CHARLOTTETOWN

PUBLIC MEETING AGENDA
NOTICE OF MEETING
Thursday, September 24 @ 7:00 PM
Council Chambers, City Hall, 199 Queen Street, Charlottetown, PE
(livestreaming at www.charlottetown.ca/video)

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

   a) **St. Martha's Court - Lot 2019-5 (PID# Parent Parcel 390740, New Assigned PID 1176502)**

This is a request for approval of a Development Concept Plan for Lot 2019-5 (PID# Parent Parcel 390740, New Assigned PID #1176502) on St. Martha's Court in the Comprehensive Development Area (CDA) Zone in order to facilitate future development of the site with three, sixty-two (62) unit apartment buildings with a total density of one hundred eighty-six (186) units.

5) **Introduction of New Business**
6) **Adjournment of Public Session**

Planning & Heritage Department
City of Charlottetown
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Information Sheet for Public Meeting on Thursday, September 24, 2026

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

a) St. Martha's Court - Lot 2019-5 (PID# Parent Parcel 390740, New Assigned PID 1176502)

This is a request for approval of a Development Concept Plan for Lot 2019-5 (PID# Parent Parcel 390740, New Assigned PID #1176502) on St. Martha's Court in the Comprehensive Development Area (CDA) Zone in order to facilitate future development of the site with three, sixty-two (62) unit apartment buildings with a total density of one hundred eighty-six (186) units.

14 letters were sent out to property owners within a 100-metre radius of the subject property as per the Zoning & Development Bylaw dated September 15, 2026.

Notice of the proposed amendment was advertised in The Guardian newspaper on Wednesday, September 16, 2026 and again on Saturday, September 19, 2026

A notice was also posted on the City's website.

Notice was posted on the subject property on Wednesday, September 16, 2026

As of Noon on Tuesday, September 22, 2026, no comments were received. Any letters received after this time and up until Noon on Friday, August 28, 2026, will be included in the recommendation report to Planning Board at a later date.

Notes:

CITY OF CHARLOTTETOWN
RESOLUTION OF COUNCIL #2026-COCR-0105

Carried

Planning & Heritage #3

MOTION CARRIED 8-0 (Councillors Bernard & Ramsay absent)

MOTION LOST _____

Date: September 8, 2026

Moved by Deputy Mayor Alanna Jankov

Seconded by Councillor Julie McCabe

RESOLVED:

That Council approve a request to proceed to public consultation for a request to approve a development concept plan for Lot 2019-5 (PID# 390740) on St. Martha's Court in the Comprehensive Development Area (CDA) Zone in order to facilitate future development of the site with two, three ~~eighty-two (82) unit~~ apartment buildings with a total density of one hundred sixty-four (~~164~~) units.

sixty-two (62)

186

And to proceed to public consultation for the request to amend Appendix "B" Comprehensive Development Area (CDA) Parcels and Permitted Uses of the Zoning and Development Bylaw.

Subject to a traffic impact assessment for the proposed development.

City of Charlottetown Committee Report

Report No:
PLAN-2026-01-SEPTEMBER-6B-1
Lot 2019-5 St. Martha's Court (PID# 390740)

Date:
September 1, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:

Prepared by:
Laurel Palmer, RPP, MCIP

Attachments:

A. Site Plan Concept March 2025
B. Site Plan Concept Revised
C. Building Elevations
D. Traffic Memo CBCL

Report Title:

This is an application for a request to proceed to public consultation for approval of a development concept plan for Lot 2019-5 (PID #390740) on St. Martha's Court. The developer, for the project, Nick Jay - Evolve Group, is requesting approval to construct three 6-storey apartment buildings for a total density of one hundred eighty-sixty (186) units.

The application has been submitted by Nick Jay who is also owner of the property.

Report Purpose:

To evaluate a request for a new development concept plan in the Comprehensive Development Area (CDA) Zone.

Staff Recommendation:

The Planning & Heritage Department recommends for Planning Board to recommend to Council to proceed to public consultation for a request to approve a development concept plan for Lot 2019-5 (PID# 390740) on St. Martha's Court in the Comprehensive Development Area (CDA) Zone in order to facilitate future development of the site with three, apartment buildings with at total density of one hundred eighty-sixty (186) units.

And to proceed to public consultation for the request to amend Appendix "B" Comprehensive Development Area (CDA) Parcels and Permitted Uses of the Zoning and Development Bylaw.

Report Details:

Request

This is an application for a request to proceed to public consultation for approval of a development concept plan for Lot 2019-5 (PID #390740) on St. Martha's Court. The developer, for the project, Nick Jay - Evolve Group, is requesting approval to construct three 6-storey apartment buildings for a total density of one hundred eighty-sixty (186) units.

This application was before the Board on March 4, 2025, and received approval to proceed to public consultation for two, eighty-two (82) unit, 6 storey apartment buildings for a total density of one hundred sixty-four (164) units on the site. This application has been in process since March of 2025. The project has not yet proceeded to public consultation as a traffic study was required prior to public consultation and the developer has since amended their application to 3 apartment buildings with a total density of 186 units. The developer was prepared to provide a traffic study however, the City was in a process of having a traffic study completed for this area of the City therefore traffic counts for this development have been included within the study. Staff are taking this back to the Board as an amendment to the original application to advise the Board of the changes and a request to proceed to public consultation.

Development Context

The subject property is located on the south side of St Martha's Court adjacent to the Confederation Trail and is located in Phase 3 (future phase) of the Development Concept Plan for St. Martha's Court which was designated in the original concept plan as future development. The subject property is bound to the north and west by the Confederation Trail and additional land zoned CDA owned by St. Dunstan's, to the south by CDA zoned land which is approved for multi-unit development through a concept plan, to the east by CDA zoned land containing multi-unit development and Mount Edward Road further east.

Analysis:

Charlottetown City Council passed the following resolution at the monthly meeting of Council held on Tuesday, November 13, 2018:

That the request to:

1. *Amend Appendix "A" – Future Land Use Map of the Official Plan from the Low Density Residential designation to the Concept Planning Area designation for a portion of the property located on Mount Edward Road (PID #390740), be approved;*

2. *Amend Appendix "H" – Zoning Map of the Zoning & Development By-law from the Low Density Residential Single (R-2S) Zone to the Comprehensive Development Area (CDA) Zone for a portion of the property located on Mount Edward Road (PID #390740), be approved;*

3. *Amend Appendix "A" – Future Land Use Map of the Official Plan from the Low Density Residential designation to the Concept Planning Area designation for the property located on Mount Edward Road (PID #492405), be approved;*

4. *Amend Appendix "H" – Zoning Map of the Zoning & Development By-law from the Low Density Residential Single (R-2S) Zone to the Comprehensive Development Area (CDA) Zone for the property located on Mount Edward Road (PID #492405), be approved;*

5. *Consolidate the portion of the property located on Mount Edward Road (PID #390740) with the property located on Mount Edward Road (PID #492405), be approved, subject to the receipt of final pinned survey plans; and*

6. *Amend Appendix "G" – Comprehensive Development Area Lands and Uses of the Zoning & Development By-law from allowing a residential building on the street with the back portion vacant to 143 residential dwelling units on 5.05 acres of the property located on Mount Edward Road (PID #390740), be approved, subject to the approval of the Development Concept Plan, Design Review approval, the submission of a traffic study that supports the proposed and future development and the signing of a Development Agreement.*

The Development Concept Plan, which was approved by Council, on November 18, 2018, illustrated the development of 143 residential dwelling units on four of the five vacant properties proposed to be subdivided. The original resolution of Council only addressed the density for Phase I and II of the development and therefore required Phase 3 to proceed through concept plan approval at a future date.

Lot 2019-1: 7-Unit Townhouse Dwelling (Phase I)
Lot 2019-2: 48-Unit Apartment Dwelling (Phase I)
Lot 2019-3: 48-Unit Apartment Dwelling (Phase II)
Lot 2019-4: 40-Unit Apartment Dwelling (Phase II)
Lot 2019-5: To be determined through an additional Development Concept Plan (Phase III)

This request is to proceed to public consultation for review of a concept plan for Lot 2019-5 which will outline the density, site layout and building form for the site.

LEGISLATIVE REQUIREMENTS:

Section 44 of the Zoning and Development Bylaw outlines the process for review and approval of development concept plans in the Comprehensive Development Area Zone.

As per Section 44.2.1 of the Zoning & Development By-law, *Development within a CDA Zone shall be subject to the approval by Council of a Development Concept Plan and any attached schedule and the applicable Development Agreement entered.*

As per Section 48.2.2 of the Zoning & Development By-law, *Appendix B of this by-law comprises a list of approved properties in the CDA Zone and their permitted uses.*

As per Section 44.2.8 of the Zoning & Development By-law, *before Council approves or amends a Development Concept Plan in a CDA Zone, a public meeting shall be called in the same manner, mutatis mutandis, as if an amendment to this by-law were being considered.*

The process as outlined in the Zoning and Development Bylaw for adoption of a Development Concept Plan follows the same process as a rezoning application. Once Ministerial approval is granted for a Development Concept Plan, a Development Agreement is entered into by the property owner. The Development Concept Plan forms part of the Development Agreement which is registered on title. The working site and building plans are required to be approved on the recommendation of Planning Board to confirm they are consistent with the Development Concept Plan.

The total acreage for Lot 2019-5 (the site) is 2.83 acres (123,095 sq ft) with a total proposed density of one hundred eighty-sixty (186) units. The total acreage for Phase 1 and 2 containing the first 4 lots of the concept plan for St Martha's Court was 5.05 acres with a proposed density of one hundred and forty-three (143) units. If a density calculation was applied for the R-4 Zone which is the highest density residential zone in the Bylaw the lot area requirement would be 1,507 sq.ft. per unit. This would allow a density of 81 units. The developer is proposing underground parking therefore a 20% density bonus would allow a total of 97 units in the R-4 Zone. However, it should be noted that the CDA Zone is a more innovative zone and follows the principles that is more inline with form based code. Therefore, there is no specific lot area requirement in the CDA zone. Density is approved through concept plan approval subject to Section 44.2.4 of the Bylaw, as follows:

44.2.4 The Council, before approving a Development Concept Plan, shall consider the following:

a. The maintenance of design standards of the proposed Buildings and their acceptability with respect to land uses and the character and scale of existing and proposed Development in the vicinity;

b. The quality of architectural design of all proposed Buildings, their compatibility with the architectural character of adjacent Development

c. The preservation of existing site features of unique quality and the preservation of the natural beauty of the area;

d. The proposed type of ownership;

e. The proposed population density of the area, the adequacy of Landscaped Areas, Building form, Parking, pedestrian walkways, Streets, Municipal Services; and

f. Any other factors as recommended by Planning Board.

