CHARLOTTETOWN

PLANNING BOARD AGENDA
NOTICE OF MEETING

Tuesday, July 7th, 2026, at 4:30 pm
Council Chambers, 2nd Floor, City Hall, 199 Queen Street
Live streaming: www.charlottetown.ca/video

1. **Call to Order**
2. **Declaration of Conflicts**
3. **Approval of Agenda** - Approval of Agenda for Tuesday, July 7th, 2026
4. **Adoption of Minutes** – Minutes of Planning Board Meeting on Tuesday, June 2nd, 2026
5. **Business arising from Minutes**
6. **Reports:**
   a) **Variances:**
      1. **180 Kent Street (PID# 342626)**

         Stephanie MacDonald, Planner 1

         This is a request for a Major Variance to allow for the installation of a vinyl-wrap mural on an existing structure (traffic control cabinet) located within the public right-of-way abutting the subject parcel within the 500 Lot Area. As per Section 47.3.1(p) of the Zoning & Development Bylaw, murals or any signs painted on a building or structure within the 500 Lot Area require Council consideration through the Major Variance process.

      2. **247 Prince Street (PID# 346247)**

         Stephanie MacDonald, Planner 1

         This is a request for a Major Variance to allow for the installation of a vinyl-wrap mural on an existing structure (traffic control cabinet) located within the public right-of-way abutting the subject parcel within the 500 Lot Area. As per Section 47.3.1(p) of the Zoning & Development Bylaw, murals or any signs painted on a building or structure within the 500 Lot Area require Council consideration through the Major Variance process.

3. **27 Summer Street (PID# 547810)**

David Gundrum, Manager of Development Planning

This is a request for a Major Variance to allow for an appointment-based home occupation (small electronics repair business) proposed to be located within an existing single-detached dwelling within the Mixed-Use Corridor (MUC) Zone for property addressed as 27 Summer Street (PID# 547810). As per Section 5.9.3(g) of the Zoning & Development Bylaw, home occupation uses operating on an appointment basis may be considered following the review of a Major Variance with Planning Board and Council.

4. **65 Carraigbrook Lane (PID# 1192483)**

David Gundrum, Manager of Development Planning

This is a request for a Major Variance to allow for an increased maximum height of 17.25 metres (56.60 feet) for a proposed 4-storey apartment building on property within the (R-4) Zone whereas a maximum building height of 15 metres (49.21 feet) is otherwise permitted and also for an increased maximum density of 59 apartment units based on lot size whereas 56 units would otherwise be permitted.

b) Rezonings:

1. **307 Patterson Drive (PID# 676585)**

David Gundrum, Manager of Development Planning

This is a request to rezone the subject property from the existing Low Density Residential (R-2) Zone and place it in the Business Office Commercial (C-1) Zone for the purpose of harmonizing existing zoning across a common site containing an existing commercial building (convenience store).

2. **Towers Road – Unaddressed Property (PID#s 390534, 1179670)**

David Gundrum, Manager of Development Planning

This is a request to rezone the subject property identified as PID# 390534 from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and to rezone the subject property identified as PID# 1179670 from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone for the purpose of developing both sites in future with retail commercial uses.

3. **Mount Edward Road – Unaddressed Property (PID# 440545)**

David Gundrum, Manager of Development Planning

This is a request to rezone the subject property from the Single Detached Residential (R-1L) Zone to the Comprehensive Development Area (CDA) Zone and to change the land-use designation under the Official Plan to Comprehensive Development Area to facilitate future development of the property with three (3) apartment buildings having a combined total maximum of up to 87 dwelling units based on existing lot size.

4. **St. Peters Road – Unaddressed Property (PID# 140087)**

Laurel Palmer, Planner 3

This is a request to amend the City of Charlottetown Official Plan and a request to amend the Zoning & Development Bylaw to place the subject property within the Village Centre Commercial land-use designation of the Official Plan and the East Royalty Mixed Use Village Centre (ER-MUVC) Zone of the Zoning & Development Bylaw in order to facilitate future development of the subject property.

c) Other:

1. **7 Pond Street (PID# 367631)**

David Gundrum, Manager of Development Planning

This is a request to construct a 30 metre (98.42 feet) tall slim monopole antenna tower with ancillary radio equipment (telecommunications tower) on subject property identified as 7 Pond Street (PID# 367631) that is within the Institutional (I) Zone containing an existing place of worship (Holy Redeemer Catholic Parish).

7. Introduction of New Business

8. Adjournment of Meeting

PLANNING & HERITAGE: PLANNING BOARD MINUTES
TUESDAY, JUNE 2, 2026, 4:30 PM
COUNCIL CHAMBERS, 2ND FLOOR, CITY HALL, 199 QUEEN STREET
Live streaming at www.charlottetown.ca/video

Present:	**Deputy Mayor Jankov, Chair**	**Dave Essery, RM**
	Councillor Julie McCabe	**Bobby Kenny, RM**
	Councillor Norman Beck	**Lea MacDonald, RM**
		Jacqui Scaman, RM
Also:	**Brad MacConnell, CAO**	**Jason Doucette, IO/AA****
	Mike Ruus, Director, Int. Growth	***minute taker*
	David Gundrum, Mgr, PH	
	Sonia Kamal, PII	
Regrets:	**Mayor Phillip Brown**	
	Paul Connolly, RM	
	Satyajit Sen, RM	

1. **Call to Order**
   Chair called the meeting to order at 4:42 PM

2. **Declaration of Conflicts**
   Chair Jankov asked if there were any conflicts. There were no conflicts.

3. **Approval of Agenda**
   Moved by Lea MacDonald and seconded by Bobby Kenny that the agenda for Tuesday, June 2, be approved.

   CARRIED

4. **Adoption of Minutes**
   Moved by Councillor McCabe and seconded by Jacqui Scaman that the minutes of the Planning Board meeting held on Tuesday, May 5, 2026, as circulated, be approved.

   CARRIED

5. **Business arising from Minutes**
   There was no business arising from the minutes.

6. **Reports:**

   a) Variances:

   1. 600 North River Road (PID#s 444679 & 600817)
   Sonia Kamal, Planner II

Property Information: Shopping Centre Commercial (C-3) Zone
Staff Presenter: Sonia Kamal, Planner II
Applicant: Trevor Bevan C/O Bevan Enterprises
Reference: Planning Board Meeting Package

Request:

This is a request for Major Variance to increase the maximum permitted building height from 15.0 m (49.2 ft) to approximately 22.3 m (73.3 ft), as well as to increase the maximum allowable number of dwelling units from 44 units to 49 units on a 5,039 square metre (54,240 sq. ft.) lot. The proposal is to construct a five-storey apartment building with commercial units on the ground floor and a partial basement for tenant storage, with no parking provided within the basement. The purpose of this request is to allow the height and density of the proposed building to exceed the maximum height and density as defined in the Zoning and Development Bylaw for the Shopping Centre Commercial (C-3) Zone and the applicable step-down regulation of the (R-4A) Zone.

Summary:

Sonia stated the applicant is requesting a major variance to increase the permitted building height and number of dwelling units for a proposed 5-storey mixed-use apartment building at 600 North River Road.

The development includes 49 residential units with ground-floor commercial space, exceeding the current limits of 15 metres in height and 44 units. The site is located within a commercial corridor surrounded by highway commercial and light industrial uses and is currently occupied by a former car dealership. The proposal meets parking requirements with 90 spaces, and no public objections were received.

City departments reviewed the application with no major concerns, though a traffic impact study will be required.

Staff find the proposal consistent with Official Plan policies supporting increased density and housing in serviced areas and conclude that the additional height and units will not significantly impact the surrounding area. Approval of the variance is recommended, subject to the traffic study.

Discussion:

Councillor Beck asked whether the Action Car and Truck Accessories building to the north would remain and whether it would be considered in the parking calculations. He also questioned how the required traffic impact study would function, specifically whether it would determine a maximum number of units that could be supported by the road network or potentially limit the proposed 49 units.

It was confirmed that the existing building to the north will remain and has been accounted for in parking considerations.

In response to the traffic study question, staff explained that the number of permitted units is established through the Zoning and Development Bylaw, not the traffic study. The traffic impact study instead evaluates the effect of additional traffic generated by the development and determines whether the surrounding road network can accommodate it and if any upgrades to road network infrastructure would be required or not to accommodate the future development. It was noted that such studies typically indicate if the development can be supported and may recommend traffic management measures, but do not assign a specific dwelling unit limit.

MOTION:

Moved by Lea MacDonald and seconded by Councillor Beck that Planning Board recommend approval to Council for the request of a height and density variance to increase the maximum permitted building height from 15.0 m (49.2 ft) to approximately 22.3 m (73.3 ft), as well as to increase the maximum allowable number of dwelling units from 44 units to 49 units on a 5,039 square metre (54,240 sq. ft.) lot in order to construct a 5-storey apartment building with commercial units on the ground floor and a partial basement for tenant storage, with no parking provided within the basement subject to a Traffic Impact Study (TIS) and to the satisfaction of the Manager of Public Works.

CARRIED
(6-0)

b) Site Specific Exemption:

1. **147 Hillsborough Street (PID# 342907)**
   David Gundrum, Manager of Development Planning

Property Information: Low Density Residential (R-2) Zone
Staff Presenter: David Gundrum, Manager, Planning Development
Applicant: PEI Housing Corporation
Reference: Planning Board Meeting Package

Request:

This is a request for site-specific amendment to the existing (DMUN) zoning to allow for a transitional housing facility (11 beds for residents) whereas this land-use is not otherwise permitted within the existing zone.

Summary:

The applicant has requested a site-specific amendment to the Downtown Mixed-Use Neighbourhood (DMUN) zone to permit a transitional housing facility within an existing three-storey building at 147 Hillsborough Street. The proposal includes 11 beds, with interior renovations required, and is submitted by the Province of Prince Edward Island Housing Corporation. The use is not currently permitted within the DMUN zone.

Notification and consultation requirements were completed, including circulation to 67 nearby property owners and a public meeting held on March 26, 2026. Five written submissions were received, all in opposition, raising concerns related to safety and security, loitering, lack of outdoor space, property values, neighbourhood perception, and potential loss of rental units.

Staff advised that the proposal aligns with the Official Plan's housing policies, which support a full housing continuum including transitional housing in mixed-use areas near transit. The subject property is located approximately a five-minute walk from the city's main transit hub. The applicant indicated the facility will include 24-hour supervision, security measures such as lighting and cameras, and resident screening criteria.

Additional information was provided following previous deferrals, including confirmation that the Province will fund and install a police-supported e-watch camera system. The Province also committed to a series of measures to be secured through a development agreement, including on-site staffing, surveillance, enhanced lighting, community engagement, and coordination with police services.

Staff concluded that although the use is not currently permitted, it meets the intent of the Official Plan and addresses a need within the housing continuum.

Staff recommend approval of the site-specific amendment, subject to the proposed safety and security measures being formalized through a development agreement prior to issuance of permits.

Discussion:

Councillor Beck expressed appreciation that staff and relevant parties who addressed concerns raised in earlier meetings and worked toward a resolution.

MOTION:

Moved by Councillor Beck and seconded by Bobby Kenny that Planning Board recommend that Council approve the request for a site-specific amendment to the existing Downtown Mixed Use Neighbourhood (DMUN) Zone that applies to the subject property identified as 147 Hillsborough Street (PID# 342907) to allow for the existing 3-storey structure to be repurposed as a transitional housing facility having 11 beds for residents. This approval will be subject to the public safety and security measures as suggested by the Provincial Department of Housing, Land and

Communities as detailed in their correspondence to the City of Charlottetown dated April 14, 2026 to be codified in a future Development Agreement before any Building & Development Permit can be issued. As well, the Province will commit to the funding and implementation of a City E-watch camera system in regard to the use.

CARRIED
(6-0)

7. **Introduction of New Business**
   There was no new business that arose.

8. **Adjournment of Public Session**
   Moved by Councillor McCabe and seconded by Bobby Kenny that the meeting be adjourned. The meeting was adjourned at 5:10 PM.

_____
Deputy Mayor Alanna Jankov, Chair

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6A-1

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning & Heritage

Other Associated Departments:
Public Works

Prepared by:
Stephanie MacDonald, Planner 1

Attachments:

A. Air Photo
B. Zoning Map
C. Proposed Art Location & Site Plan
D. Arts and Advisory Board Approval
E. Circulation Letter (June 17, 2026)
F. Public Responses to Circulation

Report Title:
Major Variance to accommodate a temporary vinyl wrap artwork on a traffic control cabinet within the 500 Lot Area. The application has been made by CAO Brad MacConnell on behalf of the City of Charlottetown.

Report Purpose:
Request to allow for a vinyl wrap artwork within the 500 Lot Area.

Staff Recommendation:
That Planning Board recommends that Council:

Approve the proposed Major Variance for the subject property addressed as 180 Kent Street (PID# 342626) to allow for:

- the installation of a vinyl wrap artwork to be affixed to a traffic control cabinet within the 500 Lot Area.

Report Details:
The Major Variance application was submitted by the City of Charlottetown on April 22, 2026, for the subject property. The proposed artwork will be affixed to a traffic control cabinet located at the southwest corner of Kent Street and Prince Street.

Section 47.3.1 (p) of the *Zoning & Development Byl*aw prohibits murals or signs painted upon a building or structure within the 500 Lot Area unless they have been reviewed by the Arts Advisory Board and followed by Council approval. On March 13, 2026, the Arts Advisory Board reviewed the proposed installation of the artwork at the subject location and received support to proceed with requesting Council approval (Attachment D). Additionally, the applicant consulted with Public Works and received approval to affix the artwork to the traffic control cabinet.

The proposed Major Variance would not have any negative impact on the subject property or the surrounding area and would add to the vibrancy of the downtown area. The artwork is proposed as a temporary fixture making it easily removeable, if necessary.

Council or Committee History:
On April 13, 2026, the Arts Advisory Board reviewed the proposed installation of the artwork at the subject location and received support to proceed with requesting Council approval.

Financial Implications:
N/A

Public Engagement and Communication:
Notification of the proposed development and associated Planning Board meeting was circulated on June 17, 2026, to thirty-one (31) surrounding property owners within 100 m (328.1 ft) of the subject property (see Attachment E). The deadline for affected property owners to submit written comments was 4:00pm on July 2, 2026.

No responses were received.

Legislative Authority:
Zoning and Development Bylaw
Official Plan
Strategic Plan

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

Submitted by Planner:
Stephanie MacDonald, B.Sc.



Planner 1

Reviewed By:

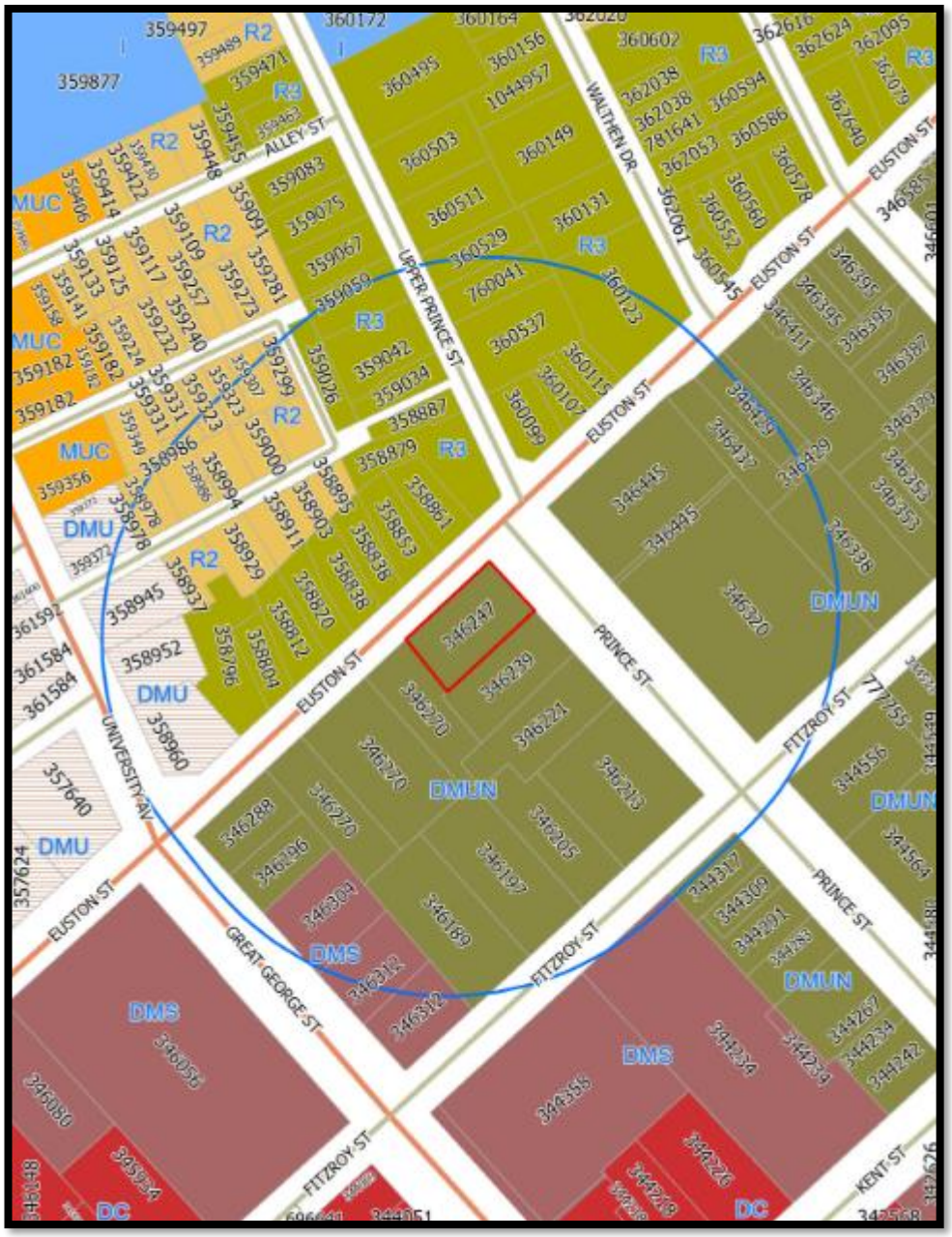
Manager	**Director/CAO**
David Gundrum, RPP, MCIP, 07/02/2026	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

Attachment "A" – Air Photo:



Attachment "B" – Zoning Map:



Attachment “C” – Proposed Art Location & Site Plan

TRAFFIC CONTROL CABINET WRAP – KENT STREET / PRINCE STREET



Sofia Cervantes Romero, *Untitled*, 2026



Attachment "D" – Arts and Advisory Board Approval:

6. Traffic Control Cabinet Year 2 Artwork Approval

The details and final artworks for year 2 of the traffic control cabinet project were shared with the AAB:

Moved by Renée and seconded by Omar that the Arts Advisory Board approve the four artworks submitted by the following artists for year two of the Traffic Control Cabinets:

- *Trudy Spooner,* Here I Come*, 2026: Cabinet at Allen St / Upper Prince St*
- *Bhreagh Krszwda,* Vesper Vulpines*, 2026: Cabinet at Euston St / Prince St*
- *Sofia Cervantes Romero,* Bodies in Motion*, 2026: Cabinet at Kent St / Prince St*
- *Maggie J. Whitten Henry,* Nemtaqaq*, 2026: Cabinet at North River Rd / Beach Grove Rd*

And further, that the artworks and locations be advanced to the City of Charlottetown's Planning Board for further consideration. Carried.

It is expected that the cabinets should be wrapped in the next couple of months. Omar suggested that a set of standard design guidelines, especially regarding traffic safety, could be prepared and shared with artists to streamline the process.

Attachment "E" – Circulation Letter (June 17, 2026):

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

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

June 17, 2026

RE: 247 Prince Street (PID #346247)

Dear Property Owner:

The City of Charlottetown Planning & Heritage Department received a request for a Major Variance to install a vinyl-wrap mural on the exterior of a traffic control cabinet adjacent to 247 Prince Street (PID #346247).

As per Section 47.3.1.p) of the *Zoning & Development Bylaw*, a mural or sign painted upon a building or structure within the 500 Lot Area is otherwise prohibited unless it has been reviewed by the Arts Advisory Board and approved by Council through the Major Variance process.
Pursuant to the requirements of the *Zoning and Development Bylaw*, and as an owner of a property within 100 metres (328.1 feet) of the boundaries of the proposed development at the subject property, you are being notified of the Major Variance request. If you have any objections or comments regarding the Major Variance, please state the rationale for your objection(s) as part of your written comments. Written comments shall be submitted no later than **4:00pm on Thursday, July 2, 2026.** Please email written comments to the reporting Planner at stmacdonald@charlottetown.ca.
Please be advised that any written comments received will become part of the public record.

In accordance with Section 3.9.4 (Major Variances) of the *Zoning and Development Bylaw*, the Major Variance will be referred to Planning Board which shall consider the request and any comments received in response to the notice and shall make a recommendation to Council. Council may, without prejudice, approve or reject the Major Variance. City of Charlottetown Planning Board will consider this application at its meeting at **4:30pm, Tuesday, July 7, 2026 in City Council chambers (2nd Floor) at City Hall** and may then recommend to Council to grant or deny this variance.

If you have any questions or concerns, please contact the Planning & Heritage Department at (902) 629-4158.

Sincerely,

Stephanie MacDonald, BSc
Planner I

Attachment “F” – Responses to Public Circulation:

None.

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6A-2

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning & Heritage

Other Associated Departments:
Public Works

Prepared by:
Stephanie MacDonald, Planner 1

Attachments:

A. Air Photo
B. Zoning Map
C. Proposed Site Plan & Artwork Location
D. Arts and Advisory Board Approval
E. Circulation Letter (June 17, 2026)
F. Public Circulation Responses

Report Title:
Major Variance to accommodate a temporary vinyl wrap artwork on a traffic control cabinet within the 500 Lot Area. The application has been made by CAO Brad MacConnell on behalf of the City of Charlottetown.

Report Purpose:
Request to allow for a vinyl wrap artwork within the 500 Lot Area.

Staff Recommendation:
That Planning Board recommends that Council:

Approve the proposed Major Variance for the subject property addressed as 247 Prince Street (PID# 346247) to allow for:

- the installation of a vinyl wrap artwork to be affixed to a traffic control cabinet within the 500 Lot Area.

Report Details:
The Major Variance application was submitted by the City of Charlottetown on April 22, 2026, for the subject property. The proposed artwork will be affixed to a traffic control cabinet located at the southwest corner of Euston Street and Prince Street.

Section 47.3.1 (p) of the *Zoning & Development Byl*aw prohibits murals or signs painted upon a building or structure within the 500 Lot Area unless they have been reviewed by the Arts Advisory Board and followed by Council approval. On March 13, 2026, the Arts Advisory Board reviewed the proposed installation of the artwork at the subject location and received support to proceed with requesting Council approval (Attachment D). Additionally, the applicant consulted with Public Works and received approval to affix the artwork to the traffic control cabinet.

The proposed Major Variance would not have any negative impact on the subject property or the surrounding area and would add to the vibrancy of the downtown area. The artwork is proposed as a temporary fixture making it easily removeable, if necessary.

Council or Committee History:
On April 13, 2026, the Arts Advisory Board reviewed the proposed installation of the artwork at the subject location and received support to proceed with requesting Council approval.

Financial Implications:
N/A

Public Engagement and Communication:
Notification of the proposed development and associated Planning Board meeting was circulated on June 17, 2026, to eighteen (18) surrounding property owners within 100 m (328.1 ft) of the subject property (Attachment E). The deadline for affected property owners to submit written comments was 4:00pm on July 2, 2026.

No responses were received.

Legislative Authority:
Zoning and Development Bylaw
Official Plan
Strategic Plan

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

Submitted by Planner:
Stephanie MacDonald, B.Sc.



Planner 1

Reviewed By:

Manager	**Director/CAO**
David Gundrum, RPP, MCIP, 07/02/2026	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

Attachment “A” – Air Photo:



Attachment "B" – Zoning Map:



Attachment “C” – Proposed Site Plan & Artwork Location

TRAFFIC CONTROL CABINET WRAP – EUSTON STREET / PRINCE STREET



Bhreagh Krszwda, *Vesper Vulpines*, 2025



Attachment "D" – Arts and Advisory Board Approval:

6. Traffic Control Cabinet Year 2 Artwork Approval

The details and final artworks for year 2 of the traffic control cabinet project were shared with the AAB:

Moved by Renée and seconded by Omar that the Arts Advisory Board approve the four artworks submitted by the following artists for year two of the Traffic Control Cabinets:

- *Trudy Spooner,* Here I Come*, 2026: Cabinet at Allen St / Upper Prince St*
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- *Maggie J. Whitten Henry,* Nemtaqaq*, 2026: Cabinet at North River Rd / Beach Grove Rd*

And further, that the artworks and locations be advanced to the City of Charlottetown's Planning Board for further consideration. Carried.

It is expected that the cabinets should be wrapped in the next couple of months. Omar suggested that a set of standard design guidelines, especially regarding traffic safety, could be prepared and shared with artists to streamline the process.

Attachment "E" – Circulation Letter (June 17, 2026):

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

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

June 17, 2026

RE: 180 Kent Street (PID #342626)

Dear Property Owner:

The City of Charlottetown Planning & Heritage Department received a request for a Major Variance to install a vinyl-wrap mural on the exterior of a traffic control cabinet adjacent to 180 Kent Street (PID #342626).

As per Section 47.3.1.(p) of the *Zoning & Development Bylaw*, a mural or sign painted upon a building or structure within the 500 Lot Area is otherwise prohibited unless it has been reviewed by the Arts Advisory Board and approved by Council through the Major Variance process.

Pursuant to the requirements of the *Zoning and Development Bylaw*, and as an owner of a property within 100 metres (328.1 feet) of the boundaries of the proposed development at the subject property, you are being notified of the Major Variance request. If you have any objections or comments regarding the Major Variance, please state the rationale for your objection(s) as part of your written comments. Written comments shall be submitted no later than **4:00pm on Thursday, July 2, 2026.** Please email written comments to the reporting Planner at stmacdonald@charlottetown.ca.

Please be advised that any written comments received will become part of the public record.

In accordance with Section 3.9.4 (Major Variances) of the *Zoning and Development Bylaw*, the Major Variance will be referred to Planning Board which shall consider the request and any comments received in response to the notice and shall make a recommendation to Council. Council may, without prejudice, approve or reject the Major Variance. City of Charlottetown Planning Board will consider this application at its meeting at **4:30pm, Tuesday, July 7, 2026 in City Council chambers (2nd Floor) at City Hall** and may then recommend to Council to grant or deny this variance.

If you have any questions or concerns, please contact the Planning & Heritage Department at (902) 629-4158.

Sincerely,

Stephanie MacDonald, BSc
Planner I

Attachment “F” – Public Circulation Responses:

None.

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6A-3
27 Summer Street (PID# 547810)

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:

Prepared by:
David Douglas Gundrum, RPP, MCIP

Attachments:

A. Air Photo
B. Zoning Map
C. Circulation Letter (June 23, 2026)
D. Public Responses to Circulation

Report Title:

Major Variance to permit an appointment-based home occupation (small electronics repair business) within a single-detached dwelling present on the subject property identified as 27 Summer Street (PID# 547810).

The application has been submitted by Baljeet Sharma who is also owner of the property.

Report Purpose:

To evaluate a request for a small electronics repair business as an appointment-based home occupation within an existing dwelling.

Staff Recommendation:

The Planning & Heritage Department encourages Planning Board to recommend to Council that the following Major Variance for the subject property addressed as 27 Summer Street (PID# 547810) be approved:

1. To allow for an appointment-based home occupation in the form of a small electronics repair business.

and request that Council establish:

2. the approved number of clients permitted to visit per day and the maximum number of business-based visits per week; and

3. the required on-site parking for the proposed home occupation.

Report Details:

The proposed Major Variance application for the subject property identified as 27 Summer Street in the Mixed Use Corridor (MUC) Zone, was submitted by the property owner Baljeet Sharma on March 23, 2026. The intent of the application is to allow for an appointment-based business for a small electronics repair business that would be located within a portion of the existing single-detached dwelling.

Development Context:

The subject property is located on the north side of Summer Street and is two lots over from to the west of the major intersection with University Avenue. The subject property is located approximately 71 metres (233 feet) west from this intersection. The subject property and all surrounding abutting properties are all within the (MUC) Zone of the Zoning and Development Bylaw and contain a mix of single-detached dwellings and commercial buildings (see Attachment A). To the west side of the city block to which 27 Summer Street belongs are a collection of properties all within the (R-2) Zone predominately containing single-detached dwellings on approach to the intersection with Queen Street. The subject property abuts commercial properties fronting onto the main University Avenue commercial corridor.

Analysis:

Section 5.9.3(f) of the Zoning and Development Bylaw outlines regulations for home occupations and states that additional uses including uses with appointments typically based on an hourly basis or as scheduled may be considered following the process of review for a Major Variance. Section 5.9.1(k) states that the maximum number of clients permitted on the premises of appointment-based home occupations at any one time will be determined by Council. Additionally, as per Section 46.1 of the Bylaw, the required parking will be left to the discretion of Council for appointment-based home occupations.

As per Section 3.9.1(i) of the Zoning and Development Bylaw, where a land use proposal does meet the threshold to involve a rezoning or site-specific amendment application (i.e. the proposed use is already permitted in the existing zoning) and the variance request is not considered to be substantial where an amendment process should otherwise be exercised, then it is appropriate to evaluate the land use proposal by means of a Major Variance application as is the case here.

While the proposed business has potential to marginally increase traffic counts to a limited extent along Summer Street where street parking is already limited, the existing single-detached dwelling contains a long drive aisle along the east side of the dwelling that would be sufficient to accommodate several parking spaces in tandem based on the dimensional requirements in the Zoning Bylaw.

It is noted in this context that the single-detached dwelling itself only requires 1 legal parking space for its own use as per the parking requirements of the Zoning & Development Bylaw. Further, any impacts can be addressed through Council setting an appropriate maximum number of daily visits and an overall maximum number of weekly visits to the business and requesting on-site parking for clients which could be physically accommodated based on existing site characteristics. It is also noted that the use would be limited to accommodating 1 client visit at a time so on a continual basis, only 1 parking space should be needed for the additional home occupation use at any given time.

Based on the existing attributes of the site, the property could easily accommodate anticipated parking demands and if Council limits the maximum number of daily and weekly client visits, this would further serve to mitigate any off-site impacts from the establishment of the home occupation use where appointments are concerned.

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

Positives	Neutral	Shortcomings
The proposed home occupation would create a new economic opportunity for the existing homeowner and provide a new service to the wider community. The property is noted as being in a mixed-use Zone (MUC) and is adjacent to existing established commercial development along the University Avenue corridor.	The proposed home occupation would require submission of a Development Permit to the City to confirm the change of use should the Major Variance be approved.	The proposed home occupation is not otherwise allowed as-of-right due to its appointment-based nature and may cause limited traffic increases within the local road network.

Council or Committee History:
N/A

Financial Implications:
N/A

Public Engagement and Communication:
In accordance with Section 3.9 of the Zoning & Development Bylaw on June 23, 2026, notice of the Major Variance application for 27 Summer Street (PID# 547810) was circulated to twenty-eight (28) surrounding property owners within 100 metres (328.1 feet) of the subject property to request written comments on the proposed variance (see Attachment C). The deadline to submit written comments was 4:30pm on Tuesday, July 7, 2026.

As of the writing of this report (July 2, 2026), no written responses were received.

Conclusion:
The Planning & Heritage Department encourages Planning Board to recommend to Council that the following Major Variance for the subject property addressed as 27 Summer Street (PID# 547810) be approved:

1. To allow for an appointment-based home occupation in the form of a small electronics repair business.

and request that Council establish:

2. the approved number of clients permitted to visit per day and the maximum number of business-based visits per week; and

3. the required on-site parking for the proposed home occupation.

