

**27 – Resolutions
3 – Bylaw Readings**



**CITY OF CHARLOTTETOWN
MONTHLY MEETING OF COUNCIL
MONDAY, NOVEMBER 9, 2020 AT 5:00 PM
COUNCIL CHAMBERS, CITY HALL, 199 QUEEN STREET**

As the City continues to follow physical distancing protocols as set out by PEI Public Health, seating for the public will be limited to 15 within the foyer on the 2nd floor. Upon arrival, individuals will be required to provide information for contact tracing purposes.

Live Stream @ www.charlottetown.ca/video

- 1. Call to Order**
- 2. Declarations of Conflict of Interest**
- 3. Approval of Agenda**
- 4. Adoption of Previous Draft Minutes**
 - Regular Meeting – October 13, 2020
 - Special Meetings (open) – October 14, 20 and 29, 2020
 - Public Planning Meeting – October 27, 2020
- 5. Business Arising out of the Minutes**
- 6. Reports of Committees**
 - 6.1 Planning & Heritage – Coun. Mike Duffy, Chair**
 - Monthly Report
 - Thirteen (13) Resolutions
 - Three (3) Planning & Heritage
 - Ten (10) Planning
 - 1ST reading(s) of the Zoning & Development Bylaw
 - PH-ZD.2-040: Corner of MacRae Drive and Norwood Road (PID #192401)
 - PH-ZD.2-041 & PH-OPA.1-018: 505 Malpeque Road (PID #145466 and Patrie Lane (PID#s 1117167 and 676213)
 - PH-ZD.2-034 & PH-OPA.1-013: Corner of Towers Road & Mount Edward Road
 - 6.2 Public Works & Urban Beautification – Coun. Terry MacLeod, Chair**
 - Monthly Report
 - Three (3) Resolutions
 - 6.3 Economic Development, Tourism & Event Management – Coun. Julie McCabe, Chair**
 - Monthly Report
 - No Resolutions

6.4 Environment & Sustainability – Coun. Mitchell Tweel, Chair

- No Resolutions

6.5 Strategic Priorities & Intergovernmental Cooperation - Coun. Kevin Ramsay, Chair

- Monthly Report
- No Resolutions

6.6 Finance, Audit & Tendering – Deputy Mayor Jason Coady, Chair

- Monthly Report
- Three (3) Resolutions

6.7 Human Resources, Communications & Admin – Coun. Alanna Jankov, Chair

- Monthly Report
- One (1) Resolution

6.8 Protective & Emergency Services – Coun. Greg Rivard, Chair

- Monthly Report
- No Resolutions

6.9 Parks, Recreation & Leisure Activities – Coun. Terry Bernard, Chair

- Monthly Report
- Three (3) Resolutions

6.10 Water & Sewer Utility – Coun. Bob Doiron, Chair

- Monthly Report
- Three (3) Resolutions

6.11 Council Advisory Committee – Coun. Alanna Jankov, Chair

- Monthly Report
- One (1) Resolution

6.12 New Business

7. Motion to Adjourn



DRAFT

**Regular Meeting of Council
Monday, October 13, 2020 at 5:00 PM
Council Chambers, City Hall, 199 Queen Street**

As the City continues to follow physical distancing protocols as set out by PEI Public Health, seating for the public was limited to 15 within the 2nd Floor foyer. Upon arrival, individuals were required to provide information for contact tracing purposes.

Live stream available to the public at www.charlottetown.ca/video

Mayor Philip Brown Presiding

<u>Present:</u>	Deputy Mayor Jason Coady Councillor Mike Duffy Councillor Terry MacLeod Councillor Terry Bernard	Councillor Bob Doiron Councillor Alanna Jankov Councillor Kevin Ramsay Councillor Julie McCabe

<u>*Also:</u>	Peter Kelly, CAO Richard MacEwen, UM Scott Adams, PWM Frank Quinn, PRM Wayne Long, EDO Laurel Lea, TO Tracey McLean, RMC	Paul Smith, PC Mark Lanigan, FM Randy MacDonald, FC Ramona Doyle, ESM Alex Forbes, PM Melanie McKenna, CS

<u>Regrets:</u>	Councillor Greg Rivard	Councillor Mitchell Tweel

- 1. Call to Order**
Mayor Brown called the meeting to order.
- 2. Declarations of Conflict of Interest**
No conflicts were declared at the onset; however, Councillor MacLeod was in conflict with Planning Resolution #5 (Lot 18-2 Sherwood Rd.) and Councillor Doiron was in conflict with Parks & Rec Resolution #1 (Hermitage Creek Trails tender).
- 3. Approval of Agenda**
It was requested that the Strategic Priorities & Intergovernmental Cooperation Resolution #1 be removed and Environment & Sustainability Resolution #2 be added. Moved by Councillor Ramsay and seconded by Councillor Jankov that the agenda be approved as amended. Carried.
- 4. Adoption of Previous Draft Minutes**
Moved by Deputy Mayor Coady and seconded by Councillor Jankov that the draft minutes of the previous open meetings of Council now be adopted. Carried.

- Regular Meeting – September 14, 2020

- Special Meetings (open) – September 12, 17, 24. 29 & October 1, 2020
- Public Planning Meeting – September 29, 2020

5. Business Arising out of the Minutes

No business arose.

***Department Heads individually entered the Chambers as their respective Committee report was brought forward and departed prior to the next Committee report.**

6. REPORTS OF COMMITTEES / RESOLUTIONS

6.1 Planning & Heritage – Coun. Greg Rivard, Chair

Deputy Mayor Coady, on behalf of Councillor Rivard, indicated the Committee's report was included in the weekend package.

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to direct staff to issue a statement of concurrence to Industry Canada in relation to the proposed Antenna System (Bell Mobility Tower) at 2 MacAleer Drive (PID #441139) that Council concurs with the proposed property for the tower but Council strongly recommends that it be located further back on the site from Mount Edward Road (at least 100m) with the provision that the proposed tower accommodates co-location, be approved.

**CARRIED 7-1
Councillor Doiron opposed**

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to:

- Reduce the minimum side yard setback from 1.2m (3.9 ft) to 0.9m (3 ft);
and
- Reduce the rear yard setback from 1.2m (3.9 ft) to 0.3m (1 ft);

in order to permit the location of the existing accessory building on the property located at 42 Highland Ave (PID #354597), be rejected.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to reconsider the July 13, 2020 decision pertaining to one (1) minor variance to reduce the required lot frontage from 98.4 ft. to approximately

94.1 ft. in order to construct a ten (10) unit apartment building on the property located at 385 Queen Street (PID #356923), be rejected.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to:

- Amend Appendix "A" of the Official Plan from Medium Density Residential to Commercial for the properties at 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118);
- Amend Appendix "G" of the Zoning & Development Bylaw from the Medium Density Residential (R-3) Zone to Mixed-Use Corridor (MUC) Zone for the property at 428 Queen Street (PID #368134); and
- Consolidate 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118),

be approved.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to:

- Amend Appendix "A" of the Official Plan from Downtown Neighbourhood to Downtown Mixed-Use Neighbourhood; and
- Amend Appendix "G" of the Zoning & Development Bylaw from the Downtown Neighbourhood (DN) Zone to Downtown Mixed-Use Neighbourhood (DMUN) Zone,

in order to operate a professional office (i.e. Accountants) on the first two (2) floors with the remaining third floor to be used for residential unit at 168 Weymouth Street (PID #345108), be rejected.

It was noted that there are several businesses in the area such as a funeral home, bar, laundry and dairy. It was further noted that the house next to the property in question is an Airbnb owned by someone who resides in Toronto. It was suggested that the motion be deferred so the City can further review the matter with the applicant. Moved by Councillor Duffy and seconded by Councillor Doiron to defer the rejection. The vote was tied 4-4 with Mayor Brown voting in favour of the deferral.

DEFERRED 5-4

Deputy Mayor Coady, Councillors Jankov, MacLeod & McCabe opposed

Councillor MacLeod in conflict and left the Chambers for the following motion.

Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron

RESOLVED:

That the request to:

- Amend Appendix "A" of the Official Plan from Industrial to Commercial; and
- Amend Appendix "G" of the Zoning & Development Bylaw from the Business Park Industrial (M-3) Zone to the Highway Commercial (C-2) Zone,

in order to construct three (3) separate apartment buildings that will result in a total of 200 apartment units on the property located at Lot 18-2 Sherwood Rd (PID #455642), be approved to proceed to public consultation.

CARRIED 7-0

Councillor MacLeod returned to the Chambers.

Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron

RESOLVED:

That the request to amend the Development Concept Plan and Development Agreement by amending Appendix B of the Zoning and Development Bylaw, by changing the use of the property at 45 Towers Road (Lot 2014-4) (PID# 1076694) from a 90-bed community care facility with additional 8,000 sq.ft. of commercial space to a 74-unit apartment building, be approved.

In response to a question raised regarding the change to both the plan and agreement, it was noted that when the development concept plan was initially approved, the applicant requested the community care use at that time (more demand). Now, there has been a shift in trends in looking after the elderly where people are encouraged to stay in their own homes.

CARRIED 6-2

Councillors Doiron & Ramsay opposed

Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron

RESOLVED:

That the request to:

- Amend Appendix "A" of the Official Plan from Commercial to Low Density Residential for a portion of the property at 505 Malpeque Road (PID #145466);

- Amend Appendix "A" of the Official Plan from Commercial to Recreational for a portion of the property at 505 Malpeque Road (PID #145466);
- Amend Appendix "A" of the Official Plan from Recreational to Low Density Residential for a portion of the property along Patrie Lane (PID# 676213);
- Amend Appendix "A" of the Official Plan from Commercial to Low Density Residential for a portion of the property along Patrie Lane (PID # 1117167);
- Amend Appendix "G" of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Single-Detached Residential Large (R-1L) Zone for a portion of the property at 505 Malpeque Road (PID #145466);
- Amend Appendix "G" of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone for a portion of the property at 505 Malpeque Road (PID #145466);
- Amend Appendix "G" of the Zoning and Development Bylaw from Open Space (OS) to Single-Detached Residential Large (R-1L) for a portion of the properties along Patrie Lane (PID #s 1117167 and PID# 676213);

in order to construct a single-detached dwelling, be approved to proceed to public consultation.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to:

- Amend Appendix "A" of the Official Plan by changing the land use designation of a portion of the property (approximately 416.3 sq.m.) located at 12 Valley Street (PID #358192) from Low Density Residential to Commercial;
- Amend Appendix "G" of the Zoning & Development Bylaw in order to rezone a portion of the property (approximately 416.3 sq.m) located at 12 Valley Street (PID #358192) from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone;
- Consolidate a portion of the property (approximately 416.3 sq m) located at 12 Valley Street (PID #358192) with 281 University Avenue (six properties containing PID #358051 or PID #358077), subject to a pinned final survey plan and an outer perimeter deed being registered with the Province; and
- Reduce the minimum flankage yard setback required in the Mixed-Use Corridor (MUC) Zone from 6.0 m (19.7 ft) to approximately 1.59 m (5' 2 1/2") to construct an addition to the Provincial Credit Union,

be approved.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to rezone a portion of the vacant property (approximately 338,651 sq. ft.) located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone, be approved to proceed to public consultation.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

The request to consolidate Lot 07-15 Cobirt Drive (PID #406736) and Lot 07-16 Cobirt Drive (PID #406736), be approved, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to consolidate the properties on 65 Walsh Road (PID #s 941260 and 1091958), be approved, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to consolidate the following properties on Regis Duffy Drive and Innovation Way:

- Lot 3 (PID #386524) and Parcel W1;
- Lot 6 (PID #386524) and Parcel W8; and
- Lot 20 (PID #386524) and Parcel W4,

be approved, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the request to consolidate the following properties on River Ridge Drive:

- Lots 1A, 2A and 3A (PID #857441) to form new Lot 20-1; and
- Lots 4A and 5A (PID #857441) to form new Lot 20-2,

be approved, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.

As there is significant development taking place in this area, concern was raised once again regarding access and/or egress mainly in the south end of Hillsborough Park.

**CARRIED 7-1
Councillor Bernard opposed**

1st reading of the Zoning & Development Bylaw - To adopt Bylaw PH-ZD.2-036, A Bylaw to amend the Zoning & Development Bylaw, "To rezone the subject property located at **428 Queen Street (PID #368134)** from the Medium Density Residential (R-3) Zone to the Mixed-Use Corridor (MUC) Zone."

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning and Development Bylaw (PH-ZD.2-036, as it pertains to 428 Queen Street (PID #368134) be read a first time.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the Zoning & Development Amendment Bylaw (PH-ZD.2-036), be approved and that it be read a second time at the next Public Meeting of Council.

CARRIED 8-0

1st reading of the Zoning & Development Bylaw - To adopt Bylaw PH-ZD.2-038, A Bylaw to amend the Zoning & Development Bylaw, "To amend the Development Concept Plan and Development Agreement by amending Appendix B of the Zoning and Development Bylaw for the property at **45 Towers Road (Lot 2014-4) (PID #1076694)**."

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning and Development Bylaw (PH-ZD.2-038, as it pertains to 45 Towers Road (Lot 2014-4) (PID #1076694) be read a first time.

**CARRIED 7-1
Councillor Doiron opposed**

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the Zoning & Development Amendment Bylaw (PH-ZD.2-038), be approved and that it be read a second time at the next Public Meeting of Council.

**CARRIED 7-1
Councillor Doiron opposed**

1st reading of the Zoning & Development Bylaw – To adopt Bylaw PH-ZD.2-039, A Bylaw to amend the Zoning & Development Bylaw, "To rezone a portion of the subject property located at **12 Valley Street (PID #358192)** from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone."

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning and Development Bylaw (PH-ZD.2-039, as it pertains to 12 Valley Street (PID #358192) be read a first time.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the Zoning & Development Amendment Bylaw (PH-ZD.2-039), be approved and that it be read a second time at the next Public Meeting of Council.

CARRIED 8-0

2nd reading of the Zoning & Development Bylaw - To adopt Bylaw PH-ZD.2-030, A Bylaw to amend the Zoning & Development Bylaw, "To rezone the subject property located at **35 Connolly Street (PID #358556)** from the Shopping Centre Commercial (C-3) Zone to the Mixed-Use Corridor (MUC) Zone."

Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning & Development Bylaw (PH-ZD.2-030) as it pertains to 35 Connolly Street was read and approved a first time on September 14, 2020 and the said Bylaw be read a second time.

CARRIED 8-0

Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron

RESOLVED:

That the said Bylaw (PH.ZD.2-030) be approved and adopted.

CARRIED 8-0

2nd reading of the Zoning & Development Bylaw - To adopt Bylaw PH-ZD.2-032, A Bylaw to amend the Zoning & Development Bylaw, "To amend the Development Concept Plan and Development Agreement to increase the density from 60 to 62 units as it pertains to 53 Towers Road (Lot 2014-5) (PID #1076702)."

Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning & Development Bylaw (PH-ZD.2-032) as it pertains to 53 Towers Road was read and approved a first time on September 14, 2020 and said Bylaw be read a second time.

CARRIED 8-0

Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron

RESOLVED:

That the said Bylaw (PH.ZD.2-032) be approved and adopted.

CARRIED 8-0

2nd reading of the Zoning & Development Bylaw - To adopt Bylaw PH-ZD.2-033, A Bylaw to amend the Zoning & Development Bylaw, "to amend sections of the Zoning & Development Bylaw (Bylaw PH-ZD.2) pertaining to **Section 20:** Medium Density Mixed Use (MUR) Zone mixing formula for housing types to allow better placement of similar dwellings; **Section 45.12:** Private Street Access being removed and repealed; 3) **Section 45.6:** General Provisions for Subdivision pertaining to private roads; and **Section 44.12.4:** Regulations for Fascia Sign General Provisions to allow fascia signage to be located at the top of a four (4) storey street wall or the top of a building impacted by a step back."

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning & Development Bylaw (PH-ZD.2) as it pertains to amending Sections 20, 44.12.4, 45.6 & 45.12 was read and approved a first time on September 14, 2020 and said Bylaw be read a second time, be approved and adopted.

CARRIED 8-0

**Moved by Deputy Mayor Jason Coady
Seconded by Councillor Bob Doiron**

RESOLVED:

That the said Bylaw (PH.ZD.2) be approved and adopted.

CARRIED 8-0

6.2 Water & Sewer Utility – Deputy Mayor Jason Coady, Chair

Deputy Mayor Coady indicated that his Committee's report was included in the weekend package. As outgoing Chair of Water & Sewer, he extended his gratitude to the Committee and staff.

6.3 Public Works & Urban Beautification – Coun. Mike Duffy, Chair

Councillor Duffy indicated that his Committee's report was included in the weekend package.

**Moved by Councillor Mike Duffy
Seconded by Councillor Alanna Jankov**

RESOLVED:

That, as per the conditions of the Request for Quotations for "One (1) Knuckle Boom Crane, Tunnel Tool Box and Dump Box with Fold Down Sides" and "One (1) Full Tunnel Tool Box, Left Side with Shelving, Right Side Open for Shovel and Rakes, and Dump Box with Fold Down Side", the submission of Parts For Trucks, in the amount of \$54,350.00 (plus all applicable taxes) be accepted.

CARRIED 8-0

6.4 Economic Dev., Tourism & Event Management – Coun. Kevin Ramsay, Chair

Councillor Ramsay indicated that his Committee's report was included in the weekend package. He indicated that the first annual Scarecrows in the City event takes place October 9 – 18 and is an autumn celebration meant to provide passive entertainment and beautification in the downtown Charlottetown core and surrounding areas. As outgoing Chair of Economic Development, Tourism & Event Management, Councillor Ramsay extended his gratitude to the Committee and staff.

6.5 Environment & Sustainability – Councillor Terry MacLeod

Councillor MacLeod indicated that his Committee's report was included in the weekend package. He reported that transit ridership continues to increase; Waste Reduction Week in Canada is a nation-wide campaign. The third week in October has been designated as Waste Reduction Week in Charlottetown with the department running an

associated public outreach campaign. As outgoing Chair of Environment & Sustainability, Councillor MacLeod extended his gratitude to the Committee and staff.

Moved by Councillor Terry MacLeod
Seconded by Councillor Terry Bernard

RESOLVED:

That Strada Sign Supply Inc. be awarded the Traffic Control and Active Transportation Signage and Posts RFQ in the amount of \$60,282.71 plus applicable taxes,

And that this be expensed out of the 2020-2021 City Capital Budget.

CARRIED 8-0

Moved by Councillor Terry MacLeod
Seconded by Councillor Terry Bernard

RESOLVED:

That the resolution to award the Charlottetown Perimeter Highway Active Transportation Corridor tender, dated October 1, 2020, be rescinded and be replaced with the following;

That Island Coastal be awarded the Charlottetown Perimeter Highway Active Transportation Corridor (Phase 1) tender in the amount of \$1,394,350 plus applicable taxes, with the understanding that the project will be completed over two fiscal years;

And that the City Capital Budget for this project be increased to \$1,675,000 to accommodate the design and construction costs of the project, with a maximum of \$964,000 spent in 2020-2021 and the remainder spend in 2021-2022,

And further that the City use the approved funds from the PEI Active Transportation Fund of \$482,000 towards the project costs in 2020-2021 and application be made for 2021-2022 PEI Active Transportation Fund for funding towards the remainder of the project costs.

CARRIED 7-1

Councillor Doiron opposed

6.6 Strategic Priorities & Intergovernmental Cooperation - Coun. Alanna Jankov

Councillor Jankov indicated that her Committee's report was included in the weekend package. As outgoing Chair of Strategic Priorities & Intergovernmental Cooperation, Councillor Jankov extended her gratitude to the Committee and staff.

