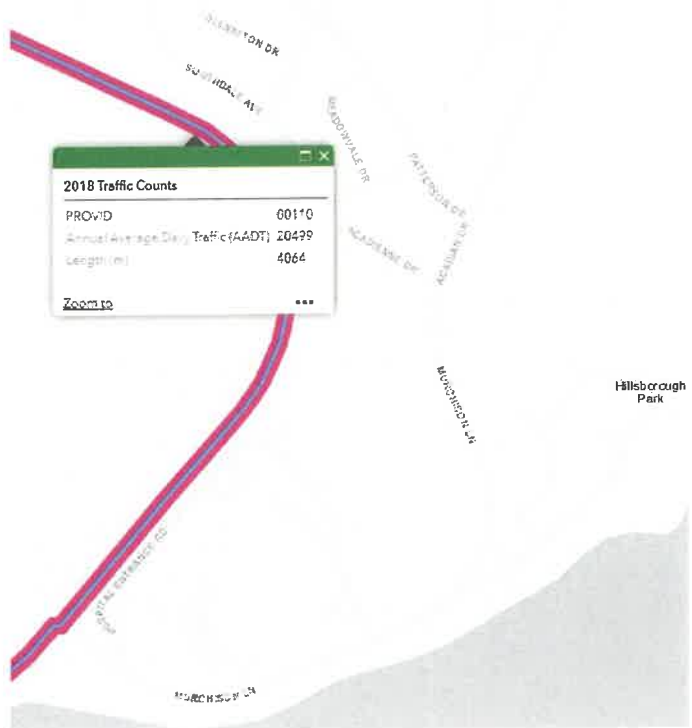




## Traffic Volumes

Traffic data was requested from both the City of Charlottetown and the Prince Edward Island Transportation, Infrastructure and Energy (PEITIE), but data available and provided around the site was very limited. Data available on the PEITIE website suggested that the Average Annual Daily Traffic (AADT) volumes on Riverside Drive over the past 5 years have been relatively consistent ranging from about 18,500 to 20,500 vehicles per day with no discernible pattern of increasing or decreasing traffic. For the count year 2018, volumes show an AADT of 20,499 vpd, a Summer Average Daily Traffic (SADT) volume of 24,621 vpd and a Winter Average Daily Traffic (WADT) volume of 18,231 vpd.

The most recent relevant intersection turning movement count available was taken at the intersection of Riverside Drive with Murchison Lane in 2013. While this count is a few years old, volumes on Riverside Drive suggest little change in traffic volumes since this count was taken, therefore it is reasonable to assume counts at this intersection also have not changed significantly. To remain conservative in our analysis, we have increased volumes at this intersection by 10% to account for any growth or variations that may have occurred since 2013.



## Analysis Parameters

The highest volumes on Riverside Drive are found during the weekday AM and PM peak hours of travel. Travel patterns to hospitals are somewhat more variable and often see peak volumes occur during shift changes which may or may not coincide with the typical peak commuter hours. Nonetheless, the hospitals will still often see significant volumes entering and exiting the site during the weekday commuter peaks, therefore the critical analysis periods for this area were identified as the weekday AM and PM peak hours.

As this study is general in nature, only the existing conditions and the future full development scenario have been addressed in this study. Impacts of other intermediate scenarios or options have been inferred from this analysis.

## Trip Generation, Distribution and Assignment

A Pro Forma estimate was prepared for the future development of the Hillsborough site and was used in the preparation of the Trip Generation estimates for this project. The pro forma suggests a yield of approximately 1050 units on the site with an additional 48 off-site units and 96 beds at the new Hillsborough Hospital. The trip generation estimates are based on the Institute of Transportation Engineers (ITE) Trip Generation Guide for hospital and residential apartment land uses which results in an estimate of inbound and outbound trips during both the AM and PM weekday peak hours.

Land Use	Trip Code	# Units	Variable	AM Peak			PM Peak		
				Entering	Exiting	TOTAL	Entering	Exiting	TOTAL
Phase 1, 2024 - 30% of Development									
Hospital		96	Beds						
Multi-Unit Residential	220	513	Units	51	204	255	195	105	300
Trip Generation TOTAL				84	209	293	200	140	340
10% Reduction Factor (Synergies, Land Use)				-4	-10	-14	-10	-7	-17
TOTAL DEVELOPMENT TRIPS				210	520	730	488	344	832

The distribution and assignment of the trips assumed that the majority of direction travel patterns present in the road network today will remain consistent in the future as there appears to be few incentives for travel patterns to change significantly. That said, the study has assumed that with a new roadway connection to Murchison Lane at Patterson Drive, there will be some great appeal of this access route in the future using Patterson Drive. Approximate 20% of all traffic generated by the new development was assigned to the northern access to the Hillsborough Hospital lands.

### Transportation Analysis

The following sections contain discussion of the performance at each intersection during the AM and PM peak hours for both the existing traffic and road condition scenario, as well as the future full-buildout scenario at a 10-year time horizon. The analysis was carried out using the SYNCHRO / SimTraffic analysis platform and figures in this study report on volumes for each scenario as well as volume-to-capacity (V/C) ratios and average delay per vehicle at the intersection. These results are reported for each individual turning movement at the intersection.



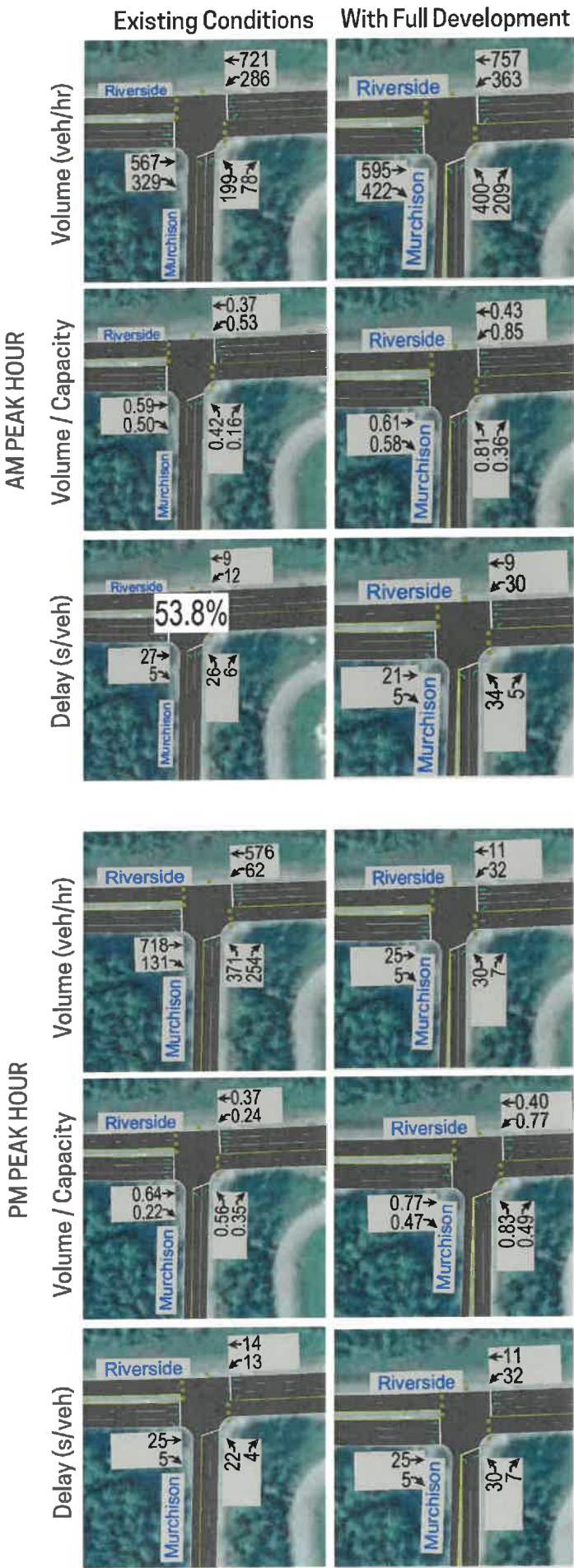


# Intersection Discussion: Riverside Drive and Murchison Lane

The Riverside Drive intersection is the primary entry and exit point for the Queen Elizabeth Hospital (QEH) and the Hillsborough Hospital. It also provides a secondary access to the Hillsborough Park residential area and to Carrefour de l'Isle Saint-Jean School to the north. Approximately 60-70% of all traffic on Murchison Lane at this intersection is related to entering and existing movements at the QEH driveways with the remaining traffic using Murchison Lane to the north including the Hillsborough Hospital.

The existing conditions figures for the AM and PM peak hours to the right show heavier inbound volumes during the AM peak hour (right turn and left turns from Riverside Drive to Murchison Lane) and higher outbound volumes (right and left turns from Murchison to Riverside) during the PM peak. The existing traffic signals and lane infrastructure in place, the intersection operates at a good level of service during both peaks with the highest volumes to capacity (V/C) ratios for individual movements of about 0.60, or about 60% of that movement's capacity being utilized. Overall intersection capacity utilization is in the 50 to 60% range.

With the additional of the full development traffic plus 10 years of background traffic growth, the intersection continues to operate with a good level of service, though maximum V/C ratios increase to about 0.85. This suggests that no additional infrastructure will be required at the Riverside / Murchison intersection in the future build-out scenario, though adjustments to traffic signal timings will be required as the volume and distribution of traffic changes.





## Intersection Discussion: QEH West Driveway and Murchison Lane

The QEH is serviced by three driveways, with the first lower-volume driveway providing access to a service road around the west side of the driveway. The second two driveways provide more direct access to the two major parking lots on the north and south sides of the Hospital. With existing traffic volumes on the road network, the west driveway operates at good levels of service under stop-controlled conditions on the driveway.

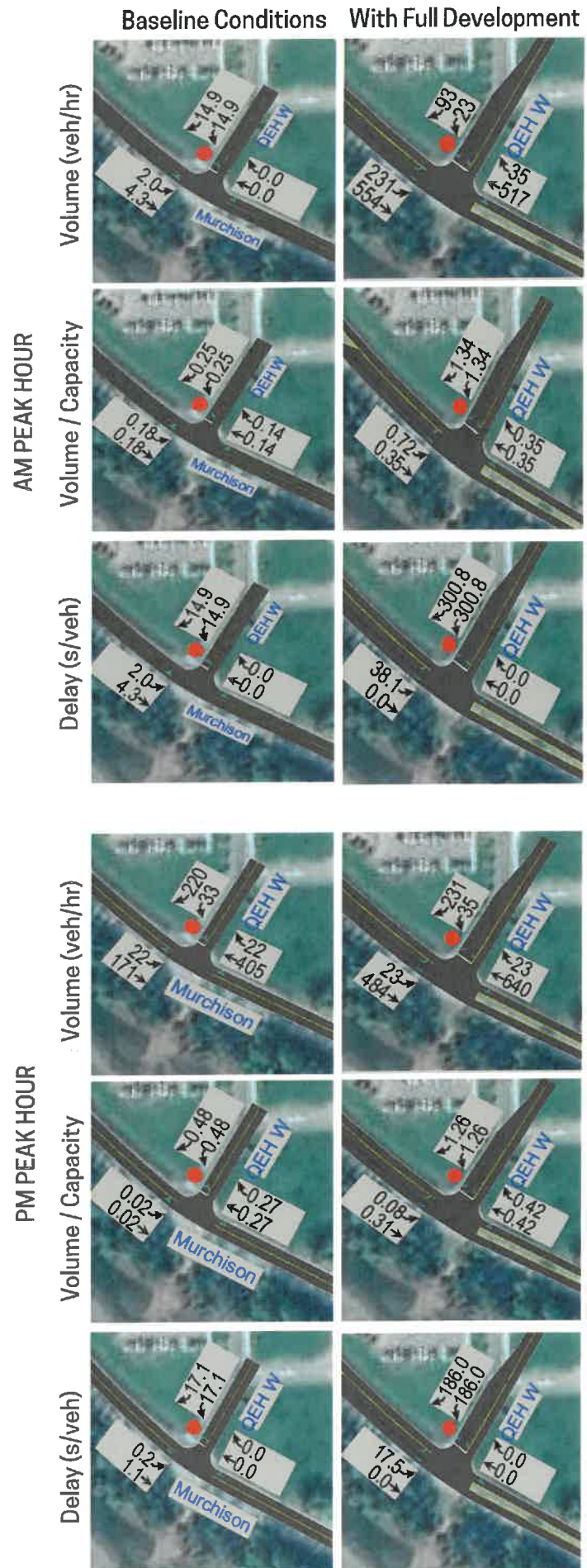
During the AM peak, there is a high eastbound left turn movement from Murchison Lane to the west driveway, though there are adequate gaps in the westbound through traffic to limited delays experience by the westbound lefts turning into the Hospital site. This in turn limits the delay experienced by through traffic that may be impeded by a left turning vehicle waiting to turn. From a safety perspective, there would be some benefit in providing a dedicated left turn lane into the QEH driveway at this location to reduce the risk of rear end collisions or drivers "sneaking" around a left turning vehicle.

