



PUBLIC MEETING AGENDA NOTICE OF MEETING

Tuesday, June 22, 2021 at 7:00 p.m.

Victorian Room, Rodd Charlottetown Hotel, 75 Kent Street

(Also accessible via Videoconference (Webex) and live stream at www.charlottetown.ca/video)

1. **Call to Order**
2. **Declaration of Conflicts**
3. **Approval of Agenda**
4. **Discussions:**

a) **Reconsideration for Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)**

Please be advised that on Monday, May 31, 2021, Council reviewed their decision of April 26, 2021 to reject the request to:

- Amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:
 - Angus Drive (Lot 40) (PID #419143) from Single Detached Residential (Large) (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and
 - 413 St. Peters Road (PID #419135) from Low Density Residential (R-2) Zone to Mixed Use Corridor (MUC) Zone;
- Amend Appendix A- Future Land Use Map of the Official Plan Map for:
 - Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135) from Mature Neighbourhood to Village Centre Commercial;
- And further, to consolidate Angus Drive (Lot 40) (PID #419143), 413 St. Peters Road (PID #419135) and 419 St. Peters Road (PID #192187),

in order to facilitate road upgrades by the Province to St. Peters Road and construct a second means of access for the convenience store to and from Angus Drive.

Section 3.15 of the Zoning and Development Bylaw (the “ZD Bylaw”) permits an aggrieved person to request a reconsideration by Council if it is determined that the original decision rendered by Council satisfied a prescribed threshold test. Council has determined that this application did meet the threshold test and have scheduled a public meeting to provide the applicant, the developer and affected property owners or their representatives an opportunity to present their submissions.

b) **Zoning & Development Bylaw Housekeeping Amendments (PH-ZD.2) pertaining to:**

- **Section 1.4.2:** Include MHR Zone into Zoning Table;
- **Section 3.1.1:** Amend Fee Schedule reference from Appendix “E” to Appendix “F”;
- **Section 3.3 Development and Building Permits:** Expiry of incomplete building & development permit applications after six months of inactivity;
- **Section 3.9 Major Variances:** Clarify regulations subject to the variance process and update section to permit limited signage with approved murals;
- **Section 4.1.2 Accessory Buildings:** Replace “Gross Floor Area” with “Building Footprint” in the Accessory Buildings Table and include a subsection to prohibit basements in accessory structures;
- **Section 4.19 Amenity Space:** Create new subsection 4.19 Amenity Space for apartment buildings to define requirements for both indoor and outdoor amenity space;



- **Section 4.2.2 Decks and Other Projections into Yards:** Amend the height above grade for a deck to 0.3m (1 ft);
- **Section 6.2 Undersized Lots:** Repeal and replace section to clarify minimum development rights by allowing for a single detached dwelling;
- **Section 6.7 Garbage Area requirements:** Insert new subsection 6.7 to standardize site requirements for garbage storage areas on multi-residential developments; and renumber subsequent subsections;
- **Section 8.1.1 Zones:** Include MHR into Zoning Table;
- **Section 17 Medium Density Residential Townhouse (R-3T) Zone:** Remove and repeal apartment dwellings as a permitted use in the zone
- **Section 21.1.1 Medium Density Mixed Use Residential (MUR) Zone:** Clarify the permitted uses within the zone as Townhouse Dwellings, Semi-detached or Duplex Dwellings, Single-detached Dwellings, Nursing Homes and Community Care Facilities;
- **Section 44.5.1.b. Parking Lots:** Remove gravel as a permitted material for stable surface;
- **Section 45 General Provisions for Signage:** Insert additional fascia sign requirements for buildings over four (4) storeys in height in the 500 Lot Area;
- **Appendix A. Definitions:** Delete “Amenity Area” and its definition and replace with “Amenity Space” and its definition; insert definition for “Footprint”; and amend definition for “Multi-unit Dwelling”

c) **Official Plan Housekeeping Amendments (PH-OPA.1) pertaining to:**

- Amend Schedule “A” Future Land Use Map of the Official Plan to remove the designation Concept Planning Area and replace all properties designated as such with Comprehensive Planning Area

5. Introduction of New Business

6. Adjournment of Public Session

Following the COVID-19 Post Circuit Breaker measures, the City of Charlottetown is required to take further steps to help reduce the spread of COVID-19 and mitigate impacts on the health and safety of residents. Organized gathering limit of 50 with three additional multiples of 50 is permitted with a prior approval of the operational plan (up to 200 total).

For contact tracing purposes and due to the room capacity limit of 100 seats, those wishing to participate in person must register in advance and adhere to the guidelines set by the Chief Public Health Officer, details of which are available online at www.princeedwardisland.ca/covid19. Those who are unable or uncomfortable attending in person can participate in the public meeting via videoconference (Webex). Anyone who wants to observe the meeting without commenting can watch it at www.charlottetown.ca/video.

To register to attend the meeting either in person or by alternate means, residents are requested to contact the Planning & Heritage Department by email at planning@charlottetown.ca or call 902-629-4158 on or before 4:00 p.m. on Friday, June 18, 2021 to provide their contact details (name, phone number and/or email address). Once the maximum capacity has been reached, residents will be advised to participate in the meeting by videoconference (Webex). Business hours are between 8:00 AM – 4:00 PM, Monday – Friday. Staff will contact interested participants no later 4:00 p.m. on Monday, June 21, 2021 with details on how to participate in the meeting.

The City encourages written submissions to Council be received prior to the public meeting. Notwithstanding, all written submissions by letter may be delivered to the City’s Planning & Heritage Department at P.O. Box 98, 199 Queen Street, Charlottetown, PE, C1A 7K2; or, comments may be emailed to planning@charlottetown.ca on or before 12:00 noon on Wednesday, June 23, 2021. All responses received will become part of the public record. Oral submissions or comments may be made at the public meeting, but residents are requested to please keep their oral submissions to a three (3) to five (5) minute maximum.

Anyone wishing to view the proposed amendments can visit the City’s website at 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.

Information Sheet for Public Meeting on Tuesday, June 22, 2021

The City of Charlottetown has received the following application for consideration:

Reconsideration for Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)

Please be advised that on Monday, May 31, 2021, Council reviewed their decision of April 26, 2021 to reject the request to:

- Amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:
 - Angus Drive (Lot 40) (PID #419143) from Single Detached Residential (Large) (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and
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- Amend Appendix A- Future Land Use Map of the Official Plan Map for:
 - Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135) from Mature Neighbourhood to Village Centre Commercial;
- And further, to consolidate Angus Drive (Lot 40) (PID #419143), 413 St. Peters Road (PID #419135) and 419 St. Peters Road (PID #192187),

in order to facilitate road upgrades by the Province to St. Peters Road and construct a second means of access for the convenience store to and from Angus Drive.

Section 3.15 of the Zoning and Development Bylaw (the “ZD Bylaw”) permits an aggrieved person to request a reconsideration by Council if it is determined that the original decision rendered by Council satisfied a prescribed threshold test. Council has determined that this application did meet the threshold test and have scheduled a public meeting to provide the applicant, the developer and affected property owners or their representatives an opportunity to present their submissions.


Forty-two (42) letters were sent out on Tuesday, June 08, 2021 to property owners within a 100-metre radius of the subject property as per the Zoning & Development Bylaw.

Notice of the proposed amendments was advertised in The Guardian newspaper on Saturday, June 12, 2021 and Saturday, June 19, 2021. Notice was also posted on the City’s website.

Notices were posted on the subject property on Friday, June 11, 2021.

Prior to Council’s decision on May 31, 2021, the department received two (2) letters of support. As of June 16, 2021, two (2) additional letters of support and one (1) letter of objection were received. Any letters received after this time and until noon on June 23, 2021 will be added to the package for Council.

Notes:

TITLE: RECONSIDERATION REQUEST FILE: PLAN-2021-25-May-6A OWNER: Dan MacIsaac (Mel's Convenience Store) APPLICANT: Jeff Doucette		 CHARLOTTETOWN
MEETING DATE: May 25th, 2021		Page 1 of 7
DEPARTMENT: Planning & Heritage	ATTACHMENTS: <ul style="list-style-type: none"> A. GIS Map B. Area to be Consolidated C. Reconsideration Request D. Applicant's Reconsideration Request Letter E. Original staff Report 	
SITE INFORMATION: <p>Context: Single detached dwelling on the corner of Angus and St Peters Road and vacant lot on Angus Drive adjacent to (R-1L) Low Density zoned land.</p> <p>Ward No: 9 Stone Park</p> <p>Existing Land Use: PID # 419143 is vacant, PID # 419135 is occupied by a single detached dwelling on corner</p> <p>Official Plan: Mature Neighbourhood</p> <p>Zoning: PID # 419143, (R-1L) Single Detached Residential, PID # 419135, (R-2) Low Density Residential Zone</p>		
PREVIOUS APPLICATIONS Outlined in the report		

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to **reconsider the request by the applicant (Dan MacIsaac) to:**

Amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:

- Angus Drive (Lot 40) from Single Detached Residential (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and
- 413 St Peters Road from Low Density Residential (R-2) Zone to Mixed Use Corridor (MUC) Zone;

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And to amend Appendix A- Future Land Use Map of the Official Plan for:

- Angus Drive (Lot 40) & 413 St Peters Road from Mature Neighbourhood to Village Centre Commercial;

And further to consolidate PID # 419143 Lot 40 Angus Drive, PID # 419135, 413 St. Peters Road and PID # 192187 being Mel's Convenience Store into 1 parcel.

In order to facilitate road upgrades by the Province to St Peter's Road and construct a second means of access for the convenience store to and from Angus Drive.

BACKGROUND

REQUEST

This request to amend Appendix G – Zoning Map of the Zoning & Development Bylaw for Angus Drive (Lot 40) from Single Detached Residential (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and 413 St Peters Road from Low Density Residential (R-2) Zone to Mixed Use Corridor (MUC) Zone; and to amend Appendix A- Future Land Use Map of the Official Plan Map for: Angus Drive (Lot 40) and 413 St Peters Road from Mature Neighbourhood to Village Centre Commercial. The applicants are also requesting to consolidate PID # 419143 Lot 40 Angus Drive, PID # 419135, 413 St. Peters Road and PID # 192187 being Mel's Convenience Store into 1 parcel.

Development Context

The subject properties are bounded by R-1L zoning to the north, St. Peter's Road to the south, Mel's Convenience Store (MUC) to the east and Angus Drive to the west. Currently existing on the subject properties are a single detached dwelling and Lot 40 Angus Drive is a vacant lot. Mel's is located along St. Peter's Road which is a Provincial Highway. It is the main artery for traffic travelling into and out of Charlottetown from locations to the east.

Property History

January 6, 2014 - Application to rezone a portion of PID #'s 419143 from R-1L to MUC & 419135 from R-2 to MUC. The purpose of the request was to rezone a 35 ft. strip of land to facilitate an 1800 sq. ft. expansion to the existing Mel's Convenience Store and the parking lot.

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Feb 3, 2014 - Deferral of rezoning application for a portion of PID #419143 from R-1L to MUC & a portion of PID # 419135 from R-2 to MUC until an engineered site plan showing on and off site traffic flow is submitted to the Planning Department for review.

April 7, 2015 - Application to rezone PID #'s 419143 from R-1L to MUC & 419135 from R-2 to MUC. The purpose of the request was to rezone the properties to facilitate a 1,200 sq. ft. expansion to the existing Mel's Convenience Store, to expand the parking lot, to create a new access onto Angus Drive and to enable future development on the subject properties. Application was rejected to go to public consultation.

May 4, 2015 - Application to rezone a portion of PID #'s 419143 from R-1L to MUC and P (Parking) & 419135 from R-2 to MUC and P (Parking) and to amend The Future Land Use Map of the Official Plan from Low Density Residential to Commercial. Application was rejected until it could be determined when the controlled intersection at the corner of Angus Dr. and St. Peters Road will be constructed.

July 6, 2015 – Planning Board recommended advancing the May 5, 2015 application to a public meeting to gain input on the proposal to rezone a portion of PID #'s 419143 from R-1L to MUC and Parking & 419135 from R-2 to MUC and parking and to amend The Future Land Use Map of the Official Plan from Low Density Residential to Commercial.

September 10, 2015 - Following Public Consultation - Application was rejected to rezone a portion of PID #'s 419143 from R-1L to MUC and P (Parking) & 419135 from R-2 to MUC and P (Parking) and to amend The Future Land Use Map of the Official Plan from Low Density Residential to Commercial.

LEGISLATIVE REQUIREMENTS:

There are two stages to a reconsideration request:

1. The application for reconsideration is required to pass a threshold test. To pass the threshold test, the applicant must provide sufficient particulars in the request to show that the request falls within the stated grounds contained in Section 3.15.3 of the Zoning & Development By-law which states that:

Council may review, rescind, change or vary any order or decision made by the Development Officer or by Council provided that:

- (a) New material facts or evidence not available at the time of the initial order or decision have come to light;
 - (b) A material change of circumstances has occurred since the initial order or decision; or
 - (c) There is a clear doubt as to the correctness of the order or decision in the first instance.
2. If, after receiving a recommendation from the Planning Board, Council determines that the request passes the threshold test, the lot consolidation request will be heard pursuant to section 3.15.5 of the Bylaw. Alternately, if Council decides the threshold test is not satisfied under section 3.15.3, then the appeal to IRAC may proceed.

This application is currently at the "Threshold Test" stage.

Reconsideration

The appellant has requested the reconsideration pursuant to Section 3.15.3 of the Zoning & Development By-law as in their opinion:

- 1) There are new material facts/evidence not available at the time of the decision.
The applicant contends that during the public hearing on March 23rd, 2021 it was not made clear to Council and area residents (that in the absence of the Angus Drive access) ***"there is not sufficient distance for a vehicle to safely exit our parking lot, and change lanes***

entering the roundabout and proceed in an easterly direction.” The pedestrian crossing is also located in an area where vehicles turning out of Mel’s may not be paying attention to crossing pedestrians while trying to change lanes. If the back access road is permitted, the safety concerns brought up by the Province would be greatly reduced or eliminated.”

Staff contend that this argument has merit. Sometimes information at a public meeting is provided by way of a formal presentation to the public or comes out through questioning of the various parties involved. This application is unique in that the primary applicant is Mel’s Convenience store but the secondary party involved is the provincial Department of Transportation and Infrastructure. It is the Province’s desire to build a safe, efficient and effective roundabout that is impacting the existing access to and egress from the subject property on St. Peters Road. The proposed roundabout will require a median being constructed along the entire frontage of Mel’s property which is precipitating the need for a secondary access to Angus Drive.

The applicant contends that the only safe way to access their property once the median is constructed will be via the proposed new access on Angus Drive. The proposed access to Angus Drive from Mel’s Convenience store must traverse over an existing residential property which necessitates the requested zoning change. Although the Province did speak at the public meeting to the inter relationship between their project and how it may impact Mel’s access tangentially, the focus of the discussion centered primarily around how Mel’s access on to Angus Drive (and the potential intensification of use that may result from the proposed rezoning to MUC commercial) would impact the adjacent neighbourhood.

The Province did not discuss in detail the potential problems related to directing all of the traffic exiting Mel’s property heading west on to St. Peters Road. It is the traffic and safety implications that will result from this scenario that the applicant now contends that neither the public or Council were fully aware of at the public meeting. The applicant has referenced in their letter of reconsideration the impacts that will occur if all traffic exiting from Mel’s (without the proposed Angus Drive access) is directed toward the roundabout. The Province has confirmed that they agree with the applicant’s assessment of the proposed impacts to the roundabout if the Angus Drive access is not created. Moreover, the Province is of the firm opinion that the roundabout simply cannot proceed without the Angus Drive access.

- 2) A material change of circumstances has occurred since the initial order or decision.

At the public hearing, Councillor Tweel asked staff whether the proposed roundabout would proceed if the Angus Drive access and rezoning application request was not approved. Laurel Palmer Thompson indicated that the roundabout would proceed if Mel’s rezoning application was

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denied. Ms. Thompson based her answer on previous discussions she had on this application with the province and the applicant. In hindsight, Ms. Thompson should not have answered this question and deferred it to the Province. The answer to this question may have led the public and/or Councillor's to think that these two initiatives were not directly related and could proceed independently of each other. Since the denial by Council to approve the rezoning application, the Province has indicated that they are not prepared to construct the roundabout without the Angus Drive access to Mel's. Staff regard this one fact alone to be material to the reconsideration request because decision makers and the public may have thought differently if they knew that without the Angus Drive access the roundabout could not safely and efficiently proceed. The province has suggested that the roundabout without the Angus Drive access will not be safe for vehicular and pedestrian traffic, nor could it move traffic efficiently. As a result, they are indicating that they are not prepared to construct a roundabout that they feel is unsafe and inefficient.

Staff take all applications with safety implications very seriously and feel that the facts related to this application should be reviewed by Council and the public again to ensure that these material facts are known before a final decision is made on this application. Staff contend that there are safety implications related to the access to Mel's with or without the Angus Drive access and that Council should be aware of all the material facts before making a final decision on the rezoning application related to this property.

3) There is a clear doubt as to the correctness of the order or decision in the first instance.

In staff's opinion, this ground is primarily reserved for circumstances where there was a procedural defect or irregularity over the course of Council reaching its decision as opposed to a difference of opinion over the appropriate exercise of a discretion reserved to Council through the Zoning & Development By-law. This procedural test does not apply in this circumstance.

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CONCLUSION:

Staff feel that the applicant has raised sufficient concerns/arguments that have merit on two grounds for reconsideration and that these grounds are sufficient enough for Council to reconsider this rezoning application on the merits.

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to reconsider the rezoning request for Lot 40 Angus Drive and 413 St. Peters Road and the lot consolidation of 419 St. Peters Road (Mel's), Lot 40 Angus Drive and 413 St. Peters Road in accordance with Council's Reconsideration Process as prescribed by section 3.15 and the attached policy on reconsideration process which ought to include a second public hearing.

MANAGER:

Alex Forbes, RPP, FCIP

Manager of Planning & Heritage

A handwritten signature in blue ink, appearing to read 'Alex Forbes', is written over a horizontal blue line.

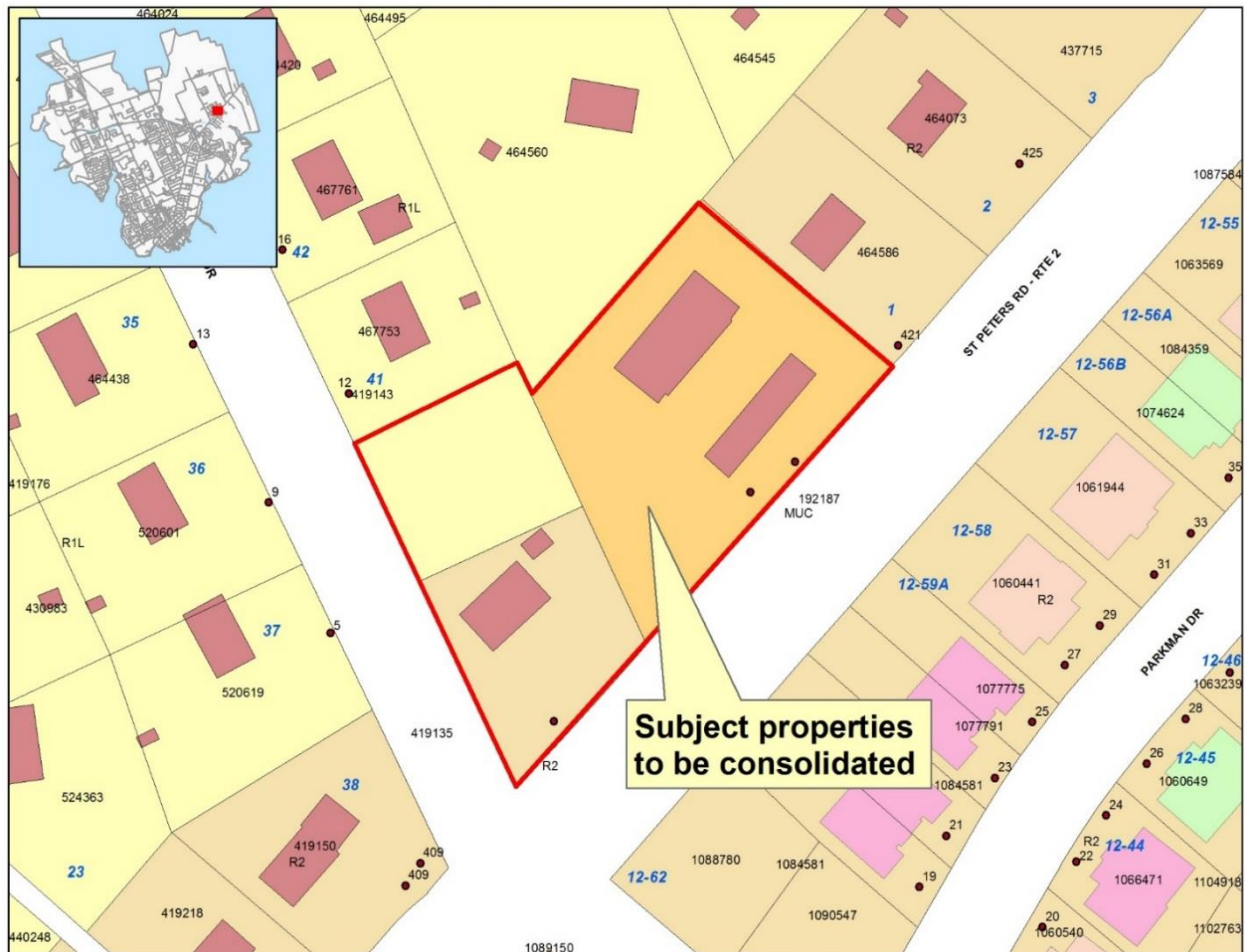
Attachment A – GIS Map



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CHARLOTTETOWN
Planning & Heritage Department
Attachment A

Attachment B – Area to be Consolidated



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APPLICANT: Jeff Doucette


CHARLOTTETOWN
Planning & Heritage Department
Attachment B

Attachment C - City of Charlottetown

Reconsideration Process

To be effective, the following is the process that will be followed by the City when a reconsideration request pursuant to Section 3.15 of the Zoning and Development Bylaw is received, but the reconsideration process is flexible and can be varied to fit the needs of the particular case.