The concept plan has been circulated to City departments for comment:

The Utility Department has indicated that the area has sufficient capacity, however they will require a site servicing plan prior to any construction commencing.

Public Works has indicated:

As discussed, we accept the recommendations and conclusions outlined in this CBCL memo. The main two of which being:

- No upgrades to the existing road network or adjacent intersections are required as a result of the expected travel demand for the development based on the information we have, and
- That the original alignment of the north-south connector street should implemented as opposed to the alternative alignment that was suggested and reviewed in the study. I.e., a connector street running generally north-south should be established between the existing section of St Martha's Ct, and the future extension of Spencer Dr.

At this time, we consider the developer's requirement to submit a traffic study for the proposed development as being satisfied and have no issues with this proceeding to the next stage of review.

The concept plan has been circulated to the Fire Department and the connector across the Confederation Trail and the north-south connector to the future extension of Spencer Drive will be required to satisfy a second means of access.

This application was first approved to proceed to public consultation in March of 2025. Because this application has been in process prior to approval of the current 2026 Official Plan the Plan policies from the 1998 Official Plan are still applicable to this application.

Staff have examined the policies of the 1998 Official Plan and there are various sections that supports higher density especially in key re-urbanization areas. The Official Plan also supports mixed forms of housing within existing neighbourhoods to allow for housing choices. Housing choices within neighbourhoods are important as they provide housing variety for people at various stages of their lives. Below are excerpts from sections of the Official Plan that supports multi-unit housing within serviced areas and Key re-urbanization areas.

Section 3. DIRECTING PHYSICAL GROWTH

1. Our objective is to contain urban sprawl by introducing a staging strategy for new development, and to ensure that there is concurrency between proposals for new development and the provision of underground municipal services.

- *Our policy shall be to direct urban growth to land that is a logical extension of an existing urban area, or neighbourhood, and will be serviced by municipal water and*

- *Our policy shall be to place each key re-urbanization area identified in subsection 3.6 in a Comprehensive Development Area zoning designation until such time as a detailed concept plan has been prepared and adopted.*

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

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

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

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

3.6 CONCEPT PLANS

Charlottetown Mall – Area

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

As residential development in the neighbourhoods of Sherwood, West Royalty, and Winsloe continues, there will be a requirement for expanded commercial services and institutional facilities to sustain these communities. As a designated suburban centre, higher density residential development may become established here.

The proposal is located within walking distance to bus routes, the Confederation Trail, shopping and amenities. In planning practice when assessing locations that are appropriate for residential uses it is appropriate to locate residential dwellings in locations close to amenities, transit, park land and schools within walkable neighbourhoods. St Martha's Court is in close proximity to all of these uses.

The proposal is located within walking distance to bus routes, the Confederation Trail, shopping and amenities. In planning practice when assessing locations that are appropriate for residential uses it is appropriate to locate residential dwellings in

locations close to amenities, transit, park land and schools within walkable neighbourhoods. St Martha's Court is in close proximity to all of these uses.

Council or Committee History:
N/A

Financial Implications:
N/A

Public Engagement and Communication:
N/A

Conclusion:
From a planning perspective a variety of housing choices is important to allow residents to choose housing that is appropriate to fit their life stages. It is also important to have access to housing within the City in fully serviced, desirable neighbourhoods where residents can access various amenities. In addition, density and housing variety is sustainable, as it allows for better use of services that are already available it decreases urban sprawl which is an outcome of approval of single detached subdivisions.

Planning staff therefore recommend that Planning Board recommend to Council to proceed to public consultation for a request to approve a development concept plan for Lot 2019-5 (PID# 390740) on St. Martha's Court in the Comprehensive Development Area (CDA) Zone in order to facilitate future development of the site with three, multi-unit apartment buildings with at total density of one hundred sixty-four (186) units.

Legislative Authority:
Zoning & Development Bylaw
Official Plan

Strategic Alignment:
Infrastructure and the Environment
Community-Building and Placemaking

Submitted By Planner:
Laurel Palmer, RPP, MCIP

Laurel Palmer

Planner 3 (Senior Planner)

Reviewed By:

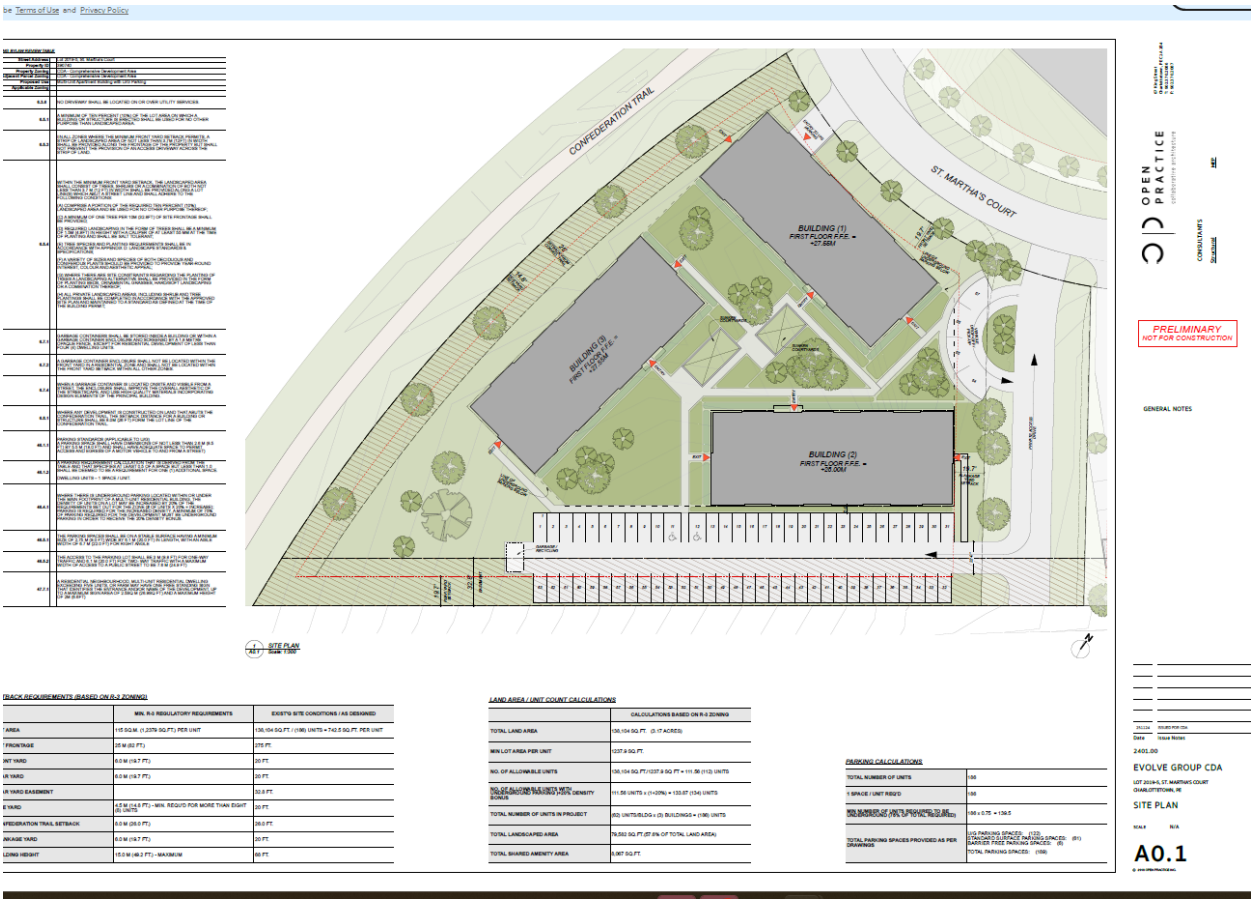
Manager	**Director/CAO**
David Gundrum, RPP, MCIP, 08/28/2026	Michael Ruus, RPP, MCIP, 08/28/2026

Committee Recommendation: (if differing from staff)

Attachment “A” – Site Concept Plan (March 2025)



Attachment “B” – Revised Site Plan



Attachment “C” – Concept Building Elevations

DRAWING LIST			
SHEET NO.	SHEET TITLE	ISSUE DATE	REV. NO.
G0.0	COVER PAGE & NOTES		
A0.1	SITE PLAN & ZONING ANALYSIS		
A1.0	UNDERGROUND PARKING / COMMON AREA FLOOR PLAN		
A2.1	EXTERIOR ELEVATIONS		
A2.2	EXTERIOR ELEVATIONS		
A2.3	EXTERIOR ELEVATIONS		
A2.4	BUILDING SECTION		
A2.5	RENDERINGS		
A2.6	RENDERINGS		

PRELIMINARY BUILDING CODE ANALYSIS

NBC 2020

MAJOR OCCUPANCY (NBC 3.2.2)		
USE	OCCUPANCY	CONSTRUCTION
APARTMENT UNITS	(3.2.2.51.) GROUP 'C', RESIDENTIAL UP TO 6-STOREYS, SPRINKLERED	NON-COMBUSTIBLE

GENERAL		
BUILDING AREA	10,647 FT²	
GROSS FLOOR AREA	U/G PARKING	58,000 FT²
	FLOORS 1-6	62,870 FT²
NO. OF STOREYS	(6) STOREYS + UNDERGROUND PARKING	
NO. OF UNITS	(186)	
AUTOMATIC SPRINKLER SYSTEM (3.2.5.12.)	YES	
STANDPIPE REQUIRED (3.2.5.8.)	YES	
MIN. CORRIDOR WIDTH (3.3.1.9.(1))	1,100mm (3'-7 1/4")	
MAX. DEAD-END CORRIDOR LENGTH (3.3.1.9.(5))	6m (19'-8 1/4")	
SUITE SOUND PROTECTION (5.8.1.1.)	MIN. ASTC 47	

FIRE RATING OF ASSEMBLIES			
PARTITIONS		RATING	NBC 2020 REFERENCE
PUBLIC CORRIDOR		45 min.	3.3.1.4.
APARTMENT SUITE DEMISING		1HR	3.3.4.2.(1)
STAIRWELL	U/G PARKING LEVEL	1.5 HR	3.4.4.1.
	FLOORS 1 - 6	1HR	3.4.4.1.
JANITORS ROOM		1HR	3.3.1.22.
MECHANICAL ROOM		1HR	3.6.2.1.
ELECTRICAL ROOM		1HR	3.6.2.1.
AMENITY SPACE / PARKING SEPARATION		1.5 HR	3.3.5.6.
ELEVATOR HOISTWAY	U/G PARKING LEVEL	1.5 HR	TABLE 3.5.3.1.
	FLOORS 1 - 4	1HR	TABLE 3.5.3.1.
FLOORS	FIRST FLOOR SLAB	1.5 HR	3.3.5.6.
	FLOORS 2 - 4	1HR	3.2.2.51.
ROOF		1 HR	3.2.2.51.