Legislative Authority:
Zoning & Development Bylaw
Official Plan

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

Submitted By Planner:
David Douglas Gundrum, RPP, MCIP



Manager of Development Planning

Reviewed By:

Manager	**Director/CAO**
N/A	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

Attachment “A” – Air Photo



Attachment "B" – Zoning Map



Attachment "C" – Circulation Letter (June 23, 2026)

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

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

June 23, 2026

RE: 27 Summer Street (PID# 547810)

Dear Property Owner:

The City of Charlottetown Planning & Heritage Department received a request for a Major Variance seeking permission to operate an appointment-based home occupation (small electronics repair business) at 27 Summer Street (PID# 547810) within an existing single-detached dwelling.

Section 5.9.3 (g) of the *Zoning and Development Bylaw*, outlines regulations for home occupations and states that additional uses, including uses with appointments typically on an hourly basis or as scheduled, may be considered following the process of review for a Major Variance. Section 5.9.1 (k) states that the maximum number of clients permitted on the premise of appointment-based home occupations at any one time will be determined by Council.

Pursuant to the requirements of the *Zoning and Development Bylaw*, and as an owner of a property within 100 metres (328.1 feet) of the boundaries of the proposed development at the subject property, you are being notified of the Major Variance request. If you have any objections or comments regarding the Major Variance, please state the rationale for your objection(s) as part of your written comments. Written comments shall be submitted no later than **4:00pm on Tuesday, July 7, 2026.** Please email written comments to the reporting Planner at dgundrum@charlottetown.ca

Please be advised that any written comments received will become part of the public record.

In accordance with Section 3.9.4 (Major Variances) of the *Zoning and Development Bylaw*, the Major Variance will be referred to Planning Board which shall consider the request and any comments received in response to the notice and shall make a recommendation to Council. Council may, without prejudice, approve or reject the Major Variance. City of Charlottetown Planning Board will consider this application at its meeting at **4:30pm, Tuesday, July 7, 2026 in City Council chambers (2nd Floor) at City Hall** and may then recommend to Council to grant or deny this variance.

If you have any questions or concerns, please contact the Planning & Heritage Department at (902) 629-4158.

Sincerely,

David Douglas Gundrum, RPP, MCIP
Manager of Development Planning

Attachment “D” – Public Responses to Circulation

None.

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6A-4

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:
N/A

Prepared by:
David Douglas Gundrum, RPP, MCIP

Attachments:

A. Air Photo
B. Zoning Map
C. Building Site Plan (submitted by applicant)
D. Building Elevations (submitted by applicant)
E. Hidden Valley Subdivision Plan
F. Circulation Letter (June 23, 2026)
G. Public Responses to Circulation

Report Title:

Major Variance for increased apartment unit density and building height for property addressed as 65 Carraigbrook Avenue (PID# 1192483) within the Hidden Valley subdivision. The application has been made by Fay El Hage, licensed Architect of Archwork Studios on behalf of the property owner Sachin Malik.

Report Purpose:

Request for Major Variance to allow for a maximum of 59 apartment units on site (56 units otherwise permitted based on maximum permitted density with respect to existing lot area) within the (R-4) Zone on Lot 162 in the Hidden Valley subdivision (PID# 1192483) otherwise addressed as 65 Carraigbrook Street. Also request to increase maximum building height to 17.25 metres (56.60 feet) whereas a maximum building height of 15 metres (49.21 feet) is otherwise permitted in the (R-4) Zone.

Staff Recommendation:

That Planning Board recommend that Council APPROVE the proposed Major Variance for the subject property identified as 65 Carraigbrook Avenue (Lot 162) in the Hidden Valley Subdivision (PID# 1192483) to:

1) Increase the maximum number of apartment units on the site to be 59 units whereas current maximum density under zoning would allow for 56 apartment units and to increase maximum allowed buildable height to be 17.25 metres (56.60 feet) whereas a maximum building height of 15 metres (49.21 feet) is otherwise permitted in the (R-4) Zone.

Report Details:

The Major Variance application was submitted by applicant Fay El-Hage, licensed Architect of Archwork Studios on behalf of owner Sachin Malik on April 13, 2026. The subject property is located within the Apartment Residential (R-4) Zone and is primarily surrounded by undeveloped parcels or parcels under recent active development all intended for future multi-residential development (see Attachment B). The applicant is requesting approval to increase maximum allowable density and building height to develop a 4-storey apartment building having 59 apartment units (see Attachments C & D).

Section 18.2 of the *Zoning & Development Bylaw* requires apartment buildings to have a minimum lot area of 115 square metres (1,237.9 square feet) per apartment unit for interior lots. The applicant is proposing a maximum density of 59 units on the subject property identified as 65 Carraigbrook Avenue (Lot 162) whereas a maximum of 56 apartment units would otherwise be permitted. Additionally, due to roof pitches and building elevations, the applicant is also requesting an increased maximum allowable building height of 17.25 metres (56.60 feet) whereas a maximum building height of 15 metres (49.21 feet) is otherwise permitted in the (R-4) Zone.

On the basis of maximum permitted lot area for 65 Carraigbrook Avenue (Lot 162), the proposed density of 59 units represents an increase of 5% over the existing limit, all based on available existing lot area for the site.

Staff have reviewed the proposal and determined that there would be no risks or land-use impacts associated with allowing for the increased density on the subject property. There would still exist sufficient land base on the lots to meet all setback requirements and provide for required parking on the property (see Attachment C).

The proposed density would still generally be consistent with the intent and purpose of the (R-4) zone which permits multi-unit residential apartment buildings to be developed. It is also noted that the proposed maximum building height limit of 17.25 metres (56.60 feet) would otherwise be consistent with already-proposed building heights for other multi-residential developments on neighbouring lots in the Hidden Valley subdivision. The request for additional building height can be entirely attributed in this case to proposed elevated roof pitches and proposed grades for the site (see Attachment D).

The proposed Major Variance can therefore be considered as consistent with the intent of the Zoning & Development Bylaw on the basis of the relief being requested in the context of the remaining regulations that apply.

Council or Committee History:
N/A

Financial Implications:
N/A

Public Engagement and Communication:
Notification of the proposed developments and associated Planning Board meeting was circulated on June 23, 2026, to eight (8) surrounding property owners within 100 m (328.1 ft) of the subject property. The deadline for circulated property owners to submit written comments was 4:30pm on Tuesday, July 7, 2026.

As of the writing of this report (July 2, 2026), no responses have been received.

Any responses received following publication of this report will be forwarded to Planning Board and Council for their consideration.

Legislative Authority:
Zoning and Development Bylaw
Official Plan
Strategic Plan

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

Submitted by Planner:
David Douglas Gundrum, RPP, MCIP



Manager of Development Planning

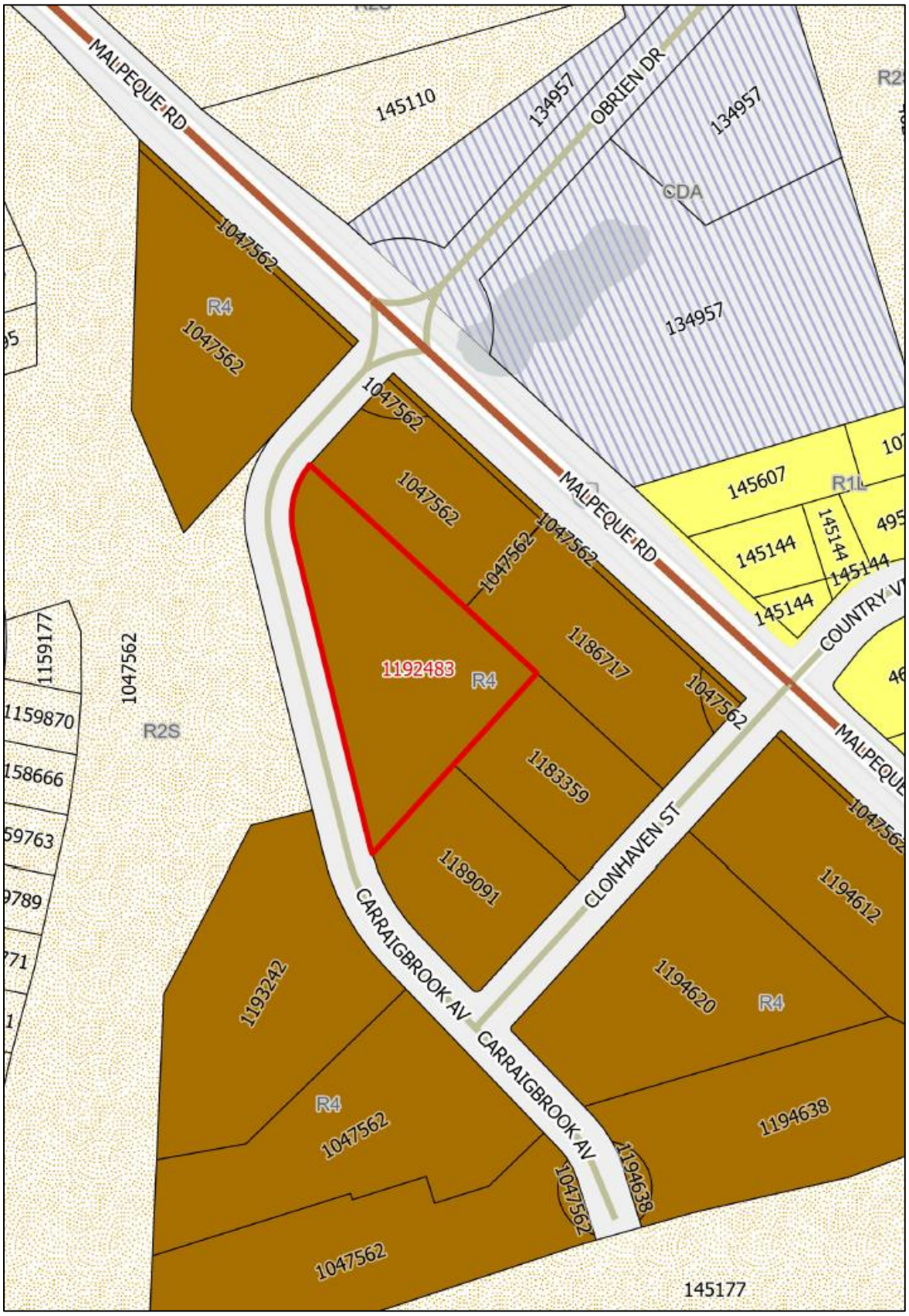
Reviewed By:

Manager	**Director/CAO** Michael Ruus, RPP, MCIP, 07/02/2026

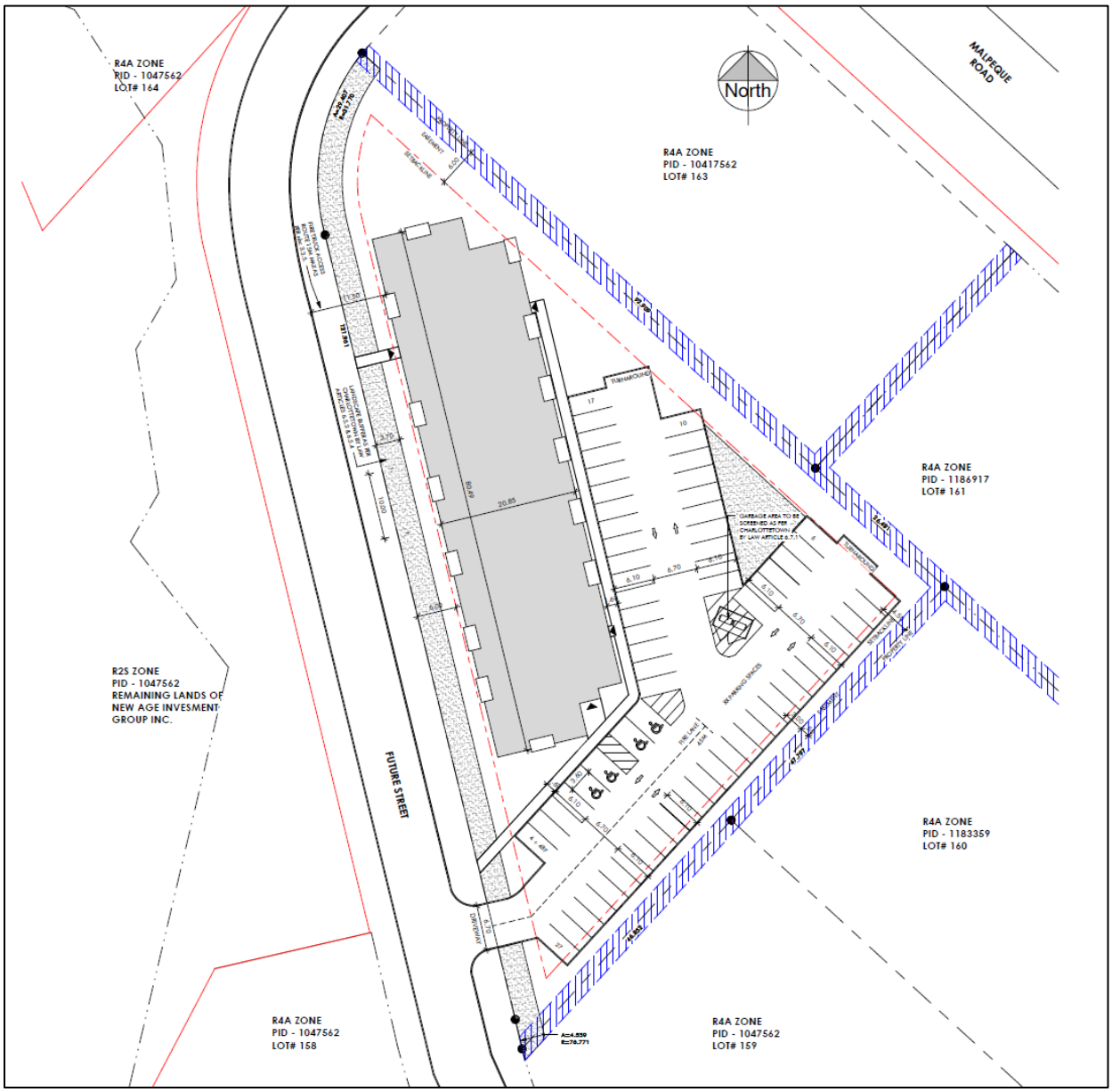
Attachment “A” – Air Photo:



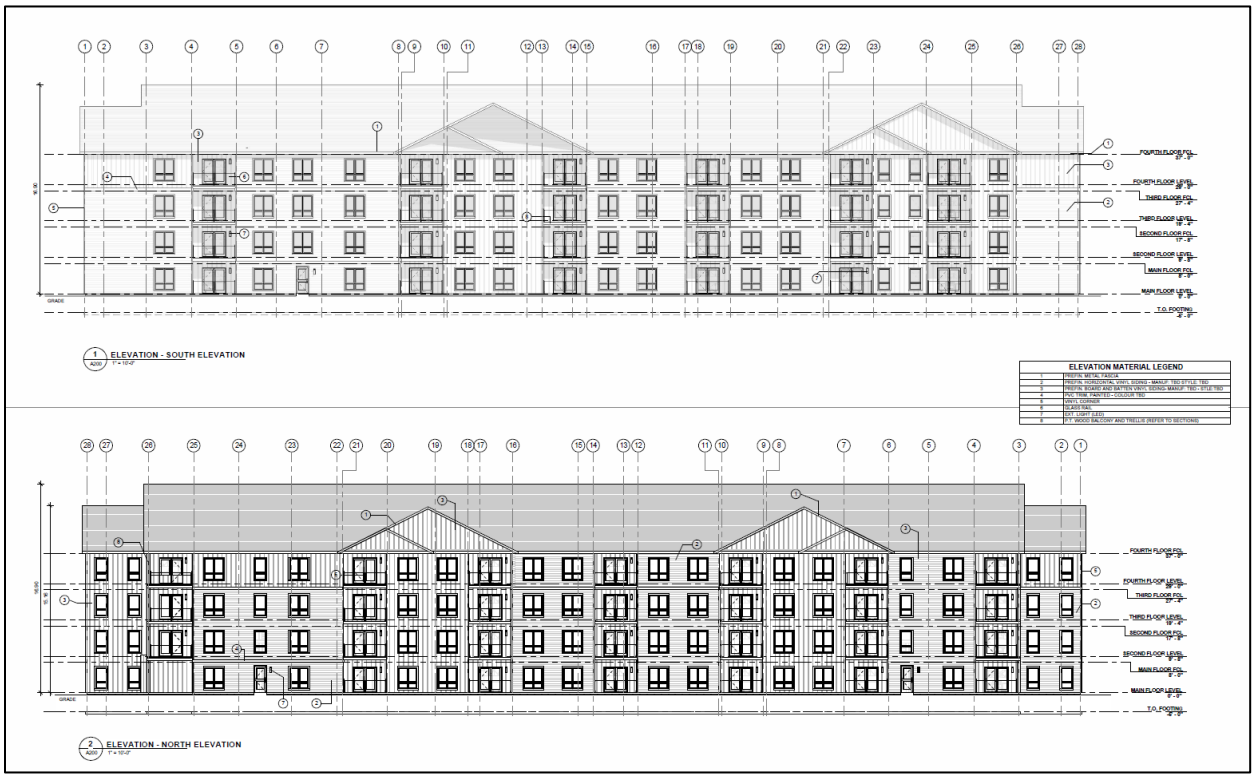
Attachment "B" – Zoning Map:



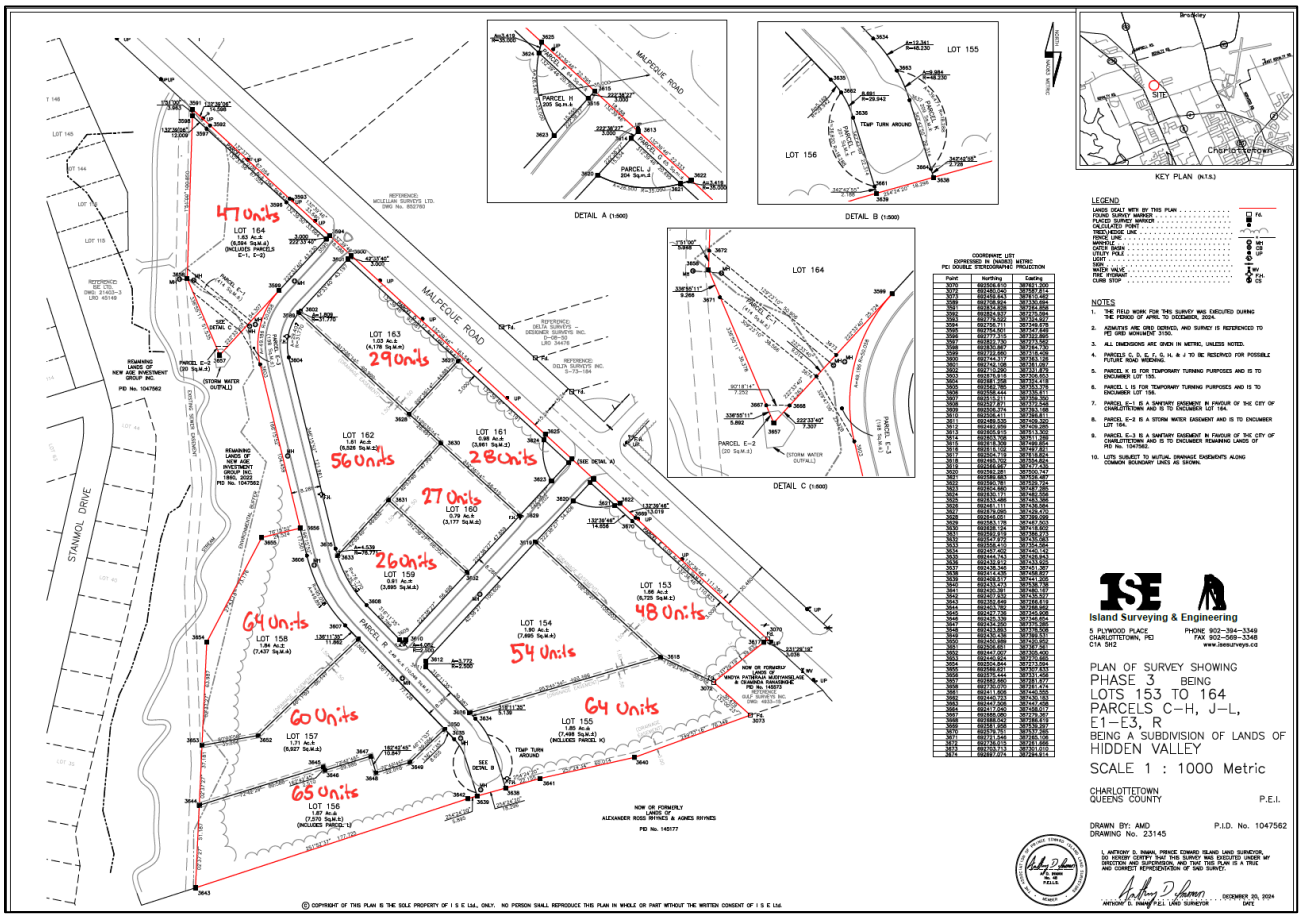
Attachment “C” – Building Site Plan (submitted by applicant)



Attachment “D” – Building Elevations (submitted by applicant)



Attachment "E" – Hidden Valley Subdivision Plan



Attachment "F" – Circulation Letter (June 23, 2026)

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

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

June 23, 2026

RE: 65 Carraigbrook Lane (PID# 1192483)

Dear Property Owner:

The City of Charlottetown Planning & Heritage Department received a request for a Major Variance seeking permission to construct a new apartment building (4-storeys, 59 units) on property identified as 65 Carraigbrook Lane (PID# 1192483) that would have a building height of 17.25 metres whereas a maximum height of 15 metres is otherwise permitted for apartment buildings in the (R-4) Zone. The variance is also proposing to increase the maximum allowable density or unit count on the property from 56 apartment units to 59 apartment units.

Pursuant to the requirements of the *Zoning and Development Bylaw*, and as an owner of a property within 100 metres (328.1 feet) of the boundaries of the proposed development at the subject property, you are being notified of the Major Variance request. If you have any objections or comments regarding the Major Variance, please state the rationale for your objection(s) as part of your written comments. Written comments shall be submitted no later than **4:00pm on Tuesday, July 7, 2026.** Please email written comments to the reporting Planner at dgundrum@charlottetown.ca

Please be advised that any written comments received will become part of the public record.

In accordance with Section 3.9.4 (Major Variances) of the *Zoning and Development Bylaw*, the Major Variance will be referred to Planning Board which shall consider the request and any comments received in response to the notice and shall make a recommendation to Council. Council may, without prejudice, approve or reject the Major Variance. City of Charlottetown Planning Board will consider this application at its meeting at **4:30pm, Tuesday, July 7, 2026 in City Council chambers (2nd Floor) at City Hall** and may then recommend to Council to grant or deny this variance.

If you have any questions or concerns, please contact the Planning & Heritage Department at (902) 629-4158.

Sincerely,

David Douglas Gundrum, RPP, MCIP
Manager of Development Planning

Attachment “G” – Public Responses to Circulation

None.

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6B-1
307 Patterson Drive (PID# 676585)

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:
None.

Prepared by:
David Douglas Gundrum, RPP, MCIP

Attachments:

A. Air Photo
B. Zoning Map
C. Council Resolution (May 12, 2026)
D. Public Notification Letter (June 10, 2026)
E. Public Meeting Minutes (June 18, 2026)
F. Public Circulation Responses
G. East Royalty Master Plan Land Use Map

Report Title:
Request to rezone the subject property from the Low Density Residential (R-2) Zone to the Business Office Commercial (C-1) Zone in order to harmonize the existing zoning for two parcels of land under the same PID number (311 and 307 Patterson Drive) containing an existing 1-storey commercial building (convenience store). The application has been made by 102461 PEI Inc. on behalf of the current owners.

Report Purpose:
Evaluation of a request for rezoning from the (R-2) Zone to the (C-1) Zone to harmonize existing zoning among abutting parcels of land under the same PID number containing an existing 1-storey commercial building (convenience store) that is currently bisected by an existing property boundary. Consideration at this point is for recommendation to City Council.

Staff Recommendation:
That Planning Board recommend that Council:

Approve the request to rezone the subject property identified as 307 Patterson Drive (PID# 676585) from the Low Density Residential (R-2) Zone to the Business Office Commercial (C-1) Zone in order to harmonize the existing zoning for two abutting parcels of land registered under the same PID number (311 and 307 Patterson Drive) containing an existing 1-storey commercial building (convenience store) currently bisected by an existing property boundary.

Report Details:

The request for rezoning was submitted by the applicant (102461 PEI Inc.) representing the owners on April 15, 2026 to the City of Charlottetown Planning & Heritage Department in pursuit of changing the zoning for the property identified as 307 Patterson Drive (PID# 676585) from (R-2) to (C-1) in order to harmonize said zoning with that of the abutting parcel identified as 311 Patterson Drive (also PID# 676585) across the extents of both combined parcels which contain an existing 1-storey commercial building (convenience store) having an exterior footprint of approximately 172 square metres (1,851 square feet).

Development Context:

The subject property is an interior residential lot that is developed with a portion of an existing 1-storey neighbourhood commercial building (convenience store) which continues onto an abutting property to the west identified as 311 Patterson Drive (PID# 676585). Of the 172 square metre (1,851 square feet) footprint of the existing commercial building, approximately 49% of its coverage is present on the property subject to the proposed rezoning (307 Patterson Drive) while the remaining 51% of its coverage is present across on the abutting property to the west at 311 Patterson Drive.

The property is bounded to the east by residential property also in the (R-2) Zone containing an existing single-detached dwelling (303 Patterson Drive) and to the north by residential property in the (R-3) Zone containing a set of sixteen (16) townhouses arranged in 3 separate physical blocks (3 to 35 Westridge Crescent). Bounding also to the north are City-owned lands containing a City community park in the Open Space (OS) Zone and to the south the property fronts onto Patterson Drive (see Attachments A & B).

LEGISLATIVE REQUIREMENTS:

Notification

In accordance with Section 3.10 (Amendments to the Bylaw and Rezonings) of the Zoning & Development Bylaw, on June 10, 2026, notice of a Public Meeting was circulated to one hundred and fifteen (115) surrounding property owners within 100 metres of the subject property advising them of the Public Meeting that was held on June 18, 2026 requesting any comments and feedback concerning the proposed rezoning of the property identified as 307 Patterson Drive (PID# 676585).

Public Feedback:

In response to the City's 100-metre circulation letter (see Attachment D), the City did not receive any responses to the letter either in support or in opposition to the application (see Attachment F).

At the Public Meeting held June 18, 2026 no members of the public came to speak at the meeting either for or against the application.

The only question raised at the Public Meeting by a member of Council concerned timing of the request for rezoning at the present time and why this request was not made in the past by previous property owners who continued to operate the commercial use (convenience store) on the subject property. Planning staff clarified during the meeting that the request for rezoning has now arisen due to a pending sale of property that is conditional upon the requested rezoning as the new prospective owners wish to harmonize the existing commercial zoning across the entire site given the historical pattern of land use on the property and that there will be no issues in future with regard to the property being operated continuously into the future subject to ongoing permissions of the (C-1) Zone.

ANALYSIS:

As per Section 3.10.3 of the Zoning & Development Bylaw, before amending the zoning of any parcel of land or rezoning any parcel of land, Council shall conduct a Public Meeting to receive the views and opinions of the public and the applicant. Council may, for reasons that are in the best interests of the City, reject a proposed zoning amendment without public notice and without referral to a Public Meeting, but if an application goes to a Public Meeting, then Council shall determine the disposition of the application and the applicant may not be allowed to withdraw the application after the Public Meeting.

On May 12, 2026 Council passed Resolution to proceed to public consultation (see Attachment C). As noted, a 100-metre letter was sent to all notified property owners on June 10, 2026 and subsequently the Public Meeting was conducted on June 18, 2026. As noted, no members of the public responded to the letter circulation nor did any attend the Public Meeting to respond to the application. With the Public Meeting concerning this application having been held on June 18, 2026, Planning staff are now in a position to offer an evaluation and recommendation regarding the application for proposed rezoning to the (C-1) Zone that would apply to the subject property at 307 Patterson Drive (PID# 676585).

With regard to the newly established policy framework laid out in the new Official Plan (OP) for the City of Charlottetown that received Provincial ministerial approval on March 13, 2026, Section 4.1.1 (Urban Form) states under Policy e) states that an intent of the new OP is to foster a mix of urban forms contributing to the creation of thriving neighbourhoods that cover a wide range of residents' daily needs.

The proposed rezoning of a portion of the existing site from (R-2) to (C-1) to harmonize existing Zoning to reflect the historical pattern of commercial use on the property would be consistent with the intent and purpose of Section 4.1.1 of the new OP whereby the rezoning would solidify the existence of a long-standing neighbourhood commercial site within an established residential area thereby securing a wider range of neighbourhood-oriented non-residential use into the future based on the permissions of the (C-1) Zone.

Additionally the subject property has been identified as belonging to the East Royalty Master Plan (ERMP) area (see Attachment G) whereby the additional policies of this Secondary Plan area also apply. The subject property and wider neighbourhood along Patterson Drive are designated as Mature Neighbourhood within the ERMP Secondary Plan.

As per Section 4.2.2 (Mature Neighbourhood Designation) of the ERMP, the Mature Neighbourhood designation is intended to recognize existing development within the neighbourhoods of East Royalty which is predominately of a low-density residential character. New development within this designation shall be consistent with the predominant character and built form of existing adjacent and nearby development and also, the Mature Neighbourhood designation shall be implemented through the existing categories of the Zoning Bylaw that apply to these designated properties.

With regard to these policy statements under Section 4.2.2 of the ERMP, 307 Patterson Drive exists within a mature neighbourhood being predominately of a low-density residential character. While it is noted that no new immediate development or re-development is proposed through the requested rezoning, the lot size (1,228 square metres or 0.30 acres) and frontage (36 metres or 118 feet) of the subject property are such that any future development or re-development through harmonized permissions of the (C-1) Zone across the entire site would still ensure that the scale of potential commercial development in future that could be possible would still be consistent with the low-density

character of the existing residential neighbourhood for what historically has been and will be, an integrated neighbourhood-oriented commercial use.

Planning staff are of the opinion that the proposed rezoning of the subject property identified as 307 Patterson Drive (PID# 676585) from the (R-2) Zone to the (C-1) Zone is supportable through the policies of both the new Official Plan and the accompanying secondary East Royalty Master Plan and therefore has been found to meet the intent of both policy documents.

CONCLUSION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request for rezoning of the subject property identified as 307 Patterson Drive (PID# 676585) from the Low Density Residential (R-2) Zone to the Business Office Commercial (C-1) Zone in order to harmonize the existing zoning for two parcels of land under the same PID number (311 and 307 Patterson Drive) containing an existing 1-storey commercial building (convenience store) as the request has been found to be consistent with the intent and purpose of the policies of the new Official Plan and the East Royalty Master Plan, where they apply.

Council or Committee History:
N/A

Financial Implications:
N/A

Public Engagement and Communication:
None to date.