Members were reminded that a strategic planning session for Council has been scheduled for December 5, 2020.

6.7 Finance, Audit & Tendering – Coun. Terry Bernard, Chair

Councillor Bernard indicated that his Committee's report was included in the weekend package. As outgoing Chair of Finance, Councillor Bernard extended his gratitude to the Committee and staff.

6.8 Human Resources, Communications & Admin – Coun. Julie McCabe, Chair

Councillor McCabe indicated that her Committee's report was included in the weekend package. As outgoing Chair of HR, Communications & Administration, Councillor McCabe extended her gratitude to the Committee and staff.

6.9 Protective & Emergency Services – Coun. Bob Doiron, Chair

Councillor Doiron indicated his Committee's report was included in the weekend package. As outgoing Chair of Protective & Emergency Services, Councillor Doiron extended his gratitude to the Committee and staff.

1ST reading of the Traffic Bylaw - To repeal the City of Charlottetown Traffic Bylaw (#2018-06) which was approved and adopted January 14, 2019 and replace with the attached Traffic Bylaw (#2020-TB-01).

**Moved by Councillor Bob Doiron
Seconded by Councillor Kevin Ramsay**

RESOLVED:

That the City of Charlottetown Traffic Bylaw #2020-TB-01 be read a first time.

CARRIED 8-0

**Moved by Councillor Bob Doiron
Seconded by Councillor Kevin Ramsay**

RESOLVED:

That the bylaw be now approved as a City Bylaw and that it be entitled the City of Charlottetown Traffic Bylaw #2020-TB-01 and that it be read a second time at the next public meeting of Council.

CARRIED 8-0

6.10 Parks, Recreation & Leisure Activities – Councillor Mitchell Tweel

Councillor Bernard, on behalf of Councillor Tweel, indicated the Committee's report was included in the weekend package. Volunteer of the Month has been suspended until further notice.

Councillor Doiron in conflict and left the Chambers for the following motion.

**Moved by Councillor Kevin Ramsay
Seconded by Councillor Terry Bernard**

RESOLVED:

That as per the recently advertised tender for "Hermitage Creek Trails Restoration" the City of Charlottetown accepts the bid of \$50,000 (plus applicable taxes) from Landmark,

And that, the amount from Coles Associates of \$4,000 (plus applicable taxes) for the engineering and the professional fees be accepted.

CARRIED 7-0

Councillor Doiron returned to the Chambers.

6.11 Council Advisory Committee – Coun. Terry MacLeod, Chair

Councillor MacLeod indicated that his Committee's report was included in the weekend package.

6.12 New Business

There was no new business.

7. Adjournment

Moved by Councillor MacLeod and seconded by Councillor Ramsay to adjourn the meeting.
Carried.

The meeting concluded at 6:42 PM



DRAFT

**Special Meeting of Council
Wednesday, October 14, 2020 at 5:00 PM
Council Chambers, City Hall**

As the City continues to follow physical distancing protocols as set out by PEI Public Health, seating for the public was limited to 15 within the 2nd Floor Foyer. Upon arrival, individuals were required to provide information for contact tracing purposes.

Live stream was available on the City's website @ www.charlottetown.ca/video

Mayor Philip Brown presiding

<u>Present:</u>	Deputy Mayor Jason Coady Councillor Terry MacLeod Councillor Julie McCabe Councillor Kevin Ramsay	Councillor Greg Rivard Councillor Bob Doiron (teleconference) Councillor Mike Duffy Councillor Alanna Jankov

<u>Also:</u>	Peter Kelly, CAO Tracey McLean, RMC	Randy MacDonald, FC

<u>Regrets:</u>	Councillor Terry Bernard	Councillor Mitchell Tweel

- 1. Call to Order**
Mayor Brown called the meeting to order.
- 2. Declarations of Conflict of Interest**
No conflicts were declared.
- 3. Approval of Agenda**
It was requested that Council move into a Closed session prior to addressing the open discussion items on the agenda as the matter applies to a legal opinion as part of the fire hall design tender; moved by Councillor Rivard and seconded by Councillor Ramsay that the agenda be approved as amended. Carried.
- 4. Move into a Closed Session of Council (5:05 PM)**
Moved by Councillor MacLeod and seconded by Councillor Ramsay that Council move into a Closed Session as per Section 119 (1) subsection (f) of the Municipal Government Act of PEI. Carried.
- 5. Discussion Items (Following the Closed Session - 6:02 PM)**
 - a. Strategic Priorities & Intergovernmental Cooperation Resolution (Fire Hall Design Tender)**
Following discussion on this item in the Closed Session, it was moved by Councillor MacLeod and seconded by Councillor Rivard that the awarding of the Design Consulting Services

Charlottetown Fire Station 3 Tender be deferred as additional information has been requested by Council. DEFERRAL CARRIED 8-0.

b. Proposed Amendments to the Municipal Government Act of PEI

Consultation for Municipal Government Act Amendments has been ongoing and feedback deadline is Friday, October 16, 2020. Most of the proposed changes are minor typos and for legal clarity and consistency. Other proposed changes stem from the administration of municipal elections, specific requests to provide PACE programming, COVID-19 response and policy changes.

It was noted that a letter dated August 31, 2020 and addressed to the Hon. Jamie Foxx had outlined five (5) areas of concern which were raised within the Remuneration and Allowance Commission's report. It was further noted that these concerns were not included in the proposed amendments to the MGA.

Some Councillors indicated that they require more time to review the proposed amendments in order to provide critical feedback. Council asked the CAO to contact the Province regarding a possible extension to the deadline. In the meantime, Council will forward their feedback to the CAO before end of day Thursday, October 15.

Discussion was had with respect to a City Charter. The CAO advised that a letter to Hon. Robert Mitchell (Oct 4, 2016) had indicated the City's concerns with the draft legislation (new Municipal Government Act) and that a municipal charter would better serve the City of Charlottetown. Following discussion, consensus of Council was to revisit the option of a City Charter and forward a resolution onto the Province for consideration.

**Moved by Councillor Terry MacLeod
Seconded by Deputy Mayor Jason Coady**

RESOLVED:

Whereas; it is desirable to establish a legislative framework for the City of Charlottetown, in recognition of not only being Prince Edward Island's Capital City, but also the "Birthplace of Confederation". And, in due recognition of those facts; provide the legislative tools to create a safe, healthy, orderly and sustainable City. Whereby, the Province duly acknowledges that the citizens of the City of Charlottetown are best serviced when the relationship between the City and the Province, is based upon mutual respect and acknowledgement of the authority of each.

And whereas; the Provincial Government recognizes that the City requires adequate power and discretion to address its existing and future needs as well as recognize that the City requires the ability to draw upon financial resources that are adequate so to enable the City to meet its operational needs.

And whereas; this Framework Agreement is to be developed in a spirit of partnership, mutual respect and trust between the Government of Prince Edward Island and the City of Charlottetown with the advice and consent of the Legislative Assembly.

And whereas; the Charter is based upon the fundamental principle that the City of Charlottetown is recognized as a level of government that is democratically elected, responsible and accountable to the people who elect them.

Therefore be it resolved; that Charlottetown City Council's overarching vision and guiding principles be established and forwarded to the Province by October 16, 2020.

CARRIED 8-0

Council to forward input onto the CAO regarding a proposed Charter as the existing document requires review and revisions.

6. Adjournment

Moved by Councillor Ramsay and seconded by Councillor Duffy that the meeting be adjourned. Carried.

The meeting concluded at 6:54 PM



DRAFT

**Special Meeting of Council
Tuesday, October 20, 2020 at 5:00 PM
Council Chambers, City Hall**

As the City continues to follow physical distancing protocols as set out by PEI Public Health, seating for the public was limited to 15 within the 2nd Floor Foyer. Upon arrival, individuals were required to provide information for contact tracing purposes.

Live stream was available on the City's website @ www.charlottetown.ca/video

Mayor Philip Brown presiding

Present: Deputy Mayor Jason Coady
Councillor Terry MacLeod
Councillor Terry Bernard
Councillor Mike Duffy

Councillor Alanna Jankov
Councillor Mitchell Tweel (teleconference)
Councillor Julie McCabe (teleconference)
Councillor Kevin Ramsay

Also: Peter Kelly, CAO
Karen Campbell, CS

Randy MacDonald, FC
Tracey McLean, RMC

Regrets: Councillor Bob Doiron

Councillor Greg Rivard

1. Call to Order

Mayor Brown called the meeting to order.

2. Declarations of Conflict of Interest

No conflicts were declared.

3. Approval of Agenda

Moved by Councillor Duffy and seconded by Councillor MacLeod that the agenda be approved as presented. Carried.

4. Discussion Items:

a. 2nd reading of the Traffic Bylaw - To repeal the City of Charlottetown Traffic Bylaw (#2018-06) which was approved and adopted January 14, 2019 and replace with the attached Traffic Bylaw (#2020-TB-01).

**Moved by Councillor Kevin Ramsay
Seconded by Councillor Terry MacLeod**

RESOLVED:

That the "CITY OF CHARLOTTETOWN TRAFFIC BYLAW (#2020-TB-01)" be read a second time, approved and that the said Bylaw be now adopted.

CARRIED 8-0

b. Zoning and Development Bylaw Readings (3)

2nd reading of the Zoning & Development Bylaw - To adopt Bylaw PH-ZD.2-036, A Bylaw to amend the Zoning & Development Bylaw, "To rezone the subject property located at **428 Queen Street (PID #368134)** from the Medium Density Residential (R-3) Zone to the Mixed-Use Corridor (MUC) Zone."

Moved by Councillor Mike Duffy
Seconded by Councillor Julie McCabe

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning & Development Bylaw (PH-ZD.2-036) as it pertains to **428 Queen Street (PID #368134)** was read and approved a first time on October 13, 2020 and said Bylaw be read a second time.

CARRIED 8-0

Moved by Councillor Mike Duffy
Seconded by Councillor Julie McCabe

RESOLVED:

That the said Bylaw (PH.ZD.2-036) be approved and adopted.

CARRIED 8-0

2nd reading of the Zoning & Development Bylaw - To adopt Bylaw PH-ZD.2-038, A Bylaw to amend the Zoning & Development Bylaw, "To amend the Development Concept Plan and Development Agreement by amending Appendix B of the Zoning and Development Bylaw for the property at **45 Towers Road (Lot 2014-4) (PID #1076694)**."

Moved by Councillor Mike Duffy
Seconded by Councillor Julie McCabe

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning & Development Bylaw (PH-ZD.2-038) as it pertains to **45 Towers Road (Lot 2014-4) (PID #1076694)** was read and approved a first time on October 13, 2020 and said Bylaw be read a second time.

CARRIED 8-0

Moved by Councillor Mike Duffy
Seconded by Councillor Julie McCabe

RESOLVED:

That the said Bylaw (PH.ZD.2-038) be approved and adopted.

CARRIED 8-0

2nd reading of the Zoning & Development Bylaw To adopt Bylaw PH-ZD.2-039, A Bylaw to amend the Zoning & Development Bylaw, "To rezone a portion of the subject property located at **12 Valley Street (PID #358192)** from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone.

Moved by Councillor Mike Duffy
Seconded by Councillor Julie McCabe

RESOLVED:

That the Bylaw to amend the City of Charlottetown Zoning & Development Bylaw (PH-ZD.2-039) as it pertains to **12 Valley Street (PID #358192)** was read and approved a first time on October 13, 2020 and said Bylaw be read a second time.

CARRIED 8-0

Moved by Councillor Mike Duffy
Seconded by Councillor Julie McCabe

RESOLVED:

That the said Bylaw (PH.ZD.2-039) be approved and adopted.

CARRIED 8-0

c. Proposed Amendments to the Municipal Government Act

This item continued from previous discussions which were held during the Special Meeting of Council on October 14, 2020. The CAO requested the Province to extend the deadline for feedback and it was granted until Oct 21st.

The CAO, Council and the City Solicitor reviewed the previously circulated document related to proposed amendments to the MGA and incorporated their feedback by consensus which included limiting the mayor to two (2) terms, mayor not have a vote on Committees, clarity regarding consequences of an offense by a Councillor, Section 119 (1) allow for preliminary budget and policy discussion in a Closed Session, annual audited financial statements due date be changed from July 15 to October 30/31 and more clarity on Section 181 dealing with "Regulating use of Streets". Additional requests of Council - Commence discussions on the creation of a City Charter for the City of Charlottetown, Province introduce legislated timeframes for all IRAC Appeals and receive additional revenue streams to assist in meeting the increased operational and capital costs of the City.

Moved by Councillor Duffy and seconded by Councillor MacLeod that the proposed amendments and additional recommendations to the Municipal Government Act of PEI (dated October 20, 2020) be forwarded to the Province of PEI for consideration. Carried 8-0.

5. Move into a Closed Session of Council (6:27 PM)

Moved by Councillor MacLeod and seconded by Councillor Ramsay that Council move into a Closed Session as per Section 119 (1) subsections (d) & (f) of the Municipal Government Act of PEI. Carried.

6. Business Arising from the Closed Session (7:18 PM)

Following discussions from the Closed session with respect to the Design Consulting Services Fire Station 3 Tender, the following resolution was brought forward into the Open session for Council's consideration.

Councillor Jankov initially declared a conflict in the Closed session and did not vote on the motion. Deputy Mayor Coady left the meeting prior to moving back into an open session.

**Moved by Councillor Terry Bernard
Seconded by Councillor Mike Duffy**

RESOLVED:

That Council rejects all of the tenders received for design consulting services for the Charlottetown Fire Station #3 dated August 2020 (File No. 2020-146) and determines to issue a new tender for the design consulting services for the Charlottetown Fire Station #3.

**CARRIED 5-1
Councillor MacLeod opposed**

7. Move into a Closed Session of Council (7:22 PM)

Moved by Councillor MacLeod and seconded by Councillor Bernard that Council move into a Closed Session as per Section 119 (1) subsection (d) & (f) of the Municipal Government Act of PEI. Carried.

8. Business Arising from the Closed Session

No business arose from the Closed session.

9. Adjournment

Moved by Councillor MacLeod and seconded by Councillor Ramsay that the meeting be adjourned. Carried.

The meeting concluded at 8:12 PM



DRAFT

Public Meeting of Council
Tuesday, October 27, 2020, 7:00 PM
Courtyard, The Rodd Royalty, 14 Capital Drive;
Via videoconference (Webex); and
Live streaming at www.charlottetown.ca/video

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

Mayor Philip Brown presiding

<u>Present:</u>	Councillor Mike Duffy Councillor Julie McCabe Councillor Alanna Jankov Deputy Mayor Jason Coady	Councillor Kevin Ramsay Councillor Terry Bernard Councillor Mitchell Tweel
<u>Also:</u>	Alex Forbes, PHM Laurel Palmer Thompson, PII Greg Morrison, PII Robert Zilke, PII Emily Trainor, PI Ellen Faye Catane, PH IO/AA	Bobby Kenny, RM Frank Quinn, Parks & Rec Mgr
<u>Participated electronically via Webex:</u>	Councillor Robert Doiron	Basil Hambly, RM
<u>Regrets:</u>	Councillor Greg Rivard Councillor Terry MacLeod	

1. Call to Order

Mayor Philip Brown called the meeting to order at 7:02 p.m.

2. Declarations of Conflict of Interest

There were no declarations of conflict.

3. Approval of Agenda

Moved by Councillor Terry Bernard and seconded by Councillor Kevin Ramsay, that the agenda for Tuesday, October 27, 2020, be approved.

Mayor Brown opened the meeting, introduced members of Council, and provided additional housekeeping information on availability of sanitizing stations and face masks in the room. Because the main room has reached its maximum capacity, some members of the public attending the second and third item in the agenda were requested to transfer to the Crowbush/Brudenell meeting room and then return to the main meeting room when their applications are scheduled to be heard. Resident members attending the first item, on the agenda only, were also requested to leave the room and/or transfer to the Crowbush/Brudenell meeting room after the application has been discussed to allow for other residents to participate. Councillor Duffy, Chair of Planning Board, provided an overview of the meeting procedure and then proceeded to introduce the first item. Councillor Duffy then handed the floor to Greg Morrison, Planner II, for the presentation.

4. MacRae Drive / Norwood Road (PID #192401)

This is a request to rezone a portion of the property from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone in order to create a subdivision containing a combination of single-detached dwellings and semi-detached dwellings. Greg Morrison, PII, provided additional information on the project.

The property is located on the corner of MacRae Drive and Norwood Road. Mr. Morrison presented the general topography map and renderings of the proposed development on the property. The proposed development would include a new street, single-detached dwellings, two-unit dwellings and a landscaped open space. There will be 30 semi-detached dwellings (60 units total) and five (5) single-detached dwellings. The applicant and representatives of the applicant were at the meeting to answer any questions.

Darryl MacDonald, representative, spoke on behalf of the applicant. Mr. MacDonald explained that land was owned by the Holmes family for over a century and the family's goal is to retire to the same land and convert this farmland into a different form of development. The intent was to convert the property into a high-quality residential environment allowing for houses to meet the current and future needs of Charlottetown. It will be a well-planned and fully serviced area. Mr. MacDonald added that the developer planned to develop the property similar to that of Horseshoe Hill Estates Development. The development will be a community where both single family residential and semi-detached houses, wise use of land and high-quality infrastructure that residents are looking for. There will be proper street widths for safety, proper storm drains, quality homes with sufficient driveways for parking, underground services designed to maintain a sense of quality and lifestyle that people currently desire.

Kelly Mooney, resident, commented that this application was presented in July 2018 and noticed that the only real difference was the three (3) single family dwellings being proposed at the top of MacRae Drive. In the report, it indicated that the single-family dwellings were to mirror existing dwellings. However, the proposed semi-detached dwellings along MacRae Drive do not mirror what is around that area. Ms. Mooney asked if Mr. MacLeod owned Parent Street and the developer responded that they do not. Ms. Kelley outlined her concerns. With the addition of up to 60 semi-detached dwellings and five (5) single-family dwellings, there is a potential for 130 cars or more in that area. Currently, it is pretty much impossible to get out of MacRae Drive onto

St. Peter's Road. There are other exit routes being proposed for the development such as Norwood Road. However, Norwood Road is currently undeveloped, not plowed in the wintertime and not fit for travel. There are a lot of industrial trucks going in and out of that street and the amount of people who walk around that area. There is no shoulder on the road along the dead-end road on MacRae Drive, no sidewalks and very little street lighting. Ms. Mooney then asked if that type of infrastructure would be in place before this development starts. Ms. Mooney was concerned about the amount of additional traffic in that area. Further down along MacRae Drive, Ms. Mooney noted that there are no sidewalks installed until you reach Parent Street, no shoulders on the side of the road and residents walking on the side of the road could pose some safety concerns.

Ms. Mooney commented on the minutes from October 5, 2020 planning board meeting. In the minutes, it says, "Councillor McCabe asked if Norwood Road is owned by the City and could it be paved". Ms. Mooney indicated that it would be great if that was possible and if that could be done before the development. The minutes also stated, "The current proposal is a compromise to adjust the concerns of the residents." Ms. Mooney noted that when they had the meeting a few years ago, the developer wanted to rezone the whole property as semi-detached dwellings. What the residents felt was a compromise at that time was to keep all lots facing MacRae Drive as single-family dwellings. At that time, the developer was not willing to consider keeping the lots on MacRae Drive as single-family dwellings. The developer indicated that it would be financially better to have more semi-detached dwelling units. The current proposal had three (3) single family lots and Mooney felt that it is a nice start. However, the residents would still prefer to see single family units along MacRae Drive. A section of the minutes also stated that, "Residents are getting used to development in the area, and that we are more accepting of duplexes or semi-detached". Ms. Mooney asked what this was based on. She commented that no one asked for her input.