1. When a request for reconsideration is received by the Planning Department, a Development Officer shall, within five (5) working days:
 - i. Review the request to determine if it is timely (ie. received within 21 days of the initial decision, s. 3.15(2));
 - ii. As in paragraph 3 below, determine whether sufficient particulars of the request have been provided, as per s. 3.15(3) of the Bylaw; and
 - iii. Notify the Developer of the request for reconsideration and advise that the Developer is not prevented by the request from proceeding with any approved construction but does so at the Developer's own risk.
2. There are two stages to a reconsideration request:
 - a. The threshold test, where Council decides whether it is advisable in the circumstances to re-open the decision; and
 - b. The decision on the merits, where Council decides whether the previous decision should be changed, and, if so, how it should be changed.

THRESHOLD TEST

3. To pass the threshold test, the Applicant must provide sufficient particulars in the request to show that the request falls within the stated grounds contained in s. 3.15(3) of the Bylaw. If the Applicant has not provided sufficient particulars, a Development Officer will advise the Applicant of the need to provide particulars, in the form attached. The Applicant will be given ten (10) working days to provide the requested particulars.
4. A Development Officer will assemble the original file materials, including the request for reconsideration, any particulars provided or response(s) received, together with a summary of the reconsideration request, and a Development Officer will forward the assembled materials to Planning Board.
5. Planning Board will review the request to determine if in its opinion it meets the threshold test for reconsideration and will forward its recommendation to Council, with the file assembled by a Development Officer.
6. Council will then determine whether the request meets the threshold test for reconsideration. If Council determines **not** to reconsider the decision, then a Development Officer will notify the Applicant, the Developer and the Affected Property Owners of Council's decision.

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THE DECISION ON THE MERITS

7. If Council determines to reconsider the decision, a Development Officer will send notice to the Applicant, the Developer, and Affected Property Owners within 100 metres of the boundaries of the affected Lot, explaining the basis upon which Council will reconsider the decision, notifying them of their opportunity to make written submissions to Council on the request, the date by which written submissions must be received (two weeks after notification) and, if Council determines to hold a public meeting to receive oral submissions, the date of the public meeting at which persons notified may attend and be heard.
8. At a public hearing, Council will provide full opportunity for the Applicant, the Developer, and Affected Property Owners or their representatives to address their submissions to Council. There will be no cross-examination of persons making submissions. Persons making submissions will not be sworn. Councillors may ask questions of persons making submissions.
9. As soon as reasonably possible following the receipt of all written and oral submissions, Council shall make a decision on the reconsideration request, and a copy of Council's decision, with reasons, will be sent by a Development Officer to the Applicant, the Developer, and Affected Property Owners.

RECONSIDERATION

If a Permit or other approval under this by-law is granted, not granted, or granted subject to conditions and the applicant or an aggrieved person feels the decision is unjustified or unwarranted under this by-law, the applicant or an aggrieved person may seek a reconsideration by Council.

An aggrieved person or an applicant wishing to launch a reconsideration shall make known their intention to do so and the grounds or reasons within twenty-one (21) calendar days of the initial decision.

Council may review, rescind, change or vary any order or decision made by the Development Officer or by Council provided that:

New material facts or evidence not available at the time of the initial order or decision have come to light;

A material change of circumstances has occurred since the initial order or decision; or

There is a clear doubt as to the correctness of the order or decision in the first instance.

A letter shall be sent by ordinary mail explaining the reconsideration request to all Affected Property Owners within 100 m (328.1 ft) of the boundaries of the subject Lot identifying the subject Lot.

Council shall hear any request for reconsideration of a decision under this section and Council shall give all interested persons an opportunity to be heard and make a determination on a request for reconsideration.

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Attachment C

The City is not liable for any Development commenced prior to the lapse of the twenty-one (21) calendar day appeal period.

The City shall not consider an application for reconsideration if, at the same time, there is an appeal filed with the Island Regulatory and Appeals Commission; but the City may proceed with reconsideration if the applicant has instructed the Island Regulatory and Appeals Commission in writing to hold the appeal in abeyance, and the Commission has agreed in writing to hold their appeal until the appellant has exhausted the recourse of reconsideration with the City

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Attachment D – Applicant’s Reconsideration Request Letter

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APPLICANT: Jeff Doucette





P.O. Box 189 • Charlottetown, PE • C1A 7K4

City of Charlottetown
Planning and Heritage Department
70 Kent Street
Charlottetown, PE
C1A 1M9

Dear Mr. Forbes;

Please accept this letter as a request for reconsideration for our application to rezone Angus Drive (Lot 40) (PID #419143) from single detached residential to mixed use corridor and 413 St. Peters Road (PID #419135) from Low Density Residential to Mixed Use Corridor under section 3.15 of the Zoning and Development Bylaw.

A lot of new information was provided by the PEI Department of Transportation and Infrastructure on the proposed roundabout at Angus Drive and St. Peters Road supporting reasons why the proposed access off Angus into Mel's Convenience is an essential safety requirement of the PEI Government. The Province informed us of the safety issues related the close proximity of the current access onto St. Peters Road from Mel's. There is not sufficient distance for a vehicle to safely exit our parking lot, change lanes entering the roundabout and proceed in an easterly direction. The pedestrian crossing is also located in an area where vehicles turning out of Mel's may not be paying attention to crossing pedestrians while trying to change lanes. If the back access road was permitted, the safety concerns brought up by the Province would be greatly reduced or eliminated.

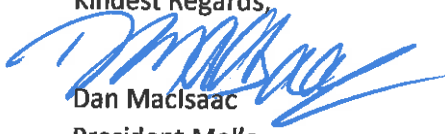
As a business owner and operator, we are greatly concerned about the safety of our patrons entering and exiting our business operations on the St. Peters Road. A right-in and right-out only does not work for safety reasons and pedestrians could be at risk; reflecting the information provided by The Department of Transportation and Infrastructure. The residents that spoke at the public meeting were concerned about the increased traffic but the traffic on Angus Drive will only increase from St. Peters Road to the proposed Angus Drive access which is approximately 150 feet. This traffic will be going into the entrance at Mel's and exiting at the entrance onto Route 2 or back onto Angus Drive.

We have been told by engineers at The Department of Transportation and Infrastructure that if an access onto Angus is not granted the roundabout at Angus will be removed and a solid median would stretch from MacRae Drive to MacWilliams road. If this would happen it would put more pressure on the side streets in East Royalty putting much more traffic trying to go north off St. Peters road through residential neighbourhoods. This may not have been fully understood by the Council and residents who will be impacted. Customers who were coming to Mel's would need to travel extra distances between the roundabouts increasing unnecessary traffic onto the MacRae and MacWilliams roundabouts. Governments and Mel's have a responsibility to provide the safest option for Islanders and Angus Drive access is it!

Going through the public meeting process we realized some of the concerns brought forth from the public and city councillors were that if the two lots were rezoned MCU that it would give Mel's the ability to develop the property. To put the residents mind at ease we would be willing to change our request to rezone to MCU to Parking for PID 419143 and PID 419135. Please see attached new site plan with the above noted changes.

If any further information is required please feel free to contact myself or Jeff Doucette,

Kindest Regards,




Dan MacIsaac
President Mel's



Attachment E – Original Planning Report (April 06, 2021)

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OWNER: Dan MacIsaac (Mel's Convenience Store)
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Planning & Heritage Department
Attachment E

TITLE: FUTURE LANDUSE MAP AMENDMENT AND ZONING AMENDMENT Lot 40 Angus Drive (PID# 419143) and 413 St. Peters Road (PID #419135) Also Lot Consolidation of PID # 419143, PID # 419135, and PID # 192187 FILE: PLAN-2021-06-APRIL 6B-3 OWNER: Dan MacIsaac APPLICANT: Jeff Doucette		
MEETING DATE: April 6, 2021		Page 1 of 10
DEPARTMENT: Planning & Heritage	ATTACHMENTS: <ul style="list-style-type: none"> A. GIS Map B. Area to be consolidated C. Site Plan showing roundabout and access driveway to Angus Drive D. Revised aerial plan from the Province showing a proposed berm and relocation of the access driveway on Angus Drive. E. Letters from residents F. Letter from Dan MacIsaac, Mel's 	
SITE INFORMATION: Context: Single detached dwelling on the corner of Angus and St Peters Road and vacant lot on Angus Drive adjacent to (R-1L) Low Density zoned land. Ward No: 9 Stone Park Existing Land Use: PID # 419143 is vacant, PID # 419135 is occupied by a single detached dwelling on corner Official Plan: Mature Neighbourhood Zoning: PID # 419143, (R-1L) Single Detached Residential, PID # 419135, (R-2) Low Density Residential Zone		

RECOMMENDATION:

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

amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:
Angus Drive (Lot 40) from Single Detached Residential (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and
413 St Peters Road from Low Density Residential (R-2) Zone to Mixed Use Corridor (MUC) Zone;

And to amend Appendix A- Future Land Use Map of the Official Plan for:
Angus Drive (Lot 40) & 413 St Peters Road from Mature Neighbourhood to Village Centre Commercial;

And further to consolidate PID # 419143 Lot 40 Angus Drive, PID # 419135, 413 St. Peters Road and PID # 192187 being Mel's Convenience Store into 1 parcel.

In order to facilitate road upgrades by the Province to St Peter's Road and construct a second means of access for the convenience store to and from Angus Drive.

REQUEST

This request to amend Appendix G – Zoning Map of the Zoning & Development Bylaw for Angus Drive (Lot 40) from Single Detached Residential (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and 413 St Peters Road from Low Density Residential (R-2) Zone to Mixed Use Corridor (MUC) Zone; and to amend Appendix A- Future Land Use Map of the Official Plan Map for: Angus Drive (Lot 40) and 413 St Peters Road from Mature Neighbourhood to Village Centre Commercial. The applicants are also requesting to consolidate PID # 419143 Lot 40 Angus Drive, PID # 419135, 413 St. Peters Road and PID # 192187 being Mel's Convenience Store into 1 parcel.

Development Context

The subject properties are bounded by R-1L zoning to the north, St. Peter's Road to the south, Mel's Convenience Store (MUC) to the east and Angus Drive to the west. Currently existing on the subject properties are a single detached dwelling and Lot 40 Angus Drive is a vacant lot. Mel's is located along St. Peter's Road which is a Provincial Highway. It is the main artery for traffic travelling into and out of Charlottetown.

Property History

January 6, 2014 - Application to rezone a portion of PID #'s 419143 from R-1L to MUC & 419135 from R-2 to MUC. The purpose of the request was to rezone a 35 ft. strip of land to facilitate an 1800 sq. ft. expansion to the existing Mel's Convenience Store and the parking lot.

Feb 3, 2014 - Deferral of rezoning application for a portion of PID #419143 from R-1L to MUC & a portion of PID # 419135 from R-2 to MUC until an engineered site plan showing on and off site traffic flow is submitted to the Planning Department for review.

April 7, 2015 - Application to rezone PID #'s 419143 from R-1L to MUC & 419135 from R-2 to MUC. The purpose of the request was to rezone the properties to facilitate a 1,200 sq. ft. expansion to the existing Mel's Convenience Store, to expand the parking lot, to create a new access onto Angus Drive and to enable future development on the subject properties. Application was rejected to go to public consultation.

May 4, 2015 - Application to rezone a portion of PID #'s 419143 from R-1L to MUC and P (Parking) & 419135 from R-2 to MUC and P (Parking) and to amend The Future Land Use Map of the Official Plan from Low Density Residential to Commercial. Application was rejected until it could be determined when the controlled intersection at the corner of Angus Dr. and St. Peters Road will be constructed.

July 6, 2015 – Planning Board recommended advancing the May 5, 2015 application to a public meeting to gain input on the proposal to rezone a portion of PID #'s 419143 from R-1L to MUC and Parking & 419135 from R-2 to MUC and parking and to amend The Future Land Use Map of the Official Plan from Low Density Residential to Commercial.

September 10, 2015 - Following Public Consultation - Application was rejected to rezone a portion of PID #'s 419143 from R-1L to MUC and P (Parking) & 419135 from R-2 to MUC and P (Parking) and to amend The Future Land Use Map of the Official Plan from Low Density Residential to Commercial.

LEGISLATIVE REQUIREMENTS:

Notification

In accordance with Section 3.10.4 of the Zoning & Development By-law, on March 11, 2021 notice was sent to 40 (forty) property owners located within 100 meters of the subject property

advising them of the request for a rezoning and official plan amendment. 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 8 (eight) letters received. All letters received were in opposition to the proposed rezoning and official plan amendment (see attached letters).

The Public meeting was held on March 23, 2021 at the Rodd Royalty, 14 Capital Drive. At the public meeting Steven Yeo, Chief Engineer and Alan Aitken, Traffic Operations Engineer both with the PEI Department of Transportation and Infrastructure presented the details of the construction of the roundabout and traffic counts. Both Jeff Doucette, general Manager and Dan MacIsaac, owner also spoke about the operations of Mel's, issues with access and traffic and site details. When the applicants finished their presentation residents were invited to ask questions and make comments.

Six (6) residents spoke at the public meeting. All in opposition to the access from Mel's onto Angus Drive and also in opposition to the roundabout being located at Angus Drive (see minutes from the public meeting for detailed comments).

Comments consisted of:

- Increased traffic on Angus Drive will affect the safety of residents.
- Increased traffic on Angus Drive will be disruptive to the enjoyment of their property.
- Traffic should not be permitted to access Mel's off Angus Drive but should have to access Mel's from St Peter's Road by way of the roundabout at MacWilliams.
- Increased traffic will lower property values.
- Safety concerns for pedestrians.
- Mel's is too close to residential property and should be moved to a commercial location.

ANALYSIS:

There have been several requests over the years to rezone these properties. The current application has come forward because the Province is initiating major upgrades to St. Peter's Road during the summer of 2021. These upgrades will include the construction of a roundabout at the location of Angus Drive, St. Peters Road and Hanmac Drive. In addition to the construction of the roundabout a center medium on St. Peters Road will also be constructed. This medium will not allow vehicles travelling east to make left hand turns into Mel's and will also not permit east bound vehicles exiting the site to make left turns to travel east. Only right in/ right out movements will be permitted off St. Peters Road. Therefore, vehicles traveling east will be required to exit either onto Angus Drive or St Peters Road in a west bound direction and circle the roundabout before heading east. This will create a much safer situation for vehicles accessing and entering the site.

A traffic study in conjunction with the Province and the City was completed in 2013. The study identified that controlled intersections would have to be constructed along strategic points as development occurs in East Royalty. Due to the traffic generated at this location, Angus Drive was identified in the joint City/Provincial traffic study as one of the key intersections for controlled access.

Between the time span of January 2014 and September 2015 Mel's made several applications to rezone these two properties and expand the convenience store. At that time, the Province or City staff did not support those applications and indicated they would not support the rezonings without a direct, full access from the site onto Angus Drive. This full access would allow residents north of St. Peter's Road to access the site without having to enter traffic on St. Peters Road. As well it was identified that there would be no delays in traffic queuing on Angus to enter St. Peter's Road once a roundabout was constructed.

One of the major concerns with previous applications was traffic and how it enters and exits Mel's site. Many residents had concerns regarding safety with motorists trying to access St. Peter's Road from Angus Drive. The proposed roundabout will alleviate issues with access from Angus Drive to St. Peters Road and will keep traffic flowing as opposed to queuing and waiting to

make left or right turns. The proposed access driveway from Mel's property onto Angus Drive will also create a much safer situation for customers leaving or entering the site.

Staff recognizes that there are concerns from area residents regarding the impacts of expanding the commercial property. Staff is most concerned about the impacts on residents located immediately adjacent to and across the street from the proposed access on Angus. Therefore, staff has consulted with the Department of Transportation, Infrastructure and Energy (The Province) to see if there may be mitigative measures that can be employed to alleviate resident's concerns. Following the public meeting the Province has provided staff with a revised access plan showing the access onto Angus Drive shifted to the south and angled away from the dwelling on the residential property on the opposite side of Angus Drive. This will alleviate traffic from shining lights into the residential property. In addition, the Province is proposing to construct a berm with landscaping along the north boundary of Mel's property to alleviate any noise from vehicles or commercial activity at Mel's. See attached site plan. Staff feels there will be very little impact on residents living along Angus Drive north of Mel's as traffic will not travel past Mel's to these streets unless they are residents that live on the local streets north of Mel's. Conversely, staff feel that the access to Mel's off of Angus Drive will provide greater safety to residents that live on the local streets north of Mel's as they will not have to enter onto St Peters Road to access the site. Although staff understands that area residents have concerns and may perceive land use conflicts. However, given the information that was presented at the public meeting and data supplied by the Province staff feel that an access to this business from Angus Drive is in the best interest of safety for the traveling public and area residents.

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">▪ Access onto Angus Drive from Mel's will create a much safer situation for vehicular traffic.	<ul style="list-style-type: none">- A portion of 413 St. Peters Road PID #419135 will become part of the roundabout.	<ul style="list-style-type: none">▪ Residents immediately adjacent to Mel's will be most affected by the proposed changes.

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> ▪ The proposed traffic upgrades to St. Peters Road are upgrades that were identified in the joint traffic study between the City and the Province. ▪ East bound left turns from Mel's will be prohibited due to the construction of a new central medium. This will create a much safer situation. ▪ Residents living on the north side of St. Peters Road will not have to enter St. Peters Road to access Mel's but will be able to access the site via Angus Drive if the new access driveway is permitted. | <ul style="list-style-type: none"> - The access from Mel's onto Angus Drive will be rerouted to the south to help to mitigate traffic concerns to the property on the opposite side of Angus Drive. - A landscape berm will be constructed by the Province along the north property boundary of Mel's to block views and control noise from the commercial property. | <p>Although mitigative measures have been proposed they still may perceive potential land use conflicts from the proposed application.</p> |
|--|--|--|

CONCLUSION:

Although staff recognizes that area residents have concerns about potential land use conflicts within their neighbourhood due to the construction of the new roundabout and an access from Mel's onto Angus Drive staff feels the residents that have the potential for the most impact are located immediately adjacent and across the street from the proposed access. However, the mitigative measures that the Province has proposed such as a berm along the north property boundary and rerouting the access on Angus Drive further south will help to address these issues. Given that these initiatives were identified in the 2013 traffic analysis between the City and the Province as beneficial, the construction of the roundabout and a rear access from Mel's onto Angus Drive will create a safer situation for the traveling public, local residents and customers

entering and exiting Mel's. Staff are therefore recommending for approval of the rezoning request and Official Plan Amendment.

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the rezoning request for Lot 40 Angus Drive and 413 St. Peters Road and the lot consolidation of 417 St. Peters Road (Mel's), Lot 40 Angus Drive and 413 St. Peters Road to for approval.