Legislative Authority:
Zoning & Development Bylaw
Official Plan

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

Submitted By Planner:
David Douglas Gundrum, RPP, MCIP



Manager of Development Planning

Reviewed By:

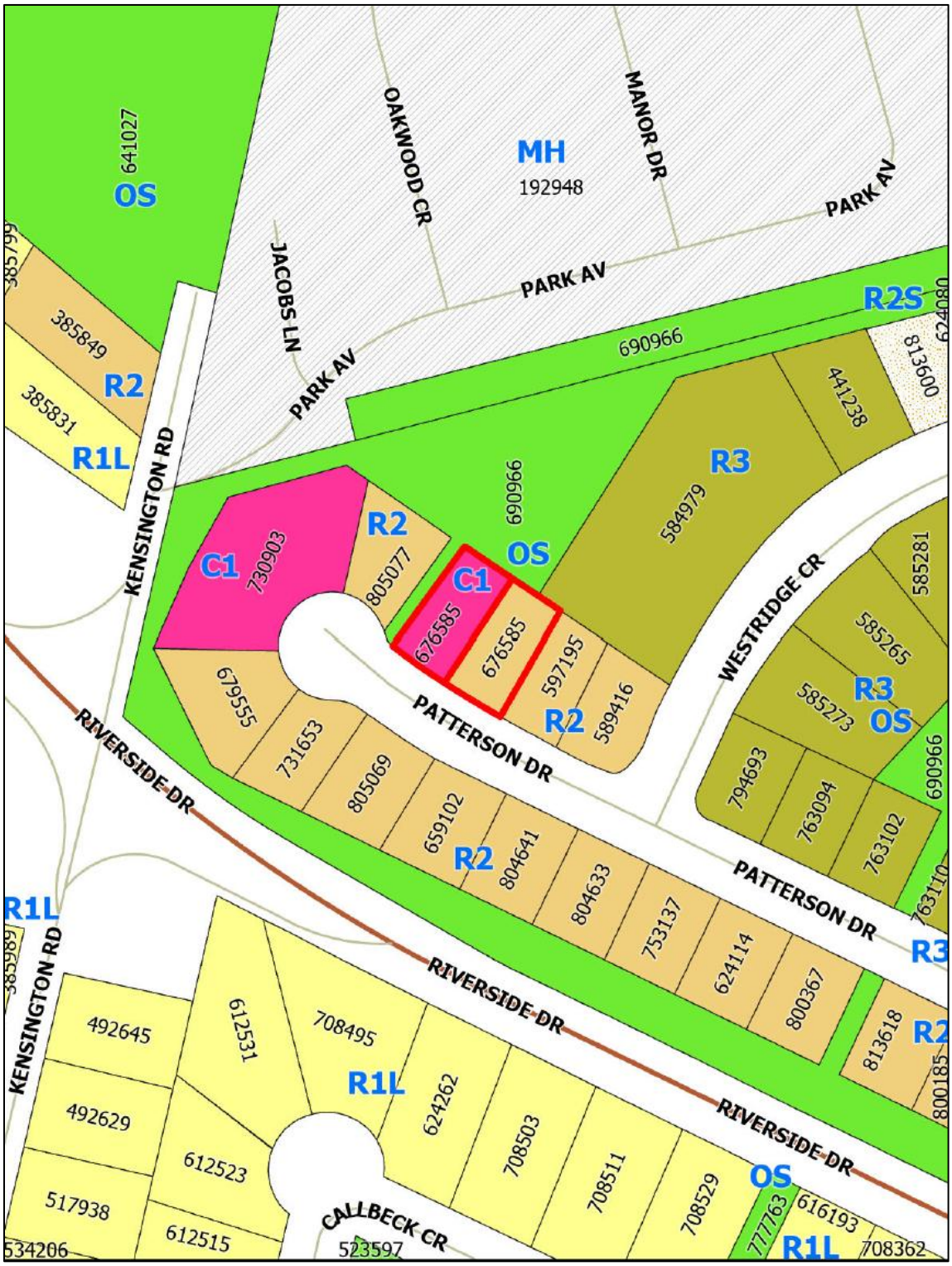
Manager	**Director/CAO**
N/A	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

Attachment “A” – Air Photo



Attachment "B" – Zoning Map



Attachment "C" – Council Resolution (May 12, 2026)

CITY OF CHARLOTTETOWN
RESOLUTION OF COUNCIL #2026-COCR-0056

Planning & Heritage #3

MOTION CARRIED 10-0 (Carried) (C3)

MOTION LOST _____

Date: May 12, 2026

Moved by Deputy Mayor Alanna Jankov

Seconded by Councillor Julie McCabe

RESOLVED:

That Council approve the request to proceed to public consultation concerning a request to rezone the subject property identified as 307 Patterson Drive (PID# 676585) from the Low Density Residential (R-2) Zone to the Business Office Commercial (C-1) Zone in order to harmonize the existing zoning for two abutting parcels of land registered under the same PID number (311 and 307 Patterson Drive) containing an existing 1-storey commercial building (convenience store) currently bisected by an existing property boundary.

Attachment "D" – Public Notification Letter (June 10, 2026)

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

CHARLOTTETOWN

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

June 10, 2026

Re: 307 Patterson Drive (PID# 676585)

Dear Property Owner:

The Planning and Heritage Department has received a request for rezoning relating to subject property identified as 307 Patterson Drive (PID# 676585).

The purpose of the request is to rezone the subject property from the existing Low Density Residential (R-2) Zone and place it within the Business Office Commercial (C-1) Zone to harmonize existing zoning among abutting parcels of land being 311 Patterson Drive and 307 Patterson Drive being under the same PID number containing an existing 1-storey commercial building (convenience store) that is currently bisected by an existing property boundary

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 at the **Council Chambers, City Hall (199 Queen Street) Thursday, June 18, 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 4:30 p.m. on Wednesday, June 17, 2026 to provide their contact details (name, phone number and/or email address). Business hours are between 8:00 AM – 4:30 PM, Monday – Friday. Staff will contact interested participants on Thursday, June 18, 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 dgundrum@charlottetown.ca on or before **12:00 noon on Friday June 19, 2026.** All responses received will become part of the public record.

CHARLOTTETOWN

Oral submissions or comments may be made at the public meeting, but residents are required to keep their oral submissions to a maximum of five (5) minutes.

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,

David Douglas Gundrum, RPP, MCIP
Manager of Development Planning

Attachment "E" – Public Meeting Minutes (June 18, 2026)

DRAFT

Public Meeting of Council
Thursday, June 18, 2026, 7:00PM
City Hall, Council Chambers, 199 Queen St, Charlottetown, PE
Also available via Microsoft Teams; and
Live streaming at www.charlottetown.ca/video

Mayor Phillip Brown Presiding

Council Members present:	Deputy Mayor Alanna Jankov Councillor Terry Bernard Councillor Kevin Ramsay Councillor Justin Muttart	Councillor Julie McCabe* Councillor Mitchell Tweel Councillor John McAleer
Staff:	David Gundrum, Mgr, PD Michael Ruus, DIG	Tracey McLean, PRC**
Applicants/ Representatives:	Kevin Reynolds [Item 4(a)] Cain Arsenault [Item 4(b)]	
Also present:	Brad MacConnell, CAO Dave Essery, RM, Planning Board*	
Regrets:	Councillor Norman Beck Councillor Trevor MacKinnon	Councillor Bob Doiron Jason Doucette, IO/AA

*Participated via Teams
**Minute Taker

Meeting reminders were explained before calling the meeting to order. Mayor Brown also acknowledged that the meeting was taking place on the traditional and unceded territory of the Mi'kmaq people.

The deadline for submission of written comments is Friday, June 19, 2026 at 12:00pm Noon.

1. **Call to Order**
   Mayor Brown called the meeting to order at 7:07 PM.

2. **Declarations of Conflict of Interest**
   There were no conflicts.

3. **Approval of Agenda**
   Moved and seconded that the agenda for the June 18th Public Meeting on, 2026 be approved.

CARRIED

4. Discussion Items:

a) Rezoning – 307 Patterson Drive (PID 676585)

David Gundrum, Development Planning Manager

Request: Rezone the subject property identified as 307 Patterson Drive (PID# 676585) from the Low Density Residential (R-2) Zone to the Business Office Commercial (C-1) Zone in order to harmonize the existing zoning for two abutting parcels of land registered under the same PID number (311 and 307 Patterson Drive) containing an existing 1-storey commercial building (convenience store) currently bisected by an existing property boundary.

Property Information: Rezoning from R-2 Zone to C-1 Zone
Staff Presenter: David Gundrum, DPM
Applicant: 102461 PEI Inc.
Reference: Public Meeting Package

Summary: The DPM indicated that the subject property is an interior residential lot developed with portion of an existing 1-storey commercial building (convenience store) which continues onto an abutting property to the west identified as 311 Patterson Drive (PID# 676585).

The property is bounded to the east by property also in the (R-2) Zone and to the north by property in the (R-3) Zone containing sixteen (16) (3 to 35 Westridge Crescent). Bounding to the north are City-owned lands containing a City community park in the Open Space (OS).

The requested rezoning is intended to harmonize zoning across both parcels containing an existing commercial building (convenience store) within the (C-1) zone so permissions are consistent across the site linking with an established historical pattern of use for the two (2) properties. The DPM spoke to the legislative requirements and next steps (Planning Board July 7 and Council July 14, 2026).

Comments: A question was raised as to why the zoning was not changed earlier because previous owners continued operating the existing convenience store and apparently had no need to alter the zoning. The DPM indicated the issue has arisen now because a prospective new owner wants the site's zoning harmonized to commercial use across both parcels, and the pending sale is partly dependent on that rezoning approval.

b) Rezoning – Unaddressed Properties Towers Road (PID#s 390534, 1179670)

David Gundrum, Development Planning Manager

Request: Rezone the unaddressed subject property identified as PID# 390534 from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and to rezone the unaddressed subject property identified as PID# 1179670 from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future commercial development on both sites.

Property Information: CDA to C-3; CDA to MUC
Staff Presenter: David Gundrum, DPM
Applicant: Pan American Properties Inc. and Killam Properties.
Reference: Public Meeting Package

Summary: The DPM indicated that Subject property identified as PID# 390534 is a vacant interior lot of 2.79 hectares (6.90 acres) in area with 164 metres (538 feet) of frontage to the south along Towers Road. This parcel abuts the Confederation Trail to the west, undeveloped lands to the north and partially-developed lands to the east containing rowhouses. Property is proposed to be placed within the (C-3) Zone to facilitate larger-scale retail and commercial development.

The second subject property identified as PID# 1179670 is a vacant corner lot 0.32 hectares (0.8 acres) in area with 45 metres (147 feet) of frontage to the south along Towers Road and 70 metres (230 feet) of frontage to the east along Mount Edward Road. The property abuts existing legal non-conforming commercial development (Mount Edward Grocery) to the north in the (R-2S) Zone and abuts Freda Lane to the west which provides access into a recent townhouse development further west. This property is proposed to be placed within the (MUC) Zone to facilitate neighbourhood-oriented development in the form of a commercial plaza. The DPM spoke to the legislative requirements and next steps (Planning Board July 7 and Council July 14, 2026).

Cain Arsenault, APM (Killam Properties), then presented a PowerPoint presentation with respect to the Sherwood Crossing development.

Comments: Discussion focused mainly on zoning history, traffic/access concerns, future development plans, and flexibility under the proposed zoning. Mr. Arsenault indicated the land was originally rezoned from residential to Comprehensive Development Area (CDA) as part of the Sherwood Crossing development and that the corner lot at Mount Edward Road and Towers Road was intended for a small community-oriented commercial plaza. Later, the corner lot to R3 was successfully rezoned to accommodate a proposed three-storey apartment building. He further noted that with the apartment project no longer proceeding, the applicant is seeking to rezone the property to Mixed Use (MUC), which would allow commercial development and potentially residential uses above commercial space in the future.

The DPM added that the current CDA zoning is restrictive because any changes require amendments and council approval. The applicant's desire is to move away from CDA zoning because it provides greater flexibility and avoids repeated public processes for minor changes.

5. New Business
There was no new business that arose.

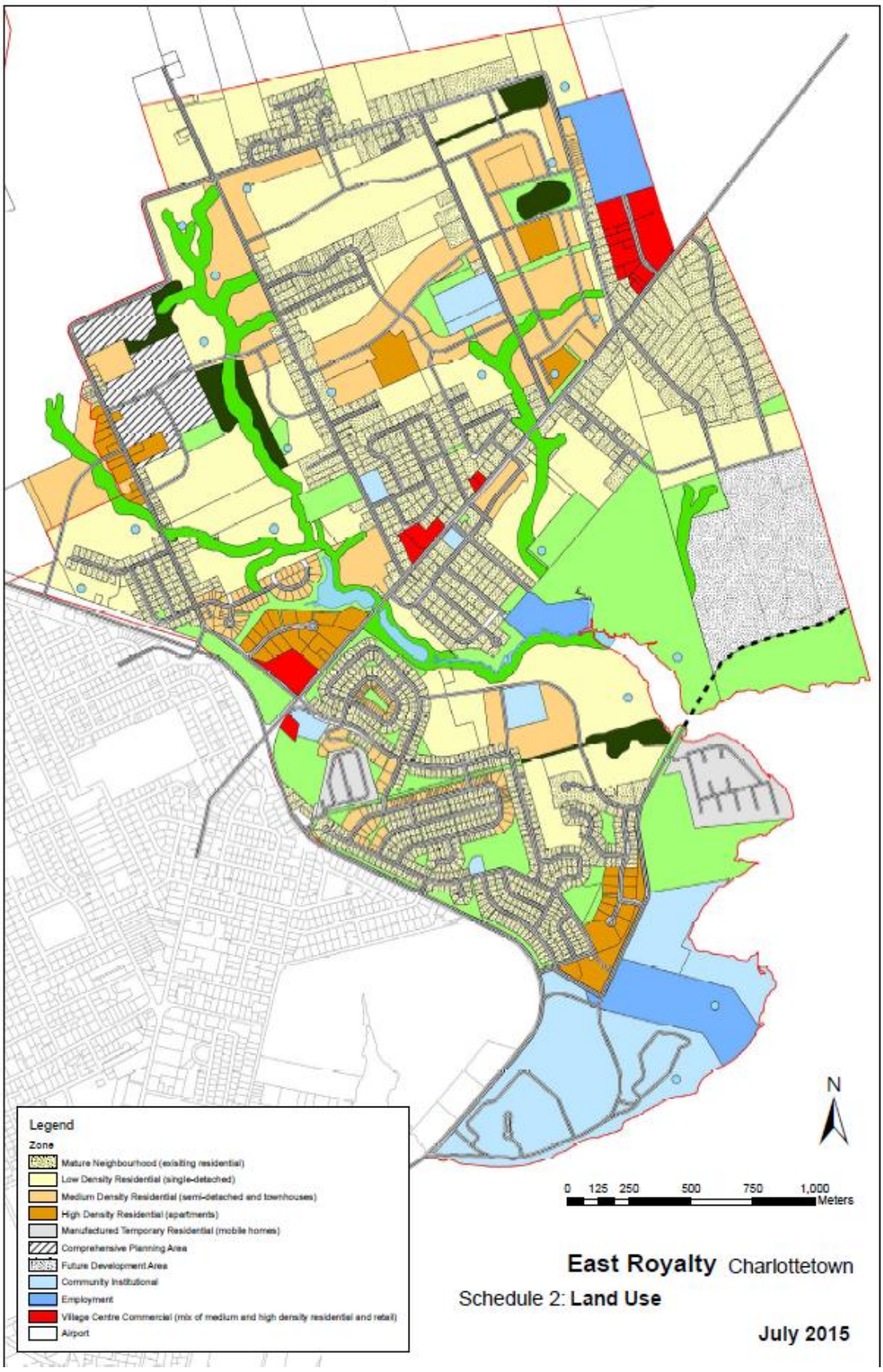
6. Adjournment of Public Session
Moved by Councillor Ramsay and seconded by Councillor Muttart that the Public Meeting adjourned. The meeting concluded at 7:40 PM.

DRAFT UNTIL APPROVED BY COUNCIL

Attachment “F” – Public Circulation Responses

None.

Attachment “G” – East Royalty Master Plan Land Use Map



City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6B-2
Unaddressed Properties – Towers Road
(PID#s 390534, 1179670)

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:
None.

Prepared by:
David Douglas Gundrum, RPP, MCIP

Attachments:

A. Air Photo
B. Zoning Map
C. Rezoning Master Plan (submitted by applicant)
D. Council Resolution (May 12, 2026)
E. Public Notification Letter (June 9, 2026)
F. Public Meeting Minutes (June 18, 2026)
G. Public Circulation Responses

Report Title:

Request to rezone the unaddressed subject property identified as PID# 390534 with frontage on Towers Road from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and request to rezone the unaddressed subject property identified as PID# 1179670 with frontage on Towers Road and Mount Edward Road from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future development of commercial uses on both sites. The application has been made by Cain Arsenault on behalf of the owners Pan American Properties Inc. and Killam Properties.

Report Purpose:

Evaluation of a request for rezoning of separate parcels from the (CDA) Zone to the (C-3) Zone and from the (CDA) Zone to the (MUC) Zone, respectively, which form part of the same overall master-planned mixed use development. Consideration at this point is for recommendation to City Council.

Staff Recommendation:

That Planning Board recommend that Council:

Approve the request to rezone the unaddressed subject property identified as PID# 390534 from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and to rezone the unaddressed subject property identified as PID# 1179670 from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future commercial development on both sites.

Report Details:

The request for rezoning was submitted by the applicant representing the owners on March 10, 2026 to the City of Charlottetown Planning & Heritage Department in pursuit of changing the zoning for the unaddressed property identified as PID# 390534 from (CDA) to (C-3) to facilitate future development of a new retail shopping development (60,240 square feet) and new restaurant (4,500 square feet) on a common site as well as rezoning the unaddressed property identified as PID# 1179670 from (CDA) to (MUC) to facilitate future development of a new retail plaza (10,340 square feet).

Development Context:

The subject property identified as PID# 390534 is currently a vacant undeveloped interior lot measuring approximately 2.79 hectares (6.90 acres) in area with approximately 164 metres (538 feet) of frontage to the south along Towers Road. The unaddressed parcel (PID# 390534) abuts the Confederation Trail immediately to the west, undeveloped lands to the north and partially-developed lands to the east containing rowhouses. This property is proposed to be placed within the (C-3) Zone to facilitate larger-scale retail and commercial development (see Attachment C).

The subject property identified as PID# 1179670 is currently a vacant undeveloped corner lot measuring approximately 0.32 hectares (0.8 acres) in area with approximately 45 metres (147 feet) of frontage to the south along Towers Road and approximately 70 metres (230 feet) of frontage to the east along Mount Edward Road. The unaddressed parcel (PID# 1179670) abuts existing legal non-conforming commercial development (Mount Edward Grocery) to the north in the (R-2S) Zone and abuts Freda Lane to the west which provides access into a recent townhouse development further west. This property is proposed to be placed within the (MUC) Zone to facilitate neighbourhood-oriented commercial development in the form of a commercial plaza (see Attachment C).

LEGISLATIVE REQUIREMENTS:

Notification

In accordance with Section 3.10 (Amendments to the Bylaw and Rezonings) of the Zoning & Development Bylaw, on June 10, 2026, notice of a Public Meeting was circulated to forty-six (46) surrounding property owners within 100 metres of the subject property advising them of the Public Meeting that was held on June 18, 2026 requesting any comments and feedback concerning the proposed rezoning of the unaddressed properties identified as PID# 390534 and PID# 1179670, both having frontage onto Towers Road.

Public Feedback:

In response to the City's 100-metre circulation letter (see Attachment E), the City did not receive any responses to the letter either in support or in opposition to the application (see Attachment G).

At the Public Meeting held June 18, 2026 no members of the public came to speak at the meeting either for or against the application.

The only questions raised at the Public Meeting by members of Council were in relation to zoning history, local traffic and access concerns as well as future development plans and flexibility under the proposed zoning. It was indicated as captured in the June 18, 2026 Public Meeting minutes that the lands in question were originally zoned for residential use and rezoned to Comprehensive Development Area (CDA) in the recent past. It was noted that the corner lot at Towers Road and Mount Edward Road being PID# 1179670 was originally intended for a small

community-oriented commercial plaza which is still the primary intent under the proposed new (C-3) Zone. It was clarified by both the applicant and Planning staff that the intent with respect to the current rezoning request is to allow for greater development flexibility in future and to avoid the risk of having to engage again with a Planning Act process through the restrictive nature of the (CDA) Zone for any potential future minor changes to the development concept (see Attachment F).

ANALYSIS:

As per Section 3.10.3 of the Zoning & Development Bylaw, before amending the zoning of any parcel of land or rezoning any parcel of land, Council shall conduct a Public Meeting to receive the views and opinions of the public and the applicant. Council may, for reasons that are in the best interests of the City, reject a proposed zoning amendment without public notice and without referral to a Public Meeting, but if an application goes to a Public Meeting, then Council shall determine the disposition of the application and the applicant may not be allowed to withdraw the application after the Public Meeting.

On May 12, 2026 Council passed Resolution to proceed to public consultation (see Attachment D). As noted, a 100-metre letter was sent to all notified property owners on June 10, 2026 and subsequently the Public Meeting was conducted on June 18, 2026. As noted, no members of the public responded to the letter circulation nor did any attend the Public Meeting to respond to the application. With the Public Meeting concerning this application having been held on June 18, 2026, Planning staff are now in a position to offer an evaluation and recommendation regarding the application for proposed rezoning to the (C-3) Zone that would apply to the unaddressed subject properties identified as PID# 390534 and PID# 1179670.

With regard to the newly established policy framework laid out in the new Official Plan (OP) for the City of Charlottetown that received Provincial ministerial approval on March 13, 2026, the subject properties are within the Nodes designation (PID# 390534) and within the Neighbourhoods designation (PID# 1179670) of the new OP.

For the parcel identified as PID# 390534 that is envisioned to accommodate larger-scale retail commercial and food-pad development (see Attachment C), a stated objective of the Nodes designation under Section 3.2.4 is to create landmark-built environments to frame major gateways and intersections as well as to accommodate a broad mix of land-uses. By migrating this parcel to the (C-3) Zone, this will achieve those aims as the (C-3) Zone would allow this parcel which does exist at the eastern periphery of the localized Nodes designation to act as a primary gate for traffic entering from the east off of Mount Edward Road and into the existing commercial hub currently occupied by Canadian Tire to the north and the Royalty Crossing shopping centre to the south (see Attachment A). The proposed rezoning to (C-3) for this parcel would not only satisfy this objective of the new OP land-use designation in this regard but also allow for a more firmly defined and broad range of permitted land-uses via the (C-3) Zone. It is noted that the (C-3) Zone allows for a broad spectrum that comes to include dozens of permitted land-uses spanning commercial, residential and institutional formats.

For the parcel identified as PID# 1179670 that is envisioned to accommodate a neighbourhood-oriented commercial plaza (see Attachment C), a stated objective of the Neighbourhoods land-use designation in the new OP under Section 3.2.5 is to allow for small-scale commercial development to serve local neighbourhood needs as well, another objective being to create complete communities with a range of amenities and services within easy walking, cycling or transit access proximity. As the subject property (PID# 1179670) would front onto a main arterial road (Mount Edward Road) and is found centered in immediate proximity to a mix of existing low-density and medium-density

neighbourhoods, some located directly adjacent to the site, the proposed neighbourhood-oriented commercial plaza development for this site would satisfy the stated objectives of the Neighbourhoods land-use designation given overall proposed development scope, scale, type and location.

CONCLUSION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request for the rezoning of unaddressed property identified as PID# 390534 with frontage on Towers Road from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and to also approve the request for the rezoning of unaddressed property identified as PID# 1179670 with frontage on Towers Road and Mount Edward Road from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future development of commercial uses on both sites.

The proposed rezonings have both been met to meet the intent and purpose of the related Official Plan policies for the noted land-use designations belonging to the two (2) sites.

Council or Committee History:
N/A

Financial Implications:
N/A

Public Engagement and Communication:
None to date.

Legislative Authority:
Zoning & Development Bylaw
Official Plan

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

Submitted By Planner:
David Douglas Gundrum, RPP, MCIP



Manager of Development Planning

Reviewed By:

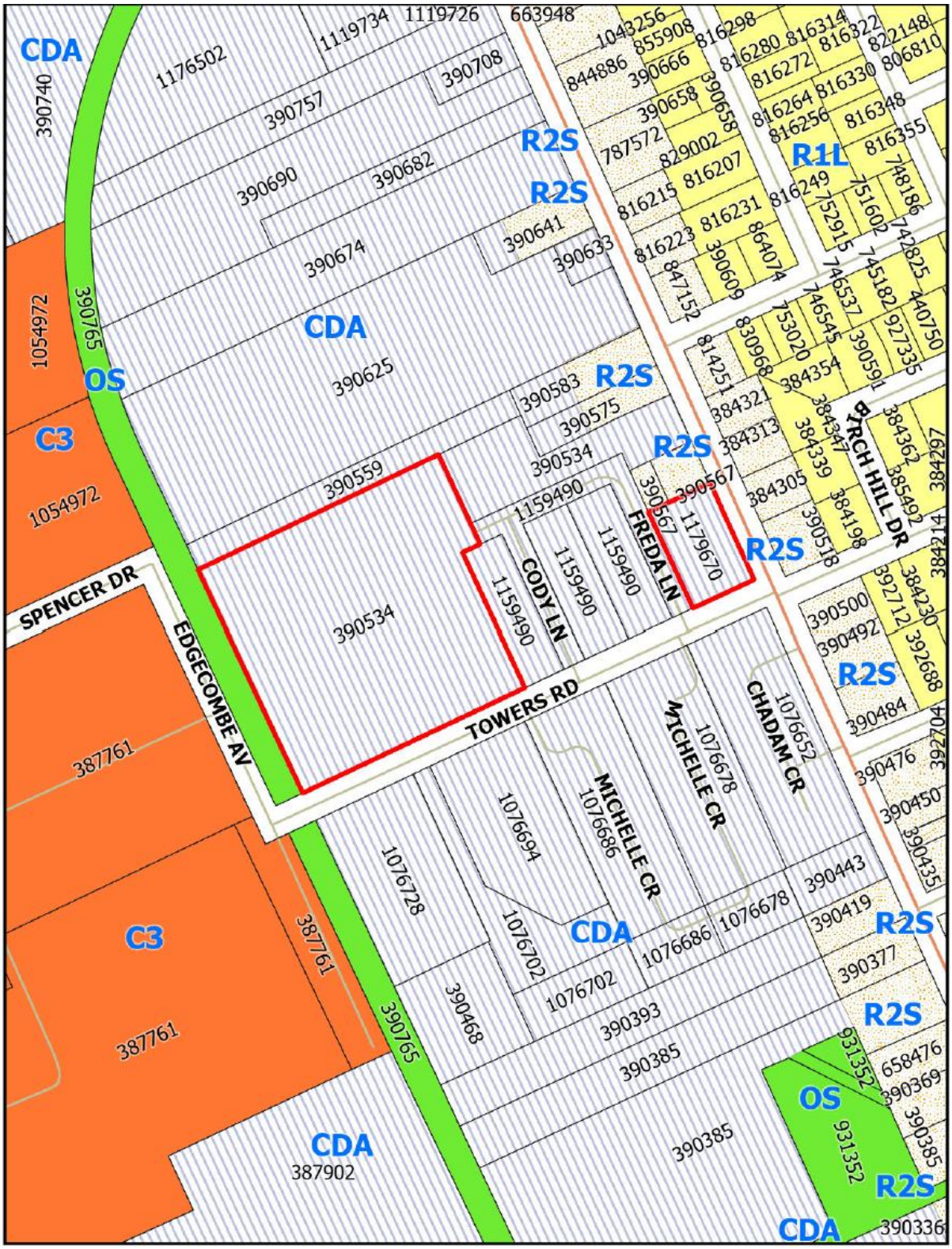
Manager	**Director/CAO**
N/A	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

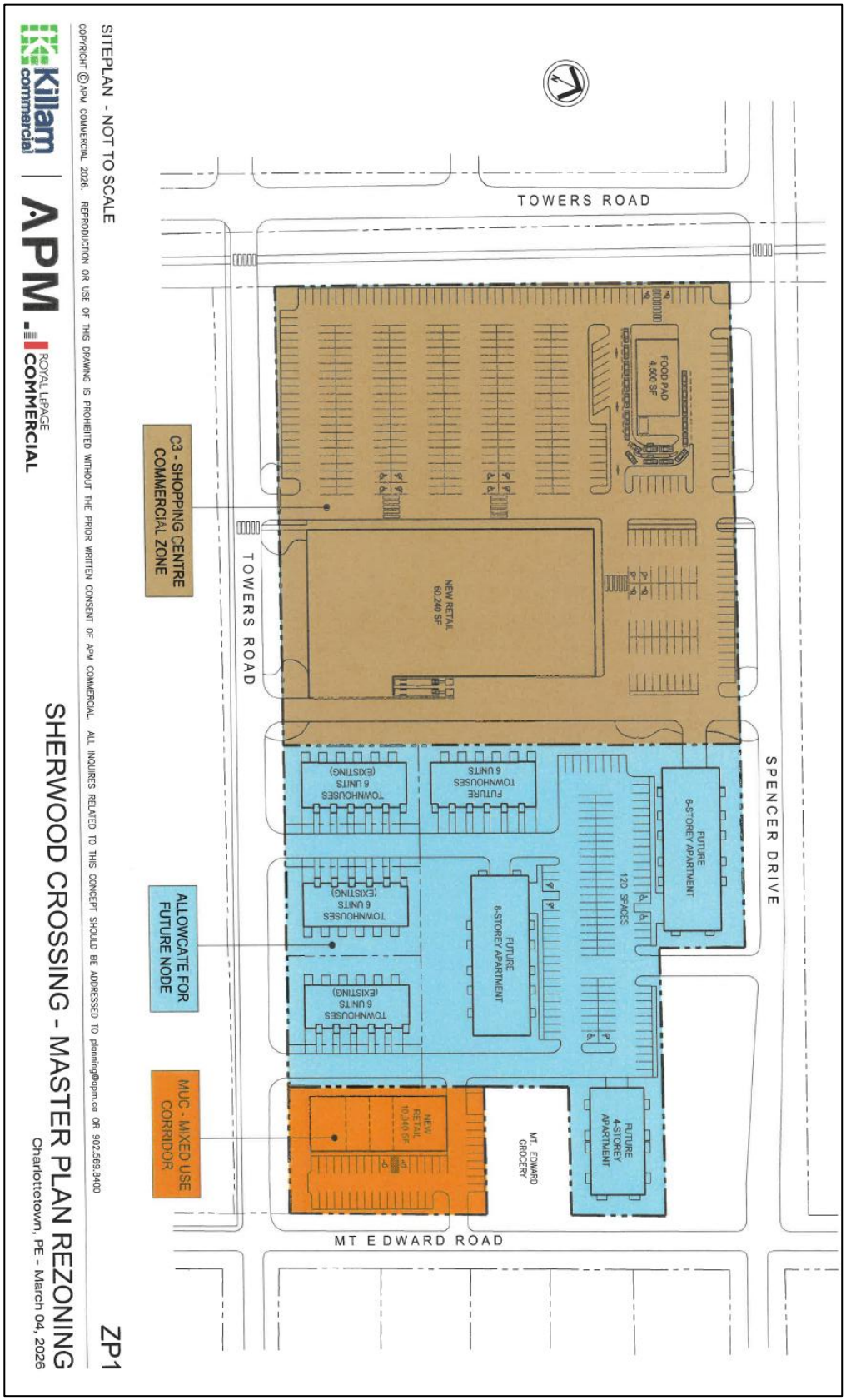
Attachment “A” – Air Photo



Attachment "B" – Zoning Map



Attachment "C" – Rezoning Master Plan (submitted by applicant)



Attachment "D" – Council Resolution (May 12, 2026)

CITY OF CHARLOTTETOWN
RESOLUTION OF COUNCIL # 2026-COCR-0057

Planning & Heritage
#4

MOTION CARRIED 10-0 (Carried)
MOTION LOST _____

Date: May 12, 2026

Moved by Deputy Mayor Alanna Jankov

Seconded by Councillor Julie McCabe

RESOLVED:

That Council approve the request to proceed to public consultation concerning a request to rezone the unaddressed subject property identified as PID# 390534 from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and to rezone the unaddressed subject property identified as PID# 1179670 from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future commercial development on both sites.

