CHARLOTTETOWN

PLANNING BOARD AGENDA
NOTICE OF MEETING

Tuesday, August 4th, 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, August 4th, 2026
4. **Adoption of Minutes** – Minutes of Planning Board Meeting on Tuesday, July 7th, 2026
5. **Business arising from Minutes**
6. **Reports:**

a) Variances:

1. **32 Cordial Street (PID# 1185586)**

David Gundrum, Manager of Development Planning

This is a request for a Major Variance to allow for the establishment of stacked townhouses (4-units) on a subject property in the (MUR) Zone and is seeking relief from Section 21.2.4 of the Zoning & Development Bylaw which states that no more than 3 townhouse dwellings with a maximum of 12 units total on 3 lots shall be permitted to be constructed on adjoining lots on the same side of the street. This variance has been requested and is required due to presence of existing townhouse dwellings on the same side of the street as the subject property that is currently undeveloped.

b) Rezonings:

1. **Essex Crescent – Lots 526, 527, 528 (PID# 1100619)**

Sonia Kamal, Planner 2

This is a request to proceed to public consultation concerning a proposed rezoning of three (3) lots identified as Lots 526, 527 and 528 on Essex Crescent to rezone from the existing Low Density Residential Single (R-2S) Zone to the Narrow Single Detached Residential (R-1N) Zone to facilitate future subdivision and development of single-detached dwellings separately on five (5) new lots.

c) Queuing Space / Drive-thru:

1. **<u>Sherwood Road – Lot 14 (PID# 134114)</u>**

   David Gundrum, Manager of Development Planning

   This is a request to accept the traffic study prepared by Harbourside Transportation Consultants to permit a drive-thru coffee shop and drive-thru car wash at the subject location adjacent to Charlottetown Airport (YYG) and as well, to approve a proposed lot consolidation for property within the Airport (A) Zone.

7. **Introduction of New Business**
8. **Adjournment of Meeting**

PLANNING & HERITAGE: PLANNING BOARD MINUTES
TUESDAY, JULY 7, 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	**Paul Connolly, RM**
		Satyajit Sen, RM*
		***Attended virtually**
Also:	**Laurel Palmer, PIII**	**Jason Doucette, IO/AA****
	Stephanie MacDonald, PI	***minute taker**
	David Gundrum, Mgr, PH*	
	***Attended virtually**	
Regrets:	**Mayor Phillip Brown**	**Jacqui Scaman, RM**
	Brad MacConnell, CAO	**Lea MacDonald, RM**
	Mike Ruus, Director, Int. Growth	

1. **Call to Order**
   Chair called the meeting to order at 4:31 PM

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

3. **Approval of Agenda**
   Moved by Paul Connolly and seconded by Dave Essery that the agenda for Tuesday, July 7, be approved.

   CARRIED

4. **Adoption of Minutes**
   Moved by Bobby Kenny and seconded by Councillor McCabe that the minutes of the Planning Board meeting held on Tuesday, June 7, 2026, as circulated, be approved.

   CARRIED

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

6. **Reports:**

   a) Variances:

   1. 180 Kent Street (PID# 342626)
   Stephanie MacDonald, Planner 1

Property Information: Downtown Mixed Use Neighborhood (DMUN) Zone
Staff Presenter: Stephanie MacDonald, PI
Applicant: Brad MacConnell, c/o City of Charlottetown
Reference: Planning Board Meeting Package

Request:

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.

Summary:

Staff stated that the proposal requests approval to allow a vinyl wrap artwork within the 500 Lot Area. The artwork is intended to be installed on an existing traffic control box.

It was stated the subject property is located within the downtown 500 Lot Area. Staff noted that the artwork would be placed on a traffic control cabinet and provided site context and visuals of the proposed location and artwork.

Stephanie stated that in accordance with Section 3.9 of the Zoning & Development Bylaw, notice of the Planning Board meeting was circulated on June 17, 2026, to eighteen surrounding property owners within 100 metres (328.1 feet) of the subject property requesting written comments on the proposed variance. No objections were received.

Planning staff identified several positive aspects of the proposal. The installation is not expected to impact surrounding properties or traffic visibility, and the artwork is considered to contribute to the vibrancy of the downtown area.

The primary shortcoming identified was that the proposal does not comply with the current Zoning and Development Bylaw and therefore requires a Major Variance approval. No neutral considerations were identified.

Discussion:

It was noted there was a clerical error in the report regarding an image and that it would be corrected before being sent to Council in the next package.

MOTION:

Moved by Paul Connolly and seconded by Councillor McCabe that Planning Board recommend 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.

CARRIED
(6-0)

2. 247 Prince Street (PID# 346247)

Stephanie MacDonald, Planner 1

Property Information: Downtown Main Street (DMS) Zone
Staff Presenter: Stephanie MacDonald, Planner 1
Applicant: Brad MacConnell, c/o City of Charlottetown
Reference: Planning Board Meeting Package

Request:

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.

Summary:

The subject location is situated within the downtown 500 Lot Area. Planning staff provided site context and images showing both the proposed location and the artwork that would be displayed on the traffic control cabinet.

In accordance with Section 3.9 of the Zoning & Development Bylaw, notice of the Planning Board meeting was circulated on June 17, 2026, to thirty-one (31) surrounding property owners located within 100 metres (328.1 feet) of the subject property requesting written comments on the variance application. No objections were received.

Planning staff noted several positive aspects of the proposal, including that the artwork would have no impact on surrounding properties or traffic visibility and would contribute to the vibrancy of the downtown area.

The principal shortcoming identified was that the proposal does not comply with the current Zoning and Development Bylaw and therefore requires approval of a Major Variance. No neutral considerations were identified.

The recommendation presented to the Planning Board was that Council approve the proposed Major Variance for 247 Prince Street (PID# 346247) to allow the installation of a vinyl wrap artwork affixed to a traffic control cabinet within the 500 Lot Area.

Discussion:

It was asked for clarification whether the wraps are temporary or permanent and was confirmed that it would be provided when it comes to Council for a vote.

MOTION:

Moved by Councillor Beck and seconded by Dave Esesery that Planning Board recommend 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.

CARRIED
(6-0)

3. 27 Summer Street (PID# 547810)

David Gundrum, Manager of Development Planning

Property Information: Mixed-Use Corridor (MUC) Zone
Staff Presenter: David Gundrum,
Applicant: Baljeet Sharma
Reference: Planning Board Meeting Package

Request:

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.

Summary:

The subject property contains an existing two-storey single-detached dwelling and is located within the Mixed-Use Corridor (MUC) Zone. The property is situated approximately 71 metres (233 feet) west of University Avenue and directly abuts commercial properties fronting onto the University Avenue corridor.

Staff stated that the proposal would establish a small electronics repair business operating by appointment. Clients would drop off items for repair and return at a later scheduled time to collect completed repairs. Under Section 5.9.3.f of the Zoning Bylaw, appointment-based home

occupations may be considered through the Major Variance process, while Section 5.9.1.k provides that Council is to determine the maximum number of client visits permitted at any one time.

Planning staff noted that the proposal may marginally increase traffic along Summer Street, where parking is already limited. However, the property contains a long driveway along the east side of the dwelling that can accommodate several parking spaces in tandem in accordance with Zoning Bylaw requirements. Staff indicated that limiting daily and weekly client visits would further mitigate any off-site impacts.

It was said that the evaluation identified several benefits, including the creation of a new economic opportunity for the homeowner and the provision of an additional service to the community. The property's location within the Mixed-Use Corridor Zone and its proximity to existing commercial development were also viewed positively.

A noted shortcoming was that the appointment-based home occupation is not permitted as-of-right and may result in limited increases in local traffic. It was also noted that a Development Permit application would be required to confirm the change of use if the variance is approved.

Staff noted that in accordance with Section 3.9 of the Zoning & Development Bylaw, notice of the application was circulated on June 23, 2026, to twenty-eight (28) surrounding property owners within 100 metres (328.1 feet) of the subject property. No written responses were received.

The Planning & Heritage Department recommended approval of the Major Variance to allow the appointment based home occupation. The recommendation further requested that Council establish the approved number of client visits per day, the maximum number of business-related visits per week, and the required amount of on-site parking for the proposed use.

Discussion:

It was asked if the whole dwelling would be used for the business and it was confirmed that a limited portion of the house would be used for the operation.

A question was posed if the homeowner has to live in the residence or if there can be staff. It was confirmed that home based occupations can hire one full time staff member or two part time staff.

Extensive discussion was had around the expected number of daily and weekly visits and it was decided that staff would ask the applicant for some information to provide to Council so they can make an informed decision and will be provided before the next Council meeting.

MOTION:

Moved by Councillor Beck and seconded by Paul Connolly that Planning Board recommend to Council that the following Major Variance for the subject property addressed as 27 Summer Street (PID# 547810) be approved:

1. **To allow an appointment-based home occupation for a small electronics repair business.**

And 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.**

CARRIED
(6-0)

4. 65 Carraigbrook Lane (PID# 1192483)

David Gundrum, Manager of Development Planning

Property Information: Apartment Residential (R-4) Zone
Staff Presenter: David Gundrum, Manager of Development Planning
Applicant: Fay El Hage c/o Archworks Studios c/o Sachin Malik
Reference: Planning Board Meeting Package

Request:

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.

Summary:

Staff said the subject property is currently vacant and undeveloped and is located within the recently approved Hidden Valley greenfield subdivision. The site fronts onto Carraigbrook Avenue and is surrounded primarily by other R-4 zoned properties, with lower-density R-1 residential development located further east and across Malpeque Road.

It was also said the proposed development consists of a four-storey apartment building containing 59 units. The increased density represents approximately a 5% increase over the maximum otherwise permitted in the R-4 Zone. The additional height is attributed primarily to elevated roof pitches, which staff indicated would have only a marginal effect on the building's overall appearance and massing.

In accordance with Section 3.9 of the Zoning & Development Bylaw, notice of the application was circulated on June 23, 2026, to eight (8) surrounding property owners located within 100 metres (328.1 feet) of the subject property. No responses were received.

Planning staff noted that the proposed density remains generally consistent with the intent and purpose of the R-4 Zone, which is intended to accommodate multi-unit residential apartment buildings. Staff also noted that the requested increase in building height is related to the proposed roof design rather than additional occupied floor area.

The primary shortcoming identified was that the proposal does not meet the current R-4 Zone requirements respecting minimum lot area per unit and maximum building height, thereby necessitating a Major Variance. It was also noted that future Building and Development Permits would be required should the application be approved.

The recommendation presented to the Planning Board was that Council approve the proposed Major Variance to permit a maximum of 59 apartment units and a maximum building height of 17.25 metres, where the zoning regulations would otherwise permit 56 units and a maximum height of 15 metres.

Discussion:

Discussion was had around the number of units potentially being monitored as the property gets developed as originally it was posed that there would be 600 units.

MOTION:

Moved by Paul Connolly and seconded by Councillor Beck that 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**

CARRIED
(6-0)

b) Rezonings:

1. **<u>307 Patterson Drive (PID# 676585)</u>**
   David Gundrum, Manager of Development Planning

Property Information: Low Density Residential (R-2) Zone
Staff Presenter: David Gundrum, Manager of Development Planning
Applicant: 102461 PEI Inc.
Reference: Planning Board Meeting Package

<u>Request:</u>

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).

<u>Summary:</u>

It was said that the application requests rezoning of 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 zoning across two abutting parcels containing an existing one-storey commercial convenience store that is currently bisected by a property boundary.

It was also stated that the subject property is developed with a portion of the existing commercial building and shares the same PID as the adjoining property at 311 Patterson Drive. The property is surrounded by residentially zoned lands, including R-2 and R-3 zoned properties, and is located adjacent to City-owned open space containing a community park.

Staff indicated that the proposed rezoning is intended solely to harmonize zoning permissions across both parcels and to reflect the historical commercial use of the site, ensuring consistent zoning regulations for the entire property.

It was said that, in accordance with Section 3.10 of the Zoning & Development Bylaw, notice of a Public Meeting was circulated on June 10, 2026, to one hundred and fifteen (115) surrounding property owners within 100 metres of the subject property. The Public Meeting was subsequently held on June 18, 2026.

It was also stated that no responses were received from the circulation letter in either support of or opposition to the application. Furthermore, no members of the public attended the Public Meeting to speak either for or against the proposed rezoning.

Staff indicated that the only question raised at the Public Meeting related to the timing of the rezoning request and why it had not been pursued by previous owners. Staff clarified that the application is associated with a pending property sale and that the prospective owners wish to harmonize commercial zoning across the entire site based on its long-standing commercial use.

It was said that planning staff reviewed the proposal against the policies of the new Official Plan approved on March 13, 2026. Section 4.1.1 of the Official Plan encourages a mix of urban forms that contribute to thriving neighbourhoods and support a broad range of daily needs for residents.

It was also stated that the proposed rezoning would reinforce the long standing neighbourhood commercial function of the property and would secure opportunities for neighbourhood-oriented commercial uses permitted within the C-1 Zone. Staff concluded that the rezoning is consistent with the intent of the Official Plan.

Staff indicated that the property is also subject to the East Royalty Master Plan, where it is designated as part of a Mature Neighbourhood. While no new development is proposed at this time, the size and frontage of the property would ensure that any future commercial development remains compatible with the low-density residential character of the surrounding area.

It was said that Planning staff recommended that Planning Board recommend approval of the rezoning request to Council in order to harmonize zoning across 307 and 311 Patterson Drive and recognize the existing commercial use that has historically operated on the site.

Discussion:

There was no discussion.

MOTION:

Moved by Councillor McCabe and seconded by Bobby Kenny 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.

CARRIED
(6-0)

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

David Gundrum, Manager of Development Planning

Property Information: Comprehensive Development Area (CDA) Zone
Staff Presenter: David Gundrum, Manager of Development Planning
Applicant: Cain Arsenault c/o Pan American Properties Inc and Killam Properties
Reference: Planning Board Meeting Package

Request:

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.

Summary:

It was said that the application requests the rezoning of two unaddressed properties on Towers Road, identified as PID# 390534 and PID# 1179670. The proposal seeks to rezone PID# 390534 from the Comprehensive Development Area (CDA) Zone to the Shopping Centre Commercial (C-3) Zone and PID# 1179670 from the CDA Zone to the Mixed Use Corridor (MUC) Zone in order to facilitate future commercial development on both sites.

It was also stated that PID# 390534 is a vacant 2.79-hectare property with frontage on Towers Road. The site is intended to accommodate larger-scale retail and commercial development and is bordered by the Confederation Trail, undeveloped lands, and partially developed residential lands.

Staff indicated that PID# 1179670 is a vacant corner lot located at Towers Road and Mount Edward Road. The property is intended to accommodate a neighbourhood-oriented commercial plaza and is situated adjacent to existing commercial and residential development.

It was said that the proposed rezonings are intended to support larger-scale retail development on PID# 390534 and smaller-scale neighbourhood commercial development on PID# 1179670, while providing a zoning framework better suited to future development opportunities.

It was also stated that, in accordance with Section 3.10 of the Zoning & Development Bylaw, notice of the Public Meeting was circulated on June 10, 2026, to forty-six (46) property owners within 100 metres of the subject properties. The Public Meeting was held on June 18, 2026.