PRESENTER:

Laurel Palmer Thompson, RPP,
MCIP
Planner II

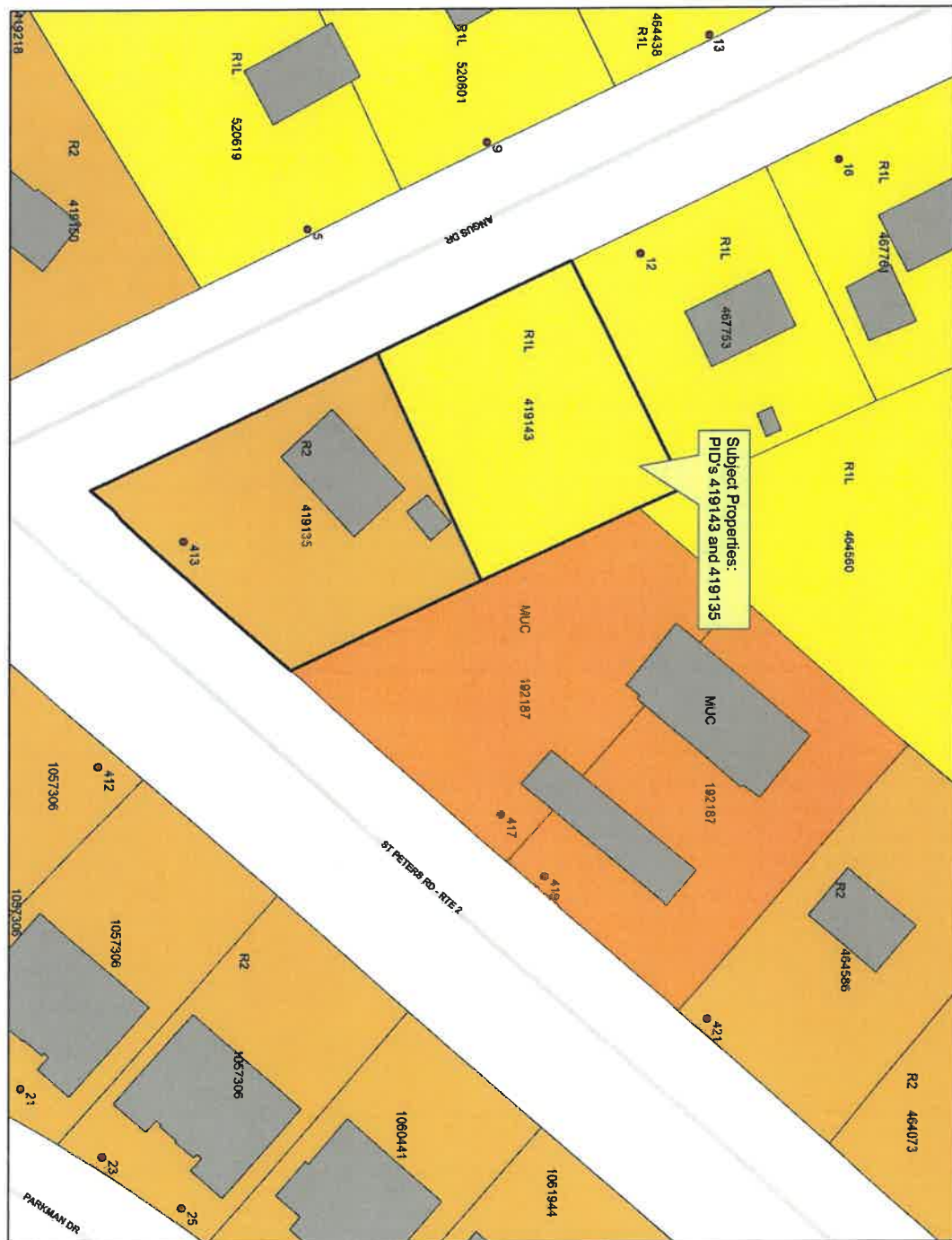


MANAGER:

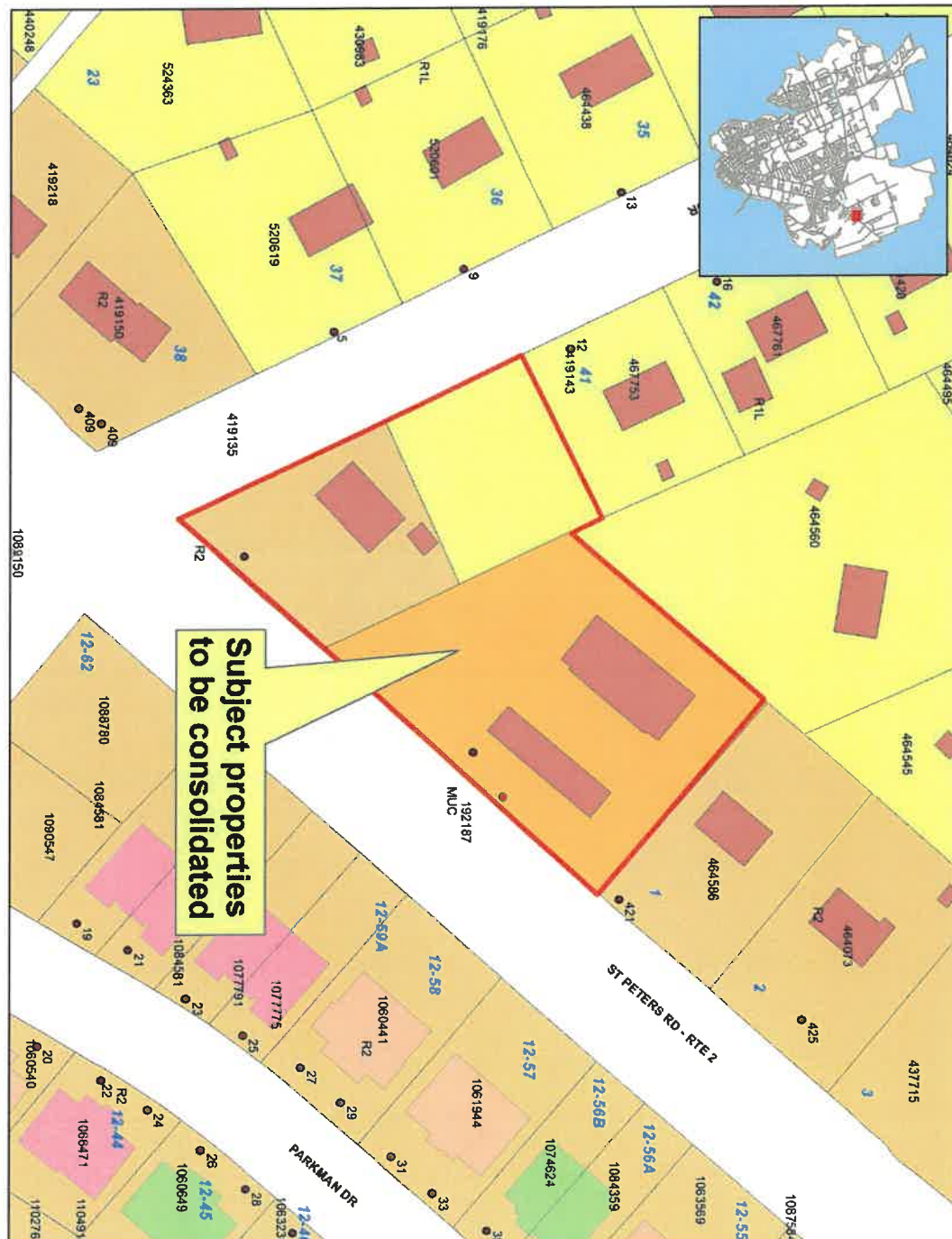
Alex Forbes, RPP, FCIP
Manager of Planning & Heritage



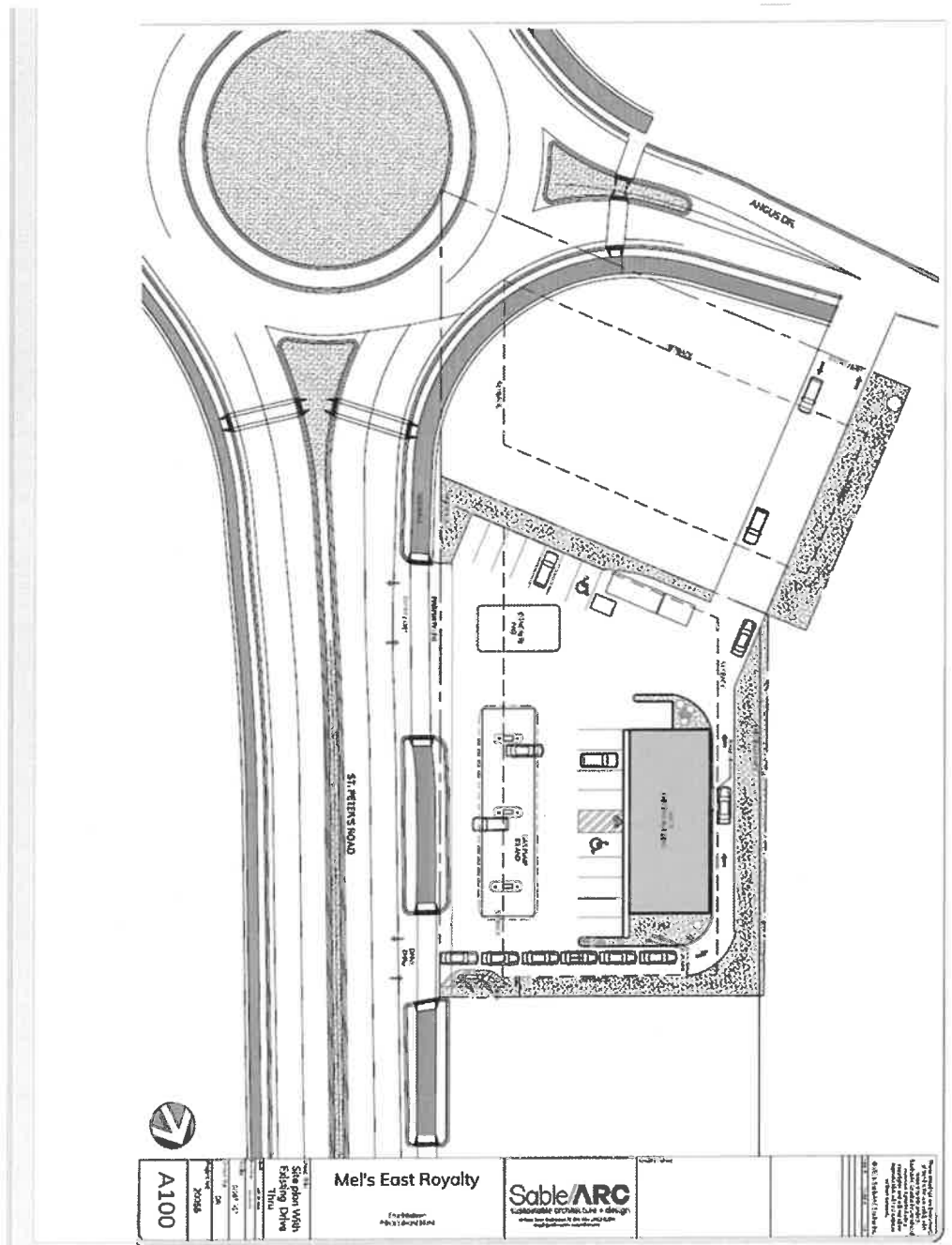
Attachment A, GIS Map:



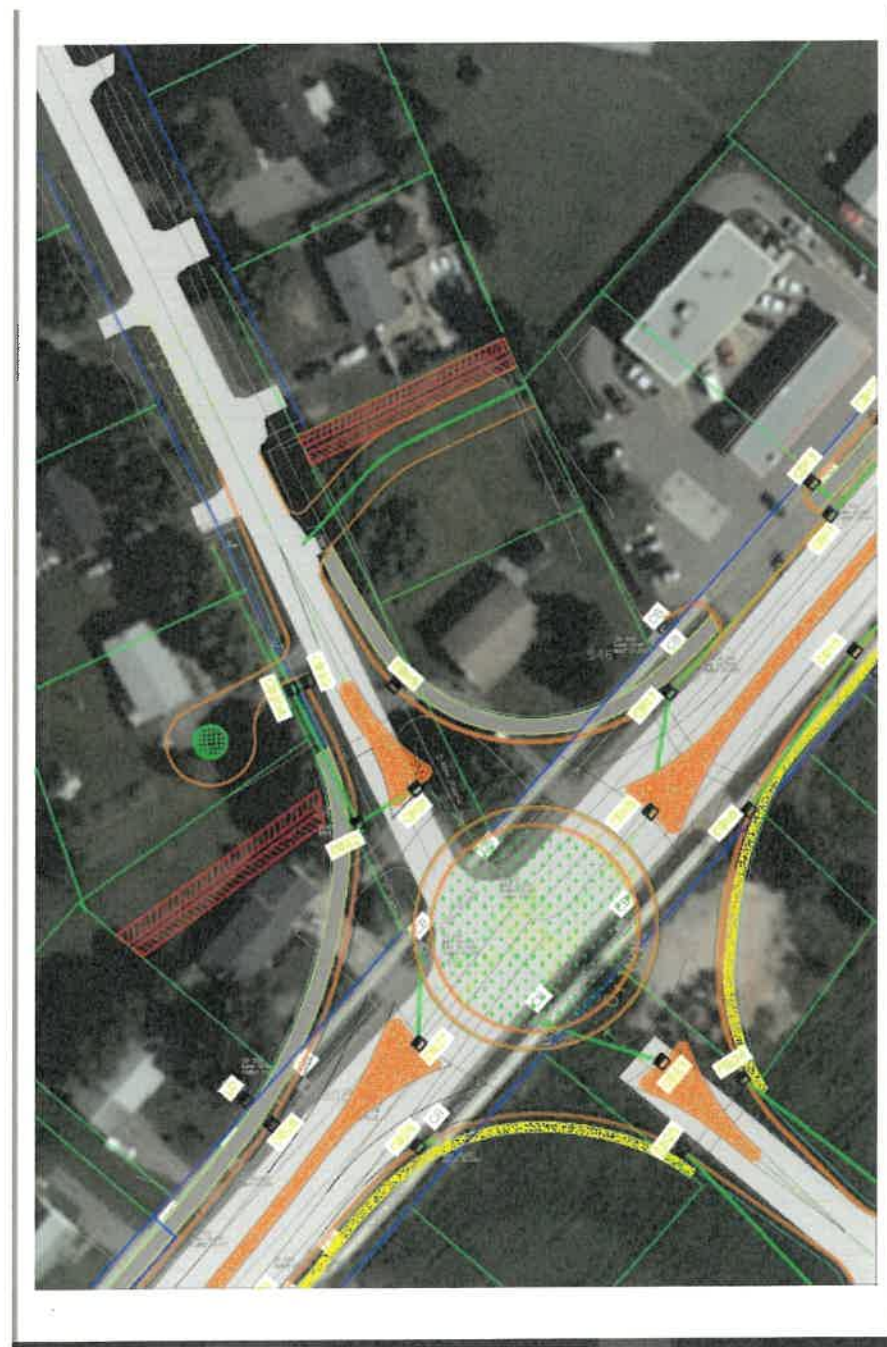
Attachment B, Area to be consolidated:



Attachment C, Site plan showing roundabout. Note access to Angus to be shifted south. See next drawing:



Attachment D, Revised aerial plan from the Province showing a proposed berm and relocation of the access driveway on Angus Drive:



TITLE: FUTURE LANDUSE MAP AMENDMENT AND ZONING AMENDMENT– Lot 40 Angus Drive and 413 St. Peters Road. Lot Consolidation of PID # 419143 Lot 40 Angus Drive, PID # 419135, 413 St. Peters Road and PID # 192187, 417 St. Peters Road	Page 13 of10
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Attachment E, Letters from Residents

Thompson, Laurel

From: Catane, Ellen
Sent: March 30, 2021 4:06 PM
To: Thompson, Laurel
Subject: FW: Re Angus Drive and 413 St.Peters Road

Best Regards,
Ellen

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

From: Planning Department
Sent: Tuesday, March 23, 2021 8:42 AM
To: Dianne Bowley <bowley@bellaliant.net>; Planning Department <planning@charlottetown.ca>; Thompson, Laurel <lthompson@charlottetown.ca>
Subject: RE: Re Angus Drive and 413 St.Peters Road

Hello Dianne,
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
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4112
Fax: 902-629-4156

ecatane@charlottetown.ca
www.charlottetown.ca

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

From: Dianne Bowley <bowley@bellaliant.net>
Sent: Monday, March 22, 2021 4:03 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Re Angus Drive and 413 St.Peters Road

I oppose the rezoning of Angus Drive and 413 St. Peter's Road. As a very long residence of 405 St. Peter's Road this will result in traffic that will be disruptive to my property and loss of enjoyment of my property. I suggest Mel's convenience Store to continue to operate with the entrance and exit unto St. Peter's Road and not cause a disruption to Angus Drive. I am also concerned what this will do to the value of our properties . Sincerely, Dianne Bowley

Thompson, Laurel

From: Catane, Ellen
Sent: March 30, 2021 4:06 PM
To: Thompson, Laurel
Subject: FW: Angus Dr, Mel's, roundabout
Attachments: angus drive mels roundabout info.pdf

Best Regards,
Ellen

From: Planning Department
Sent: Monday, March 22, 2021 8:38 AM
To: Roma Misener <roma.misener@gmail.com>; Planning Department <planning@charlottetown.ca>
Cc: McCabe, Julie L. <jlmcabbe@charlottetown.ca>; Thompson, Laurel <lthompson@charlottetown.ca>; Forbes, Alex <aforbes@charlottetown.ca>
Subject: RE: Angus Dr, Mel's, roundabout

Hello Roma,
Good day! This is to acknowledge receipt of your email and your inputs will be forwarded to our Development Officer. For the attendance via Webex, I will send you a separate email with the Webex meeting Instructions.

Thank you.

Best Regards,
Ellen

Ellen Faye Catane
Intake Officer/Administrative Assistant

City of Charlottetown – Planning & Heritage Department
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4112
Fax: 902-629-4156

ecatane@charlottetown.ca
www.charlottetown.ca



From: Roma Misener <roma.misener@gmail.com>
Sent: Monday, March 22, 2021 8:22 AM
To: Planning Department <planning@charlottetown.ca>

Cc: McCabe,Julie L. <jlmccabe@charlottetown.ca>

Subject: Angus Dr, Mel's, roundabout

Hello,

RE: Angus Dr, Mel's, roundabout

As only right in/right out movements will be permitted off St Peter's Rd in this proposal, this should greatly reduce risk of accidents by not allowing left turns.

Can access to Mel's from Angus Dr be an entrance only (right in only)? Vehicles wanting to go east would exit right on St Peter's Rd in a west bound direction and circle the roundabout before heading east, eliminating left turning traffic onto Angus Dr.

Not only would this reduce possibility of accidents and increased traffic on Angus Dr, it should help reduce negative impact on the homes near/across from the access point (ie headlights directly into homes).

Also, the traffic study in conjunction with the Province and the City was completed in 2013. Is that study still applicable, eight years later?

I will try to attend by teleconference or WebEx (unsure how that works) - can you send me that information?

Thank you,
Roma Misener

ANALYSIS:

There have been several requests over the years to rezone these properties. The current application has come forward because the Province is initiating major upgrades to St. Peter's Road during the summer of 2021. These upgrades will include the construction of a roundabout at the location of Angus Drive, St. Peter's Road and Hanmar Drive. In addition to the construction of the roundabout a center median on St. Peter's Road will also be constructed. This median will not allow vehicles travelling east to make left hand turns into Mel's and will also not permit west bound vehicles exiting the site to make left turns. Only right in/ right out movements will be permitted off St. Peter's Road. Therefore, vehicles traveling east will be required to exit onto Angus Drive or St. Peter's Road in a west bound direction and circle the roundabout before heading east. This will create a much safer situation for vehicles accessing and entering the site.

A traffic study in conjunction with the Province and the City was completed in 2013. The study identified that controlled intersections would have to be constructed along strategic points as development occurs in East Royalty. Due to the traffic generated at this location Angus Drive was access.

C - 12

Begin forwarded message:

From: Julie McCabe <julynnemccabe@gmail.com>

Date: March 9, 2021 at 9:42:24 AM AST

To: Julie McCabe 2 <jlmccabe@edu.pe.ca>

Subject: UPDATE

Hello, Council met last night and voted to proceed to a public consultation meeting. I am waiting on confirmation of the date, time and place for this meeting. Usually planning likes people to register so I will send this out as soon as I have it. There will be an opportunity to attend in person or on webex - the new way :). Also, you can send any concerns in writing to the planning department - planning@charlottetown.ca. I believe that representatives from the province will be in attendance at this meeting so they can answer questions as well. This application is the result of the province's planning and round about installation. I have included the plans that we received in our package in the attachment. As always, I am here to answer any questions or get answers to questions.

Julie

ANALYSIS:

There have been several requests over the years to rezone these properties. The current application has come forward because the Province is initiating major upgrades to St. Peter's Road during the summer of 2021. These upgrades will include the construction of a roundabout at the location of Angus Drive, St. Peters Road and Hammac Drive. In addition to the construction of the roundabout a center medium on St. Peters Road will also be constructed. This medium will not allow vehicles travelling east to make left hand turns into Mel's and will also not permit west bound vehicles exiting the site to make left turns. Only right in/ right out movements will be permitted off St. Peters Road. Therefore, vehicles traveling east will be required to exit onto Angus Drive or St Peters Road in a west bound direction and circle the roundabout before heading east. This will create a much safer situation for vehicles accessing and entering the site.

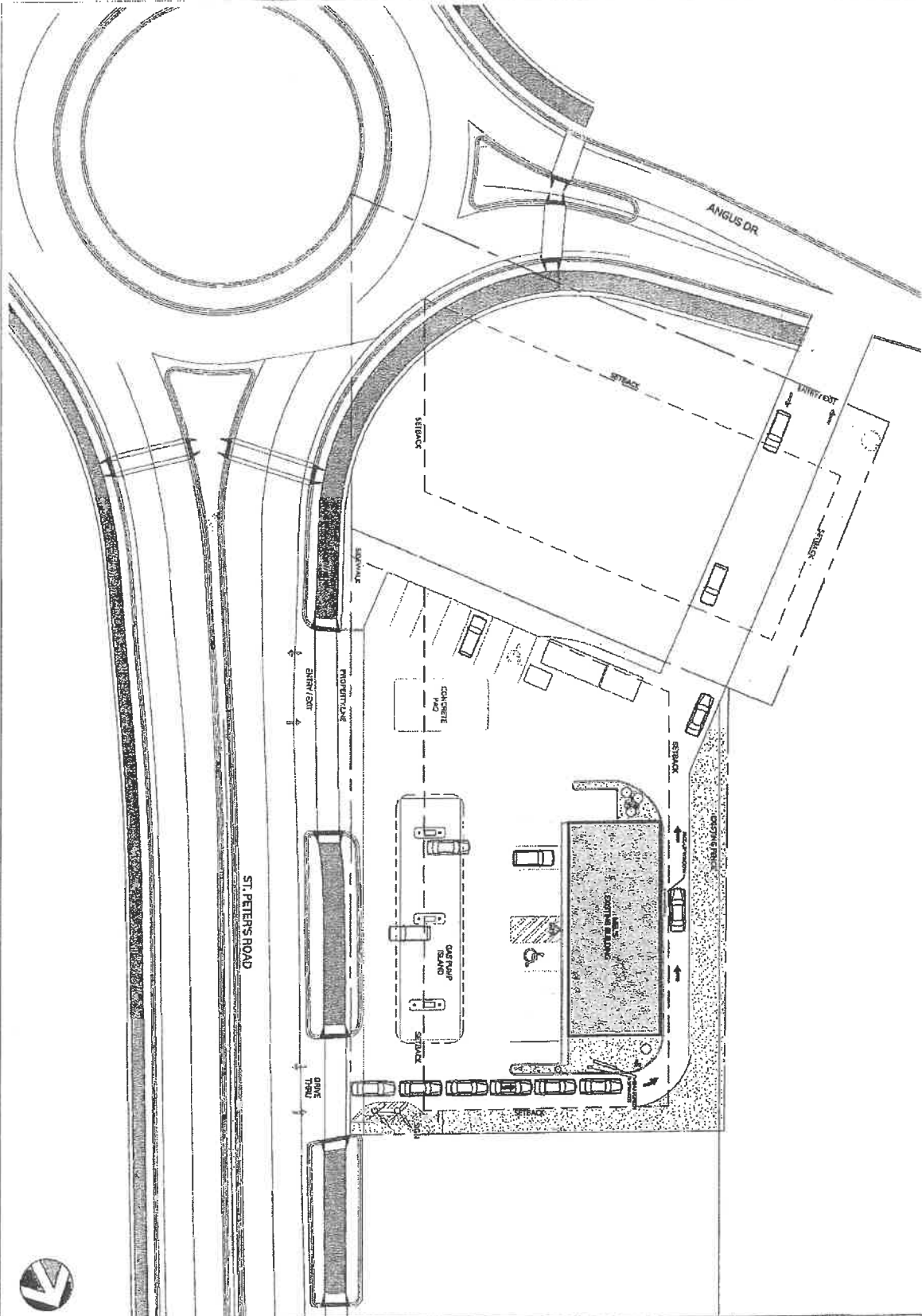
A traffic study in conjunction with the Province and the City was completed in 2013. The study identified that controlled intersections would have to be constructed along strategic points as development occurs in East Royalty. Due to the traffic generated at this location Angus Drive was identified in the joint City/Provincial traffic study as one of the key intersections for controlled access.