Attachment "E" – Public Notification Letter (June 9, 2026)

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

CHARLOTTETOWN

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

June 9, 2026

Re: Unaddressed Properties – Towers Road (PID#s 390534, 1179670)

Dear Property Owner:

The Planning and Heritage Department has received a request for rezoning relating to two (2) existing parcels of land both within the Comprehensive Development Area (CDA) Zone.

The purpose of the request is to rezone the unaddressed subject property identified as PID# 390534 with frontage on Towers Road from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and also to rezone the unaddressed subject property identified as PID# 1179670 with frontage on Towers Road and Mount Edward Road from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future development of commercial uses on both sites.

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 at the **Council Chambers, City Hall (199 Queen Street) Thursday, June 18, 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 4:30 p.m. on Wednesday, June 17, 2026 to provide their contact details (name, phone number and/or email address). Business hours are between 8:00 AM – 4:30 PM, Monday – Friday. Staff will contact interested participants on Thursday, June 18, 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

CHARLOTTETOWN

comments may be emailed to dgundrum@charlottetown.ca on or before **12:00 noon on Friday June 19, 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 required to keep their oral submissions to a maximum of five (5) minutes.

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,

David Douglas Gundrum, RPP, MCIP
Manager of Development Planning

Attachment "F" – Public Meeting Minutes (June 18, 2026)

DRAFT

Public Meeting of Council
Thursday, June 18, 2026, 7:00PM
City Hall, Council Chambers, 199 Queen St, Charlottetown, PE
Also available via Microsoft Teams; and
Live streaming at www.charlottetown.ca/video

Mayor Phillip Brown Presiding

Council Members present:	Deputy Mayor Alanna Jankov Councillor Terry Bernard Councillor Kevin Ramsay Councillor Justin Muttart	Councillor Julie McCabe* Councillor Mitchell Tweel Councillor John McAleer
Staff:	David Gundrum, Mgr, PD Michael Ruus, DIG	Tracey McLean, PRC**
Applicants/ Representatives:	Kevin Reynolds [Item 4(a)] Cain Arsenault [Item 4(b)]	
Also present:	Brad MacConnell, CAO Dave Essery, RM, Planning Board*	
Regrets:	Councillor Norman Beck Councillor Trevor MacKinnon	Councillor Bob Doiron Jason Doucette, IO/AA

*Participated via Teams
**Minute Taker

Meeting reminders were explained before calling the meeting to order. Mayor Brown also acknowledged that the meeting was taking place on the traditional and unceded territory of the Mi'kmaq people.

The deadline for submission of written comments is Friday, June 19, 2026 at 12:00pm Noon.

1. **Call to Order**
   Mayor Brown called the meeting to order at 7:07 PM.

2. **Declarations of Conflict of Interest**
   There were no conflicts.

3. **Approval of Agenda**
   Moved and seconded that the agenda for the June 18th Public Meeting on, 2026 be approved.

CARRIED

4. Discussion Items:

a) Rezoning – 307 Patterson Drive (PID 676585)

David Gundrum, Development Planning Manager

Request: Rezone the subject property identified as 307 Patterson Drive (PID# 676585) from the Low Density Residential (R-2) Zone to the Business Office Commercial (C-1) Zone in order to harmonize the existing zoning for two abutting parcels of land registered under the same PID number (311 and 307 Patterson Drive) containing an existing 1-storey commercial building (convenience store) currently bisected by an existing property boundary.

Property Information: Rezoning from R-2 Zone to C-1 Zone
Staff Presenter: David Gundrum, DPM
Applicant: 102461 PEI Inc.
Reference: Public Meeting Package

Summary: The DPM indicated that the subject property is an interior residential lot developed with portion of an existing 1-storey commercial building (convenience store) which continues onto an abutting property to the west identified as 311 Patterson Drive (PID# 676585).

The property is bounded to the east by property also in the (R-2) Zone and to the north by property in the (R-3) Zone containing sixteen (16) (3 to 35 Westridge Crescent). Bounding to the north are City-owned lands containing a City community park in the Open Space (OS).

The requested rezoning is intended to harmonize zoning across both parcels containing an existing commercial building (convenience store) within the (C-1) zone so permissions are consistent across the site linking with an established historical pattern of use for the two (2) properties. The DPM spoke to the legislative requirements and next steps (Planning Board July 7 and Council July 14, 2026).

Comments: A question was raised as to why the zoning was not changed earlier because previous owners continued operating the existing convenience store and apparently had no need to alter the zoning. The DPM indicated the issue has arisen now because a prospective new owner wants the site's zoning harmonized to commercial use across both parcels, and the pending sale is partly dependent on that rezoning approval.

b) Rezoning – Unaddressed Properties Towers Road (PID#s 390534, 1179670)

David Gundrum, Development Planning Manager

Request: Rezone the unaddressed subject property identified as PID# 390534 from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and to rezone the unaddressed subject property identified as PID# 1179670 from the Comprehensive Development Area (CDA) Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future commercial development on both sites.

Property Information: CDA to C-3; CDA to MUC
Staff Presenter: David Gundrum, DPM
Applicant: Pan American Properties Inc. and Killam Properties.
Reference: Public Meeting Package

Summary: The DPM indicated that Subject property identified as PID# 390534 is a vacant interior lot of 2.79 hectares (6.90 acres) in area with 164 metres (538 feet) of frontage to the south along Towers Road. This parcel abuts the Confederation Trail to the west, undeveloped lands to the north and partially-developed lands to the east containing rowhouses. Property is proposed to be placed within the (C-3) Zone to facilitate larger-scale retail and commercial development.

The second subject property identified as PID# 1179670 is a vacant corner lot 0.32 hectares (0.8 acres) in area with 45 metres (147 feet) of frontage to the south along Towers Road and 70 metres (230 feet) of frontage to the east along Mount Edward Road. The property abuts existing legal non-conforming commercial development (Mount Edward Grocery) to the north in the (R-2S) Zone and abuts Freda Lane to the west which provides access into a recent townhouse development further west. This property is proposed to be placed within the (MUC) Zone to facilitate neighbourhood-oriented development in the form of a commercial plaza. The DPM spoke to the legislative requirements and next steps (Planning Board July 7 and Council July 14, 2026).

Cain Arsenault, APM (Killam Properties), then presented a PowerPoint presentation with respect to the Sherwood Crossing development.

Comments: Discussion focused mainly on zoning history, traffic/access concerns, future development plans, and flexibility under the proposed zoning. Mr. Arsenault indicated the land was originally rezoned from residential to Comprehensive Development Area (CDA) as part of the Sherwood Crossing development and that the corner lot at Mount Edward Road and Towers Road was intended for a small community-oriented commercial plaza. Later, the corner lot to R3 was successfully rezoned to accommodate a proposed three-storey apartment building. He further noted that with the apartment project no longer proceeding, the applicant is seeking to rezone the property to Mixed Use (MUC), which would allow commercial development and potentially residential uses above commercial space in the future.

The DPM added that the current CDA zoning is restrictive because any changes require amendments and council approval. The applicant's desire is to move away from CDA zoning because it provides greater flexibility and avoids repeated public processes for minor changes.

5. New Business
There was no new business that arose.

6. Adjournment of Public Session
Moved by Councillor Ramsay and seconded by Councillor Muttart that the Public Meeting adjourned. The meeting concluded at 7:40 PM.

DRAFT UNTIL APPROVED BY COUNCIL

Attachment “G” – Public Circulation Responses

None.

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6B-3

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:
Public Works (comments provided)
Fire Department (comments provided)
Water-Sewer Utility (comments provided)
Environment & Sustainability (comments provided)
Parks & Recreation (comments provided)

Prepared by:
David Douglas Gundrum, RPP, MCIP

Attachments:

A. Air Photo
B. Zoning Map
C. Site Concept Plan
D. Building Renderings
E. Council Resolution (January 13, 2026)
F. Public Notification Letter (February 6, 2026)
G. Public Meeting Minutes (February 19, 2026)
H. Public Circulation Responses
I. Provincial DTI Comments c/o Doug Coles
J. Public Works Direction RE: TIS (April 13, 2026)
K. Traffic Impact Statement (May 20, 2026)
L. Public Works Response to TIS (May 26, 2026)

Report Title:
Proposed rezoning and Official Plan Amendment for unaddressed subject property identified as Mount Edward Road (PID# 440545). The application has been made by Steve Birt on behalf of Ellis and Birt Limited.

Report Purpose:
Evaluation of a request for rezoning to place the subject property within the Comprehensive Development Area (CDA) Zone and the Node land-use designation to facilitate future development of the site with three (3) apartment buildings having a combined total maximum of up to 87 dwelling units based on existing lot size. Consideration at this point is for recommendation to City Council.

Staff Recommendation:
That Planning Board recommend that Council:

Approve the request to rezone the unaddressed subject property identified as Mount Edward Road (PID# 440545) from the Single Detached Residential (R-1L) Zone to the Comprehensive Development Area (CDA) Zone and to change the land-use designation in the Official Plan for the subject property from the Neighbourhoods to the Nodes designation to facilitate future development of the property with three (3) apartment buildings (5-storeys each) having a combined total maximum of up to 87 dwelling units based on existing lot size.

It is also recommended that Planning Board recommend to Council to approve the proposed concept plan for the development with respect to the regulations of the (CDA) Zone.

Report Details:

The combined rezoning and Official Plan Amendment (OPA) application was submitted by applicant and owner Steven Birt originally on July 18, 2023 to the City of Charlottetown Planning & Heritage Department in pursuit of allowing for the proposed rezoning and OPA with respect to townhouse units at the time. The proposal has gone through a few iterations since submission over 2 years ago and now the owner is ready to proceed with their request based on an updated development proposal involving apartment buildings (see Attachments C and D).

Development Context:

The subject property is a vacant corner residential lot located adjacent to a mature residential neighbourhood at the north edge of the Mount Edward Ward (Ward 6).

All properties that bound the site to the south (fronting onto Ferngarden Drive) and the east (fronting onto Lilac Avenue) are within the (R-1L) zone and entirely contain single-detached dwellings. Immediately abutting the west of the site is Mount Edward Road and immediately to the north is the arterial bypass highway (see Attachment A).

Buried infrastructure belonging to the City of Charlottetown crosses the property in an east-west direction for which an easement is registered on title for (see Attachment C overlay).

Comments Received from City Departments and External Agencies:

All comments have been addressed and summarized below.

Charlottetown Fire Department – provided the following feedback:

- Indicated access route onto Lilac Avenue is approved and constructed. Both proposed access points meet minimum width requirement (6 metres). Fire hydrants are installed no more than 152 metres (500 feet) apart.

Charlottetown Water & Sewer Utility – provided the following feedback:

- Water & Sewer does have a sewer main and easement that run along the back of the property. Ensure that the developer is aware of this as we would not approve construction on top of the main. Survey to verify. Otherwise no issues at this time, we would review full designs when available.

Charlottetown Public Works – provided the following feedback:

- Access from Mount Edward Road seems feasible given the right-in-right-out configuration, and the extended centreline median shown. We would require a sign off from the Province to indicate this is acceptable from them as well given the proximity to their intersection before formal approval is given.
- Access to Lilac Avenue might need some tweaking. There would need to be some thought put into how an access is provided there by squaring up one or more approaches somehow to create a three leg T-intersection. In general, this is doable. Grades could be a challenge to ensure sight lines are adequate and with some work those issues could be addressed.

Charlottetown Parks & Recreation – provided the following feedback:

- No concerns.

Charlottetown Environment & Sustainability – responded August 12, 2025 providing the following feedback:

- The property will be subject to tree planting requirements and this should be carefully considered in the site planning process. Please have Environment and Sustainability staff review planting plan specifications and

species list created. If assistance is needed with the planting plan and species list appropriate for the site conditions and to minimize utility conflicts, please reach out to E&S.

- Tree planting beyond the minimum is recommended as this contributes to offsetting impacts to the natural environment and supports the creation of a vibrant, livable, and resilient community.
- Consider increasing the number of shade trees around the guest parking areas, with particular attention to the eastern lot. Enhancing tree coverage in these areas will help mitigate urban heat island effects and improve overall site comfort.
- For plantings along the Perimeter Highway side of the property, select large, wind-resistant species that provide both shade and visual interest. Species that have shown resilience in this environment include *Ulmus americana* 'Valley Forge' (Dutch Elm Disease-resistant elm), *Acer × freemanii* (Freeman maple), and *Quercus palustris* (Pin oak). In addition, consider incorporating wind-resistant native shrubs to enhance the vegetative buffer and visual screening from the highway. Suitable options include black chokeberry (*Aronia melanocarpa*), red osier dogwood (*Cornus sericea*), northern bayberry (*Myrica pensylvanica*), and sweetgale (*Myrica gale*).
- This development is nearly adjacent to the Confederation Trail (on the other side of Mount Edward Road and the Bypass), which provides residents the ability to cycle to downtown or to the QEH, for example, in 18 minutes at an easy pace, and which provides excellent recreational and physical activity opportunities. It is therefore very important that cycling and pedestrian connections to the existing sidewalks and signalized pedestrian crossings at the Bypass intersection are provided.
- The developer may wish to consider pedestrian pathways through the development, connecting the residences to both Lilac Lane (and the direction of two nearby neighbourhood parks, with playgrounds and sports fields), and the sidewalk on Mt Edward Rd. Currently, the high frequency of driveways intersecting with the road, with reversing cars, represents a safety concern that would deter residents from using the new private road for socializing, walking or play. If pedestrian paths (or natural trails) are established on the boundary of the properties at the rear of the buildings, away from car traffic, this would likely facilitate strong social connections between residents, and would also encourage residents to access neighbourhood parks.
- No bus stops currently service this development; the nearest bus stops (at Mount Edward Road and Ash, or Mount Edward Road and MacAleer), in both current and future transit plans, is approximately 480m/ a 6 minute walk away, beyond the recommended 400m/5 min walk level of service). Re-planning of future routes may be considered, to service this and other expected developments at the north end of Mt Edward Rd, particularly after the Spencer Drive connection is completed.

LEGISLATIVE REQUIREMENTS:

Notification

In accordance with Section 3.10 (Amendments to the Bylaw and Rezonings) of the Zoning & Development Bylaw, on February 6, 2026, notice of a Public Meeting was circulated to thirty-two (32) surrounding property owners within 100 metres of the subject property advising them of the Public Meeting that was held on February 19, 2026 requesting any comments and feedback concerning the proposed rezoning and Official Plan Amendment (OPA) concerning the unaddressed subject property identified as Mount Edward Road (PID# 440545).

Public Feedback:

In response to the City's 100-metre circulation letter (see Attachment F), the City received twenty-seven (27) responses to circulation, all in opposition to the application (see Attachment H).

At the Public Meeting held February 19, 2026 several members of the public spoke at the meeting, all in opposition to the application. A copy of the Public Meeting minutes can be found under Attachment G to this report.

ANALYSIS:

As per Section 3.10.3 of the Zoning & Development Bylaw, before rezoning any parcel of land, Council shall conduct a public meeting to receive the views and opinions of the public and the applicant. Council may, for reasons that are in the best interests of the City, reject a proposed rezoning without public notice and without referral to a public meeting, but if an application goes to a public meeting, then Council shall determine the disposition of the application and the applicant may not be allowed to withdraw the application after the public meeting.

On January 13, 2026 Council passed Resolution to proceed to public consultation (see Attachment E). As noted, a 100-metre letter was sent to all notified property owners on February 6, 2026 and subsequently the Public Meeting was conducted on February 19, 2026. As noted, there were twenty-seven (27) members of the public who provided written opposition to the application by the deadline for accepting comments of February 20, 2026 and there were several members of the public who attended the Public Meeting on February 19, 2026 to speak in opposition to the proposal.

A major point of concern raised at the Public Meeting and in written comments received was concern for increased vehicular traffic from the proposed development of 87 apartment units, particularly with respect to a proposed road access connection between the development and Lilac Avenue. Several members of the public asked if an independent traffic study could be undertaken by the applicant out of immense concern for potential traffic impacts that were expressed.

Notwithstanding that City Public Works commented to City Planning on June 25, 2025 that they would generally supportive of the proposed development with no major concerns with respect to traffic impacts or physical structure of the existing road network, City Planning further consulted and followed-up with City Public Works following the Public Meeting held February 19, 2026 and on April 13, 2026 received further update and direction from Public Works that an independent professional Traffic Impact Statement (TIS) to be conducted by the applicant on hiring of a third-party qualified professional was advisable (see Attachment J).

Following this advice from City Public Works, City Planning advised the applicant that in order to move the application forward for recommendation to Planning Board and City Council, that an independent TIS would be required. On May 20, 2026, City Planning received copy of a third-party professional TIS (see Attachment K) which was then further commented on and accepted by City Public Works on May 26, 2026 (see Attachment L).

In summary, the TIS commissioned by Cole Associates Ltd. and conducted by Englobe Corp. estimated that the proposed development (87 apartment units) would generate an additional 388 vehicle trips per day with approximately 60% of all new vehicle trips estimated to use the proposed Mount Edward Road access while the remaining 40% of all new vehicle trips would use the Lilac Avenue access. Of the 40% of new vehicle trips utilizing the Lilac Avenue access, half of these are forecast to access Mount Edward Road via Ferngarden Drive which according to the TIS would translate to an additional 78 vehicle trips per day utilizing Ferngarden Drive.

The main recommendations and findings of the TIS as noted in Attachment K to this report are that the proposed 87-unit residential development on Mount Edward Road will generate modest traffic and have minimal impact on overall

roadway operations. Approximately 388 additional daily trips are expected, representing only about a 4% increase on Mount Edward Road, which is not expected to have a significant effect on congestion or delays. While local roads such as Lilac Avenue and Fern Garden Drive will experience higher vehicle percentage increases due to lower existing volumes, overall traffic levels will remain reasonable for local roadways. The proposed right-in/right-out driveway on Mount Edward Road and secondary access on Lilac Avenue will help distribute traffic and reduce congestion on Mount Edward Road.

In their response comments to City Planning based on the results and findings of the TIS, City Public Works is in agreement with the results and advised that separate to the TIS, when a future street access comes in, Public Works will look at how best the Lilac Avenue access can be implemented as it may require the existing curve on Lilac to be squared up with the new driveway for the proposed development forming a third leg of a T-intersection with an all-way stop otherwise the existing curve and adjacent trees will pose a challenge for sight lines and visibility at the driveway entrance (see Attachment L).

With the Public Meeting concerning this application having been held on February 19, 2026 and with request for an independent traffic study having been satisfied which has produced supporting results for the proposed development that have subsequently been reviewed and confirmed as acceptable to City Public Works, Planning staff are now in a position to offer an evaluation and recommendation regarding the application for proposed rezoning and Official Plan Amendment that would apply to the unaddressed subject property having frontage onto Mount Edward Road identified as PID# 440545.

With regard to the newly established policy framework laid out in the new Official Plan (OP) for the City of Charlottetown that received Provincial ministerial approval on March 13, 2026, the subject property (PID# 440545) is currently within the Neighbourhoods land-use designation of the new OP but is proposed to be transitioned to be within its own Comprehensive Development Area to facilitate the envisioned development.

Stated objectives of the new Neighbourhoods designation under Section 3.2.5 of the new OP include allowance for gentle infill development and alternative forms of low-rise housing compatible with their neighbourhoods as well as enabling residents to live all stages of life in their neighbourhood of choice. A policy of the Neighbourhoods designation is to develop regulations that ensure that infill and intensification is contextually sensitive.

As the implementing regulations of the new Official Plan are not yet in place at this point in time through the related new Zoning Bylaw, the stated request is to change the existing Zoning from the Single Detached Residential (R-1L) Zone to the Comprehensive Development Area (CDA) Zone whereby Council may approve any uses or mix of uses permitted in any Zone of the current Zoning Bylaw for the subject property. This transition is appropriate so long as the intended new land-use designation under the new Official Plan is transitioned to the Node designation as the pre-existing Comprehensive Development Area (CDA) land-use designation no longer exists under the new OP.

Reading from Section 3.2.4 of the new OP, stated objectives of the Nodes designation include accommodation of a broad mix of land-uses and support for the highest densities in the city. This would be the appropriate designation to migrate the subject lands to in order to lend policy support to the proposed development that is intended to be implemented through the Comprehensive Development Area (CDA) Zone regulations of the existing Zoning & Development Bylaw. The new Nodes designation would be the most appropriate land-use designation to substitute in this case given the removal of the pre-existing (CDA) land-use designation under the former OP when the new OP was approved by the Province on March 13, 2026. Migrating the subject lands to the Nodes designation would also

be a logical extension of lands found to the west on the opposite side of Mount Edward Road which are within this designation as well now currently under the new OP.

In this case, the applicant is proposing to develop the property with three (3) apartment buildings having a combined total maximum of up to 87 dwelling units based on existing lot size where each apartment building is proposed to be a total of 5-storeys in height.

Given the periphery location of the property at the edge the existing lower-density residential neighbourhood to the south and east and that it abuts both a major arterial road (Mount Edward Road) to the west and the Bypass Highway to the north, the positioning of higher-density residential development at this location is both logical and timely. It is noted that the topography of the site sits several metres lower than abutting low-density residential development to the east and south such that overlook and privacy concerns would be tempered in this case, notwithstanding the suggested 5-storey height of the proposed apartment buildings. The development would also be placed to the north of the existing surrounding low-density residential development to the south and east and therefore would not cause an immediate shadowing impacts to nearby sensitive residential uses and may assist with buffering for noise due to traffic from the highway to the north.

As noted, through the completed traffic study (see Attachment K), that study did not find any overwhelming concern for traffic impacts and concluded that the surrounding local road network could be accommodating to the proposed development with limited physical adjustments to the road network needed. To reiterate, City Public Works is in agreement with the noted study and has been accepting of the recommendations and conclusions of the study in support of the development.

CONCLUSION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request for a Zoning Bylaw Amendment (Rezoning) and Official Plan Amendment to rezone the unaddressed subject property identified as Mount Edward Road (PID# 440595) from the Single Detached Residential (R-1L) Zone to the Comprehensive Development Area (CDA) Zone and to change the Official Plan land-use designation from Neighbourhoods to Nodes to facilitate the future development of the property with three (3) apartment buildings (5-storeys each) having a combined total maximum of up to 87 dwelling units based on existing lot size.

It is also recommended that Planning Board recommend to Council to approve the proposed concept plan for the development with respect to the regulations of the (CDA) Zone.

Council or Committee History:

N/A

Financial Implications:

N/A

Public Engagement and Communication:

None to date.

Legislative Authority:
Zoning & Development Bylaw
Official Plan

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

Submitted By Planner:
David Douglas Gundrum, RPP, MCIP



Manager of Development Planning

Reviewed By:

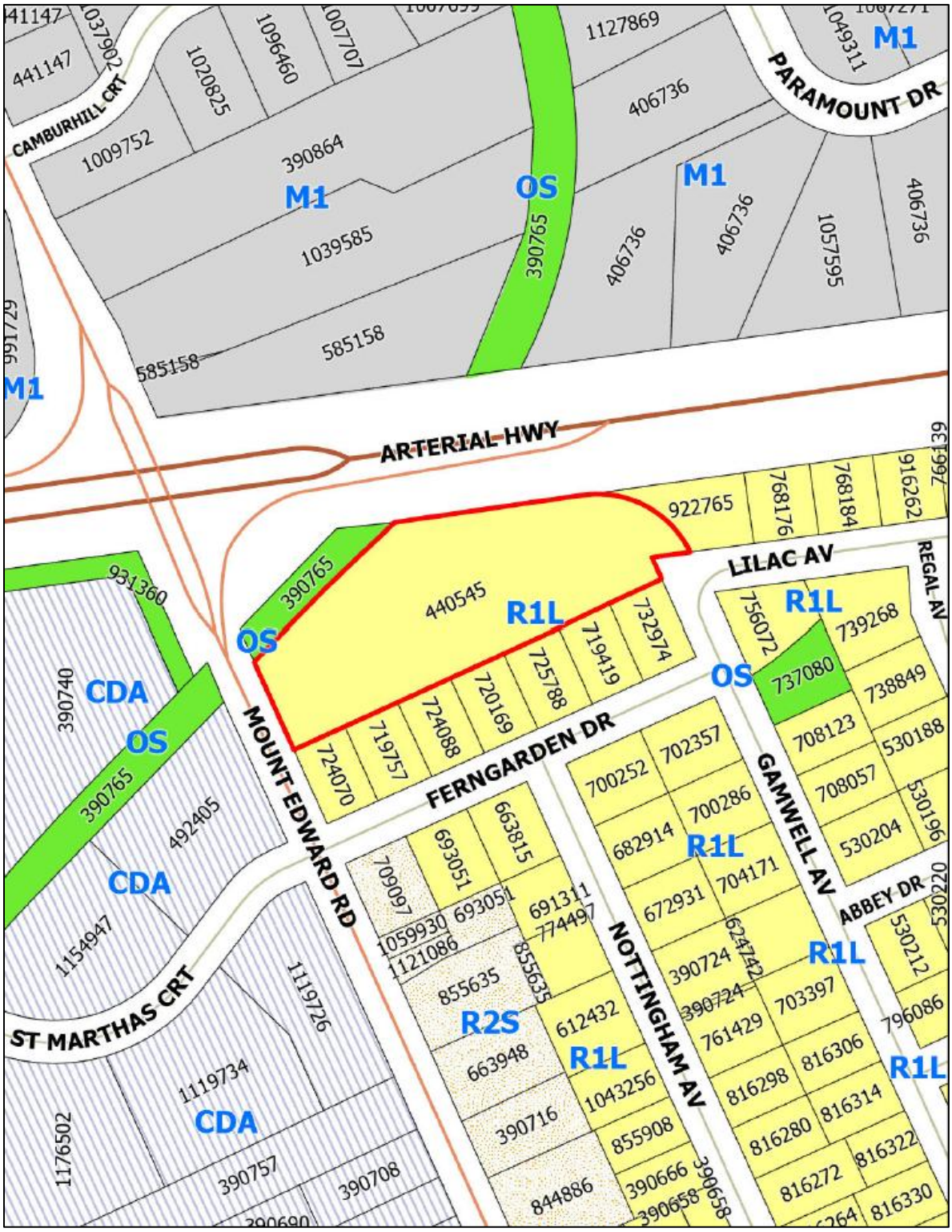
Manager	**Director/CAO**
N/A	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

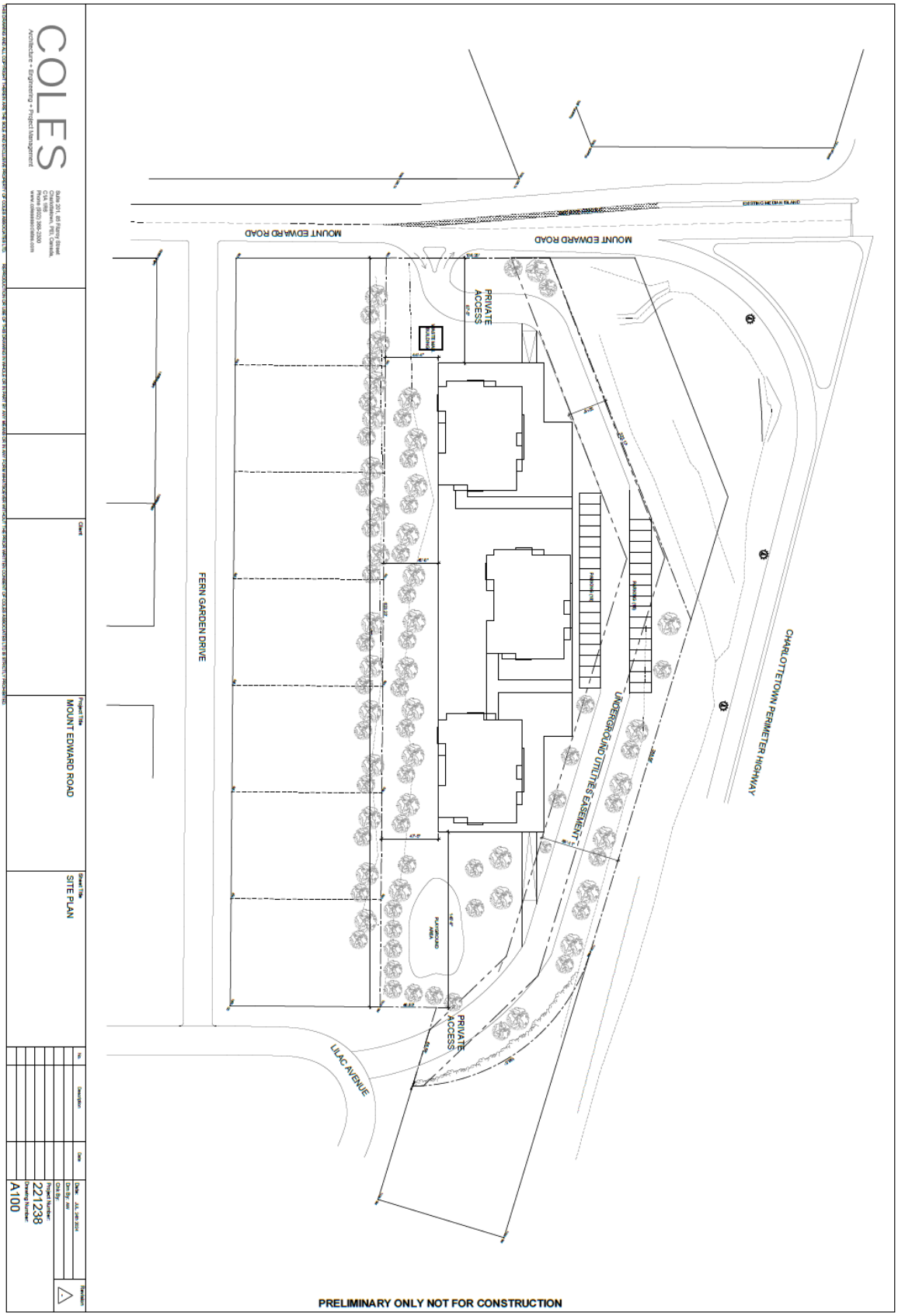
Attachment “A” – Air Photo



Attachment "B" – Zoning Map



Attachment “C” – Concept Site Plan



Attachment “D” – Building Renderings



Attachment "E" – Council Resolution (January 13, 2026)

CITY OF CHARLOTTETOWN
RESOLUTION OF COUNCIL #2026-COCR-0002

Planning & Heritage #2

MOTION CARRIED 10-0 (Carried CB)

MOTION LOST _____

Date: January 13, 2026

Moved by Deputy Mayor Alanna Jankov

Seconded by Councillor Julie McCabe

RESOLVED:

That Council approve the request to proceed to public consultation concerning a request to rezone the unaddressed subject property identified as Mount Edward Road (PID# 440545) from the Single Detached Residential (R-1L) Zone to the Comprehensive Development Area (CDA) Zone and to change the land-use designation in the Official Plan for the subject property to the Comprehensive Development Area to facilitate future development of the property with three (3) apartment buildings having a combined maximum total of 87 dwelling units.