Ms. Mooney also commented that the developer was proposing that the current subdivision be similar to what was in Horseshoe Hill Estates and she felt that it is a lovely subdivision with lovely homes. Ms. Mooney then asked if the proposed semi-detached dwellings would be modelled after the existing two-storey semi-detached dwellings in that area or would it be single storey semi-detached models. During the previous meeting, Ms. Mooney asked Mr. MacLeod if he has control over whether the buyer would build a single-detached or a semi-detached dwelling and Mr. MacLeod responded that it would depend on the buyer's decision. Ms. Mooney followed up to ask if there would be a possibility of seeing all semi-detached on all the lots and Mr. MacLeod responded that it could. Ms. Mooney commented that having all semi-detached dwellings could be a concern.

Ms. Mooney commented that MacWilliams Road is currently being developed and felt that this development will be adding more traffic to the existing traffic.

Mayor Brown asked Mr. Morrison if he could clarify the question on building all semi-detached on the lots. Mr. Morrison explained that the properties that would remain in the R-1 zone would only be permitted for single-detached dwellings. The properties that will be rezoned to R-2 could either be single-detached or semi-detached dwellings. Mr. Morrison also confirmed that there is a possibility to see all semi-detached dwellings on the R-2 zoned properties. Ms. Mooney clarified that the lots facing MacRae Drive are currently R-1 lots. Mr. Morrison confirmed and indicated

that should this application be approved, the lots facing MacRae Drive, with the exception of the lots excluded for rezoning, could potentially have single-detached or semi-detached dwellings. Mayor Brown commented that Ms. Mooney may forward her comments in writing to planning@charlottetown.ca.

Alex O'Hara, resident and representative for Mr. MacLeod from ISE, explained that the designs were taken from feedback from the public meeting in 2018. The proposed plans show the remaining five (5) R-1 lots along MacRae that would be in close proximity with the existing single-family dwellings. The intent of this is to keep the streetscape in keeping with the neighbourhood and not to affect or minimally affect the development on existing residents. The reason behind proposing R-2 lots would be more on the affordability of first-time homebuyers. The current range is between \$250,000 and \$300,000. R-1 developments are currently at least \$400,000. Mr. O'Hara commented that the development was not driven purely for monetary means, but to offer a solution to the low-income housing crisis.

Mr. O'Hara also responded regarding traffic concerns and explained that there are currently four (4) arterial roads on to St. Peters Road. With a substantial infrastructural development to facilitate that traffic flow, Mr. O'Hara noted that with the investment and the tax revenue from this development, he is hoping that there would be infrastructural improvements with regards to sidewalks and roads especially on Norwood Road.

Bruce Ferguson, resident, asked if Norwood Road will be paved if the development moves ahead. Mr. Ferguson shared that the road is unused during the wintertime and mentioned that the City recently threw in some reclaimed asphalt to smoothen the road. Mr. Ferguson also noticed a substantial increase in traffic since work started on the roundabout with residents using Norwood Road as an alternate route. Mr. Ferguson added that he read the letter of objection from the owner of the dredging company and construction companies along Norwood Road. Mr. Ferguson indicated that he was concerned about the amount of heavy trucks coming out of these businesses. He also believed that Island Coastal has a dump site in that area. The amount of truck traffic and vehicular traffic could be a potential risk for public safety. Mr. Ferguson then asked if sidewalks would have to be mandatory should this development be approved since there is a school bus stop along MacRae Drive.

Mayor Brown explained that Norwood Road would require extensive work in order to improve it. Streetlights and sidewalks would have to be considered. Mr. Ferguson felt that the infrastructure needs to be done before the development starts to ensure the safety of the residents.

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

5. A portion of 505 Malpeque Road (PID #145466) and a portion of the properties along Patrie Lane (PID #s 1117167 and 676213)

This is a request to:

- Rezoning the following:
 - a portion of the property (approximately 17,000 sq. ft.) at 505 Malpeque Road (PID #145466) from Highway Commercial (C-2) to Single-Detached Residential Large (R-1L);

- a portion of the property at 505 Malpeque Road (PID #145466) from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone;
- a portion of the properties along Patrie Lane (PID #s 1117167 and 676213) from Open Space (OS) to Single-Detached Residential Large (R-1L);
- And amend the Official Plan for the following:
 - a portion of the property (approximately 17,000 sq. ft.) at 505 Malpeque Road (PID #145466) from Commercial to Low Density Residential;
 - a portion of the property at 505 Malpeque Road (PID #145466) from Commercial to Recreational;
 - a portion of the property along Patrie Lane (PID #676213) from Recreational to Low Density Residential;
 - a portion of the property along Patrie Lane (PID #1117167) from Commercial to Low Density Residential;

in order to construct a single-detached dwelling. Laurel Palmer Thompson, Planner II, presented the application.

The property is bounded to the north by C-2 zoned land, to the east by a single-detached dwelling on Malpeque Road, C-2 lots containing semi-detached dwellings to the south by Patrie Lane and open space to the west and R-1 lots further west of the open space. The proposed subject lot is approximately 17,000 square feet with frontage on Patrie Lane. The land is currently zoned C-2, highway commercial and it is part of a 1.74 acre parcel of land fronting on Malpeque Road. The proposal is to sever off a lot at the back of the property and construct a single-detached dwelling with frontage on Patrie Lane. There is a small strip of open space that goes around the cul-de-sac that separates the property from having frontage and access on to Patrie Lane. Staff consulted with Parks and Recreation Department and the recommendation from Parks and Recreation was to deed a portion of land along Patrie Lane to give frontage to this property for access, provided the property is rezoned to allow for a single-detached dwelling. In exchange, the property owner will deed a strip of land adjacent to the City's larger parkland equal to the area that the City would deed for frontage on Patrie Lane. As a result of this exchange, no parkland would be lost. The land that the City would deed along Patrie Lane will be rezoned to R-1L and the strip of land deeded to the City by the property owner would be rezoned to open space.

The land that the applicant is proposing to deed as parkland would be more beneficial to the City as it is adjacent to the larger parkland parcel and contained a hedge row of trees. The piece that will be deeded to the applicant is right along Patrie Lane; there is not enough room there for the City to use for parkland equipment or connector for trail, etc. It is not as beneficial as the piece that the developers are willing to deed to the City which will add additional space to the parkland and the City would be able to protect that hedge row of trees.

If the property is rezoned, Patrie Lane would remain a dead-end street and will have direct frontage on the parkland parcel. The City will not lose frontage on the larger parkland parcel off Patrie Lane and the access to the parkland will not change. The applicants, Jared and Chelsea Murphy, were at the meeting to provide additional information and answer any questions.

Jared Murphy, applicant, explained that they have been looking for a property in Charlottetown for a while. His parents, who own 505 Malpeque Road, indicated that they were willing to subdivide the back of their property so they can build a single-family home for their family. They need the small portion of green space along the cul-de-sac to be able to gain driveway access on

to Patrie Lane. It is really not much use of a green space at the moment. There is about 15 feet of ditch or tree line between the cul-de-sac on Patrie Lane. Mr. Murphy also presented renderings of the proposed dwelling if the rezoning is approved.

Teresa Murphy, resident, indicated that she submitted a letter to the planning department indicating her concerns about the proposed rezoning. Ms. Murphy noted that herself and other residents were opposed to the rezoning of the triangular area fronting on Patrie Lane.

Ms. Murphy shared that the residents in the area were shell-shocked with the proposed rezoning as they were not aware of the proposal until residents started talking about the proposal. Ms. Murphy went through the contents of her letter saying, *"As pending new homeowners on Patrie Lane, we feel blindsided by the rezoning application specifically affecting Patrie Lane. The proposed change will fundamentally change the character of our short and already much trafficked street. We made a decision, my husband and I, to purchase the property we rented here for four years. As residents during this period, we have treasured the relative peace and quiet of the cul-de-sac allowing us and others to enjoy the characteristics that a street ending in a turnaround cul-de-sac is designed to offer."*

Ms. Murphy noted that there is something about a cul-de-sac being that it is a dead-end street with limited traffic on it, relatively safe and quiet for residents for all ages and degrees of mobility. Ms. Murphy also noted that an additional driveway would deprive them of a portion of the recreational land and does not see that the replacement recreation land would benefit the residents as much as that small strip of land would. Ms. Murphy summarized the negative effects in her letter saying, *"An increase in vehicular traffic is our greatest fear. Even one additional driveway access presents a threat to all residents but particularly to the parents of young children and to the mobility-challenged residents who specifically bought their homes to be able to use the cul-de-sac area of the street safely. Please note that Patrie Lane has no sidewalk, so pedestrians and others using non-motorized ambulatory devices, e.g., scooters, wheelchairs, bikes, baby buggies, trikes, walking aides, wagons must use the street area to move around. There are already far too many non-residential vehicles - particularly large commercial trucks with no business here - using Patrie Lane as a turnaround point. Additional traffic here is unacceptable; loss of our very limited green space. This space is well-used by residents for gatherings of neighbours, family and friends. It is not much but it's all we have because our housing lot sizes are tiny. A loss of any portion of the public recreational land is unacceptable; environmental degradation. There would be a loss of trees and other flora that provide protection to at least one fox den, a variety of birds and other small animals, as well as a loss of the visual appeal of an unbroken treed area on the affected PID. That is unacceptable; devaluation of property values. We have 12 new homeowners on Patrie Lane who either just bought their homes at a premium within the past 2-3 months or are about to close the sale. A premium sales price is because Patrie Lane is a dead-end cul-de-sac with limited driveways onto it. Maintaining the original design integrity is imperative to protecting ALL of our interests outlined in this submission. Please note that there are more appropriate driveway options for the proposed residential property at 505 Malpeque Road than degrading the design integrity of the Patrie Lane cul-de-sac. The most obvious ones are creating a driveway to the new extension of Trailview Drive or to tie into an existing driveway to Malpeque Road. That would also create a route for any additional building aspirations re subsequent development of 505 Malpeque Road."*

Ms. Murphy explained that they are not opposed to the rezoning of the property for residential purposes or addition of recreational land but are opposed to rezoning a section of the cul-de-sac for access. Ms. Murphy commented that residents worry about opening up the cul-de-sac, there could be other similar requests in the future which could impact the integrity of the design of the street that residents in that area would want to keep.

Steve Forshaw, resident, congratulated the applicants for wanting to build a home along Patrie Lane. However, Mr. Forshaw mentioned that he has concerns about the proposed rezoning. The small park at the end of the cul-de-sac. Family and visitors who visit residents in that area park along the cul-de-sac. If the small parcel of the cul-de-sac is rezoned, Mr. Forshaw asked where visitors would be able to park their vehicles. The area around the cul-de-sac is the only area in the entire street where visitors and people wanting to use the park could park their vehicles. It will make the existing park unusable to the majority of the people that visit their families in that area. Mr. Forshaw also commented that the street experiences a lot of heavy truck traffic and already has a lot of caving on the road because of the heavy weight of the trucks. The street is not graded properly for heavy traffic. Mr. Forshaw asked what should be done to ensure the road will be well-maintained. Mr. Forshaw asked if the applicants plan to build their home next spring or summer and indicated he would be concerned that it would be the busiest season for kids to be actively playing out in the park. The park is heavily used by the kids.

Lynn MacDonald, resident, noted that they spoke with Deputy Mayor Coady and that her husband sent a letter to the Deputy Mayor regarding this proposed rezoning. Ms. MacDonald explained that they have witnessed most of the development on that street since they moved there. Ms. MacDonald also commented that they chose this location because of the cul-de-sac and it provided a quiet, private and safe environment. As the subdivision has grown and the number of families has increased, a good sense of community has developed. Ms. MacDonald also mentioned that the vehicle traffic on the street has also increased but is still manageable. Ms. MacDonald was wondering why heavy trucks use the cul-de-sac or their street to turnaround. She also mentioned that the streets are not wide enough, no sidewalks, children play in the street, parking and in the green space that surround the cul-de-sac. Aside from the children, other residents such as seniors with mobility issues also use the cul-de-sac area as their walking/exercise area. They are concerned with any increase in traffic and a blind driveway exiting across the green space on to Patrie Lane.

Ms. MacDonald mentioned that there is not much green space provided in the original subdivision plan and presented a copy of the plan. The increase in traffic may also increase the safety risk to children accessing the school bus on the corner of Patrie Lane. Ms. MacDonald asked that this proposed rezoning be dropped or rejected. Residents are concerned about the value of their property decreasing and that any change to the green space is not acceptable. Residents also fear that there could be other developments that could potentially happen in the future, increasing traffic and further disruption on the cul-de-sac. Ms. MacDonald noted that the cul-de-sac is treed and is beautiful and she sent pictures to the Deputy Mayor. Ms. MacDonald also mentioned that there was a petition signed by residents in that area opposing the proposed rezoning.

Councillor Bernard asked if Ms. MacDonald could show the map that she has which depicts the greenspace in the area. Councillor Bernard indicated that the map that Ms. MacDonald presented only showed the cul-de-sac as green space and pointed out that the bigger parcel along the cul-

de-sac is also green space. Councillor Bernard clarified that the green space in that area is not just the cul-de-sac but also includes the bigger parcel of land at the end of the cul-de-sac.

Ms. MacDonald responded that she did not realize that the big parcel was also green space and understood Councillor Bernard's point. However, she pointed out that the green space is basically a bog and is full of mosquitoes. Mayor Brown asked if she was referring to the park and Ms. MacDonald confirmed. Ms. MacDonald explained that there is a little creek in behind the trees and comes down through the easement on to Evergreen Drive but the creek is badly drained and a mess during the spring. The property in behind is not being used as a park compared to where the playground is currently located.

Councillor McCabe asked Ms. Thompson if she could confirm that the property is zoned C-2 Commercial and what would be allowed to be placed on that property as-of-right if it is not rezoned for residential. Ms. Thompson confirmed that the property is zoned C-2 and a number of uses within that zone include multi-unit dwellings, retail, commercial retail and other uses that could be placed on that property. The zoning on that property is as-of-right and they could gain access on Malpeque Road but they would have to negotiate access with the Province to develop that property.

Ms. Thompson also clarified some of the comments from residents regarding the trees along the cul-de-sac. The boundary where the trees are located is actually the boundary for the property and that the trees are owned by the property owner and not the City. There might be one tree that is owned by the City but the rest would be within the property owner's boundaries. Ms. MacDonald commented that there are more trees in the area versus what was presented in the photos during the presentation. The trees come right out to the edge of the road. There is just one strip that gets mowed by the lawn mower.

Ms. Thompson presented the map that showed the boundaries of the property and where the trees are located. Ms. MacDonald responded that the trees go up until the edge of the street along the cul-de-sac.

Councillor Jankov clarified that if this property was not rezoned, the property owner could potentially construct a retail store near the cul-de-sac. Ms. Thompson confirmed that they could potentially do that. The homes on Patrie Lane are zoned C-2 and the remaining vacant lot along Patrie Lane that are zoned C-2 could be developed for any multi-unit or commercial development. The other properties on Patrie Lane are currently all semi-detached dwellings but if the developer chose to develop that differently, the zoning would allow for other types of development within the C-2 zone. Councillor Jankov noted that any other uses in the C-2 zone could also increase traffic as well.

Gerard Chaisson, resident, commented that they recently bought a dwelling on Patrie Lane and received this information that another development is being proposed on the vacant land. Mr. Chaisson shared that their grandkids and other kids in the area play along the cul-de-sac. Mr. Chaisson noted that there is no park, or the park is a "joke" because is a swamp in the springtime and could barely walk a kid in a stroller or people with mobility issues to walk with a walker. Mr. Chaisson disagreed with Jared Murphy's comment on the parcel along the cul-de-sac being a ditch for water. Chaisson commented that it is a piece of paradise. Mr. Chaisson also felt that

what is being proposed is sort of a black mail by saying, *"We either put it in there or we are going to put something bigger, so be it."*

Mr. Chaisson asked if the development along Melody Lane would eventually into the open space on to Patrie Lane. Mayor Brown commented that the road access would not go through the park. Ms. Thompson responded that the road he is referring to is Trailview Drive and not Melody Lane and that the developer is deeding a parkland in behind the existing parkland on Patrie Lane and access would not continue on to Patrie Lane but the new extension of Trailview would connect down to Evergreen Drive. Mayor Brown mentioned that the property in question is zoned C-2 and other members of Council just clarified that there could be other uses that are permitted under the C-2 zone and that the purpose of this public meeting is to gather information from the public.

Joel Yorke, resident, asked if land taxes would increase if this house will be built and asked if any of the Councillors have visited the site. Mayor Brown confirmed that he knew the area and was at the park at some point. Mr. Yorke commented that the photo presented at the meeting does not represent what the current park looked like. The park is very beautiful and enjoyed watching his daughter learn to drive a bike there. Mr. Yorke was concerned and asked why the applicants can't build a road on to their parent's property instead of getting access off Patrie Lane. Mr. Yorke also indicated that trading the piece of land is a "joke" and mentioned that half of the park is not usable. The back is considered a bog and trading the front (cul-de-sac portion) for the back portion of the property is unacceptable.

Jennifer MacKinnon, resident, of Evergreen Drive assured that the area behind the little section of the park used to be a pond and is now marshy and is not being used by residents because of the mosquitoes. Ms. MacKinnon supported her neighbours and noted that the residents who purchased or are planning to purchase properties along Patrie Lane, took into account the space around the cul-de-sac. Now, the space is being taken away from them and she felt it was not fair. Ms. MacKinnon mentioned that she understood both sides but felt that it is not fair and requested not to take any more green space. Lynn MacDonald explained that they enjoyed the area around the cul-de-sac and transformed the center of the cul-de-sac that used to be grass into a beautiful garden and added more beauty to the circle.

Sherri Vessey, resident, commented that it took her years before she was able to find herself a new home. Ms. Vessey was not expecting to be faced with a proposal to open up the cul-de-sac to allow for a new home or potential business to be developed in the area. She felt it was discouraging. Ms. Vessey mentioned that the neighbourhood is small, lovely and contained and it would be a sin if the development was allowed.

Mitchell Crouse, resident, mirrored what the other residents shared and mentioned that that last time he attended a public meeting was for an asphalt plant along Sherwood Road. The developers decided not to move forward with the proposal. Mr. Crouse commented that aside from representing himself, he also represents other youth and on behalf of Eco PEI where he sits on the board. The park is not usable green space and Mr. Crouse showed that the only usable greenspace is where the treeline is located. The kids use that green space, the cul-de-sac and the streets. The back of the park is unusable. If the City agreed to take the deal of exchanging the front for the back, Mr. Crouse felt that the City is getting ripped off. Mr. Crouse does not mean to offend the applicants for choosing that lovely area but dismantling the cul-de-sac is not the option.

Jared Murphy, applicant, appreciated all the comments and concerns from residents and he was not expecting all those comments. He mentioned that he lived at 505 Malpeque Road for almost 20 years and noted that Patrie Lane used to be a hayfield where they use to play. Mr. Murphy felt that it is funny to see this come full circle and was not sure if they would like to move forward with the development after hearing all those comments.

Mayor Brown acknowledged Frank Quinn, Manager of Parks and Recreation, who was at the meeting and asked to look into the comments from residents with regards to the park.