TITLE: FUTURE LANDUSE MAP AMENDMENT AND ZONING AMENDMENT- Lot 40 Angus Drive and 413 St. Peters Road. Lot Consolidation of PID # 419143 Lot 40 Angus Drive, PID # 419135, 413 St. Peters Road and PID # 192187, 417 St. Peters Road

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GIS Map:





A100

Point Title
Site plan with
Existing Drive
Thru

Mel's East Royalty

Charlottetown
Prince Edward Island

Sable/ARC
sustainable architecture + design
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Project: 200555

Drawn By: [Name]

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Thompson, Laurel

From: Planning Department
Sent: March 22, 2021 4:02 PM
To: Thompson, Laurel
Subject: FW: Rezoning for Lot 40 adjacent to my property on 12 Angus Drive..

From: Good, Patty [mailto:Patty.Good@ig.ca]
Sent: March 22, 2021 3:31 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Rezoning for Lot 40 adjacent to my property on 12 Angus Drive..

Mar 22, 2021

We are Patty & Randy Good and we live at 12 Angus Drive, adjacent to Lot 40 which is looking for rezoning. I am not wanting the heavy volume of highway traffic to go by house when its not necessary and now be attached to commercial property. This is just for Mels benefit, so that when it gets rezoning to mixed use, it can go ahead and do what Dan MacIsaac wanted in 2014, even though the Community he is in doesn't want this to happen and have been very vocal in letting Dan know how we feel. This isn't about traffic flow this is about Steven Yeo helping Dan MacIsaac get what he wanted for Mel's 7 years ago and for some reason Steven Yeo is in Dan's corner, totally disguised. This will lead to Mel's expanding his business and make for more traffic in a area that can not accommodate the volume of customers that want to access it already.

The Gov't needs to get Steven Yeo to revisit his plans, because if 100 ft of residential land is the only thing that can make this work, then it proves to all of us residents that Mel's Business volume has increased so much since 2014, that the Business has outgrown the land due to the high volume products he sells. The time has come for the Gov't to do the right thing for everyone involved and relocate Mel's. Mel's should be situated where all the other commercial properties are located. Mel's needs more land then can be provided in there current area. The liquor store at this location is busier then the west royalty liquor store location. This in its self should be reason enough that this business needs relocated and not be located on very busy highway in between to roundabouts.

We together as a community are totally against this rezoning and can't believe after stopping this twice by the community with the backing of the city council that Steven Yeo has the nerve to assist Mel's in taking over the residential land that we fought so hard to keep. Steven Yeo said he would love to live by Mel's, well I say lets switch houses and you can see how miserable it is to live here and if this goes through and the busy highway is now allowed to access Angus, we will have the most unsafe street in East Royalt y. We tolerate Mel's, we do not want it to expand or take over any residential land for it's benefit. Mel's should be looked at like any other business and not have special entrances for the business access. All residents when this is completed will have to go past there home and back around the roundabouts to access there home due to the divided hwy being put in. This can be the same for any Mels' customer, trust me it will help with traffic issues if they only have 1 entrance and 1 exit, this is the safest way if the business is not removed and relocated. This would be no different then other business located on divided highway, for instance Riverside drive and North River Rd, so someone looking to buy liquor will do the same thing as someone looking to get into Hardware store or Motor Vehicle branch on Riverside Drive, these business do not have any special entrance so customer can easily access their business and either should Mel's.

Steven Yeo has the opportunity to relocate Mel's as part of the upgrade of the highway, this is the smartest business decision for this businesses future sales and future growth, that will only continue grow as the residential community

grows around him. Mel's is a business that sells flammable product and in my mind should not be situated right in the middle of a residential area, it's like the game on Sesame St. what doesn't belong here and that's Mel's.

There is going to be at least 100 new cars going down Angus Drive from the new subdivision being build above us and our concerns are that this new traffic coming down Angus will be more then enough increase in the out traffic flow for this small street to handle. We don't need to add to it by adding the highway traffic coming in and out of town to access Mel's. Mel's will be so bottle necked that we will not even be able to get out of our driveway. Please help us show the Gov't that the right thing to do is relocate Mel's or stop them from expanding the business by taking over and creeping on residential land.

I have lived here for 48 years and hope you as the Council will again support us residents and vote NO for the rezoning. Who in their right mind, can feel good about saying yes to such a ridiculous notion presented by Steven Yeo. Please put yourself in our shoes as we would do for you, if you were in the same situation.

Thank you for allowing me to take the time to express my concerns about the mixed use rezoning for Lot 40,

Patty & Randy Good

*For processing inquiries, use our REGION Chat Group.
Your RO Staff is here to help*

Patty Good

Region Office Operation Coordinator

RO 68 Northumberland Strait

106 -18 Queen St., Charlottetown, PE C1A 4A1

Tel (902) 566-4661 | Fax (902) 566-9915

Patty.Good@ig.ca

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Thompson, Laurel

From: Catane, Ellen
Sent: March 30, 2021 4:03 PM
To: Thompson, Laurel
Subject: FW: Angus Drive Mel's Entrance

Best Regards,
Ellen

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

From: Catane, Ellen
Sent: Tuesday, March 23, 2021 12:31 PM
To: Thompson, Laurel <lthompson@charlottetown.ca>
Cc: Forbes, Alex <aforbes@charlottetown.ca>
Subject: FW: Angus Drive Mel's Entrance

Fyi

Best Regards,
Ellen

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

From: McCabe, Julie L. <jlmccabe@charlottetown.ca>
Sent: Monday, March 22, 2021 5:17 PM
To: laura morgan <theotherquincy@gmail.com>
Cc: Catane, Ellen <ecatane@charlottetown.ca>
Subject: Re: Angus Drive Mel's Entrance

Hi Laura I am including planning in this response so they can include your concerns for all of council to see. With your permission I will add you to my email list? I added emails when I campaigned a couple years ago and this is a great tool to communicate with residents when issues arise in our area. Would you like to be added? I am certainly available to further discuss as well - 902-393-9739 is my number!

Julie

Sent from my iPhone

> On Mar 22, 2021, at 4:45 PM, laura morgan <theotherquincy@gmail.com> wrote:

>

> Hello,

>

> I'm writing to express my concern over the proposed entrance to Mel's store on Angus Drive. I live on 13 Angus, and my house is one of the houses that face the site. Having that amount of traffic pointed directly at our house will be a great disruption to our peace and quiet. We have members of our family with lung conditions and we have a young family, I'm worried we will be bombarded with air pollutants, noise pollutants and light pollutants. There will be a constant stream of headlights pointed at our house. We hear every car the drives down our road, and they want to increase that to a constant stream.

>

> The safety issues around this entrance are numerous. As we are in a house close to the highway, I see how fast people turn off of St Peters Road and onto Angus. With the new roundabout being put in, and cars no longer having to come to a complete stop, I feel the speed of people exiting the roundabout, and the closeness of the proposed driveway will be dangerous. Not to mention the danger of people walking in that area, to the store and to the community mailbox, people with their animals and children, there is no sidewalk and no shoulder, it is going to be a very dangerous. Plus there is the added confusion of cars stopping at the mailbox to get their mail, adding more cars to the congestion. Again, there is no shoulder for cars to pull over to, the mailbox and the proposed driveway could be side by side, on a road where there is no centre line, or lines painted at all for that matter. This road is not designed to have that much traffic on it. I have also heard that our road will be connected with the neighbouring tara heights subdivision, which again increases the flow from all directions.

>

> I will also express my concern with the way the city informed the residents of the proposition and meeting. A small sign was posted at the site, which is currently private property, on a tree far back from the road. I had to walk through the ditch, through the snow, onto the private property to read it, and I only knew to do it because my neighbour told me about it. It would have otherwise gone unnoticed. I received a letter in the mail very late last week, 3 business days before the meeting, only because I was within 100 meters of the site. We do not check our mail everyday, I don't know many people who get important, time sensitive information in the mail these days. I was waiting for a cheque and that is the only reason I checked the mail that day. Had I not been waiting for that to arrive I might not have been informed in time for the meeting. It very much feels like nobody wants us to be informed.

>

> We are not a high income household. We do not have multiple houses, this is the only one we have. The thought of someone trying to deceive us and our neighbours to directly and dramatically change our homes and the peace and quiet we worked hard for and deserve, is very disheartening and will not go unnoticed. It feels like some people are trying to skirt the democratic process.

>

> As I am a small business owner, getting to the meeting tomorrow will be very difficult. I have clients who have waited for months to get in to see me who will have to be rescheduled. If me clients and I are supposed to plan our lives months ahead, why can't the city give us more than three days notice of a meeting? These methods are very disappointing.

>

> Laura Morgan

>

>

>

>

Thompson, Laurel

From: Planning Department
Sent: March 24, 2021 8:18 AM
To: frankie cheung; Planning Department; Thompson, Laurel
Cc: Forbes, Alex
Subject: RE: Angus Drive and St Peter's road

Hello Yik Kwong Cheung,
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
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4112
Fax: 902-629-4156

ecatane@charlottetown.ca
www.charlottetown.ca

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

From: frankie cheung <cykfrankie@gmail.com>
Sent: Tuesday, March 23, 2021 10:53 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Angus Drive and St Peter's road

Hi,

I'm the owner of 11 Parkman Dr. I had attend to the public meeting tonight. And i had listen to those resident speak. I had the following comment on the road design.

1. It is not a good design to add a round about on Angus and Hanmac, It will increase road traffic on both st. And it is not a good design that the mall exit with a roundabout.
2. The round about should move to Macwilliams road. There are lot of traffic in this road, it had school, and a huge residential development in this area. And especially it had vacant land in this junction point, It had enough area for the new roundabout. And LM Montgomery school is there, many school bus turn Left from Macwiliams road. It should make this area more safe.
3. Angus road area and Parkman/Hanmac Dr area is not a busy area. it is no need to make a roundabout there.

Please consider to build the roundabout at Macwilliams road/St Peter's road.

Yik Kwong Cheung
11 Parkman Dr Owner.

Thompson, Laurel

From: Planning Department
Sent: March 24, 2021 12:05 PM
To: Thompson, Laurel
Subject: FW: Angus drive, lot 40, paid #419143 & 413 St. Peter's road pic #419135

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

From: Sherry Arsenault [mailto:sherryarsenault1@gmail.com]
Sent: March 24, 2021 9:34 AM
To: Planning Department <planning@charlottetown.ca>
Subject: Angus drive, lot 40, paid #419143 & 413 St. Peter's road pic #419135

Good morning mayor and Councillors

We, Michael and sherry Arsenault of 16 angus drive Charlottetown, object to the amendment being proposed, specifically rezoning of the above noted subjects to muc zone and village centre commercial. We believe the public meeting of March 23 ; 2021, provided more detailed information that we were prepared to speak too. We agreed with the rationale residents spoke off last night for objecting to this proposal. We suggest the province and Mel's establishment do not use the proximity of angus drive as a quick fix solution in the midst of solving an increasing growing problem for commercial development in a densely populated area. As a resident suggested, the problems will only move from the highway to angus drive.

We felt the province spoke of the safety of the highway and of Mel's patrons, however, the safety and well being of the residents of angus drive residents and neighbouring subdivision were minimized. We feel that the movement of the upgrades for the highway are substantiated, growing area, but why at the expense of a well established, small, older neighborhood? Can we ask, when did the province start consulting with Mel's establishment on the proposed highway change?

We agree, that the province should relook at open spaces to accommodate the ease of /improve safety of the traffic flow that was suggested last night. We are disappointed to learn of the hardships some residents are facing in having to and thinking of leaving their homes. We are worried that the proposed increased traffic to our small older street will affect the safety of our residents, the health and well being of our residents and of the community that we have established. The province also spoke of recent studies indicating movement in and out mels currently, we feel this is not an accurate reflection of movement, this should be further investigated expanding to all days of the week and all peek periods including evenings/nights. The province also spoke of traffic turning onto the highway, left, from the south side of the highway and their safety concerns, we were not clear - would these accesses all be closed off except for the roundabouts? Or will all accesses out to the highway be now routed right to a roundabout?

We feel the proposed highway project is rushed and this has trickled in Mel's application for rezoning. Please, we ask the counsel not to be reactive in their decision, rather proactive. Thank you,

We appreciate your time and consideration, Respectfully, Michael and sherry Arsenault
16 angus drive
Charlottetown

Sent from my iPad

Thompson, Laurel

From: Planning Department
Sent: March 24, 2021 12:12 PM
To: Barbara; Planning Department; Forbes, Alex; Thompson, Laurel
Cc: Mayor of Charlottetown (Philip Brown); McCabe, Julie L.; Duffy, Mike; Jankov, Alanna; Tweel, Mitchell; MacLeod, Terry; Bernard, Terry; Rivard, Greg; Ramsay, Kevin; Doiron, Bob; Coady, Jason; jsjylwardMinister@gov.pe.ca; ngjamesonMinister@gov.pe.ca; Bernard Karla
Subject: RE: Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)
Attachments: 210324_PID 419143_Angus Dr419135 St Peters Rd_Letter Planning_Dylla.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
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4112
Fax: 902-629-4156

ecatane@charlottetown.ca
www.charlottetown.ca



From: Barbara <b.dylla@eastlink.ca>
Sent: Wednesday, March 24, 2021 12:07 PM
To: Planning Department <planning@charlottetown.ca>; Forbes, Alex <aforbes@charlottetown.ca>
Cc: Mayor of Charlottetown (Philip Brown) <mayor@charlottetown.ca>; McCabe, Julie L. <jlmccabe@charlottetown.ca>; Duffy, Mike <mduffy@charlottetown.ca>; Jankov, Alanna <ajankov@charlottetown.ca>; Tweel, Mitchell <mtweel@charlottetown.ca>; MacLeod, Terry <tmacleod@charlottetown.ca>; Bernard, Terry <tbernard@charlottetown.ca>; Rivard, Greg <grivard@charlottetown.ca>; Ramsay, Kevin <kramsay@charlottetown.ca>; Doiron, Bob <rdoiron@charlottetown.ca>; Coady, Jason <jecoady@charlottetown.ca>; jsjylwardMinister@gov.pe.ca; ngjamesonMinister@gov.pe.ca; Bernard Karla <kmbarnardmla@assembly.pe.ca>
Subject: Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)

Hello,

I couldn't hear anything during the live-streaming of the public meeting, and so had to wait until the video-recording became available online. Hence my slight delay in sending my comments, which could have been better were more time

provided after a public meeting to submit comments. I'd like to know why such a tight deadline exists.

I truly hope that elected officials really listened to the residents. No one should have to go what they have been experiencing for so many years, for the sake of providing easier access for vehicles to one business.

Respectfully yours,

Barbara Dylla
127 Walthen Dr
367-2428

March 24, 2021

Charlottetown Planning and Heritage Department

City of Charlottetown

PO Box 98

Charlottetown PE

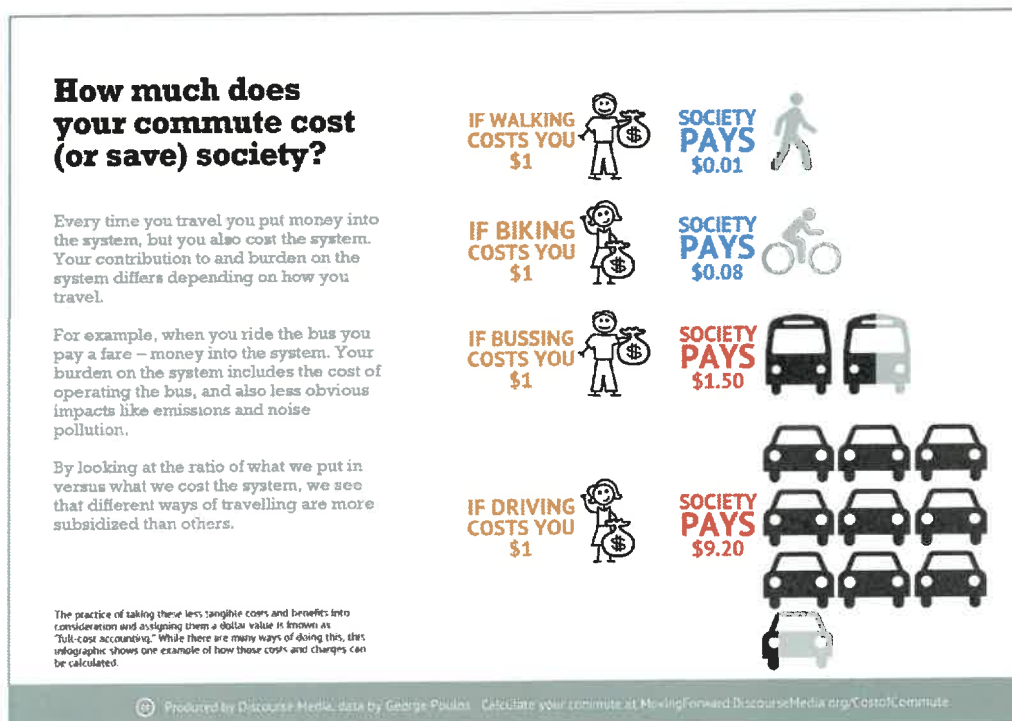
C1A 7K2

Subject: Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)

Yesterday's [public meeting](#) to present a rezoning application that will involve a new roundabout to be built by the Province, with new roads provided by the City of Charlottetown, is a perfect example of both the Province's and the City's car bias, which promotes more roads and roundabouts at the expense of other transportation solutions.

As a transport system, cars waste vast amounts of time, space, resources, and energy. Cars are a major source of several forms of pollution. The Province knows well that transportation contributes the highest percentage of greenhouse gas emissions and set a target in 2019 to lower emissions by [2030](#). Driving also has extremely high societal and environmental costs.

Here's an infographic that shows the societal costs:



“Efficiency of moving traffic”, “province is making major upgrades”, “create a much safer situation for vehicles” are all car-centric expressions that completely leave out the people factor. This urban sprawl concept that favours cars, not people, is a 20th century model that countless cities have left behind, and many more are leaving behind.

It is time for the Province and the City of Charlottetown to de-prioritize the automobile in their transportation funding allocations, to charge drivers the full cost of their bad habit, and to invest public money in an integrated public and active transportation systems. “Accommodating” cyclists and pedestrians perpetuates the discrimination against people while maintaining car dependency.

The constructive suggestions made by citizens must be taken into consideration.

It makes no sense to create a huge road project that will cause such upheaval to long-time residents simply to facilitate vehicles going into one business! Whose interest is really being served?

Respectfully yours,

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

cc: Charlottetown City Council and CAO
District 9 MLA Natalie Jameson
Minister of Transportation, James Aylward

Thompson, Laurel

From: Planning Department
Sent: March 24, 2021 9:20 AM
To: Rob Newson; Planning Department; Thompson, Laurel
Subject: RE: Angus Drive (Lot 40) (PID #419143) & 413St. Peters Road (PID #419135)

Hello Rob,
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
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4112
Fax: 902-629-4156

ecatane@charlottetown.ca
www.charlottetown.ca



From: Rob Newson <newsonrob7@gmail.com>
Sent: Wednesday, March 24, 2021 9:09 AM
To: Planning Department <planning@charlottetown.ca>
Subject: Angus Drive (Lot 40) (PID #419143) & 413St. Peters Road (PID #419135)

Re: Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)

As residents of Angus Dr. in East Royalty, we would like to voice our opposition to the proposed change in zoning for the corner lot of Angus Dr. and St. Peter's Highway. The rezoning of said lot impacts our community both in the short term and the long term.

We are in full support of roundabouts, and acknowledge that our community is growing and needs safe access to St. Peter's Highway. Having a roundabout at the end of our street will increase traffic flow in our area as some residents may choose to access Mels Petro Canada via Angus drive road rather than the proposed roundabout at the end of MacRae Dr. This is reasonable.

We do not, however, feel that it should be the responsibility of the residential property owners in the area to compromise our safety, property values, and sense of rural community to accommodate the operations of a privately

owned business that services a large population that does not even live in our community. It is not unreasonable for the general public to be expected to loop around an additional roundabout to access Mel's and keep our rural community separate from this busy franchise. This is just the short term impact. As an example, on Riverside Drive, if someone wants to access Home Hardware, they may have to drive by and circle back through the next roundabout. Patrons of Mels will drive that extra distance to service their needs. It is not surprising that this business is very busy for many reasons and does contain a lot of traffic and can get congested along St. Peters highway. However, by granting access of Angus drive, all that will accomplish is moving the current traffic problem into a residential area.

Looking long term, allowing for this rezoning, will simply allow the owners of this business to expand or diversify their commercial property without the consultation of the community members. If expansion or diversification does happen, this side street access will increase the traffic even more in this family based community – not just Angus Dr., but all residential roads leading to Angus Dr.

We ask that you continue to keep residential and commercial areas as two separate entities as they are meant to be. We ask the planning board and city council to take some time to make a well informed decision. If safety is priority # 1. Then that should be the safety of Angus Drive and its residents.

Sincerely,
Tanya and Rob Newson
36 Angus Dr.