Staff indicated that no responses were received through the circulation process and no members of the public attended the Public Meeting to speak either in support of or in opposition to the application.

It was said that questions raised during the Public Meeting focused on zoning history, traffic and access concerns, and future development flexibility. It was noted that the lands were previously zoned for residential use before being rezoned to the Comprehensive Development Area Zone.

It was also stated that the corner property identified as PID# 1179670 was originally intended to support a small community-oriented commercial plaza. Planning staff and the applicant advised that the purpose of the current rezoning request is to provide greater flexibility for future development and reduce the need for additional Planning Act processes for minor modifications in the future.

Staff indicated that planning analysis was conducted using the new Official Plan approved on March 13, 2026. PID# 390534 is located within the Nodes designation, where policies support landmark development, gateway features, and a broad mix of commercial land uses. Staff concluded that rezoning the property to the C-3 Zone would be consistent with these objectives and strengthen the commercial node in the area.

It was said that PID# 1179670 is located within the Neighbourhoods designation of the Official Plan, where policies encourage small-scale commercial uses serving local neighbourhood needs and support complete communities. Staff found that the proposed neighbourhood-oriented commercial plaza would align with the intent, scale, and location envisioned by the Official Plan.

It was also stated that Planning staff recommended approval of the rezonings, including the rezoning of PID# 390534 to the C-3 Zone and PID# 1179670 to the MUC Zone, to facilitate future commercial development on both properties.

Discussion:

There was no discussion.

MOTION:

Moved by Councillor Beck and seconded by Councillor McCabe 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.

CARRIED
(6-0)

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

David Gundrum, Manager of Development Planning

Property Information: Comprehensive Development Area (CDA) Zone
Staff Presenter: David Gundrum, Manager of Development Planning
Applicant: Steve Birt c/o Ellis and Birt Limited
Reference: Planning Board Meeting Package

Request:

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 the Nodes designation 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.

Summary:

It was said that an application was submitted for the unaddressed property on Mount Edward Road (PID# 440545) seeking both a rezoning and an Official Plan Amendment to facilitate the future development of three apartment buildings containing a maximum combined total of 87 dwelling units.

It was also stated that the subject property is vacant and undeveloped and is located at the edge of an established residential neighbourhood. The site is currently zoned R-1L, is bounded by the bypass highway to the north and Mount Edward Road to the west, and contains an existing easement in favour of the City for buried public infrastructure.

Staff indicated that the proposed development would consist of three apartment buildings and that the concept plan complies with the standard height limits applicable to apartment development within the R-4 Zone, with no additional zoning relief anticipated at this time.

It was said that notice of the Public Meeting was circulated on February 6, 2026, to thirty-two property owners within 100 metres of the site, with the Public Meeting subsequently held on February 19, 2026.

It was also stated that the City received twenty-seven written responses, all in opposition to the application, and that several members of the public spoke at the Public Meeting expressing opposition to the proposal.

Staff indicated that the primary concerns raised by residents related to the scale and density of the proposed development, compatibility with the surrounding low-density neighbourhood, and potential impacts on traffic volumes and traffic flow, particularly associated with the proposed access onto Lilac Avenue.

It was said that in response to public concerns, the applicant retained Coles Associates and Englobe Corp. to complete a Traffic Impact Statement using City traffic count data. The report was received by the City on May 20, 2026.

It was also stated that the Traffic Impact Statement estimated approximately 388 additional vehicle trips per day generated by the development. The study concluded that traffic impacts on Mount Edward Road would be modest and that increases on local streets would remain within reasonable levels for local roadways.

Staff indicated that the study recommended localized traffic-calming measures and roadway improvements and concluded that the surrounding road network could accommodate the proposed development. City Public Works reviewed the study and advised that it had no concerns with the methodology, findings, or conclusions.

It was said that planning staff reviewed the proposal against the new Official Plan approved on March 13, 2026. Staff noted that the property is currently located within the Neighbourhoods designation but is proposed to be redesignated to the Nodes designation in support of the proposed Comprehensive Development Area zoning and higher-density residential development.

It was also stated that the Nodes designation encourages a broad mix of land uses and supports some of the highest residential densities within the City. Staff concluded that extending the Nodes designation to this property would be logical and consistent with nearby lands located across Mount Edward Road.

Staff indicated that the site's location adjacent to a major arterial road and the bypass highway makes it appropriate for higher-density residential development. Staff further noted that the property's lower elevation relative to surrounding residential lands would mitigate privacy concerns and that the development would not create significant shadow impacts on neighbouring homes.

It was said that planning staff concluded the proposal is supported by the completed Traffic Impact Statement, the review conducted by Public Works, and the objectives of the new Official Plan. Staff therefore recommended approval of the rezoning from R-1L to CDA, approval of the Official Plan Amendment from the Neighbourhoods designation to the Nodes designation, and approval of the associated concept plan permitting three five-storey apartment buildings containing up to 87 dwelling units.

Discussion:

Discussion was had regarding whether the developer would be required to provide financial support for the traffic measures that might be required and was confirmed that would fall under the responsibility of Public Works to determine that through the Permitting process.

MOTION:

Moved by Paul Connolly and seconded by Councillor Beck that 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.

CARRIED
(6-0)

It was noted that Michael Fraser, Planner II, was away on a work-related conference and Senior Planner, Planner III, Laurel Palmer would be presenting his presentation for PID 140087 on his behalf.

4. St. Peters Road – Unaddressed Property (PID# 140087)
Laurel Palmer, Planner 3

Property Information: Unzoned
Staff Presenter: Laural Palmer, Planner 3
Applicant: Samantha Murphy c/o 101523 PEI Inc. c/o Lewis Brothers
Reference: Planning Board Meeting Package

Request:

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.

Summary:

It was said that an application was submitted for the unaddressed parcel identified as PID# 140087 seeking an Official Plan Amendment from the Urban Expansion designation to the Corridor designation and a rezoning from unassigned lands to the East Royalty Mixed Use Village Centre (ER-MUVC) Zone.

It was also stated that the subject property consists of approximately 69 acres (27.920 hectares) located near the northwest corner of St. Peters Road and York Road with frontage along both roadways. The lands are bounded by municipal boundary lands to the north and east, St. Peters Road to the south, and industrial and mixed-use properties to the west.

Staff indicated that the application forms part of a longer planning process that began in 2018 when the City considered servicing and annexation opportunities for the area. The lands were annexed into the City in 2022 and were added to Ward 9 earlier this year.

It was said that the property is currently unzoned and therefore contains no development rights. The purpose of the application is to establish the base zoning framework under which future development applications may be considered.

It was also stated that if the application is approved, future subdivision, development permit, and building permit applications would still be required and would be reviewed for compliance with applicable zoning regulations.

Staff indicated that the recently adopted Official Plan contains significant policy support for growth along major corridors and encourages a balance between infill development and higher-density growth within designated nodes and corridors.

It was said that Official Plan policies specifically identify St. Peters Road as a corridor where future growth and commercial development should be encouraged. Planning staff noted that corridor designations are intended to support medium and larger-scale commercial destinations that contribute to daily community needs.

It was also stated that the previous Official Plan also supported the proposal through policies encouraging prosperity, mixed-use development, and commercial growth along major urban corridors, including St. Peters Road.

Staff indicated that the East Royalty Master Plan envisions lands adjacent to St. Peters Road as forming part of a Village Centre and supports commercial and mixed-use development within this area. The proposed ER-MUVC zoning is already applied to several nearby properties and permits a mix of commercial, office, and residential uses.

It was said that no specific development proposal is being advanced at this time. The application is intended to provide certainty regarding permitted uses and development standards while allowing future development to proceed through subsequent approvals.

It was also stated that any future development would be governed through a development agreement addressing servicing, site design, parkland dedication, and conformity with the East Royalty Master Plan, the Official Plan, and future zoning regulations.

Staff indicated that letters were circulated to fifteen property owners within 100 metres of the site on June 25, 2024. No written responses were received, and while three residents spoke at the Public Meeting, the discussion focused on questions regarding future uses, greenspace, and coordinated development rather than objections to the proposal.

The conclusion was that the Planning and Heritage Department recommended approval of the Official Plan Amendment to redesignate the lands from Urban Expansion to Corridor and approval of the rezoning from un-zoned lands to the East Royalty Mixed Use Village Centre (ER-MUVC) Zone for PID# 140087.

Discussion:

It was asked if the property would be zoned residential and it was confirmed that it was not and is to add to the village centre in East Royalty.

MOTION:

Moved by Councillor McCabe and seconded by Dave Essery that 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.

CARRIED
(6-0)

c) Other:

1. **7 Pond Street (PID# 367631)**
   David Gundrum, Manager of Development Planning

Property Information: Institutional (I) Zone
Staff Presenter: David Gundrum, Manager of Development Planning
Applicant: Bell Canada
Reference: Planning Board Meeting Package

Request:

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).

Summary:

It was said that Bell Canada submitted a request for concurrence for the installation of a new telecommunications tower at 7 Pond Street (PID# 367631). The proposal involves the construction of a 30-metre tall monopole antenna tower and associated radio equipment on lands occupied by Holy Redeemer Catholic Parish within the Institutional Zone.

It was also stated that the subject property is a corner lot containing an existing place of worship and is bounded by Spring Park Road to the west and Pond Street to the south.

Staff indicated that the proposed antenna system would occupy an approximately 10 metre by 10 metre compound on the site and would be enclosed by a locked eight-foot security fence. The tower would be setback approximately 38 metres from Spring Park Road and approximately 60 metres from Pond Street and would be accessed using an existing driveway.

It was said that the City adopted the Federation of Canadian Municipalities telecommunications tower protocol in 2019 and that applications of this nature are processed in accordance with the City of Charlottetown Antenna System Siting Protocol.

It was also stated that the protocol requires public notification to affected property owners within a radius equal to three times the height of the proposed tower. Staff established a 90-metre notification area around the proposed installation site and identified seven affected properties.

Staff indicated that notification packages were distributed on April 16, 2026. One written response was received and was neither supportive nor opposed to the proposal, instead seeking information regarding the potential for service interruptions during construction.

It was said that Planning staff reviewed the application against the requirements of the City's Antenna System Siting Protocol and were satisfied that the required consultation and notification process had been completed.

It was also stated that the Municipality's role under the protocol is to review land-use compatibility, public feedback, and adherence to the consultation process before providing either a statement of concurrence or non-concurrence to Industry Canada and the proponent.

Staff indicated that where concurrence is granted, the Municipality may request conditions, including construction securities, fencing, landscaping, tower sharing commitments, and any other conditions identified within the concurrence letter.

It was said that staff were confident the proponent had fulfilled the requirements of the Antenna System Siting Protocol and advised that any decision by Council to reject the application would require supporting rationale for submission to Industry Canada.

It was also stated that Planning staff recommended that Planning Board recommend to Council that a statement of concurrence be issued to Industry Canada in support of the proposed Bell Canada telecommunications tower at 7 Pond Street.

Discussion:

It was asked if there will be an approved level of service for cellular uses and what the range might be. It was answered that yes the intention is to provide better cellular service and the range is about a 2km radius for significant improvement and can be up to 10km.

MOTION:

Moved by Councillor Beck and seconded by Bobby Kenny 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).

CARRIED
(6-0)

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

8. **Adjournment of Public Session**
   Moved by Councillor Beck and seconded by Paul Connolly that the meeting be adjourned. The meeting was adjourned at 6:56 PM.

_____
Deputy Mayor Alanna Jankov, Chair

City of Charlottetown Committee Report

Report No:
PLAN-2026-04-AUGUST-6A-1

Date:
August 4, 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. Circulation Letter (July 15, 2026)
F. Public Responses to Circulation

Report Title:

Major Variance seeking relief from Section 21.2.4 of the Zoning & Development Bylaw to allow for a stacked townhouse building (4 units total) to be constructed on subject property identified as 32 Cordial Street, A to D (PID# 1185586) whereas no more than 3 townhouse dwellings with a maximum of 12 units total shall be permitted to be constructed on adjoining lots on the same side of the street in the Medium Density Mixed Use Residential (MUR) Zone. The application has been made by Kyle Welton on behalf of property owners 102077 PEI Inc.

Report Purpose:

Request for Major Variance to allow for a stacked townhouse building (4 units total) to be constructed on subject property identified as 32 Cordial Street, A to D (PID# 1185586) whereas no more than 3 townhouse dwellings with a maximum of 12 units total shall be permitted to be constructed on adjoining lots on the same side of the street in the Medium Density Mixed Use Residential (MUR) Zone.

Staff Recommendation:

That Planning Board recommend that Council APPROVE the proposed Major Variance for the subject property identified as 32 Cordial Street, A to D (PID# 1185586) to:

1) Permit a stacked townhouse building (4 units total) to be constructed on the subject property notwithstanding that no more than 3 townhouse dwellings with a maximum of 12 units total shall be permitted to be constructed on adjoining lots on the same side of the street in the Medium Density Mixed Use Residential (MUR) Zone as per Section 21.2.4 of the Zoning & Development Bylaw.

Report Details:

The Major Variance application was submitted by applicant Kyle Welton on behalf of property owners 102077 PEI Inc. on July 3, 2026. The subject property is located within the Medium Density Mixed Use Residential (MUR) Zone and is primarily surrounded by developed residential parcels also all within the (MUR) Zone containing either existing townhouses or semi-detached dwellings (see Attachments A & B). The applicant is requesting approval to increase density on the property and allow for the construction of a 4-unit, 2-storey stacked townhouse development whereas Section 21.2.4 of the Zoning & Development Bylaw states that no more than three (3) townhouse dwellings with a maximum of twelve (12) units total on all three (3) lots shall be permitted to be constructed along adjoining lots on the same side of the street. At present, there are a total of eleven (11) townhouse units that have been built on the same side of the street being the south side of Cordial Street (see Attachment A).

The intent of Section 21.2.4 for the (MUR) Zone is to ensure that there is a mix and diversity of unit types on the same side of every street in the (MUR) Zone so that the streetscape is not dominated by a monotonous mix of housing and therefore a wider spectrum of housing options can be offered to local residents in new and developing neighbourhoods. As well, a parallel aim of Section 21.2.4 is to ensure that density is also moderated within new neighbourhoods as it relates to servicing capacity and traffic volumes.

It is noted that the neighbourhood block on which the subject property sits is entirely within the (MUR) Zone, same as the subject property and is otherwise already fully developed with a variety of townhouses, semi-detached and single-detached dwellings save and except for only one other empty, undeveloped lot located at the northwest corner of Anne Avenue and Shirley Street that is identified as PID# 1151869.

At present, the neighbourhood block contains twenty-five (25) separate parcels of land, all within the (MUR) Zone where twenty-three (23) are currently developed with residential housing while two (2) parcels on the block remain vacant and undeveloped, inclusive of the subject property at 32 Cordial Street.

Of the twenty-three (23) parcels currently developed, seventeen (17) contain townhouses, four (4) contain semi-detached dwellings and two (2) contain single-detached dwellings. The side of the street to which the subject property belongs currently contains a total of eleven (11) townhouse dwelling units on adjoining lots. On that basis, the proposed development of the subject property with a 4-unit stacked townhouse building would cause the total number of townhouse dwellings on the same side of the street on adjoining lots to be fifteen (15) units total and therefore exceed the limit of no more than twelve (12) townhouse units stipulated by Section 21.2.4 of the Zoning & Development Bylaw for the (MUR) Zone.