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

6. Lot 18-2 Sherwood Road (PID #455642)

This is a request to rezone the subject property from Business Park Industrial (M-3) Zone to Highway Commercial (C-2) Zone and to amend the Official Plan designation from Industrial to Commercial in order to construct three (3) apartment buildings that will provide 200 dwelling units. Robert Zilke, Planner II, presented the application.

Mr. Zilke responded to a question as to why the proposed rezoning was to go to C-2 rather than a residential zone. The applicants are proposing to rezone to C-2 zone to be consistent with adjacent properties that are also zoned C-2. The orthophoto showed the zoning map of the surrounding area. To the south are C-2 zoned lands with apartment dwellings that have already been constructed and a few apartments that are in the process of being construction. To the west is the Maritime Electric Substation that is zoned Industrial and then further west are single-detached residential dwellings that are zoned R-1S. To the north is a vacant parcel of land zoned CDA (Comprehensive Development Area). This property is held in reserve until a developer comes with a proposal to Council for any type of development. At this time, there are no plans to develop that vacant parcel of land.

The application tonight is to rezone the property to C-2 Commercial to be able to construct three (3) apartment buildings for a total of 200 apartment units. The C-2 zone has step zones in it. It means that any commercial use is permitted, but it also steps down to the R-3 and R-4 zone, which allows for apartment buildings. Rezoning it to an R-3 or R-4 would essentially be considered as spot rezoning, which generally isn't supported by planning. Rezoning it to C-2 would only keep the zone consistent with the other adjacent properties.

Mr. Zilke presented the site plan showing the proposed development and a possible future road extension on to Minna Jane Drive. The main access would still be off Sherwood Road. David Arsenault, applicant, was at the meeting to provide additional information and answer any questions.

Mr. Arsenault presented the general layout of the proposed development. The plans presented are with the assumption that Minna Jane Drive will be extended on to the property at some point as another future road access on to Sherwood Road. The main access for all three (3) buildings will be on Sherwood Road but should Minna Jane Drive be extended; it could be an option to ease traffic concerns or to spread out traffic flow in the area.

All three (3) buildings are five (5) storeys in height. The first two (2) will have 60-units each with surface parking and the third building will have 80 units with underground parking. 10% of the units within the first and second buildings will be affordable units. Mr. Arsenault also presented renderings of the three (3) buildings, the location of the parking lot, green space and landscaping around the buildings. Mr. Arsenault also added that they take good care of their properties and consider them as long-term investments and that is why they invest in good landscaping and quality buildings.

Mr. Arsenault presented a summary of why they believe this apartment is a good development proposal and a reasonable request: like-kind structures in the area make good planning sense. Mr. Arsenault explained that they are not trying to construct five or six (5 or 6) storey apartment buildings where there are no streetscapes that would blend itself to the location but felt that this proposed location is close to other apartment buildings and that it is a good location for apartment buildings; increased housing option programs that ensure affordability; prioritize barrier-free and accessible units possible for different folks who need physically accessible units, wider hallways, walker-friendly units and things of that nature as required in the code; energy efficient designs (beat the energy code by at least 25%) to make the investment energy efficient; location is central to jobs, the university, hospital and arterial roads; pet-friendly units and local builders and management.

Mr. Arsenault also responded to some concerns on traffic and residents who are resistant to change. Traffic concerns are evident every time there is an increase in density in an area. This is a good opportunity to improve Sherwood Road, add some infrastructures such as bike lanes and eventually an extension to Minna Jane Drive. The proposed change in zoning to commercial is to develop apartment units. If the property is not rezoned, it remains zoned as an industrial land which could potentially, as-of-right, be permitted for uses such as an automobile shop, automobile dealership, service station, nightclub, commercial day-care centre, convenience store, cultural establishment, a green garden centre, marijuana production facility, rental service for equipment sales, etc. While traffic and increase in population is a concern, Mr. Arsenault felt that apartment buildings would be a better use of the property than those industrial uses. Mr. Arsenault also presented a map that showed the different apartment units that are within the surrounding neighbourhood and apartment buildings that are scheduled for construction.

Councillor Jankov commented that staff's report indicated that there is a lack of amenities for the residents and is isolated from other residential supports, like schools, recreation facilities and active transportation. Councillor Jankov then asked if there was any consideration in increasing the green space within the apartment buildings. Mr. Arsenault agreed that the property is indeed isolated and that they would be willing to consider revisiting the plan to add more green space and still have 200 units on the property. Mr. Arsenault also noted that the less asphalt and building footprint there is, more green space would be retained.

Councillor McCabe asked where the location of the property is in relation to the substation. Mr. Arsenault showed the diagram that described the location of the property and where the substation is located. Mr. Arsenault also asked Mr. Zilke if the six (6) letters that were sent were only sent to residential owners and Mr. Zilke responded that it was sent to property owners within 100 meters of the subject property. Mr. Arsenault commented that the letters would have been sent to Seafood Express, Maritime Electric, the vacant lot across the street and maybe two to three (2-3) homeowners.

John Kamphuis, resident, commented that he liked the idea of apartment buildings but he felt that the proposed development is too big and that there will be traffic concerns. Mr. Kamphuis also commented that the development does not need two (2) roads/lanes and that future road could be converted into green space instead. Also, there are no sidewalks along Sherwood Road. Mr. Kamphuis then asked if Mr. Arsenault would have any idea the number of school kids residing in the apartments. The school in that neighbourhood is currently being renovated and the school may not be able to accommodate additional influx of students in the near future.

Mr. Kamphuis also shared that he finds it difficult to get into his driveway between 4 o'clock and 5 o'clock with cars backed up to the corner of the road waiting to pass. Some cars speed trying to get out of Sherwood Road into the main highway. He also added that additional traffic controls need to be considered at the corner of Sherwood Road. Mr. Kamphuis also commented that there is a lot of snow in that area and was worried that putting up three tall buildings may act as a big snow fence which could leave more snow on the road. Mr. Kamphuis summarized his concerns as the following: 1) need for improved streets; safety - sidewalks and traffic controls along the intersection 2) snow and 3) impact of influx of students in schools.

Mayor Brown asked if Mr. Kamphuis was referring to the corner of Sherwood Road and Lower Malpeque Road and Mr. Kamphuis confirmed and commented that they used to call it the accident corner. Mr. Kamphuis also commented that he is not a big fan of adding 200 more people in that area.

Mr. Arsenault addressed Mr. Kamphuis' concerns: 1) sidewalk concerns are to be directed to the City/Council, 2) For the number of students, their 48-unit apartment building in Cornwall has three (3) school kids in total. Usually, there's about one to two (1-2) percent of residents would have school kids and they do not discriminate tenants with school kids and 3) The connection to Minna Jane Drive. This is something that the developers would still be working with the other developers but they can definitely look into that concern. Mr. Arsenault also added that he is aware of the issues along the intersection and could be looked into as part of the whole street improvements.

Mr. Kamphuis asked what the zoning is for the property on the north of the proposed development. Mayor Brown confirmed that it is currently vacant and is zoned CDA (Comprehensive Development Area). Mr. Zilke explained that it is a reserved land until someone would come in with a comprehensive development plan and this process would have to go through the rezoning process which includes public consultation.

A question from YouTube (live streaming) was asked regarding rental rates for the apartments. Mr. Arsenault responded that it would depend on the timing of the project and the rates could not be determined at this time. If it were built and rented at present, it would be in the range of \$1250 to \$1350 a month for a two (2) bedroom apartment (excluding utilities) and affordable units would be around \$674 for one (1) bedroom, \$800 for two (2) bedrooms and \$900 for three (3) bedroom units. These are based on 2019 numbers. This project could be a five, six or seven (5, 6 or 7) year plan and will be constructed one building at a time.

Councillor Jankov commented that some of the affordable housing units do not provide the rental rates and confirmed that these affordable housing units would use the CMHC guidelines and Mr. Arsenault confirmed that they will refer to the guidelines set out by CMHC.

Maurice Steeves, resident, commented that his main concern is transportation and safety. Sherwood Road is a narrow and busy road for teachers and parents driving their kids to school. Safety for kids is also a concern. It is very difficult to cross the road with the traffic and vehicles who exceed the speed limits. It is also difficult to even cross using the crosswalks along Salisbury and Commonwealth. The entrance to Lower Malpeque from Sherwood Road and Commonwealth is not more than 300 to 400 feet and during peak hours, it is difficult to move anywhere. Even when leaving his home, he finds it difficult to even turn left coming out of his driveway. Mr. Steeves also commented that he has witnessed the change in the traffic situation in that area, several mishaps of motorists who do not slow down or stop, close mishaps between vehicles or between vehicles and pedestrians. Mr. Steeves suggested that traffic lights could be added or any additional safety measures along that street before any development is approved.

Nelson Hurry, resident, commented that he witnessed different traffic situations and found it unsafe to even pickup his newspaper every morning. Vehicles speed most of the time, they drive by his driveway and then gone in a blink of an eye. Adding 200 units in that area would equate to an additional of 200-300 cars driving in that area. Mr. Hurry recommended that the road be built/fixed before the development even starts. There is also a need for traffic lights at the corner of Sherwood and Lower Malpeque Road for safety. Mr. Hurry also shared that his son who owns a house beside them won't let his kids out on the street because of safety concerns.

Sandi Hurry, resident, asked where the recreation area for kids would be since she felt that there is no room for recreation in that area. She also added that cars and motorcycles drive extremely fast. Ms. Hurry also noted that they did not receive a letter considering that they are directly across from the Maritime Electric substation. Ms. Hurry shared that it was a dirt road when they first moved in and only a few houses. She also said that she has witnessed the changes with the developments in the area and expects that there will be bigger changes when this apartment is developed. Ms. Hurry noted that something has to be done to handle the intensity of units, traffic and recreation space for children that will potentially reside in that area.

Doug Miller, resident, commented that he does not support the requested rezoning due to the size and amount of traffic that will be generated by this development. The proposed rezoning does not respect the general make-up and character of the existing neighbourhood. Mr. Miller quoted the Official Plan page 15 (par. 2) that states, *"Our objective is to promote compact, urban form and infill development. As well the efficient use of infrastructure, public services facilities. Our policy shall be to allow moderately higher densities in neighbourhoods. Multiple family dwellings in suburban centres and around these centres, provided that development is at a density that will not adversely affect existing long density housing."* Mr. Miller felt that it is highly unlikely that this rezoning application for 200 units will not adversely affect the existing low-density housing.

Mr. Miller also pointed out items for consideration: 1) Increase in traffic. Mr. Miller noted that in the October 5, 2020 planning board meeting, Deputy Mayor Coady and resident member Rosemary Herbert both agreed that traffic is a concern and that Ms. Herbert felt that the property is not a great area to be developed for residential uses; 2) Sherwood Road is a designated truck route as per Land use Map of Charlottetown; 3) Significant additional traffic from shopping mall area along Minna Jane Drive and the 217-unit apartment building that is anticipated to be constructed; 4) The request is for an apartment building but the request is to rezone to C-2 commercial. Mr. Miller felt that rezoning it to R-4 would be a better fit.

Mr. Miller asked what the correct acreage of the property is; is it 5.92 acres as indicated in the application or 4.77 acres as indicated in the letter of rationale. Mr. Arsenault responded that 4.77 acres would be the correct acreage. 5.92 acres would include the easement which will be the future connection on Minna Jane Drive.

Mr. Miller also asked if the property would then be considered a corner lot or an interior lot. He felt that if Minna Jane Drive would be a future road expansion, then the property should be considered as a corner lot. Mr. Miller explained that if the property is considered a corner lot, it will have a different lot area requirement per unit. 4.77 acres would be equivalent to 207,781 square feet. Interior lots require 1,237.9 square feet which would only allow for 167 units. Corner lots require 1,507 square feet which equates to 137 units. The maximum building height is 49.2 feet. Mr. Miller commented that this information was not available in the planning package.

Mr. Miller discussed the permitted uses for the C-2 Zone and was concerned that if the property was rezoned to C-2 and the developers felt that the apartment units are no longer needed or economical, they could build any other development as permitted under the C-2 Zone. The current zone allows for 28 permitted uses while the C-2 zone would permit 52 different uses.

Mr. Miller also commented that the concept plans were presented but the specific size and height of the buildings were not included in the application package. Mr. Miller then asked how staff could determine the suitability of the proposal without the important information.

Mr. Miller concluded by respectfully requesting that the proposed amendments be denied. Mr. Miller noted the Guardian article on October 19 pertaining to IRAC's decision to overturn Council's decision regarding the 18-unit apartment building on Palmers Lane. Planning Board felt that the apartment building was not appropriate for the neighbourhood because the existing character of the neighbourhood and issues with respect to transitioning buffer. Mr. Miller believed that some of these concerns also apply to this application.

Mayor Brown asked residents who would like to submit their written comments, send it to planning@charlottetown.ca.

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

7. Adjournment of Public Session

Moved by Councillor Mike Duffy and seconded by Councillor Julie McCabe, that the meeting be adjourned. Meeting adjourned at 8:56 p.m.



DRAFT

**Special Meeting of Council
Thursday, October 29, 2020 at 5:00 PM
Council Chambers, City Hall**

As the City continues to follow physical distancing protocols as set out by PEI Public Health, seating for the public was limited to 15 within the 2nd Floor Foyer. Upon arrival, individuals were required to provide information for contact tracing purposes.

Live stream was available on the City's website @ www.charlottetown.ca/video

Mayor Philip Brown presiding

Present: Deputy Mayor Jason Coady
Councillor Mitchell Tweel
Councillor Julie McCabe
Councillor Mike Duffy
Councillor Kevin Ramsay

Councillor Alanna Jankov
Councillor Terry MacLeod (teleconference)
Councillor Terry Bernard (teleconference)
Councillor Bob Doiron (teleconference)
Councillor Greg Rivard

Also: Peter Kelly, CAO
Alex Forbes, PM
Karen Campbell, CS

Scott Adams, PWM
Richard MacEwen
Tracey McLean, RMC

1. Call to Order

Mayor Brown called the meeting to order.

2. Declarations of Conflict of Interest

No conflicts were declared.

3. Approval of Agenda

Agenda items relating to Mount Edward Road (PID#s 390534, 390559 and 390542) as well as Utility Resolutions were, by consensus of Council, deferred to the next meeting of Council. Moved by Councillor Rivard and seconded by Councillor Ramsay that the agenda be approved as amended. Carried.

4. Discussion Items:

a. ICIP – Public Transit Stream

The CAO spoke to the previously circulated report. In a letter dated October 5, 2020 from Steven Myers, Minister of Transportation, Infrastructure, and Energy (TIE), he assured that funding support would be prioritized for the Transit Fleet Renewal and Electrification Program in exchange for the three municipalities releasing the remainder of the ICIP Public Transit Stream funds (\$13.9 million) so that the funds could be transferred to the new COVID-19 Resilience Infrastructure Stream (CVRIS).

The Capital Area Transit Coordinating Committee (CATCC) met October 26, 2020 to discuss the terms of this letter. The CATCC to draft a letter in response noting on a revised project budget to ensure that adequate funds are allocated to the Transit Fleet Renewal and

Electrification Program and reopening the discussion on the request to the provincial government to increase the Provincial Operating Subsidy from \$180,000 to \$350,000 annually.

Moved by Councillor Greg Rivard
Seconded by Councillor Julie McCabe

RESOLVED:

That the City of Charlottetown relinquish the balance of its Transit ICIP Funds of approximately \$12,000,000 to the Province of PEI which would be used as part of the New COVID-19 19 Resilience Infrastructure Stream (CVRIS).

CARREID 10-0

b. Traffic Study - Maypoint Road and Capital Drive (PID #387365)

Councillor Duffy, Chair of Planning & Heritage, noted that a question was raised during the Planning Board meeting regarding public consultation on the matter and if the traffic study could be presented to residents of the City as a proactive measure to address concerns. He further noted that the Zoning & Development Bylaw does not require a public consultation for this type of application or process; this process is highly technical, and the City relies on traffic engineers to provide their analysis and professional expertise with regards to these situations. Councillor Duffy requested that the item be referred to Planning for reconsideration. The following motion was presented.

Moved by Councillor Mike Duffy
Seconded by Councillor Julie McCabe

RESOLVED:

That the Traffic Study matter dealing with Mapyoint Road and Capital Dr. (PID# 387365) be referred to the Planning and Heritage Committee for reconsideration.

CARRIED 10-0

c. Northridge Parkway Lighting

Moved by Councillor Terry MacLeod
Seconded by Councillor Mike Duffy

RESOLVED:

That, as per the conditions of the public Tender for "Northridge Parkway Lighting Replacement" the submission of Hansen Electric in the amount of \$106,500.00 (plus all applicable taxes) be accepted.

Some questions were raised regarding the style of lighting (Old Fashion Street Lanterns) and chosen location. Councillor Bernard indicated that Belmont House is a historic building on Northridge Parkway (1 Oaktree Crescent) and heritage lighting would be appropriate for that area. He added that, currently, there are no power poles/lighting on the righthand side of Northridge Parkway as you come in off St. Peters Road thus creating a safety issue.

CARRIED 8-2
Councillors Doiron & McCabe opposed

5. Move into a Closed Session of Council (5:50 PM)

Moved by Councillor Ramsay and seconded by Councillor Duffy that Council move into a Closed Session as per Section 119 (1) subsections (a), (d) & (e) of the Municipal Government Act of PEI. Carried.

6. Business Arising from the Closed Session (7:23 PM)

Deputy Mayor Coady and Councillor Bernard absent.

Following discussion with respect to CUPE 830 contract ratification during the Closed session, a motion was brought forward into the Open session for Council's consideration.

**Moved by Councillor Alanna Jankov
Seconded by Deputy Mayor Jason Coady**

RESOLVED:

That the attached Memorandum of Settlement between the City of Charlottetown and CUPE Local 830 be approved as presented.

CARRIED 8-0

7. Adjournment

Moved by Councillor Ramsay and seconded by Councillor Duffy that the meeting be adjourned. Carried.

The meeting concluded at 7:24 PM



**PLANNING AND HERITAGE COMMITTEE
REPORT TO COUNCIL
November 09, 2020**

The Planning & Heritage Committee did not meet in November 2020; therefore, there are no reports to attach in this package.

The Planning Board met on Friday, October 23, 2020 and Monday, November 02, 2020; copies of the Planning Board Reports and the minutes are included in your package. *An administrative report for 168 Weymouth Street is also included in your package and is available before the planning board meeting reports.*

The Heritage Board met on Monday, October 26, 2020; copies of the Heritage Board Reports and the minutes are included in your package.

The Design Review Board met on Tuesday, October 27, 2020; copies of the Design Review Board Reports and the minutes are included in your package.

There are thirteen (13) resolutions to be put forward for Planning:

Planning & Heritage (3):

1. Signing Authority: Appoint Emily Trainor as Designate Development Officer.
2. Signing Authority: Appoint Karyn Palmer as Building Inspector.
3. Signing Authority: Appoint Shane Jones as Building Inspector.