Rob Newson
newsonrob7@gmail.com

Thompson, Laurel

From: paula redmond <redmond_paula@hotmail.com>
Sent: March 15, 2021 3:05 PM
To: jsjaylwardMinister@gov.pe.ca; ngjamesonminister@gov.pe.ca; Forbes, Alex; Thompson, Laurel; Mayor of Charlottetown (Philip Brown); Jankov, Alanna; MacLeod, Terry; Duffy, Mike; Tweel, Mitchell; Ramsay, Kevin; Doiron, Bob; Rivard, Greg; McCabe, Julie L.; Bernard, Terry
Subject: REZONING/CONSOLIDATION: ANGUS DRIVE, ST PETERS ROAD

Dear Mayor Brown,

This letter/email is to express my objection to the latest proposal of rezoning/consolidating the three lots - Lot 40 Angus Drive - 413 St. Peters Road- 419 St. Peters Road. Also lot consolidation of PID 419143- PID 419135 and PID 192187 bordering on the northeast corner of St. Peters Road and Angus Drive, for the sole purpose of creating and entrance/exit road to an extremely busy convenience store.

I do recognize the high traffic volume on St. Peters Road especially in the vicinity of MELS, and that some steps need to be taken to make this a safer area with a smoother flow of vehicular traffic. However, I object strongly to any proposed solution that would permit heavy traffic being directed onto Angus Drive.

An alternative suggestion might be utilizing the 300 feet frontage (approx) from 413 St. Peters Road - 419 St. Peters Road (MELS) to construct the entrance/exit (NOT Angus Drive).

Homeowners like ourselves who have lived in single detached residential (in our case almost 50 years) zoned area should have every reasonable expectation that any use of property in close proximity would not change to rezoning with such a detriment to our property.

I am hoping the planners/designers will look further at this proposed design and find a different solution. I am asking and hoping for your support.

Sincerely,

Paul and Florence McGonnell

TITLE: FUTURE LANDUSE MAP AMENDMENT AND ZONING AMENDMENT– Lot 40 Angus Drive and 413 St. Peters Road. Lot Consolidation of PID # 419143 Lot 40 Angus Drive, PID # 419135, 413 St. Peters Road and PID # 192187, 417 St. Peters Road	Page 14 of10
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Attachment F, Letter from Dan MacIsaac:



PLANNING
March 24 11:39 am
JRL

P.O. Box 189 • Charlottetown, PE • C1A 7K4

To Charlottetown planning board and Charlottetown Council

Thank you for hosting the public meeting on the PEI government proposal of building a roundabout at the intersection of Angus Dr and St Peter's Rd.

While I am not much of a public speaker I tried to make my points on the impact to the community & Mel's Enterprises. I started out saying that this project is not a Mel's Enterprises initiative and in fact we initially were not in favour of it because we have seen enough business interruption because of construction on this highway, tourism decline and other Covid implications.

The reality of it is that the PEI government is going to install a roundabout and all the players from the PEI government to the City and Mel's have a responsibility to look after the health and safety of the public and the professional plan presented by the government is the best option to look after that obligation.

There were presentations from some local residents not in favour of the government proposal and that is to be expected but the changes are in the best interests of the motoring public. The people currently turning left off St Peter's Rd to access Angus Dr will continue to do so in a safer manner using the roundabout and carry on up Angus Dr. The people who are turning left into Mel's now off St Peter's Rd will not have to cross traffic going toward the City while keeping an eye out for traffic exiting Mel's and trying to guess if they are going toward Charlottetown or Souris. The roundabout with the proposed new access to Mel's will alleviate that pressure with a right turn in to Mel's 100 meters up Angus. Same for those existing Mel's who have the option of entering the roundabout from Angus Dr. These changes will also remove congestion in the front court of Mel's which will provide more safety for pedestrians. The residents who live up Angus and surrounding neighborhood will thank the decision makers for providing a much safer access to Mel's rather than have them going down Angus and left onto St Peters Rd and then an abrupt stop and left into Mel's. The growth of this area is and will be behind Mel's and this proposal is a major factor in managing that traffic growth in the safest possible manner.

While some residents expressed their concerns the vast majority of residents expect changes that adjust to growth of the community and Mel's is a big part of the community. Residents should expect all the players to maximize safety while providing convenient entrance and exit. The few who spoke do not represent the vast majority of local residents who support safe change - Mel's had in excess of 1000 signatures supporting our proposal for change in 2015 and that proposal did not include the safety associated with the proposed roundabout. I think most of the concerns raised by residents have been addressed including the government offering to plant shrubs or build a berm for the resident concerned about headlights shining toward their home. I felt for the lady who has lived in the area for 40 years but she has decided to sell to government and has moved on. The resident who thought the Government should relocate Mel's is expecting too much from government and the resident who tried to scare those in attendance saying he has witnessed people smoking at the tanks is not aware of the safety

procedures that have been in place for years to prevent an accident due to smoking on our premises. There has never been an accident in this regard at my sites or any other PEI competitive sites in my 45 years in the retail gasoline business. The residents concerned about increased traffic must face the fact that their community is not the little old East Royalty it used to be and we all have to adjust to that reality. They too will eventually see this proposal as the best solution to the traffic growth problem. Mel's has evolved from a fruit stand to service a community now part of Charlottetown.

I hope Planning Board and City Council see the Government proposal and zoning changes as reasonable solutions addressing ongoing growth in the area.

Please contact me if you have further questions.

Yours truly

A handwritten signature in blue ink, appearing to be 'DM' followed by a long, sweeping horizontal line that curves upwards at the end.

Dan MacIsaac
President Mel's Enterprises



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#1

Carried
MOTION CARRIED 6-3 (Councillors Tweed, Dorian, P3)

MOTION LOST _____ *McCabe opposed and DM Council*

Date: May 31, 2021

Moved by Councillor _____ *Mike Duffy*

Mike Duffy *Conflict of Interest*

Seconded by Councillor _____ *Julie McCabe*

Julie McCabe *Alana Janke*

RESOLVED: *[Signature]*

That the request to:

Amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:

- Angus Drive (Lot 40) (PID #419143) from Single Detached Residential (Large) (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and
- 413 St. Peters Road (PID #419135) from Low Density Residential (R-2) Zone to Mixed Use Corridor (MUC) Zone;

And to amend Appendix A- Future Land Use Map of the Official Plan Map for:

- Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135) from Mature Neighbourhood to Village Centre Commercial;
- And further, to consolidate Angus Drive (Lot 40) (PID #419143), 413 St. Peters Road (PID #419135) and 419 St. Peters Road (PID #192187),

In order to facilitate road upgrades by the Province to St. Peters Road and construct a second means of access for the convenience store to and from Angus Drive, be recommended in accordance with Council's Reconsideration Process as prescribed by Section 3.15 of the Zoning and Development By-law for reconsideration which ought to include a second public hearing.

June 08, 2021

Dear Property Owner:

Re: Reconsideration for Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)

Please be advised that on Monday, May 31, 2021, Council reviewed their decision of April 26, 2021 to reject the request to:

Amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:

- Angus Drive (Lot 40) (PID #419143) from Single Detached Residential (Large) (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and
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And further, to consolidate Angus Drive (Lot 40) (PID #419143), 413 St. Peters Road (PID #419135) and 419 St. Peters Road (PID #192187) in order to facilitate road upgrades by the Province to St. Peters Road and construct a second means of access for the convenience store to and from Angus Drive.

Section 3.15 of the Zoning and Development Bylaw (the “ZD Bylaw”) permits an aggrieved person to request a reconsideration by Council if it is determined that the original decision rendered by Council satisfied a prescribed threshold test. Council has determined that this application did meet the threshold test and have scheduled a public meeting to provide the applicant, the developer and affected property owners or their representatives an opportunity to present their submissions.

Pursuant to the requirements of Section 3.15.4 of the ZD By-law, and as a property owner located within 100 meters of the subject property, you are being notified of this opportunity to be heard on the reconsideration request. A public meeting to receive public input on this reconsideration request will be held on **Tuesday, June 22, 2021 at 7:00 p.m. at the Victorian Room, Rodd Charlottetown Hotel, 75 Kent Street.**

Following the COVID-19 Post Circuit Breaker measures, the City of Charlottetown is required to take further steps to help reduce the spread of COVID-19 and mitigate impacts on the health and safety of residents. Organized gathering limit of 50 with three additional multiples of 50 is permitted with a prior approval of the operational plan (up to 200 total).

For contact tracing purposes and due to the **room capacity limit of 100 seats**, those wishing to participate in person must register in advance and adhere to the guidelines set by the Chief Public Health Officer, details of which are available online at www.princeedwardisland.ca/covid19. Those who are unable or uncomfortable attending in person can participate in the public meeting via videoconference (Webex). Anyone who wants to observe the meeting without commenting can watch it at www.charlottetown.ca/video.



To register to attend the meeting either in person or by alternate means, residents are requested to contact the Planning & Heritage Department by email at planning@charlottetown.ca or call 902-629-4158 on or before 4:00 p.m. on Friday, June 18, 2021 to provide their contact details (name, phone number and/or email address). Once the maximum capacity has been reached, residents will be advised to participate in the meeting by videoconference (Webex). Business hours are between 8:00 AM – 4:00 PM, Monday – Friday. Staff will contact interested participants no later 4:00 p.m. on Monday, June 21, 2021 with details on how to participate in the meeting.

The City encourages written submissions to Council be received prior to the public meeting. Notwithstanding, all written submissions by letter may be delivered to the City's Planning & Heritage Department at P.O. Box 98, 199 Queen Street, Charlottetown, PE, C1A 7K2; or, comments may be emailed to planning@charlottetown.ca on or before 12:00 noon on Wednesday, June 23, 2021. All responses received will become part of the public record. Oral submissions or comments may be made at the public meeting, but residents are requested to please keep their oral submissions to a three (3) to five (5) minute maximum.

Anyone wishing to view the proposed amendments can visit the City's website at 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.

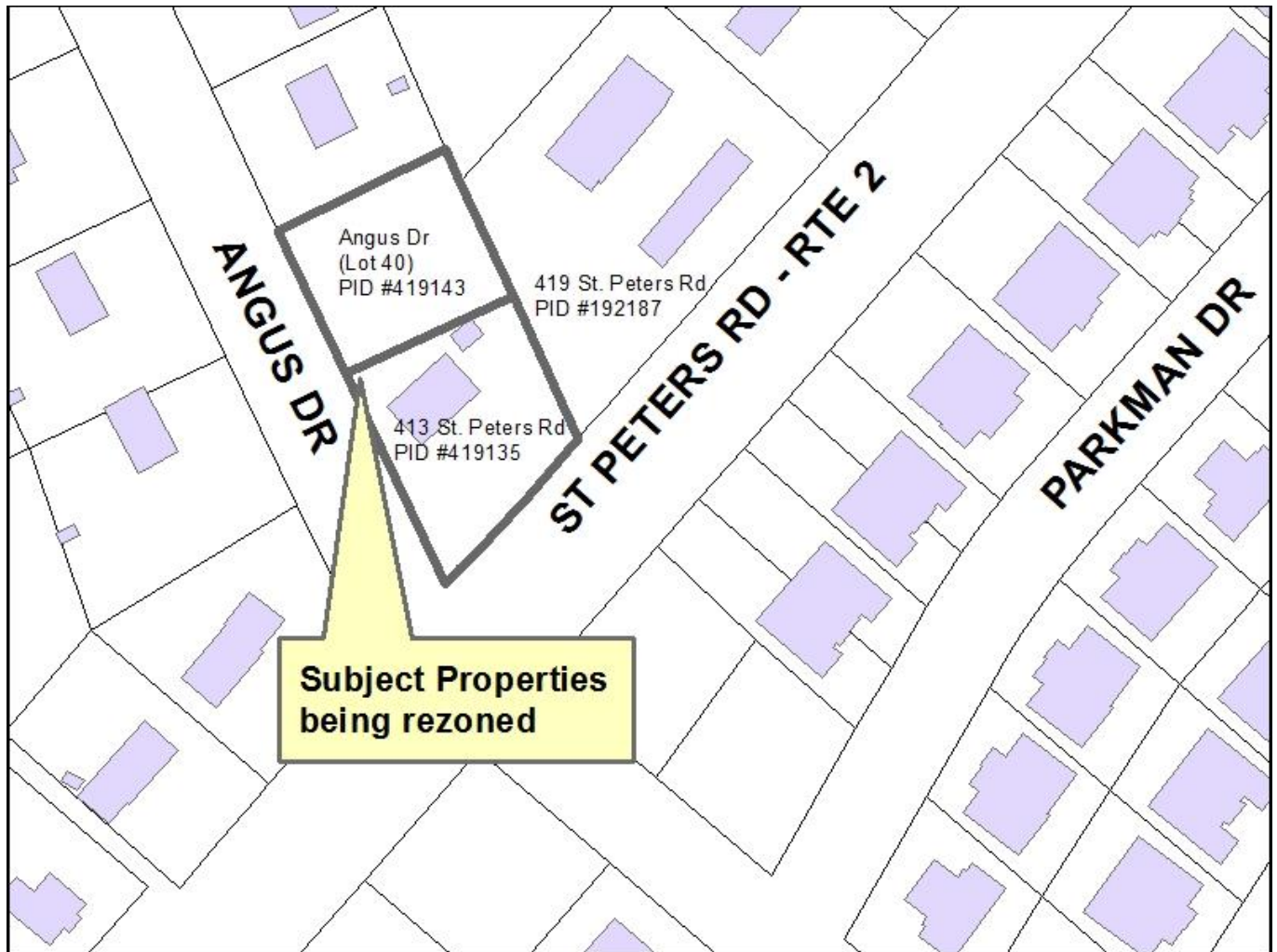
Sincerely,

A handwritten signature in cursive script that reads "Laurel Palmer Thompson".

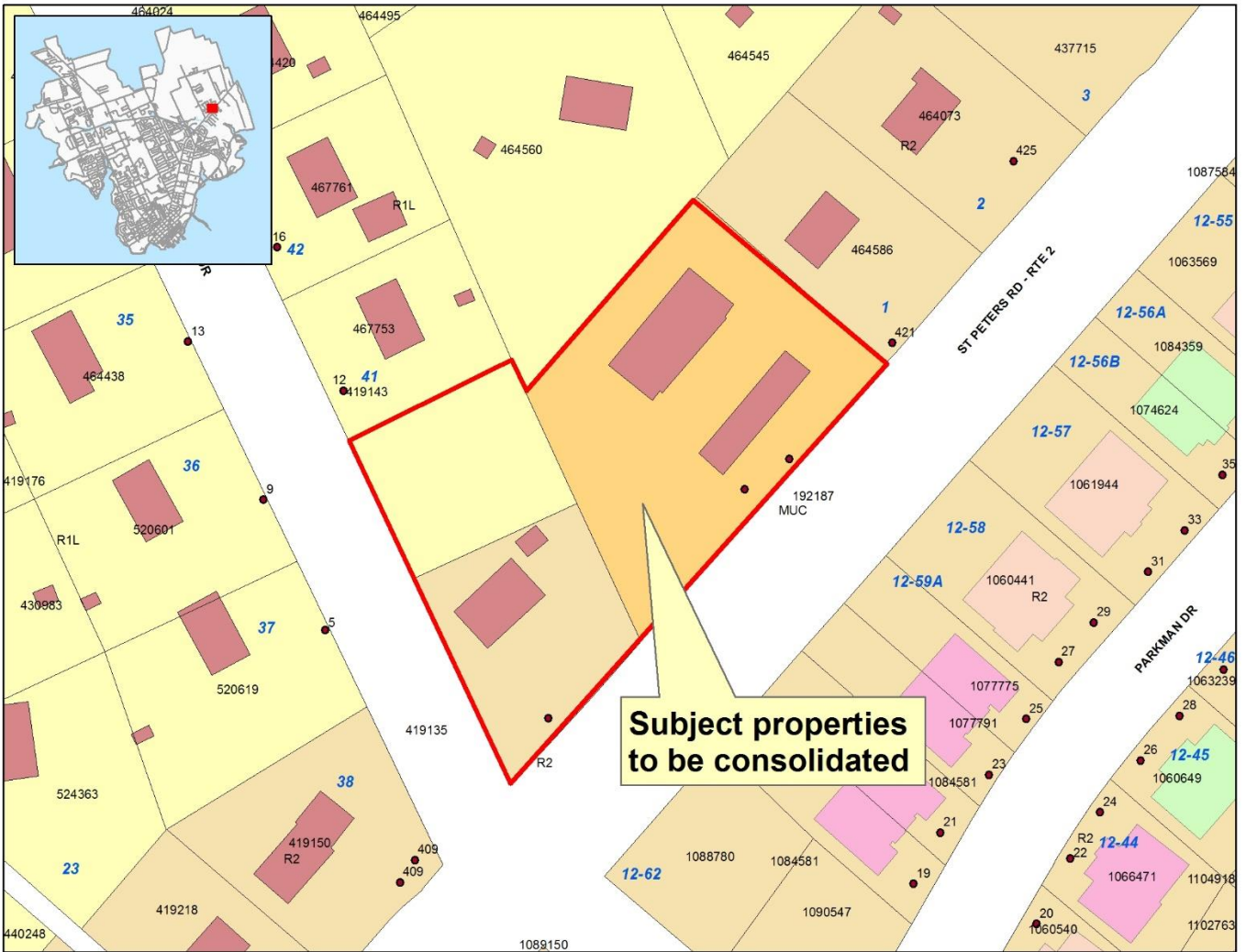
Laurel Palmer Thompson, RPP, MCIP
Planner II

/efc

Map Showing Location of Properties to be Rezoned:



Map Showing Location of Properties to be Consolidated:



Site Plan presented on May 31, 2021:





TWO SIGNS POSTED
@ 3:45 PM JUNE 11th
S.J.

CHARLOTTETOWN NOTICE OF PUBLIC MEETING

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

Reconsideration for Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135)

Please be advised that on Monday, May 31, 2021, Council reviewed their decision of April 26, 2021 to reject the request to:

- Amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:
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- And further, to consolidate Angus Drive (Lot 40) (PID #419143), 413 St. Peters Road (PID #419135) and 419 St. Peters Road (PID #192187),

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Following the COVID-19 Post Circuit Breaker measures, the City of Charlottetown is required to take further steps to help reduce the spread of COVID-19 and mitigate impacts on the health and safety of residents. Organized gathering limit of 50 with three additional multiples of 50 is permitted with a prior approval of the operational plan (up to 200 total).

For contact tracing purposes and due to the room capacity limit of 100 seats, those wishing to participate in person must register in advance and adhere to the guidelines set by the Chief Public Health Officer, details of which are available online at www.princeedwardisland.ca/covid19. Those who are unable or uncomfortable attending in person can participate in the public meeting via videoconference (Webex). Anyone who wants to observe the meeting without commenting can watch it at www.charlottetown.ca/video.

To register to attend the meeting either in person or by alternate means, residents are requested to contact the Planning & Heritage Department by email at planning@charlottetown.ca or call 902-629-4158 on or before 4:00 p.m. on Friday, June 18, 2021 to provide their contact details (name, phone number and/or email address). Once the maximum capacity has been reached, residents will be advised to participate in the meeting by videoconference (Webex). Business hours are between 8:00 AM – 4:00 PM, Monday – Friday. Staff will contact interested participants no later 4:00 p.m. on Monday, June 21, 2021 with details on how to participate in the meeting.

The City encourages written submissions to Council be received prior to the public meeting. Notwithstanding, all written submissions by letter may be delivered to the City's Planning & Heritage Department at P.O. Box 98, 199 Queen Street, Charlottetown, PE, C1A 7K2; or, comments may be emailed to planning@charlottetown.ca on or before 12:00 noon on Wednesday, June 23, 2021. All responses received will become part of the public record. Oral submissions or comments may be made at the public meeting; but residents are requested to please keep their oral submissions to a three (3) to five (5) minute maximum.

Anyone wishing to view the proposed amendments can visit the City's website at 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.

The Public Meeting will be held on:

TUESDAY, JUNE 22, 2021 AT 7:00 P.M.

VICTORIAN ROOM, RODD CHARLOTTETOWN HOTEL, 75 KENT STREET

Catane, Ellen

From: Planning Department
Sent: Monday, May 31, 2021 11:11 AM
To: Edward Clark; Planning Department; Forbes, Alex
Subject: RE: Angus Drive Access Road

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Edward,

Good day and thank you for your input. I am looping in our Manager, Alex Forbes, in this email. The application is part of tonight's Special meeting of Council agenda which will determine the next steps regarding the requested reconsideration process for Angus Drive/St Peters Road rezoning.

Best Regards,
Ellen

Ellen Faye Catane
Intake Officer/Administrative Assistant

City of Charlottetown – Planning & Heritage Department

70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4112
Fax: 902-629-4156

ecatane@charlottetown.ca
www.charlottetown.ca



From: Edward Clark <edward@superior-sanitation.com>
Sent: Friday, May 28, 2021 4:44 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Angus Drive Access Road

I have been following the Media attention on this Topic for Months. It seems that a few people with Councilor McCabe along with the CBC/ Guardian can dictate and control a Project that is for the Betterment for a large number of Islanders that use this Highway on a Daily basis. It reminds myself of the Fixed Link- Confederation Bridge and all the Negativity that surrounded its Construction and where would we be now without it. It is no different than the first Roundabout constructed on Allen Street the Engineers said it would work and it did. Let the Project move forward and provide a Faster and Safer means of Transportation. The future is built by Positivity not Negativity. Edward Clark – Business Owner – Charlottetown.

Catane, Ellen

From: Planning Department
Sent: Monday, May 31, 2021 1:14 PM
To: Thane Hansen; Planning Department; Forbes, Alex
Subject: RE: Mel's

Follow Up Flag: Follow up
Flag Status: Flagged

Hello Thane,
Thank you for your email. This application will be part of tonight's meeting of Council. Tonight's decision will determine the next steps to this process.