It is noted that the intent and purpose of this limitation is to promote diversity of housing types along the same side of a street in the (MUR) Zone to expand housing options and offer a mix and diversity of potential housing for new residents. Notwithstanding the limit of no more than twelve (12) townhouse units, the proposed development represents a stacked format for townhouse units that would be different and apart from the standard townhouse units types already present on the south side of Cordial Street in the area on adjoining lots.

This nuance can be interpreted as different enough to promote a wider diversity of housing types within the existing neighbourhood block that is not otherwise present. Approval of the proposed Major Variance would allow for this

expansion in available housing type to occur and therefore on that basis, can be said to be consistent with some of the intent and purpose of the (MUR) Zone in this case. The stacked 2-storey format proposed (see Attachment D) does promote a different scale, massing and appearance versus the existing standard vertically-separated row-housing format on the adjoining lots and would therefore provide increased variation on the street that may not otherwise be achievable.

If approved, the proposed Major Variance would increase potential unit count on the subject property from two (2) units achievable via a semi-detached dwelling to four (4) units via the stacked townhouse format. The neighbourhood block itself has a total area of approximately 1.67 hectares (4.13 acres) and with a total of thirty-one (31) dwelling units currently present across all developed lots on the block. This current build-out equates to a net density for the block of approximately 19 units per hectare (uph). Should the Major Variance be approved, this would increase existing density to the block from 19 uph up to 21 uph which is still well within the range of what would generally be considered as a low-density neighbourhood block. Comparatively, if the property were to be developed instead with a semi-detached dwelling containing 2 units only, then density on the neighbourhood block would increase from 19 uph to 20 uph. The proposed Major Variance, if approved, would therefore result in an increase to block density of 10% total and 5% more than the increase that would otherwise be permitted as-of-right should no relief be granted from Section 21.2.4 of the Zoning Bylaw.

On these combined basis, the proposed Major Variance can therefore be considered as consistent with the intent of the Zoning & Development Bylaw as it pertains to the (MUR) Zone with respect to maintaining neighbourhood built-form character, ensuring a broad spectrum and diversity of housing options to new residents and also maintaining neighbourhood block density within an acceptable upper limit on a unit per hectare or uph basis.

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 July 15, 2026, to thirty-one (31) surrounding property owners within 100 m (328.1 ft) of the subject property. The deadline for circulated property owners to submit written comments was 4:00pm on Wednesday, July 29, 2026.

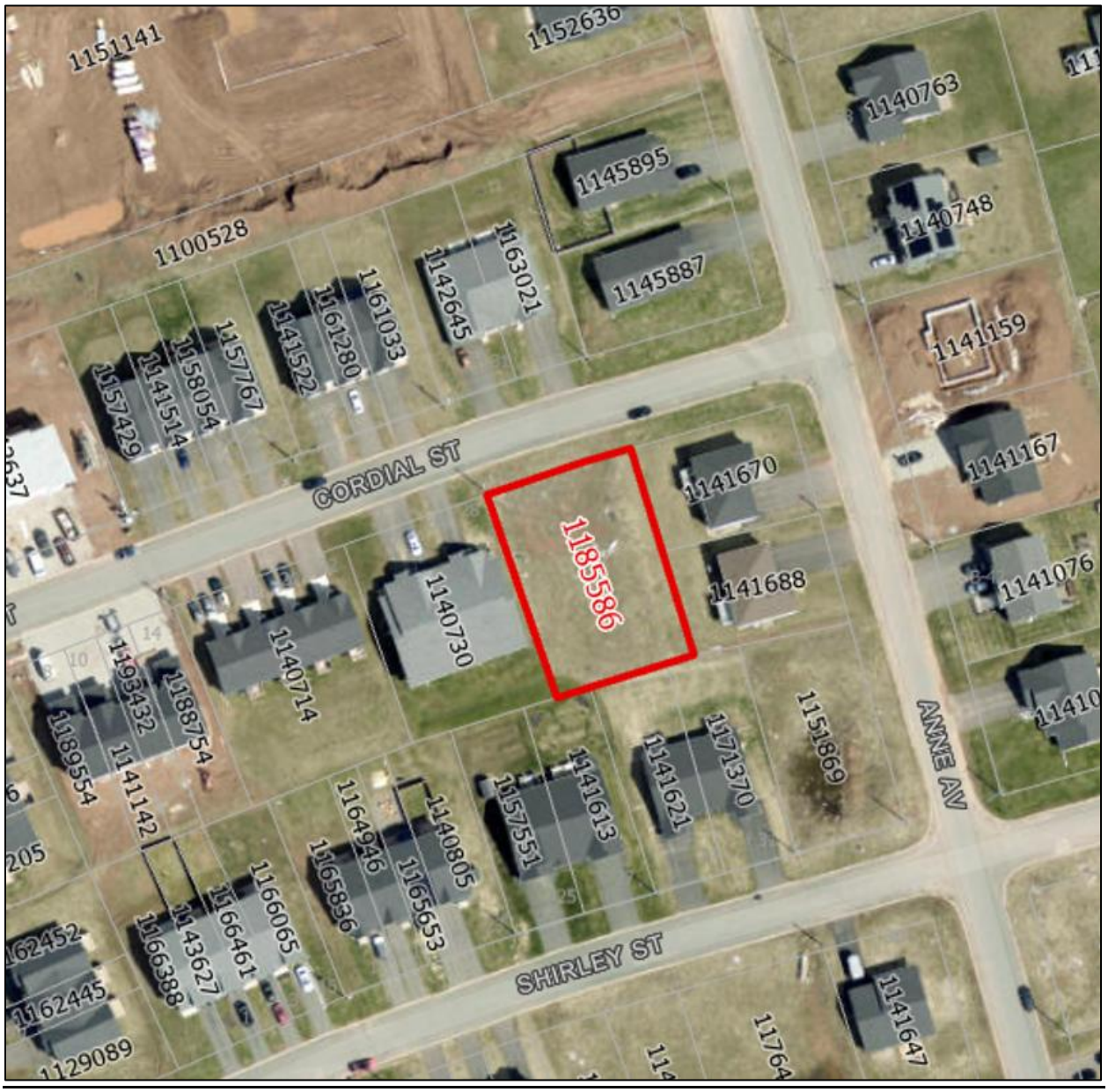
As of the writing of this report (July 30, 2026), no responses have been received.

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

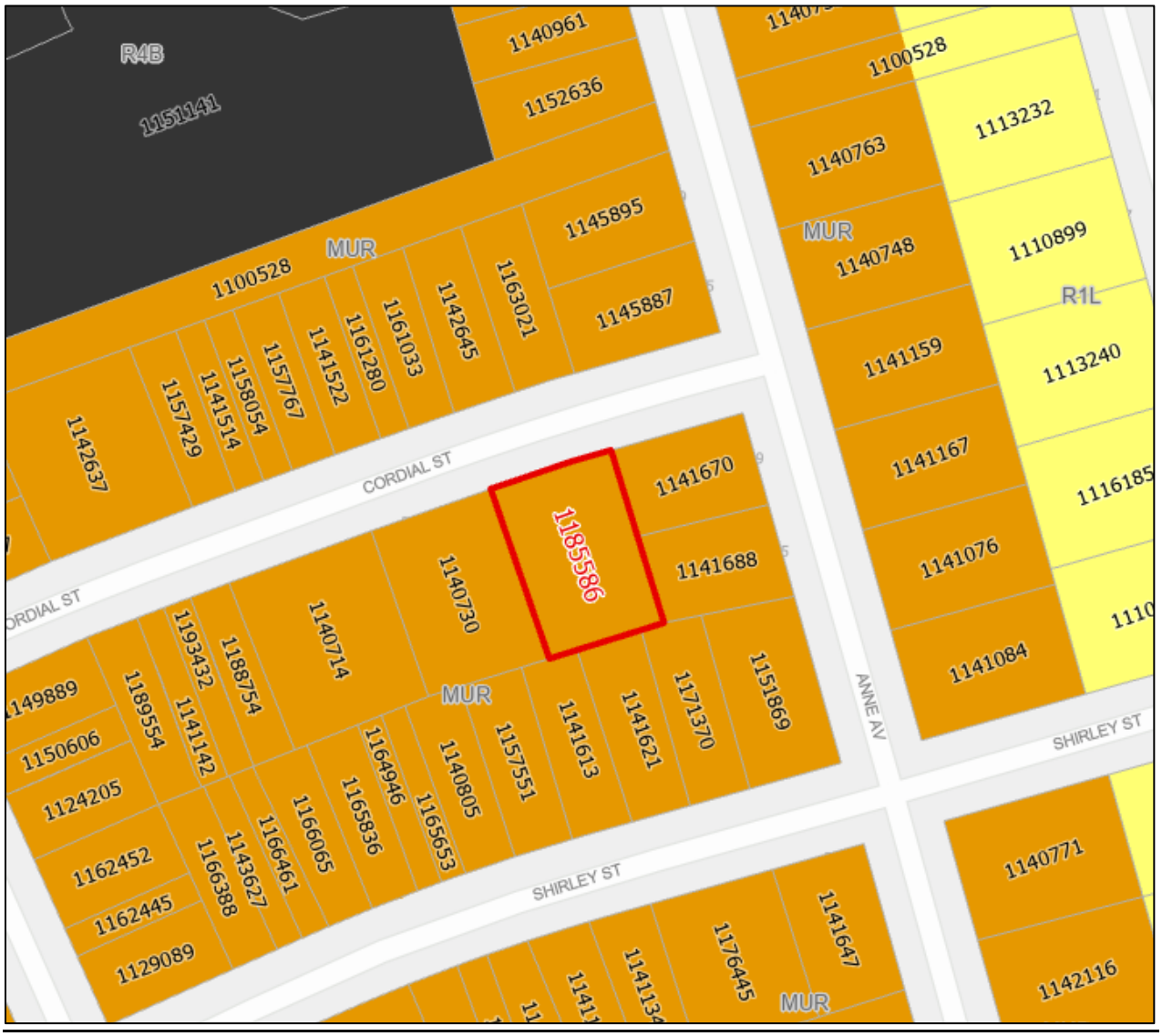
Legislative Authority:
Zoning and Development Bylaw
Official Plan
Strategic Plan

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, 07/30/2026

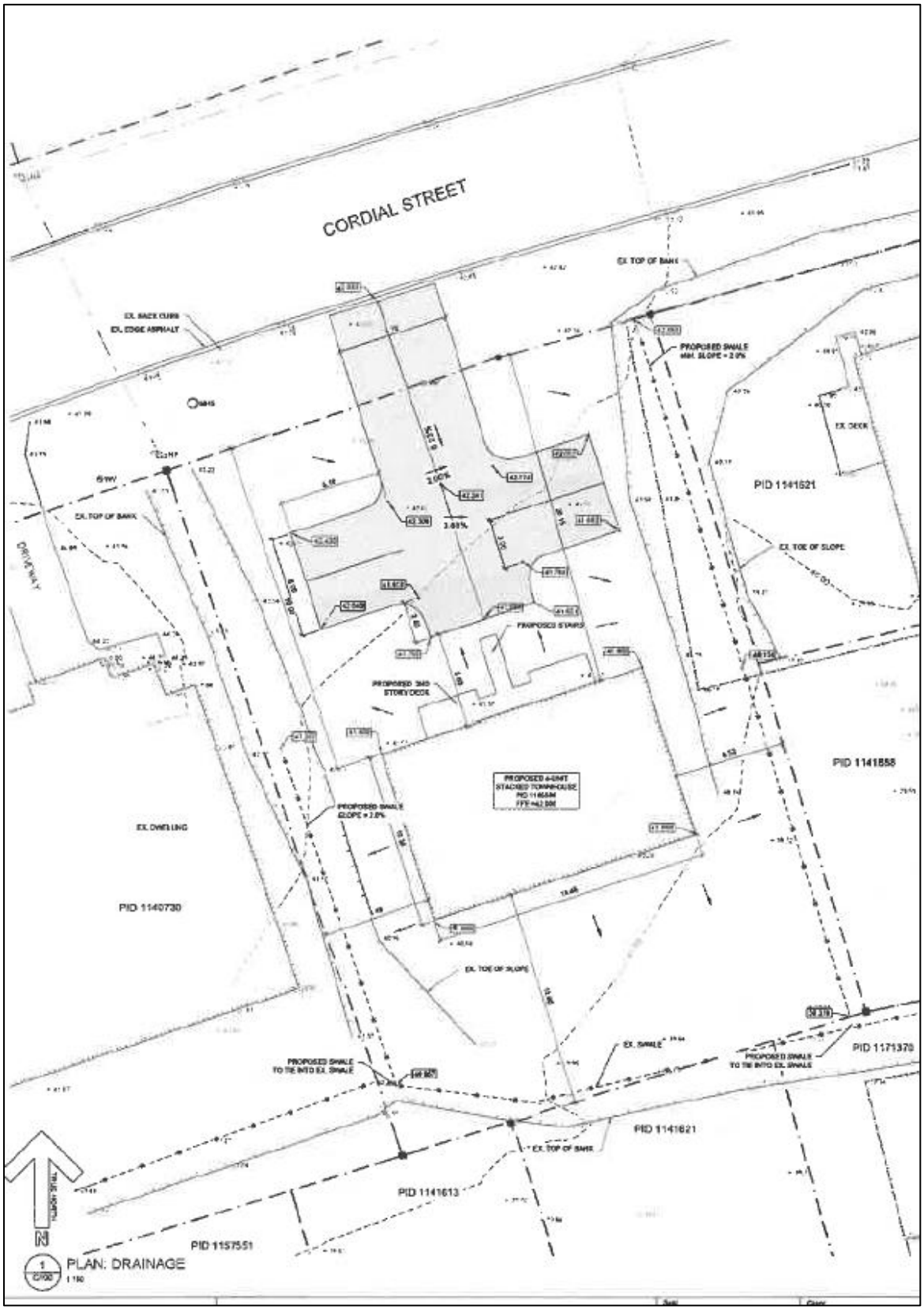
Attachment “A” – Air Photo:



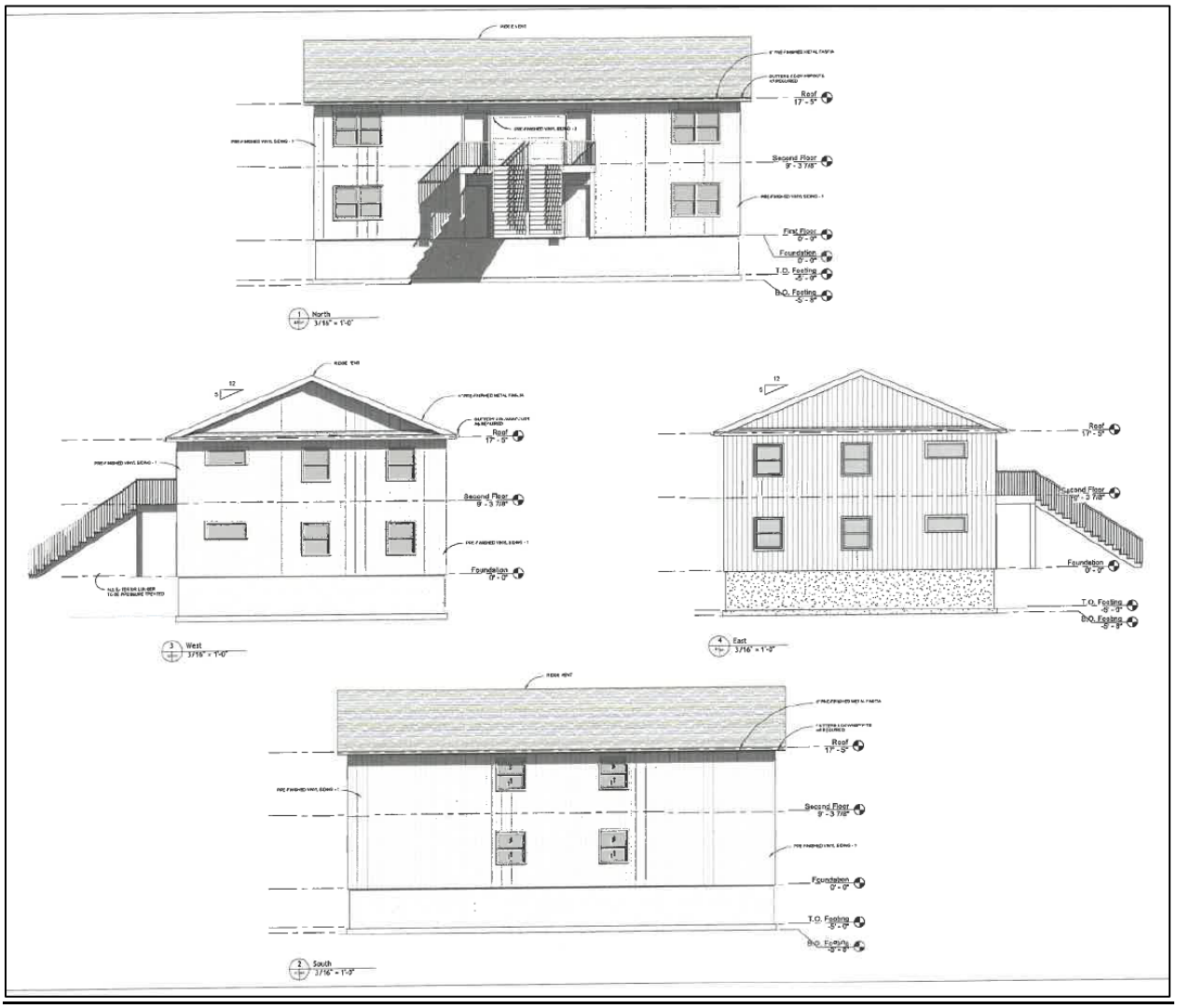
Attachment "B" – Zoning Map:



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



Attachment "D" – Building Elevations (submitted by applicant)



Attachment "E" – Circulation Letter (July 15, 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

July 15, 2026

RE: 32 Cordial Street, A to D (PID# 1185586)

Dear Property Owner:

The City of Charlottetown Planning & Heritage Department received a request for a Major Variance seeking permission to construct a new stacked townhouse building (4 units total) on property identified as 32 Cordial Street, A to D (PID# 1185586) in the Medium Density Mixed Use Residential (MUR) Zone whereas as per Section 21.2.4 of the Zoning & Development Bylaw, no more than 3 townhouse dwellings with a maximum of 12 units total shall be permitted to be constructed on adjoining lots on the same side of the street.

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 Wednesday, July 29, 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, August 4, 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 “F” – Public Responses to Circulation

None.

City of Charlottetown Committee Report

Report No:
PLAN-2026-04-AUGUST-6B-1
Lots 526, 527 and 528 Essex Crescent
(PIDs# 1100619, 1187640 and 1187632)

Date:
August 4, 2026

Directed to Council through the following Committee:
Planning Board

Reporting Department:
Planning and Heritage

Other Associated Departments:
N/A

Prepared by:
Sonia Kamal, Planner II

Attachments:

A. Air Photo
B. Zoning Map
C. Site Plan
D. Floor Plans
E. Building Elevations

Report Title:

Rezoning (PIDs# 1100619, 1187640 and 1187632), 526, 527 and 528 Essex Crescent. The application has been made by Nick Farquarson on behalf of owner Thunder Cove Properties Inc. & Brett Vessey Construction.

Report Purpose:

Request to rezone subject properties from the Low Density Residential (R-2S) to Narrow Single Detached Residential (R-1N).

Staff Recommendation:

The Planning and Heritage Department encourages Planning Board to recommend to Council that the following rezoning request for the subject property identified as Lots 526, 527 and 528 Essex Crescent (PIDs# 1100619, 1187640 and 1187632) proceed to public consultation:

1) To rezone the subject property identified as Lots 526, 527 and 528 Essex Crescent (PID#s 1100619, 1187640 and 1187632) from the Low Density Residential Single (R-2S) Zone to Narrow Single Detached Residential (R-1N) Zone to facilitate the consolidation of the existing lots and their future re-subdivision into five single-detached residential lots within the R-1N Zone.

Report Details:

Development Context:

The subject properties are vacant lots located within an established residential neighbourhood along Essex Crescent. The surrounding area is predominantly developed with single-detached and semi-detached dwellings, with only a limited number of undeveloped parcels remaining. Properties to the north, east, and west are also zoned R-2S and contain established residential development. The lands south of Royalty Road are zoned Low Density Residential (R-1L) and are primarily developed with single-detached dwellings on larger lots, while an Open Space (OS) zone is located further southeast of the subject properties (see Attachment B).

LEGISLATIVE REQUIREMENTS:

Notification:

Should the rezoning application be approved to proceed to the public consultation phase, the Planning & Heritage Department will provide public notice of the scheduled Public Meeting in accordance with Section 3.10.4 of the Zoning & Development Bylaw.

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.

Planning staff are of the opinion that the project has merit with sufficient information provided to date by the applicant to allow for consideration of the proposed rezoning via the Public Meeting process with Council.

CONCLUSION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request to proceed to public consultation to consider a Zoning Bylaw Amendment (Rezoning) to rezone the subject properties identified as Lots 526, 527 and 528 Essex Crescent (PIDs# 1100619, 1187640 and 1187632) from the Low Density Residential Single (R-2S) Zone to the Narrow Single Detached Residential (R-1N) Zone to facilitate the consolidation of the existing lots and their future re-subdivision into five single-detached residential lots within the future (R-1N) Zone

Council or Committee History:
N/A

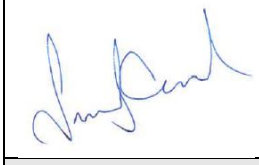
Financial Implications:
N/A

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:
Sonia Kamal, M.Plan, B.Arch
Planner II



Reviewed By:

Manager	**Director/CAO**
David Gundrum, RPP, MCIP, 07/29/2026	Michael Ruus, RPP, MCIP, 07/29/2026

Committee Recommendation: (if differing from staff)