Planning (10):

1. 190 Euston Street (PID #346429): Variance to reduce the required lot frontage from 20m (65.6ft) to 12.7m (41.9ft) in the Downtown Neighbourhood (DN) Zone to permit five (5) apartment units.
2. 24 Water Street (PID #1068105): Variance to reduce the required setback for an exterior staircase (fire escape) from 3.9 ft to approximately 1.0 ft.
3. 20 Babineau Avenue (PID #1054972): Variances to reduce the front yard setback from 39.4 ft to 12.0 ft and waive the requirement for three (3) additional loading spaces in order to construct an addition (approximately 27,805 sq ft) to the existing retail establishment.
4. 93 Belvedere Avenue (PID #373092) & 95 Belvedere Avenue (PID #373100): Variance to locate temporary construction camps accessory to construction in progress for the new UPEI Residence on two adjacent separate vacant properties.
5. MacRae Drive / Norwood Road (PID #192401): Rezone a portion of the property from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone in order to create a subdivision containing a combination of single-detached dwellings and semi-detached dwellings.
6. 505 Malpeque Road (PID #145466) and a portion of Patrie Lane (PID #s 1117167 and 676213): Rezone a portion of the property at 505 Malpeque Road (PID #145466) from Highway Commercial (C-2) to Single-Detached Residential Large (R-1L) and Open Space (OS) Zone; a portion of the properties along Patrie Lane (PID #s 1117167 and 676213) from Open Space (OS) to Single-Detached Residential Large (R-1L); And amend the Official Plan for a portion of the property at 505 Malpeque Road (PID #145466) from Commercial to Low Density Residential and Recreational; a portion of the property along Patrie Lane (PID #676213) from Recreational to Low Density Residential; and a portion of the property along Patrie Lane (PID #1117167) from Commercial to Low Density Residential, in order to construct a single-detached dwelling.

7. Reconsideration for 18 Trainor Street (PID #s 889873 & 388199): Request to reconsider the request to consolidate two properties in the Highway Commercial (C-2) Zone.
8. Tim Hortons Drive-thru on Maypoint Road: Request to permit a Tim Hortons drive-thru subject to proposed upgrades to Maypoint Road/ Capital Drive
9. 168 Weymouth St (PID #345108): Rezone the subject property from Downtown Neighbourhood (DN) Zone to Downtown Mixed Use Neighbourhood (DMUN) Zone and amend the Official Plan Map from Downtown Neighbourhood to Downtown Mixed Use Neighbourhood to operate a professional office (i.e. Accountants) on the first two floors with the remaining third floor to be used for residential.
10. Corner of Towers Road and Mount Edward Road (PID #s 390534, 390559 and 390542): Request to amend Appendix "B" of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses); a request to amend Appendix "A" the Official Plan Map from Low Density Residential to Comprehensive Plan Area; and to amend Appendix "G" of the Zoning & Development Bylaw to rezone a portion of PID # 390559 and PID #390542 from Low Density Residential(R-2S) to Comprehensive Development Area (CDA) to facilitate a mixed use development.

Reading Papers:

First Readings:

1. MacRae Drive / Norwood Road (PID #192401): Rezone a portion of the property from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone in order to create a subdivision containing a combination of single-detached dwellings and semi-detached dwellings.
2. 505 Malpeque Road (PID #145466) and a portion of Patrie Lane(PID #s 1117167 and 676213): Rezone a portion of the property at 505 Malpeque Road (PID #145466) from Highway Commercial (C-2) to Single-Detached Residential Large (R-1L) and Open Space (OS) Zone; a portion of the properties along Patrie Lane (PID #s 1117167 and 676213) from Open Space (OS) to Single-Detached Residential Large (R-1L); And amend the Official Plan for a portion of the property at 505 Malpeque Road (PID #145466) from Commercial to Low Density Residential and Recreational; a portion of the property along Patrie Lane (PID #676213) from Recreational to Low Density Residential; and a portion of the property along Patrie Lane (PID #1117167) from Commercial to Low Density Residential, in order to construct a single-detached dwelling.
3. Corner of Towers Road and Mount Edward Road (PID #s 390534, 390559 and 390542): Request to amend Appendix "B" of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses); a request to amend Appendix "A" the Official Plan Map from Low Density Residential to Comprehensive Plan Area; and to amend Appendix "G" of the Zoning & Development Bylaw to rezone a portion of PID # 390559 and PID #390542 from Low Density Residential(R-2S) to Comprehensive Development Area (CDA) to facilitate a mixed use development.

Second Readings:

None.

For information purposes, a listing of permit applications issued during the past month has been included with your package.

Respectfully submitted,

Councillor Mike Duffy, Chair

**PLANNING AND HERITAGE COMMITTEE – PLANNING BOARD MINUTES
FRIDAY, OCTOBER 23, 2020, 12:00 P.M.**

Videoconference (Webex)

Live streaming at www.charlottetown.ca/video

<u>Present:</u>	Mayor Philip Brown	Bobby Kenny, RM
(Via Webex)	Councillor Mike Duffy, Chair	Basil Hambly, RM
	Councillor Julie McCabe, Vice-Chair	Kris Fournier, RM
	Councillor Alanna Jankov	

<u>Also:</u>	Alex Forbes, PHM	Ellen Faye Catane, PH IO/AA
(Via Webex)	Greg Morrison, PII	Scott Adams, PWM
	Robert Zilke, PII	Councillor Greg Rivard
	Emily Trainor, PI	

<u>Regrets:</u>	Councillor Mitchell Tweel	Shallyn Murray, RM
		Reg MacInnis, RM
		Rosemary Herbert, RM

Since this meeting is held via Videoconference, interested participants were provided with Webex meeting information in order to join the meeting. Live streaming was also made available for those who wishes to watch the meeting.

1. Call to Order

Councillor Duffy called the meeting to order at 12:02 pm.

2. Declaration of Conflicts

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

Before moving to the approval of the Agenda, Councillor Duffy introduced himself as the newly appointed chair for the Planning & Heritage Committee. Councillor Duffy also added that he has been a member of this committee back in the 90s.

3. Approval of Agenda

Moved by Councillor Julie McCabe and seconded by Bobby Kenny, RM, that the agenda for Friday, October 23, 2020, be approved.

CARRIED

4. Adoption of Minutes

Moved by Mayor Philip Brown and seconded by Councillor Alanna Jankov, that the minutes of the meeting held on Monday, October 05, 2020, be approved.

CARRIED

5. Business arising from Minutes

There was no business arising from minutes.

6. Tim Hortons Drive-thru on Maypoint Road

This is a request to permit a Tim Hortons drive-thru subject to proposed upgrades to Maypoint Road/ Capital Drive. Alex Forbes, Planning & Heritage Manager, presented the application. See attached report. Scott Adams, Manager of Public Works, and the consultant that did a peer review for a drive-thru at that location on Maypoint Road, were also at the meeting to answer any questions or provide additional comments. Robert Smith and Erik DeJong, representative for Cordova Realty, were also at the meeting.

Staff has been working with the developer on this application for some time. Some of the board members are familiar with this application but there are also new council members since the board has changed. Mr. Forbes indicated that he will try to be as clear as he can with regards to this application.

The property in question is owned by Cordova Realty a development firm out of Moncton. In 2016, the property was formerly owned by the Tweedy family who approached the city to subdivide this property for future development. During this time, the province was also in the planning stage to construct a new roundabout. In 2016 the various parties involved were aware there would be sensitivity to any street connections, either on Capital Drive or to Maypoint Road. The subdivision application generated a preliminary traffic study in November of 2016 that laid out all of the access points to the Cordova and Murphy's Hotel property. There is a 60-foot right-of-way off of Maypoint Road that was set aside as the access to the hotel. The study also identified that the primary access for the Cordova Development would be off Maypoint Road. As you go around the corner and go down Capital Drive, there was a right-in, right-out that would allow you to go back into the Cordova property or get access to the adjacent property. Cordova purchased the property and had a development proposal for 12 fueling/gas stations, food outlet, convenience store, carwash and a restaurant. This property is a busy spot for traffic just in regard to the land uses note above. In the Zoning Bylaw, it indicates that if you are going to have a drive-thru, a special review by the city is required with regard to ensuring that the queuing lane for the drive-thru is not going to interfere with both internal traffic on the site and with the adjacent road network.

Most of the permits for the development on that property have already been issued. The Tim Horton's Restaurant on that property, which is about 600-800 sq. ft., is not a typical walk-in location with seating capacity, but it was intended to be utilized as a drive-thru. Cordova went back to the original consultant, Don Good from EXP (Fredericton), who prepared the original traffic study of all the access points to this property was engaged to review the drive thru queuing to determine whether it could be accommodated effectively on site and not interfere with the road network. Mr. Good worked in tandem at that time with the province and obtained current traffic counts for this location. Mr. Good utilized this data to prepare his analysis of how the drive-thru would work. Mr. Good indicated that if a certain traffic threshold were met, additional traffic upgrades would have to be required.

This application went to planning board in August 2019. Mr. Good's report basically indicated that the drive thru could be accommodated. But if the amount of traffic in front of the store increased significantly, it may require some street improvements. At that time, there were concerns from the board members that Mr. Good's report indicated there was no queuing in front of the primary access. Some Councillors and resident members questioned the report because they had witnessed queuing. As a result of this concern the Planning Board requested a peer review. A peer review is a process where another independent traffic consultant is hired to review the traffic study. Ryan Esligar of Crandall Engineering was asked to review the EXP report. Mr. Esligar was also at the meeting to provide additional information. As part of his review, Mr. Esligar determined that one of the issues in the EXP traffic report for the drive-thru was the low traffic count numbers. The traffic counts were low because the traffic count that was provided to Mr. Good was taken during a holiday (Natal Day). As a result, the numbers were off and new counts were redone and Mr. Esligar revamped the study. As those traffic counts numbers increased, Mr. Esligar leveraged some of the recommendations in the original EXP study that indicated that if the numbers in front of this commercial business hits a certain threshold, some significant traffic improvements to the roadwork would be required. The key recommendation of the study was the need for a right turning lane as you exit the primary access road on Maypoint Road. This right turning lane was put in place so that it could diffuse traffic, allowing either vehicles from the Tim Hortons or any of the other uses on this property to loop around and back down Capital Drive and not have to enter the roundabout.

Mr. Esligar provided additional details and analysis of the report from November 2019. Just over a year ago, their company was asked to review the report that had been done by EXP. Basically, the main thing that was noticed was that, the counts that were that were used for the most recent report was done on Natal day (August 5th). The traffic count data was compared with other data sources from 2018. It was noticed that the traffic volumes on Natal Day in 2018, the morning and evening peak period volumes were about 25% lower than on a typical weekday. The main conclusion from the peer review was that these numbers did not represent a typical weekday. In reviewing the EXP study, Crandall agreed with the trip rates that were used and that there was sufficient storage space on site to accommodate the drive-thru. There is a room for about 19 or 20 vehicles that can be accommodated on-site. That is consistent with a lot of other Tim Hortons restaurants in New Brunswick and PEI. There were no issues with what was done in the study. It was just that the data that was used did not represent typical traffic volumes.

Mr. Esligar added that they reviewed some videos that were provided by the province and it showed that in the morning peak, traffic backed past the entrance to the development about five to six (5-6) times. However, it only queued back for about 30 seconds at a time. In the evening around 5:30 pm, there was a long queue that developed way back along Maypoint Road and lasted for about two (2) minutes. It was more of a rolling queue where it gets backed up quickly and then vehicles to start to flow through again. They did some modelling with the updated count that was completed in September 2019. The volumes were higher than what had been used in the previous EXP study. The modeling suggested that at times, the traffic will back up past the entrance, which makes sense, because that is evident with past reports as well. However, the queues are not expected to last more than a few minutes at a time.

In terms of the development traffic with this being a Tim Hortons restaurant, the morning peak is certainly a busier time. It is a busier time for people coming and going into the development than the evening. In terms of overall traffic overall, in the morning, there is a higher demand for vehicles coming in here from the highway and turning left. But in the evening, that is when the most queuing is seen so that is considered as a good thing. For the morning traffic entering the development, the peak was a different time than the peak on Maypoint Road. Another thing to point out is, generally a lot of the issues with Tim Hortons developments and other similar developments are in the morning peak periods. Their analysis determined more queueing on Maypoint Road in the evening.

Mr. Esligar presented a site map of how the roundabout would look like with the right turn lane added and felt that this would be an appropriate improvement. There are no guarantees in traffic engineering. There could still be an accident in the area or traffic backing up for at least five to ten (5-10) minutes. If in the future, more issues would come up and would have more congestion along the entrance, another option could be considered. Specifically, pavement markings along the entrance could be installed. It would be similar with what was done in front of one of Moncton's Fire Station where markings were put in place and a sign that says, "Emergency Access, Keep Clear". In this situation, it would not be an emergency access but a sign to indicate, "Do not block driveway". Mr. Esligar pointed out that this option could set a precedent to other similar development and that this should be considered when looking at this option. If the markings were required to be put in place, the City could explain that that since the entrance is close to the roundabout and congestion in the area, these markings are required to prevent further congestion.

Mayor Brown asked if the right-in, right-out along Hampton Inn Suites could be used as an entrance or exit to the drive-thru. Mr. Esligar confirmed that there would be no issues if this access was used as another access to the drive-thru.

Mayor Brown asked Mr. Forbes if this issue started back in 2016. Mr. Forbes responded that in 2016, the application was for the subdivision of the property. The subdivided lot was then purchased by Cordova Realty and developed with these land uses. The only permit that could not be issued from the original development request was for the drive-thru. Mr. Forbes also pointed out that if this application would be approved, Council could require the right-turn lane (estimated at \$120,000) be paid for by the developer.

Mr. Esligar was also asked to look at other possible options if all of the proposed measures did not work and provided another option which is reconfiguring the roundabout. This will cost approximately \$80,000 which the developers reluctantly agreed to shoulder the cost. However, the province does not agree with this second proposal. Hence, this proposal was removed from the options available. Mr. Forbes emphasized that the developers have been working closely with the City in order to provide a solution to the drive-thru concerns. At this time, the developers have agreed to pay for the right-turn lane and the cross-hatching. If the traffic becomes an issue, the developers are also willing to close their entire access and be forced to utilize the access into the Hampton Inn Suites. This would then provide more ability for cars not to backup traffic into the roundabout. The developers have been accommodating to ensure that their development does not cause any issues and are working with the City to find a solution for this traffic issue. Mr. Forbes

also added that should this be approved; a development agreement will be put in place to specify all these requirements.

Councillor McCabe noted that she has some concerns with the fact that the province's traffic engineers were not prepared to support the options. Councillor McCabe was concerned that the cross-hatching with lights may not be visible during the winter. Traffic studies measure queuing, speed, delays and travel time; but it does not measure human behavior. Councillor McCabe noted that in Charlottetown, residents are not necessarily good rule followers in terms of following traffic indicators. Councillor McCabe also noted that the Ward Councillor previously spoke to this application and that there are a lot of concerns with the proposed drive-thru. Councillor McCabe asked that traffic engineers if they were on site to look at the sites. Mr. Esligar responded that they did not physically visit the site, but they were provided with videos of what was going on along Maypoint Road.

Councillor Jankov asked how many cars looking to enter the roundabout off of Maypoint Road will use the right turn lane. The overwhelming amount of traffic that is queuing is not going right and wondered how the proposed right turn lane is a solution to address the queuing issue. Mr. Esligar responded that he doesn't have the exact count of cars entering the roundabout but mentioned that in the evening hours, the queuing of cars entering the roundabout (and turning left) is more of a concern than cars turning right. Mr. Esligar commented that Councillor Jankov's assessment was correct that although there will be more cars that would be queuing to enter the roundabout, the right turn lane will also help vehicles that are turning right which would lessen the queue. If you were constructing the roundabout solely to accommodate the traffic volumes, it would be better to have a separate left turn lane and then a shared through right lane.

Mr. Esligar presented a site plan to the board and indicated that this plan would be a better solution. However, this proposal would require more reconfigurations to the existing island and roundabout. Councillor Duffy asked/clarified if the province is not willing to make any changes to the roundabout at this time. Mr. Forbes responded that the province has the authority having jurisdiction for the roundabout. The province reviewed the most recent proposal and the province rejected making physical changes to the roundabout. Notwithstanding, the only option that is available or supported by the province and Mr. Adams are the right turn lane and the cross hatching; and the closing of that access point. The goal is to ensure that the adjacent road network to this development is not compounding problems for the travelling public on a daily basis.

Councillor McCabe asked where else would there be cross-hatching located in the City. Mr. Adams responded that there is one location in the City which is in front of the Police Station. It was put in place about two (2) years ago and have not had any issues since it was installed. Drivers in the area have been respectful and made sure that the cross-hatched area is clear. Councillor McCabe mentioned that she is concerned that vehicles that are waiting for the traffic lights would still block the cross-hatched area. Councillor McCabe also asked if the City knew why the province rejected both proposals. Mr. Forbes responded that he cannot speak on behalf of the Province, but he felt that it was more about redesigning the roundabout which is a fairly new infrastructure and that the province would prefer not to get into modifications at this time. The province did not provide a technical rationale but indicated that they were not prepared to support the option of

reconfiguring the roundabout if the first two options/proposals (right turn lane, cross hatching) do not work.

The first option was the right turn lane, then the cross-hatching. If both does not work, then the next option is to close the access across the front of the property. If these options still do not work, the option of reconfiguring the roundabout would be the last tool in the toolbox to hopefully ensure things would be improved with regards to traffic circulation in the area. However, the province indicated that they were not prepared to support the last option. Councillor McCabe responded that, that is concerning because the province is responsible for the highway and the roundabout and the City is looking at installing a cross-hatching, knowing that it could be problematic with regards to traffic. Councillor McCabe asked who is going to be responsible in shutting down the access when it doesn't work and what would the City do if it doesn't pan out the way it is expected to work. Councillor Duffy responded that if the proposed plans do not work, the other option is to use the roadway that leads to the Hampton Inn Suites as their access for the drive-thru.

Councillor McCabe then asked why could both plans be done at the same time to ensure that there would be no problems. Mr. Esrigar indicated that the entrance to the hotel currently exists and the plan is to have a separate access for the drive-thru while the entrance to the hotel will be used by those going to the hotel. This option for access would be made available if in case the initial access becomes problematic. Councillor Duffy mentioned that if the access were to be along the hotel access, there could be an excessive amount of time (5-6 minutes) for vehicles to be queuing along the public right-of-way. Mr. Esrigar commented that it would be tricky to establish exactly the threshold, but it would not be justifiable to close the access if there would only be queuing of about 30 seconds or one (1) minute every couple weeks. If the queuing becomes longer (10-15 minutes) and becomes more regular (weekly), then the City would then want to consider some other mitigation measures.

Councillor Duffy compared the situation down at the intersection of North River Road/Malpeque Road and Capital Drive where vehicles trying to turn left from Tim Hortons to Malpeque Road on a busy time could take a while before they could turn left. Mr. Adams reiterated a couple of things that relates to the proposed drive-thru access. One, the city is looking at a very small window during the day when it is a concern and it is the PM peak. When you look at the traffic and long lineups, that can occur on to Maypoint Road, but the traffic is still moving. That is the difference between a roundabout and a signalized intersection. There is still movement at the approaches because one or two (1 or 2) cars released into the roundabout. Gaps are still going to happen, or people would be able to make that left turn into that facility much easier than at a signalized intersection such as what Councillor Duffy alluded to. When you look at the intersection along North River Road and Capital Drive, people stop at the red light and would have to queue in behind and wait until the light turns green which could approximately be about 120 seconds. Compared to the roundabout, the gaps would allow for movement of cars along the roundabout.

The other thing Mr. Adams explained is the fact that there is another Tim Hortons restaurant that is about 500 metres or less that is nearby. People would then have a choice as to which restaurant to go to which could mitigate some traffic issues along Capital Drive.

Councillor Jankov asked who is going to be responsible for fixing the problem if this application was approved and issues escalate and the proposed fixes are not effective. Mr. Forbes responded that the discussion today and whatever would transpire at Council meeting is intended to determine what the board is comfortable approving and what conditions should be included in a development agreement. Should there be a problem that extends beyond the development agreement, then it falls back to the municipality or the province to correct or fix the roadway.