Best Regards,
Ellen

From: Thane Hansen <thane@hansenelectric.ca>
Sent: Monday, May 31, 2021 8:06 AM
To: Planning Department <planning@charlottetown.ca>
Subject: Mel's

Hi,

I followed this issue for some time now, and do not understand why this was rejected by council.

I fully support this.

Thank you.

Thane Hansen

Hansen Electric
106 Kensington Rd.
Charlottetown, PE C1A-5J5
Tel.(902)566-1532 Fax.(902)368-2499



Catane, Ellen

From: Planning Department
Sent: Tuesday, June 01, 2021 8:49 AM
To: Storage Inn Charlottetown; Planning Department
Subject: RE: Letter of Support - Mel's Convenience Store Application

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning David,

This is to acknowledge receipt of your email and your input will be forwarded to our Development Officer.

Thank you.

Regards,

Rob

Robert Stavert
Technical Assistant

City of Charlottetown
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4158
Fax: 902-629-4156

rstavert@charlottetown.ca
www.charlottetown.ca



From: Storage Inn Charlottetown [mailto:charlottetown@storageinn.ca]
Sent: May 31, 2021 2:18 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Letter of Support - Mel's Convenience Store Application

RE: Reconsideration Request – Mel's Convenience Store

Dear Council Members:

This letter is in support of the reconsideration request and application of Mel's Convenience Store to amend appendix G of the Zoning Map and Development Bylaw for Angus Drive from single detached residential to Mixed use Corridor and 413 St Peters Road from R-2 to Mixed use Corridor as well the consolidation of these two lots with the existing Mel's Convenience Store into one parcel.

This will allow for the safer situation for vehicular traffic into Mel's Convenience Store as recommended as an essential safety requirement for the roundabout proposed by the Department of Transportation and Public Works (Government of PEI.)

Sincerely,

David Greenwood
General Manager
Storage Inn

180 Minna Jane Drive
Charlottetown, PE C1E 0C4
P: (902) 370 2727
C: (782) 414 4963
Email: charlottetown@storageinn.ca
www.storageinnpei.ca



STORAGE INN

SELF STORAGE

Royalty Power Centre | 180 Minna Jane Drive | Charlottetown, PE C1E 0C4

May 31, 2021

City Council Members

City of Charlottetown

RE: Reconsideration Request – Mel's Convenience Store

Dear Council Members:

This letter is in support of the reconsideration request and application of Mel's Convenience Store to amend appendix G of the Zoning Map and Development Bylaw for Angus Drive from single detached residential to Mixed use Corridor and 413 St Peters Road from R-2 to Mixed use Corridor as well the consolidation of these two lots with the existing Mel's Convenience Store into one parcel.

This will allow for the safer situation for vehicular traffic into Mel's Convenience Store as recommended as an essential safety requirement for the roundabout proposed by the Department of Transportation and Public Works (Government of PEI.)

Sincerely,

David Greenwood

General Manager

Storage Inn



Catane, Ellen

From: Planning Department
Sent: Tuesday, June 01, 2021 8:50 AM
To: Tim Banks; Planning Department
Subject: RE: Mel's Roundabout

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Tim,

This is to acknowledge receipt of your email and your input will be forwarded to our Development Officer.

Thank you.

Regards,

Rob

Robert Stavert
Technical Assistant

City of Charlottetown
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4158
Fax: 902-629-4156

rstavert@charlottetown.ca
www.charlottetown.ca



From: Tim Banks [mailto:tim@apm.ca]
Sent: May 31, 2021 2:36 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Mel's Roundabout

To Whom It May Concern

I have reviewed the new proposed roundabout option at Mel's with the driveway off of Angus Drive and I am in full support of the Province's proposal that has been put forward by Planning Board to Council to proceed to a public meeting.

I fully support the scheme as proposed.

Regards
Tim

Tim Banks
CEO - APM group

21 John Yeo Drive, Unit 2
Charlottetown, PE
Canada
C1E 2A1
tel [902.569.8400](tel:902.569.8400)
cel [902.628.7313](tel:902.628.7313)
tim@apm.ca
www.apm.ca

Catane, Ellen

From: Planning Department
Sent: Monday, June 14, 2021 8:37 AM
To: Blaine Fitzpatrick; Planning Department
Subject: RE: Mels Roundabout (Angus Dr & St Peters Rd)

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Blaine,

This is to acknowledge receipt of your email and your input will be forwarded to our Development Officer.

Thank you.

Regards,

Rob

Robert Stavert
Technical Assistant

City of Charlottetown
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4158
Fax: 902-629-4156

rstavert@charlottetown.ca
www.charlottetown.ca

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

From: Blaine Fitzpatrick [mailto:fitzpatrick27@hotmail.com]
Sent: June 12, 2021 7:52 AM
To: Planning Department <planning@charlottetown.ca>
Subject: Mels Roundabout (Angus Dr & St Peters Rd)

My name is Blaine Fitzpatrick and I live in East Royalty. Terry Bernard had a letter delivered with the situation of the Mels Roundabout. We are strongly against that roundabout being installed. With the building of roundabout of the bridge and the one a LM Montgomery School road there is no need to add one in the middle. For the business that wants the roundabout, customers can go to either of the other roundabouts to come back to their business. All streets going into St Pete's road can go through their neighborhood to come out directly on a roundabout if they choose to. We strongly believe it would be a waste of tax payers money and unfair to tax payers to install a roundabout for one business when the community is not in favor.

Thanks
Blaine

Information Sheet for Public Meeting on Tuesday, June 22, 2021

The City of Charlottetown has received the following application for consideration:

Zoning & Development Bylaw Housekeeping Amendments (PH-ZD.2) pertaining to:

- **Section 1.4.2:** Include MHR Zone into Zoning Table;
- **Section 3.1.1:** Amend Fee Schedule reference from Appendix “E” to Appendix “F”;
- **Section 3.3 Development and Building Permits:** Expiry of incomplete building & development permit applications after six months of inactivity;
- **Section 3.9 Major Variances:** Clarify regulations subject to the variance process and update section to permit limited signage with approved murals;
- **Section 4.1.2 Accessory Buildings:** Replace “Gross Floor Area” with “Building Footprint” in the Accessory Buildings Table and include a subsection to prohibit basements in accessory structures;
- **Section 4.19 Amenity Space:** Create new subsection 4.19 Amenity Space for apartment buildings to define requirements for both indoor and outdoor amenity space;
- **Section 4.2.2 Decks and Other Projections into Yards:** Amend the height above grade for a deck to 0.3m (1 ft);
- **Section 6.2 Undersized Lots:** Repeal and replace section to clarify minimum development rights by allowing for a single detached dwelling;
- **Section 6.7 Garbage Area requirements:** Insert new subsection 6.7 to standardize site requirements for garbage storage areas on multi-residential developments; and renumber subsequent subsections;
- **Section 8.1.1 Zones:** Include MHR into Zoning Table;
- **Section 17 Medium Density Residential Townhouse (R-3T) Zone:** Remove and repeal apartment dwellings as a permitted use in the zone
- **Section 21.1.1 Medium Density Mixed Use Residential (MUR) Zone:** Clarify the permitted uses within the zone as Townhouse Dwellings, Semi-detached or Duplex Dwellings, Single-detached Dwellings, Nursing Homes and Community Care Facilities;
- **Section 44.5.1.b. Parking Lots:** Remove gravel as a permitted material for stable surface;
- **Section 45 General Provisions for Signage:** Insert additional fascia sign requirements for buildings over four (4) storeys in height in the 500 Lot Area;
- **Appendix A. Definitions:** Delete “Amenity Area” and its definition and replace with “Amenity Space” and its definition; insert definition for “Footprint”; and amend definition for “Multi-unit Dwelling”


Official Plan Housekeeping Amendments (PH-OPA.1) pertaining to:

- Amend Schedule “A” Future Land Use Map of the Official Plan to remove the designation Concept Planning Area and replace all properties designated as such with Comprehensive Planning Area

Notice of the proposed amendments was advertised in The Guardian newspaper on Saturday, June 12, 2021 and Saturday, June 19, 2021. Notice was also posted on the City’s website.

As of June 16, 2021, no letter of support or objection was received. Any letters received after this time and until noon on June 23, 2021 will be added to the package for Council.

Notes:

TITLE: PLANNING BOARD POST-PUBLIC MEETING REPORT ZONING & DEVELOPMENT BY-LAW AMENDMENTS FILE: PLAN-2021-01-FEBRUARY- GC-7		
MEETING DATE: February 01, 2021		Page 1 of 6
DEPARTMENT: Planning & Heritage	ATTACHMENTS: Attachment A – Expiry of Incomplete Permits Attachment B – Major Variance Attachment C – General Provisions for Buildings and Structures Attachment D – General Provisions for Lots and Lot Design for Undersized Lots Attachment E – General Provisions for Lots and Lot Design Garbage Areas Attachment F– Fascia Sign in the 500 Lot Area Attachment G – Appendix A Definitions	

RECOMMENDATION:

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 3.3 Development and Building Permits (Expiry of incomplete applications)
- Section 3.9.1 Major Variances (clarify that regulations in Zones outlined in Section 8 of the Zoning By-law can be subject to variance);
- Section 4.19 Amenity Space for apartment buildings;
- Section 6.2 Undersized Lots (clarifying minimum development rights);
- Section 6.7 Garbage Area requirements; and
- Section 45 General Provisions for Signage (Insertion of fascia sign requirements for buildings on corner lots over four (4) storeys in height in the 500 Lot Area); and
- Appendix A. Definitions (insert Amenity Space)

be *approved* to proceed to public consultation.

BACKGROUND / ANALYSIS:

Over the last few months the Planning Department has been conducting an internal audit on the Zoning & Development By-law, and researching other municipal zoning by-laws to clearly define

and improve departmental practices and processes. Zoning & Development By-laws in their nature are fluid documents that are amended in order to respond to not only community needs but municipal practices and processes, such setting expiry limits on incomplete permit submissions, defining reasonable uses of undersized lots or clearly defining the scope of regulations that can varied. In order to encourage compatibility of development in the community, the following amendments are proposed to mitigate potential land use development conflicts such as clarifying garbage and amenity spaces requirements.

Permit Applications and Application Processes – Development and Building Permits (Attachment A)

The Zoning & Development By-law contains provisions that allows for a building & development permit to be cancelled if no work has been done onsite after twelve (12) months of issuance. Staff is proposing an amendment to cancel an incomplete building & development permit after six (6) months after the submission date of the permit. This is due to the fact that the department has many incomplete files missing relevant information to issue a permit whereby applicants are no longer interested in pursuing a permit thereby abandoning said application. This amendment is to align with the City's Building By-law for abandoned applications.

3.3.7 If an application for a Development and/or Building Permit that is incomplete and remains so for a period of six (6) months, said application is considered abandoned and thus cancelled, null and void.

Permit Applications and Application Processes – Major Variances (Attachment B)

The Zoning & Development By-law broadly defines that any regulations could be subject to the major variance process as per Section 3.9. Past departmental planning practice has applied the major variance process to specific zoning regulations concerning building and lot requirements (i.e. setbacks, height). Previous ZBL specified that regulations found in Section 8, Zones pertaining to regulations for permitted uses could be varied. The proposed by-law amendment seeks to specifically define ZBL regulations that can be subject to the major variance process, specifically those outlined in Sections 9-43, all land use zones that state permitted uses and regulations for said permitted uses.

Where a Development and/or Building Permit application does not meet the regulations ~~of this by-law~~ of zones in this By-law as listed in Section 8, the applicant may apply for a Major Variance if the proposed Building or Development complies with the general intent and purpose of the City of Charlottetown Official Plan, and in any of the following circumstances:

General Provisions for Buildings and Structures (Attachment C)

Presently, the by-law does not contain any specific guidance on what can constitute features of an amenity space. As multi-dwelling developments have become increasingly in demand, and provides an important source of housing for residents, these types of developments should incorporate common amenities for residents. Staff is proposing the following regulations to enhance amenities for residents that would live in a multi-dwelling unit development.

4.19 AMENITY SPACE

4.19.1 Any multi-unit dwelling development that contains 15 or more units must provide amenity space at a minimum rate of 4.0 square metres for each dwelling unit, of which:

- a. at least 2.0 square metres for each dwelling unit is indoor amenity space located at or above established grade; and*
- b. at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space.*

General Provisions for Lots and Site Design – Undersized Lots (Attachment D)

Section 6.2 contains a provision for prescribed rights for existing lots that are undersized in terms of lot area and frontage. Current regulation broadly defines that existing undersized lots cannot be *deprived of the ability to make reasonable Use of said Lot in accordance with the zone in which it is located*. The term *reasonable* is not plainly defined, therefore staff is proposing that based on other municipal zoning by-laws that zones which permit a single-detached dwelling would at the very least allow for said use despite not having sufficient lot area or frontage. In all other zones, staff proposes that the *use* of said lot be allowed to be developed on the condition that the *use* is permitted in the subject zone and that all other standards of the zone are maintained.

6.2.1 In zones where a single detached dwelling is permitted, nothing in this By-law shall prevent the use of an undersized lot with respect to minimum lot area and frontage for a single-detached dwelling provided that all other standards of the zone are met.

6.2.2 In all other zones nothing in this By-law shall prevent the use of an undersized lot with respect to minimum lot area or frontage provided that:

- i) the use of such lot is permitted in the zone in which such lot is located;*
- ii) all other standards of the zone are maintained.*

General Provisions for Lots and Site Design – Garbage Areas (Attachments E)

The department has been consistently receiving feedback from residents regarding onsite waste handling of multi-residential developments. The Zoning & Development By-law contains provisions that require screened trash storage areas as a submission of a building permit. Staff has proposed to include specific regulations to mitigate impacts of onsite waste storage for multi-residential developments.

6.7 GARBAGE AREA

- 6.7.1 *Garbage containers shall be stored inside a building or within a garbage container enclosure and screened by a 1.8 metre opaque fence, except for residential development of less than four (4) dwelling units.*
- 6.7.2 *A garbage container enclosure shall not be located within the front yard in a residential zone and shall not be located within the front yard setback within all other zones.*
- 6.7.3 *Refuse areas should be located beside or behind buildings to minimize their visual impact from the street.*
- 6.7.4 *When a garbage container is located onsite and visible from a street, the enclosure shall improve the overall aesthetic of the streetscape, and use high quality materials incorporating design elements of the principal building.*
- 6.7.5 *A garbage container shall be accessible and unencumbered for collection at all times.*

General Provisions for Fascia Signage (Attachment F)

Amend a general provision in section 45.12.4 for placement of fascia signs on buildings situated on a corner lot in the 500 Lot Area. If a Business Premise is located on a Corner Lot, Signs may be erected on each street frontage of the building. Moreover, in the DC Zone, DMS Zone, PC Zone, and WF zone, buildings that are over four floors in height and located within 60 metres of the intersection of two public streets can also erect signage on the building façade above the fourth floor facing either or both public streets provided they meet all other provisions of the sign by-law with regard to maximum sign face area permitted on the building.

Signs shall be erected on a Building wall that abuts a public street. If a Business Premise is located on a Corner Lot, Signs may be erected on each façade of the building adjacent to a street or in the instance of a Shopping Centre, Signs may also be erected on one wall that abuts an interior Parking Lot;

Buildings that are four stories and higher that are located in the DC, DMS, PC and WF Zones, and situated within 60 metres of the intersection of two public streets can also erect signage on the building façade above the fourth floor facing either or both public streets provided they meet all other provisions of the sign by-law with regard to maximum sign face area permitted on the building;

Appendix A. Definitions (Attachment G)

To ensure consistency of wording throughout the by-law staff is proposing to replace “Amenity Area” with “Amenity Space” defined as follows:

Amenity Space means indoor or outdoor space on a lot that is communal and available for use by the occupants of a building on the lot for recreational or social activities.

OFFICIAL PLAN:

Compliance

The proposed set of zoning by-law amendments fulfill the intent and purpose of the Official Plan and therefore will not trigger a required amendment to the City of Charlottetown Official Plan.

LEGISLATIVE REQUIREMENTS:

Notification

If the proposed amendments to the Zoning & Development By-law PH-ZD.2 proceed to public consultation in February 2021, the Planning & Heritage Department notified the public of said public meeting in accordance with Section 3.10.7 of the Zoning & Development By-law PH-ZD.2.

CONCLUSION:

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 3.3 Development and Building Permits (Expiry of incomplete applications)
- Section 3.9.1 Major Variances (specifying zoning regulations subject to variance);
- Section 4.19 Amenity Space for apartment buildings;
- Section 6.2 Undersized Lots (clarifying minimum development rights);
- Section 6.7 Garbage Area requirements;
- Section 45 General Provisions for Signage (Insertion of fascia sign requirements for buildings over four (4) storeys in height in the 500 Lot Area); and
- Appendix A. Definitions (insert Amenity Space)

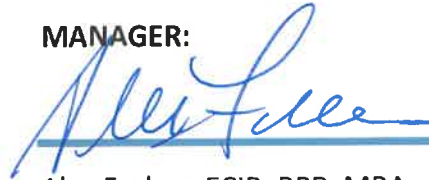
be *approved* to proceed to public consultation.

PRESENTER:



Robert Zilke, RPP MCIP
Planner II

MANAGER:



Alex Forbes, FCIP, RPP, MBA
Manager of Planning & Heritage

Attachment A

Insert a new subsection and renumber all proceeding subsections as follows:

- 3.3.6 If an application for a Development and/or Building Permit is incomplete, the Development Officer shall notify the applicant in writing within seven (7) calendar days of the submission.
- 3.3.7 *If an application for a Development and/or Building Permit that is incomplete and remains so for a period of six (6) months, said application is considered abandoned and thus cancelled, null and void.*
- 3.3.8 Where the Development Officer is unable to determine if an application meets the requirements of this by-law, or other by-laws or statutes which may be in force, the Development Officer may refer the application to the Planning Board, and after which a recommendation from the Planning Board, Council shall give direction on the disposition of the application.

Attachment A:
Amendments to Development and Building
Permits
File: PLAN-2021-01-FEB-



CHARLOTTETOWN
Planning & Heritage Department

Attachment B

Delete “this by-law” and insert “zones in this By-law as listed in Section 8” in section 3.9.1 as follows:

Where a Development and/or Building Permit application does not meet the regulations of ~~this by-law~~ of zones in this By-law as listed in Section 8, the applicant may apply for a Major Variance if the proposed Building or Development complies with the general intent and purpose of the City of Charlottetown Official Plan, and in any of the following circumstances:

Attachment B:
Amendments to Major Variances
File: PLAN-2021-01-FEB-


CHARLOTTETOWN
Planning & Heritage Department

Attachment C

Insert section 4.19 Amenity Space as follows:

4.19 AMENITY SPACE

4.19.1 Any multi-unit dwelling development that contains 15 or more units must provide amenity space at a minimum rate of 4.0 square metres for each dwelling unit, of which:

- a. at least 2.0 square metres for each dwelling unit is indoor amenity space located at or above established grade; and*
- b. at least 40.0 square metres is outdoor amenity space in a location adjoining or directly accessible to the indoor amenity space.*

Attachment C:
Amendments to General Provisions for
Buildings and Structures
File: PLAN-2021-01-FEB-


CHARLOTTETOWN
Planning & Heritage Department

Attachment D

Repeal and replace Section 6.2 with the following:

6.2 UNDERSIZED LOTS

6.2.1 Notwithstanding any other requirements of this By-law:

In zones where a single detached dwelling is permitted, nothing in this By-law shall prevent the use of an undersized lot with respect to minimum lot area and frontage for a single-detached dwelling provided that all other standards of the zone are met.

6.2.2 In all other zones nothing in this By-law shall prevent the use of an undersized lot with respect to minimum lot area or frontage provided that:

- i) the use of such lot is permitted in the zone in which such lot is located;*
- ii) all other standards of the zone are maintained.*

Attachment D:
Amendment to Undersized Lots
File: PLAN-2021-01-FEB-


CHARLOTTETOWN
Planning & Heritage Department

Attachment E

Insert a new subsection and renumber all proceeding subsections under the GENERAL PROVISIONS FOR LOTS AND SITE DESIGN as follows:

6.7 GARBAGE AREA

- 6.7.1 Garbage containers shall be stored inside a building or within a garbage container enclosure and screened by a 1.8 metre opaque fence, except for residential development of less than four (4) dwelling units.*
- 6.7.2 A garbage container enclosure shall not be located within the front yard in a residential zone and shall not be located within the front yard setback within all other zones.*
- 6.7.3 Refuse areas should be located beside or behind buildings to minimize their visual impact from the street.*
- 6.7.4 When a garbage container is located onsite and visible from a street, the enclosure shall improve the overall aesthetic of the streetscape, and use high quality materials incorporating design elements of the principal building.*
- 6.7.5 A garbage container shall be accessible and unencumbered for collection at all times.*

Attachment E:
Amendments to General Provisions for Lots
and Site Design
File: PLAN-2021-01-FEB-


CHARLOTTETOWN
Planning & Heritage Department

Attachment F

Amend and insert under the **GENERAL PROVISIONS FOR FASCIA SIGNS** the following:

Zone	Dimensions	General Provisions
DMUN Zone	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, <i>Signs may be erected on each façade of the building adjacent to a street or in the instance of a</i>
DC Zone DMS Zone PC Zone WF Zone	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.	Shopping Centre, Signs may also be erected on one wall that abuts an interior Parking Lot; <i>Buildings that are four stories and higher that are located in the DC, DMS, PC AND WF Zones and situated within 60 metres of the intersection of two public streets can also erect signage on the building façade above the fourth floor facing either or both public streets provided they meet all other provisions of the sign by-law with regard to maximum sign face area permitted on the building;</i>
C-1 Zone DMU Zone I Zone MUC Zone OS Zone P Zone PZ Zone	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 be erected on a maximum of three Building walls, in accordance with Section 5.12.4.a;
C-2 Zone C-3 Zone	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.	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;
A Zone M-1 Zone M-2 Zone M-3 Zone	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 shall not extend beyond the extremities of the wall upon which it is erected;

Attachment F:
Amendments to General Provisions for Fascia
Signage
File: PLAN-2021-01-FEB-


CHARLOTTETOWN
Planning & Heritage Department

Attachment G

Appendix A. Definitions are amended as follows:


- 1) By replacing the definition alphabetically for "Amenity Area" with "Amenity Space" proceeding after "Alter or Alteration" but before the existing definition "Animal Shelter" as follows:

~~**Amenity Area** means an area of land set aside for the purposes of visual improvement or relaxation.~~

Amenity Space means indoor or outdoor space on a lot that is communal and available for use by the occupants of a building on the lot for recreational or social activities.