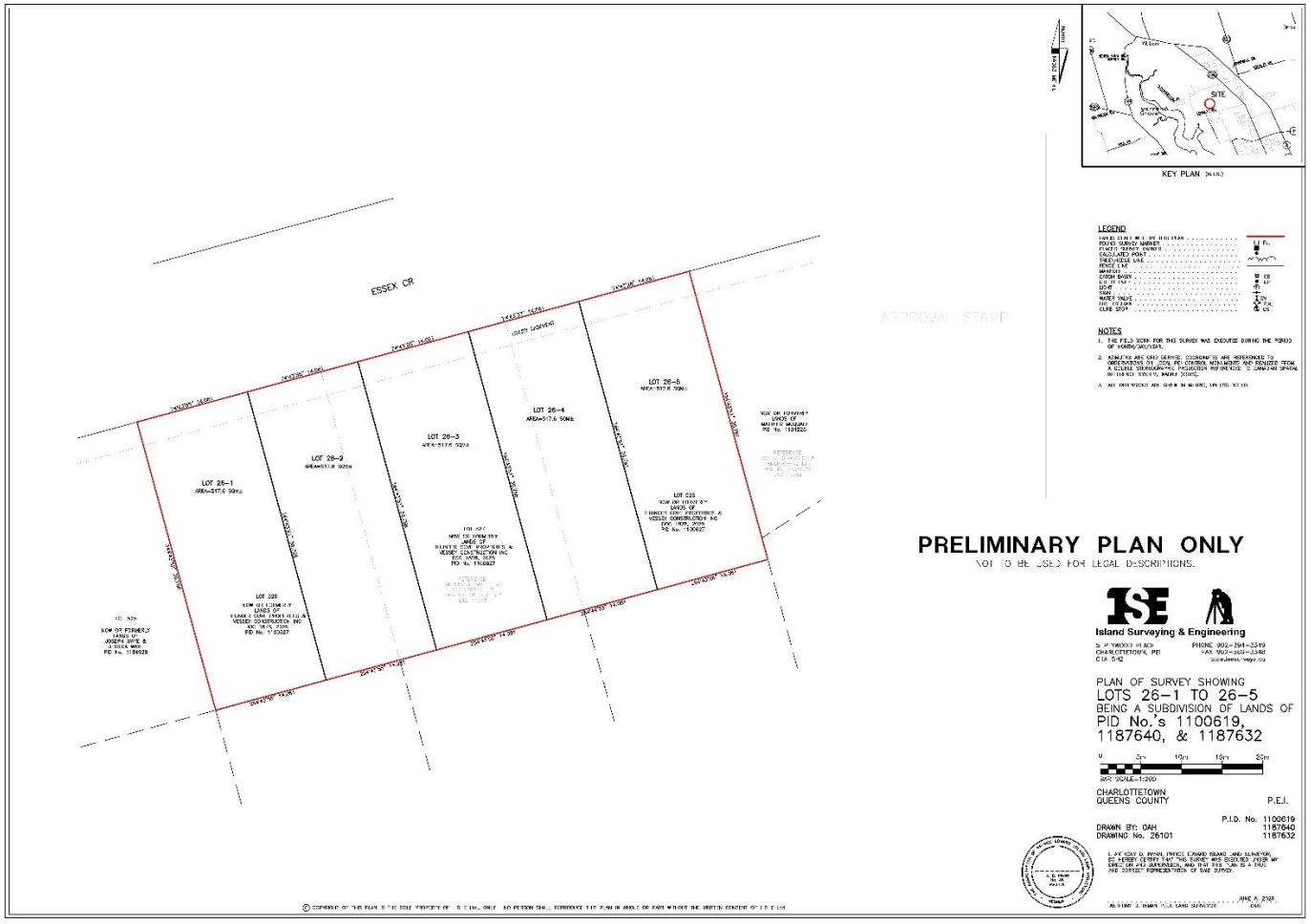
Attachment A: Air Photo



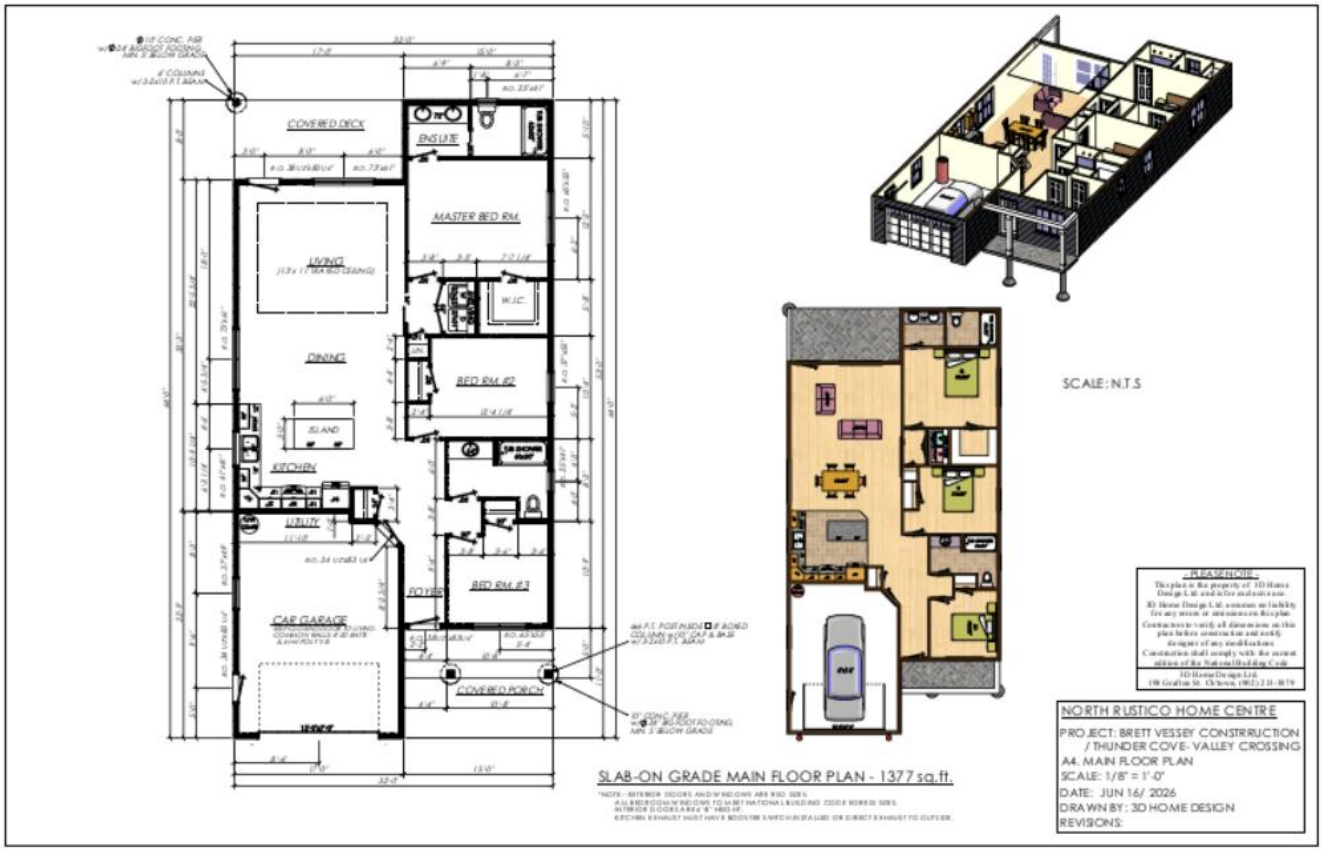
Attachment B: Zoning Map



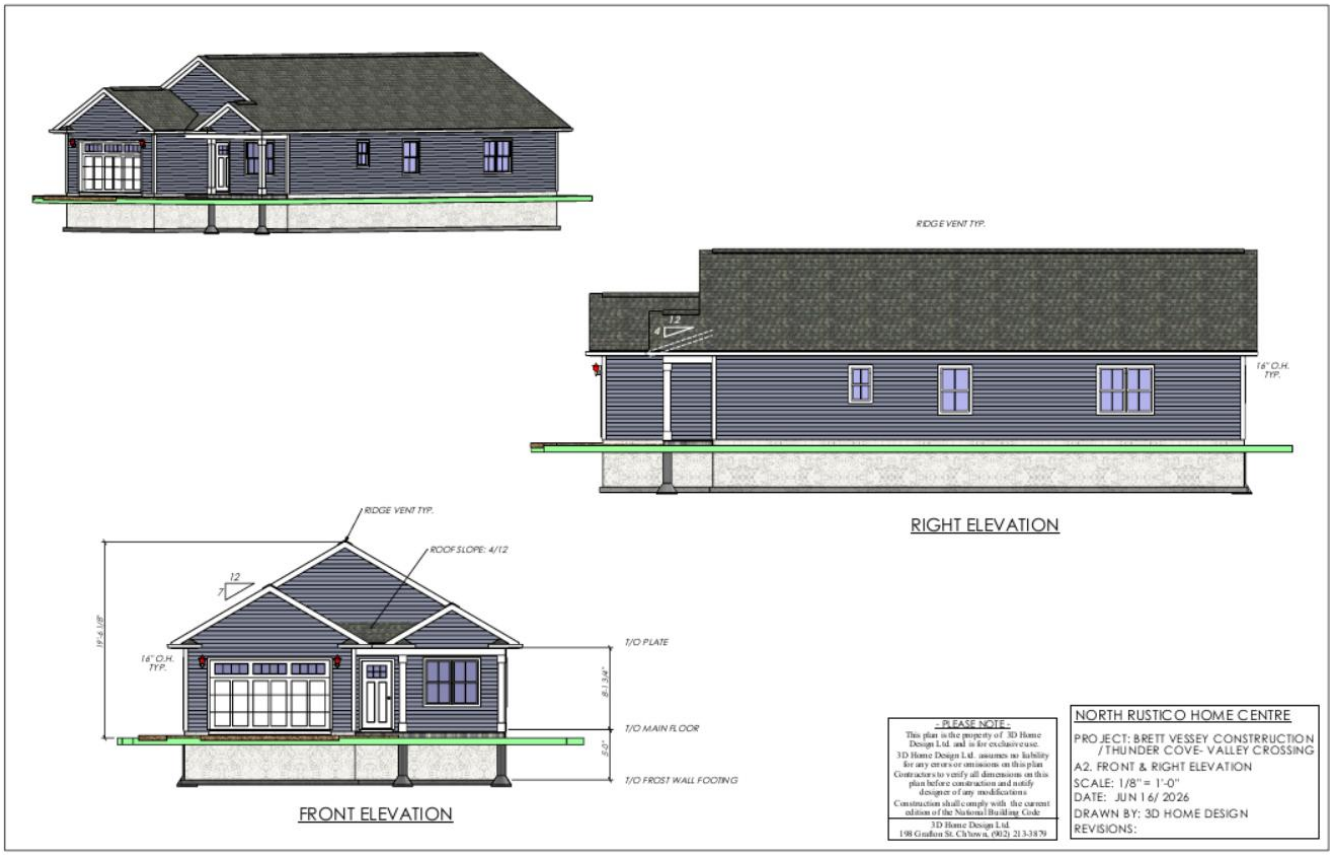
Attachment C: Site Plan



Attachment D: Floor Plans



Attachment E: Building Elevations



City of Charlottetown Committee Report

Report No:
PLAN-2026-04-AUGUST-6C-1

Date:
August 4, 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. Proposed Site Plan
B. Traffic Impact Statement
C. Aerial View

Report Title:
Request for a new drive-thru queuing and stacking plan for property identified as PID# 134114 (southeast parcel at intersection of Sherwood Road and Brackley Point Road). This is also a request for lot consolidation to consolidate a portion of property to the south with the principle future development site to the north, both parcels share the same PID# 134114. The application has been made by David Crane, P.Eng. on behalf of the owners (Government of Canada).

Report Purpose:
The subject property is zoned Airport (A) Zone and is currently a vacant, undeveloped parcel of land measuring approximately 1.77 acres (0.72 hectares) in size with frontage to the north along Sherwood Road and frontage to the west along Brackley Point Road and sits adjacent to the traffic turning circle at this intersection. Surrounding land uses include the Charlottetown Airport to the north and east and vacant undeveloped lands to the south forming additional lands owned by the Canadian Federal Government also in the Airport (A) Zone. Immediately across Brackley Point Road to the west is a FedEx logistics distribution centre on property in the Business Park Industrial (M-3) Zone.

The proposed site for the new drive-thru has frontage and access to Sherwood Road to the north and is proposed to have frontage and access along 2 access points onto a proposed new road yet to be built to the east (see Attachment A). Planning staff note that this application is primarily traffic-related and that the accompanying professional traffic report submitted by experts in this field provide a qualified analysis and opinion to assess the overall impact of the proposed drive-thru with respect to the local road network.

Report Details:

The Traffic Impact Study (TIS) report completed by Harbourside Transportation Consultants (see Attachment B), dated July 7, 2026 analyzed forecast traffic count impacts with respect to the three (3) proposed road access points for the subject property and its envisioned development as well as for the roundabout located at the intersection of Sherwood Road and Brackley Point Road (see Attachment B).

As noted by the TIS, the proposed development will include a 477 square metre (5,134 square feet) single-storey building including new gas station with 8 fuel pumps and space for a future drive-thru car wash. The proposed building will be divided between a 204 square metre (2,196 square feet) space with a drive-thru window, assumed to be a future coffee shop, and a 272 square metre (2,928 square feet) space, assumed to be a future convenience store. The proposed site plan includes two (2) drive-thru lanes and a total of fifty-nine (59) parking spaces (see Attachment A).

Among the three (3) combined uses for the site (gas station, car wash and convenience store/coffee shop), the TIS estimates that there would be a total of 319 AM Peak Hour trips generated and a total of 250 PM Peak Hour trips generated. The TIS also estimates that 90% of traffic will enter the site from Access #1 from Sherwood Road and that 40% of traffic will exit this point of contact. A total of 10% of traffic is estimated to enter through Access #2 with 60% exiting through this access while all drive-thru traffic will exit the site through Access #3 (see Attachment B).

For local comparable drive-thru locations, the TIS referenced the Tim Hortons site at 385 Grafton Street (Charlottetown), the Tim Hortons site at 625 North River Road (Charlottetown) and the Tim Hortons site at 512 Main Street (Montague).

Based on the TIS report, the new development for the subject property identified as PID# 134114 is expected to increase traffic by approximately 76 vehicle trips in the AM Peak Hour (7:00AM to 9:00AM) and by about 72 vehicle trips in the PM Peak Hour (3:00PM to 6:00PM).

The TIS report notes that stopping sight distance would be met at all site accesses and the proposed road also noting that intersection sight distance is potentially limited at Site Access #1 and the proposed new road but not of significant concern. The proposed development is expected to meet both parking and queuing requirements for the City of Charlottetown.

The TIS concludes that the development will result in longer delays for the southbound approach at Brackley Point Road and Sherwood Road by up to 8 seconds in the AM Peak Hour (7:00AM to 9:00AM) while all other approaches to the roundabout are expected to increase by less than 2.5 seconds during this time.

All site accesses at Sherwood Road and the proposed new road are anticipated to have no operational issues.

The proposed subdivision and consolidation of approximately 0.74 acres (0.30 hectares) of land to the south to be merged with the existing site measuring approximately 1.77 acres (0.72 hectares) to yield a new lot of approximately 2.51 acres (1.02 hectares) is deemed to be legal and technical in nature to help facilitate the proposed development and can be supported based on the supportive TIS in this case.

Conclusion:
The proposed site and queuing plan provides sufficient space to safely operate a drive-thru restaurant and car-wash located at the unaddressed parcel on the southeast corner of the intersection of Sherwood Road and Brackley Point Road identified as PID# 134114. Therefore and on this basis, the Planning & Heritage Department recommends that the City Planning Board recommends to City Council that the application submitted by the owner's agent (David Crane, P.Eng.) and supporting traffic study prepared by Harbourside Transportation Consultants dated July 7, 2026 for the development of a combined drive-thru car wash and restaurant with queuing spaces at PID# 134114 be accepted. The Planning & Heritage Department also recommends that the City Planning Board recommends to City Council that the supporting lot consolidation also be approved.

Council or Committee History:
N/A

Financial Implications:
N/A

Public Engagement and Communication:
Notification is not required for this application. The provision to forward such requests to Planning Board and Council for consideration in the Zoning and Development By-law was put in place to ensure that the technical merits associated with the queuing spaces for a drive-thru were properly addressed through professional review. Upon the recommendation of Council with input from Public Works as well as the findings of the supporting professional traffic report completed by a licensed traffic engineer, approval can be supported and provided. As noted, the related lot consolidation has been deemed to be legal and technical in nature to support the intended development.

Legislative Authority:
Zoning and Development Bylaw
Official Plan
Strategic Plan

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

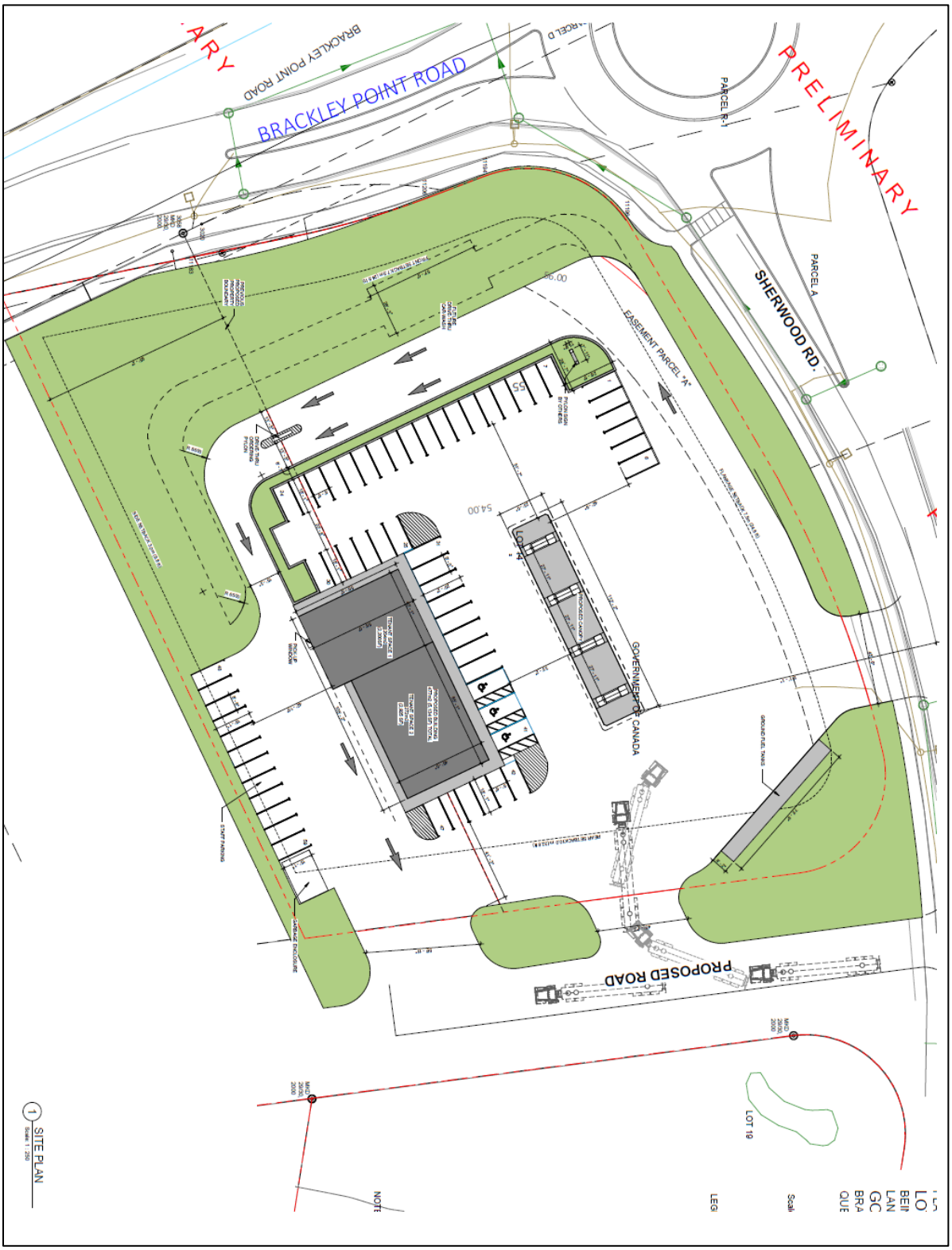
Submitted by Planner:
David Douglas Gundrum, RPP, MCIP
Manager of Development Planning



Reviewed By:

Manager	**Director/CAO** Michael Ruus, RPP, MCIP, 07/30/2026

Attachment "A" - Proposed Site Plan



Attachment "B" – Traffic Impact Statement

YYG QUICK STOP TRAFFIC IMPACT STUDY



SUBMITTED BY:
Harbourside Transportation Consultants
219 Waverley Rd, Suite 200
Dartmouth, NS, B2X 2C3
HarboursideEngineering.ca

Contact: Michael MacDonald
Email: mmacdonald@harboursideengineering.ca
Phone: 902-405-4696
Date: 2026-Jul-7
File No. 262066

1. INTRODUCTION

Harbourside Transportation Consultants has completed a Traffic Impact Study (TIS) in support of the planning application for a gas station with a convenience store, drive-through coffee shop, and a drive-through car wash near the Charlottetown Airport.

1.1. SCOPE

The scope of the TIS includes:

- Assessment of the current traffic conditions within the study area,
- Estimates of traffic generated by the subject site,
- Assessment of the impact of future traffic on the study area road network, and
- Recommendations necessary to mitigate the impacts of site-generated traffic.

1.2. STUDY AREA

The subject site is located on the corner of Sherwood Road and Brackley Point Road near the Charlottetown Airport (YYG). The location of the development site is illustrated in Figure 1.



Figure 1: Study Area

The study intersection of Brackley Point Road and Sherwood Road is a four-leg, single-lane roundabout with a multi-use path (MUP) along the east side. Roadways of interest within the study area include:

- **Brackley Point Road:** Brackley Point Road is a segment of Route 15, a major collector roadway that runs in a north-south direction from Sherwood, near Charlottetown, to Brackley Beach. Near the study area, Brackley Point Road has a two-lane cross-section with one lane in each direction and auxiliary turning lanes at intersections and major driveways. There is an existing MUP along the east side of the road.
- **Sherwood Road:** Sherwood Road is a minor collector roadway that runs in an east-west direction from Lower Malpeque Rd to the Charlottetown Airport. Sherwood Road has a two-lane cross-section with one lane in each direction.

2. EXISTING TRANSPORTATION NETWORK

2.1. INTERSECTIONS

The intersections assessed in this study (locations shown in Figure 3) are as follows:

1. Brackley Point Road & Sherwood Road (roundabout)
2. Sherwood Road & Site Access 1 (unsignalized)
3. Sherwood Road & Proposed Road (unsignalized)
4. Proposed Road & Site Access 2 (unsignalized)
5. Proposed Road & Site Access 3 (unsignalized)

2.2. WALKING & CYCLING

The only walking and cycling infrastructure within the study area is the multi-use path along the east side of Brackley Point Road. It runs from St. Peters Road and Macwilliams Road/Greenwood Drive, along Trunk 2, the Trans Canada Highway, and Trunk 15 to Brackley Point Road and Union Road.