Attachment "F" – Public Notification Letter (February 6, 2026)

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

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

THE CANADIAN RED CROSS SOCIETY
400 COOPER ST
OTTAWA, ON
K2P 2H8

February 6, 2026

RE: Unaddressed Property – Mount Edward Road (PID# 440545)

Dear Property Owner:

The City of Charlottetown Planning & Heritage Department has received a request for rezoning of property identified as Mount Edward Road (PID# 440545) from the Single Detached Residential (R-1L) Zone to the Comprehensive Development Area (CDA) Zone and to change the land-use designation in the Official Plan to Comprehensive Development Area in order to allow for the future development of the property with three (3) apartment buildings having a combined total of eighty-seven (87) dwelling units.

Pursuant to the requirements of the *Zoning and Development Bylaw*, and as an owner of a property located within 100 metres (328.1 feet) of the boundaries of the proposed development at the subject property, you are being notified of this request for rezoning. A public meeting for this application will be held on **Thursday, February 19, 2026 at 7:00pm in Council Chambers, City Hall (199 Queen Street).**

For those who are interested in participating via Microsoft Teams, residents are requested to contact the Planning & Heritage Department by email at planning@charlottetown.ca or to call 902-629-4158 on or before 4:00 p.m. on Tuesday, February 17, 2026 to provide their contact details (name, phone number and/or email address). Business hours are between 8:00 AM – 4:30 PM, Monday – Friday. Staff will contact participants no later than noon, 12:00pm on Wednesday, February 18, 2026 with details on how to participate in the meeting. The live meeting can be viewed at www.charlottetown.ca/video.

The City encourages written submissions to be received prior to the public meeting. All written submissions may be delivered to the Planning & Heritage Department at P.O. Box 98, 199 Queen Street, Charlottetown, PE, C1A 7K2; or comments may be emailed to Planner David Gundrum at dgundrum@charlottetown.ca on or before noon on Thursday, February 20, 2026. All responses received will become part of the public record. Oral submissions or comments may be made at the public meeting where residents will be granted opportunity for oral submissions to a maximum of five (5) minutes for consideration by City Council.

Anyone wishing to view the proposed amendment can visit the City's website at www.charlottetown.ca and find the Meeting Packages under the Mayor and Council section for 2026 Public Metting Packages. As comments are received, the package will be revised leading up to the public meeting. If you have any questions or concerns, please contact the Planning & Heritage Department at (902) 629-4158.

Sincerely,

David Douglas Gundrum, RPP, MCIP
Manager of Development Planning

Attachment "G" – Public Meeting Minutes (February 19, 2026)

DRAFT

Public Meeting of Council
Thursday, February 19, 2026, 7:00PM
City Hall, Council Chambers, 199 Queen St, Charlottetown, PE
Also available via Microsoft Teams; and
Live streaming at www.charlottetown.ca/video

Interim Chair Councillor Bernard Presiding

Council Members present:	Deputy Mayor Alanna Jankov* Councillor Justin Muttart Councillor Mitchell Tweel Councillor Robert Doiron	Councillor Julie McCabe* Councillor Trevor MacKinnon Councillor Kevin Ramsay Councillor John McAleer
Staff:	David Gundrum, Mgr, PD Sonia Kamal, PII Michael Fraser, PII	Jason Doucette, IO/AA**
Applicants/ Representatives:	Tyrell Doucette Ellis and Birt Douglas Coles	
Also present:	Brad MacConnell, CAO	
Regrets:	Mayor Brown Councillor Norman Beck	

*Participated via Teams
**Minute Taker

Meeting reminders were explained before calling the meeting to order. Councillor Bernard also acknowledged that the meeting was taking place on the traditional and unceded territory of the Mi'kmaq people.

The deadline for submission of written comments is Friday, February 20th at 12:00pm Noon

1. **Call to Order**
   Interim Chair Councillor Bernard called the meeting to order at 7:00 PM

2. **Declarations of Conflict of Interest**
   There were no conflicts.

DRAFT UNTIL APPROVED BY COUNCIL

3. Approval of Agenda

Moved by Councillor MacKinnon and seconded by Councillor Ramsay that the order of the agenda items be amended to present the Unaddressed parcel on Mount Edward Road (PID 440545) first, 16-18 Hemlock Court (PID 452672) second and Lot 8, Violet Circle (PID 1187913) third, for the public meeting on February 19th, 2026 be approved.

CARRIED (8-0)

4. Rezoning – Unaddressed parcel on Mount Edward Road (PID# 440545)

Request:

The City of Charlottetown has received a request to amend Appendix A - Future Land Use Map of the City of Charlottetown Official Plan from Low Density Residential to Comprehensive Development Area; and amend Appendix G – Zoning Map of the City of Charlottetown Zoning & Development Bylaw from the Single-detached Residential (R-1L) Zone to the Comprehensive Development Area (CDA) Zone to facilitate future development of the property with three (3) apartment buildings having a combined maximum total of 87 dwelling units.

Property Information: Single-detached Residential (R-1L) Zone
Staff Presenter: David Gundrum, Manager, Development Planning
Applicant: Ellis & Birt
Reference: Public Meeting Package

Summary:

Staff stated that an application to amend the Official Plan and Zoning Map for the undeveloped parcel identified as PID 440545, located at the southeast corner of Highway 2 and Mount Edward Road.

Planning Manager David Gundrum presented the proposal, explaining that the applicant is seeking approval to rezone the property from the (R-1L) Low Density Residential Zone to the Comprehensive Development Area (CDA) Zone and to change the land-use designation in the Official Plan to Comprehensive Development Area (CDA) to facilitate the intended development.

The purpose of the request is to enable the future construction of three apartment buildings with a combined maximum of 87 residential units, based on the available lot area and required lot area per unit under the zoning bylaw. The subject property is currently vacant and situated adjacent to an established residential neighbourhood. It is bordered by Mount Edward Road to the west, the bypass highway to the north, and existing low-density residential properties to the south and east.

An existing easement registered in favour of the City is located on the land to protect buried public infrastructure. Planning staff noted that the proposed apartment buildings would comply

with the height limits associated with the (R-4) zone and that preliminary review does not indicate the need for additional zoning variances at this time.

Concept plans were presented showing the layout of the three buildings, on-site parking located to the north, and two proposed access points: a right-in/right-out access onto Mount Edward Road and a two-way private access connecting to Lilac Avenue. The Planning Manager outlined the legislative requirements for amendments to the Zoning and Development Bylaw, noting that Council must hold a public meeting prior to making any decision. In compliance with Section 3.10 of the bylaw, a notice of the meeting was mailed on February 6, 2026, to 32 surrounding property owners located within 100 metres of the site.

Recipients were invited to submit comments regarding the proposed rezoning and Official Plan amendment. As of the date of the meeting, 26 written responses had been received, all expressing opposition to the proposed development.

Staff presented a scaled site plan and a conceptual rendering illustrating the appearance of the proposed apartment buildings when viewed from the north. These illustrations were provided to give residents and Council an understanding of the general form and massing of the development, although final design details would be confirmed during the building permit stage.

In concluding the presentation, staff outlined the next steps in the process. The application is tentatively scheduled to be brought forward to Planning Board on March 3, followed by a recommendation to City Council on March 10, also tentative. These dates remain subject to change pending Council's direction following the public meeting and the outcomes of the public meeting in terms of comments and feedback from the public.

Comments:

Dana Blakely, Robert MacDougall, Adam MacDonald, Claire Dunsford, Greg MacAulay, Jamie MacDonald, Erin McGonnell, Cathy Dunsford, Joe Hughes and Pam Josey addressed Council to express concerns.

Traffic and safety were the dominant themes, with speakers emphasizing the narrow width of Lilac Avenue and Ferngarden Drive, lack of sidewalks, a blind curve on Lilac, and significant numbers of young children walking to school or the nearby park.

Residents reported longstanding issues with speeding and stated that increased traffic from the 87-unit development would worsen conditions and increase risk to pedestrians.

Many residents expressed concern that the restricted right-turn-only access on Mount Edward Road would redirect the majority of traffic onto Lilac Avenue.

Others highlighted infrastructure issues, including the need for resurfacing, stormwater management, and improvements to street lighting. Several residents pointed to declining water pressure following recent developments nearby.

School capacity concerns were raised regarding Sherwood Elementary, Stonepark Intermediate, and Charlottetown Rural.

Additional concerns included the loss of greenspace, perceived incompatibility with the established single-family neighbourhood, privacy impacts from five-storey buildings, and potential effects on property values. Residents also questioned why CDA zoning was selected instead of (R-4) or (R-3T) zoning and asked what would occur if the Mount Edward Road access were not ultimately approved.

The applicant responded to several points, stating that the Lilac Avenue connection was required to satisfy emergency access standards. Coles confirmed that the underground parking met City requirements and that the surface parking stalls were intended for visitors. He also clarified that utilities could still be accessed beneath the parking lot through the existing easement.

Members of Council sought clarification from staff and questions focused on whether the concept plan could change after rezoning, the timing of the broader CBCL Engineering consultant traffic study, the status of access approval from the Province, and anticipated traffic and parking implications.

Staff reiterated that CDA zoning would fix the design as presented, and any substantial alteration would require a new application and public process. Staff also noted that Public Works had not requested a site-specific traffic impact study but that a wider area review was ongoing.

5. Rezoning Site-Specific Exemption - 16-18 Hemlock Court (PID# 452672)

Request:

This is a request to amend Appendix C. Approved Site-Specific Exemptions of the City of Charlottetown Zoning and Development Bylaw to permit the addition of a third dwelling unit within an existing semi-detached dwelling in the (R-1L) Zone.

Property Information: Single-Detached Residential (R-1L) Zone
Staff Presenter: Michael Fraser, PII
Applicant: Tanmoy Saha
Reference: Public Meeting Package

Summary:

Staff stated this is a request for a site-specific amendment for the property at 1618 Hemlock Court, identified as PID 452672. Planner Michael presented the application, explaining that the property lies within the (R-1L) Single-Detached Residential Zone, where only one dwelling unit is typically permitted. The applicant is seeking approval to allow up to three dwelling units on the lot through a site-specific amendment.

Attachment "H" – Public Circulation Responses

Gundrum, David

From: Pam Josey [redacted]
Sent: Wednesday, February 11, 2026 8:39 AM
To: Gundrum, David
Subject: Letter of Concern Regarding Proposed 87-Unit Apartment Development - PID#440545

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Gundrum, City Council, and Planners,

I am writing to formally express my concern and opposition to the proposed 87-unit apartment development planned 328.1 feet from my home at 9 Ferngarden Drive.

While I recognize the need for housing development in Charlottetown, the scale, height, and proximity of these proposed buildings raise serious concerns regardig safety, traffic congestion property value, and the overall impact on our neighbourhood's quality of life.

The proposed buildings will significantly tower over our backyard, resulting in a substantial loss of privacy, reduced enjoyment of our propery, and a dramatic change to the established residential character of the area. Due to the size and closeness to existing single-family homes, this development is likely to negatively affect nearby property values. Loss of privacy (including bright external lights shining in our bedroom windows through the night), increased density, traffic congeston, and changes to neighbourhood character are all well-recognized factors that contribute to residential property devaluation.

Traffic remains a major and ongoing concern. Our road already functions as a throughway, and traffic volume has noticeably increased over the years. Children regularly play on this street, and residents - including myself - raised safety concerns years ago, even prior to the construction of the apartments buildings on Mount Edward Road. Unfortunately, those concerns were not adequately addressed and the conditions have worsened since that development was completed.

The new apartment buildings on Mount Edward Road have already had significant impact on traffic flow on Mount Edward Road and our street. Morning and evening travel has become increasingly congested, making it difficult and, at times, unsafe during peak hours. Adding an additional 87 units in such close proximity will inevitably intensify traffic congestion and further strain road infrastructure that is already under pressure.

I respectfully request that the planning authority reconsider this proposal, particularly its size, height, and placement relative to existing homes. At a minimum, I ask that a meaningful review of the potential impact on neighbouring property values and a traffic and safety impact assessment be conducted.

Thank you for your time and consideration. I trust these concerns will be carefully reviewed before decisions are made that will permanently affect our neighbourhood, property owners, and the safety and comfort of residents.

Sincerely,
Mike Trainor and Pam Josey
9 Ferngarden Drive
(902) 940-2602

Gundrum, David

From: eddie0070 [redacted]
Sent: Saturday, February 14, 2026 7:20 PM
To: Gundrum, David
Subject: PID #440545 Development

You don't often get email from [redacted]. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

First I would like to thank you for your letter of notice and your interest in the opinions of area residents. It is my hope that this interest is more than just procedural but comes from genuine concern for the Sherwood neighbourhood.
This letter is written in the express intent to lodge a vote of no to changing any part of Sherwood from Single detached Residential (R-1L). This area of sherwood between Brackley Point Road and Mount Edward Road and south of the Bypass Highway was designated R-1L for a reason.

This area was originally a Suburb of Charlottetown that was developed to provide a quiet area for families to own a home with space for a yard and a garden if desired and a community park for your children to access on quiet streets. In other words a community

These streets are no longer quiet. There is already too much high speed through traffic on Lilac Avenue and Ferngarden Drive for it to be safe for a child to ride a bike to the Park. Also at the current levels of residential street use by residents and through traffic there is often a half a block of vehicles lined up to try to make a left turn onto Mt. Edward Road from Ferngarden. This process can regularly take 2 -20 minutes.

87 more living units in this end of Sherwood with a single entrance and exit point at the corner of Lilac Avenue and Gamwell avenue would create an unsafe traffic nightmare for residents.

Also the current zoning ensures that the Homes on the Northside of Fernwood drive would butt up to either the backyard of a neighbour or a street that services them. When one purchases a home in a R-1L zoned area that is the expected level of privacy in your backyard. Rezoning this land to allow an 87 unit Apartment development essentially removes any privacy that is currently in place.

There is a place for apartment buildings in all city planning. I would like to take issue with any city planner that thinks High rise apartment buildings should be built next door and on the same street as a large block of R-1L area homes. Additionally if this has already been approved in a different section of Sherwood R-1L zoning, it was a big mistake. There is a need for both zonings but they should never ever be mixed for many reasons. The most important one being the sense of community that residents of a R-1L have.

I suggest if City planners want to allow development in this area that improves the community in both aesthetic and safety to consider the following.

(1)This land looks like it could accommodate 7 or more very attractive and modern single detached homes.

(2) Secondly, this new development and all the residents that have homes that border on the Bypass highway should have proper protection from highway pollution. This highway was not part of the original plan for Sherwood and when it was constructed the developers omitted placing a wall to prevent noise and air pollution from the highway affecting bordering residents.

This pollution affects both Physical and mental health of residents.
Noise pollution negates any type of backyard activity and constantly disrupts sleep.
Salt, asphalt, rubber tire particles and other road dirt on a wet highway becomes an aerosolized fog of toxin that is constantly bombarding residents and their homes. All well planned cities in the world do not allow their highways to affect residents in this way

In conclusion:
No to the current application for the development of PID #440545
Yes to a safe and healthy development of PID # 4405445 as suggested in this letter.

Kind Regards
Ed MacAulay

Gundrum, David

From: Eileen MacAulay [redacted]
Sent: Sunday, February 15, 2026 9:32 AM
To: Gundrum, David
Subject: Letter

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

To whom it may concern:

First I would like to thank you for your letter of notice and your interest in the opinions of area residents. It is my hope that this interest is more than just procedural but comes from genuine concern for the Sherwood neighbourhood.
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This area was originally a Suburb of Charlottetown that was developed to provide a quiet area for families to own a home with space for a yard and a garden if desired and a community park for your children to access on quiet streets. In other words a community

These streets are no longer quiet. There is already too much high speed through traffic on Lilac Avenue and Ferngarden Drive for it to be safe for a child to ride a bike to the Park. Also at the current levels of residential street use by residents and through traffic there is often a half a block of vehicles lined up to try to make a left turn onto Mt. Edward Road from Ferngarden. This process can regularly take 2 -20 minutes.

87 more living units in this end of Sherwood with a single entrance and exit point at the corner of Lilac Avenue and Gamwell avenue would create an unsafe traffic nightmare for residents.

Also the current zoning ensures that the Homes on the Northside of Fernwood drive would butt up to either the backyard of a neighbour or a street that services them. When one purchases a home in a R-1L zoned area that is the expected level of privacy in your backyard. Rezoning this land to allow an 87 unit Apartment development essentially removes any privacy that is currently in place.

There is a place for apartment buildings in all city planning. I would like to take issue with any city planner that thinks High rise apartment buildings should be built next door and on the same street as a large block of R-1L area homes. Additionally if this has already been approved in a different section of Sherwood R-1L zoning, it was a big mistake. There is a need for both zonings but they should never ever be mixed for many reasons. The most important one being the sense of community that residents of a R-1L have.

I suggest if City planners want to allow development in this area that improves the community in both aesthetic and safety to consider the following.

(1)This land looks like it could accommodate 7 or more very attractive and modern single detached homes.

(2) Secondly, this new development and all the residents that have homes that border on the Bypass highway should have proper protection from highway pollution. This highway was not part of the original plan for Sherwood and when it was constructed the developers omitted placing a wall to prevent noise and air pollution from the highway affecting bordering residents.

This pollution affects both Physical and mental health of residents.
Noise pollution negates any type of backyard activity and constantly disrupts sleep.
Salt, asphalt, rubber tire particles and other road dirt on a wet highway becomes an aerosolized fog of toxin that is constantly bombarding residents and their homes. All well planned cities in the world do not allow their highways to affect residents in this way

In conclusion:
No to the current application for the development of PID #440545
Yes to a safe and healthy development of PID # 4405445as suggested in this letter.

Kind Regards
Eileen MacAulay

Sent from my iPhone

Gundrum, David

From: Tiffany Wonnacott <[redacted]>
Sent: Monday, February 16, 2026 1:44 PM
To: Gundrum, David
Subject: Opposing the Rezone

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To whom it may concern,
I am email in regards to the rezoning of the area along Mt Edward road near the by pass. I live in the neighbourhood and I am opposing this rezoning.

Thank you
Tiffany Wonnacott

Gundrum, David

From: Brynn VanWiechen [redacted]
Sent: Tuesday, February 17, 2026 10:29 AM
To: Planning Department; Gundrum, David
Subject: Oppose Rezoning #440545

Some people who received this message don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Gundrum,

I am writing to formally express my opposition to the proposed rezoning of property PID #440545 on Mount Edward Road from R-1L to CDA Zone.

My primary concerns relate to traffic, street safety, and parking capacity, mostly on Lilac, Ferngarden and Gamwell. These three streets are currently housed in a quiet subdivision where children regularly play and families walk safely. A development of three apartment buildings with 87 units will inevitably lead to a significant increase in vehicle traffic entering and exiting the area at an already dangerous sharp turn.

Based on the proposed plan, the number of parking spaces appears limited relative to 87 dwelling units. In practice, many apartment units are occupied by two+ adults, which could reasonably mean well over 150 residents. Even with conservative estimates of vehicle ownership, this could translate into 100 or more vehicles associated with this development.

If on-site parking is insufficient, even if there is underground parking, overflow parking will likely occur on surrounding streets. We can look to the apartment building at 53 Towers Road as an example of how additional units can result in street congestion and vehicles lining residential roads, impacting traffic flow and visibility. The entrance on the corner of Gamwell/Lilac Avenue will result in increased on-street parking near the already dangerous corner which would create further safety hazards by narrowing the roadway and reducing sightlines.

Currently, on-street parking on Ferngarden, Gamwell, and Lilac Avenue is minimal, which allows for safe and predictable traffic flow. Introducing consistent overflow parking and higher traffic volumes will significantly change the safety and character of this residential neighbourhood. Traffic safety is already a serious issue locally. Increasing density without clear evidence that infrastructure and parking are sufficient risks the safety of the children and members of Sherwood.

The Mount Edward Road - Bypass - Brackley Point Road - Belevedere Avenue block does not currently contain any properties with CDA zoning. The land use for nearly this whole block is low density residential, especially when focusing on the areas surrounding Ferngarden Drive, Lilac Avenue, and Gamwell Avenue. Having the subject property rezoned to CDA would not blend with the surrounding property zonings within the block.

Many neighbouring property owners built their homes 20+ years ago knowing their neighbours would be similar style of housing. Having the subject property rezoned to CDA would likely impact property values negatively for neighbouring properties to the proposed development.

I am also concerned as to why the developer is specifically looking to have the subject property rezoned to CDA. The bylaw states that use in the CDA zone may include any uses or mix of uses permitted in any Zone of the bylaw. If the intention is to have a development with three apartment buildings (87 units), could this not be granted in a R3 or R4 zoning? CDA zoning seems too open ended and it appears like it could be easier for the developer to revise their plans for development after the fact if the rezoning request is approved by council.

Thank you for your time and consideration.

Sincerely,

Brynn VanWiechen

Gundrum, David

From: Pressed 4 Time [redacted]
Sent: Tuesday, February 17, 2026 2:06 PM
To: Gundrum, David
Cc: Pressed 4 Time
Subject: 3 apartment buildings on Arterial Hwy

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Dear Members of Council,

I am writing to express my concerns regarding the proposed rezoning application to permit a future apartment building and the addition of a new private road behind our property.

We understand that growth and increased housing are important for our city, and we are not opposed to development in principle. However, this proposal represents a significant change to the existing residential character of our neighbourhood, and we have serious concerns about its current design — particularly with respect to traffic, safety, and access points.

Traffic and pedestrian safety are already ongoing concerns in this area. The surrounding streets are frequently used as an unofficial throughway, despite not being designed for that level of traffic. There are currently no sidewalks or clearly marked shoulders, yet the neighbourhood is very active with pedestrians, including many children who use the nearby parks. Introducing additional vehicle access in this context — especially without meaningful infrastructure upgrades — presents a clear safety risk.

We are particularly concerned about the proposed second entrance onto Lilac Avenue. Lilac is a quiet residential street that is not designed to function as a feeder or collector road. Adding an access point there would inevitably increase traffic volume and cut-through driving, further compromising pedestrian safety and neighbourhood liveability.

In contrast, we would be far more amenable to a single entrance configuration from Mount Edward Road, which is better suited to handle higher traffic volumes and would minimize disruption within the residential streets. Concentrating access onto a more appropriate roadway would reduce the impact on existing homeowners and better align with sound planning principles.

Additionally, the placement of a private road directly behind our property will materially impact privacy, noise levels, lighting, and the quiet enjoyment of our home. These effects should not be understated.

We respectfully ask Council to carefully consider whether the current proposal adequately addresses pedestrian safety, traffic management, and neighbourhood impact. At minimum, we urge that the Lilac Avenue access be removed from consideration and that any approval be contingent upon meaningful safety improvements and mitigation measures.

Thank you for your time and consideration.

Sincerely,

Clair & Cathy Dunsford

Gundrum, David

From: Erin [redacted]
Sent: Tuesday, February 17, 2026 11:51 AM
To: Gundrum, David
Subject: Rezoning property #4040545From R–1L to CDA Zone

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Good morning David,

I writing to you with huge concerns with the proposed 3 apartment buildings complex to be built behind Fern Garden drive and off mount Edward Road.
I've lived at Fern Garden Drive for 19 years and when we purchased our house, I inquired about development in the field behind but was told that the exit/ entrance to lilac ave was not big enough and would never be further developed. What has changed?

The exit/ entry on lilac ave that is being proposed is already a narrow turn when 2 cars meet . I can't imagine adding extra congestion to this area. I implore you to just take a drive down lilac ave to the corner of gamwell and see how narrow it is. It's a disaster waiting to happen!

I'm also very concerned with the traffic that will be on fern garden, lilac and Gamwell.

The developer who is trying to rezone has had apartments buildings in the past and doesn't maintain the properties. They tend to get run down, which of course, will take down our property value.

I'm really hoping you oppose the rezoning property of #440545FromR–1L to CDA zone.

Chat soon
Erin McGonnell

Gundrum, David

From: Mcgonnell, Glen [redacted]
Sent: Tuesday, February 17, 2026 12:06 PM
To: Gundrum, David
Subject: Subject: Concerns Regarding Proposed Rezoning and Development PROPERTY#440545

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Subject: Concerns Regarding Proposed Rezoning and Development on Lilac Avenue

Dear David,

I am writing to express my concerns about the proposed rezoning and development that would add approximately 87 new dwellings in our area. While I understand the need for housing growth, I am very worried about the significant safety and infrastructure challenges this project would create for existing residents.

1. Traffic and Safety Concerns
Lilac Avenue and the surrounding streets already struggle with traffic flow and limited road width. Even in their current state, these streets are not safe for pedestrians—my own children are unable to walk up Lilac Avenue safely due to the lack of adequate infrastructure. Introducing the traffic associated with 87 additional dwellings would greatly increase congestion and heighten the risk of accidents.

I strongly encourage members of council to personally drive down Lilac Avenue during peak times to see firsthand how difficult and unsafe the roadway already is. It is hard to imagine how the current infrastructure could support the substantial increase in traffic that this development would bring.

2. Concerns Regarding Long-Term Property Maintenance
I also have concerns about the developer's track record. In past developments in Charlottetown, several apartment buildings owned by this developer were not well maintained and became visibly run down. The prospect of a poorly maintained building becoming an eyesore in our neighborhood—within just a few years of construction—is very troubling.

As residents, we want to ensure that any new development contributes positively to the community, both in design and in long-term upkeep.

3. Request for Careful Consideration
I respectfully ask council to take these concerns into account when evaluating the rezoning application. Safe roads, proper infrastructure, and responsible long-term property management are essential for protecting the well-being of the families who already call this area home.

Thank you for your time and consideration. I appreciate the work you do on behalf of our community.

Glen Mcgonnell,
7 Fern Garden Drive Charlottetown PE, C1A9A1
(902)441-0189

Glen McGonnell (HE/HIM), CFP / Financial Planner
Scotiabank | Scotia Financial Planning
T 902-441-0189
[redacted]
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Consultez la traduction en français

Ver la traducción al español

Gundrum, David

From: MacDonald Family [redacted]
Sent: Tuesday, February 17, 2026 7:36 PM
To: Gundrum, David
Subject: Opposition to Rezoning of Property ID #440545

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Hello Mr Gundrum,

We live on the corner lot on Lilac Avenue directly across from the property being considered for rezoning. Our children regularly bike and play on our street, and traffic already cuts through the neighbourhood at unsafe speeds.

Allowing apartment buildings on this lot would significantly increase traffic and make an already unsafe situation worse for families living here.

For these reasons, we strongly oppose this rezoning request for the property on Mount Edward (PID # 440545) from a R-1L to a CDA zone.

Thanks,
Christine & Adam MacDonald

Sent from my Galaxy

Gundrum, David

From: VEER VERMA [redacted]
Sent: Tuesday, February 17, 2026 6:26 PM
To: Gundrum, David
Subject: Objection to Rezoning Application #44045 from R1L

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Respected Authority

I am writing in response to the recent notice regarding Rezoning Application #44045 from R1L. I would like to formally express my opposition to this proposed rezoning.

In my view, there is currently no demonstrated need for additional rezoning or higher-density development, particularly when there are already numerous apartment units in the area that remain vacant and unrented. Increasing housing density under these circumstances does not appear justified.

As a resident of this community, I also have serious concerns about the potential impact on traffic and safety. The R1L traffic light intersection is already heavily congested. Over the years, I have personally observed multiple traffic incidents and accidents at this location. Any additional development will likely increase vehicle volume, worsening congestion and creating further safety risks.

Furthermore, the proposed rezoning would contribute to increased traffic congestion, air pollution, and noise pollution, negatively affecting the quality of life for existing residents.

In addition, I would like to express a personal concern. When I purchased my property, it was specifically marketed and valued based on the privacy and open surroundings behind my home. This privacy was an important factor in my decision to purchase, and I paid a premium price accordingly. Although the proposed rezoning may not directly affect my property lot, the construction of taller buildings nearby would significantly reduce my family's privacy and negatively impact our enjoyment of our home.

For these reasons, I respectfully request that the authority carefully reconsider this decision and take into account the concerns of current residents before proceeding.

Thank you for your time and consideration.

Sincerely,
Mahavir Verma

3 Fern Garden Drive

Gundrum, David

From: toli ca [redacted]
Sent: Tuesday, February 17, 2026 9:15 PM
To: Gundrum, David
Subject: #440545 from R-1L to CDA Zone

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Dear David Gundrum,

I am writing to formally express my opposition to the proposed rezoning of the property located at PID # 440545 to allow for the construction of an 87 dwelling -unis apartment development.

I believe this proposal raises significant concerns that should be carefully reconsidered before any approval is granted.

Specifically, I am concerned about:

- Increased traffic congestion and safety risks on surrounding roads
- Number of kids are increasing every year in our neighborhood and they do spent lots of times outdoors during the summer. Potential overflow into neighbouring streets will increase the risk of our kids life elders and people that walk their PETs especially with having Mulberry Park around the corner and knowing how busy it is.
- Strain on existing infrastructure, including water, sewer, and public services
- Impact on local schools and emergency times
- Incompatibility with the existing character and density of the neighborhood
- Potential decrease in nearby property values

An 87-unit multi-family development represents a substantial increase in density that appears inconsistent with the current zoning and established residential pattern of this area.

I respectfully request that the Planning Commission carefully evaluate the long-term impact of this proposal and consider alternatives that are more compatible with the surrounding community.

Thank you for your time and consideration of residents' concerns. I ask that this letter be entered into the public record for the upcoming public meeting.

Sincerely,

Mentor Gashi

80 Lilac Ave

[redacted]

Sent from my iPhone

Gundrum, David

From: neelam verma [redacted]
Sent: Tuesday, February 17, 2026 6:37 PM
To: Gundrum, David
Subject: Oppose to Rezoning Application #44045 from R1l

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Respected Authority,

I am writing to oppose Rezoning Application #44045 from R1L. There is no clear need for increased density given existing vacant units, and the already congested R1L intersection would face greater traffic and safety risks. The proposed development would also reduce privacy and negatively affect the quality of life for nearby residents.

I respectfully request that you reconsider this proposal.

Sincerely,
Neelam Verma
3 Fern Garden Drive

Gundrum, David

From: Ryan Legault [redacted]
Sent: Tuesday, February 17, 2026 7:08 PM
To: Gundrum, David
Subject: Mount Edward Road PID #440545

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Good evening Mr. Gundrum,

I am writing to you today to express my opposition and concern with the proposed rezoning of PID #440545 on Mount Edward Road from R-1L to CDA zone.

I have lived in this neighbourhood my whole life and have significant concerns with this proposal. The main concern I have is the street safety that this increase in traffic will cause. This increase in traffic will cause a significant safety hazard for the surrounding streets where many young families and small children reside. Both proposed entrances to this development cause extreme safety concerns, especially with the limited amount of parking proposed.

Currently there are no sidewalks on Lilac, Gamwell, and Ferngarden. This traffic increase will cause extreme danger to people walking, biking, or for kids playing outside. Not to mention the two parks located off these streets. Families will not be able to access these parks without putting themselves in danger. Increasing the population density of this area will not only affect the children, but all who live in the surrounding area.

Thank you for your time.

Ryan Legault

Gundrum, David

From: Dana Blakely [redacted]
Sent: Wednesday, February 18, 2026 6:20 PM
To: Gundrum, David
Subject: Application for Rezoning

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I am sending this email in opposition of the request received for rezoning of property identified as Mount Edward Road (PID# 440545) from the Single Detached Residential Zone to Comprehensive Development Area.
Numerous concerns regarding this rezoning and the building of three(3) apartment buildings having a combined total of eighty-seven (87) dwelling units exist including but not limited to infrastructure costs and prioritizing, increased traffic, speed, congestion and hazards, loss of privacy, effect on property values, noise and air pollution, environmental impacts and more.
I ask that you review these concerns and recommend to refuse the rezoning application.

Dana Blakely

Sent from my Bell Samsung device over Canada's largest network.

Gundrum, David

From: Gregory MacCallum [redacted]
Sent: Wednesday, February 18, 2026 10:20 AM
To: Gundrum, David
Subject: Opposition to rezoning of Property #440545

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Dear Mr. Gundrum,

My name is Greg MacCallum. I live at 82 Lilac Avenue,Charlottetown.
I am the homeowner of our bungalow at this address.
We have been living here since 2003.