The goal in today's discussion is to determine what should be in the development agreement in order to protect the public interest and to ensure that that problem or problems do not occur in the future.

Mayor Brown asked if Mr. Adams or Mr. Esligar would know the traffic count from Maypoint Road into the roundabout because they would be most affected by cars wanting to turn left into Tim Hortons. Mayor Brown explained that there would be cars from different developments along Maypoint Road such as Beach Grove and the Seniors' home, and those that are passing through Maypoint Road to avoid the intersection along North River Road and Capital Drive. Mr. Esligar confirmed that they have the traffic count for those coming south on Maypoint Road. Mayor Brown asked if the numbers are more significant than those coming from Cornwall heading east. Mr. Adams responded that the number of vehicles from Maypoint Road into the roundabout is not very large in the morning. The morning time period will not be a concern and is considered to have a very good service level in that area in the morning. It is usually the PM peak that is an issue. This is where most people are coming up Maypoint Road to get out towards Cornwall or Upton Road. Mayor Brown commented that people driving from Cornwall into the roundabout and wanted to grab a coffee would turn to Maypoint Road and turn left into Tim Hortons would be a lesser problem than the traffic down by Tim Hortons near the intersection of North River Road and Capital Drive.

Councillor Jankov asked how this project can move forward if the province is not willing to support the proposal. Councillor Duffy responded that the province is willing to support the right turn lane and the cross-hatching and he believed that what the province is not in support of is the proposed modification to the roundabout. Mr. Forbes agreed and explained that the province reviewed the proposal for the right turn lane (\$120,000 estimated cost) and the cross-hatching that would be installed. What the province was not prepared to support was the proposed reconfiguration of the traffic lanes into the roundabout, and this modification was only proposed if all the other options did not work. That was the last option suggested by our peer reviewer (Crandall) and the developers were prepared to shoulder the additional cost (\$80,000). But since the province is not willing to support the most recent proposal, it was removed as an option.

Basil Hambly, RM, noted that if the main access to the development on Maypoint Road was closed, vehicles would be using the entrance off Capital Drive. However, there is still another access to the hotel along Maypoint Road which again, could potentially be used to get into the drive-thru and other developments in the area. Mr. Forbes clarified that the Maypoint entrance to the hotel could be used for the development. This could also help clear the traffic away from the proximity to the roundabout.

Councillor Duffy also shared that he has received a letter from Councillor Rivard and Councillor Rivard requested that the letter be included as an addendum to the minutes of this meeting. Members of the board agreed to this request.

Councillor Jankov asked if the developer will be doing the options all at the same time to ensure the safety in the area, or just doing one option at a time. Councillor Jankov also asked how all these will be incorporated in the development agreement. Mr. Forbes responded that the requirements are laid out in the report as to how the development agreement is being proposed to work. The board and Council may modify the recommendations as necessary. In terms of the road work, the right turn lane and cross hatching would be immediate. If it is determined that this option is problematic, there is a requirement in the development agreement for cameras to be put in place to clearly indicate that that driveway access is creating a problem that would force the closure of the of the primary access into that development. As a result, traffic will be funneled through the DP Murphy development from Maypoint Road. Mr. Adams and the City would have to agree and sign off on how that revised entrance to the property would work.

Mayor Brown if Councillor Rivard would be allowed to join the discussion and speak to the issue. Councillor Duffy explained that he has checked on this prior to the meeting and since Councillor Rivard is considered as a member of the general public attending this specific meeting, he would only be allowed to observe the meeting. Councillor Duffy confirmed though, that Councillor Rivard's letter will be included as part of the package.

Councillor Duffy asked Mr. Forbes if the development agreement would be ready and available during the Council meeting on November 9, 2020. Mr. Forbes responded that the development agreement is not usually prepared for Council. The development agreement would be a document detailing the details and requirements of the development. The higher lever direction or resolution would have to go to Council for a decision. Council may recommend or direct staff to add or remove any requirements to the Development Agreement as Council would deem appropriate.

Councillor Jankov asked who would be responsible for paying for future improvements if none of the proposals work. Mr. Forbes responded that if it is not part of the requirement in the development agreement, it would be up to the City in conjunction with the Province to improve or do whatever they thought appropriate to the road network. The key thing is to be able to reflect the requirements in the development agreement. This is a unique circumstance and only a small percentage of properties in the City are subject to a development agreement. This is a unique project with a number of traffic implications and the intent is to ensure that all questions and concerns are addressed before it goes to Council for a decision and the potential implications are resolved before the development agreement is implemented. Planning Board and Council should be comfortable with whatever is in that development agreement and that it is going to respond to the concerns that with traffic and not negatively impact traffic circulating through that area.

Councillor McCabe agreed with the requirements that will be stipulated in the development agreement. Councillor McCabe also recommended that there should be a written support before the development agreement is signed, to indicate that the province would be on board and in support of in the future, in case they would be to be responsible for future work that may potentially

be required. Mr. Forbes clarified and emphasized that the province is on board with the right turn lane and the cross-hatching. The City also had the same questions as to what other mitigating factors could be done in case this proposal does not work. As a result of the deferral from Planning Board during the last meeting in August 2020, the City reached out Mr. Eslihar to determine another option if the proposals do not work and that option that was suggested was to widen the right turn lane. That is the only thing the province is not on board on because it actually involves reconfiguring the roundabout.

Mayor Brown confirmed that the roundabout is owned or managed by the province and that the roundabout is their responsibility. The City's responsibility is to ensure that there would be no issues with how the traffic entering the development would intersect with the roundabout. Mayor Brown noted that a peer review was completed by Mr. Eslihar and this process started out as early as 2016. Mayor Brown asked if a public consultation could be facilitated to present the plan to residents of the City as a proactive measure to address this concern or does the board want to keep the current process without public consultation. Mr. Forbes responded that the Zoning & Development Bylaw does not require a public consultation for this type of application or process. This process is highly technical and the city relies on traffic engineers to provide us with their analysis and professional expertise with regards to these situations. It is up to the Board and Council to determine whether the requirements are sufficient to ensure that issues are addressed and mitigating factors are incorporated.

Mayor Brown commented that he was aware that it wasn't a requirement in the bylaw, but everyone is aware of the issues along the intersection along Queens Arm intersection. Mayor Brown felt that looking at mitigating any of the issues or concerns that the residents may have could be a good option. Mayor Brown noted that providing information to residents as provided by the traffic engineer would be helpful. Mr. Forbes cautioned the Board and Council that the City should follow the Bylaw requirements and that the developer is adhering to what the requirements are. There has been a two (2) year delay on this project already. The City's bylaw that we adhere to, does not require public consultation and Mr. Forbes was reluctant to recommend this but would defer the decision to Council as to how they would want this to proceed. Mr. Forbes also asked if staff could look into that option before it is dealt with at Council to determine the implications of going to public consultation and how it would impact the fairness to all parties in the way it is outlined in the bylaws as to what needs to occur. The applicant has adhered to all of the City's requirements thus far.

Mr. Adams responded to Councillor Jankov's question as to who would be responsible if the options do not work. Mr. Adams noted that the City has a working relationship with the province. The province does not like to redesign infrastructure that is fairly new, unless absolutely necessary. In some cases, the City has been able to negotiate agreements with the province to make changes. At the end of the day, the province does not support the option of reconfiguring the roundabout at this time, but it is not a hard no, and when all options have been exhausted and there are still significant issues causing traffic issues in the roundabout, the province would look for changes. Mr. Adams indicated that it is something to keep in mind as well. Mr. Adams also added that these comments could be incorporated in the development agreement as well.

Mr. Adams responded to the question as to who is responsible in covering the costs of any infrastructure changes to say that it would be up to Council to identify how this will be included in the agreement as well. Mr. Adams also noted that it would be important to determine the timeline of activities and how long do we have to wait to see the impacts to the roundabout and other proposals. The original timeline was five (5) years and the reason for considering the 5-year timeframe is that, there could be more developments that could happen within five (5) years and the natural increase in traffic volumes could significantly increase, not just as a result of this specific development. There would be several factors that need to be considered when making a decision.

Councillor McCabe commented that it is precedent setting but felt that the more information that is shared and gathered, the board and Council could make a better decision. There are not too many drive-thru in the City that have been done right and it would be nice to have this proposal done right the first time to prevent any issues in the future. Councillor Duffy responded that the issue that we are dealing with is very technical and high level. Public meetings are usually facilitated when it deals with neighborhoods and vested interest that people have in their property. Councillor Duffy indicated that he is not sure if a public meeting could add value to how the board and Council decides on this proposal. Councillor McCabe responded she does not disagree to what the reports indicated but felt that while it could be technical in nature, the intent is to relay this technical information to residents. Councillor McCabe is looking more into human behavior in the City and shared that the technical/traffic study and human behavior analysis do not connect.

Councillor McCabe felt that she is not comfortable with the proposals discussed and that gathering more information through public consultation may be helpful. Mayor Brown added that he wanted to have a public consultation to share the information to residents and gather inputs from residents as well. Councillor Jankov noted that Mr. Adams gave a good point regarding future development in that area and the impacts to traffic. Councillor Jankov felt that this gives the board more reason to look into this proposal in more detail considering all other future developments as well.

Mayor Brown thanked Scott Adams, Ryan Esligar, Robert Smith, Erik DeJong and Alan Brokopp (Senior Transportation Engineer for Crandall), for joining the meeting.

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

Moved by Councillor Julie McCabe and seconded by Mayor Philip Brown, that the request to accept the traffic study prepared by Crandall Engineering dated November 05, 2019 for the development on the corner of Maypoint Road and Capital Drive (PID #387365) to permit a Tim Hortons drive-thru restaurant (stacking and queueing spaces) as proposed in the Crandall Traffic Study as shown as Appendix "A", as well as cross-hatching provisions across the entrance to this property on Maypoint Road, subject to the signing of a Development , be recommended to Council to proceed to public consultation.

**CARRIED
(4-2)**

B.Kenny and K.Fournier opposed.

7. New Business

There are no new businesses discussed.

8. Adjournment of Public Session

Moved by Councillor Julie McCabe and seconded by Councillor Alanna Jankov, that the meeting be adjourned. The meeting was adjourned at 1:12 p.m.

CARRIED

Councillor Mike Duffy, Chair

PLANNING AND HERITAGE COMMITTEE – PLANNING BOARD MINUTES
MONDAY, NOVEMBER 02, 2020, 4:30 P.M.
COUNCIL CHAMBERS, 2ND FLOOR, CITY HALL, 199 QUEEN STREET
Live streaming at www.charlottetown.ca/video

Present: **Councillor Mike Duffy, Chair** **Bobby Kenny, RM**
 Councillor Julie McCabe, Vice-Chair **Basil Hambly, RM**
 Councillor Alanna Jankov **Kris Fournier, RM**
 Shallyn Murray, RM
 Reg MacInnis, RM
 Rosemary Herbert, RM

Also: **Alex Forbes, PHM** **Emily Trainor, PI**
 Greg Morrison, PII **Ellen Faye Catane, PH IO/AA**
 Laurel Palmer Thompson, PII **Scott Adams, PWM**
 Robert Zilke, PII

Regrets: **Mayor Philip Brown** **Councillor Mitchell Tweel**

As the City continues to follow physical distancing protocols set out by PEI Public Health, the maximum seating for the public was limited to 15 within the 2nd Floor foyer, 11 at the Parkdale Room and 9 at the main floor. Upon arrival, individuals were required to provide information for contact tracing purposes.

1. Call to Order

Councillor Duffy called the meeting to order at 4:30 pm. Councillor Duffy introduced himself as the new chair for Planning & Heritage and asked staff and members of the board to introduce themselves as well.

2. Declaration of Conflicts

Councillor Duffy asked if there are any conflicts. Kris Fournier, RM, declared conflict for 18 Trainor Street.

3. Approval of Agenda

Councillor Duffy requested that the agenda items be adjusted to have 18 Trainor Street be presented first, then followed by Tim Hortons Drive-thru application.

Moved by Reg MacInnis, RM, and seconded by Councillor Alanna Jankov, that the agenda for Monday, November 02, 2020, be approved.

CARRIED

4. Adoption of Minutes

Moved by Councillor Julie McCabe and seconded by Councillor Alanna Jankov, that the minutes of the meeting held on Friday, October 23, 2020, be approved.

CARRIED

5. Business arising from Minutes

There was no business arising from minutes.

6. Reconsideration for 18 Trainor Street (PID #s 889873 & 388199)

This is a request to reconsider Council's original decision from June 08, 2020 to consolidate two properties in the Highway Commercial (C-2) Zone at 18 Trainor Street (PID #s 889873 & 388199). Robert Zilke, Planner II, presented the application. See attached report.

The resolution that was passed was to approve the lot consolidation that will result in a construction of three (3) apartment buildings for a total of 60 units. The resolution was specific to the lot consolidation only. The subject property is zoned C-2. The C-2 zone steps down to permitted uses in the R-4 Zone which includes apartment units. The lot consolidation is to consolidate a portion of the property to the property fronting on Trainor Street. The intention of the lot consolidation is to be able to construct the apartment units with access on to Trainor Street.

The focus for tonight's discussion is to determine if Council erred procedurally and whether this would trigger the ability for Council to reconsider the original decision. With regards to the reconsideration process, the criteria for the threshold test is as follows: 1) new material facts or evidence not available at the time of the initial order or decision have come to light; 2) a material change of circumstances has occurred since the initial order or decision; or 3) there is a clear doubt as to the correctness of the order or decision in the first instance.

The appellant, on behalf of the neighbourhood, submitted a reconsideration request to the Planning department. Upon reviewing the request and the concerns that were raised, the overarching concern was focused on traffic. Any new material facts or evidence not available at the time the decision was made. There were submissions from the appellant disagreeing with the traffic study as referenced in the original report and the proposed access point on Trainor Street. The appellant claimed that access was prohibited on to Trainor Street. Staff commented that these items were reviewed and unsubstantiated and that these would have to be set aside and focus on the other procedural issues.

The other item that would have to be noted here is that there is a clear doubt as to the correctness of the order or decision in the first instance. There was not much change in material or circumstances as it relates to this application. If there was a change in the bylaw that could result in a different analysis or a different decision, then that would warrant a reconsideration. In this case, there were no changes to the bylaw that occurred from the original report and the applicant did not provide new material facts or empirical evidence.

The appellant also noted that there were doubts to the correctness in the first instance. The overarching concern was traffic related and were subjective opinions, concerns about perceived traffic congestion and safety. These are common objections to any development that results in an increase in intensity. The City utilized other experts such as a traffic engineer expert who provided their professional opinion on the impact of the development that would occur on the local neighbourhood streets. The analysis indicated that there were no concerns or capacity issues with regards to the proposal. In addition, diverting residential traffic to local streets is considered a best

practice under the Transportation Association of Canada (TAC) Standards. In the absence of a counter traffic study by a traffic expert, resident opinions do not qualify as new material facts or evidence that would meet the threshold test. If the appellant submitted a traffic study for a traffic engineer that would indicate that there are issues on traffic, this would trigger new information and satisfy the threshold test. The appellant also commented that access on Trainor Street was denied by the City as per previous property owners. There is no evidence that would prove this statement or contention.

The appellant also cited errors in the previous report, but these errors were considered technical errors and not substantive enough in nature which does not warrant or qualify for reconsideration. There were incorrect PIDs referenced in the report but the body of the report and the resolution that was passed indicated the correct PID and property. Another item that was cited was references to the previous bylaw but upon checking on the current bylaw, it quoted the same policies. Council also followed the recommendations based on Official Plan Policies to support infill development.

The City's alleged failure to align with planning principles and other alleged substantive errors or omissions stated by the appellant were not considered procedural defects or irregularities that would trigger a reconsideration. The validity of these issues are best dealt with on an appeal to IRAC.

Councillor Jankov was concerned about the land use buffers and that there were discrepancies between the 2006 and the 2018 Zoning & Development Bylaw. The 2018 Bylaw indicates that a 13 ft buffer is required when building multi-unit residential dwellings adjacent to low density or single-detached dwellings. Councillor Jankov felt that this is where the reconsideration could come into place and be warranted. This requirement was not shared to the committee and felt that is important that this be discussed. Mr. Zilke responded that her comments are correct but would be considered as part of the technical references in the original report that would not meet the threshold test. The current bylaw (Section 6.6.2) requires a 13-ft landscaped buffer. Meaning, this is an outright requirement for any commercial development that would be constructed adjacent to low density residential zones. The original report recommended that a development agreement be required to establish this buffer. This will no longer be necessary based on the current bylaw requirements, indicating that landscaped buffer is now a standard requirement. This will be addressed at the permit stage.

Councillor Duffy clarified if the landscaped buffer has already been addressed and Mr. Zilke confirmed. If Council's decision stands and a permit would be issued, one of the standard requirements is for a site plan that would indicate the required landscaped buffer. Councillor Jankov commented that this information was not made available to the board and felt that this is considered as new information. Mr. Zilke responded that the way the original report was written, it stated that buffer between the commercial and residential properties be established. Hence, it was requested that a development agreement be put in place to specify this requirement. Mr. Zilke felt that in a way, this information was shared. However, instead of referencing to the current bylaw, it was added as a condition of approval by way of a development agreement. The current bylaw does not require that this be added in a development agreement since it is a minimum

standard requirement that the applicant would have to satisfy at the time of application for a building permit.

Councillor Duffy confirmed that this would be part of the standard review process and Mr. Zilke confirmed. Councillor Duffy asked if this answered Councillor Jankov's concern and Councillor Jankov confirmed that it answers her questions.

Councillor McCabe commented that at the June 2020 meeting, staff indicated that they have as-of-right development with access to Trainor Street even if the lots were not consolidated. Mr. Zilke confirmed. Councillor McCabe noted that Council approved it because it seemed like a straightforward and simple application; and that it would fit the community better in terms of having three (3) smaller buildings versus one huge building. Councillor McCabe commented that it was one of the reasons for initially supporting the consolidation.

Councillor McCabe shared that she has been getting questions from residents and she did not have all the answers or information to their questions. Some of the questions were: 1) Would a C-2 zoned property be allowed to have access on to a subdivided road? Residents were suggesting that traffic be diverted on to Malpeque Road.; 2) Were these lots conforming or non-conforming lots?; 3) Are we able to consolidate non-conforming lots? Councillor Duffy commented that the board needs to focus on the threshold tests and Councillor McCabe felt that there is new information relating to this application.

Councillor Duffy asked what specific information is Councillor McCabe referring to. Councillor McCabe commented that it was more about the traffic, quoting the City Street Access Bylaw. This bylaw was for a traffic study to ensure control. Traffic study was not conducted by the City. The Ward Councillor requested for the traffic study but was not able to see the traffic study. There are traffic concerns along Malpeque and Capital Drive and felt that these should be considered new information. Councillor Duffy again requested for the board to focus on the application and the resolution on lot consolidation. The resolution does not have anything stipulated with regards to traffic. Councillor McCabe confirmed that she is aware of the resolution, but the lot consolidation has resulted in feedback that could potentially affect this application.

Councillor Duffy commented that the board does not have control over feedback or opinion from residents and the intent is to figure out whether the request meets the threshold test that would warrant a reconsideration. Mr. Zilke added that Councillor McCabe was leaning towards the details of the traffic study which was available in the original report. Staff's original report stated that based on the traffic engineer's analysis, there were no concerns or issues and there is capacity on the local streets for the proposed development. The study was also reviewed by the Manager of Public Works and did not have any issues with the consultant's findings as well. Mr. Zilke explained that if a new traffic study was provided by the appellant and may provide new information that could challenge the original report, then in that case a reconsideration could be warranted.