2.3. TRANSIT

The study area is served by T3 Transit Route #11 Sleepy Hollow – Winsloe – Airport. The route runs clockwise from the Royalty Crossing Mall Transfer Hub to West Royalty, Sleepy Hollow, Winsloe, the Charlottetown airport and back to Royalty Crossing before 1pm. After 1pm it runs counterclockwise from the Royalty Crossing Mall Transfer Hub to the Charlottetown Airport, Winsloe, Sleepy Hollow, West Royalty, and back to Royalty Crossing. Three journeys per day bypass Sleepy Hollow and two other journeys per day have extended routes to Royalty Junction. The transit stops closest to the subject site are MacAleer and Brackley (635 metres from the site), Airport Crosswalk (390 metres from the site) and Airport/Maple Hills and Sherwood (220 metres from the site).

2.4. EXISTING TRAFFIC VOLUMES

Turning movement counts were collected at the study intersection using Miovision 'Scout' video data collection devices on Tuesday, June 16th, 2026. The turning movement counts recorded traffic data during the morning peak period (7:00 to 10:00 AM), mid-day peak period (11:00 AM to 2:00 PM) and afternoon peak period (3:00 ato 6:00 PM). Motor vehicle volumes classified as lights, mediums, and articulated trucks were reported in 15-minute intervals. **Appendix A** contains the traffic count data. Figure 2 illustrates the weekday AM and PM peak hour traffic volumes at the study intersection.

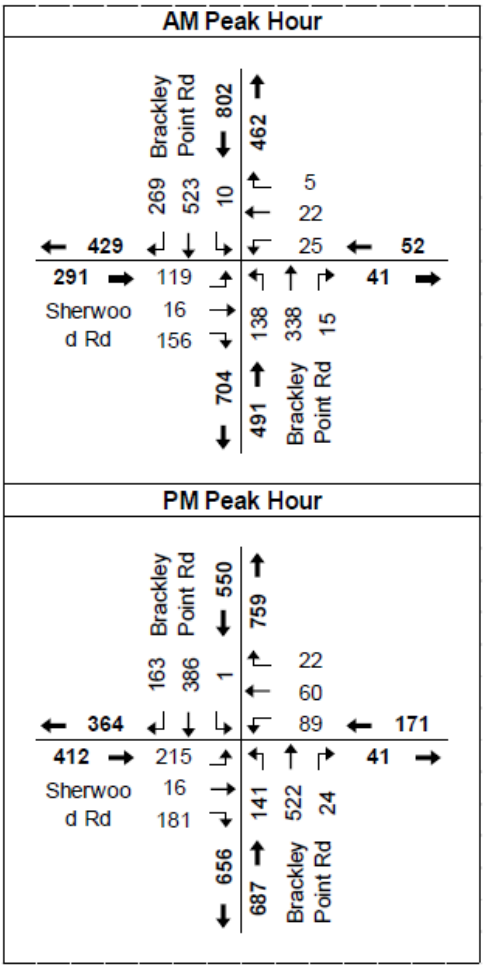


Figure 2: Existing AM & PM Traffic Volumes

3. PROPOSED DEVELOPMENT

3.1. DEVELOPMENT DESCRIPTION

The proposed development will include a 477m^2 single storey building, 8 fuel pumps, and space for a future drive-through car wash. The building will be divided into a 204 m^2 space with a drive through window, assumed to be a coffee shop, and a 272 m^2 space, assumed to be a gas station convenience store. There are two drive-through lanes and 59 parking spaces on the plan illustrated in Figure 3.

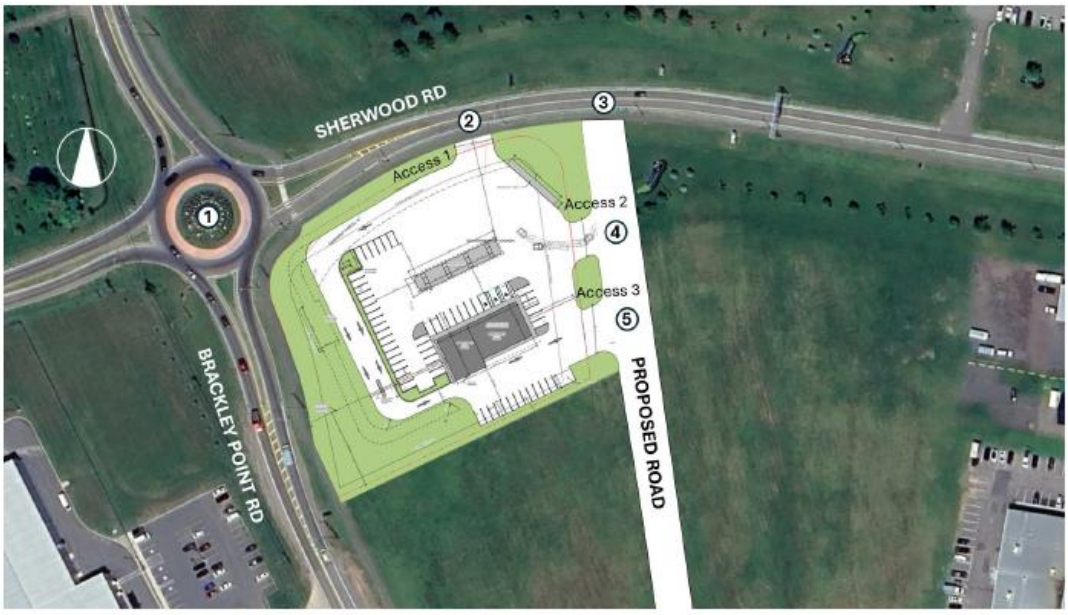


Figure 3: Site Development Plan

3.2. SIGHT DISTANCE REVIEW

There are three proposed site accesses. The first exits directly onto Sherwood Road, approximately 76 metres from the Brackley Point Road and Sherwood Road roundabout. The other two would connect to a future proposed road from Sherwood Road, between Brackley Point Road and Maple Hills Avenue. The proposed road connects Sherwood Road to Maple Hills Avenue, as shown in Figure 1.

A sight distance review was completed at the proposed accesses and new road to confirm the sight lines meet the Stopping Sight Distance (SSD) and Intersection Sight Distance (ISD) requirements of the Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads*[1].

The minimum stopping and intersection sight distance requirements for accesses on Sherwood Road, a two-lane roadway with a design speed of 60 km/h, are:

- Minimum SSD = 85m,
- Minimum ISD – left-turn from stop = 130m, and
- Minimum ISD – right-turn from stop = 110m.

SSD will be met at the site access on Sherwood Road. ISD is not met looking left for a 60 km/h design speed due to the proximity to the roundabout at Brackley Point Road and Sherwood Road. Because traffic will be moving slower exiting the roundabout and SSD is met at the access, the access is considered to have acceptable sight distance measurements. If sight distance is considered a concern, Site Access 1 could be converted to a right-in-right-out access, eliminating left turns which require longer traffic gaps and further sight distances.

[1] Geometric Design Guide for Canadian Roads, Transportation Association of Canada, June 2017.

The SSD will be met at the intersection of Sherwood Road and Proposed Road. ISD looking right may be restricted by the Airport parking wayfinding sign and ISD looking left may be restricted by queues greater than two cars at Site Access 1. To prevent further sight distance restrictions, no high-profile design or landscaping elements (signs, trees, hedges) should be placed west of Site Access 1 along Sherwood Road.

Site Access 2 is approximately 45 metres and Site Access 3 is approximately 85 metres away from Sherwood Road and Proposed Road. If no high-profile design or landscaping elements are placed at the intersection, sight distances should be acceptable.

3.3. TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*[2] was used to estimate the vehicle trip generation for the proposed site development. Land use codes 937 Coffee/Donut Shop with Drive-Through Window, 945 Convenience Store/Gas Station, and 948 Automated Car Wash, General Urban/Suburban were used. Table 1 summarizes the trip generation rates for the land use code.

Table 1: Trip Generation Rates

Land Use	AM Peak Hour			PM Peak Hour		
	Rate	Entering	Exiting	Rate	Entering	Exiting
937 Coffee/Donut Shop with Drive-Through Window	85.41	51%	49%	39.00	50%	50%
945 Convenience Store/Gas Station	37.14	50%	50%	43.33	49%	51%
948 Automated Car Wash	14.89	55%	45%	24.40	49%	51%
Note: Rates are in vehicles trips per 1000 square feet of gross floor area (GFA)						

Trips generated by the subject site were refined into four categories:

- **Primary trips:** a trip made for the specific purpose of visiting the generator (i.e. leaving work to go to a convenience store and then returning to work). Primary trips add new traffic on Sherwood Road.
- **Diverted trips:** a trip made by traffic passing near the site on Brackley Point Road or the western side of Sherwood Road as an intermediate stop on the way from an origin to a primary trip destination (i.e. stopping for gas on the way home from work). Diverted trips add new traffic to Sherwood Road.
- **Pass-by trips:** a trip made by traffic passing the site on the eastern side of Sherwood Road as an intermediate stop on the way from an origin to a primary trip destination (i.e. stopping for gas on the way to pick someone up from the airport). Pass-by trips do not add new traffic to Sherwood Road.
- **Internal Trips:** a trip made within the site or in combination with a primary, diverted, or pass-by trip (i.e. getting a car wash because you are already at the site to get gas). Internal trips do not add new traffic to Sherwood Road.

An example of possible routes for each type of trip for a person approaching the roundabout northbound on Brackley Point Road is presented in Figure 4.

[2] Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, August 2025.

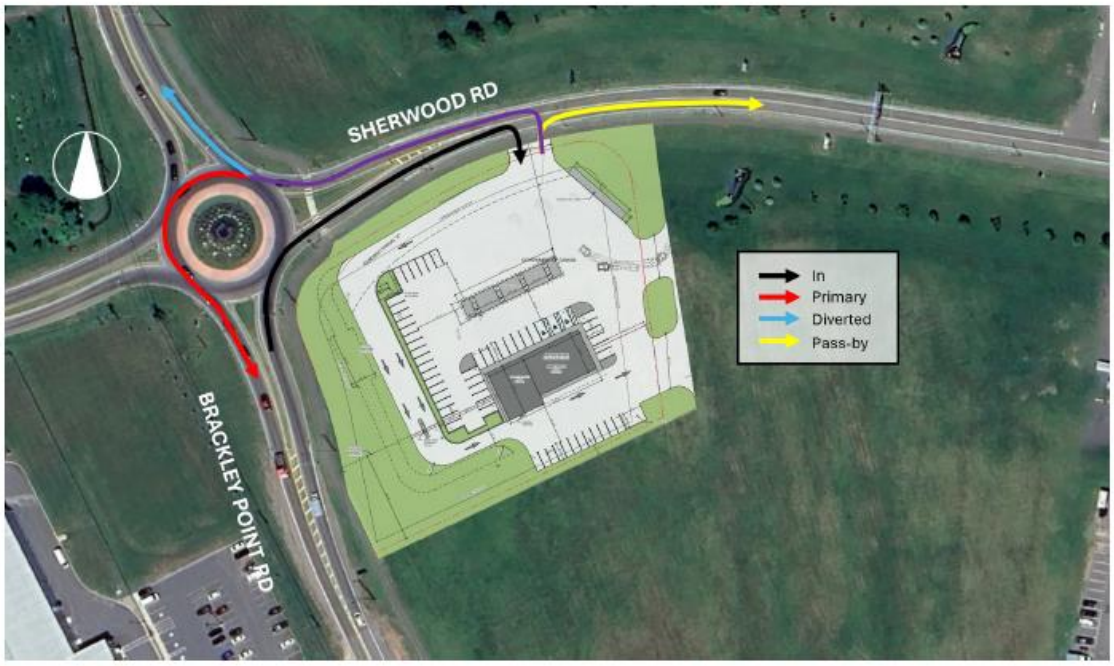


Figure 4: Trip Categories

ITE's vehicle pass-by rates for land use codes 937 Coffee/Donut Shop with Drive-Through Window and 945 Convenience Store/Gas Station were used to estimate the combined number of diverted and pass-by trips for the subject site. Table 2 summarizes the pass-by rates for the land use codes[3]. Trips generated by land use code 948 Automated Car Wash will be considered internal trips and will not impact traffic at the subject site.

Table 2: ITE Pass-by Trip Rates

Land Use Code	Average Pass-by Rate	
	AM Peak Hour	PM Peak Hour
937 Coffee/Donut Shop with Drive-Through Window	83%	81%
945 Convenience Store/Gas Station	60%	56%

The weekday AM and PM peak hours trip generation estimates are summarized in Table 3. On a typical weekday, the site is expected to generate a total of 319 vehicle trips (162 entering and 157 exiting) in the AM peak hour and 250 vehicle trips (123 entering and 127 exiting) in the PM peak hour.

The total trips represent the traffic entering and exiting the site driveway. However, not all traffic is new traffic added to Sherwood Road. Of the total trips, 76 trips in the AM peak hour and 72 vehicle trips in the PM peak hour are expected to consist of primary trips which will add traffic to Sherwood Road.

[3] Trip Generation Manual, 12th Edition, Institute of Transportation Engineers, August 2025.

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Table 3: Trip Generation Estimates

Land Use	Units	AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting
937 Coffee/Donut Shop with Drive-Through Window	2.20k	188	96	92	86	43	43
945 Convenience Store/Gas Station	2.93k	109	54	55	127	62	65
948 Automated Car Wash	1.50k	22	12	10	37	18	19
	Total:	**319**	**162**	**157**	**250**	**123**	**127**

Trips generated by the development were distributed to the study area road network based on the travel patterns observed from the traffic counts. Primary trip distribution was based on the average percentage of traffic entering and exiting the Brackley Point Road and Sherwood Road intersection from each direction. Diverted and pass-by trip distribution was based only on the percentage of traffic entering the Brackley Point Road and Sherwood Road intersection from each direction.

Trips were distributed between site accesses mainly based on shortest routes. It is estimated that 90% of traffic will enter and 40% of gas station traffic will exit Site Access 1, 10% of traffic will enter and 60% of gas station traffic will exit Site Access 2 and all drive-through traffic will exit Site Access 3.

Table 4 summarizes the trip distribution assumptions. Figure 5 and Figure 6 illustrate the site-generated traffic volumes for the weekday AM and PM peak hours. Negative numbers indicate changes in traffic from diverted and pass-by trips.