During the PM peak hour, the heaviest movements are exiting the Hospital and making a right turn onto Murchison Lane. With existing volumes, right turn movements are relatively efficient as they only require gaps in the westbound traffic stream. Left turn existing volumes must find gaps in both eastbound and westbound traffic, though existing volumes are low enough that these movements can be made with average delays of less than 20 seconds per vehicle.

With the addition of full development traffic, available gaps on Murchison Lane reduce significantly and turn movements become increasingly challenging as volumes increase. The images to the right include the addition of an eastbound left turn lane to separate left turning vehicles into QEH from eastbound through vehicles as well as a second lane existing the QEH site to separate left and right turning vehicles. The V/C and delay figures show that the existing movements from the driveway begin to fail before the full build out of the development is in place. This operational failure is a result of inadequate gaps on Murchison Lane resulting in long delays and queues on the driveway.

Left turns entering the QEH site also experience longer average delays of close to 40 seconds per vehicle which is likely to cause left turn queues to overflow into through traffic.

Prior to full build-out, intersection improvements will likely be required at this intersection in the form of traffic signals or a roundabout. In the shorter term, consideration should be give to the addition of a dedicated left turn lane to enter the QEH and a second outbound lane to separate right and left turning vehicles.



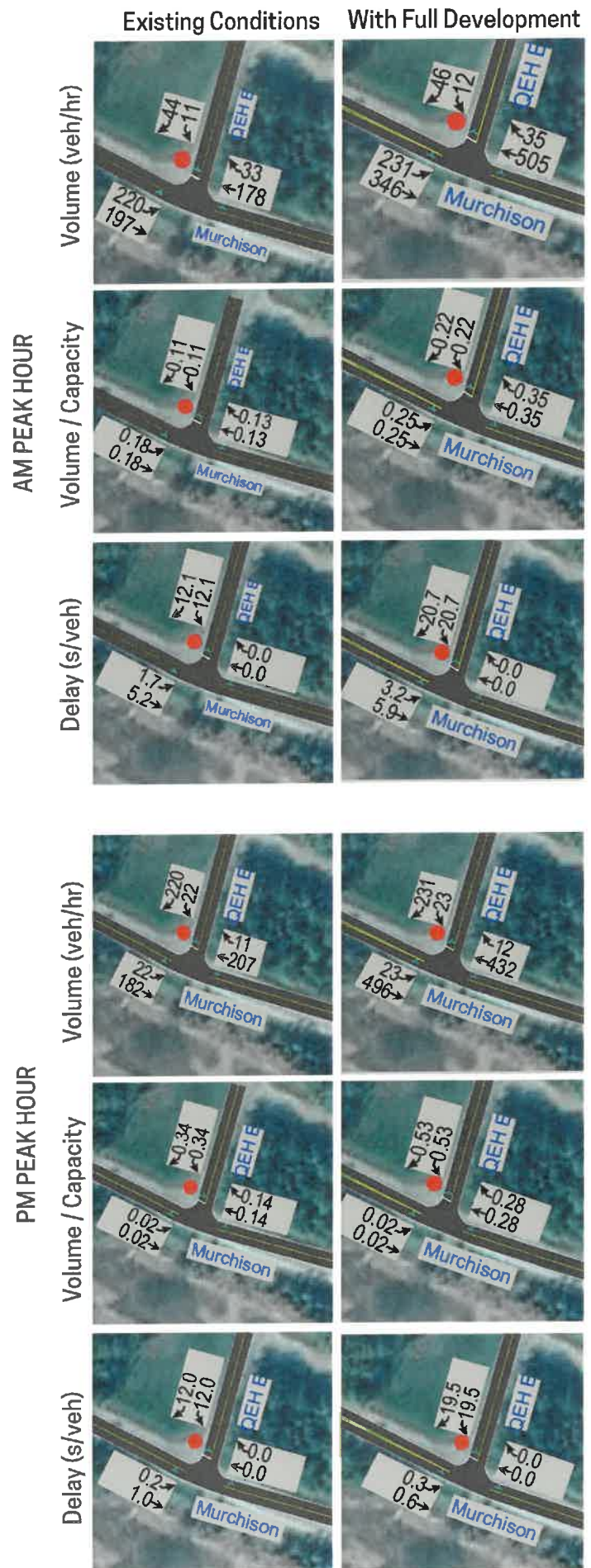


## Intersection Discussion: QEH East Driveway and Murchison Lane

It is estimated that about a third of the total traffic on Murchison Drive from the Riverdale intersection enters and exits at the first driveways to the QEH. This results in significantly lower overall volumes through the eastern QEH driveway intersection, though actual volumes using the driveway are similar to the west driveway.

The figures to the right show that volume to capacity (V/C) ratios and delays remain at acceptable levels through existing and future conditions with full build out in both the AM and PM peak hours. These acceptable measures of performance in future conditions is directly related to the continued presence of adequate gaps in through traffic on Murchison Lane. This allows both right turn exit movements and the more challenging left turn exit movements to occur with limited delay.

Similar to the west driveway, there is a significant volumes of eastbound left turn vehicles at this intersection in the AM peak. From a safety perspective, consideration should be given to the addition of a dedicated eastbound left turn lane from Murchison Lane to the east QEH driveway. The not functionally necessary, consideration may also be given to a second lane exiting the QEH site to separate left and right turning vehicles. The addition of this second exit lane will have particularly positive impact during the PM peak when there is a relatively high volume of southbound traffic turning right from the east QEH driveway to westbound Murchison Lane.





## Intersection Discussion: Deacon Grove Lane and Murchison Lane

The Deacon Grove Lane intersection with Murchison Lane has a large foot print composed of a typical stop controlled T-intersection and a long separate free-flowing eastbound lane for traffic turning right into the Hillsborough Hospital site. This right turn lane has a yield condition where it connects with the main portion of Deacon Grove Lane. This connection is in close proximity to a relatively sharp turn on Deacon Grove.

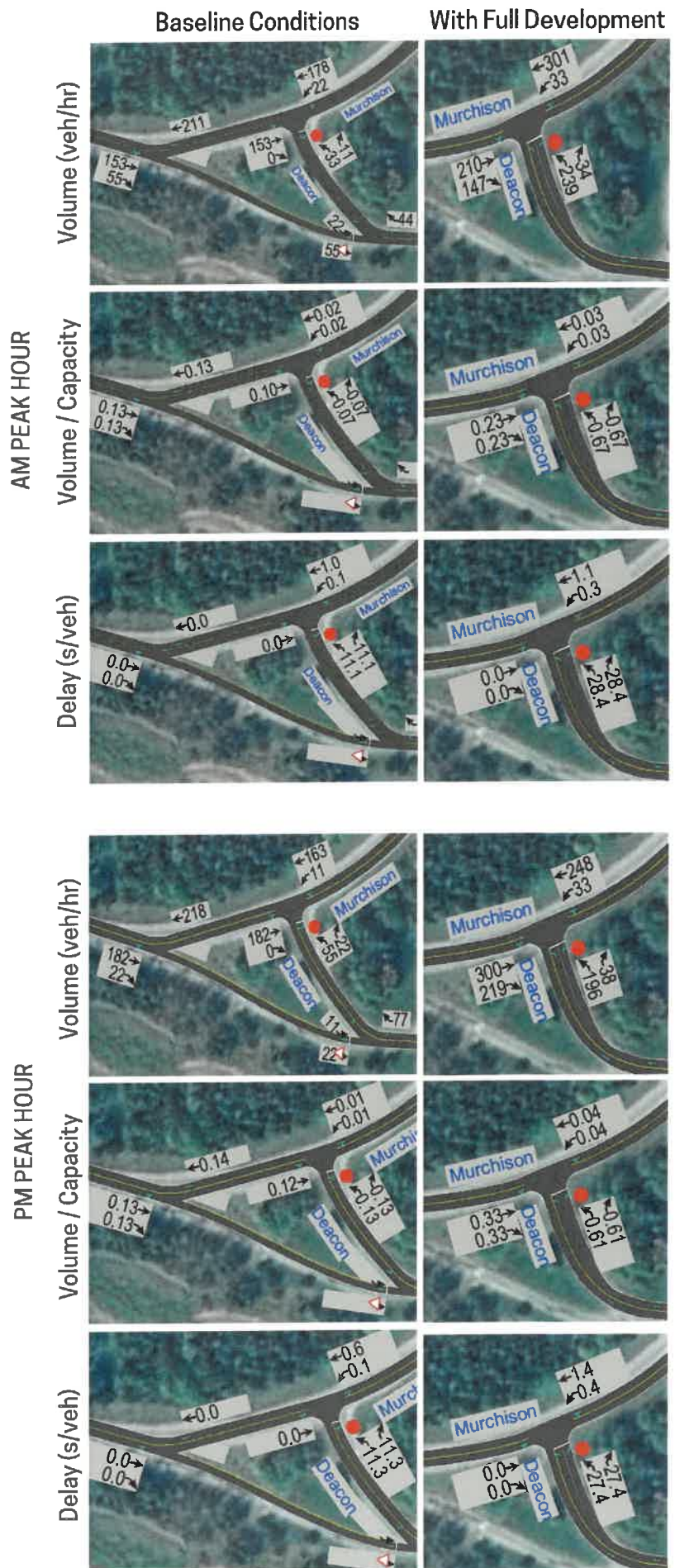
The volumes through this intersection result in operation conditions that are considered very good with limited delays or queuing. The existing baseline conditions show that between 10 and 15% of the intersections capacity is currently being utilized during either of the peak periods.

Under future conditions, performance measure remain good though capacity utilization for the exit movements from Deacon Grove to Murchison Lane increase from about 10% to closer to 65% with the full development in place.

It is recommended that the long right turn lane be removed and the intersection consolidated to a single point. The current configuration promotes higher speeds entering the site due to its linear configuration. This lane has an active transportation crossing therefore reducing the potential conflict points is considered a benefit.

The future conditions figures to the right show the intersection configured as a single T-intersection with stop control on Deacon Grove Lane. Similar to the QEH driveways, operations at the driveway would benefit from separate right and left turn lanes under stop controlled conditions.

Another appealing option at this location would be to reconfigure the intersection as a single lane roundabout. There is ample space to construct a modern roundabout and such a configuration would open up the potential to design the roundabout as a gateway feature into the new Hillsborough Hospital site. The intersection is expected to operate at a high level of service in all scenarios as a roundabout.





# Intersection Discussion: Patterson Drive and Murchison Lane

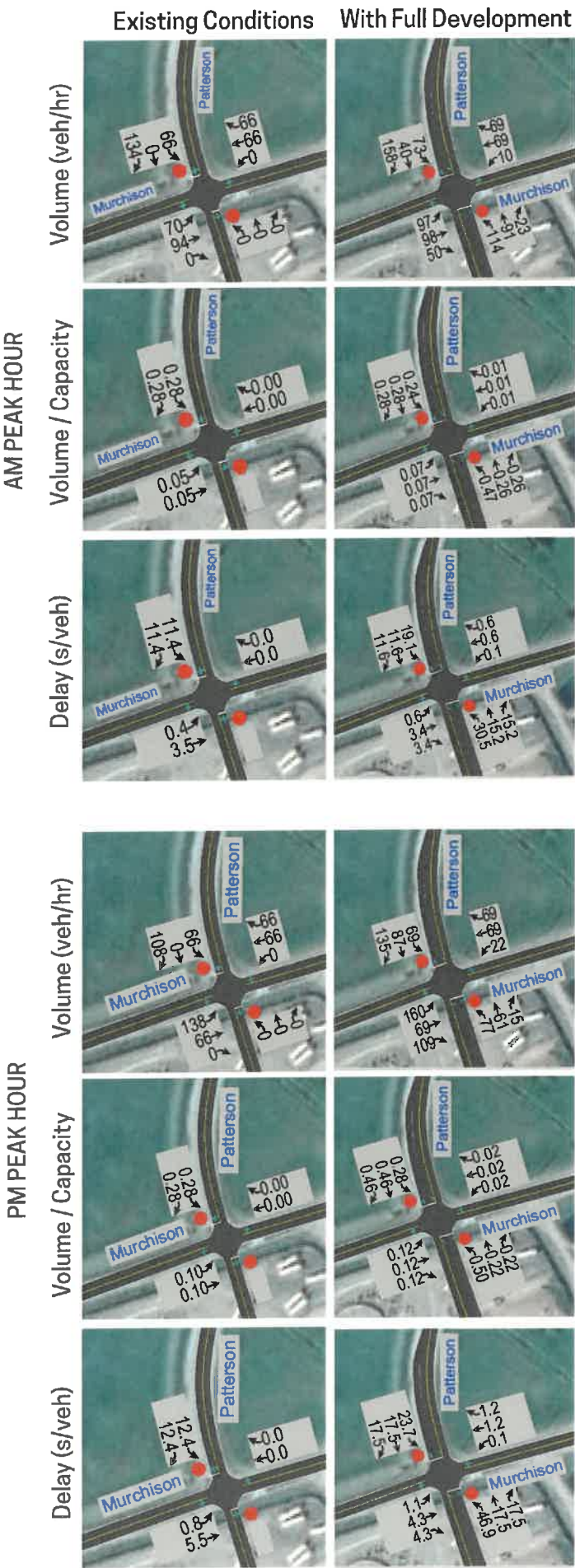
This intersection is currently a T-intersection at Murchison Lane and Patterson Drive with no existing connection to the Hillsborough Hospital lands. While the figures to the right show a 4-leg intersection under existing conditions, no volumes have been assigned to exiting or entering movements to the southern leg of the intersection.