KEYPLAN (N.T.S.)



VIEW FROM CONFEDERATION TRAIL

67 King Street
Charlottetown PE C1A 1B4
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F: 902.370.2087

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collaborative architecture

CONSULTANTS
MEP
Structural

PRELIMINARY
NOT FOR CONSTRUCTION

GENERAL NOTES

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

EVOLVE GROUP CDA

LOT 2019-5, ST. MARTHA'S COURT
CHARLOTTETOWN, PE

COVER PAGE

SCALE N/A

G0.0

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ZONING BYLAW REVIEW TABLE

Street Address	Lot 2019-5, St. Martha's Court
Property ID	390740
Property Zoning	CDA - Comprehensive Development Area
Adjacent Parcel Zoning	CDA - Comprehensive Development Area
Proposed Use	Multi-Unit Apartment Building with U/G Parking
Applicable Zoning	
6.3.6	NO DRIVEWAY SHALL BE LOCATED ON OR OVER UTILITY SERVICES.
6.5.1	A MINIMUM OF TEN PERCENT (10%) OF THE LOT AREA ON WHICH A BUILDING OR STRUCTURE IS ERECTED SHALL BE USED FOR NO OTHER PURPOSE THAN LANDSCAPED AREA.
6.5.3	IIN ALL ZONES WHERE THE MINIMUM FRONT YARD SETBACK PERMITS, A STRIP OF LANDSCAPED AREA OF NOT LESS THAN 3.7M (12FT) IN WIDTH SHALL BE PROVIDED ALONG THE FRONTAGE OF THE PROPERTY BUT SHALL NOT PREVENT THE PROVISION OF AN ACCESS DRIVEWAY ACROSS THE STRIP OF LAND.
6.5.4	WITHIN THE MINIMUM FRONT YARD SETBACK, THE LANDSCAPED AREA SHALL CONSIST OF TREES, SHRUBS OR A COMBINATION OF BOTH NOT LESS THAN 3.7 M (12 FT) IN WIDTH SHALL BE PROVIDED ALONG A LOT LINE(S) WHICH ABUT A STREET LINE AND SHALL ADHERE TO THE FOLLOWING CONDITIONS: (A) COMPRISE A PORTION OF THE REQUIRED TEN PERCENT (10%) LANDSCAPED AREA AND BE USED FOR NO OTHER PURPOSE THEREOF; (C) A MINIMUM OF ONE TREE PER 10M (32.8FT) OF SITE FRONTAGE SHALL BE PROVIDED; (D) REQUIRED LANDSCAPING IN THE FORM OF TREES SHALL BE A MINIMUM OF 1.5M (4.9FT) IN HEIGHT WITH A CALIPER OF AT LEAST 55 MM AT THE TIME OF PLANTING AND SHALL BE SALT TOLERANT; (E) TREE SPECIES AND PLANTING REQUIREMENTS SHALL BE IN ACCORDANCE WITH APPENDIX D: LANDSCAPE STANDARDS & SPECIFICATIONS; (F) A VARIETY OF SIZES AND SPECIES OF BOTH DECIDUOUS AND CONIFEROUS PLANTS SHOULD BE PROVIDED TO PROVIDE YEAR-ROUND INTEREST, COLOUR AND AESTHETIC APPEAL; (G) WHERE THERE ARE SITE CONSTRAINTS REGARDING THE PLANTING OF TREES A LANDSCAPING ALTERNATIVE SHALL BE PROVIDED IN THE FORM OF PLANTING BEDS, ORNAMENTAL GRASSES, HARD/SOFT LANDSCAPING OR A COMBINATION THEREOF; (H) ALL PRIVATE LANDSCAPED AREAS, INCLUDING SHRUB AND TREE PLANTINGS SHALL BE COMPLETED IN ACCORDANCE WITH THE APPROVED SITE PLAN AND MAINTAINED TO A STANDARD AS DEFINED AT THE TIME OF THE BUILDING PERMIT;
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.
6.7.4	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.
6.8.1	WHERE ANY DEVELOPMENT IS CONSTRUCTED ON LAND THAT ABUTS THE CONFEDERATION TRAIL, THE SETBACK DISTANCE FOR A BUILDING OR STRUCTURE SHALL BE 8.0M (26 FT) FORM THE LOT LINE OF THE CONFEDERATION TRAIL.
46.1.1	PARKING STANDARDS (APPLICABLE TO U/G) A PARKING SPACE SHALL HAVE DIMENSIONS OF NOT LESS THAN 2.6 M (8.5 FT) BY 5.5 M (18.0 FT) AND SHALL HAVE ADEQUATE SPACE TO PERMIT ACCESS AND EGRESS OF A MOTOR VEHICLE TO AND FROM A STREET)
46.1.3	A PARKING REQUIREMENT CALCULATION THAT IS DERIVED FROM THE TABLE AND THAT SPECIFIES AT LEAST 0.5 OF A SPACE BUT LESS THAN 1.0 SHALL BE DEEMED TO BE A REQUIREMENT FOR ONE (1) ADDITIONAL SPACE. DWELLING UNITS – 1 SPACE / UNIT.
46.4.1	WHERE THERE IS UNDERGROUND PARKING LOCATED WITHIN OR UNDER THE MAIN FOOTPRINT OF A MULTI-UNIT RESIDENTIAL BUILDING, THE DENSITY OF UNITS ON A LOT MAY BE INCREASED BY 20% OF THE REQUIREMENTS SET OUT FOR THE ZONE (# OF UNITS X 20% = INCREASE); PARKING IS REQUIRED FOR THE INCREASED DENSITY A MINIMUM OF 75% OF PARKING REQUIRED FOR THE DEVELOPMENT MUST BE UNDERGROUND PARKING IN ORDER TO RECEIVE THE 20% DENSITY BONUS.
46.5.1	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
46.5.2	THE ACCESS TO THE PARKING LOT SHALL BE 3 M (9.8 FT) FOR ONE-WAY TRAFFIC AND 6.1 M (20.0 FT) FOR TWO- WAY TRAFFIC WITH A MAXIMUM WIDTH OF ACCESS TO A PUBLIC STREET TO BE 7.6 M (24.9 FT)
47.7.1	A RESIDENTIAL NEIGHBOURHOOD, MULTI-UNIT RESIDENTIAL DWELLING EXCEEDING FIVE UNITS, OR FARM MAY HAVE ONE FREE STANDING SIGN THAT IDENTIFIES THE ENTRANCE AND/OR NAME OF THE DEVELOPMENT, UP TO A MAXIMUM SIGN AREA OF 2.5SQ M (26.9SQ FT) AND A MAXIMUM HEIGHT OF 2M (6.6FT)



1 / A0.1 *SITE PLAN*
Scale: 1:300

SETBACK REQUIREMENTS (BASED ON R-3 ZONING)

	MIN. R-3 REGULATORY REQUIREMENTS	EXIST'G SITE CONDITIONS / AS DESIGNED
LOT AREA	115 SQ.M. (1,2379 SQ.FT.) PER UNIT	138,104 SQ.FT. / (186) UNITS = 742.5 SQ.FT. PER UNIT
LOT FRONTAGE	25 M (82 FT.)	275 FT.
FRONT YARD	6.0 M (19.7 FT.)	20 FT.
REAR YARD	6.0 M (19.7 FT.)	20 FT.
REAR YARD EASEMENT		32.8 FT.
SIDE YARD	4.5 M (14.8 FT.) - MIN. REQU'D FOR MORE THAN EIGHT (8) UNITS	20 FT.
CONFEDERATION TRAIL SETBACK	8.0 M (26.0 FT.)	26.0 FT.
FLANKAGE YARD	6.0 M (19.7 FT.)	20 FT.
BUILDING HEIGHT	15.0 M (49.2 FT.) - MAXIMUM	68 FT.

LAND AREA / UNIT COUNT CALCULATIONS

	CALCULATIONS BASED ON R-3 ZONING
TOTAL LAND AREA	138,104 SQ.FT. (3.17 ACRES)
MIN LOT AREA PER UNIT	1237.9 SQ.FT.
NO. OF ALLOWABLE UNITS	138,104 SQ.FT./1237.9 SQ FT = 111.56 (112) UNITS
NO. OF ALLOWABLE UNITS WITH UNDERGROUND PARKING)+20% DENSITY BONUS	111.56 UNITS x (1+20%) = 133.87 (134) UNITS
TOTAL NUMBER OF UNITS IN PROJECT	(62) UNITS/BLDG x (3) BUILDINGS = (186) UNITS
TOTAL LANDSCAPED AREA	79,582 SQ.FT.(57.6% OF TOTAL LAND AREA)
TOTAL SHARED AMENITY AREA	8,067 SQ.FT.