Councillor McCabe noted that without any lot consolidation, the property could still be developed as-of-right with access on to Trainor Street and asked if the purpose of the lot consolidation is to

be able to build more units. Mr. Zilke responded that consolidating that lots would allow for more units and the sale of the lot along Malpeque Rd, the resulting additional land would be for 60 units in total. Councillor McCabe asked what the original total units would be, and Mr. Zilke responded that it was originally for 70 units. Councillor McCabe then commented that the proposed development would be 10 units less than the original proposed. Councillor Duffy also added that this proposal has to be reviewed based on the three (3) threshold tests to ensure that the correct process was done in relation to the lot consolidation.

Alex Forbes, PHM, explained that the reconsideration process is a narrower process compared to when an appeal goes to IRAC. Any appeal that goes to IRAC is reviewed by IRAC in a much-detailed process. The intent of the reconsideration is to review the application to determine if there were any mistakes or procedural errors in the decision making before it goes to IRAC. This would allow the City to correct the mistake and avoid any further appeal to IRAC. In this specific application, staff felt that they do not see any mistake in the process but IRAC could potentially view this application differently.

Rosemary Herbert, RM, asked if the minor errors in the initial report would be an issue in this reconsideration and with IRAC. Councillor Duffy responded that the City solicitor felt that these are not significant errors or no material effect that would affect the decision. Mr. Forbes also added that these minor errors noted in the report could be reviewed by IRAC.

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

Moved by Councillor Alanna Jankov and seconded by Julie McCabe, that the request by John Barrett to reconsider Council's decision on June 08, 2020, to consolidate 18 Trainor Street (PID #889873) and a portion of PID #388199, be recommended to Council for approval.

CARRIED

(6-1)

B. Kenny opposed.

7. Tim Hortons Drive-thru on Maypoint Road

This is a request to permit a Tim Hortons drive-thru subject to proposed upgrades to Maypoint Road/ Capital Drive. Alex Forbes, Planning & Heritage Manager, presented the application. See attached report. Scott Adams, Manager of Public Works, was at the meeting to answer any questions or provide additional comments.

This application was reviewed by the board on October 23, 2020 and at that time, a detailed discussion was provided by the traffic consultants. At that time, the board recommended that the application be sent to a public hearing. Staff reviewed the request with the City's solicitor and suggested that sending an application to a public hearing when the bylaw does not require it could potentially cause issues and may set precedent for similar applications in the future. As a result of this, Council recommended that this application be sent back to Planning Board for another recommendation to Council.

Initially, it was presented in August 2020 and at that time, there were several technical questions and the board recommended that the application be deferred until the traffic engineer and Public Works Manager could provide additional information. During this meeting, the proposal was to provide a right-turn lane along their property (at developer's cost) to alleviate pressure for vehicles existing the drive-thru and heading down capital drive.

The City also requested for an additional traffic study and requested to look into potential options if the proposals did not work. In the October 23, 2020 meeting, additional recommendations were laid down in addition to the right-turn lane. It included a cross-hatching in front of the property's access. The reason for this cross-hatching is to ensure that the access on to the property is always kept clear to allow vehicles to turn left into the property without stacking or queuing along the roundabout or Maypoint Road.

If the right-turn lane and cross-hatching do not work, another option is to close the main access and direct traffic into the access road that is owned by DP Murphy. If this option would still not work, they recommended to reconfigure the roundabout. However, the province is reluctant to support this option but were okay with the right-turn lane, cross-hatching and closure of the main access. Staff's role is to put together all these requirements in the Development Agreement to ensure that there should no be issues in the future. Members of the board and Council asked if staff could guarantee that there will be no issues in the future and Mr. Forbes responded that he cannot guarantee anything but can facilitate the discussion and ensure that and direction and decisions are reflected in the development agreement.

Mr. Forbes asked if the board is comfortable with the recommendations in the development agreement and if not, what recommendations would they like to add or modify. The property is already busy with all the existing development, even without the drive-thru at this location. Mr. Forbes indicated that the application is generally not only dealing with the drive-thru application but the whole development as well.

Staff is recommending that the proposed recommendations be accepted, subject to the signing of a Development Agreement:

1. Right-turn lane (at developer's expense) and cross-hatching (with flashing lights during the winter);
2. If Option 1 doesn't work and causes traffic concerns along the roundabout, the province will setup cameras over a two (2) day period. If the Manager of Public Works determine that the drive-thru is impacting the roundabout, then the City would direct the developers to either close the drive-thru business or close the primary access and divert traffic on to the DP Murphy access;

Councillor Jankov commented that the cross-hatching along Kirkwood Road is not very visible and a lot of drivers, including herself, sat in that cross-hatched area. Councillor Jankov noted that it concerns her and even with the lights during the winter, vehicles may not stay out of that cross-hatched area. Councillor Jankov noted that she asked a question last Friday about vehicles coming from Cornwall into Maypoint and turning left to the property. The traffic engineer responded that

there is no solution for vehicles turning left and that remains her concern. Councillor Jankov also noted that if all stipulations in the development agreement fails, the province and the City will be responsible in covering any expenses to address the concerns. Mr. Forbes agreed with Councillor Jankov's statement. The development has been put on hold for more than a year so that the developers could look into the potential expenses and implications of this application. The development agreement would be considered a significant concession from the developers. Mr. Forbes also noted that if the primary access to their property is closed, it will affect all their other businesses in that property.

Councillor Jankov thanked Mr. Adams for pointing out that there could be other developments that could happen within five (5) years that could affect the traffic situation and recommended that this development be done right the first time. Mr. Forbes explained that this requirement for drive-thru's are in the bylaw because of the nature of the business that could have a potential impact on the road network. This application has become more complicated because of its proximity to the roundabout.

Basil Hambly, RM, commented that the empty lot in between the car wash and the hotel would potentially be developed in the future and asked if the traffic on to this future development be accessed from the primary access off Maypoint Road. Mr. Forbes responded that the primary access for this property will always be off Maypoint Road. Mr. Forbes also added that the traffic impact is different at different times of the day. There is less impact to traffic in the morning as compared to the afternoon peak where most vehicles are trying to leave the City from Maypoint Road to the Industrial Area or Cornwall. The right-in, right-out would be ideal to alleviate the traffic coming from the development and turning right on to Capital Drive.

Mr. Hambly asked if there is an opportunity to put a right-hand lane to where the existing right-in, right-out is currently located. Mr. Adams responded that it is possible but the bigger question is, is this 100% necessary at this time. There are technical requirements as to when a slip-lane is required or not.

Reg MacInnis, RM, asked if the non-compliance to the cross-hatching is a ticketable offense and Councillor Duffy assumed that it should be. Mr. MacInnis commented that if that would be the case, then it should be enforced. Members of the board commented that they have seen police cars waiting to turn left on to Kirkwood Drive Police Station because the cross-hatched area was not left open.

Mr. Forbes noted that a revised site plan was submitted and left on their desks showing the cross hatching to be added in front of the main access to the site on Maypoint Road. If this development is approved the revised site plan would replace Attachment "A" in your report.

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

Moved by Bobby Kenny, RM, and seconded by Councillor Julie McCabe, that the request to accept the traffic study prepared by Crandall Engineering dated November 05, 2019 for the

development on the corner of Maypoint Road and Capital Drive (PID #387365) to permit a Tim Hortons drive-thru restaurant (stacking and queueing spaces) as proposed in the Crandall Traffic Study as shown as revised Attachment “A-1”, as well as cross-hatching provisions across the entrance to this property on Maypoint Road, subject to the signing of a Development , be recommended to Council for approval.

**MOTION LOST
(1-7)**

B. Hambly, K.Fournier, R. MacInnis, R. Herbert, S. Murray, Councillor McCabe and Councillor Jankov opposed

At the meeting, there was no resolution carried so an email was sent for electronic voting for a motion to recommend to Council to reject the application.

Moved by Reg MacInnis, RM, and seconded by Councillor Julie McCabe, that the request to accept the traffic study prepared by Crandall Engineering dated November 05, 2019 for the development on the corner of Maypoint Road and Capital Drive (PID #387365) to permit a Tim Hortons drive-thru restaurant (stacking and queueing spaces) as proposed in the Crandall Traffic Study as shown as revised Attachment “A-1”, as well as cross-hatching provisions across the entrance to this property on Maypoint Road, be recommended to Council for rejection.

**MOTION CARRIED
(7-1)**

B. Kenny opposed

8. 190 Euston Street (PID #346429)

This is a request for a major variance to reduce the required lot frontage from 20m (65.6ft) to approximately 12.7m (41.9ft) in the Downtown Neighbourhood (DN) Zone to convert a four (4) unit dwelling into a five (5) unit dwelling at 190 Euston Street (PID #346429). Robert Zilke, Planner II, presented the application. See attached report.

In 2014, a single-detached dwelling was converted into a four (4) dwelling units. The bylaw (previous bylaw) at that time specified that any of these single-detached dwellings could be converted to a maximum of four (4) units. A recent zoning inquiry indicated that a fifth unit located at the basement was added without a permit. Fire inspector visited the property and have identified some compliance issues relating to egress. This information was relayed to the property owner.

Since that time, the property owner applied for a variance to bring the fifth unit into conformance. The property has a shared parking area and garbage containers with 188 Euston Street.

When staff reviewed this application, this request would be considered as expanding a legal non-conforming use. While the existing four (4) unit dwelling was approved under the previous bylaw and would be considered as legal non-conforming use since the current bylaw does not permit this four (4) unit dwelling without going through a variance process. Staff does not support this application because it would further expand a legal non-conforming use.

Councillor Jankov commented that she has seen similar applications in the past especially in her Ward where work was done before variances were approved. The applicants were willing to pay the fines and were willing to bring the property up to code. The applicant is also willing to do the same for his property. Councillor Jankov felt that it is difficult for her to reject these types of application until the Board or Council would be consistent in rejecting all similar applications and therefore supports this application.

Brooke MacMillan, applicant, commented that he takes care of all his property and are willing to work with the City to get the fifth unit up to code. Mr. MacMillan also added that there is a total of 21 parking spaces on the property, two (2) of which are located in front of the property. Mr. MacMillan noted that the are willing to convert these two (2) parking spaces into greenspace.

Rosemary Herbert, RM, asked when the property was purchased, and Mr. MacMillan responded that they purchased the property three (3) years ago. Ms. Herbert asked if the building permit issued back in 2014 was issued to the previous property owner and Mr. MacMillan confirmed. Ms. Herbert noted that she was concerned about the issues that were raised by the fire inspector regarding the fifth unit. Mr. MacMillan explained that he has not received the letter from the City and that he will receive the letter after the meeting. Mr. MacMillan responded that he cannot address it until he receives the letter.

Reg MacInnis, RM, asked what his plans would be to get that fifth apartment up to code. Mr. MacMillan assured the board that he will bring the unit up to code. Mr. MacInnis then asked if the issues were on the egress window and Mr. MacMillan responded that the egress windows are compliant and felt that it was more of a concern with the stairs. Councillor Jankov confirmed with Mr. MacMillan that he will work with the City to bring the property up to code.

Kris Fournier, RM, asked if the unit is currently being rented and Mr. MacMillan confirmed. Mr. MacMillan shared that there are a lot of existing properties that have been renovated with a permit and felt that he was being isolated and is in a bad situation to be in. Bobby Kenny, RM, commented that the board has seen similar non-conforming applications over the past months and again asked what the fines would be. Mr. Zilke indicated that the current requirement is only doubling the Building permit fee. Councillor Duffy also felt that it is not much of a penalty. Councillor Jankov recommended that the city look into a stiffer penalty to minimize or eliminate such types of offenses.

Councillor McCabe understood why staff do not support these types of application because the city continues to get these types of applications. Councillor McCabe also felt that the city will continue to see these types of applications until a regulation or a stiffer penalty is enforced. Councillor Duffy commented that he believed that the bylaw is sufficient but there has to be more enforcement. Councillor McCabe asked if staff is now looking into the ticketing offense or fines as recommended by the Mayor. Mr. Forbes responded that staff is currently looking into it.

Ms. Herbert felt that the city needs to have something in place and be consistent when dealing with these types of situations. It is unfair for other residents who follow the guidelines when applying for a permit versus those that complete the work prior getting a permit.

Mr. Hambly commented that some of the applications that were reviewed were from experienced developers and are aware of the rules and guidelines. Some of them still went ahead with the work and then ask for forgiveness and apply for a permit a permit after the fact.

Councillor Jankov commented that (with no disrespect to the planning department) part of the reason why some of these occasions happen is although they are experienced developers, planners are also overwhelmed with the work and are not able to issue the permits on a timely manner. Councillor Jankov felt that it could be an overarching issue that planners are overworked and could not issue permits within the time period. Developers get frustrated and go ahead to do the work.

Mr. Fournier asked if a bigger penalty will be enforced, he suggested for a two (2) tiered system where individuals purchase a property only to find out after several years that the property does not conform to the bylaw versus those that move ahead with work without a permit. Mr. Forbes shared that lawyers usually request for a zoning inquiry from the City to determine whether the property is conforming or not. Mr. Fournier commented that not all lawyers request for zoning inquiries.

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

Moved by Councillor Alanna Jankov and seconded by Reg MacInnis, RM, that the request for a variance to Section 28.2.1 of the Zoning & Development Bylaw to reduce the required lot frontage from 20m (65.6 ft) to 12.7m (41.9 ft) in order to allow a five (5) unit converted dwelling on the property located 190 Euston Street (PID #346429), be recommended to Council for approval, provided that the owner obtains an Occupancy Permit for the fifth unit and that the unit be brought up to all required Building and Fire codes.

**CARRIED
(5-3)**

B. Kenny, B. Hambly and R. Herbert opposed

9. 24 Water Street (PID #1068105)

This is a request for a variance to reduce the required setback for an exterior staircase (fire escape) from 3.9 ft to approximately 1.0 ft. at 24 Water Street (PID #1068105). Greg Morrison, Planner II, presented the application. See attached report.

An application was received to convert the existing five (5) unit apartment building into a six (6) unit apartment building. Part of the plan indicated that a fire escape be located at the rear of the property. The property is a designated heritage resource and the application was reviewed and approved on September 30, 2020 by the Heritage Board. The Fire Inspector and Building Inspector were both okay with the proposed plan.

It is difficult for staff to review the application when the applicant has show that there is an ability to meet the required setback requirements. However, the applicants preferred to still locate the fire

escape within 1 ft from the property line. Other departments reviewed the application and do not have issues with the application and staff is therefore recommending approval of the variance.

The windows have been blocked so the applicants altered the layout of the stairs to accommodate the existing layout of the building. The property adjacent to this development is also owned by the same owners and there are no affected property owners.

Councillor Duffy commented that one of the letters indicated that, *“the request is to slightly decrease the required setback from 3.9 ft to 1.0 ft.”*. Councillor Duffy felt that is not a slight increase but a huge variance at 75%. Mr. Morrison commented that the letter came from the property owner of the building.

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

Moved by Councillor Julie McCabe and seconded by Councillor Jankov, that the request for a variance to reduce the required setback for an exterior staircase from 3.9 ft to approximately 1.0 ft, in order to permit the construction of a fire escape on the property located at 24 Water Street, (PID #1068105), be recommended to Council for approval.

**CARRIED
(8-0)**

10. 20 Babineau Avenue (PID #1054972)

This is a request for two (2) variances to reduce the front yard setback from 39.4 ft to 12.0 ft and waive the requirement for three (3) additional loading spaces in order to construct an addition (approximately 27,805 sq ft) to the existing retail establishment at 20 Babineau Ave (PID #1054972). The property is located in the Shopping Centre, C-3 Zone. Laurel Palmer Thompson, Planner II, presented the application. See attached report.

The first variance is for a front yard setback variance. The front yard setback for this property is located along Spencer Drive. The minimum front yard setback in the C-3 Zone is 39.4 ft. The south side of the building is where the expansion will be located and the variance request is intended for the expansion of the garden center compound. The main wall of the proposed addition is set back 55 ft from the property line abutting Spencer Drive and meets the setback requirement. The variance being requested is to reduce the front yard setback to approximately 12 ft. Although the south elevation of the building is technically considered the front yard setback since Spencer Drive is a public street and is the narrowest portion of the building. While the request is to reduced the front yard setback, it could be argued that the applicant is more than exceeding the required front yard setback of the building. The proposed garden centre will be a fenced in compound and not a roofed structure. Typically, a garden centre would be a roofed structure such as a greenhouse with walls. In most instances under the bylaw, staff would view an outdoor fenced-in area as outdoor storage which would only require 19.7 ft for a front yard setback. If this side of the lot was technically not considered the front yard setback a fenced area would only require 5ft to the property boundary. The applicants have also agreed to landscape the 12 foot area between the

fence and the property boundary to meet the requirements under the bylaw for landscaping. Staff does not feel that this request is out of context for the area.

The second request is to waive the requirement for an additional three (3) loading bays. Under Section 43.9.2 of the By-law, "*Council may, after receiving a recommendation from the Planning Board, waive the loading space requirement.*" Canadian Tire has indicated that the receiving operation for the store will not change in light of the expansion. They intend to use the same three (3) loading bays. These bays will not be reduced. They have indicated that the additional space is to display larger seasonal items. Given the explanation provided by the applicant outlining their operations staff does not view this as an unreasonable request.

Letters were sent out to property owners within 100m of the subject property and Planning staff have not received any comments for or against the proposed variances. Staff is recommending approval for the proposed variances.

Councillor Jankov asked if there is anything else that the board needs to know in order to make a recommendation and Ms. Thompson responded that there isn't anything that she is aware of that wasn't discussed and included in the report.

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

Moved by Reg MacInnis, RM, and seconded by Kris Fournier, RM, that the request to:

- **Reduce the required front yard setback for a garden centre from 12 m (39.4 ft.) to approximately 3.65 m (12 ft.); and**
- **Reduce the required loading bays as per Section 43.9.1 of the Zoning and Development Bylaw from six (6) bays to three (3) bays,**

for the property located at 20 Babineau Avenue (PID #1054972), be recommended to Council for approval.

**CARRIED
(8-0)**

11. 93 Belvedere Avenue (PID #373092) & 95 Belvedere Avenue (PID #373100)

This is a request for a variance to locate temporary construction trailers accessory to construction in progress for the new UPEI Residence on two adjacent separate vacant properties located at 93 Belvedere Avenue (PID #373092) & 95 Belvedere Avenue (PID #373100). Greg Morrison, Planner II, presented the application. See attached report.

The Planning & Heritage Department received a complaint on August 28, 2020 regarding a construction trailer (trailers and gravel surface for parking) on the two (2) vacant properties on Belvedere Ave. They are both located in the Low Density Residential (R-2) Zone adjacent to the UPEI residence that is currently under construction. Temporary construction trailers are located in the area for crew members working onsite. Permits were not issued for these trailers.

The bylaw allows construction trailers to be located adjacent to a property under construction. Although UPEI owns the vacant lot, the trailers are located on a separated property which is not permitted, and therefore would require a variance. The applicants have indicated that they are planning to rezone the property and consolidate these properties with the larger parcel in the future. At this time, the request is for a temporary variance for a period of one (1) year in order to resolve the situation. If after one (1) year, the construction is not completed, the applicant would have to reapply for the same variance again or apply for rezoning.

It is difficult for staff to review applications when work was already done before a variance is granted. However, the structure was required for the construction that is currently on-going. The adjacent property at the corner of Belvedere Avenue and University Avenue is currently under construction as well.

Letters were sent to property owners within 100m of the subject property and no comments were received for or against the application. The adjacent single-detached dwelling also had no objection to the proposed trailer. Staff is recommending approval for the temporary variance.