Volumes through this intersection are relatively low during the existing AM and PM peak hours of traffic with critical movement operating under 30% of thier available capacity. There are minimal delays and short queues for all movements at the intersection.

Under future conditions, the intersection has been modelled as a 4-leg intersection with two-way stop control on Patterson Drive and the new roadway into the Hillsborough Hospital site. This configuration leaves Murchison Lane as a free flowing roadway through the intersection.

It is recommended that the new roadway connection to the Hillsborough site be configured with dedicated left turn and right turn lanes, though the internal road network will function at good levels of services with a single lane in each direction. A northbound left and right lane would also suggest that an offsetting southbound right and left turn lane should be considered, though it is not a requirement from an operational perspective.

Under this configuration, the intersection operates at acceptable levels of service during the AM and PM peak hours in both existing and future scenarios. Similar to other intersections along the Murchison Drive corridor, this intersection could be configured as a single lane roundabout. A roundabout would provide a high level of service, and similar to the Deacon Grove intersection, could serve as a gateway feature into the new Hillsborough Hospiatal site.



## Conclusions and Discussion

This study provides a high level evaluation of the traffic implications for a full-build out scenario of the Hillsborough Hospital site. It is understood that the magnitude and composition of the development may change during the planning cycle, and further evaluation may be required in the future. Nonetheless, this analysis highlights key operational, geometric and safety considerations that will need to be addressed as the development moves forward.

The Murchison Lane corridor relevant to this study is a 1.3 kilometer two lane roadway with 6 intersections between the signalized intersection at Riverside Drive and the T-intersection at Patterson Drive. The first three intersections service the Queen Elizabeth Hospital and account for 60-70% of all traffic that uses Murchison Lane at the Riverside Drive intersection. As a result, traffic volumes steadily decrease as one moves eastward from Riverside Drive to Patterson Drive.

Analysis results shows that the first main QEH intersection experiences the most significant deterioration of service due to the increasing traffic volumes related to the new Hillsborough Hospital site. As development related traffic volumes approach about half of the full buildout scenario, modifications to the QEH intersections should be considered. The remaining intersections to the east will be able to function adequately under their current configuration, though some minor modifications have been recommended through this report. Generally as volumes increase, consideration should be given to locally widening intersections to include a dedicated left turn lanes into the Hospital driveways, and a second exit lane should be added to separate right and left turn movements.

At a high level, consideration needs to be given to the use of roundabouts along this corridor. It is assumed that the Riverside Drive intersection will remain signalized for the foreseeable future, though it certainly could be considered as a candidate for conversion given the existing use of roundabouts on Riverside Drive at Exhibition Drive and Walker Drive. This intersection will function reasonably under both intersection arrangements.

The west QEH intersection that provides access to the main parking lot and emergency access area on the southwest side of the QEH will require upgrades in order to accommodate the full build-out scenario. Given the volumes assumed in this analysis, these upgrades should include upgraded traffic control in the form of either traffic signals or a modern roundabout. With signals, the above noted lane improvements should also be implemented. As a roundabout, it is likely a single lane roundabout will accommodate future volumes through this intersection.

The easterly QEH driveway can function adequately in the future scenarios without traffic control upgrades, though consideration should be given to the local lane upgrades noted above. Further consideration could also be given to converting the intersection to a roundabout as part of developing a "roundabout corridor" along Murchison Lane.

The intersection of Deacon Grove Lane with Murchison Lane will be somewhat dependent on the planned internal road network of the new Hillsborough Hospital site. The current intersection location on the outside of a long radius curve is considered a reasonable connection point and there does not appear to be any significant incentive to relocate this access, with the possible exception of sea level rise implications. That said, the long right turn entrance lane should be removed and the intersection reconfigured to accommodate future volumes. As one of the primary access points to the new development, the intersection should include two exit lanes (right and left) and right and left turn auxiliary lanes at the intersection to facilitate movements into the development. Given the level of construction required to make the above changes, it is recommended that a roundabout treatment be implemented at this location. Such a treatment would provide a high level of service to future traffic demands, improve vehicle and pedestrian safety, and could serve as a gateway feature to the new Hillsborough development.

The Patterson Drive intersection will function adequately in the future as a 4-leg stop controlled intersection. The use of auxiliary lanes at the intersection should be considered to improve operational and safety performance, though are not explicitly required to accommodate volumes. Similar to the Deacon Grove intersection, consideration of a roundabout treatment at this location would provide a high level of service and serve as an eastern gateway feature to the Hillsborough Development.

As this is a high level evaluation of the areas operations, monitoring and coordination of the development, QEH operations and traffic volumes throughout the corridor should be carried out as further planning and development work proceeds in this area.

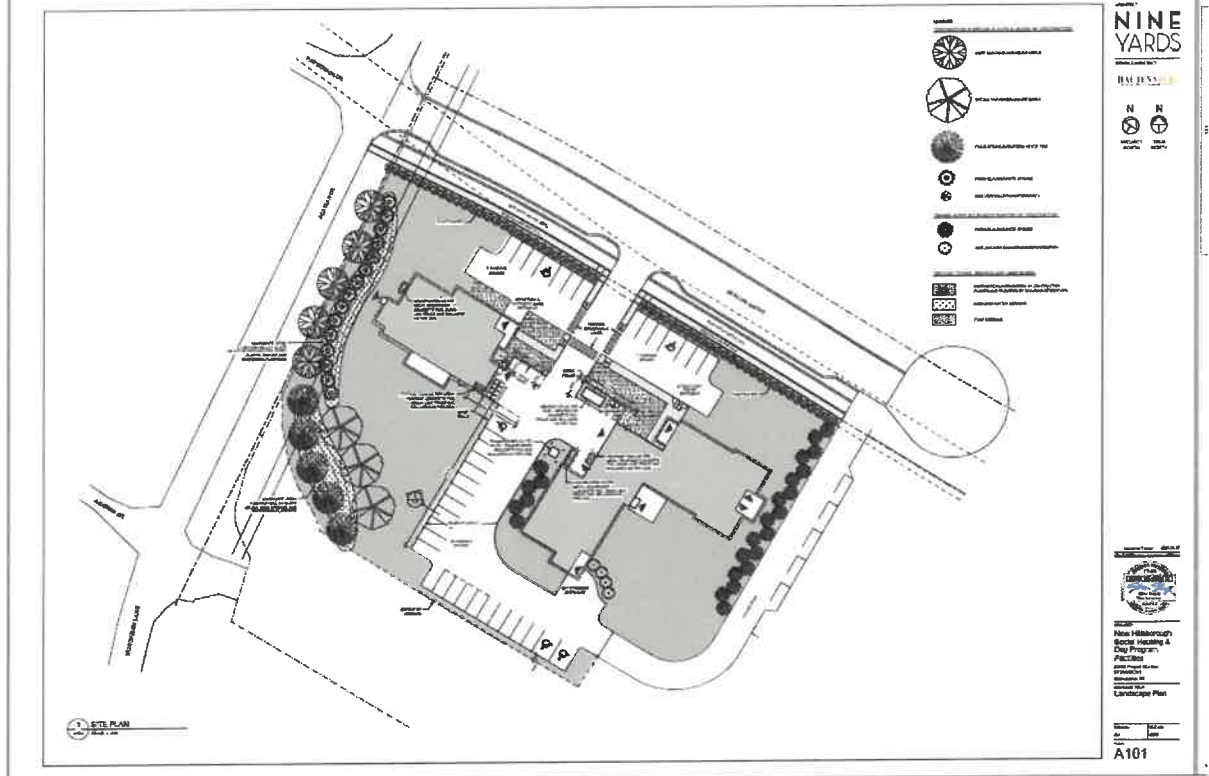
# Attachment C

## MASTER PLAN

**Attachment C: Master Plan**  
**File:** PLAN-2020-7-SEPTEMBER-  
115 Murchison Lane (**PID's** 425892 and 691162)  
**Owner:** Province of PEI



## Attachment D



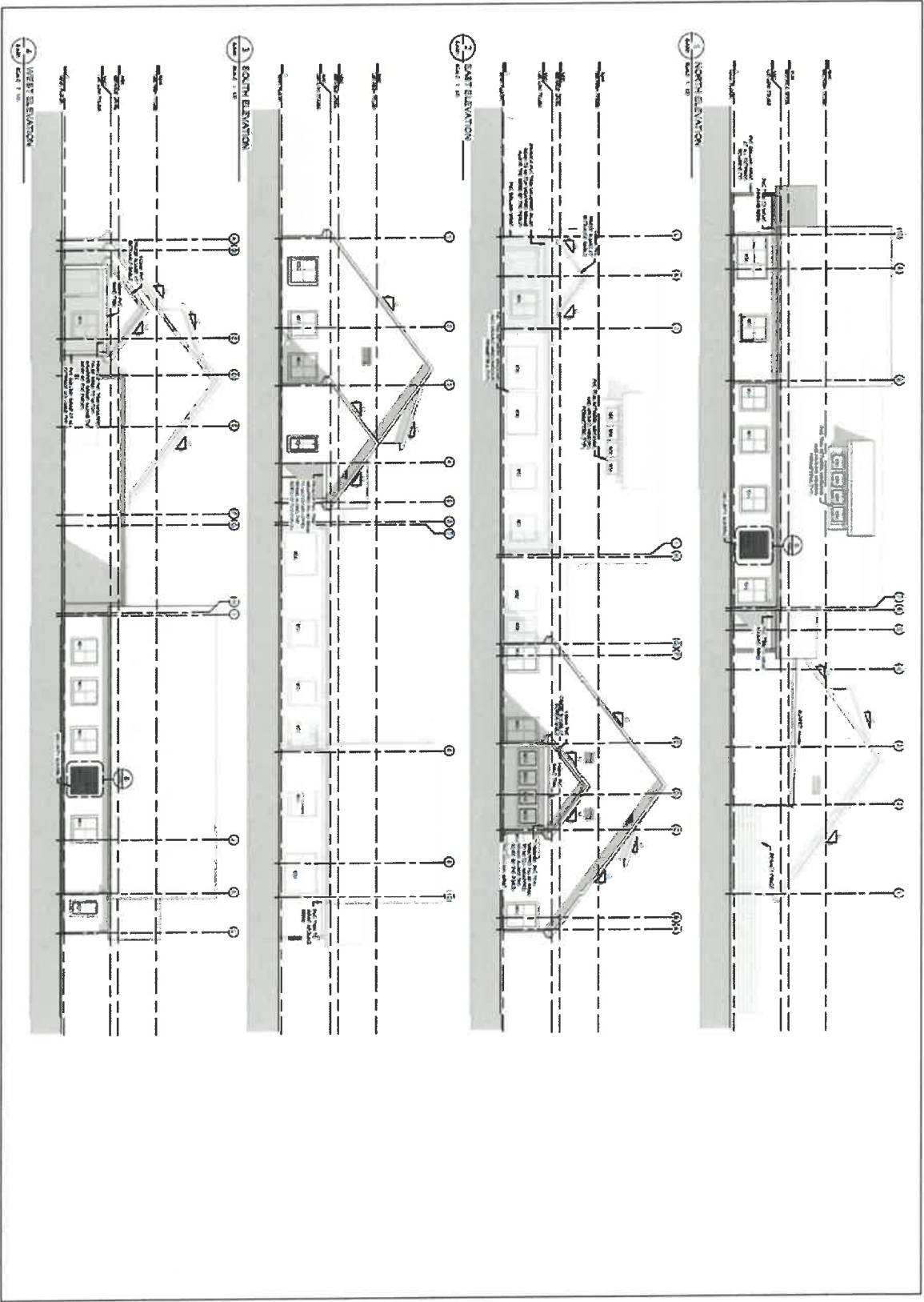
**Attachment C: Master Plan**  
**File:** PLAN-2020-7-SEPTEMBER-  
 115 Murchison Lane (**PID's** 425892 and 691162)  
**Owner:** Province of PEI




**CHARLOTTETOWN**  
Planning & Heritage  
Department







<b>TITLE:</b> <p style="text-align: center;">CDA AMENDMENT          FILE: PLAN-2020-09-SEPTEMBER- 6B-8          LOT4 TOWERS ROAD          OWNER: 100585 PEI INC</p>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 6</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. GIS Map	
<b>SITE INFORMATION:</b> <b>Context:</b> Comprehensive Development Area Zoned Land <b>Ward No:</b> 8 – Highfield <b>Existing Land Use:</b> vacant land <b>Official Plan:</b> Concept Plan Area <b>Zoning:</b> (CDA) Comprehensive Development Area		

**RECOMMENDATION:**

Staff recommends for Planning Board to recommend to Council to approve the request to proceed to public consultation to amend the Development Concept Plan and Development Agreement pertaining to Lot 2014-4 (only) PID# 1076694.