PARKING CALCULATIONS

TOTAL NUMBER OF UNITS	186
1 SPACE / UNIT REQ'D	186
MIN NUMBER OF UNITS REQUIRED TO BE UNDERGROUND (75% OF TOTAL REQUIRED)	186 x 0.75 = 139.5
TOTAL PARKING SPACES PROVIDED AS PER DRAWINGS	U/G PARKING SPACES: (122) STANDARD SURFACE PARKING SPACES: (61) BARRIER FREE PARKING SPACES: (6) TOTAL PARKING SPACES: (189)

67 King Street
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collaborative architecture

CONSULTANTS
Structural
MEP

PRELIMINARY
NOT FOR CONSTRUCTION

GENERAL NOTES

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

EVOLVE GROUP CDA

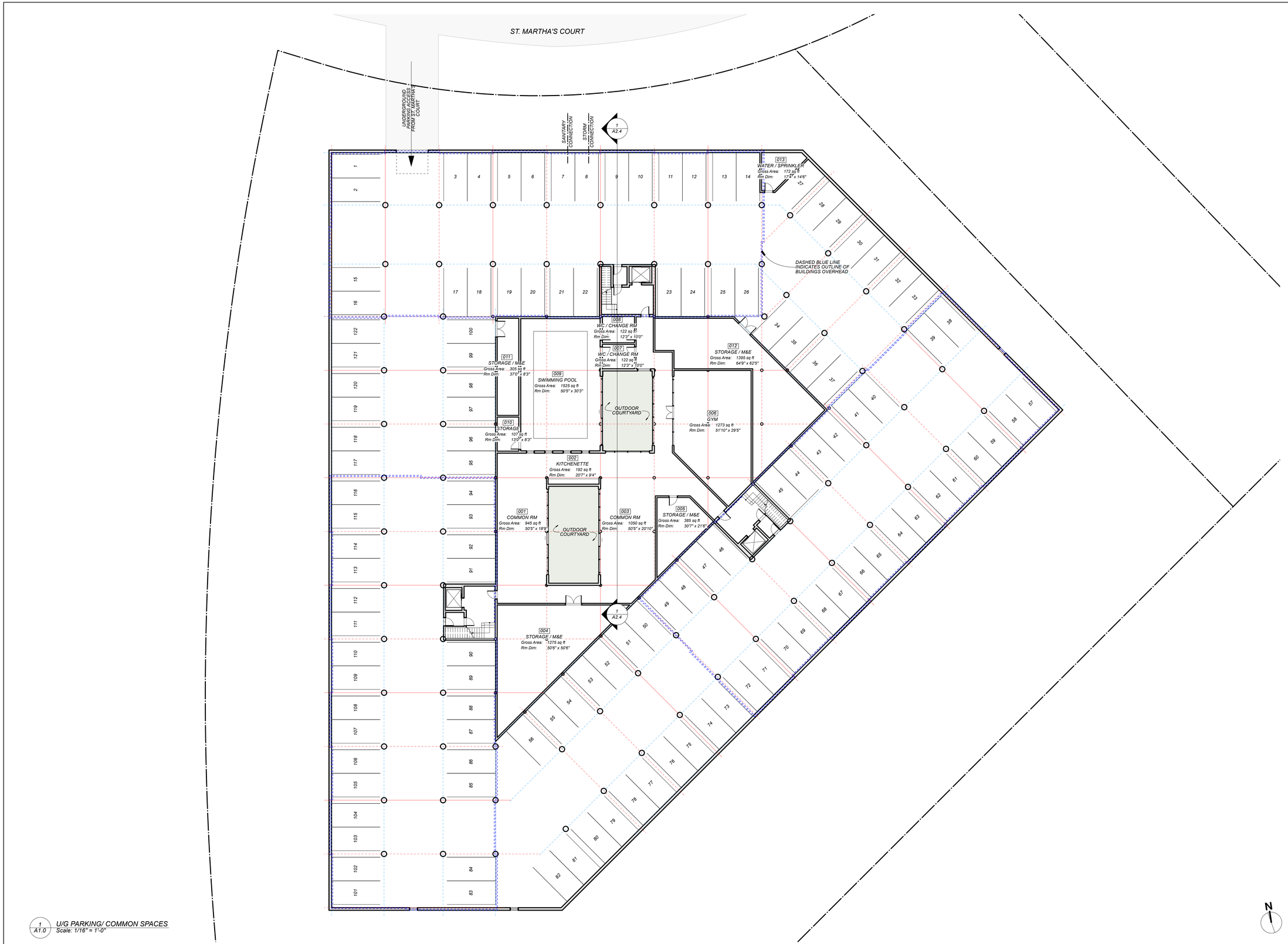
LOT 2019-5, ST. MARTHA'S COURT
CHARLOTTETOWN, PE

SITE PLAN

SCALE N/A

A0.1

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1 / A1.0 U/G PARKING/ COMMON SPACES
Scale: 1/16" = 1'-0"

67 King Street
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F: 902.370.2087

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GENERAL NOTES

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

EVOLVE GROUP CDA

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CHARLOTTETOWN, PE

UNDERGROUND PARKING / COMMON SPACES

SCALE AS NOTED

A1.0

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1 / A2.1 NORTH ELEVATION
Scale: 1/8" = 1'-0"

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GENERAL NOTES

MATERIALS

MAT.-'1':	CEMENT BOARD SHINGLES
MAT.-'2':	COMPOSITE PANEL
MAT.-'3':	CEMENT BOARD
MAT.-'4':	MASONRY VENEER

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

EVOLVE GROUP CDA

LOT 2019-5, ST. MARTHA'S COURT
CHARLOTTETOWN, PE

EXTERIOR ELEVATIONS

SCALE AS NOTED

A2.1

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2 A2.2 *WEST ELEVATION*
Scale: 1/8" = 1'-0"



1 A2.2 *EAST ELEVATION*
Scale: 1/8" = 1'-0"

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GENERAL NOTES

MATERIALS

MAT.-'1':	*CEMENT BOARD SHINGLES*
MAT.-'2':	*COMPOSITE PANEL*
MAT.-'3':	*CEMENT BOARD*
MAT.-'4':	*MASONRY VENEER*

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

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LOT 2019-5, ST. MARTHA'S COURT
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EXTERIOR ELEVATIONS

SCALE AS NOTED

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1 / A2.3 SOUTH ELEVATION
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GENERAL NOTES

MATERIALS

MAT.-'1':	CEMENT BOARD SHINGLES
MAT.-'2':	COMPOSITE PANEL
MAT.-'3':	CEMENT BOARD
MAT.-'4':	MASONRY VENEER

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

EVOLVE GROUP CDA

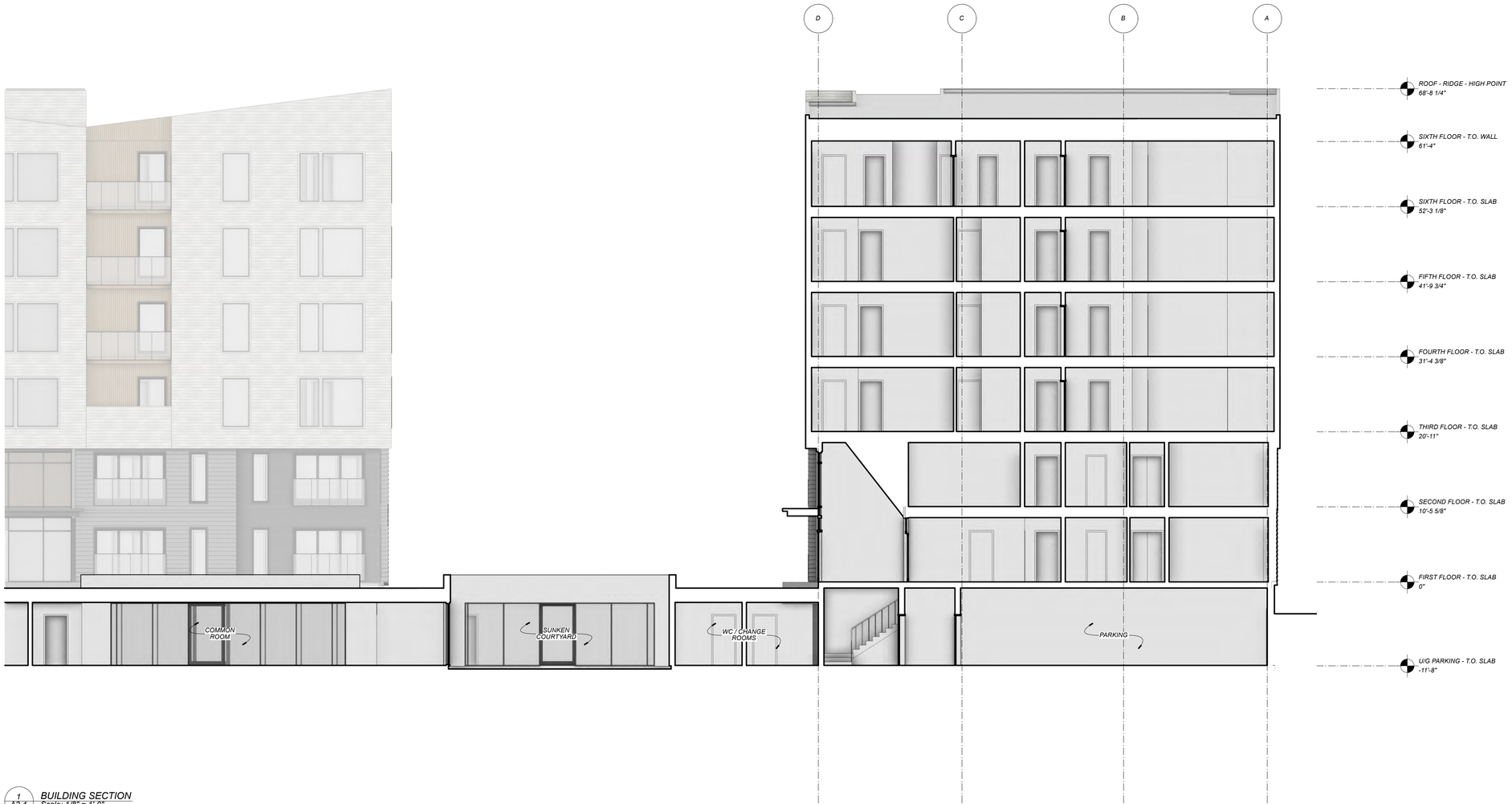
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EXTERIOR ELEVATIONS

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1 / A2.4 BUILDING SECTION
Scale: 1/8" = 1'-0"

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GENERAL NOTES

Date	Issue Notes
251124	ISSUED FOR CDA

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EVOLVE GROUP CDA

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BUILDING SECTION

SCALE AS NOTED

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Structural

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PRELIMINARY
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GENERAL NOTES

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

EVOLVE GROUP CDA

LOT 2019-5, ST. MARTHA'S COURT
CHARLOTTETOWN, PE

RENDERINGS

SCALE N.T.S.