Please let this email serve as my official OPPOSITION to the rezoning of Property #440545 from R-1L to CDA Zone.
I do not want 3 apartment buildings (87) dwelling units to be built in our neighbourhood.

I will be attending the public meeting scheduled for Thursday Feb 19th, 2026 at 7pm to listen to what the planning committee has to say and to voice my concerns and explain why I am opposed to this rezoning..

Thank you,
Greg MacCallum, PhD

Gundrum, David

From: jamie macdonald [redacted]
Sent: Wednesday, February 18, 2026 9:09 PM
To: Gundrum, David
Subject: Mt Edward apartments

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Good evening , My name is Jamie Macdonald and my family lives at 54 lilac . I just found out about the proposed zoning change for 3 apartments on the corner of Mt Edward and the bypass. My family's concern is the amount of traffic this woukd cause pouring onto lilac and into the subdivision itself . The city has spent money on revitalizing Mulberry Park with a disc golf and outdoor rink . This adds to the soccer and ball fields already there . With this being such a busy park it would be make no sence to increase the traffic . Our front deck over looks the park and lilac is a long stretch where cars often speed going past . It only a matter of time before there is a tragedy there . Also to add there is residents along this area that have purchased homes with the understanding that the surrounding vacant land was zoned residential. A change to this would be a tough one to swallow. One last point is that there is already an increase in traffic cutting though this subdivision as a result of the new apartments that were build on Mt Edward across from Fergarden . We hope you consider our and many families concerns when you make your recommendation to council . Thank you

Jamie

Get Outlook for Android

Gundrum, David

From: Joel Legault [redacted]
Sent: Wednesday, February 18, 2026 4:43 PM
To: Gundrum, David; Planning Department
Subject: Oppose Rezoning #440545

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Dear Mr. Gundrum,

I am writing to formally express my opposition to the proposed rezoning of PID No. 440545.

My main concern relates increased traffic impacting the safety of the residential streets surrounding the development - Ferngarden Dr., Gamwell Av., and Lilac Av. if rezoning is granted. These have been quiet, residential streets for 25+ years. If the proposed development is pursued it would add at least 100+ new vehicles to daily traffic in the area. None of the above-mentioned streets have sidewalks or paved walkways to keep pedestrians safe. The only sketch provided for the proposed development shows only 34 parking spaces (maybe there is to be underground parking in the apartments?). This leads me to believe that the proposed development will cause increased street parking along Lilac and Gamwell causing even less-safe traffic conditions along the sharp 90+ degree bend along Lilac.

The access to the proposed development from Lilac does not appear safe as it is proposed at the (greater than) 90 degree turn along Lilac. This seems like a poor location to access the proposed development by creating a 'Y' intersection essentially. This turn on Lilac is already dangerous with minimal sight distances and drivers neglecting to slow down.

There is not a single CDA zoned property within this block (Mount Edward Road - Bypass - Brackley Point Road - Belvedere Avenue). Having the subject property rezoned to CDA would not blend with the existing low density, residential land use.

Thank you for your time and consideration.

Sincerely,
Joel Legault
88 Lilac Avenue

Gundrum, David

From: paul andrews [redacted]
Sent: Wednesday, February 18, 2026 6:30 PM
To: Gundrum, David
Subject: PID# 440545

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To Those Concerned. I am opposed to the apartment complex purposed for PID# 440545. I live on Ash Drive and am familiar with the area. The purposed access from Mt Edward Road is on a blind hill and very close to a busy intersection. With that in mind, the surrounding neighborhood will see most or all of the extra traffic. This would be of great concern for people who walk this neighborhood as well as the children using the nearby parks. Safety should be everyone's concern. Thanks, Paul Andrews.

Gundrum, David

From: Sarah Legault [redacted]
Sent: Wednesday, February 18, 2026 6:34 PM
To: Gundrum, David
Subject: Proposed rezoning

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Mr. Gundrum,

I am writing to express my opposition to the rezoning of property PID #440545.

I am a lifelong resident of this neighborhood, and I am very concerned with the safety of this project. It will cause increased traffic in this residential area.

The entrance proposed at the corner of Lilac/Gamwell appears very dangerous. There are no sidewalks and two parks nearby.

I do not feel this would be a suitable location for three large apartment buildings.

Thank you,
Sarah Legault

Gundrum, David

From: Sarah Sparks [redacted]
Sent: Wednesday, February 18, 2026 9:54 AM
To: Gundrum, David
Subject: Oppose Rezoning of property #440545

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Good Morning,

I am writing to formally express my opposition to the proposed rezoning of property #440545 from R-1L to CDA.

As a parent with children in the neighbourhood, I am deeply concerned about the increased traffic this change would likely generate. Additional traffic would directly affect our daily lives and, more importantly, the safety of families who walk and allow their children to play in the area. Our neighbourhood has always been a place where children can move about safely, and I worry that this rezoning would significantly alter that environment.

I respectfully ask that you take these concerns into serious consideration when reviewing this proposal.

Thank you for your time and attention.

Thank you,
Sarah Sparks

Gundrum, David

From: Stephanie Russell [redacted]
Sent: Wednesday, February 18, 2026 7:34 PM
To: Gundrum, David
Subject: Rezoning near Ferngarden

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I wanted to send an email regarding the rezoning happening for 87 apartments near Ferngarden. I am opposed to this as that will be too much traffic in a residential area making it unsafe for pedestrians and children playing. Mt Edward rd in that area is a blind hill as well as Lilac being a blind turn in that area. Not to mention the traffic confessions that is already occurring on thr bypass in that area near Toyota.

Gundrum, David

From: Timothy Wonnacott [redacted]
Sent: Wednesday, February 18, 2026 8:35 AM
To: Gundrum, David
Subject: PID # 440545 from R-1L0 to CDA zone

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Hello David my name is Timothy Wonnacott I have many concerns about the request to rezone the property # 440545, it is essential that this property stay as single detached residential property. I personally have a major issues with changing this property to a CDA.

1) The most convincing argument to keep this a R-1LO development is the fact that 87 units will crush the current infrastructure in the sherwood area namely lilac ave. we have no sidewalk, the streets are filled with kids namely my kids. As it is the neighborhood over run with cars and cars that speed, we also have no speed bumps to keep our kids safe. If you go through with this Change the city must put in speed bumps that means 2 the city must also also install side walks well before construction is even allowed to start. The other option is to keep property From being allowed to access Lilac ave

Gundrum, David

From: Valerie O'Rourke [redacted]
Sent: Wednesday, February 18, 2026 6:08 PM
To: Gundrum, David
Subject: Property rezoning

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Dear Mr Gundrum

I am writing to express my opposition to the proposed rezoning of property PID #440545 on Mount Edward Road.

Having lived on Ash Drive for over 25 years I am very familiar with the traffic flow & the family use of this neighborhood. This is a residential subdivision and there would be negative impacts of allowing access to the apartment buildings via this neighborhood. Allowing entrance at the 90 degree turn of Lilac and Gamwell would not be a safe option, in my opinion.

I am also concerned with the parking spaces in the plan. There does not seem to be sufficient area to accommodate all tenants and visitors. Parking on Gamwell and Lilac would not be acceptable.

We already have several apartment buildings on Mount Edward Road which have added to the traffic in this area and the addition of another entrance/exit off Mount Edward Road would create more havoc.

This neighborhood is a prime residential area of Sherwood. There are not any sidewalks in this area and 2 parks which are used all season long. The safety of people using these facilities would be in danger. This development would also affect the property values for these long term residents of Sherwood.

Thank you for your consideration

Sincerely
Valerie O'Rourke
Sent from my iPad

Gundrum, David

From: Zoë Hughes [redacted]
Sent: Wednesday, February 18, 2026 8:53 AM
To: Gundrum, David
Subject: Rezoning Mount Edward Rd (PID# 440545)

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Hello Mr. Gundrum,

My name is Zoë Hughes, and I am a resident of Ferngarden Drive in the Sherwood neighbourhood.

I am writing to formally oppose the proposed rezoning of the Mount Edward Road property (PID #440545) from Single Detached Residential (R1-L) to Comprehensive Development Area (CDA).

This area has long been designated and understood as a low-density, single-detached residential neighbourhood. Rezoning the property to allow three five-storey apartment buildings represents a significant change in scale and intensity that is not compatible with the surrounding homes and community.

As someone who has lived in this neighbourhood since 2005, I can speak to how the area behind these homes has historically functioned as informal open space for children and families. Growing up here, outdoor play, running, and everyday use of this space were a central part of neighbourhood life. This long-standing pattern of use reflects the residential character and livability that residents relied on when choosing to live in this area. The proposed development would fundamentally change how safe, open, and usable this space is for children and families.

The proposed location of the development further raises serious concerns. Placing access for 87 residential units onto nearby residential streets would amplify safety risks for residents, pedestrians, and cyclists. Ferngarden Drive and surrounding streets are already heavily used by children, runners, and families accessing local parks, and the existing road network is not designed to accommodate this level of density or traffic volume. These site-specific conditions make this location particularly unsuitable for development of this scale.

While I recognize the need for additional housing, I believe this proposal is inappropriate for this specific location and zoning context. I respectfully ask that City Council consider the long-term impacts on neighbourhood safety, livability, and character, and deny the rezoning application.

Thank you for your time and consideration.

Regards,

Zoë Hughes

Gundrum, David

From: Eric n Laura Maas [redacted]
Sent: Thursday, February 19, 2026 8:59 AM
To: Gundrum, David
Subject: # 440545 from R-1L to CDA Zone.

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Day David
I am writing to express concerns about the increasing traffic in our subdivision with this new development behind Fern Garden Drive primarily due to the only exit towards downtown, malls, grocery stores and schools are exiting through the subdivision and the exit for this development is in front of our community playground. With the 87 units there will be an average of 130 additional cars plus visitors vehicles travelling through the subdivision of either Fern Garden Drive, Gamwell, and Ash Drive.
This issue is exacerbated by the additional traffic from St. Martha's Court, causing significant congestion. Fern Garden Drive is particularly affected, with cars getting backed up as they try to exit towards downtown. This street is home to 15 children, and the increased traffic poses a safety risk to them. We believe it is crucial to address this matter promptly to ensure the safety and well-being of our community.

Thank you for your attention to this important issue.
Eric & Laura Maas
5 Fern Garden Drive
902-388-1387
Get Outlook for iOS

Gundrum, David

From: Zach Hughes <[redacted]
Sent: Thursday, February 19, 2026 3:00 PM
To: Gundrum, David
Subject: Rezoning Mount Edward Rd (PID# 440545)

You don't often get email from [redacted] Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Mr. Gundrum,

My name is Zach Hughes and have been living at 11 Ferngarden Drive since June 2004.

I am opposed to rezoning Mount Edward Rd (PID# 440545) from Single Detached Residential (R1-L) to Comprehensive Development Area (CDA) zone.

The preliminary plans to build 3 five storey apartment buildings should not be allowed to happen in a residential area.

Regards,

Zach Hughes

Attachment "I" – Provincial DTI Comments c/o Doug Coles

Gundrum, David

From: Douglas Coles <dcoles@caltech.ca>
Sent: Friday, February 20, 2026 8:05 AM
To: Gundrum, David
Cc: steve@rbirt.com; Bill Chandler
Subject: 22RE: DTI Comments - PID# 440545 (Mount Edward Road)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good morning David:

Attached below is the email from Alan Aitken from DTI concerning the entrance.

Alan has since retired from DTI however, please note that Stephen Yep is the Director of Capital projects with DTI; Stephen Pigot is the regional engineer for DTI.

Please note that this was also copied to Alex Forbes and Greg Morrison who were with the City at the time.

If you have any question please let me know.

Regards,
Douglas
++
From: Alan Aitken <aaaitken@gov.pe.ca>
Sent: Tuesday, October 27, 2020 10:42 AM
To: Alex Forbes <aforbes@charlottetown.ca>; Greg Morrison <gmorrison@charlottetown.ca>
Cc: Alex MacLeod <ALMACLEOD@gov.pe.ca>; Stephen Pigott <SBPIGOTT@gov.pe.ca>; Stephen Yeo <SJYEO@gov.pe.ca>; Sharon Slauenwhite <SNSLAUENWHITE@gov.pe.ca>
Subject: PID 440545 - Mt. Edward Rd

Alex

The Department had a recent discussion with Steven Birt, of Ellis and Birt Limited, regarding property # 440545 which is located at the intersection of Mt. Edward Rd and Rte 1, Trans Canada Highway (aka, the bypass) and also has abuts Lilac Ave.

We are of the understanding from discussions with Mr. Birt that he was directed by the City to discuss access for potential development to this property from Mt. Edward Rd.

Even though this property abuts the right-of-way with Rte 1, we can advise, that the Province will not grant access of any manner to the highway.

This intersection is not unlike other intersections along the Rte 1, the By-pass, where Rte 1 is owned by the Province but one or more of the minor roads is considered to be a City street but the Province owns and operates the traffic signals.

In a case like this the Province, although not owning the minor rd(s), appreciates that the City consults with the Province on potential access issues within the "influence area" of the intersection. The "influence area" is generally defined by the extent of all turning lanes and tapers.

In this particular instance the Department would not be opposed if development of this property occurs under the condition that access within the influence area of the intersection be limited to right-in/right-out through the extension of the curbed center median southward beyond the access. As this removes the ability for left turns into and out of the property it may be appropriate to provide alternate access from Lilac Ave.

Any development of this property should be also be reviewed based on consideration of long term potential grade changes of Mt Edward Rd.

Please feel free to contact the Department if you have any questions!

Alan A. Aitken, P.Eng
Traffic Operations Engineer
Transportation, Infrastructure and Energy
aaaitken@gov.pe.ca
902-368-5006 (ph)
902-368-5425 (fax)
++++++++++++++++

Douglas A. Coles, P.Eng., P.E., F.E.C.
Principal
COLES
Architecture • Engineering • Project Management
201-85 Fitzroy Street, Charlottetown, PE, C1A 1R6, Canada
Office: 902-368-2300
www.colesassociates.com

From: Gundrum, David <dgundrum@charlottetown.ca>
Sent: February 20, 2026 7:46 AM
To: Douglas Coles <dcoles@caltech.ca>
Cc: steve@rbirt.com
Subject: DTI Comments - PID# 440545 (Mount Edward Road)

Hi Douglas,

Just following from last night's Public Meeting, I am wondering if you would be able to send any written comments you have received from DTI regarding confirmation that they are ok with the right-in, right-out access onto Mount Edward Road for the proposed development?

Who was your contact person at DTI?

After last night's Public Meeting, I'll be following up with our Public Works Department to ask if they have any further comment in regard.

David Gundrum, RPP, MCIP
Manager of Development Planning

City of Charlottetown
Planning & Heritage Department
70 Kent Street

Attachment "J" – Public Works Direction RE: TIS (April 13, 2026)

Gundrum, David

From: Taweel, Riley
Sent: Monday, April 13, 2026 12:12 PM
To: Gundrum, David; Gashi, Ylber
Cc: Ruus, Michael
Subject: RE: Request for Comments - Mount Edward Road (PID# 440545)

Follow Up Flag: Follow up
Flag Status: Completed

Hello David,

Thanks for the nudge on this one.

Based on the assumption that two accesses are necessary for this development from an emergency response perspective, and understanding that the province would likely have some concern with any access onto Mount Edward Rd that is not a right-in, right-out configuration, you are correct in saying that we did not have major concern with the two proposed accesses to accommodate the development.

Ylber and I had discussed this and although the traffic generation that would be expected from this development is not significant enough to raise traffic concerns from a capacity perspective, we are conscious of the fact that it is adjacent to what are quiet residential streets and that additional traffic is a concern – especially since it is a rezoning in this case. As such, having a traffic impact statement prepared by a consultant is desired, primarily as it is a change in land use to permit additional units. It should generally review the proposed accesses, provide estimates for the expected impact on adjacent streets (i.e., the additional volume expected), and provide recommendations for ways to mitigate any issues that are brought to light through the review. This will probably be helpful in the grand scheme as it should be a way to help reduce the concerns that were expressed.

I've quickly looked at some numbers to provide some additional context, though I would consider this for our internal info only. As a very rough estimate, this site would likely generate upwards of 300 trips per day based on roughly 3 trips per unit per day. Assuming 50/50 inbound and outbound trips, it would be about 150 trips to the site and 150 trips from the site. Assuming (on the low end) that 35% of trips use the Mount Edward Rd access, my feeling is that it would be in the ballpark of 100 trips into and 100 trips out of the site at the Gamwell/Lilac access each day at most. These trips would be distributed throughout the network using Gamwell, Lilac and Ferngarden depending on their destination. We have traffic data that indicates Ferngarden Dr currently has about 360 vehicles per day, and Lilac Ave (albeit, near civic 15 at the opposite end) has about 200 vehicles per day.

Since the volumes are so low to begin with, I think it is fair to assume that there would be a noticeable increase in traffic. However, I don't think it inherently means it is problematic, nor do I think it would amount to a 6x increase as noted in your previous email. As mentioned in your previous email, there could be ways to mitigate the impact of the additional traffic including traffic calming, though this would be something we review and implement if needed once we get a sense of the actual impact of the development – unless it is recommended as a needed upgrade in the TIS.

Hope this information helps. If you have questions, please let me know.

Thank you,
Riley

Riley Taweel, MScE, P.Eng.
Public Works Department

City of Charlottetown
PO Box 98, 199 Queen Street
Charlottetown, Prince Edward Island
Canada, C1A 7K2
Office: 902-629-4011

rtaweel@charlottetown.ca
www.charlottetown.ca

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From: Gundrum, David <dgundrum@charlottetown.ca>
Sent: April 9, 2026 2:57 PM
To: Taweel, Riley <rtaweel@charlottetown.ca>; Gashi, Ylber <ygashi@charlottetown.ca>
Cc: Ruus, Michael <mruus@charlottetown.ca>
Subject: RE: Request for Comments - Mount Edward Road (PID# 440545)
Importance: High

Ylber and Riley,

Just circling back on comments for this development for Steven Birt up at Mount Edward Road and Highway 2 as I'm hoping to get a recommendation forwarded to Planning Board on May 5th at this point.

At the Public Meeting we held back on February 19th of this year, a number of residents voiced concerns around traffic and volume of traffic that might impact their neighbourhood.

Understanding from prior comments that PW had no major concerns with the proposed 2 access points to the site and I also have supplementary comments from Provincial DTI saying pretty much the same thing as it regards the access more specifically onto Mount Edward Road in vicinity of their corridor – is there any requirement from Public Works based on the scope and intensity of the development that the applicants must provide a Traffic Impact Study (TIS) of any sort?

If not, we will continue along our path and provide a recommendation to Planning Board on the re-zoning on May 5th and then Resolution to Council on May 12th but if a TIS is required based on your professional take on things and any standards that apply, we will convey that to Mr. Birt that he must engage with a traffic consultant and we will pause on bringing a recommendation forward at the present time.

Attached is copy of the concept site plan for the development again for reference along with concept renderings of the buildings – development is proposing for a total of 87 apartment units spread across 3 buildings.

2023 Air Photo of the site:



David Gundrum, RPP, MCIP
Manager of Development Planning

City of Charlottetown
Planning & Heritage Department
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Cell: 902-393-5467

dgundrum@charlottetown.ca
www.charlottetown.ca

CHARLOTTETOWN
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From: Taweel, Riley <rtaweel@charlottetown.ca>
Sent: Wednesday, June 25, 2025 2:32 PM
To: Gundrum, David <dgundrum@charlottetown.ca>; Gashi, Ylber <ygashi@charlottetown.ca>
Subject: RE: Request for Comments - Mount Edward Road (PID# 440545)

Hi David,

Some initial comments from PW on this:

- Access from Mount Edward Rd seems feasible given the right-in-right-out configuration, and the extended centreline median shown. We would require a sign off from the province to indicate this is acceptable from them as well given the proximity to their intersection before formal approval is given.
- Access to Lilav Avenue might need some tweaking. I suspect what was sketched onto the concept plan in pen is more desirable compared to what was originally drawn. There would need to be some thought put into how an access is provided there by squaring up one or more approaches somehow to create a three leg T intersection. In general, I think it is doable. Grades could be a challenge to ensure sight lines are adequate, but again I feel that with some work those issues could be addressed.
    - Aside: are private roads still permitted or are we requiring roads like this to be a public road?
- I assume there would be traffic concerns expressed by residents on Lilac/Gamwell Ave and Ferngarden Drive, as those two connections would likely serve as the primary access to the development for any trips south of the development due to the access restrictions on Mount Edward Rd. Surely there would be some volume increase on these streets as a result, but I don't think traffic in this case would be cause for concern from the City's perspective.

Thanks,
Riley

From: Gundrum, David <dgundrum@charlottetown.ca>
Sent: June 13, 2025 2:28 PM
To: Gashi, Ylber <ygashi@charlottetown.ca>
Cc: Taweel, Riley <rtaweel@charlottetown.ca>
Subject: Request for Comments - Mount Edward Road (PID# 440545)

Hi Ylber,

Attached is a concept plan for a proposed housing development for unaddressed property at the southeast corner of Mount Edward Road and the Arterial Highway (PID# 440545).

The development proposes 34 townhouse units arranged as shown on the plan.

This is an application for combined Zoning Bylaw Amendment and Official Plan Amendment to change the zoning on the site from (R-1L) to (CDA) and the land-use designation from Low Density Residential to Comprehensive Planning Area.

Please provide any comments and feedback concerning the application on or before **Friday, June 27th** with respect to any Public Works requirements.

If you require any additional information or clarity on the application please let us know.

David

David Gundrum, RPP, MCIP
Manager of Development Planning

City of Charlottetown
Planning & Heritage Department

Attachment "K" – Traffic Impact Statement (May 20, 2026)

May 20, 2026

Coles Associates Ltd.
85 Fitzroy St, Suite #201
Charlottetown, PE C1A 1R6
Attention: Nazmi Lawen, FEC, M.A.Sc., P.Eng., PE

Subject: **Mount Edward Traffic Impact Statement**
Englobe reference: 02605295.00

Dear Mr. Lawen,

Englobe is pleased to submit the Mount Edward Traffic Impact Statement in response to Coles Associates Ltd.'s request. The Study examines the potential impact of a proposed development in the City of Charlottetown. The Study includes a review of the proposed accesses, estimates the impact on adjacent streets with the additional traffic, examines potential traffic calming measures, and provides general recommendations.

1 Background

Coles Associates Ltd has retained Englobe Corp. to conduct a Traffic Impact Statement (TIS) for the addition of three (3) five storey apartment buildings along the east side of Mount Edward Road, below the Trans-Canada Highway 1. In total, the development will include up to 87 multi-family residential units. Access will be provided to the site via Mount Edward Road and Lilac Avenue. The access driveway on Mount Edward Road will be restricted to right-in/right-out. Figure 1 displays the proposed development location for clarification purposes.

The following tasks were completed as part of the study:

1. The Team reviewed existing traffic data provided by the City of Charlottetown.
2. The ITE Trip Generation Manual 12th edition was used to estimate the number of vehicle trips generated by the proposed development.
3. The traffic volumes on Mount Edward Road, Lilac Avenue, and Fern Garden Road were assessed using the added generated development traffic to determine the need for traffic calming measures.
4. The findings and conclusions of the study were summarized.

T 506.693.5893 – adriana.teran@englobecorp.com
97 Troop Ave, Dartmouth, NS, B3B 2A7
englobecorp.com

Figure 1: Study Area



1.1 Street Characteristics

Mount Edward Road is a collector road that is oriented in a north-south direction and features one lane in each direction. It provides access to residential areas, downtown Charlottetown, and an industrial area to the north. The asphalt surface is approximately 10 meters wide outside the development location. There is a sidewalk along the east side of the route and bike lanes on both sides of the road. The posted speed limit is 50 km/hr. The proposed development would have a right-in/ right-out access that branches off Mount Edward Road.

Fern Garden Drive is a local road that is oriented in an east-west direction and features one lane in each direction. It is a residential roadway with access to Mount Edward Road. The asphalt surface is approximately 7 meters wide near the development location. There are no sidewalks or bike lanes along the route. The route does not have curb and gutter. The posted speed limit is 40 km/hr. Fern Garden Drive branches off Mount Edward Road and connects to Lilac Avenue to the east.

Lilac Avenue is a local road that is generally oriented in an east-west direction and features one lane in each direction. It is a residential roadway. The asphalt surface is approximately 7 meters wide near the development location. There are no sidewalks or bike lanes along the route. The route does not have curb and gutter. The posted speed limit is 40 km/hr. An access road to the new development will be positioned along the horizontal curve of Lilac Avenue, just north of the stop-controlled intersection with Fern Garden Drive.

1.2 Traffic Volumes

Traffic volumes were provided by the City of Charlottetown. Figure 2 displays the average daily traffic (ADT) along the study area routes, the vehicles per day (vpd) per direction, and the access driveway locations. The access driveway on Mount Edward Road is limited to facilitate right-in/right-out traffic only.

Figure 2: Existing Daily Traffic Volumes



2 Traffic Generation

The ITE Trip Generation Manual was referenced to estimate the trips generated in the AM and PM peak periods from the proposed new development. Table 1 displays the number of trips generated by the three (3) separate multi-unit apartment buildings.

Table 1: ITE Trip Generation

Description	Number of Units	ITE Land Use Code	AM Peak		PM Peak		Weekday	
			Entering	Exiting	Entering	Exiting	Entering	Exiting
Mid-Rise Multi-family Residential	87	221	8	25	21	12	194	194
Total			33		33		388	

Overall, the development generates little traffic compared to the existing ADT values shown in Figure 2 on Mount Edward Road. It is unlikely that this amount of additional vehicle traffic would have any impact on delay times or traffic congestion. For instance, the 388 daily vehicle trips that the development is anticipated to generate would represent (at most) a 4% increase of daily vehicle traffic on Mount Edward Road. However, some development traffic is expected to enter/exit through the access driveway on Lilac Avenue. 60% of new development trips will use the access driveway on Mount Edward Road and 40% use the access driveway on Lilac Avenue.

Lilac Avenue and Fern Garden Drive currently have low traffic volumes and will therefore experience a larger increase in traffic by percentage. Where 40% of the development trips are expected to use the access driveway on Lilac Avenue, 20% are expected to use Fern Garden Drive to access Mount Edward Road. This amounts to 78 daily vehicle trips added to Fern Garden Drive and 78 daily vehicle trips added to Lilac Avenue.

3 Access Review

As mentioned, the site will be accessed through two (2) access driveways. The access driveway on Mount Edward Road is limited to facilitate right-in/right-out traffic only. This prevents left turning traffic from entering/exiting the site, which is beneficial given the traffic volumes on Mount Edward Road and the proximity of the intersection with the Trans Canada Highway.

The other access is positioned along the outside of a horizontal curve in Lilac Avenue, just north of the stop-controlled intersection with Fern Garden Drive.

Access driveway general locations are shown in Figure 1 above. No issues have been identified with these access locations.

4 Speed Data

One of the common concerns with adding traffic to local roads is the potential for speeding. While we do not know the speeds that residents in the proposed development will choose to drive at, we can review existing speed data to learn how existing local drivers use the roadway.

Speed data was obtained from the City and is summarized in Table 2. The data summarized includes the average daily volume of vehicles in each direction, the posted speed limit on the road, the average speed of vehicles in each direction, the 85th percentile speed of vehicles in

each direction, and the percentage of vehicles that were travelling in excess of the posted speed limit. The 85th percentile speed is a common benchmark used in traffic engineering and shows the speed that only 15% of drivers chose to exceed. Highlights of the findings are as follows:

- The average speed on Mount Edward Road is above the posted speed limit of 50 km/h, with 75% of southbound vehicles and 64% of northbound vehicles exceeding the speed limit.
- The average speed of vehicles on Lilac Avenue and Fern Garden Drive is at or below the posted speed limit of 40 km/h.
- Generally, there is good compliance with the 40 km/h speed limit on Lilac Avenue and Fern Garden Drive, although the 85th percentile speed is above 40 km/h (46-48 km/h).

Table 2: Study Area Speed Data

Parameter	Lilac Avenue		Fern Garden Drive		Mount Edward Road	
	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound
Average Daily Volume	86 vpd	108 vpd	162 vpd	192 vpd	4601 vpd	4537 vpd
Posted Speed Limit	40 km/h		40 km/h		50 km/h	
Average Speed	40 km/h	39 km/h	39 km/h	36 km/h	55 km/h	52 km/h
85th Percentile Speed	48 km/h	47 km/h	46 km/h	46 km/h	62 km/h	62 km/h
% of vehicles speeding	46%	45%	44%	31%	75%	64%

5 Traffic Calming Measures

Traffic calming typically refers to a variety of measures that can be implemented to local roadways for one of two purposes: reducing excessive vehicle speeds or reducing cut-through traffic. There would be no need for traffic calming for cut-through traffic as the proposed development would be adding new local traffic to the area. The existing speed data on Lilac Avenue and Fern Garden Drive showed that there are some residents who are currently speeding on these roads. There are some traffic calming measures that could be implemented to address this speeding, though it is noteworthy that this is an existing issue and there is no reason to expect that residents of the proposed development would be driving any differently than existing residents. Similarly, the existing speeding on Mount Edward Road would not be further exacerbated by the proposed development. Additionally, collector roadways with higher volumes are not typically appropriate for traffic calming measures to lower speeds.

The following are two (2) traffic calming measures that could mitigate the existing speeding on Lilac Avenue and Fern Garden Drive, should the City deem the existing speeding to warrant traffic calming.

SPEED HUMPS - Speed humps are an aggressive traffic calming measure and function well at discouraging speeding downstream of their location. They are applied at midblock sections of local and residential roadways and can be designed with gaps to allow emergency vehicles including fire trucks and ambulances to pass through unaffected. They are coupled with warning signs to alert drivers and are a fairly inexpensive traffic calming measure.



Source: Trans Canada Traffic Inc.

A permanent speed hump is made of asphalt to resemble a raised section of pavement and typically have pavement markings. When designing speed humps, emergency service vehicles, as previously mentioned, and winter maintenance vehicles should be accommodated in the design. Drainage should also be designed for in a way where motorists cannot avoid passing the speed hump. Speed humps can become expensive during street maintenance as they must be reinstalled every time a road is repaved.

A temporary speed hump is made of plastic or rubber and is directly bolted into the pavement. They are easily removed for the winter season or roadway maintenance. They are a valuable device for pilot testing on local roadways where the effects on speeding and reaction among residents can be monitored. Speed humps or temporary speed humps could be considered along Lilac Avenue/Gamwell Avenue and Fern Garden Road spaced relatively evenly on a straight section of the roadway with no side-streets intersecting.

TRAFFIC CALMING CIRCLE - A traffic calming circle is a circular element installed in the middle of an intersection to interrupt a straight driving path and reduce speeds through intersections. Drivers are forced to slow down to navigate the circle and have a heightened sense of awareness of others approaching the intersection. They are usually installed on local roadways and within neighborhoods. Traffic circles are a more expensive permanent option than speed humps as they require repaving and may require ROW encroachment and road expansion.



Source: Traffic Calming Guide for Toronto

A traffic calming circle could be introduced at the intersection of Fern Garden Drive and Lilac Avenue to address speeding along Lilac Avenue/Gamwell Avenue (south leg of the intersection). As there is currently a stop sign toward Fern Garden Drive, a traffic circle would do little to impact the existing speeds on that approach.