**BACKGROUND:**

***Request***

This is an application to amend an existing development concept plan and development agreement under Section 41, Comprehensive Development Area Zone (CDA) of the Zoning and Development Bylaw.

Section 41.2.5 of the Zoning and Development Bylaw requires that amendments to a Development Concept Plan be approved by Council. The amendment/approval process must be treated as if it were an amendment to the Zoning and Development Bylaw and therefore requires notification of property owners within 100 meters of the subject property, posting of the proposed bylaw amendment and a public meeting. The Bylaw also requires that the working site plan and buildings also be approved on the recommendation of Planning Board. The developer is submitting a site plan, building elevations, and cross section for the requested apartment building for review and approval at this time.

***Development Context***

The property in question is Lot 2014-4 consisting of 2.12 acres. This lot is part of the original 15 acre site. That comprises the approved Development Concept Plan. It is bound to the north by a former private road that leads to the Charlottetown Mall (Towers Road), to the east by Lot 2014-3 of the Development Concept Plan, to the south by Lot 2014-5 of the development concept plan and to the west by Lot 2014-6 and the Confederation Trail.

The original Development Agreement that outlined the terms and conditions of the Development Concept Plan was signed on August 15, 2013.

The approved uses and density for Lot 2014-4 at that time consisted of:

- One community care building with maximum 90 rooms and 8000sq ft of commercial space included within the building.

The applicant has now applied to change the use of the building to a 74 unit apartment building. Staff would note that there is no density requirement for the CDA Zone. However, if staff were to apply a calculation for density in the R-3 Medium Density Zone which is a less intensive apartment zone 75 units would be permitted on site. Given that this is a CDA Zone and there is an approved Development Concept Plan and Development Agreement in place, both documents specifically list the number of buildings, uses and units permitted on the site. Therefore, staff is not able to approve the density increase/change of use without following the process of an amendment to a development concept plan as stipulated in the Zoning and Development Bylaw. The applicant is therefore requesting his application be advanced to a public meeting.

**ANALYSIS:**

When this comprehensive development plan was approved for the site in 2013 the intent of the overall development was to provide a mix and range of housing for various sectors of society. This site was designated for construction of a community care facility with 90 beds and 8000 sq. ft. of ground floor commercial. The overall concept plan was to provide stepped housing and facilities that would accommodate people at various ages and stages in their lives. Although the developers have provided various housing options within the development they have continually requested changes to the original development concept plan over the years. The removal of the community care facility from this development does tend to change the nature and original intent of the development. Staff is unaware of the developer's rationale for requesting this change. The developer has not clarified if the required change is due to a lack of market demand for this type of facility.

Conversely, Charlottetown is experiencing a shortage of housing. This area of Charlottetown (Sherwood) is an older established neighbourhood and is located within a walkable neighbourhood close to shopping, cinemas, restaurants, transit and the university. Therefore, this area is appealing to retirees who are looking to downsize as well as young professionals.

A range of housing for all sectors of society within a neighbourhood is good. The Official Plan States, *"If Charlottetown is going to continue to grow as a healthy community, affordable housing for all segments of society must generally be available throughout the City."*

*Given these circumstances, the strategic direction of the CHARLOTTETOWN PLAN is to:*

- apply the policies of new housing within the fully serviced areas of the City and within neighbourhoods;*
- encourage the provision of adequate housing for those residents with special needs; and*
- address the specific need to provide more affordable housing for seniors in neighbourhoods in which they prefer to live.*

The vacancy rate within the City is very low. Many residents are being forced to leave the City because of the lack of housing options and affordable housing. It has been very difficult to acquire land within established neighbourhoods at reasonable prices where rents can be kept at affordable levels.

In planning practice when assessing locations that are appropriate for residential uses it is appropriate to locate residential dwellings in locations close to amenities, transit, parkland, schools and within walkable neighbourhoods. The proposed site is within walking distance to all.

The Official Plan also supports mixed forms of housing within existing neighbourhoods to allow for housing choices. Housing choices within neighbourhoods are important as they provide housing variety for people at various stages of their lives. Below are excerpts from sections of the Official Plan that supports moderately higher densities and housing choices.

*Section 3.2.2 - Our **objective** is to allow moderately higher densities and alternative forms of development in any new residential subdivisions which may be established, provided that this development is well planned overall, and harmonious with existing residential neighbourhoods.*

*Section 3.3.2 - Our **objective** is to enhance the range of housing available to residents who have special social, economic or physical needs*

*Section 3.3.2 - Our **policy** shall be to actively work with our partners to address the housing needs of seniors, to expand the range of affordable housing available to them, and to provide it in neighbourhoods preferred by them.*

<b>Positives</b>	<b>Neutral</b>	<b>Shortcomings</b>
<ul style="list-style-type: none"> <li>▪ <i>The City is experiencing a demand for all segments of society.</i></li> <li>▪ <i>The proposal is close to amenities such as shopping, parkland and public transit.</i></li> <li>▪ <i>The property is in an area that is fully serviced with municipal services.</i></li> <li>▪ <i>The proposal is located within a walkable neighbourhood.</i></li> </ul>		<ul style="list-style-type: none"> <li>▪ <i>The loss of a community care facility is removing a form of housing that address a specific need.</i></li> </ul>

**CONCLUSION:**

Staff does have concerns about removing a form of housing within a neighbourhood that addresses the needs of a specific sector of society. From a planning perspective a variety of housing choices including community care facilities is important to be located within a neighbourhood. However, Charlottetown's low vacancy rate has presented challenges for people trying to access housing within the City within fully serviced desirable neighbourhoods where they are able to access various amenities. In addition, density and housing variety is sustainable, as it allows for better use of services that are already available (see Section 3.10 of the Official Plan); it decreases urban sprawl which is an outcome of approval of single family subdivisions. Staff is therefore recommending that the application to amend the Development Concept Plan and Development Agreement pertaining to Lot 2014-4 (only) PID # (1076694) be approved to proceed to public consultation.