Attachment G:
Amendments to Appendix A. Definitions
File: PLAN-2021-01-FEB-


CHARLOTTETOWN
Planning & Heritage Department

TITLE: PLANNING BOARD REPORT ZONING & DEVELOPMENT BY-LAW AMENDMENTS FILE: PLAN-2021-01-Feb -C8		
MEETING DATE: February 1, 2021		Page 1 of 3
DEPARTMENT: Planning & Heritage	ATTACHMENTS: Attachment A – Permitted Uses in the (MUR) Medium Density Mixed Use Residential Zone Attachment B – Permitted Uses in the (R3-T) Medium Density Residential Townhouse Zone.	

RECOMMENDATION:

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 17.1.(3) Permitted Uses in the Medium Density Residential Townhouse (R-3T) Zone;
- Section 17.2 Regulations for Apartment Dwellings in the Medium Density Residential Townhouse (R-3T) Zone;
- Section 21.1.1 Permitted Uses in the Medium Density Mixed Use Residential Zone (MUR);

be approved to proceed to public consultation.

BACKGROUND / ANALYSIS:

The amendments proposed within this report largely are related to permitted uses within the (MUR) Medium Density Mixed Use Residential Zone and the Medium Density Mixed Use Residential Townhouse (R-3T) Zone.

(MUR) Medium Density Mixed Use Residential Zone (Attachment A)

In 2016 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 to allow for housing options that would meet the needs of people at different ages and stages in their lives. The purpose of the mixing requirement was to prevent large tracts of one form of housing occurring in a specific area. Following the approval of the East Royalty Master Plan and the implementing zoning regulations for the MUR zone some further amendments to the Zoning and Development Bylaw occurred in 2018. At that time, the wording in Section 21.1.1 that described the permitted uses in the MUR Zone was revised and as a result became unclear and somewhat conflicting with the regulations for the uses described for the zone in Section 21.2 of the Zoning & Development By-law. This amendment is proposed to clearly outline the permitted

uses in the MUR Zone. The MUR Zone permits a mix of single detached dwellings, semi-detached or duplex dwellings, townhouse dwellings, nursing homes and community care facilities. These uses are permitted in the subdivision through stipulated percentages. In Section 21.1 *Permitted Uses* the Bylaw states, “*Uses as permitted in the R-3 Zone subject to the Regulations for Permitted Uses in the R-3 Zone and the following Regulations for Mixed Density Distribution in the MUR Zone section.*” Although this section refers to the regulations for the MUR Zone pertaining to the uses that are listed in Section 21.2 of the Bylaw it has caused some confusion in the interpretation of Section 21.1.1 given that this section states, “*Uses as permitted in the R-3 Zone subject to the Regulations for Permitted Uses in the R-3 Zone*” It has been interpreted by some as an “or” situation as opposed to an “in addition to” the regulations in Section 21.2 “*Regulations for Mixed Density Distribution*”. Staff are therefore proposing to clearly list the permitted uses for the MUR Zone under Section 21.1.1 of the Zoning and Development Bylaw.

(R-3T) Medium Density Residential Townhouse Zone (Attachment B)

The second amendment deals with the permitted uses in the (R-3T) Medium Density Residential Townhouse Zone. This was also a new zone introduced during the development of the East Royalty Master Plan. This zone was developed to introduce additional density in the form of townhouses within the neighbourhood of East Royalty and other areas of the City. The zone was developed as a medium density zone with the most intensive use being various forms of townhouse developments. It was to be less intensive than the (R-3) Medium Density Residential Zone which permits apartment buildings. During an amendment to the Bylaw apartment uses were added to this zone. By adding apartment uses to this zone it makes the R-3T Zone a duplicate of the R-3 Zone and does not promote the use of townhouses within the zone which is what the zone was intended to do. Staff are therefore recommending that the apartment uses be removed from the Bylaw by repealing sections 17.1.3 *Apartment Dwelling* and Section 17.2 *Regulations for Apartment Dwellings*.

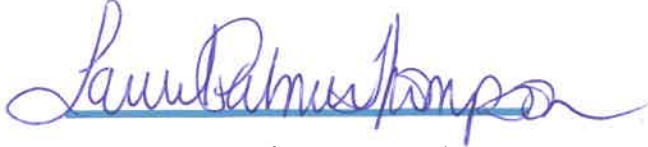
CONCLUSION:

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 17.1.(3) Permitted Uses in the Medium Density Residential Townhouse (R-3T) Zone;
- Section 17.2 Regulations for Apartment Dwellings in the Medium Density Residential Townhouse (R-3T) Zone;
- Section 21.1.1 Permitted Uses in the Medium Density Mixed Use Residential Zone (MUR);

be *approved* to proceed to public consultation.

PRESENTER:



Laurel Palmer Thompson, RPP,
MCIP
Planner II

MANAGER:



Alex Forbes, RPP, MCIP, MBA
Manager of Planning & Heritage

Attachment A

Section 21.1.1, amend by removing the words “~~Uses as permitted in the R-3 Zone~~” and adding the words “The following uses are permitted” subject to the Regulations for Permitted Uses for the R-3 Zone and the following Regulations for Mixed Density Distribution, in the MUR Zone Section amend by adding the following numbers “ 21.2;”

Also amend by adding the following Sections

21.1.2 Single detached dwellings,

21.1.3 Semi-Detached

21.1.4 Duplex Dwelling,

21.1.5 Townhouse Dwelling,

21.1.6 Stacked Townhouse Dwelling

21.1.7 Block Townhouse Dwelling

21.1.8 Nursing Home

21.1.9 Community Care Facility.

as follows:

Section 21.1.1, “~~Uses as permitted in the R-3 Zone~~” **The following uses are permitted** subject to the Regulations for Permitted Uses for the R-3 Zone and the following Regulations for Mixed Density Distribution, in the MUR Zone Section **21.2;**

21.1.2 Single detached dwellings,

21.1.3 Semi-Detached

21.1.4 Duplex Dwelling,

21.1.5 Townhouse Dwelling,

21.1.6 Stacked Townhouse Dwelling

21.1.7 Block Townhouse Dwelling

21.1.8 Nursing Home

21.1.9 Community Care Facility.

17.5 ACCESSORY AND SECONDARY USES

17.5.1 Notwithstanding the requirements, the following are permitted as accessory or secondary uses:

- a. Accessory Building;
- b. Home Occupation; and
- c. Home Daycare

Attachment A:
Regulations for Medium Density Mixed Use
Residential Zone (MUR)
File: PLAN-2021-01-Feb



Attachment B

Section 17.1, amend by removing and repealing subsection ~~17.1.3 Apartment Dwelling~~, and renumber subsections 17.1.3 to 17.1.9 to the following:

~~17.1.3 Apartment Dwelling;~~

17.1.3 Block Townhouse Dwelling;

17.1.4 Converted Dwelling;

17.1.5 Lodging House Limited;

17.1.6 Stacked Townhouse Dwelling;

17.1.7 Townhouse Dwelling;

17.1.8 The following Institutional uses are permitted in the R-3 Zone, subject to the Regulations for Permitted Uses for the Institutional (I) Zone

- a. Community Building;
- b. Community Care Facility;
- c. Community Institutional;
- d. Commercial Daycare Centre; and
- e. Nursing Home

as follows:

17.1 PERMITTED USES

17.1.1 Uses permitted in the R-1N Zone subject to the Regulations for Permitted Uses for the R-1N Zone;

17.1.2 Uses permitted in the R-2 Zone subject to the Regulations for the Permitted Uses for the R-2 Zone;

17.1.3 Block Townhouse Dwelling;

17.1.4 Converted Dwelling;

17.1.5 Lodging House Limited;

17.1.6 Stacked Townhouse Dwelling;

17.1.7 Townhouse Dwelling;

17.1.8 The following Institutional uses are permitted in the R-3 Zone, subject to the Regulations for Permitted Uses for the Institutional (I) Zone

- a. Community Building;
- b. Community Care Facility;
- c. Community Institutional;
- d. Commercial Daycare Centre; and
- e. Nursing Home

Remove and Repeal Section 17.2 Regulations For Apartment Dwellings and renumber Sections 17.3 to 17.6 to the following:

17.2 REGULATIONS FOR APARTMENT DWELLINGS

	Interior Lot	Corner Lot
1 Lot Area (Minimum)	115 sq. m (1,237.9 sq ft) per unit	140 sq. m (1,507.0 sq ft) per unit
2 Lot Frontage (Minimum)	25 m (82 ft)	30 m (98.4 ft)
3 Front Yard (Minimum)	6.0 m (19.7 ft)	6.0 m (19.7 ft)
4 Rear Yard (Minimum)	6.0 m (19.7 ft)	6.0 m (19.7 ft)
5 Side Yard (Minimum)		
Eight (8) or less units	3.0 m (9.8 ft)	3.0 m (9.8 ft)
More than eight (8) units	4.5 m (14.8 ft)	6.0 m (19.7 ft)
6 Flankage Yard (Minimum)		6.0 m (19.7 ft)
7 Height (Maximum)	15.0 m (49.2 ft)	15.0 m (49.2 ft)

17.2 REGULATIONS FOR TOWNHOUSE, STACKED AND BLOCK TOWNHOUSE DWELLINGS

	Interior Lot	Corner Lot
1 Lot Area (Minimum)		
Townhouse	195 sq m (2,099.0 sq ft) per unit	220 sq m (2,368.1 sq ft) per unit
Stacked Townhouse	140 sq m (1,507.0 sq ft) per unit	165 sq m (1,776.0 sq ft) per unit
2 Lot Frontage Per Unit and Per Stack (2) Units for Stacked Townhouses (Minimum)	6.1 m (20.0 ft) OR 25.0 m (82 ft) whichever is less	9.0 m (29.5 ft) OR 30.0 m (98.4 ft) whichever is less
3 Front Yard		
Front Access (Minimum)	6.0 m (19.7 ft)	6.0 m (19.7 ft)
Rear Lane Access (Minimum)	4.3 m (14.1 ft)	4.3 m (14.1 ft)
4 Rear Yard		
Front Access (Minimum)	7.5 m (24.6 ft)	7.5 m (24.6 ft)
Rear Lane Access (Minimum)	10.5 m (34.4 ft)	10.5 m (34.4 ft)
5 Side Yard (Minimum)	3.0 m (9.8 ft)	3.0 m (9.8 ft)
6 Flankage Yard (Minimum)		6.0 m (19.7 ft)
7 Height (Maximum)	12.0 m (39.4 ft)	12.0 m (39.4 ft)

17.2.1 Regulations for Townhouses, Stacked and Block Townhouse Dwellings include:

- (a) Where Dwelling Units are to be subdivided, an Easement in favour of the central units for access to the Rear Yards from the Street shall be provided.*
- (b) A maximum of 8 consecutive Dwelling Units*
- (c) Where 8 consecutive Dwelling Units are proposed, individual Dwelling Units shall not exceed 6.5 m (21.3 ft) in width.*

17.3 REGULATIONS FOR LODGING HOUSES AND GROUP HOMES

	Interior Lot	Corner Lot
1 Lot Area (Minimum)	325 sq. m (3,498.3 sq. ft)	395 sq. m (4,251.9 sq. ft)
2 Lot Frontage (Minimum)	10.6 m (34.8 ft)	15 m (49.2 ft)
3 Front Yard (Minimum)	6.0 m (19.7 ft)	6.0 m (19.7 ft)
4 Rear Yard (Minimum)	6.0 m (19.7 ft)	6.0 m (19.7 ft)
5 Side Yard (Minimum)	1.8 m (6 ft)	1.83 m (6 ft)
6 Flankage Yard (Minimum)		6.0 m (19.7 ft)
7 Height (Maximum)	12.0 m (39.4 ft)	12.0 m (39.4 ft)


The number of rooms is determined by the following:

- a. For the first 325 sq. m (3,498.3 sq. ft.) for an interior lot and 395 sq. m (4,251.7 sq. ft.) for a corner lot of Lot Area, four (4) bedrooms are permitted;
- b. For every additional bedroom or lodging room over four (4) bedrooms or lodging rooms, the Lot area must be increased by 90 sq. m (968.7 sq. ft.) thereof.

17.4 CONVERTED DWELLING

17.4.1 An existing Dwelling may be Altered and used as a Duplex, Semi-detached or a Multi-unit Dwelling provided that:

- a. The Building is structurally sound and the conversion satisfies the requirements under the *City of Charlottetown Building Code By-law*.
- b. The conversion can be undertaken without extreme Alterations or Additions excepting the construction or addition of new windows, fire escapes and outside stairways;
- c. The number of Dwelling Units permitted shall be consistent with that which is permitted for an Apartment Dwelling.

TITLE: PLANNING BOARD REPORT CITY OF CHARLOTTETOWN FUTURE LAND USE MAP AMENDMENT FILE: PLAN-2021-01-Feb- C9		
MEETING DATE: February 1, 2021		Page 1 of 1
DEPARTMENT: Planning & Heritage	ATTACHMENTS: Attachment A –Appendix “A” City of Charlottetown Future Land Use Map	

RECOMMENDATION:

The Planning & Heritage Department recommends that the proposed amendments to Appendix “A” City of Charlottetown Future Land Use Map of the Official Plan to:

- remove the land use designation “Concept Planning Area” from the map and replace the land use designation of all properties designated as such with “Comprehensive Planning Area;”

be approved to proceed to public consultation.

BACKGROUND / ANALYSIS:

The amendments proposed within this report are related to lands that are designated as Concept Planning Area on Appendix “A” of the City of Charlottetown Future Land Use Map.

(MUR) Medium Density Mixed Use Residential Zone (Attachment A)

The Future Land Use Map, Appendix “A” is a general interpretation of various future land-use activities within the City. The Map shows various land use designations for properties located throughout the City. The purpose for this amendment is to remove differing terminology for land use designations that describe the same land use. Currently the Future Land Use Map shows designations for “Comprehensive Planning Area” and “Concept Planning Area”. Although these appear to be different land use designations they are actually the same land use and therefore, the same planning policies and regulations under the Zoning and Development Bylaw apply to both. Over the years the terms have been used interchangeably and has caused some confusion especially when the process for approval of a Development Concept Plan is carried out under Section 42 of the Zoning and Development Bylaw. Most City Planning documents refer to this land use as Comprehensive Planning Area. The Zoning and Development Bylaw refers to this Zone as Comprehensive Development Area Zone (CDA).

Therefore, to keep the City of Charlottetown Future Land Use Map, Appendix “A” of the Official Plan and references to this land use and zoning designation consistent throughout the City’s planning and zoning documents staff are therefore proposing to remove the land use designation

"Concept Planning Area" from Appendix "A" of the Official Plan and replace all properties designated as such on Appendix "A" Future Land Use Map with the Comprehensive Planning Area land use designation.

CONCLUSION:

The Planning & Heritage Department recommends that the proposed amendment pertaining to:

- Appendix "A" City of Charlottetown Future Land Use Map of the Official Plan to remove the land use designation "Concept Planning Area" from the map and replace all properties designated as such with "Comprehensive Planning Area";

be approved to proceed to public consultation.

PRESENTER:



Laurel Palmer Thompson, RPP,
MCIP
Planner II

MANAGER:




Alex Forbes, RPP, MCIP, MBA
Manager of Planning & Heritage

Remove Concept Planning Area as a land use from Appendix "A"



CHARLOTTETOWN
Planning & Heritage Department

CITY OF CHARLOTTETOWN OFFICIAL PLAN AND ZONING & DEVELOPMENT BY-LAW WATER LOT AMENDMENTS FILE: PLAN-2021-06-April-6C-6		
MEETING DATE: April 6th, 2021		Page 1 of 16
DEPARTMENT: Planning & Heritage	Attachment A ZB Section 34 and 35 amendments Attachment B ZB Parking Provision Attachment C Signage Provisions Attachment D Definitions Attachment E Zoning By-law Map Changes Attachment F Official Plan Map changes Attachment G Official Plan Policy Changes	

RECOMMENDATION:

The Planning and Heritage Department recommends that the proposed Official Plan and Zoning and Development By-law amendments pertaining to

- Section 3.5.5 of the Official Plan Waterfront Development;
- Appendix A Official Plan – Future Land Use Map
- Zoning & Development By-law amendments pertaining to:
- Section 1.4 (d) Zones
- Add Section 34 to create a WATER LOT-COMMERCIAL ZONE (WL-C) with Regulations
- Add Section 35 to create a WATER LOT - OPEN SPACE WATER ZONE (WL-OS)
- Appendix G. Zoning Map to designate two new water lot zones (WL-C and WL-OS)
- Appendix A. Add new Definitions;

In addition, staff are recommending amendments to the variance process to permit limited signage within approved murals.

- Proposed changes to section (i) 3.9.1 Major Variances of the Zoning By-law;
- be approved to proceed to public consultation

PROPOSED SIGNAGE AMENDMENTS TO THE ZONING AND DEVELOPMENT BY- LAW

Amendments to make permit applications to Planning Board regarding signage in murals

Staff have recently received a request to permit limited signage within a mural in the downtown area. Section 44.3.1 of the Zoning By-law deals with Prohibited Signs in the Zoning By-law as outlined section p. Section p stipulates that *“Murals or any Sign painted upon a Building or Structure in the 500 Lot Area, unless it has been approved by the Arts Advisory Board and approved by Council.”* A recent mural reviewed by the Arts Advisory Committee was vetted through the Planning Department before it was forwarded to Council for approval. Planning staff noted that they could not approve the mural because it had signage embedded in it that contravened the provisions of the signage by-law. The issue wasn’t the mural per se but the signage inside the mural. The Arts Advisory Committee questioned what the process would be to get the signage issue approved by Council as well. Staff noted that there wasn’t a mechanism to review the signage issue because the sign by-law does not permit variance applications. Staff were asked to revisit this issue to see if there was a way to review this type of application moving forward.

Staff reviewed the Zoning By-law and would note that a similar provision was recently provided in the Zoning By-law to permit the Heritage Board to make variance requests to the Planning Board for variances (including signage) as it applies to designated heritage properties. If Council wishes

to introduce a similar mechanism to the Art Advisory Board it could be adopt the following amendment to the Zoning By-law. Insert after Section (i) of 3.9.1 Major Variances the following section. (j) The need for consideration of a Major Variance is supported by a recommendation from the Arts Advisory Board and the proposed signage is deemed aesthetically appropriate in nature, location, size and scale for enhancing or supporting the art and cultural needs of the community as a whole.

CONCLUSION: The Planning and Heritage Department recommends that the proposed Official Plan and Zoning and Development By-law amendments pertaining to


- Proposed changes to section (i) 3.9.1 Major Variances of the Zoning By-law;
- be approved to proceed to public consultation

MANAGER:



Alex Forbes RPP, FCIP

Manager of Planning and Heritage

TITLE: PLANNING BOARD REPORT ZONING & DEVELOPMENT BY-LAW AMENDMENTS FILE: PLAN-2021-03-MAY-6C-5	
MEETING DATE: May 03, 2021	Page 1 of 4
DEPARTMENT: Planning & Heritage	ATTACHMENTS: Attachment A – Insert MHR into Zone Table Attachment B – Amend Reference to Fee Schedule Attachment C – Accessory Building Table Attachment D – Decks and Other Projections into Yards Attachment E – Insert MHR into Zone Table Attachment F– Surfacing Requirements for Parking Lot Attachment G – Appendix A Definitions for Footprint and Multi-unit Dwelling

RECOMMENDATION:

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 1.4.2 Zoning Table (Include MHR into table)
- Section 3.1.1 Amend reference to Fee Schedule (Appendix F rather than Appendix E);
- Section 4.1.2 Replace Gross Floor Area with Building Footprint in the Accessory Buildings Table and include a subsection to prohibit basements in accessory structures;
- Section 4.2.2 Amend the height above grade for a deck to 0.3m (1 ft);
- Section 8.1.1 Zoning Table (Include MHR into table)
- Section 43.5.1.b. Remove gravel as a permitted material for stable surface; and
- Appendix A. Definitions (insert Footprint and amend definition for Multi-unit Dwelling)

be *approved* to proceed to public consultation.

BACKGROUND / ANALYSIS:

Recently staff in the Planning Department have been tracking housekeeping amendments for the Zoning & Development By-law, in order to ensure that references are correct and to include

updates to development standards. Zoning & Development By-laws in their nature are fluid documents that are amended in order to respond to not only community needs but municipal practices and processes, such as defining maximum accessory building size, appropriate hard surfacing material to be used in parking lots and providing clarification on definitions.

Section 1.4.2 and 8.1.1 Zoning Tables (Attachment A and E)

The Zoning & Development By-law included a new residential zone, Manufactured Housing Residential (MHR) Zone, but the zoning table in section 1.4.2 and 8.1.1 was not updated to reflect this change. Staff is now proposing to correct this by including the existing zone into the tables.

Amend Reference to Fee Schedule (Attachment B)

The Zoning & Development By-law has gone through numerous amendments that has resulted in a change to the order and lettering of existing tables and appendices, such as, the fee schedule. This would be a housekeeping amendment to correct the reference to the fee schedule.

Accessory Building Table (Attachment C)

Presently, the by-law provides a total gross floor area (GFA) for accessory buildings pending the lot size. However, the definition of GFA excludes a considerable amount of area used in these types of buildings (i.e. car parking, storage, common corridors). Staff is proposing to address this discrepancy by replacing GFA with Building Footprint and specifically include a subsection to restrict accessory buildings from having basements in order to limit the total size of the structure.