There is a straight 500-metre segment of Lilac Avenue just east of the development access. Straight and long road alignments can encourage speeding as they tend to make drivers feel more comfortable and perceive the road as safer and easier to navigate. For this reason, the intersection of Abbey Drive and Lilac Avenue could also be a potential candidate location for a traffic calming circle in the future. This would split the long and straight road alignment into two (2) smaller sections. A traffic circle here should be considered in a future scenario where

excessive speeding is observed. The proposed locations for traffic calming measures are shown in Figure 3 below.

Figure 3: Proposed Traffic Calming Measure Locations



6 Findings and Recommendations

The proposed 87-unit residential development on Mount Edward Road will generate modest traffic and have minimal impact on overall roadway operations. Approximately 388 additional daily trips are expected, representing only about a 4% increase on Mount Edward Road, which is not expected to have a significant effect on congestion or delays. While local roads such as Lilac Avenue and Fern Garden Drive will experience higher vehicle percentage increases due to lower existing volumes, overall traffic levels will remain reasonable for local roadways. The proposed right-in/right-out driveway on Mount Edward Road and secondary access on Lilac Avenue will help distribute traffic and reduce congestion on Mount Edward Road.

Existing speed concerns, particularly on Mount Edward Road, were noted. Traffic calming measures were reviewed for local streets based on current conditions. A speed study is recommended and consideration for speed humps and/or traffic calming circles could be installed as proposed in Figure 3, to manage speeds and maintain residential safety. There is potential for increased speeds with the opening of the development. As a precaution, speed monitoring could be conducted on Lilac Avenue and Fern Garden Drive after the development is constructed for further traffic calming consideration.

Please do not hesitate to contact me should you require any clarifications or further information on this assessment.

Yours very truly,

Englobe Corp.



Adriana Terán, P.Eng
Project Manager & Transportation Engineer

Attachment "L" – Public Works Response to TIS (May 26, 2026)

Gundrum, David

From: Taweel, Riley
Sent: Tuesday, May 26, 2026 9:58 AM
To: Gundrum, David; Gashi, Ylber
Cc: Ruus, Michael
Subject: RE: 221238: Traffic Impact Statement-Mount Edward Road (PID# 440545)

Hi David,

I have had a read through the TIS. I don't see any issues with the approach taken, and the results discussed are pretty close to what was expected and provide good estimates of what the expected volume of additional trips will be. Separate to the TIS, when the street access request comes in, we will look at it to see how best the Lilac access it can be implemented. It may require that the existing curve on Lilac is squared up, with the new driveway forming the 3rd leg of a T intersection with all way stop. The curve and adjacent trees will pose a challenge for sight lines and visibility at the driveway entrance otherwise.

Thanks,
Riley

Riley Taweel, MScE, P.Eng.
Public Works Department

City of Charlottetown
PO Box 98, 199 Queen Street
Charlottetown, Prince Edward Island
Canada, C1A 7K2
Office: 902-629-4011

rtaweel@charlottetown.ca
www.charlottetown.ca

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From: Gundrum, David <dgundrum@charlottetown.ca>
Sent: May 26, 2026 7:51 AM
To: Gashi, Ylber <ygashi@charlottetown.ca>; Taweel, Riley <rtaweel@charlottetown.ca>
Cc: Ruus, Michael <mruus@charlottetown.ca>
Subject: FW: 221238: Traffic Impact Statement-Mount Edward Road (PID# 440545)

Good morning gentlemen,

Nazmi forwarded me copy of the attached TIA for Steven Birt's proposed development project (87 apartment units) on the lot at southeast corner of Mount Edward Road and the Bypass.

Forwarding for your review and any comment on the results, recommendation and methodology used here.

I am planning to take a recommendation forward to Planning Board on Tuesday, July 7th and then Resolution to Council on Tuesday, July 14th on the matter if you could please respond back with any thoughts on the attached study by **Friday, June 12th**, it would be appreciated.

Sincerely,

David Gundrum, RPP, MCIP
Manager of Development Planning

City of Charlottetown
Planning & Heritage Department
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Cell: 902-393-5467

dgundrum@charlottetown.ca
www.charlottetown.ca

CHARLOTTETOWN
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From: Nazmi Lawen <nlawen@colesassociates.com>
Sent: Tuesday, May 26, 2026 7:36 AM
To: Gundrum, David <dgundrum@charlottetown.ca>
Cc: steve@rbirt.com
Subject: 221238: Traffic Impact Statement-Mount Edward Road (PID# 440545)

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Good Morning David

On behalf of Mr. Steve Birt, please find attached a copy of the Traffic Impact Assessment (TIA) commissioned for the proposed development located at the corner of Mt. Edward Road and the Perimeter Highway (PID 440545).

As anticipated, the TIA concluded that the proposed multi-unit residential development will generate negligible traffic volumes relative to the existing daily traffic operations on the adjacent roadway network.

With that in mind, and pursuant to the current zoning and development by-laws, would it be reasonable to assume that the Planning Board will be in a position to recommend that Council proceed with approval of the development?

We understand that, following Council approval, there will be an appeal period during which objecting residents may choose to challenge the decision and potentially delay the project. Accordingly, we would

appreciate any effort to advance the review and approval process as efficiently as possible to help maintain the project schedule.

In the meantime, and in an effort to further expedite the process, please advise whether there is any preliminary or conceptual engineering work that should be undertaken at this stage to support the review timeline and overall approval process.

Do not hesitate to reach out should you require any further information or if you have any questions.

Regards,
Nazmi Lawen, FEC, M.A.Sc., P.Eng., PE
Coles Associates Ltd
Mobile: 902-628-5591
Office 902-368-2300

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6B-4
St. Peters Road - Unaddressed Parcel (PID# 140087)

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:
N/A

Prepared by:
Michael Fraser, Planner 2

Attachments:

A. Air Photo
B. Zoning Map
C. Circulation Letter (June 25, 2024)
D. Public Responses to Circulation
E. Public Meeting Minutes (July 10, 2024)

Report Title:

Proposed rezoning of a 69-acre (27.92 hectare) unaddressed parcel inset from the northwest corner of St. Peters Road and York Road being PID# 140087.

Report Purpose:

Evaluation of a request for a Rezoning and Official Plan Amendment (OPA) to place the subject property within the Zoning and Development Bylaw's East Royalty-Mixed Use Urban Village (ER-MUVC) Zone and the Official Plan's Corridor future land-use designation.

Staff Recommendation:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request to amend Figure 7 – Future Land Use Map (Section 3.2 Land Use Designations) of the City of Charlottetown from Urban Expansion (UE) to Corridor (C) and a request to amend Appendix "G" – Zoning Map of the Charlottetown Zoning and Development Bylaw from un-zoned (N/A) lands to the ER-MUVC (East Royalty Mixed Use Village Centre) Zone for the unaddressed parcel identified as PID# 140087.

Report Details

The application was submitted by Samantha Murphy, RPP, MCIP on behalf of the landowner 101523 PEI Inc., which is owned by the Lewis Brothers. The subject property is currently un-zoned and largely undeveloped. The applicant has indicated that rezoning this property is a step in a broader project to develop the lands cohesively into the future.

As the property is currently un-zoned, this application is solely seeking to establish development rights through zoning and there is no specific design or intended development to review at this point in time. The development will be bound by a negotiated Development Agreement that requires future development to be designed to the standards set out in the East Royal Master Plan. Development details such as the future road network and servicing will also be covered by this Development Agreement.

Development Context

The subject property is a 69-acre (27.920 hectare) piece of land inset from the northwest corner of St. Peters Road and York Road with frontages on both roadways. The property is bounded to the north and east by lands outside of the City of Charlottetown municipal boundary, to the south by St. Peters Road and to the west by several privately-owned properties accessed via Grant Street that are within the Business Park Industrial (M-3) Zone. Other properties located near the site are zoned as ER-MUVC (East Royalty – Mixed-Use Village Centre) or are without zoning. The lands are currently undeveloped, with some areas used for agricultural uses.

This application is part of a broader and longer history of processes and applications that began in 2018 when the City of Charlottetown received a request for the City to service these lands and began consulting the public related to a potential annexation in order to accommodate that servicing. Through the processes outlined in the Prince Edward Island Planning Act, these lands and several adjacent properties were annexed into the City in 2022. In February of this year, the property was added to Ward 9.

When the property was annexed into the City of Charlottetown no zoning was assigned to it, leaving the property without base development rights codified through zoning. This application is seeking to establish those base development rights within zoning so that the subject property can be developed cohesively, avoiding piecemeal rezonings of smaller parts of the site which may create issues with access and servicing in future.

The subject property is situated near several pieces of transportation and logistics infrastructure. The property fronts onto St. Peters Road to the south, which is part of PEI Route 2 under jurisdiction of the Provincial Department of Transportation & Infrastructure (DTI). Due to this, access to the site will either be solely through York Road or a combination of York Road and St. Peters Road if approval is given by the province. The province also plans to enhance the intersection of York Road and St. Peters Road in the future.

Policy Analysis

This application was received July 19, 2023, at which time, the 2023 version of the Official Plan was in force and effect, with the subject property falling outside of the City's municipal boundary in that document. The current Official Plan (OP) denotes the area's future land use as Urban Expansion pending this application, though the OP maps include direction regarding the lands. The East Royalty Master Plan also does not directly cover the lands but does provide guidance regarding the application of this zone and general considerations for the St. Peters Road corridor. As the property is unmentioned within some of the City's plans, in some cases we must rely on the logical extension of nearby and similar plan guidance.

The proposal quite explicitly aligns with the new Official Plan that was adopted earlier this year and received Provincial Ministerial approval on March 13, 2026. The new Official Plan outlines a growth strategy that includes the following objectives: leverage Charlottetown's development into positive and healthy urban growth and balance infill growth in existing neighbourhoods with higher-density development in nodes and along corridors. This is reinforced in several sections including Section 4.5.2 – Housing Choice and Section 4.6.1 – Economic Partnerships, both of which support the City in ensuring that sufficient lands are zoned to accommodate residential and workscapes (i.e. business or industrial park) development.

Due to this ongoing application, the Future Land Use Map of the Official Plan denotes the subject property as Urban Expansion, a land use designation used for lands that have not yet been comprehensively planned. It should be mentioned that the lands to the east and west, as well as most others that directly abut St. Peters Road, have been given the Corridor future land use designation being sought by this application. The Corridor designation policies very clearly support its application to these lands, with several statements directly supporting its application to the City's main arterial roads. Also, some sections of the OP do directly cover these lands and are in support of this application. The Growth Areas Map denotes this area, as well as others on St. Peters Road, as a high priority for growth and the Official Plan's growth policies indicate that that these areas should be prioritized to ensure functional and sustainable nodes throughout the city.

The proposal also aligns with the previous Official Plan, which was in force when the application was received, including the policy wide guidance to strengthen suburban and neighbourhood commercial areas and encourage diversified development within new subdivisions. The proposal particularly aligns with the previous Official Plan's Section 4 – Encouraging Prosperity, including section 4.3 – Creating Suburban Centres. Subsection 4.8 states, *"that our objective is to support the establishment of suburban neighbourhoods centres and that our policy shall be to allow incremental mixed-use development of major commercial suburban centres."*

The East Royalty Master Plan also provides guidance that can be used to support this proposal. Guiding principles of the plan are to ensure quality of life and quality of place by developing well designed spaces that are desirable to live, work and play. This application seeks to assign the subject property the East Royalty – Mixed Use Village Centre zone, a zone which allows the construction of suburban core style development. The East Royalty Master Plan directs this zone to be applied to locations on St. Peters Road that can become vibrant, mixed-use centres, in order to provide for a more complete community.

The City's new Zoning and Development Bylaw is anticipated to be in force and effect soon and it is important to outline how this application interacts with it. This application is required to assign the property the Corridor future land use designation in the Official Plan. The zone East Royalty – Mixed Use Village Centre will be assigned as a stop-gap measure until the new Bylaw is in place, where the subject property is proposed to be assigned the Growth Corridor zone that corresponds to the Corridor designation.

Considering the specifics of the location, many of the pieces of guidance listed within the current and previous Official Plans and the East Royalty Master Plan are met by the proposed future land use and zoning. These plans direct the City to approve growth on the subject property and approve growth on lands that can be comprehensively developed, which this large parcel can accommodate. These plans support the East Royalty – Mixed Use Village Centre zone and the Corridor future land use designation on major arterial roads like St. Peters Road, which can provide easy access and opportunity for transit connectivity. In light of these specifics and the policies described above, it is staff's

interpretation that each of these documents are in alignment regarding the appropriateness of this zone and future land use.

Public Feedback

On June 25, 2024, the City sent fifteen (15) letters informing landowners within 100 metres of the request to zone the subject property. The letters requested comments either by written submission and invited residents to speak at the July 10, 2024 Public Meeting. In response to the City's 100-metre circulation letter, no responses were received.

At the Public Meeting, three residents spoke. Many of the speakers asked questions regarding the proposal, including questions about the intended uses, plans for greenspace, and the cohesive development of lands within the annexation area. No speakers directly objected to the proposed zoning.

Conclusion

This application seeks to establish base zoning rights for a large property that has been annexed into the City since 2022, yet currently remains unzoned. As no specific development proposal is associated with this application, staff review has focused on the appropriateness of the proposed future land use designation and zoning, rather than the details of future site development. Future development of the lands will be subject to a negotiated Development Agreement and subsequent development approvals. This agreement will outline the terms and conditions of future development ensuring that matters such as servicing, site design, park land dedications, and individual uses are addressed in accordance with the East Royalty Master Plan, the new Official Plan and the future Zoning and Development Bylaw are adhered to.

Based on the realities of the property and a review of the applicable policies, staff are satisfied that the proposed Corridor (C) future land use designation and the interim East Royalty – Mixed Use Village Centre (ER-MUVC) zoning are appropriate for the subject property. The proposal is consistent with the growth objectives of both the current and previous Official Plans by facilitating comprehensive development within a designated growth area, supporting the creation of a mixed-use node along a major arterial corridor, and providing opportunities for future residential and employment uses. Although the lands were not directly addressed in earlier Planning documents due to their annexation history, the surrounding land use pattern and the policy direction for the St. Peters Road corridor provide clear support for the proposed designation and zoning. The proposal also reflects the intent of the East Royalty Master Plan by enabling the long-term development of a complete and well-connected community.

Staff also note that the public consultation process identified no objections to the application. Questions raised by residents related primarily to future development, which will be addressed through the future Development Agreement and future planning approvals. It is the opinion of staff that the application is well supported by the City's policy framework, represents sound planning, and establishes an appropriate foundation for the coordinated and comprehensive development of the subject property into the future.

Council or Committee History:

N/A

Financial Implications:

N/A

Public Engagement and Communication:
Public Meeting

Legislative Authority:
Zoning and Development Bylaw
Official Plan
Strategic Plan

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

Submitted By Planner:
Michael Fraser,
Planner 2

Reviewed By:

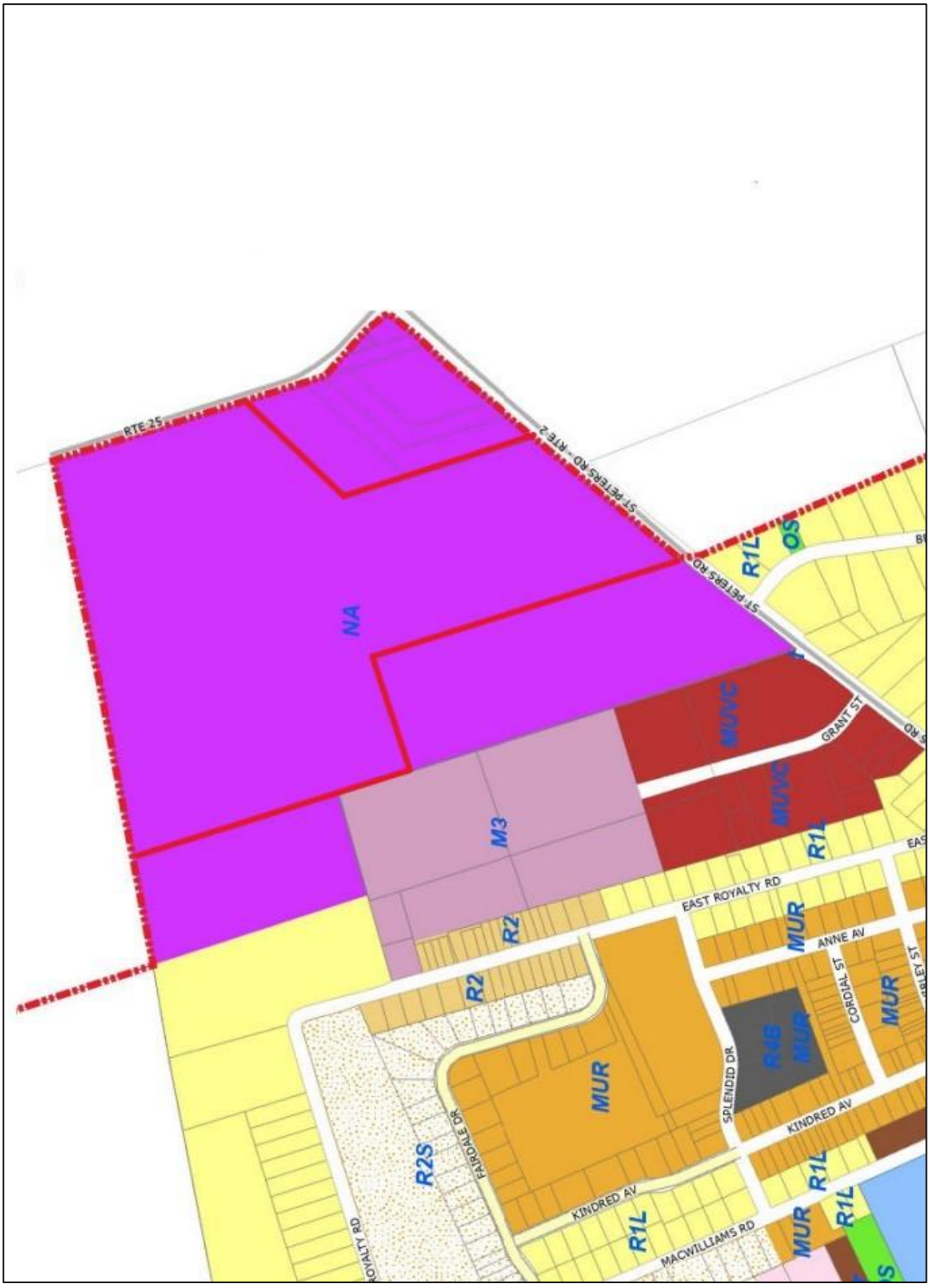
Manager	**Director/CAO**
David Gundrum, RPP, MCIP, 07/02/2026	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

Attachment “A” – Air Photo:



Attachment “B” – Zoning Map:



Attachment "C" – Circulation Letter (June 25, 2024):

City of Charlottetown
Planning & Heritage Department
70 Kent Street
Charlottetown, PE, C1A 7K7

CHARLOTTETOWN

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

June 25, 2024

Re: Unaddressed Parcels Identified As PID#140087

Dear Property Owner:

The Planning and Heritage Department has received a rezoning request to esablish a base zone for a currently unzoned property located inset from the intersection of St. Peters Road and PEI Route 25 identified as PID#140087.

- Amend Appendix "A" the Future Land Use Map of the City of Charlottetown from unlisted land uses to Village Centre Commercial and;
- Amend Appendix "G" – Zoning Map of the Charlottetown Zoning and Development Bylaw from NA (Zoning Not Assigned) to East Royalty – Mixed Use Village Centre (ER-MUVC) for unaddressed property identified as PID# 140087.

Pursuant to the requirements of the Zoning & Development By-law, and as a property owner located within 100 metres of the subject property, you are being notified of this request. A public meeting for this application will be held on **July 10, 2023 (Wednesday) at 7:00pm** in **Council Chambers, City Hall (199 Queen Street).**

For those who are interested in participating via videoconference (Webex), 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, July 05, 2024 to provide their contact details (name, phone number and/or email address). Business hours are between 8:00 AM – 4:00 PM, Monday – Friday. Staff will contact interested participants no later than 12:00 p.m. on Monday, July 08, 2024 with details on how to participate in the meeting. Anyone who wants to observe the live meeting without commenting can watch it at www.charlottetown.ca/video.

The City encourages written submissions to 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 mfraser@charlottetown.ca on or before 12:00 noon on Friday, July 05, 2024. 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 maximum of five (5) minutes.

Anyone wishing to view the proposed amendment can visit the City's website at www.charlottetown.ca and find the Meeting Packages under the Mayor and Council section for 2024 Public Metting Packages. As comments and updates are received, the package will be revised with additional information leading up to the public meeting.

CHARLOTTETOWN

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

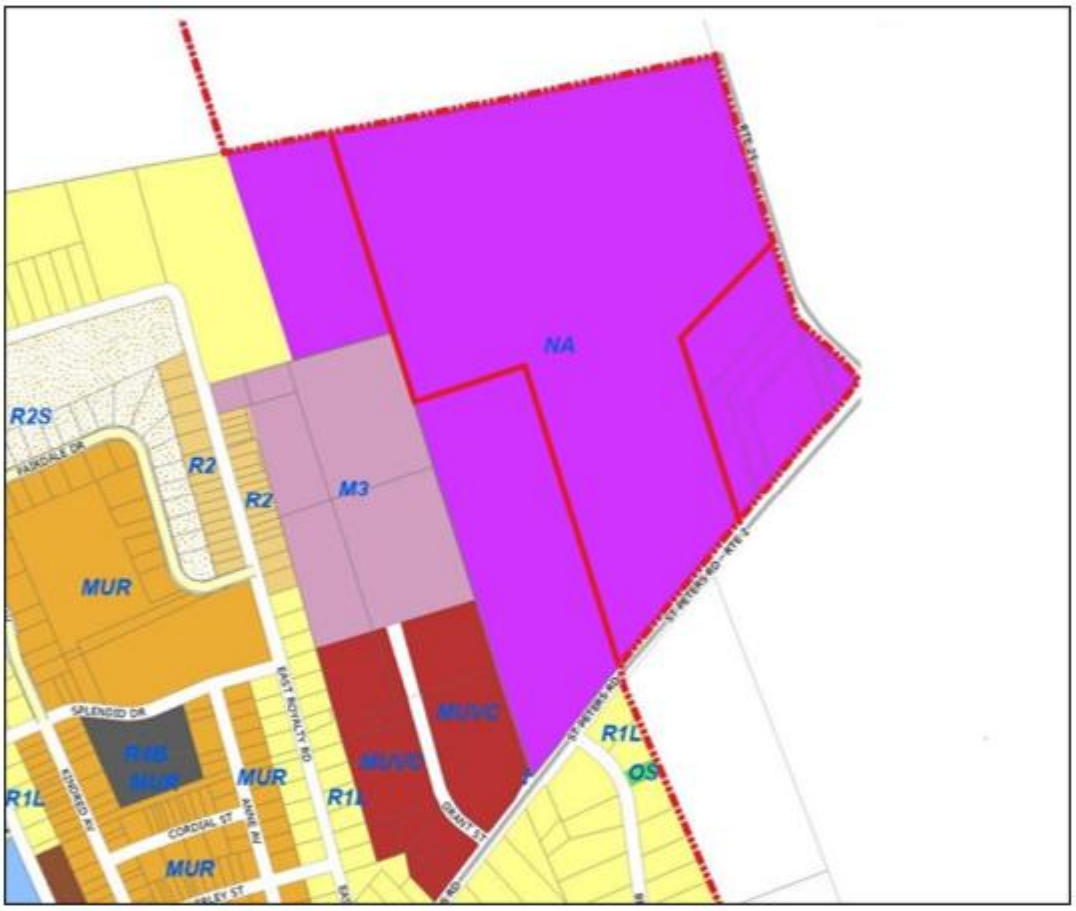
Yours truly,



Michael Fraser
Planner II

CHARLOTTETOWN

Map: Subject Property (Inset Red Boundary, Exterior Red Boundary is Charlottetown's City Limits)



Attachment “D” – Public Responses to Circulation:

None.

Attachment "E" – Public Meeting Minutes (July 10, 2024):

Public Meeting of Council
Wednesday, July 10th, 2024, 7:00 PM
Council Chambers, City Hall, 199 Queen St.
Also available via conference call; and
Live streaming at www.charlottetown.ca/video

Mayor Philip Brown presiding

Council members present:	Mayor Philip Brown Deputy Mayor Alanna Jankov Councillor Justin Muttart Councillor Julie McCabe	Councillor Mitchell Tweel*** Councillor Robert Doiron* Councillor Trevor MacKinnon Councillor Norman Beck
Staff:	David Gundrum - Manager of Development & Planning Michael Ruus - Director of Integrated Growth	Sonia Kamal, PII* Michael Fraser, PII* Jason Doucette, IO/AA**
Applicants/ Representatives:	Samantha Murphy, RPP Patty Larkin HIG LP Management Inc. Chris Williston	101523 PEI Inc. (Scott Lewis) Dojam Inc. HIG LP Management Inc. Philip Jamieson
Regrets:	Councillor Terry Bernard Councillor John McAleer	Councillor Kevin Ramsay

*Participated via Teams Conference Call
**Minute Taker
***Entered meeting at 7:13 pm

Meeting reminders were explained before calling the meeting to order. Mayor Brown also acknowledged that the meeting was taking place on the traditional and unceded territory of the Mi'kmaq people.

The deadline for submission of written comments is Thursday, July 11th at Noon.

DRAFT UNTIL APPROVED BY COUNCIL

1. **Call to Order**
   Mayor Brown called the meeting to order at 7:12 p.m.

2. **Declarations of Conflict of Interest**
   There were no conflicts declared.

3. **Approval of Agenda**
   Moved by Councillor MacKinnon and seconded by Councillor Beck that the agenda for the public meeting on July 10, 2024, be approved.

   CARRIED (7-0)

4. **Discussions:**

   a. **Unaddressed parcel – St. Peters Road (PID# 140087)**

Request:

This is a request for an amendment to the City of Charlottetown Official Plan and a request for an amendment to the Zoning & Development Bylaw to place the subject property within the Village Centre Commercial land-use designation of the Official Plan and the East Royalty Mixed Use Village Centre (ER-MUVC) Zone of the Zoning & Development Bylaw in order to facilitate future development of the subject property.

Property Information: Newly Annexed, Not Currently Zoned
Staff Presenter: Michael Fraser, PII
Applicant/Owner: Smanatha Murphy, RPP, Jamie Lewis, Scott Lewis
Reference: Public Meeting Package

Summary:

- The applicant has applied to rezone PID# 140087 to ER-MUVC (East Royalty – Mixed-Use Village Centre). An Official Plan amendment will also be required to include the land designation as Village Centre Commercial and to extend the existing boundary of the East Royalty Master Plan.
- The applicant has applied to rezone PID# 140087 to ER-MUVC (East Royalty – Mixed-Use Village Centre). An Official Plan amendment will also be required to include the land designation as Village Centre Commercial and to extend the existing boundary of the East Royalty Master Plan.
- The subject property is approximately 69 acres in size and has two frontages including one on St. Peters Road and one on PEI Route 25.

- The property is bounded to the north and east by lands outside of the City of Charlottetown municipal boundary, to the south by St. Peters Road and to the west by several privately-owned properties accessed via Grant Street or East Royalty Road.
- This rezoning request is not in relation to any planned development proposal and is being sought to establish a base land-use designation under the OP and a base zone under the Zoning Bylaw for the property.
- The applicants have sought the East Royalty – Mixed Use zone. Though no development is proposed, the proposed zone permits a variety of residential and commercial uses.
- The subject property was successfully annexed into the City boundary in 2022. This process did not result in a rezoning or official plan amendment, leaving the parcel without development rights under a zone.
- This parcel is not covered by City plans due to its recent inclusion within the City's boundary.
- In accordance with Section 3.10.4 (Amendments to The Bylaw and Rezoning) of the Zoning and Development Bylaw On May 14, 2024, City Council approved the request to procced to public consultation.
- On June 26, 2024, written notification was sent to property owners located within 100 m of the subject property.
- In total 16 letters were sent to residents advising them of this public meeting and requested their written comments. To date no written responses have been received.

Owners Jamie Lewis and Scott Lewis:

Summary:

- Annexation process started with community meetings in 2018.
- City's boundaries restructured, effective June 1, 2022.
- Special Planning Area boundary amended to reflect City's new boundaries, effective September 24, 2022.
- Since the annexation, the subject property and other associated parcels have remained without zoning in place.
- Creating a local 'village centre' to support the needs of the rapidly expanding population in that part of the City.
- compact 5-minute walking distance envisioned in the Master Plan.
- ER-MUVC zoning: a mix of uses that might develop over time, associated with a local village core.
- Limited area currently zoned ER-MUVC to provide for that mix of uses to be developed over time.
- Site ideally situated to serve the fastest growing area of Charlottetown.
- Past 5 years, the population of East Royalty has risen exponentially.
- Montgomery Heights: 1,940 new residents, 1,275 more to be added within the next 5 years.
- Horseshoe Hill: a population of over 500 within the next 5 years.
- Bridle Path neighbourhood is progressing in development.

- Other developments presently underway.
- The 2015 Master Plan projected a population of the East Royalty area of approximately 17,550 residents and 2,500 employees when the area is fully grown out.
- Enhance the quality of life for the residents of East Royalty and surrounding communities by having a Village Centre that will provide services for all in the form of mixed uses.
- Base zoning (ERM-MUVC) will enable the development of detailed development concepts for the property.
- Assignment of uses would be developed through discussions with the City and placement of different uses based on existing adjacent uses.
- If granted the East Royalty Mixed Use Village Centre zoning, this 69-acre site could ideally allow a range of recreational, commercial, and institution uses, such as a clubhouse with recreation fields for such sports as cricket ball, softball, pickle ball, and tennis courts and other sports. As the community grows, so will the demand for services such as an indoor recreational facility.
- Before we can begin to think about how and where these various uses might fit together, however, we need the certainty of base zoning that would allow us to engage with the City and other parties regarding the servicing and other requirements that would be needed as we move forward with more detailed planning. As we have indicated since we first approached the City in 2018 regarding extending the municipal boundaries to include our property, we have a positive interest in seeing the property developed for a potential mix of uses ranging from commercial services, institutional services and sport and recreational services in a way that is beneficial to the City, to area residents, and to the surrounding communities.

Discussion:

Resident Barbara Dylla asked if there would be a community garden or playground involved with the property. It was answered that there would be parkland granted in the project and play areas would be important but that it is too premature to think about distribution of uses.

Resident Martin Fobes stated that he was encouraged by the terms walkability and sustainability and wouldn't be encouraged by words like drive-thru. He hoped there wouldn't be excessive light pollution and noise development in the area with a lack of pedestrian infrastructure.

Michael Fraser, Planner II responded that we are not at a detailed land use planning stage and are looking at solely zoning at this point.

Resident Katherine Parkman asked why there is one property in this extension and not 7 and what is the cost of extending water and sewer services out to the property. Michael Fraser, Planner II responded that we do not have confirmations that would determine the utility quote at this point for various reasons.

Councillor Beck asked for clarification on the Mixed Use Village permitted land uses list in the report by the applicant and Michael Fraser, Planner II responded there are use rules for certain uses but the list was indeed allowable uses but there are form rules.

Councillor MacKinnon asked for clarification around the other properties and are around this parcel and are they already zoned and if not, why are they not included. Michael Fraser, Planner II responded that we are just focused on the uses for this parcel as that is what has been privately initiated by the applicants.

Councillor Muttart asked if the other parcels surrounding this one are not with this group. Michael Fraser, Planner II responded that the other parcels do not show the same owner and it was confirmed by Samantha Murphy, RPP that Scott and Jamie Lewis are the owners.

Councillor Tweel stated that he thinks the concept is pretty exciting and long overdue. Mayor Brown called a point of order and said his opinion can be expressed when the resolution is on the floor.