**PRESENTER:**

Laurel Palmer Thompson, MCIP  
Planner II

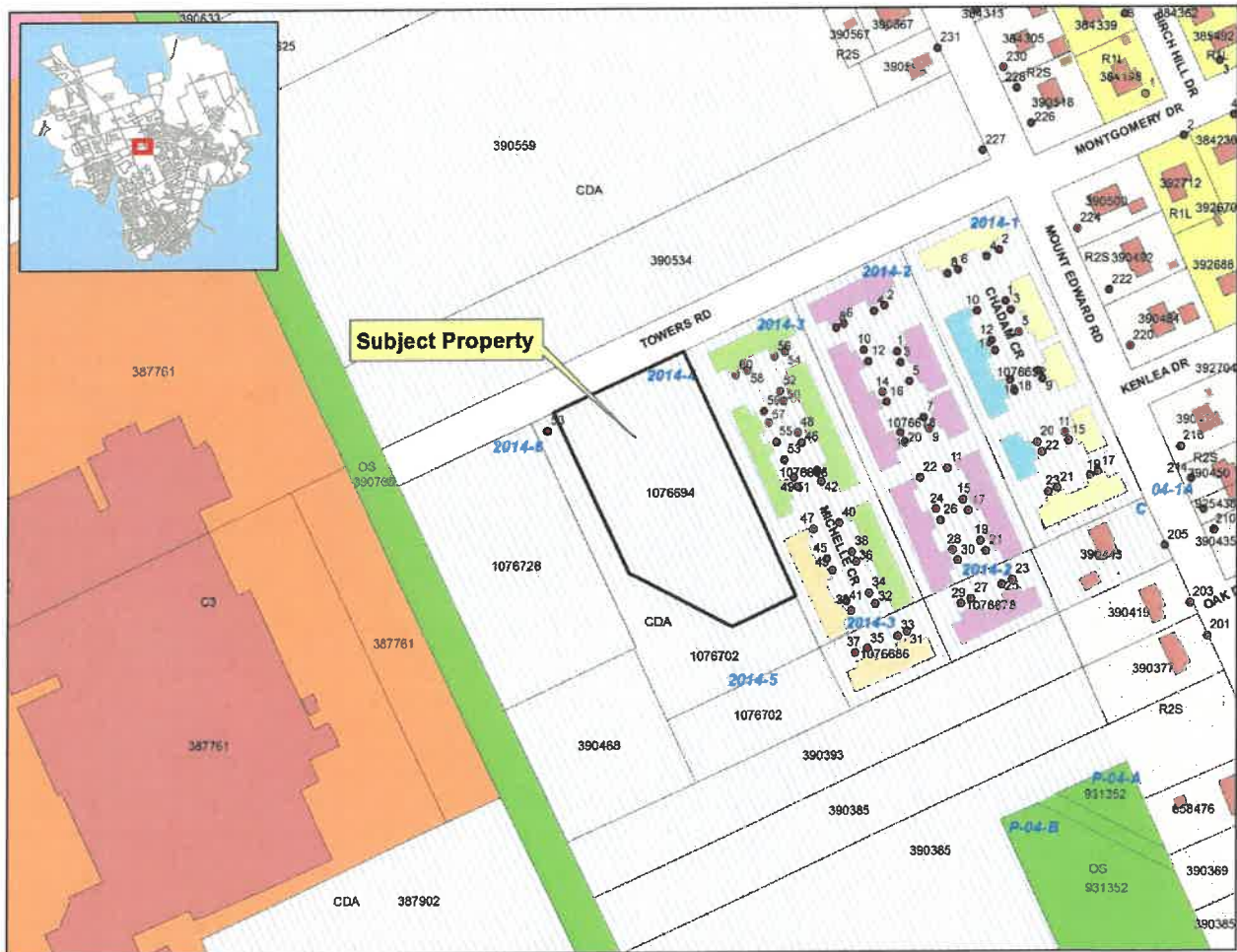


**MANAGER:**

Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage



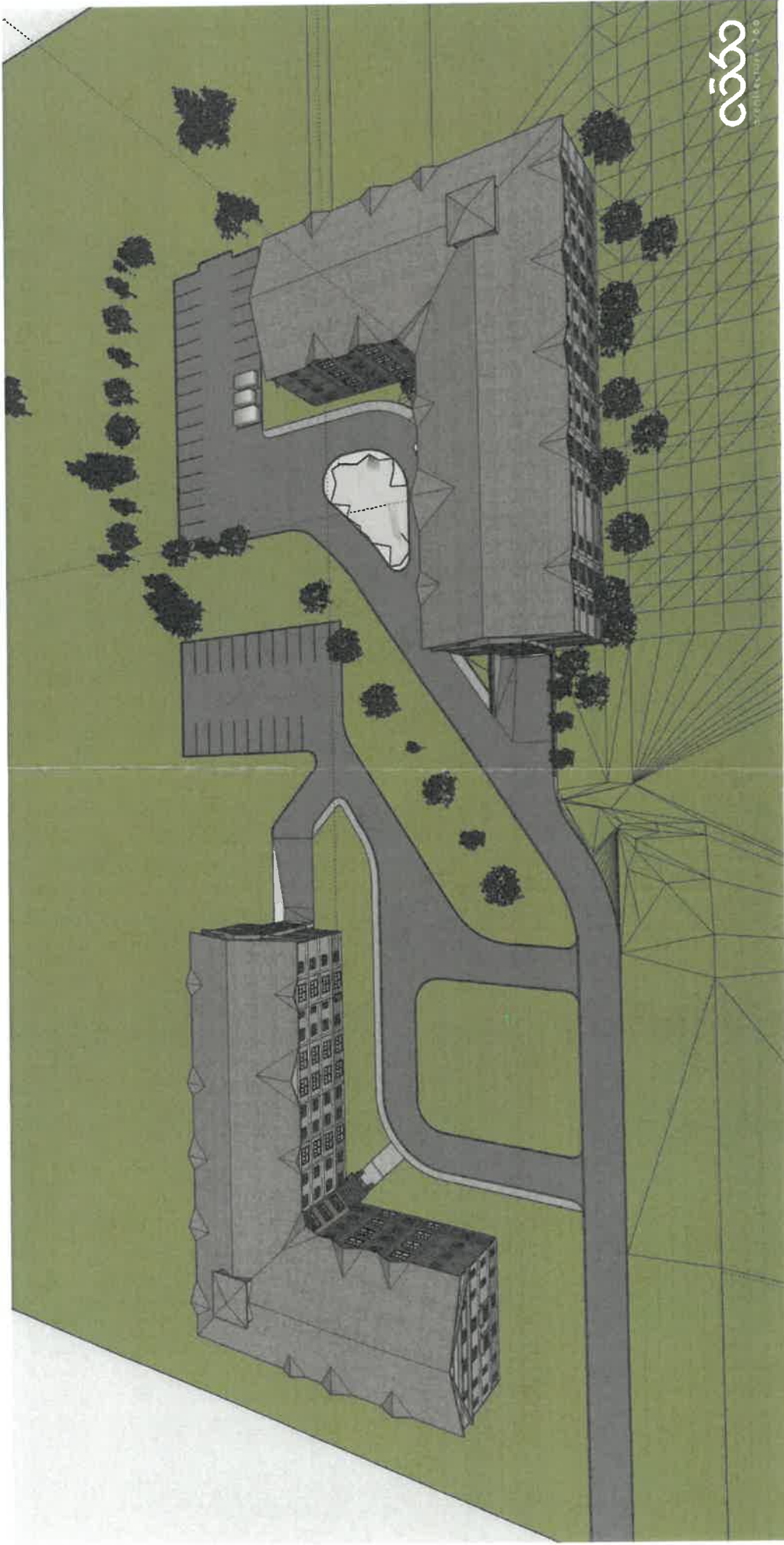
**GIS Map:**

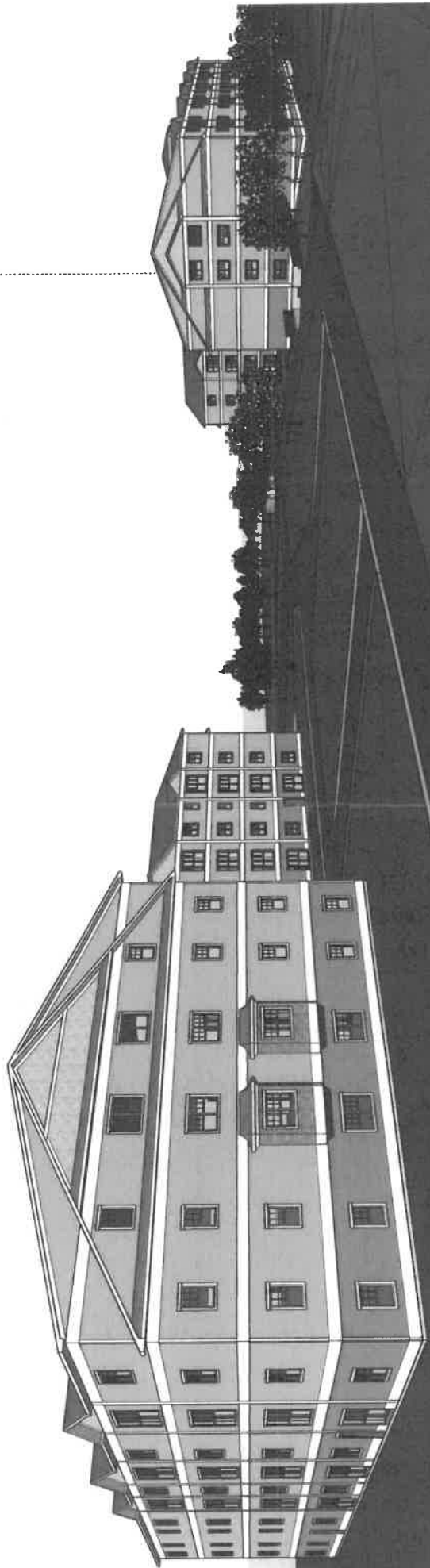




# PLANNING

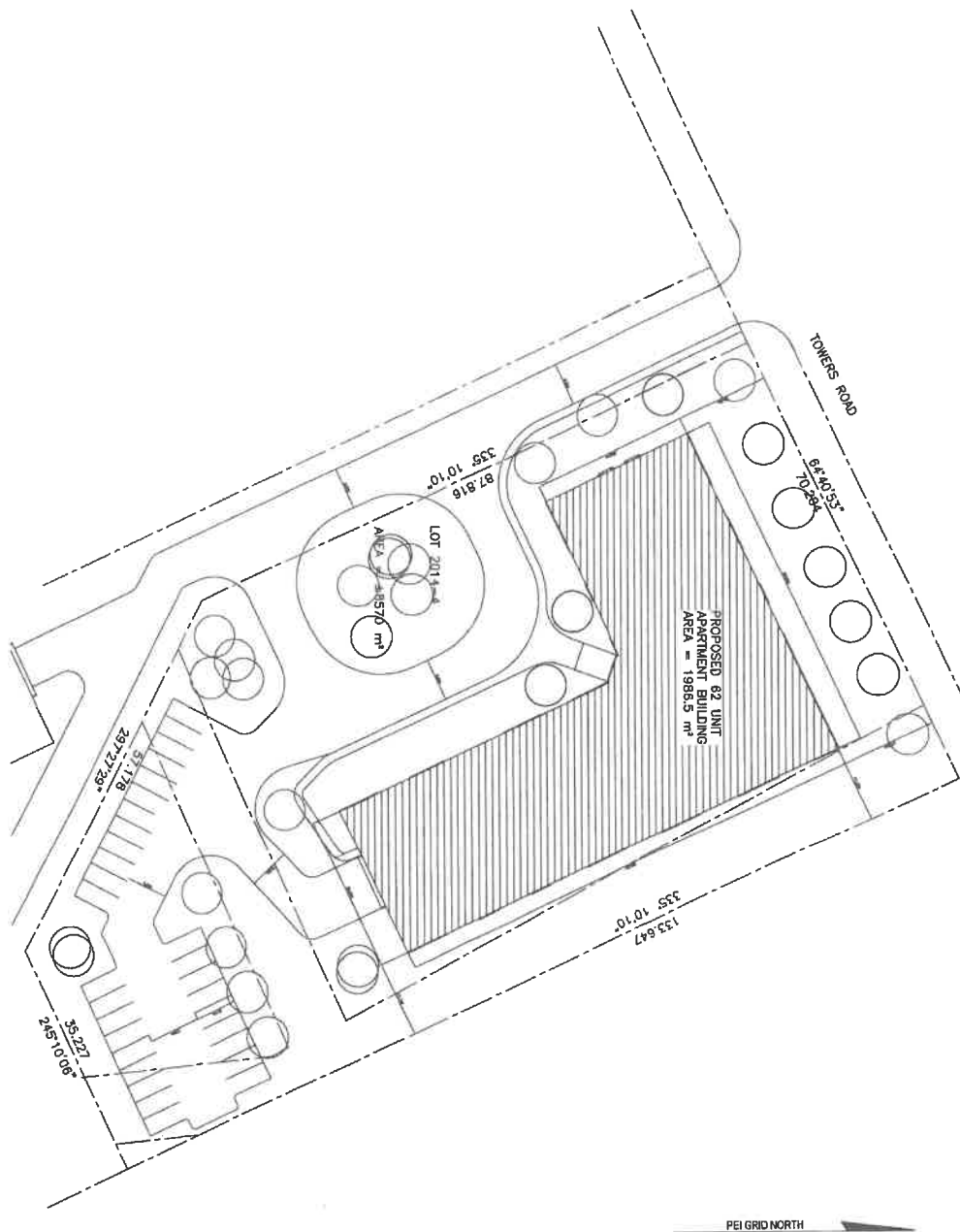
Recd. 28/3/2020 in 105





LOT 2014-4 CONCEPT SITE PERSPECTIVE





architecture + design  
 45 Harrington Lane, Rice Point, PE, C0A 1H6  
 T + 902.675.3421 F + 902.675.4369  
[info@ac360.ca](mailto:info@ac360.ca)

SITE PLAN

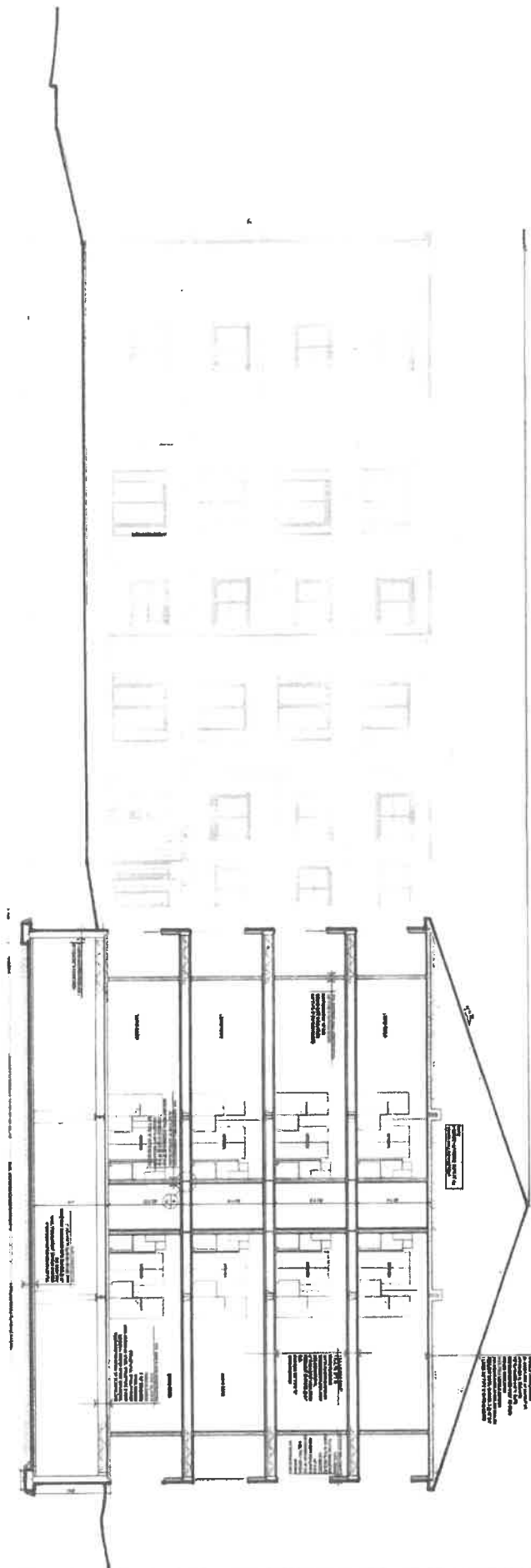
PROPOSED 62 UNIT APT  
 BUILDING


CHARLOTTETOWN,  
 PEI

DATE: JULY 22, 2020  
 SCALE: N.T.S.  
 DRAWN BY: CRJ

SP-1





<b>OP REDESIGNATION &amp; REZONING APPLICATION</b> <b>FILE: PLAN-2020-8-SEPTEMBER- 6B-9</b> <b>428 QUEEN STREET (PID #368134)</b> <b>OWNER: PEI STOVE WORKS INC.</b>		
<b>MEETING DATE:</b> September 08, 2020		<b>Page 1 of 3</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. OP Re-designation & Rezoning Maps B. Proposed Lot Consolidation & Site Plan	
<b>SITE INFORMATION:</b> <b>Context:</b> Developed with a Bicycle Shop with a parking lot <b>Ward No:</b> 8 – Spring Park <b>Existing Land Use:</b> Various land uses (Bicycle Shop and a Single Detached Dwelling) <b>Official Plan:</b> Medium Density Residential <b>Zoning:</b> Medium Density Residential (R-3) Zone and Mixed Use Corridor (MUC) Zone		
<b>PREVIOUS APPLICATIONS:</b> Zoning amendment approved in 2008 to expand the commercial bicycle business. In 2018, a permit was issued to demolish a house that was located at 428 Queen Street.		

### **RECOMMENDATION:**

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request to proceed to public consultation for the Official Plan re-designation and rezoning request to:

1. Amend Appendix "A" – Future Land Use Map of the Official Plan from Medium Density Residential to Commercial for the properties identified as 430 Queen Street (PID's #368126) and 428 Queen Street (PID #368134) as per Attachment A-1; and
2. Amend Appendix "G" – Zoning Map of the Zoning & Development By-law from the Medium Density Residential (R-3) Zone to the Mixed Use Corridor (MUC) Zone for the property located at 428 Queen Street (PID #368134) as per Attachment A-2.

*proceed* to public consultation.