A2.5

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CONSULTANTS

Structural

MEP

PRELIMINARY
NOT FOR CONSTRUCTION

GENERAL NOTES

Date	Issue Notes
251124	ISSUED FOR CDA

2401.00

EVOLVE GROUP CDA

LOT 2019-5, ST. MARTHA'S COURT
CHARLOTTETOWN, PE

RENDERINGS

SCALE N.T.S.

A2.6

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Attachment “D” – Traffic Memo CBCL

Memo

Project Name:	West Royalty Traffic Analyses Update	Project No.:	252654.00
Date:	June 30, 2026		
Subject:	Review of St. Martha's Court Connection Options		
To:	Riley Taweel, P.Eng. – City of Charlottetown		
From:	Utkarsh Patel, P.Eng.; Mark MacDonald, P.Eng.		
Copies to:	Ylber Gnashi, P.Eng.; Emanuel Nicolescu, MCIP, LPP		

Project Background

CBCL Limited (CBCL) was retained by the City of Charlottetown to update a microsimulation study completed in 2020 in response to renewed development interest in the West Royalty area.

The 2020 model framework in the traffic engineering microsimulation platform, VISSIM, formed the basis of this update. To incorporate revised land-use assumptions, updated development phasing, and planned network improvements provided by the City, the study area was expanded to include additional key intersections. The updated model covers the area bounded by Sherwood Road to the north, North River Road and Beach Grove Road to the south, Mount Edward Road from Oak Drive to Sherwood Road to the east, and the Perimeter Highway including the Upton Road and Maypoint roundabouts to the west.

The roadway geometry, traffic controls, signal timings, and operational characteristics were coded in VISSIM to reflect 2026 conditions and calibrated using recent traffic counts collected between late 2025 and early 2026. Industry-standard calibration methods, including regression analysis and GEH statistics, were applied to achieve consistency between modelled and observed data. The model was further refined using Dynamic User Equilibrium assignment and validated against Google Maps travel time data. Detailed calibration and validation results are documented in the full report and are available upon request, subject to City approval.

The study evaluated operational performance (LOS, v/c ratios, delays, and queues) under the following scenarios:

- 2026 Existing Conditions
- 2031 Build Conditions with planned developments
- 2041 Build Conditions with planned developments

This memo summarizes the evaluation of two potential north-south road connection options in the vicinity of a residential development on St. Martha's Court proposed by Jay Capital. The first option is a direct connection from the Spencer Drive Extension to St. Martha's Court. The second option instead connects Spencer Drive Extension to St. Dunstan Street. **Figure 1** illustrates both options. For the purposes of this memo, these options are referred to as the **St. Martha's Court**

Connection and the **St. Dunstan Street Connection**, respectively. This terminology is used throughout the following sections for consistency and ease of reference.



Figure 1: North-South Connection from Spencer Drive Extension to St. Martha's Court (Top) and Alternate Connection to St. Dunstan Street (Bottom)

Key Performance Indicators

Key performance indicators (KPIs) include vehicle speed, density, volume, queue lengths (average and maximum), and vehicle delay expressed as Level of Service (LOS) as shown in **Table 1**. LOS is the primary measure of intersection performance, based on average motorist delay for each movement. Higher delays increase travel time, fuel use, and driver discomfort. LOS ranges from A

(near free-flow conditions) to F (unacceptable delay exceeding capacity) and reflects overall traffic flow, speed, comfort, and convenience. Signalized intersections have higher delay thresholds than unsignalized ones, as drivers are generally more tolerant of delays at signals. In this study, LOS D was considered the minimum acceptable standard during peak periods. The following key intersections are considered in this memo due to their close proximity to the proposed Jay Capital development.

- Malpeque Road & Perimeter Highway
- Malpeque Road / University Avenue & Capital Drive / Spencer Drive
- Malpeque Road & Saint Dunstan Street
- Mount Edward Road & Perimeter Highway
- Mount Edward Road & St. Martha's Court / Fern Garden Drive
- Mount Edward Road & Spencer Drive Extension
- Spencer Drive & Babineau Avenue

Table 1: Level of Service (LOS) Criteria for Signalized and Unsignalized Intersections

Level Of Service (LOS)	Average Delay per vehicle (Seconds)	
	Signalized	Unsignalized
A	<10	<10
B	>10 and <20	>10 and <15
C	>20 and <35	>15 and <25
D	>35 and <55	>25 and <35
E	>55 and <80	>35 and <50
F	>80	>50

2026 Existing Conditions Analysis

The analysis results for the 2026 Existing Conditions scenario are summarized below:

- The PM peak period recorded the highest overall traffic volumes, with more than 1,500 westbound vehicles per hour on the Perimeter Highway. Traffic patterns varied by time period. The AM peak was mainly influenced by inbound commuter traffic, while the PM peak reflected a stronger influence from inbound commercial traffic in addition to outbound commuter trips. On Saturday, traffic was primarily driven by concentrated shopping-related trips, resulting in different travel patterns across the network.
- Major corridors generally operated at near free-flow speeds (~50 km/h or higher) across all periods, with delays largely confined to intersections and commercial areas.
- Operational performance of the key Intersections:
  - **Malpeque Road & Perimeter Highway:** High delays with LOS E observed during PM and Saturday peak hours for northbound movements.
  - **Mount Edward Road & Perimeter Highway:** No noticeable operational performance disruption.

- **Malpeque Road / University Avenue & Capital Drive / Spencer Drive:** Highest average queueing (≤15 vehicles southbound) noted during AM peak hour and consistently notable southbound delays during AM, PM, and Saturday (LOS E–F).

- Despite peak demands, the network generally performs adequately without widespread congestion or gridlocks, with issues remaining localized and primarily operational in nature.

Future Build Scenarios

The future build scenarios included projected travel demand for 2031 and 2041 with various planned roadway network improvements, including roadway widening, geometric intersection changes, and optimized signal timing to better accommodate future traffic conditions; please refer to the main report for details on these planned improvements. Travel demand was developed based on information on planned residential and commercial developments provided by City, with trips estimated using Institute of Transportation Engineers (ITE) Trip Generation rates and reduced by 10% to account for internal capture and non-motorized modes. These trips were distributed according to observed 2026 travel patterns, while background traffic growth was also applied (5% for 2031 and 10% for 2041 for commercial areas; 3% and 6%, respectively for gateway flows) to account for regional growth outside the study area. Together, these inputs captured the combined effects of new development and background growth to evaluate future network performance.

2031 Build Conditions Analysis

CBCL's study area for this assignment covers a broad network; however, this memo focuses on the key intersections surrounding the Jay Capital development for the AM, PM, and Saturday peak hour analyses as discussed above. The summary of findings for the 2031 Build scenarios is provided below:

St. Martha's Court Connection

- Operational performance of the key Intersections:
  - **Malpeque Road & Perimeter Highway (DLT):** Queue lengths remained consistently low across all periods (generally ≤6 vehicles). Despite this, most left-turn movements operated at LOS E throughout, reflecting delays associated with the two-stage DLT operation and signal coordination rather than capacity or storage limitations.
  - **Mount Edward Road & Perimeter Highway:** Performance deteriorated from AM, PM to Saturday peak hours. The AM peak hour showed moderate queues (6–9 vehicles) with LOS E for westbound left-turns. The PM peak had higher delays (up to ~91 seconds, LOS F) with similar queue lengths, and Saturday exhibited undesirable conditions, with average queues reaching ~25 vehicles and operating at LOS E–F, driven by heavy commercial trips.
  - **Malpeque Road & Saint Dunstan Street:** Average queues remained generally low across all periods; however, northbound left-turn experienced high delays (~60 seconds, LOS E) during the Saturday peak hour.

- **Malpeque Road / University Avenue & Capital Drive / Spencer Drive:** Standing average queues were minimal in AM, increased slightly to ~5 vehicles in PM, and fewer than 7 vehicles on Saturday. Overall, the intersection operated at LOS D or better for all movements across all peak hours, indicating acceptable performance.
- **Spencer Drive & Babineau Avenue:** Exhibited negligible queueing and delays in all peak hours, with LOS C or better, indicating efficient operation under 2031 Build conditions.
- **Spencer Drive Extension & North-South SDU Road Connection:** Performed well with negligible queues and LOS B or better across AM, PM, and Saturday peak hours.
- **Mount Edward Road & Spencer Drive Extension:** Maintained good operational performance across all periods, with negligible queues and delays, demonstrating sufficient capacity.
- **Mount Edward Road & St. Martha's Court / Fern Garden Drive:** No notable queues were observed during any peak hours, and the intersection operated at LOS C or better for all movements, indicating no congestion issues.

St. Dunstan Street Connection

The alternate St. Dunstan Street Connection yielded the following summary:

- Average queue lengths at the above intersections remained identical across the AM, PM, and Saturday peak hours, showing no notable differences compared to the St. Martha's Court Connection scenario.
- The level of service (LOS) at all the intersections surrounding Jay Capital Property remained unchanged and continued to operate at acceptable levels during all analyzed peak hours.

2041 Build Conditions Analysis

For the 2041 build scenario, developments that were expected to be partially completed by 2031 were assumed to be fully built out, and additional background traffic growth was incorporated to reflect long-term regional growth. However, since most known developments are expected to be completed by 2031, the incremental increase in trips for 2041 was relatively modest, resulting in no significant changes in overall roadway network performance compared to the 2031 scenario. The following section outlines the impacts of the 2041 traffic volumes on the key intersections.