Resident Daniel Mullen stated he is concerned that there are no specific plans and says it sounds like there is something already in the pipeline. He also stated that other developers have got a free ride for infrastructure and said that there are a lot of costs associated with lift stations in this area and also have that there have been preliminary discussions with the City about development. He also asked if there are any provisions in the plans for housing to take the pressure off people in the area. He also asked why this process wasn't asked for at time of the annexation process. Michael Fraser, Planner II stated that there have been no discussions of uses at this time. Regarding the lift station, the servicing concept has not been put in place yet. Samantha Murphy, RPP added that apartments and mixed residential uses are also permitted and a possibility but there are no details yet.

Councillor Bernard confirmed that it is the developer that pays for the services, not the City.

Mayor Brown reminded everyone that the issue was in other processes along the way and it was not just the City that had caused delays in the process.

b. <u>94 Watts Avenue (PID# 757484)</u>

Request:

This is a request for a proposed site-specific exemption to the Zoning & Development Bylaw to permit a Commercial Daycare Centre to operate on the subject property within the Heavy Industrial (M-2) Zone. The application proposes to re-purpose an existing single-storey building (350 sq m) on the subject property as a Commercial Daycare Centre. The existing daycare currently operates on a different site along Watts Avenue that is within the Business Park Industrial (M-3) Zone where it is otherwise currently permitted as-of-right.

Property Information: Educational Institution
Staff Presenter: Sonia Kamal, PII
Applicant/Owner: Patti Larkin
Reference: Public Meeting Package

Summary:

- Request for a site-specific exemption in the Heavy Industrial (M-2) Zone of the Zoning & Development By-law as it pertains to 94 Watts Ave (PID# 757484) which proposes:
    - The existing building on the subject property be used as a commercial daycare centre and that a commercial daycare centre be added as an additional permitted use within the (M-2) zoning that applies to the property
- In accordance with Section 3.10.4 (Amendments to the Bylaw and Rezoning) of the Zoning and Development Bylaw, on June 19, 2024 City Council approved a request to proceed to public consultation concerning the application.
- Site
    - Heavy Industrial (M-2)
    - Previous use: Research Centre
    - Size: 0.50 hectares (1.23 Acres)
- Immediate Surroundings
    - M2: north, south, east and west
    - M3: South-west
- Summary of the positive attributes are:
    - The proposed use would help to address and alleviate current demand for new and expanded daycare centres in Charottetown.
    - The proposed use would provide a supporting service for working families within a well-established employment area close to where people work.
    - The Official Plan supports to create business parks which have services and facilities that are state of the art and responsive in a evolutionary sense.
- Summary of the neutral attributes are:
    - The use would occupy a building that is otherwise currently vacant
- Summary of the shortcomings are:
    - The proposed development could impact the existing privacy that abutting users have become accustomed to over time.
- The Planning & Heritage Department is hereby soliciting comments and feedback from the public and members of the public concerning the following site-specific exemption for the subject property located at 94 Watts Ave (PID# 757484) to allow the existing building on the subject property be used as a commercial daycare centre and that a commercial daycare centre be added as an additional permitted use within the (M-2) zoning that applies to the property.
- Following collection of public and Council feedback and comments this evening, a recommendation and resolution are planned to be forwarded to Planning Board and Council, respectively on the following upcoming meeting dates:

- Planning Board – July 18th
- Council – July 23rd

Discussion:

There were no questions or concerns raised in response to the application.

c) <u>149-151 Great George Street (PID#s 342386 & 342402)</u>

Request:

This is a request concerning a proposed site-specific exemption to the Zoning & Development Bylaw to permit an 8-storey, 85-unit apartment building with ground-floor commercial space on the subject property within the Downtown Core (DC) Zone that would be subject to the bonus height provisions of the Zoning & Development Bylaw.

Property Information: Downtown Core (DC)
Staff Presenter: David Gundrum, Manager of Development Planning
Applicant/Owner: HIG LP Management Inc. (Gordie Kirkpatrick, April Robertson)
Reference: Public Meeting Package

Summary:

- Request for a Site-Specific Exemption from zoning to allow for an 8-storey, 85-unit apartment building on the subject property with ground floor commercial space that would be subject to bonus height requirements.
- Site-Specific exemption request intended to replace the existing 2-storey commercial building on the subject property with an 8-storey, 85-unit apartment building with ground floor commercial space.
- Property is located at the southwest corner of the intersection of Great George Street and Kent Street.
- Located within the Downtown Core (DC) Zone adjacent to established commercial and mixed-residential uses.
- Subject property contains a two-storey commercial building containing office and business uses that has been present on the site for many years.
- Proposed change of use for the site from entirely commercial use currently to contain primarily residential use in a higher-density format is in general agreement with the applicable policies and objectives of the Official Plan for the Downtown Core land-use designation.
- Proposed change of use while displacing established commercial space in the downtown core would offer the opportunity to house more residents in close proximity to existing amenities and would offer synergies to support existing established commercial

businesses in the immediate area. It is noted that a new commercial space component is proposed for the development.

- The Official Plan supports creation of higher-density residential uses in the downtown core and also the promotion of mixed residential/commercial uses.
- In accordance with Section 3.10.4 of the Zoning and Development Bylaw, on June 27, 2024, City Council approved the request to procced to public consultation.
- On June 28, 2024, written notification was sent to property owners located within 100 m of the subject property.
- A total of 30 letters were sent to residents advising them of the public meeting to solicit comments and feedback. To date no written responses have been received.
- Next steps in the process will be:
- Recommendation to Design Review Board (July 15th).
- Recommendation to Planning Board (July 18th).
- Consideration by Council (July 23rd).

Applicant Representative - April Robertson, Coles Associates

- The client has recognized there is an under-utilized commercial building on site which provides a good opportunity to address some housing issues.
- All of the requirements for CMHC are being met in terms of affordability and accessibility.
- The first floor would be commercial space to keep within that down core zoning theme.
- This will be a forward-thinking design.
- Taking into account climate change and residential considerations.
- We are looking at solar, heat pumps, and a generator which ties into climate change adaptation issues.
- For resident considerations, there will be storage locker access.
- A gym will be in the building.
- Window blinds will be part of the fit-up to avoid passive heating impacts.
- Efficient heating and cooling in each unit will be available.
- All units will be one-bedroom apartments with full size kitchens and appliances.
- There will be 14 barrier-free units within the total 85-unit count.
- There will also be an option of a shower or a bathtub for each unit as related to accessibility.
- All units will be about 500 square feet.
- The reason for the site-specific exemption is that the lot is not otherwise large enough to accommodate the 8 storeys as per the current Zoning Bylaw requirements that apply to the site.
- A number of neighboring properties are 5 storeys or higher in height within a two block radius.

Discussion:

Resident Daniel Mullen responded that this is a fantastic proposal and that this is much-needed in the downtown. He asked what will be done with the ramp next door and on the south side of the building and what happens next to the building for future development next to it. It was answered the loading dock ramp will be addressed and improved significantly. As for the other question, there haven't been any concerns raised by the business next door. April responded that on the Dow side there will have to be a firewall created and also go in and investigate the structure of the Dows building from a snow load perspective.

Resident Andrea Battison presented that large buildings have to be done right by using good design principles. Appropriate setbacks and massing are important and was concerned that the lot was too small. The public benefit that is being offered is only affordable housing. There is no light for occupants next door and shouldn't be compared to other buildings that are tall. David Gundrum, Manager of Development Planning responded that a lot of Andreas questions will be addressed at the Design Review stage next week. The scope of the relief that is being asked for does tie into impacts for what the guidelines call for design review.

Resident Barbara Dylla asked about why the application is being presented without knowing what public benefit is being secured to obtain a bonus height and why is it being presented before the design review board. Also why were site plans and elevation drawings not included in the package as normally was done in the past. David responded that the public benefit would be confirmed through a future development agreement. Regarding the sequencing, there is no requirement that compels the Planning Department to follow a particular sequence of meetings as it regards Design Review and based on when it was received and in the interest of moving this forward, it is not really material to what is being considered here. Site plan and elevation drawings have been provided and were part of the package, concerning the site plan the building footprint would consume the whole property so this is not a case where there are other elements and more complexity to be illustrated or represented on a site plan. For the project to be inherently viable, a near 100% build-out of the site would be needed.

Councillor Beck asked for clarification on the accessibility percentage. David responded that he did not have the number right readily available to confirm. Councillor Beck asked if all units would be 500 square feet. It was answered that there a few that are just under but several that are just over 500 square feet. The accessible units tend to be a bit larger. Councillor Beck asked that the number of affordable would be determined within a development agreement at a later stage. That was confirmed as yes.

It was stated that all units meet visitability requirements which aren't as stringent as accessibility but make units visitor-friendly with wheelchairs etc.

Councillor Beck asked if there is an inset and how far in does it go if there is an inset. It was answered that the median line follows Great George street. It was also confirmed that the face is the same.

Mayor Brown asked if there were similar scale nearby and David confirmed that there is and as part of the relief from the frontages as well as step backs would be required through the bonus height provisions.

*Councillor MacKinnon Exited the Meeting at 8:40 PM

d) 20 Ralden Avenue (PID# 396937)

Request:
This is a request concerning a proposed site-specific exemption to the Zoning & Development Bylaw to permit an automotive repair shop to operate on the subject property within the Low Density Residential (R-2) zone. The subject property contains an existing legal non-conforming use (plumbing and heating repair service) located within an existing building on the site.

Property Information: Low Density Residential (R-2)
Staff Presenter: David Gundrum, Manager of Development Planning
Applicant/Owner: Philip Jamieson (Bob Coughlin Heating Service Inc)
Reference: Public Meeting Package

Summary:

- Request for a Site-Specific Exemption from zoning to allow for an automotive repair shop on the subject property in an existing single-storey building.
- Site-Specific exemption request intended to facilitate the conversion of the existing light industrial building (325 sq m) to contain an automotive repair facility.
- Property is located at the southeast corner of the intersection of Ralden Avenue and Darter Drive.
- Located within the Low Density Residential (R-2) Zone adjacent to established residential uses.
- Subject property contains a single-storey, double-bay shop building that has been the site of a plumbing and heating business for many years (legal non-conforming use).
- Proposed change of use would evolve the existing legal non-conforming use (plumbing and heating business) into one of similar scope that is focused on a different skilled trade (automotive repair).
- Proposed change of use would not challenge or alter the historic light-industrial nature and character of the subject property and proposes to introduce a new service on the site that would be of benefit and proximate to local residents.

- The Official Plan supports creation of new industrial land uses in response to economically-based evolutionary changes in the community.
- In accordance with Section 3.10.4 of the Zoning and Development Bylaw, on June 27, 2024, City Council approved the request to procced to public consultation.
- On June 28, 2024, written notification was sent to property owners located within 100 m of the subject property.
- A total of 34 letters were sent to residents advising them of the public meeting to solicit comments and feedback.
- To date two (2) written responses have been received, both in opposition to the application.
- Recommendation to Planning Board (July 18th).
- Consideration by Council (July 23rd).

Discussion:

Resident Chris Mullen stated he had concerns about noise pollution as well as children in the area who are walking around. Traffic is also a concern and also the oil disposal is an issue. The smells from an automotive shop would affect the neighbourhood and also there are babies in the neighborhood who would be sensitive to this type of land use. The area is all residential with duplexes and housing. The other concern is that by having the commercial property how the residents property taxes would be effected as well as property values.

Resident Louis Arsenault stated that some of the neighbors have concerns with noise pollution. The area also has a boat shop of some sort across the road and basically the whole area is an eye sore. The surrounding area isn't being taken care of and looks messy and thinks it is decreasing the property value. It is highly talked about that the building is a real eye sore with derelict cars and it has been contaminated with oil over the years and we have had the smell of oil lately.

Andrea Battison asked about non-conforming use and is the business currently operating and it was confirmed that is in operation and would like to know what the cities policy is on returning non confirming use property to their original zoning. David responded that we would revert to the zoning and development bylaw that covers legal non-conforming uses and if there is a demonstratable break in the use that exceeds a particular period of time, therefore that status would be lost.

Councillor Muttart asked for clarification if the applicant is looking for the exemption to construct a garage or are they looking to sell the property. David responded that the owner has designated the potential buyer as the applicant who is looking to acquire the property to operate as an auto mechanic shop.

Councillor McCabe stated she would like to know how the Creed property (boat shop across the road) did not return to its original use as it was always an oil service business and now

we are hearing its operating as a boat business which would be a change of use so there should be some follow-up on that also.

Mayor Brown asked to confirm the zoning is R-2 and across the street is also R-2 and David confirmed that is correct. Mayor Brown stated that has been closed for some time and it should be looked into.

5. Introduction of New Business

There was no new business introduced.

6. Adjournment of Public Session

Moved by Councillor Muttart and seconded by Councillor McCabe that the public meeting be adjourned.
Meeting adjourned at 9:10 p.m.

City of Charlottetown Committee Report

Report No:
PLAN-2026-07-JULY-6C-1
7 Pond Street (PID# 367631)

Date:
July 7, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:
None.

Prepared by:
David Douglas Gundrum, RPP, MCIP

Attachments:

A. Site Plan (provided by applicant)
B. Public Notice (April 16, 2026)
C. Public Notice Letter (April 16, 2026)
D. Public Consultation Summary (May 20, 2026)

Report Title:
Request to establish a 30-metre (98.42 feet) tall slim monopole antenna tower with ancillary radio equipment (telecommunications tower) on subject property identified as 7 Pond Street (PID# 367631) that is within the Institutional (I) Zone containing an existing place of worship (Holy Redeemer Catholic Parish). The proposed telecommunications tower has been brought forward by Bell Canada.

Report Purpose:
Report concerning a request for concurrence from the City of Charlottetown for Bell Canada to establish a proposed telecommunications tower (30 metres in height) on property identified as 7 Pond Street (PID# 367631).

Staff Recommendation:
That Planning Board recommend that Council:

Direct staff to issue a statement of concurrence to Industry Canada in relation to the proposed Antenna System (Bell Canada Tower) at 7 Pond Street (PID# 367631).

Report Details:

The property owners, The Church of the Most Holy Redeemer, have authorized Bell Canada to apply for an antenna system on property located at 7 Pond Street (PID# 367631).

The proposed antenna system will be a 30 metre (98.42 feet) tall monopole telecommunication tower which will support 1 antenna on an approximate 10 metre by 10 metre portion of the subject property. The proposed antenna system will be set back approximately 38 metres (125 feet) from Spring Park Road to the west and approximately 60 metres (196 feet) from Pond Street to the south and will be accessed via an existing driveway. The 10 metre by 10 metre compound will be enclosed in a gated 8 foot security fence which will remain locked at all times.

Development Context:

The subject property is an irregular-shaped corner lot containing an existing place of worship and is bounded by Spring Park Road to the west and by Pond Street to the south.

LEGISLATIVE REQUIREMENTS:

Notification & Public Feedback

The City of Charlottetown passed a resolution on March 11, 2019 to cease utilizing the Canadian Radio Information Network Service (CRINS) to process telecommunication tower applications and instead adopted the FCM telecommunication tower protocol.

As per Section 8 of the City of Charlottetown Antenna System Siting Protocol, *if the proposed Antenna System is not exempt from the public consultation process as per the requirements in Section 4, the Proponent will initiate the following public consultation process, including issuing notice, undertaking written consultation, hosting a public information session where required and reviewing the consultation results with the Municipality*.

The applicant must send a notice by regular mail or hand delivered a minimum of 30 days before the public information session to all affected property owners within 90 metres (three times the height of the tower) of the proposed antenna system.

Staff created a 90 metre buffer around the 10 metre by 10 metre portion of the subject property which identified seven (7) affected properties. The applicant sent out the notification package on April 16, 2026.

Canacre, a sub-contractor company working on behalf of Bell Canada indicated that one (1) written response was received which was neither positive or negative in nature and asked whether there would be any interruption in service while work was going on.

ANALYSIS:

As stated in Section 2 of the City of Charlottetown Antenna System Siting Protocol, *the ultimate role of the Municipality is to issue a statement of concurrence or non-concurrence to the Proponent and to Industry Canada. The statement considers the land use compatibility of the Antenna System, the responses of the affected residents and the Proponent's adherence to this Protocol. The Municipality also guides and facilitates the siting process by:*

- ***Communicating*** *to Proponents the particular amenities, sensitivities, planning priorities and other relevant characteristics of the area;*

- ***Developing the design guidelines*** *for Antenna Systems contained in Section 6 of this Protocol; and*

- ***Establishing*** *a community consultation process, where warranted.*

By working with Proponents throughout the siting process, beginning with preliminary notification and the si investigation meeting, the Municipality seeks to facilitate Antenna System installations that are sensitive to the needs the local community.

Staff are confident that the process identified in the City of Charlottetown Antenna System Siting Protocol has been followed. The final step in the process is that *the municipality will provide a letter of concurrence to Industry Canada (copying the Proponent) where the proposal addresses, to the satisfaction of the Municipality, the requirements as set out within this Protocol and the Municipality's technical requirements, and will include conditions of concurrence, if required* OR *the Municipality will provide a letter of non-concurrence to Industry Canada (copying the Proponent) if the proposal does not conform to the Municipality's requirements as set out within this Protocol. The Municipality will also forward to Industry Canada any comments on outstanding issues, including those raised during the public consultation process.* Should Council wish to reject the request for the proposed Antenna System (Eastlink Tower), then reasoning to explain their rationale would be required.

Finally, as per Section 11 of the City of Charlottetown Antenna System Siting Protocol, *the Proponent may be required, if requested by the Municipality, to provide a letter of undertaking, which may include the following requirements:*

1. *The posting of a security for the construction of any proposed fencing, screening and landscaping;*

2. *A commitment to accommodate other communication providers on the Antenna System, where feasible, subject to the usual commercial terms and Industry Canada conditions of license for mandatory roaming and Antenna Tower and Site Sharing and to Prohibit exclusive Site Arrangements (CPC-2-0-17); and*

3. *All conditions identified in the letter of concurrence.*

CONCLUSION:
The Planning & Heritage Department is recommending that Planning Board recommend to Council to direct staff to issue a statement of concurrence to Industry Canada in relation to the proposed Antenna System (Bell Canada Tower) at 7 Pond Street (PID# 367631).

Council or Committee History:
N/A

Financial Implications:
N/A

Public Engagement and Communication:
None to date.

Legislative Authority:
Zoning & Development Bylaw
Official Plan

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

Submitted By Planner:
David Douglas Gundrum, RPP, MCIP



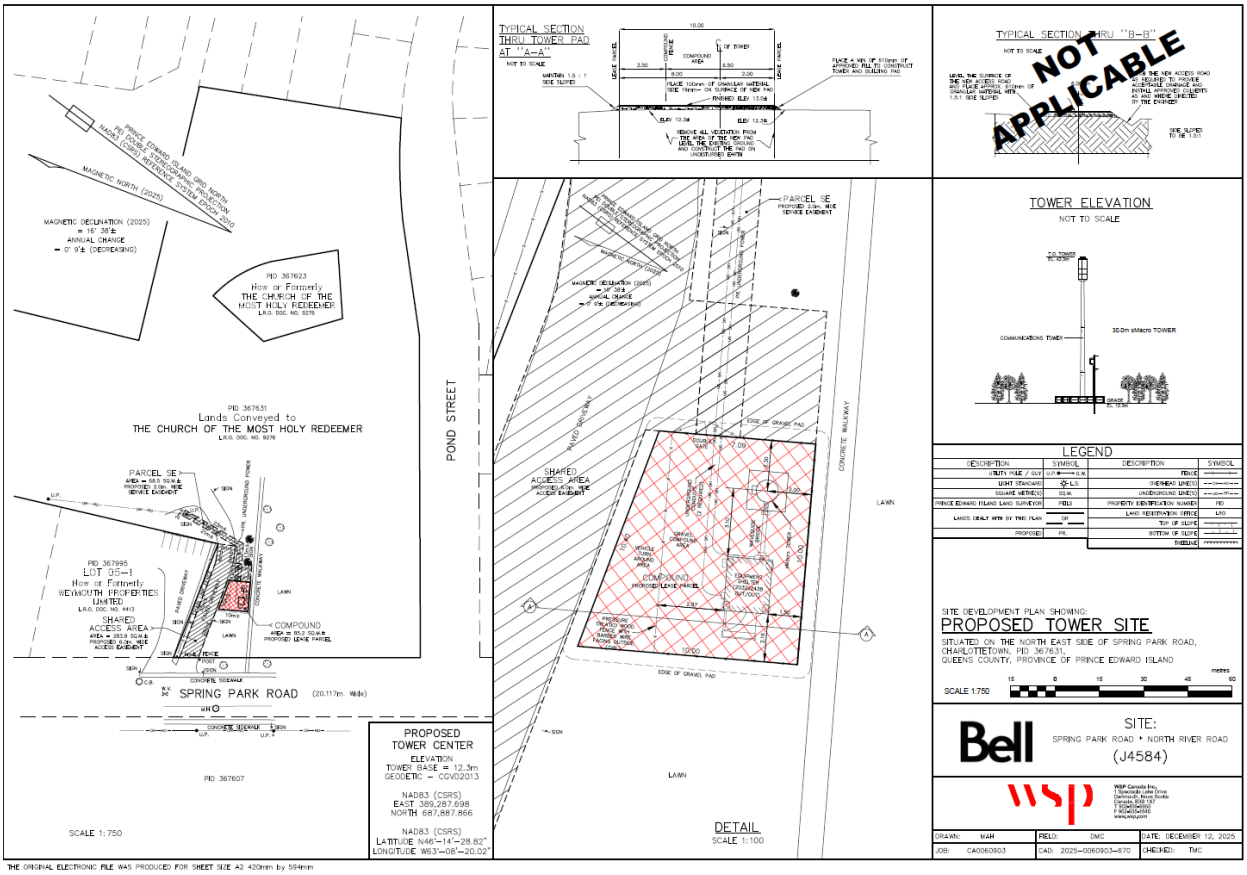
Manager of Development Planning

Reviewed By:

Manager	**Director/CAO**
N/A	Michael Ruus, RPP, MCIP, 07/02/2026

Committee Recommendation: (if differing from staff)

Attachment “A” – Site Plan (provided by applicant)



Attachment "B" – Public Notice (April 16, 2026)

PUBLIC NOTICE

PROPOSED BELL MOBILITY RADIOCOMMUNICATIONS FACILITY TELECOMMUNICATION TOWER

Bell Mobility Inc. ("Bell") is committed to providing Canadian communities high speed wireless voice and data services. To improve service, Bell is proposing to construct a 30 **metre slim monopole antenna tower** with ancillary radio equipment. As part of the public consultation process as required by Innovation, Science and Economic Development Canada (formerly known as Industry Canada) ("ISED"), Bell's regulator under the Radiocommunications Act, Bell is inviting the public to comment on the proposed tower location before **May 18, 2026.** This tower is fully compliant with ISED's guidelines, as found under the Client Procedures Circular (CPC-2-0-03).

TOWER LOCATION: 7 Pond St, Charlottetown, PEI

COORDINATES: Latitude: N 46° 14' 28.82", Longitude: W 63° 08' 20.02".

ANY PERSON MAY comment by close of business day on **May 18, 2026** with respect to this matter.

Proposed Location of Telecommunications



BELL CONTACT:
Pauline Pangilinan
Canacre Ltd.
Agent for Bell

Suite 500
500–675 Cochrane Drive
Markham, ON L3R 0B8
Fax: (416) 352-0707
Email: consultation@canacre.com

Please indicate the reference number : J4584

Attachment "C" – Public Notice Letter (April 16, 2026)

Share your thoughts on Bell's proposed antenna tower. Our experts will answer your questions and address any feedback.

If you have specific questions about the proposed plans to upgrade the wireless network in your community, you can email your Bell representative, Pauline Pangilinan at consultation@canacre.com by **May 18, 2026.**

For additional information about antenna systems, you can contact:

Your Local Government Contact

David Gundrum, Manager of Development Planning
City of Charlottetown
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
dgundrum@charlottetown.ca

Your Innovation, Science and Economic Development Canada (ISED) Contact

189 Prince William Street, 3rd floor
Saint John NB E2L 2B9
Telephone: 1-855-465-6307
Fax: 506-636-4339
Email: spectrumnbd-spectrednb@ised-isde.gc.ca

Your Bell Contact

Canacre Ltd.
Agents for Bell Mobility
500–675 Cochrane Drive, Suite 500,
Markham, ON L3R 0B8
consultation@canacre.com
Fax: (416) 352-0707

Please indicate the reference number J4584

Important Information Enclosed

TO:

You're receiving this notice because you own property within 90 metres of a proposed telecommunications tower.

Bell

Notice of Public Consultation

You're receiving this notice because you own property within 90 metres of the proposed telecommunications tower.

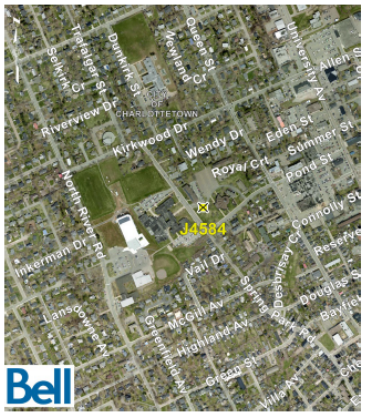
Inside you will find information on the proposed antenna tower as well as an invitation to share any questions and comments on this proposal.

Have your say

In order to improve service in your neighborhood, Bell is proposing to install a 30 metre slim monopole antenna installation at 7 Pond St. Latitude: N 46° 14' 28.82", Longitude: W 63° 08' 20.02"

Bell is committed to working closely with our communities. This means providing any desired information in a transparent and straightforward fashion, hearing your views, and addressing any questions or comments you may have.

To this end, we invite you to email comments to your Bell representative, Pauline Pangilinan at consultation@canacre.com by **May 18, 2026.**



Proposed Site

Understanding the process

Step 1:
Proposal
Bell proposes a site in accordance with ISED's and the Land Use Authority (LUA) consultation process. Bell submits a plan and initiates a dialogue with the City of Charlottetown.

Step 2:
Notification
Packages are mailed to the local public, neighboring land use authorities, businesses, property owners and landowners within the area inviting them to the consultation process.

Step 3:
Consultation
Landowners are invited to comment within 30 days.

Step 4:
Acknowledgement
Bell must acknowledge receipt of comments within 14 days.

Step 5:
Response
All reasonable and relevant concerns will be addressed by Bell within 60 days.

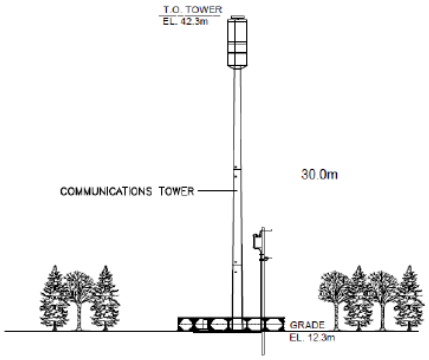
Step 6:
Feedback
Landowners have a further 21 days to respond to Bell, after which the comment period ends.

Step 7:
Approval
A summary of consultation is shared with the LUA and a request is submitted for concurrence.

What is an antenna tower?

An antenna tower supports the low power short-range radio systems that allow us to enjoy our mobile devices, such as our smart phones and tablets.

The purpose of the tower is to provide dependable advanced telecommunication service to the surrounding businesses and residences.



Slim Monopole Tower

Why now?

Canadians are using wireless devices more and more in their daily lives. Currently, more than half of all phone connections in Canada are now wireless, including 70 percent of all 911 calls.

Canadian Radio-television and Telecommunications Commission (2013):

http://www.crtc.gc.ca/eng/publications/reports/rp130705.htm

In order to provide the high quality of service that Canadians have come to expect, Bell must enhance its networks to meet this increased demand.

By adding new antenna sites, Bell customers will continue to benefit from dependable, high speed and high quality wireless service.

Is it safe?

The consensus among Canadian health organizations and the scientific community is that wireless antennas are safe and in fact, this antenna tower will operate well below the levels established by Health Canada under Safety Code 6.

Bell is committed to the health and safety of Canadian communities. That is why we take great pride in our compliance with all current health and safety guidelines while continuing to provide Canada's first-rate wireless coverage.

"Health Canada, along with independent experts from across the country, continually monitor the scientific literature to ensure that Safety Code 6 is based on the best available evidence and has significant margins of safety for the Canadian population."

Dr. Patricia Daly, MD, FRCPC, Chief Medical Health Officer & Vice President Public Health.

Why here?

The quality of service in this area does not currently meet Bell standards and the needs of people in the neighborhood.

Bell first looked at the possibility of sharing an existing antenna tower in order to minimize the number of new antennas in the area. Unfortunately, none of the existing structures were determined suitable for site-sharing.

Bell is proposing to install the new antenna tower at 7 Pond St Latitude: N 46° 14' 28.82", Longitude: W 63° 08' 20.02". This site was carefully identified because it met various factors including land use restrictions, interaction with existing structures and the surrounding environment, and line of sight requirements.

What is Safety Code 6?

The purpose of this code is to establish safety limits for human exposure to radiofrequency (RF) energy in the frequency range from 3 kHz to 300 GHz. The safety limits in this code apply to all individuals working at, visiting, or living at or near federally regulated sites.

Bell attests that the proposed antenna tower will be installed and operated on an ongoing basis in accordance with Health Canada's Safety Code 6, as may be amended from time to time, for the protection of the general public, including all combined effects within the local radio environment.

Is it environmentally friendly?

Bell attests that the proposed antenna tower is not subject to an environmental assessment under the Impact Assessment Act (CL 2019, c.28.art.1).

What are the standards and practices?

The proposed antenna tower will be built in accordance with the highest professional engineering standards and practices, including structural adequacy.

A copy of the site plan can be accessed here:

https://canacre.sharefile.com/d-s079851449bba4fdf8f15e3f765204f30

What will it look like?

- Bell is proposing a 30 metre slim monopole tower that will support associated radio equipment.
- With the public's safety in mind, the area will not be accessible to the general public.
- Bell will incorporate suitable elements to the proposed antenna tower in accordance with Transport Canada's aeronautical obstruction marking requirements. Both Transport Canada and NAV Canada applications have been submitted.



Before



After

Attachment "D" – Public Consultation Summary (May 20, 2026)

CANACRE
A QUANTA SERVICES COMPANY

David Gundrum
Manager of Development and Planning
Planning & Heritage Department
City of Charlottetown
70 Kent St, Charlottetown, PEI, C1A 1M9
dgundrum@charlottetown.ca

May 20, 2026

Subject: Bell Mobility – J4584 – N River Rd – Consultation Summary

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Consultation Summary:

Bell Mobility is proposing the J4584 N River Rd slim monopole telecommunications installation to improve wireless service in the Charlottetown area. As per ISED's default Public Consultation process, Bell sent out notifications to all property owners within 90 m of the 30 m slim monopole telecommunication installation and Bell published a public notification in a local online newspaper with a 30-day period to receive written comments.

A total of one (1) party submitted written comments regarding the proposed tower. Bell followed section 4.2 of the ISED protocol for Responding to the Public and ensured that the policy outlined below was followed:

"Proponents are to address all reasonable and relevant concerns, make all reasonable efforts to resolve them in a mutually acceptable manner and must keep a record of all associated communications."

The comments submitted by the property owner were acknowledged within the 14-day acknowledgement period and addressed as per ISED default protocol within the prescribed 21-day response period from the reply date. Commenters submitted concerns regarding an interruption in service. Bell has addressed concerns regarding the interruption in service stating that there will be no interruptions to normal service when the new sit is constructed. Please refer to the enclosed consultation correspondence files.

Summary of written comments:

Comment Type	Summary of Comments
Positive	• N/A
Neutral/Questions	• Commenter had a question regarding an interruption in service
Negative	• N/A