**BACKGROUND:*****Request***

The owner, Kelly MacQueen, is applying to change the Official Plan designation of the property identified as 430 Queen Street (PID's 368126) and 428 Queen Street (PID 368134) from the Medium Density Residential designation to the Commercial designation and to rezone the property identified as 428 Queen Street (PID 368134) from the Medium Density Residential (R-3) Zone to the Mixed Use Corridor (MUC) Zone. The owner is also proposing to consolidate 430 Queen Street (PID's 368126) and 428 Queen Street (PID 368134) into one lot to utilize the parcel identified as 428 Queen Street (PID 368134) for parking to accommodate the Bicycle shop located at 430 Queen Street (PID's 368126).

The requested consolidation does not require public consultation but notification of this consolidation will be included in the public meeting notification. The proposed consolidation will also be included in the recommendation to Council following the public meeting.

***Development Context***

The subject properties are currently under common ownership and together are located adjacent to the MUC properties on University Avenue. PEI Stove Works Inc. (formerly MacQueen Island Tours), has been in operation on the property at 430 Queen St since 1977. In addition to the bicycle tour operations, the business includes a large bike shop on the main floor and offers spin cycle classes and accommodations for the tour groups on the second level. The applicant has requested that the properties be rezoned in order for them to be consolidated in order to create additional parking on 428 Queen Street for the commercial bicycle business.

***Property History***

The property identified as 430 Queen Street undergone a rezoning application which was approved by Council on October 14, 2008 in order to expand onto the existing Bicycle shop. Since that time the owner was approved to demolish a residential dwelling located at 428 Queen Street back in 2018.

**LEGISLATIVE REQUIREMENTS:*****Notification***

If the proposed rezoning is approved to proceed to the public consultation phase, the Planning & Heritage Department shall notify the public of said public meeting in accordance with Section



3.10.4.c of the Zoning & Development By-law. The public notification will also include the request for the lot consolidation.

**CONCLUSION:**

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request to proceed to public consultation for the Official Plan re-designation and rezoning request to:

1. Amend Appendix "A" – Future Land Use Map of the Official Plan from Medium Density Residential to Commercial for the properties identified as 430 Queen Street (PID's #368126) and 428 Queen Street (PID #368134); and
2. Amend Appendix "G" – Zoning Map of the Zoning & Development By-law from the Medium Density Residential (R-3) Zone to the Mixed Use Corridor (MUC) Zone for the property located at 428 Queen Street (PID #368134).

*proceed* to public consultation.

**PRESENTER:**



Robert Zilke, MCIP  
Planner II



Attachment A - 1





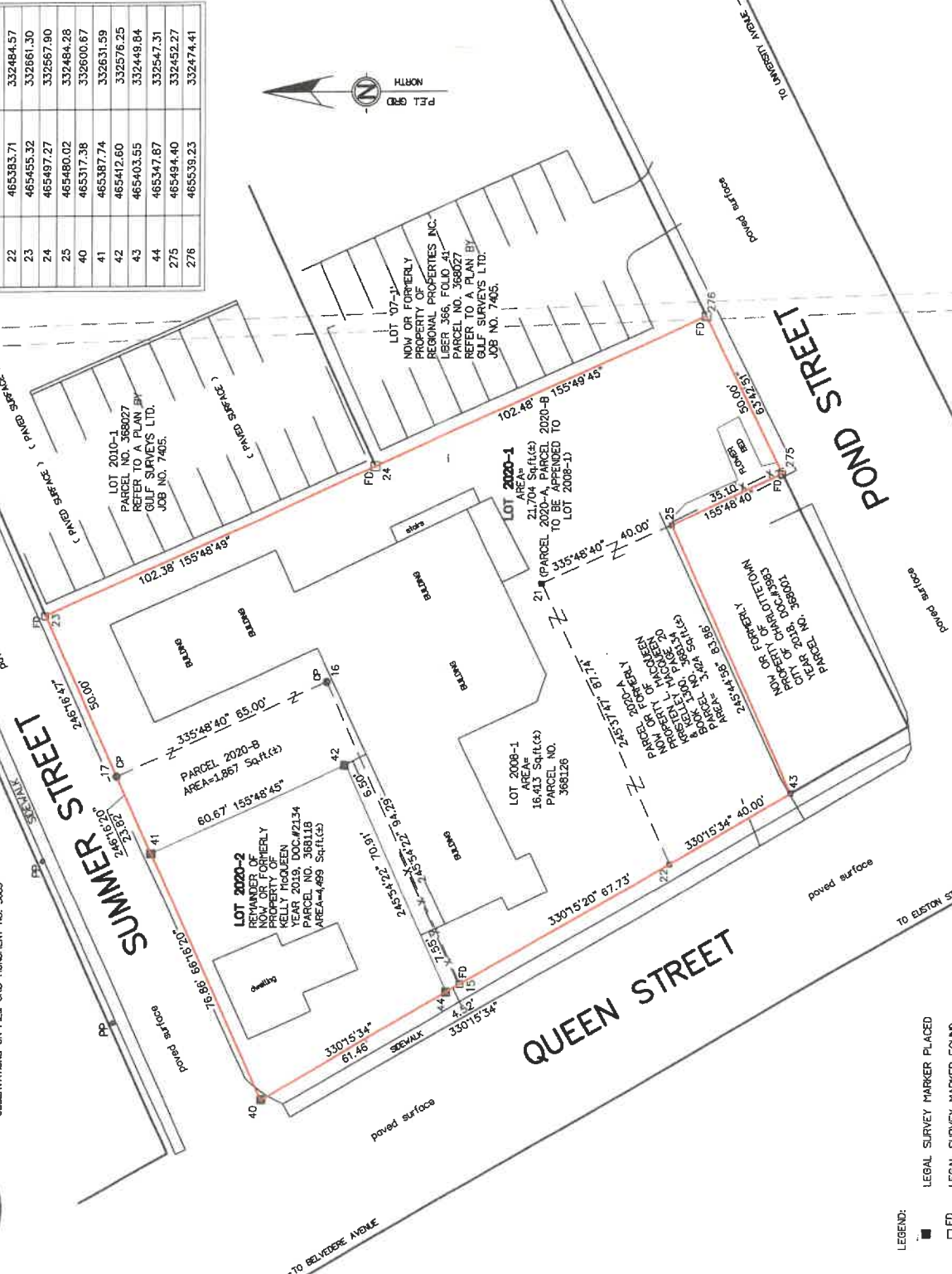
# Attachment B



NOTE: L. J. MANTHA, PRINCE EDWARD ISLAND LAND SURVEYORS, DO HEREBY CERTIFY THAT THIS SURVEY WAS EXECUTED UNDER MY DIRECTION AND SUPERVISION AND THAT THIS PLAN IS A TRUE AND CORRECT REPRESENTATION OF SAID SURVEY.

NOTE: THIS SURVEY WAS TIED INTO P.E.I. GRID MONUMENT NO. 3689 BASED ON THE DOUBLE STEREOGRAPHIC PROJECTION SYSTEM. ALL COORDINATES ARE EXPRESSED IN FEET. COORDINATES ARE DERIVED FROM DIFFERENTIAL GPS OBSERVATIONS ON P.E.I. GRID MONUMENT NO. 3689.

COORDINATES EXPRESSED IN FEET		
STA. No.	EASTING	NORTHING
15	465350.11	332543.38
16	465436.18	332581.89
17	465409.55	332641.18
21	465463.63	332520.77
22	465383.71	332484.57
23	465455.32	332661.30
24	465487.27	332567.90
25	465480.02	332484.28
40	465317.38	332600.67
41	465387.74	332631.59
42	465412.60	332576.25
43	465403.55	332448.84
44	465347.87	332547.31
275	465494.40	332452.27
276	465539.23	332474.41



- LEGEND:
- LEGAL SURVEY MARKER PLACED
  - FD
  - LEGAL SURVEY MARKER FOUND
  - CP
  - CALCULATED POINT
  - PP
  - POWER POLE

NOTE:  
LOT 2020-1: PARCEL 2020-A, PARCEL 2020-B & TO BE APPENDED TO PARCEL 368126  
PARCEL NO. 368126: NOW OR FORMERLY PROPERTY OF P.E.I. STOVE WORKS LTD. (AS FORMERLY KNOWN AS P.E.I. STOVE WORKS LTD.) DOC. 3381, REFER TO A PLAN BY MANTHA LAND SURVEYS DWG. NO. H-06-200.

NOTE: FOR THIS SURVEY TO BE VALID, IT IS NECESSARY FOR APPROVAL TO BE GRANTED BY THE APPROPRIATE AUTHORITY.

REV. No.	REVISIONS	CHD	DATE


MANTHA LAND SURVEYS INC.  
STRATFORD, P.E.I.  
C1B 1A4  
Phone 902-566-6884

PLAN SHOWING  
LOT 2020-1 & LOT 2020-2 A  
PROPERTY CONSOLIDATION OF  
PROPERTY OF  
P.E.I. STOVE WORKS LTD.  
& OTHERS

LOCATION: CHARLOTTETOWN, QUEBEC CO., P.E.I.

SCALE: 1"=50'  
DATE: JULY 13, 2020  
FILE: 2008-5-12  
DWN. BY: JLM  
CHECKED: JJM



<b>TITLE:</b> <b>OFFICIAL PLAN RE-DESIGNATION AND REZONING APPLICATION</b> FILE: PLAN-2020-8-SEPT- 68-10 168 WEYMOUTH STREET (PID #345108) APPLICANT: JEFF KEOUGH/ANTON MIKAILOV		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 4</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> A. Application Submission B. Map and photo of Subject Property	
<b>SITE INFORMATION:</b> <b>Context:</b> Existing residential dwelling <b>Ward No:</b> 1 – Queens Square <b>Existing Land Use:</b> Residential dwelling <b>Official Plan:</b> Downtown Neighbourhood <b>Zoning:</b> Downtown Mixed Use Neighbourhood (DMUN) Zone		
<b>PREVIOUS APPLICATIONS:</b> N/A		

#### **RECOMMENDATION:**

The Planning & Heritage Department recommends that the rezoning application *not proceed* to public consultation.

#### **BACKGROUND:**

##### ***Request***

The applicant, Jeff Keough/Anton Mikhailov, has received permission from the property owner, Avra Weinstein, to apply for the rezoning of 168 Weymouth Street (PID #345108) which contains a single detached dwelling. The purpose of the re-designation and rezoning is to allow for professional accounting offices on the first two floors with a residential apartment on the third.

##### ***Development Context***

The subject property is located across from King's Square and is predominately surrounded by residential zoned properties with dwellings and located in an area with various heritage buildings.

##### ***Property History***

168 Weymouth Street was built in the period between 1887 and 1895 for Dr. Francis Dyer Beer, a respected physician and coroner. The house's architecture is influenced by the Queen Anne

Revival architectural style. Richard N. Shaw (1831-1912), a British architect, created the style that incorporated some of the classical motifs popular during Queen Anne's reign (1702-1714). Popular in Charlottetown from about 1880 to 1910, homes influenced by the Queen Anne Revival style featured asymmetrical facades, a corner turret or tower, highly ornamental spindles, varied rooflines, windows, and mixed siding types, most of which have been incorporated into the design of 168 Weymouth Street.

Although not designated, this house is similar to the less intricate, designated heritage resource at 306 Fitzroy Street. The home on Fitzroy Street lacks most of the decorative Queen Anne Revival features, such as the two storey tower, fanlight and fish scale cladding that 168 Weymouth Street displays. The location of 168 Weymouth Street is important as it overlooks historic King Square one of four greenspaces built into the Plan of Charlottetown in 1771. It also plays a key role in supporting the streetscape which includes 2.5 storey, wood framed homes from the late 19<sup>th</sup> and early 20<sup>th</sup> centuries.

#### **LEGISLATIVE REQUIREMENTS:**

##### ***Notification***

If the proposed rezoning is approved to proceed to the public consultation phase, the Planning & Heritage Department shall notify the public of said public meeting in accordance with Section 3.10.4 of the Zoning & Development By-law.

#### **ANALYSIS:**

Should the property be re-designated and rezoned, the applicant would be intending to convert the dwelling into professional accountant offices on the first two floors with the third floor remaining residential. The applicant has not submitted a site plan or elevations to date, but has indicated that they would keep the aesthetic of the existing dwelling with some minor interior and exterior upgrades.

Under the Zoning & Development By-law, the Downtown Neighbourhood (DN) Zone is the only strictly residential zone in the 500 Lot Area, which provides stability to predominate residential neighbourhoods in the downtown area. The intent of the DN Zone is to protect existing established residential areas from encroaching commercial development. The subject site is located across from King's Square and if the re-designation and rezoning are approved it would be considered a spot rezoning, which historically the Planning Department has not supported. To allow for the site to be re-designated and rezoned to Downtown Mixed-Use Neighbourhood



could potentially allow for other commercial uses to be established in the future that would not be as compatible or conducive in a residential area such as an eating and drinking establishment, retail store or a parking structure. Furthermore, the Zoning & Development By-law would permit for a limited professional office as a home occupation, provided that the owners live in the dwelling. This would allow for a smaller professional office without compromising the residential character of the neighbourhood (i.e. traffic, parking, and transient clients).