St. Martha's Court Connection

- Operational performance of the key Intersections:
  - **Malpeque Road & Perimeter Highway (DLT):** The queue length increases were insignificant compared to the 2031 Build Condition. Also, the LOS remained similar, except for the westbound left-turn which deteriorated from LOS D to E for the PM and Saturday peak hours.
  - **Mount Edward Road & Perimeter Highway:** The only observed change was for the Saturday peak hour, where both the average queue length increased and the LOS deteriorated to E for the westbound movements.

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- **Malpeque Road & Saint Dunstan Street:** Marginal increase was observed in some left turn movements, resulting in LOS E, however the average queue lengths remained low and did not indicate any concerning congestion.
- **Malpeque Road / University Avenue & Capital Drive / Spencer Drive:** Average queue lengths remained unchanged, while the LOS for the westbound through movement deteriorated to LOS E during the Saturday peak hour. No notable changes were observed during the AM and PM peak hours.
- **Spencer Drive & Babineau Avenue:** The westbound left turn movement had significant increase in delay and operated at LOS E.
- **Spencer Drive Extension & North-South SDU Road Connection:** No noticeable impacts were observed at this intersection, and operations remained unchanged.
- **Mount Edward Road & Spencer Drive Extension:** Continued to operate without notable delays or congestion.
- **Mount Edward Road & St. Martha's Court / Fern Garden Drive:** This intersection continued to function effectively with no significant changes observed.

St. Dunstan Street Connection

The alternate St. Dunstan Street Connection yielded the following summary:

- No noticeable changes in queueing or delays were observed at the surrounding intersections, as overall LOS remained unchanged compared to the alternate connection from Spencer Drive Extension to Saint Dunstan Street.

Traffic Signal Warrant Analysis

CBCL conducted traffic signal warrant analyses for the intersection of Mount Edward Road & St. Martha's Court / Fern Garden Drive under the 2041 build conditions for both connection options. The analyses indicated that a traffic signal is not warranted for either option at this time. The warrant scores for the two connection options were similar, with the St. Marthas Court option scoring 87 and the alternate (St. Dunstan Street) option scoring 79. The lower score for the alternate option is likely due to lower traffic St. Martha's Court volumes because of the lack of a connection between St. Martha's and Spencer Drive. With less traffic using St. Martha's Court under the St. Dunstan connection option, overall demand is lower, resulting in a lower warrant score. Although the St. Martha's Court connection option produced a higher score, the difference is not significant, and both options are expected to operate acceptably under the forecast conditions. As a result, signal installation is not recommended as part of the 2041 build conditions; however, future monitoring should be considered if the future traffic volumes and/or surrounding land uses don't follow the current projections.

Conclusion and Recommendations

As discussed in the preceding sections, both the St. Martha's Court Connection and the St. Dunstan Street Connection were evaluated under the 2031 and 2041 build conditions based on projected traffic operations, network performance, and traffic signal warrant results. The analysis indicates that both options are expected to operate at acceptable levels and that neither option would warrant traffic signal installation under the 2041 build conditions. Since the operational differences between the two options are limited, the preferred option is primarily identified based on geometry, constructability, implementation considerations, and overall network connectivity.

The St. Martha's Court Connection option is the preferred option compared to the St. Dunstan Street Connection for the following reasons:

- The shorter and more direct connection between Spencer Drive Extension and St. Martha's Court minimizes travel distance and simplifies routing, supporting more efficient local circulation without impacting network performance.
- The direct connection requires less new roadway to be built, resulting in lower construction costs. The alternate St. Dunstan Street connection alignment would be roughly four (4) times longer (380m vs 85m) than the direct north-south connection.
- The longer St. Dunstan Street connection does not provide measurable improvements in traffic operations or intersection performance compared to the shorter St. Martha's Court connection.
- The St. Dunstan Street option would require a new Confederation Trail crossing which would require approval from the Province. Two new adjacent crossings are already being planned (the extensions to both Spencer Drive and St. Martha's Court) and each of these will introduce new potential conflicts between vehicles and trail users. Therefore, another new crossing between the other two would further disrupt trail use and may face strong opposition from pedestrians and cyclists that use the Trail. It may also not receive approval from the Province.
- From a planning and implementation perspective, the preferred option appears to be the most practical and cost-effective solution, subject to detailed design and stakeholder review.

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

t 902.629.4158
f 902.629.4156
e planning@charlottetown.ca
w www.charlottetown.ca

September 15, 2026

Re: Lot 2019-5 St. Martha's Court, Parent Parcel PID #390740, New Assigned PID #1176502

Dear Property Owner:

The Planning and Heritage Department has received a request to proceed to public consultation for a development concept plan under the CDA (Comprehensive Development Area) Zone for a multi unit housing project. The proposed development is for 3 apartment buildings with a total density of 186 units for Lot 2019-5, located on the south side of St Martha's Court adjacent to the Confederation Trail. The specific request is to:

- Proceed to public consultation to approve a development concept plan for Lot 2019-5 (Parent PID# 390740, New Assigned PID#1176502) on St. Martha's Court in the Comprehensive Development Area (CDA) Zone in order to facilitate future development of the site with three (3), sixty-two (62) unit apartment buildings with a total density of one hundred eighty- six (186) units.
- Amend Appendix "B" Comprehensive Development Area (CDA) Parcels and Permitted Uses of the City of Charlottetown Zoning and Development Bylaw to permit three (3) sixty-two (62) unit apartment buildings with a total density of one hundred eighty-sixty (186) units;

Pursuant to the requirements of the Zoning & Development Bylaw and as a property owner located within 100 meters of the subject property, you are being notified of this request. The public meeting to hear this application will be held in the **Council Chambers, City Hall (199 Queen Street) on Thursday, September 24, 2026 @ 7:00 p.m.**

For those who are interested in participating via videoconference, 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 Wednesday, September 23, 2026**, to provide their contact details (name, phone number and/or email address). Business hours are between 8:00 AM – 4:00 PM, Monday – Friday. Staff will contact interested participants by **noon on Thursday, September 24, 2026**, with details on how to participate in the meeting. Anyone who wants to observe the meeting without commenting can watch it at www.charlottetown.ca/video.

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 lpalmer@charlottetown.ca on or before **12:00 noon on Friday, September 25, 2026.** 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 three (3) to five (5) minutes 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.

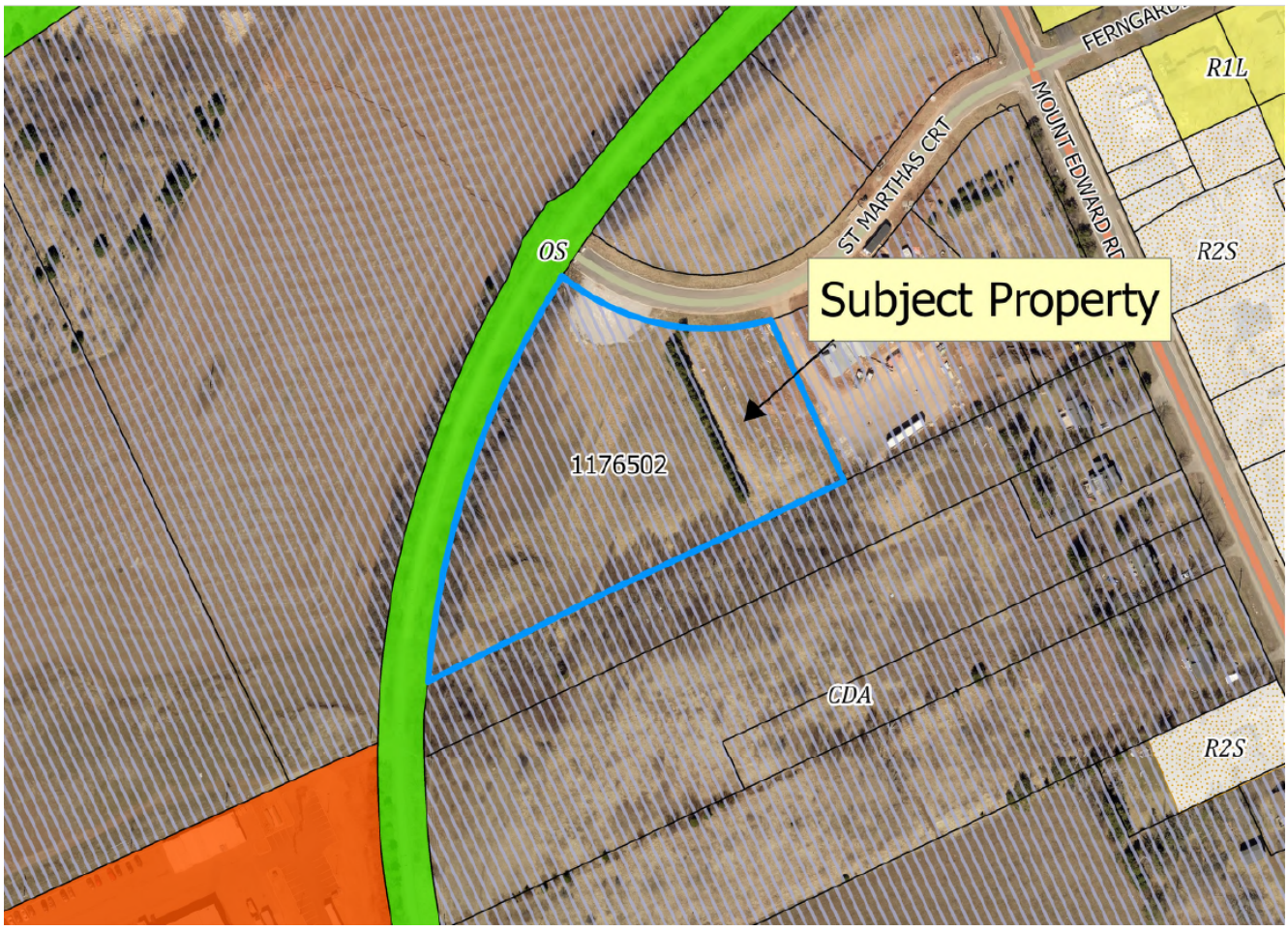
If you have any questions in regard to the application, please contact the Planning & Heritage Department at (902) 629-4158.