Decks and Other Projections into Yards (Attachment D)

Since the adoption of the current by-law there has been a notation error in the Decks and Projections into Yards table. Subsection (i) and (j) referred to deck height of 1m (3.3ft) when read in conjunction with subsection (h) projections for decks with a height of 0.3m (1ft) leaves a discrepancy between these two heights for decks. Staff believes that the original intent was to have subsection (i) and (j) to refer to decks with a height between at grade and up to a foot above grade.

Defining Materials to be used for a Parking Lot (Attachment F)

As per a request from the Public Works department, staff is proposing to remove gravel as an acceptable material for a parking lot, defined as an area to accommodate four (4) or more parking spaces. The reason is to avoid loose gravel from entering and damaging the right-of-way ROW. A jurisdictional scan of other municipalities confirms that this is common practice for parking lots.

Appendix A. Definitions (Attachment G)

Presently, a three-unit dwelling is not defined in the by-law, therefor staff is proposing to include a three-unit dwelling under the definition of a Multi-unit dwelling to account for the gap between the already defined two-unit and four-unit dwelling. Staff is also proposing to define “Footprint”, a term to replace the GFA in the accessory building table referenced above as follows:

Footprint means the area of a building on a lot, including land over which the building projects, but excluding any area below the eaves of a roof, and any portion not covered by a roof, such as unsheltered steps, verandas or decks.

Multi-unit Dwelling means a Building containing three or more Dwelling Units.

OFFICIAL PLAN:

Compliance

The proposed set of zoning by-law amendments fulfill the intent and purpose of the Official Plan and therefore will not trigger a required amendment to the City of Charlottetown Official Plan.

LEGISLATIVE REQUIREMENTS:

Notification

If the proposed amendments to the Zoning & Development By-law PH-ZD.2 proceed to public consultation, the Planning & Heritage Department notified the public of said public meeting in accordance with Section 3.10.7 of the Zoning & Development By-law PH-ZD.2.

CONCLUSION:

The Planning & Heritage Department recommends that the proposed Zoning & Development By-law amendments pertaining to:

- Section 1.4.2 Zoning Table (Include MHR into table)
- Section 3.1.1 Amend reference to Fee Schedule (Appendix F rather than Appendix E);
- Section 4.1.2 Replace Gross Floor Area with Building Footprint in the Accessory Buildings Table and include a subsection to prohibit basements in accessory structures;
- Section 4.2.2 Amend the height above grade for a deck to 0.3m (1 ft);
- Section 8.1.1 Zoning Table (Include MHR into table)
- Section 43.5.1.b. Remove gravel as a permitted material for stable surface; and
- Appendix A. Definitions (insert Footprint and amend definition for Multi-unit Dwelling)


be *approved* to proceed to public consultation.

PRESENTER:



Robert Zilke, RPP MCIP
Planner II

MANAGER:



Alex Forbes, FCIP, RPP, MBA
Manager of Planning & Heritage

Attachment A

Insert Manufactured Housing Residential (MHR) under Residential as follows:

	Land Use Category	Land use Zone	Symbol
a.	Residential	i. Single Detached	R-1L
		ii. Single Detached	R-1S
		iii. Narrow Single Detached	R-1N
		iv. Manufactured Housing	MH
		v. Manufactured Housing Residential	MHR
		vi. Low Density	R-2
		vii. Low Density Single	R-2S
		viii. Medium Density	R-3
		ix. Medium Density Townhouse	R-3T
		x. Apartment	R-4
		xi. Apartment – A	R-4A
		xii. Apartment – B	R-4B
		xiii. Medium Density Mixed Use	MUR
b.	Mixed use Residential + Commercial	i. East Royalty Mixed Use Village Centre	ER-MUVC
		ii. Mixed-Use Corridor	MUC
		iii. Business Office	C-1
		iv. Highway	C-2
		v. Shopping Centre	C-3
		vi. Downtown Neighbourhood	DN
		vii. Downtown Mixed Use Neighbourhood	DMUN
		viii. Downtown Mixed Use	DMU
		ix. Downtown Core	DC
		x. Waterfront	WF
c.	Employment/Industrial	i. Industrial Light	M-1
		ii. Industrial Heavy	M-2
		iii. Business Park	M-3
		iv. Airport	A
		v. Port	PZ
		vi. Parking	P

Attachment A:
Amendments to Section 1.4.2 Zone (Table)
File: PLAN-2021-03-MAY-


CHARLOTTETOWN
Planning & Heritage Department

Attachment B

Amend the reference to the Fee Schedule to Appendix F as follows:

3.1 FEES FOR PERMITS AND RELATED SERVICES

- 3.1.1 The City shall collect fees for permit applications and related services as outlined in the Fee Schedule (Appendix F) and as enabled by the *Planning Act*.

Attachment B:
Amendments to Section 3.1 Fees for Permits
and Related Services
File: PLAN-2021-03-MAY-



CHARLOTTETOWN
Planning & Heritage Department

Attachment C

Replace Gross Floor Area with Building Footprint and include subsection (f) to prohibit basements in a Accessory Building as follows:

	Lot Area	# of Accessory Buildings permitted	Total Building Footprint (maximum)	Height (maximum)
a.	0 to 0.499 Acres (0 to 21,779sq ft)	Two	10% of the Lot Area, up to a maximum of 69.68sq m (750sq ft)	5.3m (17.5ft)
b.	0.5 to 0.99 Acres (21,780sq ft to 43,559sq ft)	Two	78.97sq m (850sq ft)	6.1m (20ft)
c.	1 Acre or more (43,560sq ft or more)	Three	111.48sq m (1,200sq ft); however, no Accessory Building shall exceed 78.97sq m (850sq ft)	6.1m (20ft)

- d. Minimum distance to the Side and Rear Lot Line: 1.2 m (3.9 ft) measured to the wall of the Accessory Building.
- e. Minimum separation distance between Accessory Buildings, or between an Accessory Building and the main Building: 1.2 m (3.9 ft) measured to any projections, eaves, Decks, etc.
- f. Accessory Buildings are prohibited from containing a basement or any below grade construction.

Attachment C:
Amendments to Accessory Buildings Table
File: PLAN-2021-03-MAY-


CHARLOTTETOWN
Planning & Heritage Department

Attachment D

Repeal and replace Section 4.2.2 (i) & (j) with “0.3 m (1 ft)” as follows:

Structure	Yard in which projection is permitted	Maximum projection into Yard	Minimum distance from Lot Line
h. Deck 0.3 m (1.0 ft) or more above Grade	Rear Yard Flankage Yard Side Yard		Same as minimum Side Yard for the Building, except in R-1L R-1S, R-1N, R-2 and R-2S Zones where the Setback is 4.6 m (15.1 ft) from the Rear Lot Line
i. Deck at Grade or less than 0.3 m (1 ft)	Rear Yard Flankage Yard Side Yard		1.0 m (3.3 ft)
j. Deck at Grade or less than 0.3 m (1 ft)	Front Yard	1.83m (6 ft)	2.0 m (6.6 ft)
k. Porch	Front Yard Flankage Yard Rear Yard	1.5 m (4.9 ft)	1.0 m (3.3 ft)

Attachment D:
Amendment to Decks and Other Projections
into Yards
File: PLAN-2021-03-MAY-


CHARLOTTETOWN
Planning & Heritage Department

Attachment E

Insert Manufactured Housing Residential (MHR) under Residential as follows:

	Land Use Category	Land use Zone	Symbol
a.	Residential	i. Single Detached	R-1L
		ii. Single Detached	R-1S
		iii. Narrow Single Detached	R-1N
		iv. Manufactured Housing	MH
		v. Manufactured Housing Residential	MHR
		vi. Low Density	R-2
		vii. Low Density Single	R-2S
		viii. Medium Density	R-3
		ix. Medium Density Townhouse	R-3T
		x. Apartment	R-4
		xi. Apartment – A	R-4A
		xii. Apartment – B	R-4B
		xiii. Medium Density Mixed Use	MUR
b.	Mixed use Residential + Commercial	i. East Royalty Mixed Use Village Centre	ER-MUVC
		ii. Mixed-Use Corridor	MUC
		iii. Business Office	C-1
		iv. Highway	C-2
		v. Shopping Centre	C-3
		vi. Downtown Neighbourhood	DN
		vii. Downtown Mixed Use Neighbourhood	DMUN
		viii. Downtown Mixed Use	DMU
		ix. Downtown Core	DC
		x. Waterfront	WF

Attachment E:
Amendments to Section 8.1.1 Zone Table
File: PLAN-2021-03-MAY-


CHARLOTTETOWN
Planning & Heritage Department

Attachment F

Amend hard surfacing of parking areas and driveways to be asphalt or cement, removing gravel as an option as follows:

- 43.5.1 Where four (4) or more Parking Spaces are required for the land use on a Lot, the following minimum requirements shall apply:
- a. the Parking Spaces shall be on a stable surface having a minimum size of 2.75 m (9.0 ft) wide by 6.1 m (20.0 ft) in length, with an aisle width of 6.7 m (22.0 ft) for right angle Parking, 5.49 m (18.0 ft) for 60° Parking, 3.35 m (11.0 ft) for 45° or less;
 - b. the Parking area shall be on a stable hard surface (pavement, cement) to prevent the raising of dust and to prevent tracking materials on to a Street;

Attachment F:
Amendments to Surfacing to Parking Lots
File: PLAN-2021-03-MAY-


CHARLOTTETOWN
Planning & Heritage Department

Attachment G

Appendix A. Definitions are amended as follows:

- 1) Inserting the definition for "Footprint" proceeding "Floor Area, Gross" as follows:

Footprint means the area of a building on a lot, including land over which the building projects, but excluding any area below the eaves of a roof, and any portion not covered by a roof, such as unsheltered steps, verandas or decks.

and

- 2) By amending the existing definition "Multi-unit Dwelling" to include three units or greater as follows:

Multi-unit Dwelling means a Building containing ~~four~~ three or more Dwelling Units.

Attachment G:
Amendments to Appendix A. Definitions
File: PLAN-2021-03-MAY-


CHARLOTTETOWN
Planning & Heritage Department



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#7

MOTION CARRIED

10-0 Carried

MOTION LOST

Date: February 08, 2021

Moved by Councillor

Mike Duffy

Mike Duffy

Seconded by Councillor

Julie McCabe

Julie McCabe

RESOLVED:

That the proposed amendments to the Zoning & Development Bylaw (PH-ZD.2) pertaining to sections as attached, be approved to proceed to public consultation.



CITY OF CHARLOTTETOWN

Planning #7

ZONING & DEVELOPMENT BYLAW (PH-ZD.2) PROPOSED AMENDMENTS

- **Section 3.3 Development and Building Permits: Expiry of incomplete building & development permit applications after six months of inactivity;**
- **Section 3.9.1 Major Variances: Clarify regulations subject to the variance process;**
- **Section 4.19 Amenity Space for apartment buildings: Define requirements for both indoor and outdoor amenity space;**
- **Section 6.2 Undersized Lots: Clarify minimum development rights by allowing for a single detached dwelling;**
- **Section 6.7 Garbage Area requirements: Standardize site requirements for garbage storage areas on multi-residential developments;**
- **Section 45 General Provisions for Signage: Insertion of additional fascia sign requirements for buildings over four (4) storeys in height in the 500 Lot Area;**
- **Appendix A. Definitions: Delete “Amenity Area” and its definition and replace with “Amenity Space” and its definition.**



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#8

MOTION CARRIED

10-0 (Carried)

MOTION LOST

Date: February 08, 2021

Moved by Councillor

Mike Duffy

Mike Duffy

Seconded by Councillor

Julie McCabe

Julie McCabe

RESOLVED:

That the proposed amendments to the Zoning & Development Bylaw (PH-ZD.2) pertaining to sections as attached, be approved to proceed to public consultation.



CITY OF CHARLOTTETOWN

Planning #8

ZONING & DEVELOPMENT BYLAW (PH-ZD.2) PROPOSED AMENDMENTS

- **Section 21.1.1 Medium Density Mixed Use Residential (MUR) Zone to clarify the permitted uses within the zone as Townhouse Dwellings, Semi-detached or Duplex Dwellings, Single-detached Dwellings, Nursing Homes and Community Care Facilities;**
- **Section 17 Medium Density Residential Townhouse (R-3T) Zone to remove and repeal apartment dwellings as a permitted use in the zone**



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#9

MOTION CARRIED 10-0 Carried

MOTION LOST _____

Date: February 08, 2021

Moved by Councillor _____

Mike Duffy

Mike Duffy

Seconded by Councillor _____

Julie McCabe

Julie McCabe

RESOLVED:

That the request to amend Schedule "A" Future Land Use Map of the Official Plan to remove the designation Concept Planning Area and replace all properties designated as such with Comprehensive Planning Area, be approved to proceed to public consultation.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#5

MOTION CARRIED

10-0 (Carried)

MOTION LOST

Date: April 12, 2021

Moved by Councillor

Mike Duffy

Mike Duffy

Seconded by Councillor

Julie McCabe

Julie McCabe

RESOLVED:

That the proposed amendments to the Zoning & Development Bylaw (PH-ZD.2) and Official Plan (PH-OPA.1) pertaining to sections as attached, be approved to proceed to public consultation.



CITY OF CHARLOTTETOWN

Planning #5 Attachment

ZONING & DEVELOPMENT BYLAW (PH-ZD.2) PROPOSED AMENDMENTS

- **Insert section (f) under Section 1.4 Zones to add Water Lot – Commercial (WL-C) and Water Lot – Open Space Water (WL-OS) symbols;**
- **Amend Section 3.9. Major Variances to permit limited signage within approved murals;**
- **Amend Section 8.1.1 table to include (g) Water Lot – Commercial (WL-C) and Water Lot – Open Space Water (WL-OS) symbols;**
- **Insert New Sections 35. Water Lot – Commercial (WL-C) Zone and Section 36. Water Lot – Open Space Water (WL-OS) Zone and subsections; and renumber subsequent sections of the Bylaw;**
- **Add definitions for Floating Commercial Structure, Float Home, Live-Aboard Vessel, Marina Commercial, Open Space (Water) and Water Lot; and amend definition for “Building” under Appendix A. Definitions; and**
- **Amend Appendix G – Zoning Map to reflect Water Lot – Commercial (WL-C) and Water Lot – Open Space Water (WL-OS) Zone.**

OFFICIAL PLAN (PH-OPA.1) PROPOSED AMENDMENTS

- **Create new Subsection 3.5.4 Waterfront Development; and**
- **Amend Appendix A – Future Land Use Map to reflect Water Lot Designation.**

Only amendments to Section 3.9 is scheduled for public meeting on June 22, 2021



CITY OF CHARLOTTETOWN

RESOLUTION

M. Carried

Planning
#4

MOTION CARRIED

9-0 (Councillor Tweed / absent)

MOTION LOST

Date: May 10, 2021

Moved by Councillor

Mike Duffy

Mike Duffy

Seconded by Councillor

Julie McCabe

Julie McCabe

RESOLVED:

That the proposed amendments to the Zoning & Development Bylaw (PH-ZD.2) pertaining to sections as attached, be approved to proceed to public consultation.



CITY OF CHARLOTTETOWN

Planning #4 (May 10, 2021)

ATTACHMENT

ZONING & DEVELOPMENT BYLAW (PH-ZD.2) PROPOSED AMENDMENTS

- **Section 1.4.2 Zoning Table (Include MHR into table);**
- **Section 3.1.1 Amend reference to Fee Schedule (Appendix F rather than Appendix E);**
- **Section 4.1.2 Replace Gross Floor Area with Building Footprint in the Accessory Buildings Table and include a subsection to prohibit basements in accessory structures;**
- **Section 4.2.2 Amend the height above grade for a deck to 0.3m (1 ft);**
- **Section 8.1.1 Zoning Table (Include MHR into table)**
- **Section 44.5.1.b. Remove gravel as a permitted material for stable surface; and**
- **Appendix A. Definitions (insert Footprint and amend definition for Multi-unit Dwelling)**

PUBLIC MEETING

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

Reconsideration for Angus Drive (Lot 40) (PID #419143) and 413 St. Peters Road (PID #419135)

Please be advised that on Monday, May 31, 2021, Council reviewed their decision of April 26, 2021 to reject the request to:

Amend Appendix G – Zoning Map of the Zoning & Development Bylaw for:

- Angus Drive (Lot 40) (PID #419143) from Single Detached Residential (Large) (R-1L) Zone to Mixed Use Corridor (MUC) Zone; and
- 413 St. Peters Road (PID #419135) from Low Density Residential (R-2) Zone to Mixed Use Corridor (MUC) Zone;

And to amend Appendix A- Future Land Use Map of the Official Plan Map for:

- Angus Drive (Lot 40) (PID #419143) & 413 St. Peters Road (PID #419135) from Mature Neighbourhood to Village Centre Commercial;

And further, to consolidate Angus Drive (Lot 40) (PID #419143), 413 St. Peters Road (PID #419135) and 419 St. Peters Road (PID #192187) in order to facilitate road upgrades by the Province to St. Peters Road and construct a second means of access for the convenience store to and from Angus Drive.

Section 3.15 of the Zoning and Development Bylaw (the "ZD Bylaw") permits an aggrieved person to request a reconsideration by Council if it is determined that the original decision rendered by Council satisfied a prescribed threshold test. Council has determined that this application did meet the threshold test and have scheduled a public meeting to provide the applicant, the developer and affected property owners or their representatives an opportunity to present their submissions.



Zoning & Development Bylaw Housekeeping Amendments (PH-ZD.2) pertaining to:

- **Section 1.4.2:** Include MHR Zone into Zoning Table;
- **Section 3.1.1:** Amend Fee Schedule reference from Appendix "E" to Appendix "F";
- **Section 3.3 Development and Building Permits:** Expiry of Incomplete building & development permit applications after six months of inactivity;
- **Section 3.9 Major Variances:** Clarify regulations subject to the variance process and update section to permit limited signage with approved murals;
- **Section 4.1.2 Accessory Buildings:** Replace "Gross Floor Area" with "Building Footprint" in the Accessory Buildings Table and include a subsection to prohibit basements in accessory structures;
- **Section 4.19 Amenity Space:** Create new subsection 4.19 Amenity Space for apartment buildings to define requirements for both indoor and outdoor amenity space;
- **Section 4.2.2 Decks and Other Projections into Yards:** Amend the height above grade for a deck to 0.3m (1 ft);
- **Section 6.2 Undersized Lots:** Repeal and replace section to clarify minimum development rights by allowing for a single detached dwelling;
- **Section 6.7 Garbage Area requirements:** Insert new subsection 6.7 to standardize site requirements for garbage storage areas on multi-residential developments; and renumber subsequent subsections;
- **Section 8.1.1 Zones:** Include MHR into Zoning Table;
- **Section 17 Medium Density Residential Townhouse (R-3T) Zone:** Remove and repeal apartment dwellings as a permitted use in the zone
- **Section 21.1.1 Medium Density Mixed Use Residential (MUR) Zone:** Clarify the permitted uses within the zone as Townhouse Dwellings, Semi-detached or Duplex Dwellings, Single-detached Dwellings, Nursing Homes and Community Care Facilities;
- **Section 44.5.1.b. Parking Lots:** Remove gravel as a permitted material for stable surface;
- **Section 45 General Provisions for Signage:** Insert additional fascia sign requirements for buildings over four (4) storeys in height in the 500 Lot Area;
- **Appendix A. Definitions:** Delete "Amenity Area" and its definition and replace with "Amenity Space" and its definition; insert definition for "Footprint"; and amend definition for "Multi-unit Dwelling"

Official Plan Housekeeping Amendments (PH-OPA.1) pertaining to:

- Amend Schedule "A" Future Land Use Map of the Official Plan to remove the designation Concept Planning Area and replace all properties designated as such with Comprehensive Planning Area

Following the COVID-19 Post Circuit Breaker measures, the City of Charlottetown is required to take further steps to help reduce the spread of COVID-19 and mitigate impacts on the health and safety of residents. Organized gathering limit of 50 with three additional multiples of 50 is permitted with a prior approval of the operational plan (up to 200 total).

For contact tracing purposes and due to the room capacity limit of 100 seats, those wishing to participate in person must register in advance and adhere to the guidelines set by the Chief Public Health Officer, details of which are available online at www.princeedwardisland.ca/covid19. Those who are unable or uncomfortable attending in person can participate in the public meeting via videoconference (Webex). Anyone who wants to observe the meeting without commenting can watch it at www.charlottetown.ca/video.

To register to attend the meeting either in person or by alternate means, residents are requested to contact the Planning & Heritage Department by email at planning@charlottetown.ca or call 902-629-4158 on or before 4:00 p.m. on Friday, June 18, 2021 to provide their contact details (name, phone number and/or email address). Once the maximum capacity has been reached, residents will be advised to participate in the meeting by videoconference (Webex). Business hours are between 8:00 AM – 4:00 PM, Monday – Friday. Staff will contact interested participants no later 4:00 p.m. on Monday, June 21, 2021 with details on how to participate in the meeting.

The City encourages written submissions to Council be received prior to the public meeting. Notwithstanding, all written submissions by letter may be delivered to the City's Planning & Heritage Department at P.O. Box 98, 199 Queen Street, Charlottetown, PE, C1A 7K2; or, comments may be emailed to planning@charlottetown.ca on or before 12:00 noon on Wednesday, June 23, 2021. All responses received will become part of the public record. Oral submissions or comments may be made at the public meeting, but residents are requested to please keep their oral submissions to a three (3) to five (5) minute maximum.

Anyone wishing to view the proposed amendments can visit the City's website at 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.

The Public Meeting will be held on:

TUESDAY, JUNE 22, 2021 AT 7:00 P.M.
VICTORIAN ROOM, RODD CHARLOTTETOWN HOTEL
75 KENT STREET

The general public is encouraged to participate in person or by videoconference (Webex).

GUARDIAN AD

-JUNE 12, 2021