Section 3.1 Urban Character Areas of the 500 Lot Area Development Standards & Design Guidelines states that properties designated as Downtown Neighbourhood have prevailing residential use/character and are generally focused on the public squares. The subject property and surrounding area is designated and zoned Downtown Neighbourhood, and has an established streetscape with various heritage resources. These important historical areas should be preserved for residential uses and the extent of businesses in this area should be limited to home occupations. In addition, the Downtown Mixed-Use Neighbourhood (DMUN) was established on the edge of Downtown Neighbourhoods to provide a transitional buffer from residential to commercial.

When considering the Official Plan re-designation and rezoning of the subject property, key points from the Official Plan to be considered include:

*Section 3.2.1 - Our **objective** is to preserve the built form and density of Charlottetown's existing neighbourhoods, and to ensure that new development is harmonious with its surroundings.*

*Section 3.3.3 - Our **policy** shall be to allow home-based businesses and bed & breakfast establishments endorsed by Council, within all neighbourhoods subject to acceptable controls through development regulations.*

*Section 4.2.6 – Our **objective** is to protect and strengthen the character of the residential neighbourhoods in the 500 Lot Area*

*Our **policy** shall be to protect and maintain the health and stability of the existing residential neighbourhoods in the 500 Lot Area to ensure a broad mix of housing and demographic characteristics within proximity to the downtown, which make an important contribution to the area's historic nature and charm.*

It is also important to note that due to the pandemic, there has been an increased in commercial space for lease or purchase in mixed-use or commercial areas of the downtown. Therefore, there is not a strong rationale to start expanding mix-use commercial entitlements in established downtown neighbourhoods.

Below is a quick summary of the subject application's positive attributes, neutral attributes, and shortcomings:

Positives	Neutral	Shortcomings
<ul style="list-style-type: none"> <li>Minor renovations that will increase the aesthetic appeal of the property.</li> </ul>	<p>Could be accommodated as a home occupation, reduced in size and scope, more compatible within the existing neighbourhood.</p>	<ul style="list-style-type: none"> <li>Take away from potential additional residential density in the downtown.</li> <li>Spot rezoning that would compromise the established residential integrity of the area.</li> <li>Does not conform to the 500 Lot Area Design Guidelines.</li> <li>Allow commercial uses to creep into a prominent residential area.</li> <li>Detracts business from established commercial or mixed-use areas of the downtown.</li> </ul>

### **CONCLUSION:**

The Planning & Heritage Department recommends that the re-designation and rezoning application *not proceed* to public consultation.

### **PRESENTER:**



Robert Zilke, MCIP  
Planner II

# Attachment A - 1

**September 2, 2020**

**Robert Zilke  
Planning Board  
City of Charlottetown**

## **Re: Rezoning application for 168 Weymouth St**

This memo is intended to add more information to our application for rezoning the property at 168 Weymouth st. It aims at describing our intentions in addition to identifying the current surrounding neighborhood and it's current status in the downtown area.

### **Intentions**

We do not intend to add driveways, structures or change the face of the building in any significant way. We will give the building some fresh paint, and upgrade the landscaping with regards to flower/rock beds. The property will not change in appearance or structure for our needs.

We will use the space as professional office space, of which we are currently operating approximately 100 meters away at 199 Weymouth street. We do not have high traffic in our office, with approximately 80% of our office time being working on our own without visitors/clients.

### **Neighborhood**

The neighborhood is currently a mixed use area. As mentioned, our current office is a block away on the same street (199 Weymouth). This is located next to Petro-Can, ADL, Class A Auto, Callaghan's Painting, Ciyt Taxi, The Charlottetown Curling Club, A1 Vacuum to name a few.

Even closer to our proposed location (168 Weymouth), the businesses are Sterns- Launderers and Drycleaners, MacLean Funeral Home, Holland College, Chuck Hatchets, Canadian Mental Health Association, and Nova Injury Law to name a few.

The neighborhood currently supports a mixed-use environment. And our current customers currently come through the same neighborhood to receive our services, so the changed location for our office will not affect the neighborhood in any way, shape, or form.

## Attachment A - 2

We truly hope this provides a clear picture of our intentions and that it also aligns with the intentions of the City of Charlottetown in its efforts to ensure the residents and businesses can continue to co—exist while not adversely affecting either party.

If any further information is required, please do not hesitate to contact me @ [Jeff@charjerconsulting.com](mailto:Jeff@charjerconsulting.com) or 902-894-5339.

Sincerely,

A handwritten signature in black ink, appearing to read 'JK' or 'Jeff Keough', written in a cursive style.

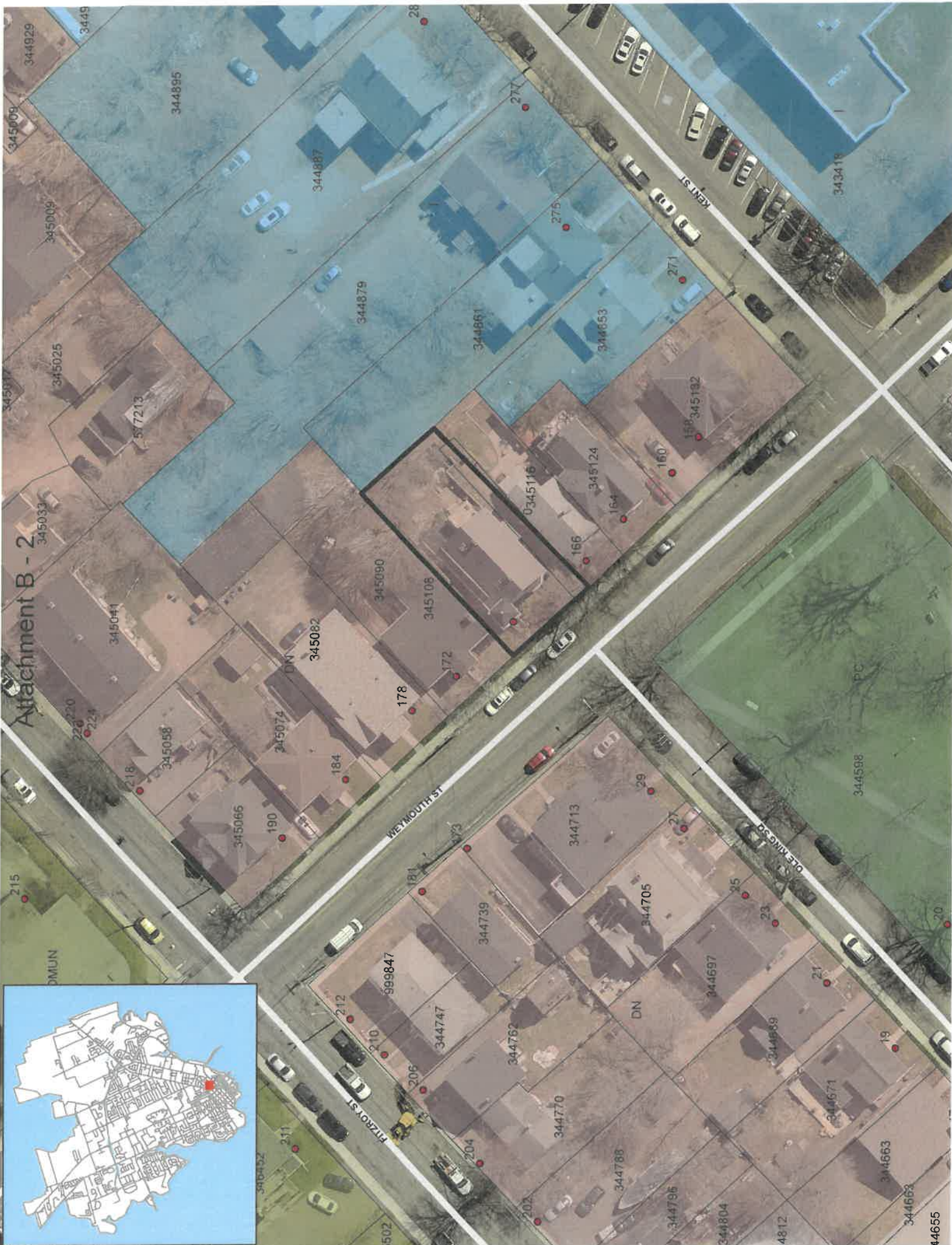
Jeff Keough, CPA, CA





Attachment B












<b>TITLE:</b> <b>PLANNING BOARD REPORT</b> <b>ZONING &amp; DEVELOPMENT BY-LAW AMENDMENTS</b> <b>FILE: PLAN-2020-08-SEPT - GC - 11</b>		
<b>MEETING DATE:</b> September 8, 2020		<b>Page 1 of 5</b>
<b>DEPARTMENT:</b> Planning & Heritage	<b>ATTACHMENTS:</b> Attachment A – Regulations for Mixed Density Distribution Attachment B – Fascia Sign General Provisions Attachment C – Private Street Access Attachment D – General Provisions for Subdivision	

**RECOMMENDATION:**

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 20.2.3 Regulations For Mixed Density Distribution;
- Section 20.2.4 Regulations For Mixed Density Distribution;
- Section 20.2.5 Regulations For Mixed Density Distribution;
- Section 44.12.4 Regulations for Fascia Sign General Provisions;
- Section 45.12 Private Street Access;
- Section 45.6.1 General Provisions For Subdivision;
- Section 45.6.2 General Provisions For Subdivision;
- Section 45.6.3 General Provisions For Subdivision;

be approved.

**BACKGROUND / ANALYSIS:**

The amendments proposed within this report largely are related to the subdivision of land and development within subdivisions. There is also a proposed amendment to the sign regulations relating to fascia signs. The MUR Zone was a new zone that was introduced during the development of the East Royalty Master Plan. The purpose of the zone was to develop a mix of various housing typologies within a subdivision. During the review of concept plans throughout the subdivision process staff has found that the current mixing formula for the zone can be challenging to apply. In many cases it is difficult to reach the desired percentage of building

typologies due to the restrictions on building placement along the street and the block. Zoning & Development By-laws in their nature are fluid documents that are amended in order to respond to changing community needs. Therefore, staff is proposing three (3) separate amendments to allow for better placement of building typologies along the streetscape. These amendments will also address the market requirement for unit density within these building types.

The second set of amendments deals with the placement of fascia signs on the upper floors of buildings four stories and over in the downtown.

The third set of amendments pertains to the construction of private roads. For the most part development within the City is intended to be located on public streets that are intended to be conveyed to the City and constructed to defined standards. There are some developments where roads remain private and are constructed to various standards that include varying widths, pavement thickness, roadbed base, shoulder width etc. These private roads have created controversy with the public as often the public believe that the roads are owned by the City and contact the City for maintenance, snow removal, etc. Conflicts have also arisen with adjoining landowners wanting to access these roads. When roads are constructed to public road standards there are many regulations applied to the construction of the road. These regulations are put in place to ensure longevity of the road and to ensure public safety. Given the number of complaints, concerns and issues that have occurred with the construction of private roads staff are recommending that the sections pertaining to private roads be removed for the Bylaw. Staff are recommending that the

#### (MUR) Medium Density Mixed Use Residential Zone (Attachment A)

In 2016 the East Royalty Master Plan was adopted and with it new zones such as the MUR Mixed Density Residential Zone was developed to implement policy that was adopted in the master plan. The MUR Zone was a new zone that was created to allow for mixing of residential unit types. The purpose of the zone was to create an area that has various forms of housing options and typologies. The purpose of the mixing requirement was to prevent large swaths of one form of housing occurring in a specific area. Over the past 4 years since the adoption of the East Royalty Master Plan and the implementing bylaw amendments staff have worked closely with developers and reviewed subdivision proposals for the MUR Zone. In subdivision design there has been some difficulty with the placement and spacing of building typologies next to each other along streets with the current MUR regulations. The current placement regulations have made it difficult to have any type of conformity of building groupings along the streetscape. In addition the amount

of units permitted in a town house dwelling is low for today's construction standard and market requirement.

#### Fascia Sign General Provisions (Attachment B)

Until recently commercial buildings in the downtown were limited to four or five stories however recent amendments to the Zoning By-law permit buildings in certain commercial zones to add additional stories if they satisfy design standards (bonus height). Buildings seeking bonus height must step back from the base building (street wall) in order to minimize the differential in height.