Sincerely,

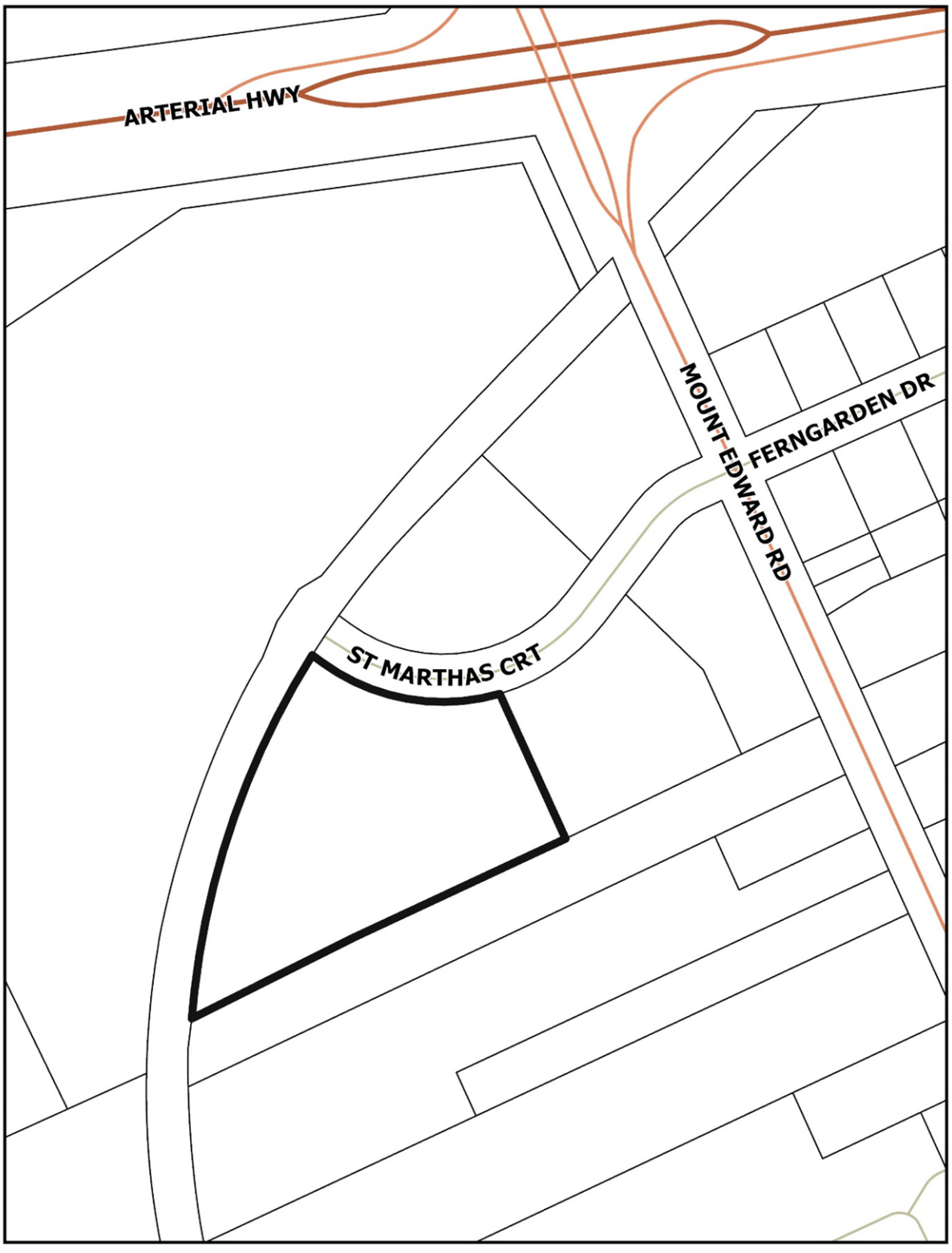
Laurel Palmer

Laurel Palmer, RPP, MCIP
Senior Planner Development, Planner III

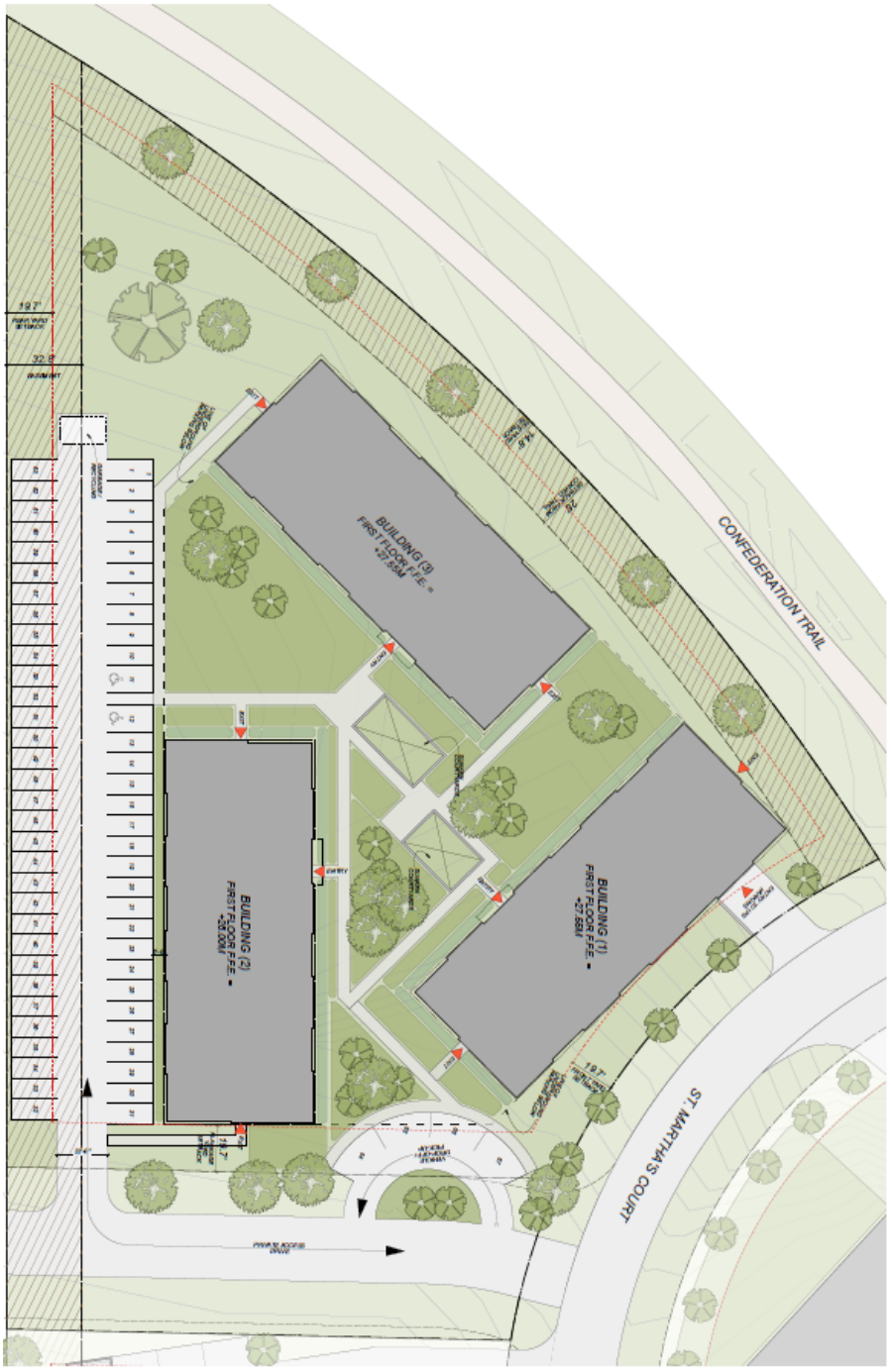
Location of property requested for concept plan approval:



CHARLOTTETOWN



Concept Site Plan:



Concept Elevations Apartment Buildings:



A walk through history

Heritage players take tours back in time along Great George Street in Charlottetown

VIVIAN ULINWA



Heritage player Alexander Peacock speaks to a tour group in Charlottetown about the history of Great George Street.
PHOTOS: VIVIAN ULINWA

It is 1864 in Charlottetown.

At least, that is the year Alexander Peacock believes it is.

He is dressed in a dark suit, long coat, tie and top hat, leading eight tourists through downtown Charlottetown for the historic Great George Street tour on Sept. 5.

In reality, the tour was in 2026 and Peacock was one of the Confederation Centre of the Arts' heritage players, who stay in character as people living in 1864 as they present history to a modern audience.

"That was the year of the Charlottetown Conference," Peacock told the group as he talked about 1864. "At that conference, this idea of Confederation, the union of colonies of British North America, was discussed for the very first time."

The tour started outside Founders' Food Hall, which was once part of P.E.I.'s railway, before moving along the waterfront, through Peake's Quay and up Great George Street to Province House.

Along the way, Peacock told stories about Indigenous history, French and British settlement, the Island's land system, shipbuilding and Confederation.

STREET OF HISTORY

When the group reached Great George Street, Peacock told them they were standing on one of only two officially designated historic streets in Canada.

The street dates back to the early days of Charlottetown and was named after King George III.

"There is also something very, very exciting right here on this street, right near you," he said. "You're pretty much on top of it. Can you see what it is?"

After a few guesses, Peacock pointed down.

"It is the slate, yes, the sidewalk right here."

The sidewalk goes back to the second half of the 19th century, Peacock said, when Great George Street became the first street in Charlottetown to be paved.

The stones came from Scotland, but when they arrived, they were too big.

"We had expected nice slabs with which to build a sidewalk," he said. "What we got were giant stones, some of which were up to six feet tall."

Charlottetown did not have the equipment to cut the stone, so Peacock said the stones were buried several feet into the ground and used that way.

"I can't tell you which stones, but some of the stones on this street go down several feet into the ground," he said. "And I think you will agree, a very exciting sidewalk."

CHARLOTTETOWN CONFERENCE

The tour also followed the route taken by delegates during the Charlottetown Conference in 1864.

Peacock said delegates from the Province of Canada arrived in Charlottetown aboard the SS Queen Victoria on Sept. 1, 1864. But there was almost no one at the harbour to welcome them.

"Where was everyone?" Peacock asked the group.