Table 4: Trip Distribution

To/From	Route	Primary	Pass-by AM	Pass-by PM
North	Brackley Point Rd	40%	50%	30%
South	Brackley Point Rd	40%	30%	40%
East	Sherwood Rd	0%	5%	10%
West	Sherwood Rd	20%	15%	20%

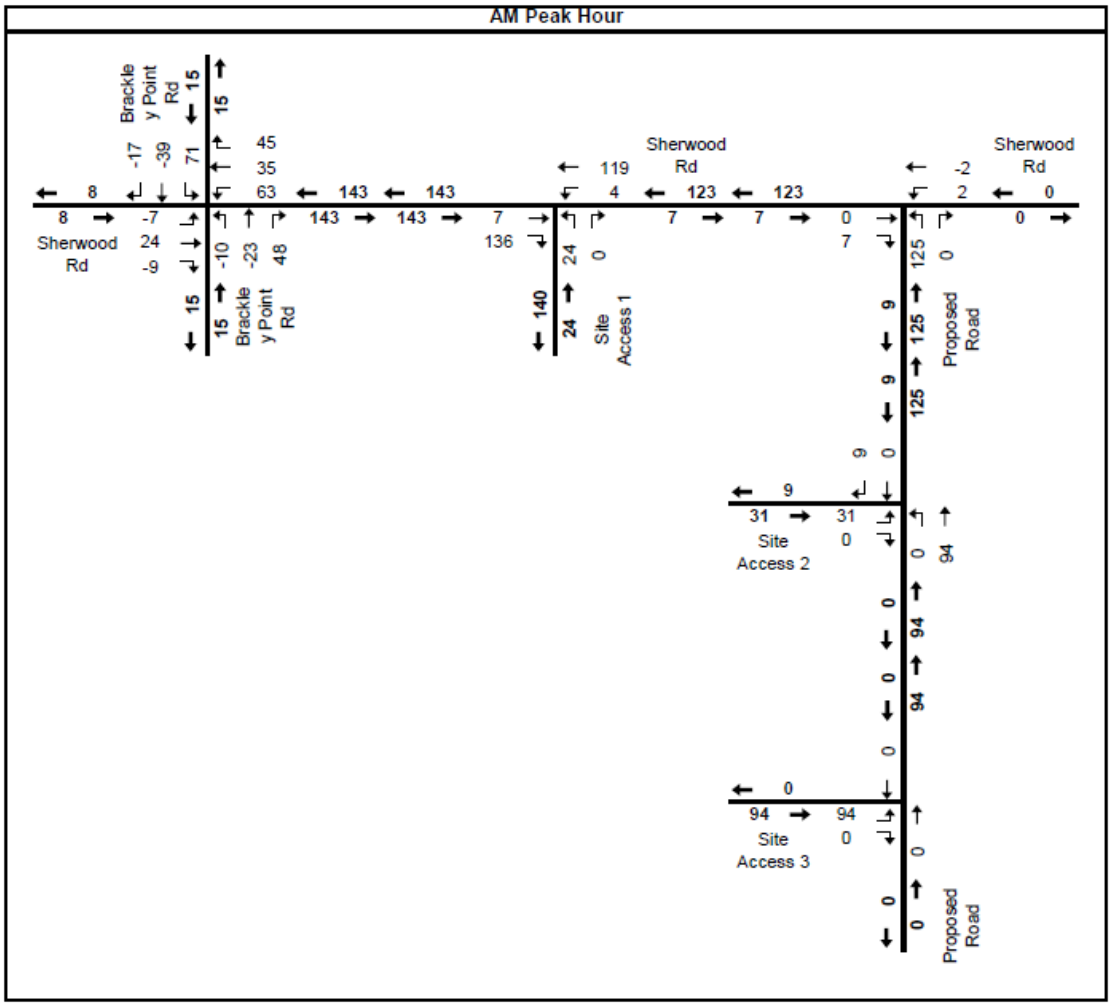


Figure 5: Development AM Traffic Volumes

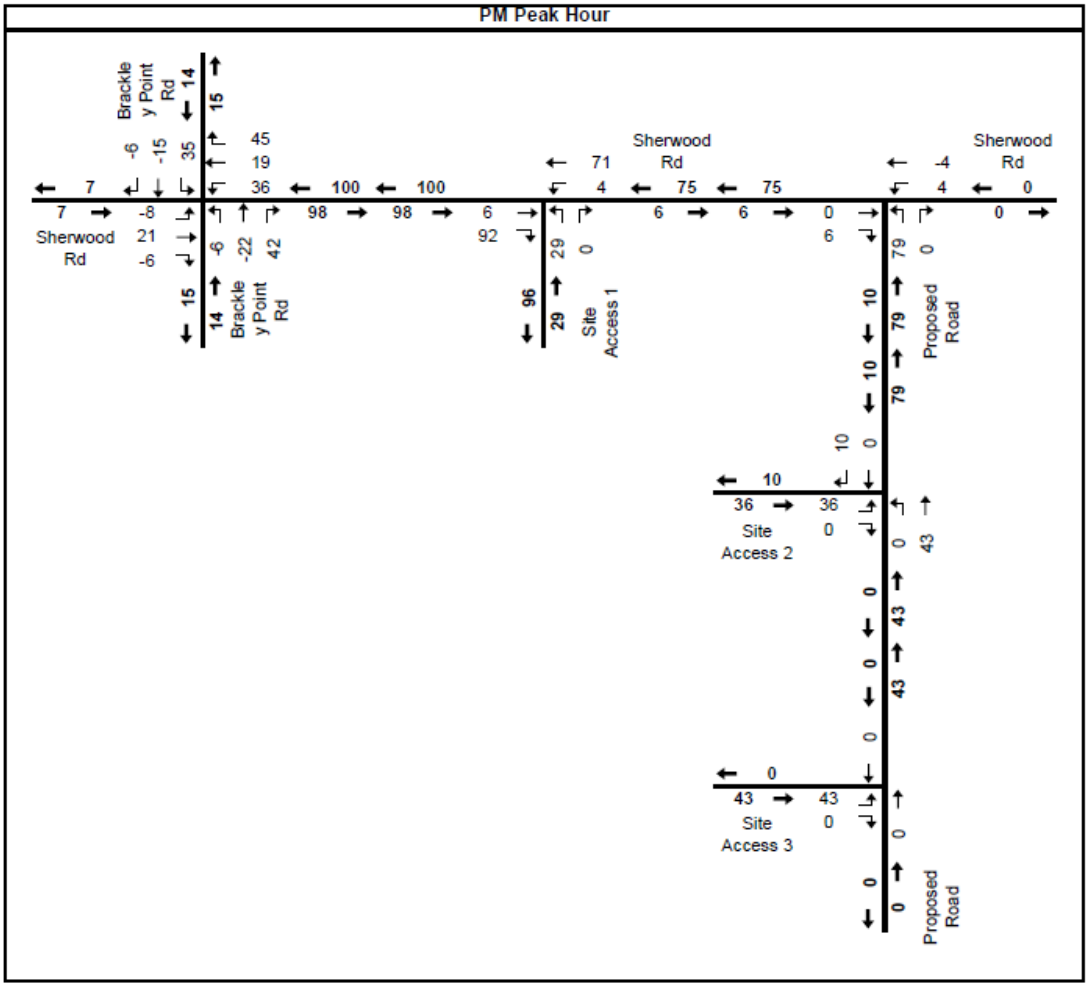


Figure 6: Development PM Traffic Volumes

3.4. DRIVE-THROUGH REVIEW

3.4.1. Restaurant

Data from field investigations at Tim Hortons sites in 2021 werel be used to inform capacity estimates for the drive-through. Drive through queues were recorded in 5-minute intervals at the following locations during the weekday AM peak hour (7:00 to 9:00 AM):

- 385 Grafton St, Charlottetown, PE (2.5k sq. ft.): The Grafton St Tim Hortons has a storage capacity of approximately 80 meters or 11 vehicles from the order kiosk to the roadway. The maximum drive-through queue length observed was 15 vehicles. The drive-through queues often exceeded the storage capacity of the drive-through and extend onto Grafton St.

- 625 North River Rd, Charlottetown, PE (3.4k sq. ft.): The North River Rd Tim Hortons has a storage capacity of approximately 100 metres or 13 vehicles from the order kiosk to the roadway. The maximum drive-through queue length observed was 14 vehicles.
- 512 Main St, Montague, PE (2.5k sq. ft.): The Main St Tim Hortons has a storage capacity of approximately 60 metres or 8 vehicles from the order kiosk to the roadway. The maximum drive-through queue length observed was 14 vehicles. The drive-through queues often exceeded the storage capacity of the drive-through and extend onto Main St.

Maximum queues were generally consistent at all locations with the maximum observed queue length between the three of 15 vehicles at the Grafton Street.

Available queuing space at the subject was estimated as being two cars wide from the drive-through ordering pylon to the corner and one car wide from the corner to Site Access 1. The storage length at the site is approximately 100m, 50m with two lanes and 50m with one lane. The estimated capacity is 18-20 vehicles. The proposed coffee shop has a footprint similar two of the locations observed in the 2021 study. The proposed storage capacity exceeds 15 vehicles and is expected to be sufficient to accommodate drive-through queues.

3.4.2. Car Wash

The *Charlottetown Zoning & Development Bylaw*[4] requires 5 queuing spaces inbound for car washes and outbound queuing spaces that does not interfere with the washing of the next vehicle. Approximately 15.5m or 2 vehicles worth of queuing space are available before the queue encroaches on the driveway space. Past the car wash exclusive queuing area car wash queues can share some of the drive-through queuing area for approximately 50m or 6 more vehicle spaces.

3.5. PARKING

There are 59 parking spaces available on the site. Table 5 shows the parking requirements from the *Charlottetown Zoning & Development Bylaw*[5]. If less than 164 m² of the Tim Hortons is dining space the amount of parking meets the requirement. Parking space dimensions meet the minimum requirement of 2.6m (8.5ft) by 5.5m (18.0ft).

Table 5: Parking Requirements

Land Use	Units	Requirement	Parking
937 Coffee/Donut Shop with Drive-Through Window	204 m²	1 space for every 4 sq. m (43.1 sq ft) of dining area plus queuing space as required by this by-law	Up to 41 (164 m² dining area)
945 Convenience Store/Gas Station	272 m²	2 spaces for the first 20 sq. m (215 sq ft) of Floor Area plus 1 additional space for each additional 20 sq. m of Floor Area.	15
Accessible Parking		3 reserved Parking Spaces for the mobility of the disabled per 26-100 Parking Spaces required	3
Total			**59**

[4] *Zoning & Development Bylaw (PH-ZD.2), City of Charlottetown, April 2026*
[5] *Zoning & Development Bylaw (PH-ZD.2), City of Charlottetown, April 2026*

4. FUTURE TRAFFIC VOLUMES

The future total traffic volumes consist of the sum of existing traffic volumes and trips generated by the study development. Figure 7 and Figure 8 illustrate the future total traffic volumes for the weekday AM and PM peak hours.

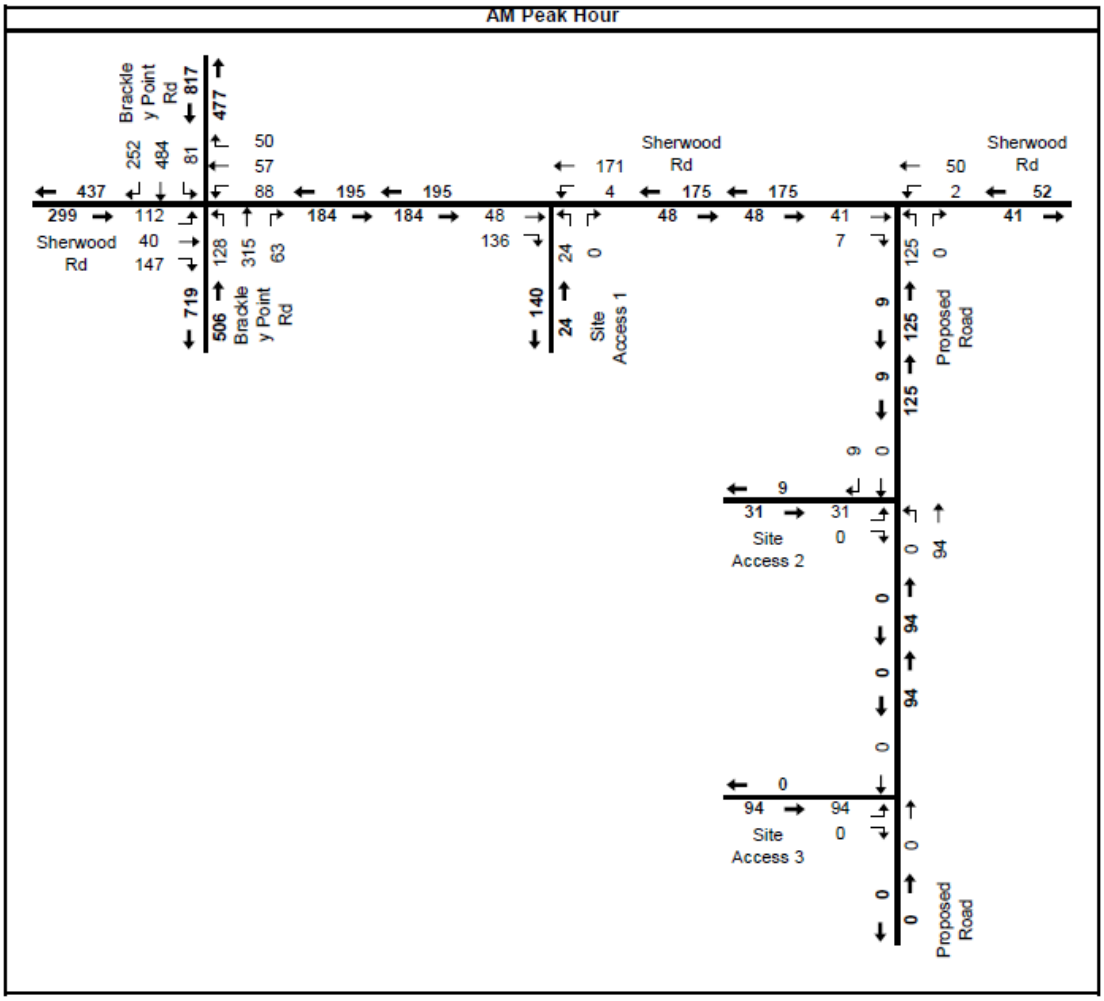


Figure 7: Future AM Traffic Volumes

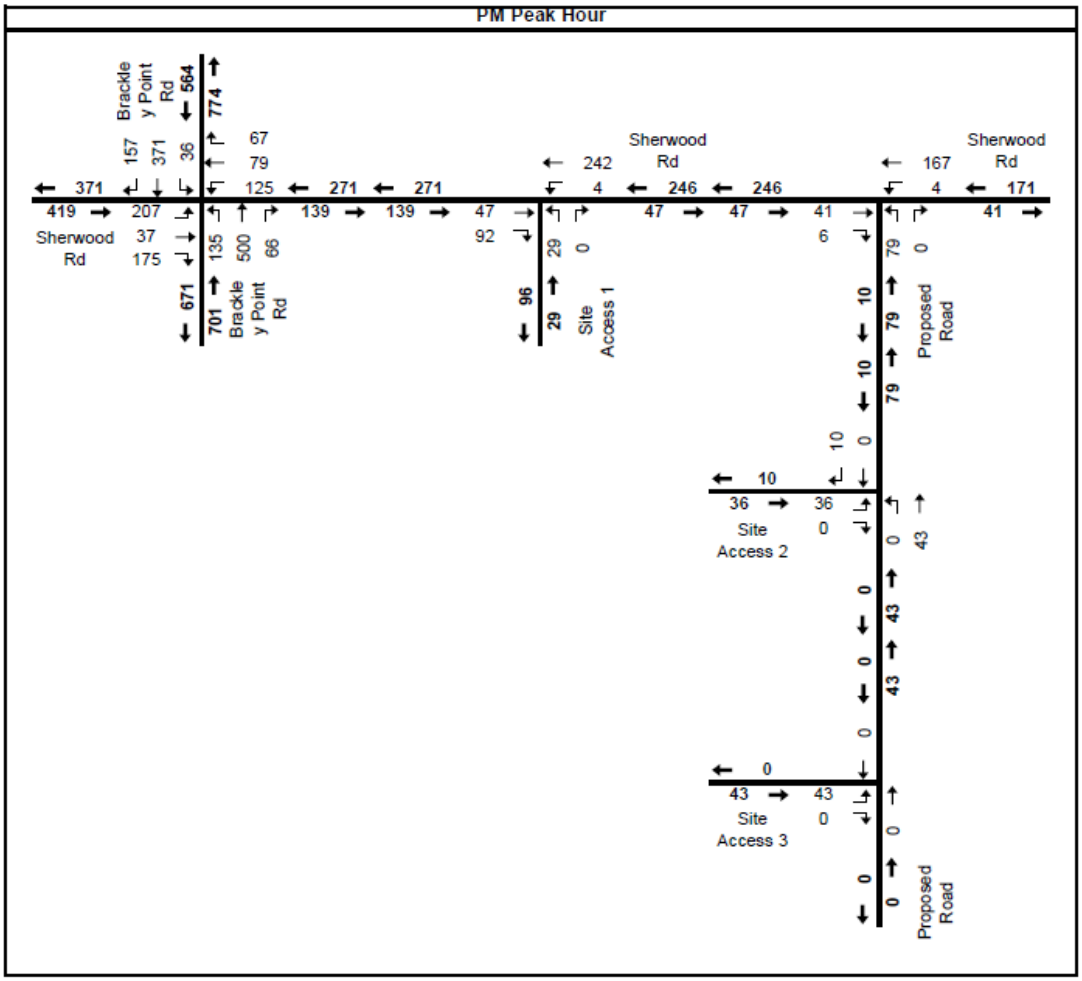


Figure 8: Future PM Traffic Volumes

5. INTERSECTION CAPACITY ANALYSIS

5.1. METHODOLOGY

Synchro Studio v12 software was used to develop base models of the signalized and unsignalized (stop-controlled) study intersections reflecting the existing weekday AM and PM peak hours. Specific model input parameters include:

- Existing lane configurations and traffic control,
- Traffic volumes derived from the traffic counts,
- Calculated peak hour factors for each intersection,
- Heavy vehicle percentages for each movement (minimum of 2%),
- Conflicting pedestrian volumes, and
- Synchro default values were used for all other inputs.

Junctions v11 (Arcady) software was used to develop base models of the roundabout study intersections. Specific model parameters include:

- Entry width and approach road half width based on existing lane configurations,
- Entry radius,
- Inscribed circle diameter,
- Conflict angle,
- Traffic volumes derived from the traffic counts, and
- Heavy vehicle percentages for each movement (minimum of 2%).

The models were used to assess existing and future traffic operations at the study area intersections, identify the need for any geometric or operational traffic control improvements to address any critical movements and to assess potential improvements. The following performance measures are reported:

- Delay and level of service (LOS) for each movement, approach and the overall intersection,
- volume-to-capacity ratio (v/c) for each movement, and
- 95th percentile queue lengths for each movement.

Each operational measure is compared to limits outlined in Table 6. Movements that are identified as "deficient" are considered critical in terms of operation and should be considered for geometric or other operational traffic control improvements.

Table 6: Intersection Performance Measures

Performance Measure	No Concern	Caution	Deficient
Level of Service (LOS)	LOS A to LOS D	LOS E	LOS F
Volume-to-capacity ratio (v/c)	<0.85	≥0.85 to <0.98	≥0.98
95th % Queue	<85% of storage	≥85% of storage	>storage

5.2. EXISTING CONDITIONS

Existing traffic operations at the study intersections were evaluated using existing traffic volumes. Table 7 and Table 8 summarize the results of the traffic analysis for weekday AM and PM peak hours. **Appendix B** contains the detailed Arcady reports.

Brackley Point Road and Sherwood Road operates at a level of service (LOS) B in the AM peak hour and A in the PM peak hour. Queues delays are longest for southbound traffic in the AM peak hour at

150m and 16.5 seconds respectively. There are no critical movements are identified at the study intersection.

Table 7: Existing Traffic Operations, AM Peak Hour

Existing Conditions - AM Peak Hour																		
Intersection	Control Type	Measure	Eastbound				Westbound				Northbound				Southbound				Overall
			Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
1: Brackley Point Rd & Sherwood Rd	RDBT	Volume (vph)	119	16	156	291	25	22	5	52	138	338	15	491	10	523	269	802	1636
		Delay (s)	<	6.8	>	6.8	<	5.1	>	5.1	<	6.5	>	6.5	<	16.5	>	16.5	11.3
		LOS	<	A	>	A	<	A	>	A	<	A	>	A	<	C	>	C	B
		v/c	<	0.38	>		<	0.07	>		<	0.49	>		<	0.80	>		
		95th% Q (m)	<	21	>		<	1	>		<	14	>		<	150	>		
		Storage (m)	<	325	>		<	310	>		<	520	>		<	335	>		

Table 8: Existing Traffic Operations, PM Peak Hour

Existing Conditions - PM Peak Hour																		
Intersection	Control Type	Measure	Eastbound				Westbound				Northbound				Southbound				Overall
			Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
1: Brackley Point Rd & Sherwood Rd	RDBT	Volume (vph)	215	16	181	412	89	60	22	171	141	522	24	687	1	386	163	550	1820
		Delay (s)	<	7.3	>	7.3	<	6.8	>	6.8	<	10.8	>	10.8	<	7.8	>	7.8	8.7
		LOS	<	A	>	A	<	A	>	A	<	B	>	B	<	A	>	A	A
		v/c	<	0.48	>		<	0.26	>		<	0.69	>		<	0.57	>		
		95th% Q (m)	<	20	>		<	11	>		<	50	>		<	12	>		
		Storage (m)	<	325	>		<	310	>		<	520	>		<	335	>		

5.3. FUTURE CONDITIONS

Future traffic operations at the study intersections with the build out of the development were evaluated using the future traffic volumes. Table 9 and Table 10 summarize the results of the traffic analysis for weekday AM and PM peak hours. **Appendix B** contains the detailed Arcady reports and **Appendix C** contains the detailed Synchro reports.

The southbound approach of Brackley Point Road and Sherwood Road is a critical approach in the AM peak hour. It is approaching capacity with a v/c = 0.86. It has a queue of 222m and a delay of 24.3 seconds, an increase of 72m and 7.8 seconds. All other approach delays are expected to increase by approximately 1 second in the AM peak hour and 2.5 seconds in the PM peak hour. Overall intersection delays at Brackley Point Road and Sherwood Road will increase by up to 3.5 seconds and the LOS will remain the same.

The new intersection with Sherwood Road and Proposed Road will operate at a LOS A, well below capacity on all approaches, with an overall delay of 0.7 seconds. Each of the new driveways will operate at LOS A and well below capacity. Site Access 1 has its highest overall delay of 5.2 seconds during the AM peak hour, Site Access 2 has its highest overall delay of 3.6 seconds during the PM peak hour, and Site Access 3 has its highest overall delay of 8.8 seconds during the AM peak hour.

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Table 9: Future Traffic Operations, AM Peak Hour

Future Conditions - AM Peak Hour																				
Intersection	Control Type	Measure	Eastbound				Westbound				Northbound				Southbound				Overall
			Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
1: Brackley Point Rd & Sherwood Rd	RDBT	Volume (vph)	112	40	147	299	88	57	50	195	128	315	63	506	81	484	252	817	1817
		Delay (s)	<	7.8	>	7.8	<	6.4	>	6.4	<	7.6	>	7.6	<	24.3	>	24.3	14.8
		LOS	<	A	>	A	<	A	>	A	<	A	>	A	<	C	>	C	B
		v/c	<	0.42	>		<	0.28	>		<	0.54	>		<	0.86	>		
		95th% Q (m)	<	23	>		<	10	>		<	13	>		<	222	>		
		Storage (m)	<	325	>		<	310	>		<	520	>		<	335	>		
2: Sherwood Rd & Site Access 1	TWSC	Volume (vph)	-	48	136	184	4	171	-	175	24	-	0	24	-	-	-	0	383
		Delay (s)	-	0.0	0.0	0.0	7.7	0.0	-	0.2	10.9	-	>	10.9	-	-	-	0.0	0.7
		LOS	-	A	A	A	A	A	-	A	B	-	>	B	-	-	-	A	A
		v/c	-	-	-		0.00	-	-		0.04	-	>		-	-	-		
		95th% Q (m)	-	0.0	0.0		0.0	0.0	-		0.8	-	>		-	-	-		
		Storage (m)	-	0	0		0	0	-		0	-	>		-	-	-		
3: Sherwood Rd & Proposed Road	TWSC	Volume (vph)	-	41	7	48	2	50	-	52	125	-	0	125	-	-	-	0	225
		Delay (s)	-	0.0	0.0	0.0	7.3	0.0	-	0.3	9.9	-	>	9.9	-	-	-	0.0	5.2
		LOS	-	A	A	A	A	A	-	A	A	-	>	A	-	-	-	A	A
		v/c	-	-	-		0.00	-	-		0.16	-	>		-	-	-		
		95th% Q (m)	-	0.0	0.0		0.0	0.0	-		4.6	-	>		-	-	-		
		Storage (m)	-	0	0		0	0	-		0	-	>		-	-	-		
4: Proposed Road & Site Access 2	TWSC	Volume (vph)	31	-	0	31	-	-	-	0	0	94	-	94	-	0	9	9	134
		Delay (s)	9.2	-	>	9.2	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	2.1
		LOS	A	-	>	A	-	-	-	A	A	A	-	A	-	A	A	A	A
		v/c	0.04	-	>		-	-	-		-	-	-		-	-	-		
		95th% Q (m)	0.8	-	>		-	-	-		0.0	0.0	-		-	0.0	0.0		
		Storage (m)	0	-	>		-	-	-		0	0	-		-	0	0		
5: Proposed Road & Site Access 3	TWSC	Volume (vph)	94	-	0	94	-	-	-	0	-	0	-	0	-	0	-	0	94
		Delay (s)	8.9	-	>	8.9	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	8.8
		LOS	A	-	>	A	-	-	-	A	-	A	-	A	-	A	-	A	A
		v/c	0.10	-	>		-	-	-		-	-	-		-	-	-		
		95th% Q (m)	2.3	-	>		-	-	-		-	0.0	-		-	0.0	-		
		Storage (m)	0	-	>		-	-	-		-	0	-		-	0	-		

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Table 10: Future Traffic Operations, PM Peak Hour

Future Conditions - PM Peak Hour																			
Intersection	Control Type	Measure	Eastbound				Westbound				Northbound				Southbound				Overall
			Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	Left	Through	Right	Approach	
1: Brackley Point Rd & Sherwood Rd	RDBT	Volume (vph)	207	37	175	419	125	79	67	271	135	500	66	701	36	371	157	564	1955
		Delay (s)	<	8.0	>	8.0	<	8.2	>	8.2	<	12.4	>	12.4	<	8.6	>	8.6	9.8
		LOS	<	A	>	A	<	A	>	A	<	B	>	B	<	A	>	A	A
		v/c	<	0.51	>		<	0.40	>		<	0.73	>		<	0.60	>		
		95th% Q (m)	<	20	>		<	5	>		<	75	>		<	14	>		
		Storage (m)	<	325	>		<	310	>		<	520	>		<	335	>		
2: Sherwood Rd & Site Access 1	TWSC	Volume (vph)	-	47	92	139	4	242	-	246	29	-	0	29	-	-	-	0	414
		Delay (s)	-	0.0	0.0	0.0	7.6	0.0	-	0.1	12.1	-	>	12.1	-	-	-	0.0	0.7
		LOS	-	A	A	A	A	A	-	A	B	-	>	B	-	-	-	A	A
		v/c	-	-	-		0.00	-	-		0.06	-	>		-	-	-		
		95th% Q (m)	-	0.0	0.0		0.0	0.0	-		1.5	-	>		-	-	-		
		Storage (m)	-	0	0		0	0	-		0	-	>		-	-	-		
3: Sherwood Rd & Proposed Road	TWSC	Volume (vph)	-	41	6	47	4	167	-	171	79	-	0	79	-	-	-	0	297
		Delay (s)	-	0.0	0.0	0.0	7.4	0.0	-	0.1	11.2	-	>	11.2	-	-	-	0.0	2.4
		LOS	-	A	A	A	A	A	-	A	B	-	>	B	-	-	-	A	A
		v/c	-	-	-		0.00	-	-		0.13	-	>		-	-	-		
		95th% Q (m)	-	0.0	0.0		0.0	0.0	-		3.0	-	>		-	-	-		
		Storage (m)	-	0	0		0	0	-		0	-	>		-	-	-		
4: Proposed Road & Site Access 2	TWSC	Volume (vph)	36	-	0	36	-	-	-	0	43	0	-	43	-	0	10	10	89
		Delay (s)	8.9	-	>	8.9	-	-	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	3.6
		LOS	A	-	>	A	-	-	-	A	A	A	-	A	-	A	A	A	A
		v/c	0.04	-	>		-	-	-		-	-	-		-	-	-		
		95th% Q (m)	0.8	-	>		-	-	-		0.0	0.0	-		-	0.0	0.0		
		Storage (m)	0	-	>		-	-	-		0	0	-		-	0	0		
5: Proposed Road & Site Access 3	TWSC	Volume (vph)	43	-	0	43	-	-	-	0	-	0	-	0	-	0	-	0	43
		Delay (s)	8.7	-	>	8.7	-	-	-	0.0	-	0.0	-	0.0	-	0.0	-	0.0	8.5
		LOS	A	-	>	A	-	-	-	A	-	A	-	A	-	A	-	A	A
		v/c	0.05	-	>		-	-	-		-	-	-		-	-	-		
		95th% Q (m)	0.8	-	>		-	-	-		-	0.0	-		-	0.0	-		
		Storage (m)	0	-	>		-	-	-		-	0	-		-	0	-		

6. CONCLUSIONS & RECOMMENDATIONS

6.1. CONCLUSIONS

Harbourside Transportation Consultants has completed a Traffic Impact Study in support of the planning application for a gas station with a convenience store, drive-through coffee shop, and a drive-through car wash in Charlottetown, PEI.

The following conclusions are noted from the investigations carried out:

- The proposed development is expected to increase traffic by approximately 76 vehicle trips in the AM peak hour and 72 vehicle trips in the PM peak hour.
- Stopping sight distance is met at all site accesses and the proposed road. Intersection sight distance is potentially limited at Site Access 1 and the Proposed Road but are not of significant concern.
- The proposed development is expected to meet parking and queuing requirements for the City of Charlottetown.
- The development will result in longer delays for the southbound approach at Brackley Point Road and Sherwood Road, up to 8 seconds in the AM peak hour. All other approaches are expected to increase by less than 2.5 seconds. Queue lengths will also increase the most on the southbound approach, up to 10 car lengths (78m). With the added development traffic, the southbound approach will approach capacity in the AM peak hour (v/c = 0.86).
- All site accesses and Sherwood Road and Proposed Road are anticipated to have no operational issues.

Attachment “C” – Aerial View