When staff recently undertook a comprehensive review of the sign by-law this issue was not contemplated because there were no applications for these types of buildings at that time. Staff recently approved a building with a step back and when the owner requested approval of signage on the top floor of the street wall, the sign by-law had not contemplated this situation and mandated that the sign needed to be placed on the top floor of the building which was stepped back from the street. This requirement created a situation where the placement signage was obscured because it is stepped back and not readily visible from the street. In order to respond to this situation staff are proposing an amendment that allows either the top floor of the street wall (over 3 stories) to be utilized for fascia signage or they have the option to utilize the top floor that is stepped back.

Therefore staff are proposing that in those situations involving a setback on a building above the fourth floor, fascia signage may also be located at the top of the four storey street wall or the top of the building impacted by the step back, provided that the maximum allowable Sign Area for the Building wall will not be exceeded.

#### Private Street Access (Attachment C)

Staff is recommending to remove and repeal this section from the Bylaw. In the past the City has allowed the construction of some private streets. Many of these private streets were constructed to minimum standards which have resulted in narrower roads with reduced design standards that have resulted in safety concerns and issues with drainage from adjacent developments undermining the limited storm water drainage system provided on this type of street. This has created difficulty for snow removal machinery, parking of vehicles along street shoulders, lot drainage from adjacent properties and difficulty for emergency vehicles to gain access. In addition, the City has had requests to take over ownership and maintenance of these substandard streets

after the development has been sold. The City has requirements for the construction of public streets. The Zoning and Development Bylaw requires that public streets and servicing within the streets be designed by an engineer. In addition, the developer is required to post security to ensure that the street is constructed to public road standards. This security is held for up to 2 years after the road is constructed to ensure there are no deficiencies in the construction of the road. Constructing a street to public road standards is more expensive for the developer but in the long run it also saves money for the developer as they are not responsible for street maintenance because the street is deeded to the municipality. Staff is therefore, recommending that all streets within the municipality be designed to Public Road Standards. Moreover, those existing private streets will be allowed to continue to be used and developed but if this amendment is approved no new private streets will be permitted after the passing of this by-law.

#### General Provisions for Subdivision (Attachment D)

The amendments to this section of the Bylaw deal with removing any references to allowing the construction of new private streets within the City. It also establishes requirements for existing private streets within the City. There is also a provision added for rear lane access driveways to be permitted in areas where multiple driveways onto a public street is not deemed appropriate in the interest of safety. These rear lane access must be constructed to a minimum standard to provide safe access for emergency vehicles.

#### **LEGISLATIVE REQUIREMENTS:**

##### ***Notification***

In accordance with Section 3.10 of the Zoning & Development By-law, notice was published advising residents of the proposed amendments and the public hearing in the Guardian on two separate occasions with the first notice held at least 7 calendar days prior to the public hearing.

##### ***Public Feedback***

The Public meeting was held on August 26, 2020 at the Rodd Royalty, 14 Capital Drive. At the public meeting planning staff provided an overview of the amendments and read the proposed amendments to the public. When staff finished the presentation, residents were invited to ask questions and make comments on the amendments.

No residents spoke at the public meeting in regard to the proposed amendments. However, Council inquired about the amendment pertaining to Private Roads asking about standards that public



roads are required to be constructed to. Staff provided information on the development of public roads and the construction standards that are required within the City.

Council also inquired about the amendment pertaining to Section 44.12.4 Council inquired if the amendments to fascia signage would also apply to digital signs. Staff clarified that the amendment applied strictly to fascia signs. Please see minutes from the public meeting for more detail.

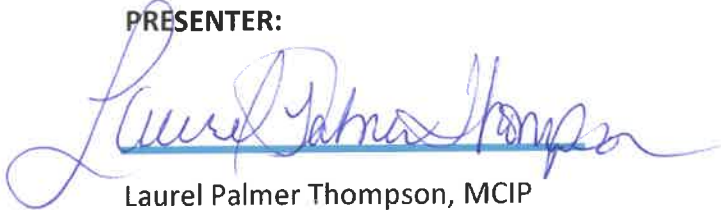
**CONCLUSION:**

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 20.2.3 Regulations For Mixed Density Distribution;
- Section 20.2.4 Regulations For Mixed Density Distribution;
- Section 20.2.5 Regulations For Mixed Density Distribution;
- Section 44.12.4 Regulations for Fascia Sign General Provisions;
- Section 45.12 Private Street Access;
- Section 45.6.1 General Provisions For Subdivision;
- Section 45.6.2 General Provisions For Subdivision;
- Section 45.6.3 General Provisions For Subdivision;

be *approved*.

**PRESENTER:**



Laurel Palmer Thompson, MCIP  
Planner II

**MANAGER:**

Alex Forbes, MCIP, MBA  
Manager of Planning & Heritage

# Attachment A

**Section 20.2.3 Under, REGULATIONS FOR MIXED DENSITY DISTRIBUTION** amend by adding the words “run of”

**Section 20.2.4 Under, REGULATIONS FOR MIXED DENSITY DISTRIBUTION** amend by removing the number 2 and replacing it with “3 three” also amend by inserting the words “with a maximum of twelve (12) units total on all three lots” and remove the words 3 or 4 Dwellings Units shall be permitted to be constructed on adjoining Lots on the same side of the street.

**Section 20.2.5 Under, REGULATIONS FOR MIXED DENSITY DISTRIBUTION** amend by removing the words one (1) and replace with “(2) two” also remove the words five (5) and replace with “more than six (6)” remove the words or more.

**as follows:**

## **20.2 REGULATIONS FOR MIXED DENSITY DISTRIBUTION**

20.2.3 Single-detached, semi-detached and Duplex Dwellings shall be permitted on adjoining lots on the same side of the street adjacent to townhouse Dwellings. At least one side of a **run of** semi-detached or duplex Dwellings must be flanked by a Single-detached Dwelling.

20.2.4 No more than ~~two (2)~~ (3) three Townhouse Dwellings ~~consisting of 3 or 4 dwelling units~~ with a maximum of twelve (12) units total on all three lots shall be permitted to be constructed on adjoining Lots on the same side of the street.

20.2.5 At no time shall more than ~~one (1)~~ (2) two Townhouse Dwellings consisting of ~~five (5)~~ more than six (6) ~~or more~~ Dwelling units be permitted to be constructed on adjoining Lots

**Attachment A:**  
Regulations for Mixed Density Distribution  
File: PLAN-2020-07-JULY-

  
**CHARLOTTETOWN**  
Planning & Heritage Department


# Attachment B

**Amend Section 44.12.4 of the Zoning & Development By-law by adding the following language at the bottom of the sixth General Provision for fascia signs:**

*In the event that the building includes a stepback above the fourth floor, additional fascia signage may also be located at the top of the four storey streetwall, below the stepback, provided that the maximum allowable Sign Area for the Building wall will not be exceeded.*

**44.12.4 Fascia Signs shall adhere to the following provisions:**

Zone	Dimensions	General Provisions
<b>DMUN Zone</b>	Sign Area shall not exceed 0.30sq m per linear meter (1.0 sq ft per linear foot) of the Building wall upon which the Sign is erected.	Signs shall be erected on a Building wall that abuts a public street. If a Business Premise is located on a Corner Lot or in a Shopping Centre, Signs may also be erected on one wall that abuts an interior Parking Lot;
<b>DC Zone</b> <b>DMS Zone</b> <b>PC Zone</b> <b>WF Zone</b>	Sign Area shall not exceed 0.38sq m per linear meter (1.25sq ft per linear foot) of the Building wall upon which the Sign is erected.	Signs shall be erected on a maximum of three Building walls, in accordance with Section 5.12.4.a;  Signs shall be erected parallel to a wall;  Signs shall not project more than 0.31m (1ft) from the wall upon which it is erected;
<b>C-1 Zone</b> <b>DMU Zone</b> <b>I Zone</b> <b>MUC Zone</b> <b>OS Zone</b> <b>P Zone</b> <b>PZ Zone</b>	Sign Area shall not exceed 0.46sq m per linear meter (1.5sq ft per linear foot) of the Building wall upon which the Sign is erected.	Signs shall not extend beyond the extremities of the wall upon which it is erected;  Signs shall be erected below the bottom of the second Storey windows; unless the Building is four or more stories in Height then additional fascia signage may be located
<b>C-2 Zone</b> <b>C-3 Zone</b>	Sign Area shall not exceed 0.53sq m per linear meter (1.75sq ft per linear foot) of the Building wall upon which the Sign is erected.	above the top floor windows provided that the maximum allowable Sign Area for the Building wall will not be exceeded. <i>In the event that the building includes a stepback above the fourth floor, additional fascia signage may also be located at the top of the four storey streetwall, below the stepback, provided that the maximum allowable Sign Area for the Building wall will not be exceeded.</i>
<b>A Zone</b> <b>M-1 Zone</b> <b>M-2 Zone</b> <b>M-3 Zone</b>	Sign Area shall not exceed 0.61sq m per linear meter (2sq ft per linear foot) of the Building wall upon which the Sign is erected.	

		Signs erected in the 500 Lot Area or on a Heritage Resource shall not exceed 1.21m (4ft) in the vertical dimension.	
<b>Attachment B:</b> Fascia Sign General Provisions <b>File:</b> PLAN-2020-06-JULY-		 <b>CHARLOTTETOWN</b> Planning & Heritage Department	

# Attachment C

## **Amend the Bylaw by repealing Section 45.12 PRIVATE STREET ACCESS**

To be removed as follows:

### **■ PRIVATE STREET ACCESS**

- 1.1.1 Where multiple accesses are not deemed appropriate in the interest of safety, subdivisions for Residential Development maybe designed with rear lane accesses.
- 1.1.2 Except in the R-1 and R-2 Zones, Council may, after receiving a recommendation from the Planning Board, approve the consolidation or subdivision of a Lot(s) which has a suitable private Street access for pedestrian and vehicular traffic, where:
- a. the purpose and intent of the Lot consolidation or subdivision sought is consistent with the goals and objectives of the City's Official Plan and this by-law,
  - b. the proposed private access to the proposed Development is suitable and safe for emergency vehicles such as police, fire and ambulance services for such a Development,
  - c. Utility and Municipal Services, electricity, telecommunications are adequately provided and accommodated,
  - d. safe and convenient public and private pedestrian and vehicular access is adequately provided for,
  - e. the minimum lot size is 0.75 hectares (1.84 acres),
  - f. the Lot is required to have minimum Lot Frontage on a Public Street of 25 ft; and
  - g. such other criteria as Council may deem relevant in a particular situation have been satisfied.
- 1.1.3 Any future subdivisions of the Lot as subdivided shall not be permitted unless the new Lot(s) has Frontage on a Street as required by the Zone in which it falls.

**Attachment C:**  
Private Street Access  
File: PLAN-2020-06-JULY-

  
**CHARLOTTETOWN**  
Planning & Heritage Department

# Attachment D

**Section 45.6.1 Under, GENERAL PROVISIONS FOR SUBDIVISION** amend by adding the following subsections as follows:

- a. Private streets that existed and were approved prior to July 2020 shall be permitted to exist and building permits may be approved on these private streets but no future private streets shall be approved for subdivision or development after this date.*
- b. Existing private streets must be suitable and safe for emergency vehicles such as police, fire and ambulance services.*
- c. Services such as: water and sewer, electricity and telecommunications must be adequately provided and accommodated for the development located on an existing private street.*
- d. The existing private street must provide safe and convenient public and private pedestrian and vehicular access.*

**Section 45.6.2 Under, GENERAL PROVISIONS FOR SUBDIVISION** amend by removing the word private also add subsection 45.6.2 (a) as follows:

45.6.2 All subdivision proposals or requests to build on property must provide Frontage on a public, ~~private~~, future, or Undeveloped Street that meets all servicing standards as prescribed by the municipality which includes, roads or other street designations designed for the passage of vehicles and pedestrians, and which is accessible by the fire department and other emergency vehicles.

45.6.2(a) Where multiple accesses on an existing or proposed public street are not deemed appropriate in the interest of safety, subdivisions for Residential Development may be designed with rear lane access driveways. Rear lane access driveways must meet the requirements for the passage and accessibility of emergency vehicles.

**Section 45.6.3 Under, GENERAL PROVISIONS FOR SUBDIVISION** amend by inserting the word Public and removing the words ~~(public and private)~~. Also amend by removing the word ~~Street~~ and add the words "of subdivision" also add the words "serviced and developed at the cost of the developer" and further remove the words ~~whereby they can be either developed to a standard whereby~~ also add the word "where" and further remove the words "or private"

as follows:

An Applicant who proposes to subdivide an area of land shall lay out and construct all proposed Public Streets ~~(public and private)~~ as shown on the ~~Street~~ plan of subdivision; All future and Undeveloped Streets must be **served and developed at the cost of the developer** in a manner ~~whereby they can be either developed to a standard whereby~~ where they can be accepted by the municipality as a public ~~or private~~ street.