The circus was in town, and much of Charlottetown had gone to see it.

Peacock told the group that one woman who spotted the unfamiliar steamship thought the Americans might be invading. It was during the U.S. Civil War, and steamships were still relatively new to the Island.

Colonial secretary William Henry Pope eventually rushed down Great George Street to greet the delegates.

The conference did not create Canada, but the delegates discussed the idea of joining the British North American colonies. They later continued talks in Quebec.

P.E.I. did not join Canada when Confederation happened in 1867. It later joined in 1873.

Peacock said the Island was doing well financially at the time and many Islanders were not convinced Confederation would benefit them.

But after the Island took on heavy debt, partly from building its railway, P.E.I. eventually joined Canada.

As part of the deal to join Canada, P.E.I. also received up to $800,000 to help buy land from absentee landlords. Much of the Island had been divided into large lots and given to landowners in Britain in the 1700s.

As the group continued up Great George Street, Peacock shared stories about some of its buildings, like the Great George Hotel, St. Dunstan's Basilica and the former Bishop's Palace.

He also talked about P.E.I.'s Prohibition years and how bootleggers would hide alcohol in the harbour by weighing it down with blocks of salt.

The tour ended at Province House, where the Charlottetown Conference was held in 1864.



Stone sidewalks along Great George Street date back to the 19th century. A guide on a recent tour explained the stones were brought from Scotland, and some extend several feet into the ground because Charlottetown did not have the equipment to cut them when they arrived.



NOTICE OF MORTGAGE SALE

TO BE SOLD at Public Auction in front of the Charlottetown Law Courts, Queens County, Province of Prince Edward Island, on the 7th day of October 2026, commencing at the hour of 12:30, all and singular the following, that is to say:

ALL THAT TRACT, PIECE OR PARCEL OF LAND situate, lying and being identified as 93 Cannery Road, in the Town of Springbrook and being part of Township/Common Lot Number 21, in Queens County, in the Province of Prince Edward Island and being Provincial Parcel Number 741348.

The above sale is made Under and by the Virtue of a Power of Sale contained in a Mortgage dated April 14, 2022, and registered in the Office of the Registrar of Deeds for Queens County on August 31, 2022, in Book 5964 as Document 4919.

THE SAID PROPERTY will be sold subject to a reserve or upset bid and conditions of sale.

FOR FURTHER PARTICULARS apply to the offices of BOYNECLARKE LLP.

DATED this 22 day of July 2026.

Joshua J. Santimaw,
BOYNECLARKE LLP
Phone: (902) 460-3451
Solicitor for the Mortgagee

CHARLOTTETOWN
PO Box 98 (199 Queen Street)
Charlottetown, PE C1A 7K2
Phone: (902) 566-5548 | Fax: (902) 566-4701
www.charlottetown.ca

NOTICE OF PUBLIC MEETING

DATE: September 24, 2026 (Thursday)
TIME: 7:00 PM
VENUE: Council Chambers, City Hall, 199 Queen Street

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

Rezoning:
St. Martha's Court - Lot 2019-5 (PID# Parent Parcel 390740, New Assigned PID 1176502)
Laurel Palmer, RPP, MCIP, Planner 3 (Senior Planner)

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Public Schools Branch bus driver placed on leave following peace bond application filed

VIVIAN ULINWA



A P.E.I. school bus driver has been placed on administrative leave after police in his former home of Fredericton filed a peace bond application involving him. *POSTMEDIA FILE*

A P.E.I. school bus driver has been placed on administrative leave after the Public Schools Branch learned that a peace bond application had been filed against him.

The PSB said Shane Duffy, a former Fredericton police officer who now works for the branch in P.E.I., will remain on leave until the court process is complete.

"We are committed to ensuring the safety of children in our schools," the PSB said in an email to The Guardian.

The application falls under Section 810.1 of the Criminal Code, which allows a person who has reasonable grounds to fear that someone will commit certain sexual offences against a person under 18 to apply for a peace bond.

Duffy has not been charged and no allegations against him have been proven in court.

The Fredericton Police Force told The Guardian in an email that it is limited in the information it can provide about the peace bond application involving Duffy.

Police said they received a complaint from a member of the public on Nov. 22, 2025, which led to a criminal investigation by the force's special crimes unit.

"At the conclusion of the investigation, and upon file review by the Crown prosecutor, an application for peace bond was approved and processed in court on Monday, July 13, 2026."

Police said the complaint was received after Duffy retired from the police force in November 2020.

"The FPF recognizes the importance of exercising due diligence throughout the investigative process and remains committed to ensuring that all criminal investigative files are prepared to the highest professional standards," the email said.

Police also said the case is not connected to any other past or current investigations or charges and does not affect any other files.

The PSB said employees are required to disclose annually whether they have been charged with or convicted of a criminal offence.

The branch is also in the process of introducing a requirement for employees to immediately disclose any criminal charges or convictions.

The PSB said anyone applying to work as a school bus driver must provide clear criminal record and vulnerable sector checks and undergo background checks.

Duffy appeared in Fredericton provincial court Thursday with his lawyer, Alex Pate, for a scheduled appearance to move up his hearing date. But Crown prosecutor Jennifer Cooper told the court she was unaware of the court's request to seek specialized prosecution, meaning the parties weren't able to sort out a new date and time.

Duffy was not present in court. The Guardian called Duffy's lawyer for a comment but had not heard back by the end of the day Thursday.

Judge Mélanie Poirier Leblanc told Cooper the specialized prosecution can still contact the court scheduler to arrange an earlier date if they wish to do so, at which point the court would co-ordinate with Pate.

The hearing is currently set for more than a year away, on Oct. 7, 2027.

With files from Sean Cunningham, Brunswick News.

Three Rivers proposed bylaw change deferred

VIVIAN ULINWA

Three Rivers council has voted to defer proposed changes to the town's procedural bylaw that would require residents to provide more information before speaking at council meetings.

Councillors who spoke on the motion said they supported the idea of the new amendments, but they wanted to leave that up to the next council to decide.

About three residents spoke at the town's Sept. 14 council meeting, giving their thoughts on the proposed changes to the town's procedural bylaw.

One of those speakers is Mike Monaghan. He asked council what specific problems have occurred to propose the new changes.

The proposed changes come from the recommendation of a code of conduct complaint the town received this year. It would require speakers to fill out a form, provide their name, the meeting they want to attend and background information about the topic they plan to discuss.

The proposed bylaw would say only agenda-related topics may be addressed by people wishing to speak at council. Topics already considered, discussed or decided by council may not be considered again. Monaghan expressed his concerns with that.

"If council makes a decision and residents later obtain new information ... Or simply believe council got it wrong, then why should it be the fact that because it was previously discussed, citizens can't raise our concerns again?"

He also asked council what safeguards are in the bylaw to ensure the requirement to pre-register a topic is not used to screen out criticism regarding uncomfortable topics.

"Democracy is not always convenient," he said. "Public criticism can be repetitive and sometimes uncomfortable, but accessibility of elected officials should expand wherever reasonably possible."

He also told council he found the 3 p.m. deadline for residents to fill out the form to speak at council quite restrictive.

"It's a pretty narrow doorway for people like myself to be able to address council. I can't really support amendments that make it harder for residents to be heard by their own elected council."

Coun. Martina MacDonald replied to Monaghan's concerns saying that there have been a lot of reasons why council may be pushing back.

"If you go back to some of our meetings ... there have been a lot of times when facts haven't been the facts and then false accusations are made and we're accused of having our pockets lined."

She said it's been really difficult hearing all the accusations, especially because council is told not to engage.

"That has been the reason for some of the push back from council."

Councillors who spoke during the meeting generally supported the changes to the bylaw. Coun. Alan Munro said he would like to see it move to the first council meeting in December which will fall under the new council to decide.

Council voted 4-3 to defeat the motion and then voted 4-3 to table the motion to the first council meeting in December

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OPEN HOUSE:
SUNDAY, SEPTEMBER 20TH
1PM - 3PM



42 Artz Lane, Harrington
$479,900 • MLS®202620589
Hosted by Roy Artz REALTOR®

FEATURED LISTING:
A stunning property with approx. 275 feet of waterfront. 2.6 acres, this modular home features 3 beds & 2 bath



858 Crooked Creek Road, Wheatley River
$599,900 • MLS®202622389
Christine McAleer REALTOR®

FEATURED LISTING:
This is more than a house. It's a 15A retreat built for comfort, convenience, and the great outdoors.



70 East Suffolk Road Ext, Suffolk
$659,000 • MLS®202620385
Kendra Stretch REALTOR®

FEATURED LISTING:
This 2 bed, 2 bath home has 2 heat pumps, an open concept living space and features a beautiful water view.



15 Abegweit Lane, North Rustico
$345,000 • MLS®202618788
Christine McAleer REALTOR®

FEATURED LISTING:
This spacious 5-bed, 3 bath exceptional family home within walking distance of all three local schools.



18 Newland Crescent, Charlottetown
$649,900 • MLS®202622471
Tim Jackson REALTOR®

FEATURED LISTING:
This newly constructed 3-bed, 2-bath home features modern finishes and a functional layout.



82 Samantha Lane, Cornwall
$504,900 • MLS®202621303
Jeff Newson & Julie Stewart REALTOR®

FEATURED LISTINGS

Address	Price	REALTOR®	MLS®
4 Maple Drive, Rockey Point	$399,000	Bobby McIsaac	MLS®202620674
34 Essex Crescent	$399,900	Anjan Boina	MLS®202620758
31 Landing Drive, Cavendish	$409,000	Barry Waite	MLS®202619714
36 Bonavista Drive, Cornwall	$484,000	Bobby McIsaac	MLS®202619425

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www.charlottetown.ca

NOTICE OF PUBLIC MEETING

DATE: September 24, 2026 (Thursday)
TIME: 7:00 PM
VENUE: Council Chambers, City Hall, 199 Queen Street

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

Rezoning:
St. Martha's Court - Lot 2019-5 (PID# Parent Parcel 390740, New Assigned PID 1176502)
Laurel Palmer, RPP, MCIP, Planner 3 (Senior Planner)

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Posted Sept 16/26 9:20AM
Two posts on property
KP

CHARLOTTETOWN

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