Bobby Kenny, RM, noted that there is only one residential property located to the east of the property and asked if the complaint was from this resident. Mr. Morrison confirmed that it was not. Mr. Kenny asked if there are other residents adjacent to the area or if Mr. Morrison could share where the complaint was from. Mr. Morrison responded that there are no other residences directly adjacent to this property and the complaint did not come from a local resident but from a traveling public that had concerns knowing that the lot was a vacant property.

Councillor Jankov noted that the trailers were there in April 2020 and asked if the one (1) year period would be from April or from the date the variance is approved. Mr. Morrison responded that the variance would be valid for one (1) from the time the variance is approved. Councillor Jankov commented that they would have gained extra months by not applying back in April and felt that it was not a good idea. Mr. Morrison noted that Councillor Jankov's concerns are valid. Councillor Jankov asked if they would be fined and Mr. Morrison confirmed that the applicable fine and fees would apply.

Reg MacInnis, RM, commented that if UPEI owns the property, why can't they go ahead and rezone the property. Mr. Morrison responded that rezoning the property would be the long-term intention that would take four to five (4 to 5) months to complete. To be able to resolve the current situation, a temporary variance would be the best solution.

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

Moved by Shallyn Murray, RM, and seconded by Basil Hambly, RM, that the request for temporary structure variances under Section 3.9.1.f of the Zoning & Development Bylaw, in order to locate temporary construction camps on two (2) separate vacant properties at 93 Belvedere Avenue (PID #373092) and 95 Belvedere Avenue (PID #373100), for a period of one (1) year, be recommended to Council for approval.

**CARRIED
(8-0)**

12. MacRae Drive/ Norwood Road (PID #192401)

This is a request to rezone a portion of the property from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone in order to create a subdivision containing a combination of single-detached dwellings and semi-detached dwellings. This application supports the Official Plan and does not require any designation changes to the Future Land Use Map. Greg Morrison, Planner II, presented the application. See attached report.

If the application is approved, there will be a total of 30 semi-detached dwellings (60 total units), five (5) single-detached dwellings, landscaped open space and the proposed public street.

Mr. Morrison presented a photo of the original application in 2018 and the proposed configuration with a mix of single and semi-detached units. The proposal on the right is slightly different from the October meeting. The changes are mainly due to some inconsistent lot areas and so the surveyor revised the plans to correct the plans. The density does not change but the lot areas would slightly change.

Letters were also sent out to property owners within 100m of the subject property. Staff received one (1) letter of support and two (2) letters of opposition. There were a couple of letters that were received after the deadline so only the letters that met the deadline were attached to your package.

A public meeting was held on October 27, 2020. At the public meeting, two (2) residents spoke in opposition to the proposed development. Some of the concerns were: 1) The industrial property is located directly across the street on Norwood Road. Staff went through old files and in 1998, it illustrated that the properties were located in the Industrial (M-1) Zone but in 1999, they were rezoned to the Residential (R-1) Zone. They would be considered as legal non-conforming uses in the R-1L Zone.; 2) There were concerns on traffic and how MacRae Drive does not have sufficient lighting and sidewalks in place. These are valid concerns that should be addressed at some point but is not something the applicants would be able to address.; and 3) Residents were recommending that all lots fronting MacRae Drive be left as R-1L lots to mirror what's on the other side of MacRae Drive. The applicants are contesting that where there is existing residential dwelling, they are keeping the lots as R-1L to match where the existing dwelling exists. While the proposal does not fully satisfy the requests of the residents, it is an attempt to compromise with the residential dwellings that currently exists and not to what the current zoning is. Staff is recommending approval of the proposed rezoning.

Councillor McCabe commented that the developer does a wonderful work and takes a lot of pride in his work. Councillor McCabe also commended staff for recommending that the City consider better infrastructure in the area because of the amount of development in the area. Councillor McCabe noted that in the report, having all R-1 lots along MacRae Drive would better align with the East Royalty Master Plan and asked Mr. Morrison if her interpretation was correct. Mr. Morrison responded that when the East Royalty Master Plan, one of the things that was pointed out was to match what exists across the street. In this circumstance, the applicant is proposing a

different plan. It was discussed with the applicants and the applicants were not willing to change their plans to keep all the lots facing MacRae Drive as R-1L lots.

Councillor McCabe noted that keeping the five (5) lots though is a good compromise with 30 semi-detached lots. Councillor McCabe also added that a secondary suite could also be located in a single-detached dwelling. Mr. Morrison agreed and added that the density change may not be as drastic if the lots were to be kept as R-1 lots since the lot requirements for R-1 lots would be smaller than R-2 lots. The developers may get seven (7) single-detached dwellings instead of 10 semi-detached dwellings. Councillor McCabe noted that the residents would still like to see all lots on MacRae Drive as R-1 lots and asked if that could be maintained, she would be willing to support this application.

Councillor Jankov agreed with Councillor McCabe and asked if staff could get back with the applicants to see if they would still consider the requests of the residents. Mr. Morrison responded that this has been suggested but the applicants have decided to keep the five (5) lots as single-detached dwelling as a compromise. Mr. Morrison commented that it would be up to the Board and Council to make a decision to either accept or reject the application, or determine a compromise that could help address the situation.

Kris Fournier, RM, asked who Mr. Morrison meant when he said “they recommended not to”. Mr. Morrison explained that the developer had a meeting with the neighbourhood where the residents wanted all lots on MacRae Drive to remain R-1Lots and the developer elected not to change it. The application was withdrawn at that time.

Councillor Jankov asked if the board could recommend approval with the condition that the lots fronting MacRae Drive be kept as R-1 lots. Councillor Duffy responded that the recommendation should stick to what the application is for. Mr. Forbes commented that the board has to look at the application that is presented to the board.

Mr. Fournier asked what Councillor McCabe’s opinion on the proposed rezoning since he has seen significant development in the area. Councillor McCabe commented that there have been significant changes to East Royalty and the residents struggle with the amount of the development in the area. It has changed from country living in the city to several developments. Councillor McCabe commented that she is caught between representing the residents and what could be a good development for the community. Mr. Fournier and Councillor McCabe agreed that there is more demand for R-2 lots at the moment and Mr. Fournier put a motion to accept staff’s recommendation. Councillor McCabe also noted that the City would have to look at the infrastructure concerns as well.

Rosemary Herbert, RM, commented that 10 letters were sent to property owners and confirmed that only two (2) letters of opposition were received and only two (2) residents spoke at the public meeting as well. Mr. Morrison explained that there was one (1) other letter of opposition but it was sent after the deadline. And the letter came from the resident that spoke at the public meeting.

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

Moved by Kris Fournier, RM, and seconded by Reg MacInnis, RM, that the request to rezone a portion of the vacant property located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone, be recommended to Council for approval.

**CARRIED
(5-3)**

Councillor McCabe, Councillor Jankov and B. Hambly opposed

13. Lot 18-2 Sherwood Road (PID #455642)

This is a request to amend the Official Plan designation from Industrial to Commercial and to rezone the subject property from Business Park Industrial (M-3) Zone to Highway Commercial (C-2) Zone in order to construct three (3) apartment buildings that will provide 200 apartment units at Lot 18-2 Sherwood Road (PID #455642). According to the applicants, 10% of the total apartment units will be affordable housing units. Robert Zilke, Planner II, presented the application. See attached report.

Staff received a letter from the applicant requesting to defer the application. Staff circulated queries to different provincial agencies to potentially address some of the reservations staff had with regards to its proximity to the substation. Health Canada is currently reviewing the proposal and will provide feedback regarding the development. Dave Arsenault, applicant, explained the request for deferral in detail.

Mr. Arsenault explained that he would like to request to defer the application for one (1) month to allow him to address the concerns regarding the development. Mr. Arsenault felt that the public meeting went well and took all the comments from the residents into consideration. Apartment units that are in the hundreds would also have traffic concerns. Mr. Arsenault listed the items that they are waiting to get feedback from or items that need to be addressed: 1) Health Canada's opinion being in close proximity to apartment units. Mr. Arsenault noted that there is residential subdivision that is also adjacent to the substation. The subdivision was built two (2) years after the substation was built. If the application was deemed unsafe, Mr. Arsenault commented that they would not move ahead; 2) Electrical engineers' response regarding the proximity of the property to the substation; 3) Maritime Electric – meet and discuss the letter of opposition; and 4) traffic concerns and other shortcomings that could be addressed.

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

Moved by Councillor Alanna and seconded by Councillor Julie McCabe, that the request to:

- **Amend Appendix "A of the Official Plan from Industrial to Commercial; and**

• **Amend Appendix “G” of the Zoning & Development Bylaw from the Business Park Industrial (M-3) Zone to the Highway Commercial (C-2) Zone, in order to construct three (3) separate apartment buildings that will result in a total of 200 apartment units on the property located at Lot 18-2 Sherwood Rd (PID #455642), be deferred for one (1) month to allow the developer to gather more information and address the concerns:**

- **The review and response from Health Canada regarding the potential effect of the sub-station on residents;**
- **A response from a 3rd party electrical engineer on the specific equipment on site at Maritime Electric’s sub-station and the potential effects it could have on residents;**
- **Maritime Electric concerns outlined in their correspondence to the City dated October 28, 2020;**
- **Gather traffic flow data and alternative options to accommodate the development’s traffic impacts; and**
- **Resubmission of an alternative site plan that increases greenspace and provides for additional amenities for residents.**

**CARRIED
(8-0)**

14. 505 Malpeque Road (PID #145466) and Properties along Patrie Lane (PID #s 1117167 and 676213)

This is a request to rezone the following:

- a portion of the property (approximately 17,000 sq. ft.) at 505 Malpeque Road (PID #145466) from Highway Commercial (C-2) to Single-Detached Residential Large (R-1L);
- a portion of the property at 505 Malpeque Road (PID #145466) from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone;
- a portion of the properties along Patrie Lane (PID #s 1117167 and 676213) from Open Space (OS) to Single-Detached Residential Large (R-1L);

And amend the Official Plan for the following:

- a portion of the property (approximately 17,000 sq. ft.) at 505 Malpeque Road (PID #145466) from Commercial to Low Density Residential;
- a portion of the property at 505 Malpeque Road (PID #145466) from Commercial to Recreational;
- a portion of the property along Patrie Lane (PID #676213) from Recreational to Low Density Residential;
- a portion of the property along Patrie Lane (PID #1117167) from Commercial to Low Density Residential;

in order to create a lot for a single-detached dwelling which is approximately 17,000 sq. ft. with frontage on Patrie Lane.

The land is currently zoned C-2 (Highway Commercial) and it is part of a 1.74 acre parcel of land fronting on Malpeque Road that currently contains a single detached dwelling. The portion of the property that is proposed to be rezoned is vacant and the proposal is to sever off a lot at the back of the property and construct a single-detached dwelling with frontage on Patrie Lane. There is

currently a small strip of open space land that separates this property from having frontage and access onto Patrie Lane.

Planning staff consulted with staff in the Parks and Recreation Department and their recommendation is to deed a portion of land along Patrie Lane to give frontage to this property for access. In exchange, the property owner will deed a strip of land adjacent to the City's larger parkland parcel equal to the area the City deeds for frontage on Patrie Lane. Therefore, no parkland will be lost. The land the City deeds along Patrie Lane will be rezoned to R-1L (Single Detached Residential) and the strip of land deeded to the City by the property owner will be rezoned to OS (Open Space). The land that the applicant is proposing to deed as parkland is more beneficial to the City as it is adjacent to the larger parkland parcel and contains a hedgerow of trees. Patrie Lane will still remain a dead-end street and will have direct frontage on the parkland parcel.

Letters were sent to property owners within 100m of the subject property. Five (5) letters were received in opposition and one (1) letter from the property owner was received to address some of the comments stated from area residents at the public meeting. A petition containing 15 signatures in opposition was also submitted.

At the public meeting held on October 27, 2020, several residents spoke in opposition of the rezoning. Comments in opposition consisted of: Concerns regarding the traffic that will be generated on Patrie Lane by the single detached dwelling. Residents felt that an additional house on the street would create an unsafe situation for people walking and children playing on the street; Concerns about a blind driveway entering onto Patrie Lane and no sidewalks; Children use the street as a play area and traffic from an additional house will create an unsafe situation for them to play in the street; limited green space and residents use this strip of land along the cul-de-sac as a gathering place because their backyards are small; Environmental concerns regarding loss of trees and loss of animal habitat; and loss in property values due to the addition of a house because Patrie Lane is a dead-end street with limited driveways.

Staff visited the site and took photos of the actual portion along the cul-de-sac being rezoned. It is staff's opinion that the small portion of land along the cul-de-sac is not functional as a park. It is approximately 7 ft. deep at its narrowest point and approximately 32 ft. deep at its deepest point along the cul-de-sac. Staff walked around the area and it is full of brush and a swale that runs along the cul-de-sac.

It is not large enough to place any playground equipment and is not usable to provide a connector for trails to the City's larger parkland parcel. Staff also presented pictures of the current park and indicated that there is an area that goes further behind the park that is treed and has more natural area.

There appears to be walking paths on the adjacent property owner's land. Ms. Thompson felt that the residents are under the assumption that this land is part of the City's parkland parcel. However, it is the adjoining property owner's land.

Patrie Lane is a cul-de-sac. Lots are not subdivided along the actual cul-de-sac as would normally happen on this type of street. The street is fully serviced with water and sewer. With development not occurring north of the cul-de-sac, the servicing is not being utilized to its full potential. It is staff's opinion that traffic generated from a single-detached dwelling is negligible and will not create an unsafe situation.

Patrie Lane is a local street and was designed to support full build out. There is a park containing a playground at the end of the street and access to the park will remain from Patrie Lane. It is staff's view that the small parcel of open space land along the cul-de-sac has limited recreational value.

There are many policies in the Official Plan that support this proposal and is included in the report. Staff feels that the proposal meets many of the technical requirements in the official plan and bylaw and is recommending for approval of the proposed rezoning.

Rosemary Herbert, RM, asked for clarification that the small parcel along the cul-de-sac is the property that the City is swapping with the applicants. Ms. Thompson showed the location of the parcel that will be deeded to the applicant and the portion of land that will be deeded to the City. If this application is approved, the applicants would have to survey the property to determine the exact area of land that would be deeded to them. The applicants would deed the City the exact area in exchange. No parkland will be lost. The area that the applicants are deeding is higher and drier with a hedgerow of trees. Parks and Recreation staff felt that it is an area that they would like to preserve. Parkland is not only about areas for playground but also for other intrinsic recreational areas such as woods, trails, etc.

Councillor Jankov asked who will pay for cost of the survey and Ms. Thompson responded that the survey will be paid by the applicant.

Bobby Kenny, RM, asked if there is any sign that says, "private property" located along the walking trail. Ms. Thompson responded that there is a sign located closer to the City's land that says, "No trespassing". Ms. Thompson thinks that the sign was put up after the public meeting. She indicated that the applicants told her that there were signs that were put up on the applicant's land after the public meeting by the public that did not seem very nice and she will not further elaborate on that.

Ms. Thompson also shared that when they visited the site, the residents may have assumed that the walking trails were public land but it was indeed private property. Mr. Kenny noted that he drove by the area to see if there are any potential issues and cannot find any concerns with the rezoning.

Basil Hambly, RM, asked if there is any potential for another lot to be subdivided off the property at 505 Malpeque Road. Ms. Thompson explained that staff had asked the applicants if they wanted to subdivide a portion of 505 Malpeque Road and swap with the City since there is a potential for another residential dwelling that could be constructed at the back of the property. The applicants indicated that they were not interested in selling a lot to someone else and wanted to keep as much land as possible for 505 Malpeque Road and develop the land within the family.

Ms. Thompson also added that the City deeded another section of the City's property along the opposite side of the cul-de-sac last year to give frontage to a semi-detached dwelling. When the subdivision was approved years ago, a portion of the land along the cul-de-sac should have been part of that lot for frontage. The City then had to deed the land to the property owner in order to provide frontage on the lot for development.

Ms. Thompson also added that the residents talked about the center of the cul-de-sac that the residents planted with lilies. This will not be affected by the development.

Shallyn Murray, RM, commented that the proposed development is considered to be a good use of the property and addition to the parkland and recommended to accept staff's recommendation.

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

Moved by Shallyn Murray, RM, and seconded by Bobby Kenny, RM, that the request to:

- **Amend Appendix "A" of the Official Plan from Commercial to Low Density Residential for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix "A" of the Official Plan from Commercial to Recreational for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix "A" of the Official Plan from Recreational to Low Density Residential for a portion of the property along Patrie Lane (PID# 676213);**
- **Amend Appendix "A" of the Official Plan from Commercial to Low Density Residential for a portion of the property along Patrie Lane (PID # 1117167);**
- **Amend Appendix "G" of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Single-Detached Residential Large (R-1L) Zone for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix "G" of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone for a portion of the property at 505 Malpeque Road (PID #145466);**
- **Amend Appendix "G" of the Zoning and Development Bylaw from Open Space (OS) to Single-Detached Residential Large (R-1L) for a portion of the properties along Patrie Lane (PID #s 1117167 and PID# 676213);**

in order to construct a single-detached dwelling, be recommended to Council for approval.

**CARRIED
(8-0)**

15. New Business

Councillor Jankov indicated that 168 Weymouth Street application was deferred by Council and residents are asking what the status of this rezoning is. Mr. Forbes responded that the board already made a recommendation to Council and it was Council who requested for a deferral. This will be part of the package that will be presented to Council at the next regular meeting of Council.

Alex Forbes, PHM, also thanked Greg Morrison and recognized the work he has done for the City. Mr. Morrison will be moving on with his career to join the private sector.

Mr. Forbes also noted that the Planning & Heritage Department moved to the new office at 70 Kent Street. The board is more than welcome to visit the new office.

Mr. Forbes also asked if the members of the board are willing to attend a two (2) hour training session to review overall planning process, bylaws and look at actual IRAC scenarios and determine who the board could best handle any decision-making during meetings. The board confirmed that they are willing to attend the training and were okay if the schedule was held on a Saturday.

16. Adjournment of Public Session

Moved by Reg MacInnis, RM, and seconded by Councillor Julie McCabe, that the meeting be adjourned. The meeting was adjourned at 6:35 p.m.

CARRIED

Councillor Mike Duffy, Chair



Public Meeting of Council
Tuesday, October 27, 2020, 7:00 PM
Courtyard, The Rodd Royalty, 14 Capital Drive;
Via videoconference (Webex); and
Live streaming at www.charlottetown.ca/video

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

Mayor Philip Brown presiding

<u>Present:</u>	Councillor Mike Duffy Councillor Julie McCabe Councillor Alanna Jankov Deputy Mayor Jason Coady	Councillor Kevin Ramsay Councillor Terry Bernard Councillor Mitchell Tweel
<u>Also:</u>	Alex Forbes, PHM Laurel Palmer Thompson, PII Greg Morrison, PII Robert Zilke, PII Emily Trainor, PI Ellen Faye Catane, PH IO/AA	Bobby Kenny, RM Frank Quinn, Parks & Rec Mgr
<u>Participated electronically via Webex:</u>	Councillor Robert Doiron	Basil Hambly, RM
<u>Regrets:</u>	Councillor Greg Rivard Councillor Terry MacLeod	

1. Call to Order

Mayor Philip Brown called the meeting to order at 7:02 p.m.

2. Declarations of Conflict of Interest

There were no declarations of conflict.

3. Approval of Agenda

Moved by Councillor Terry Bernard and seconded by Councillor Kevin Ramsay, that the agenda for Tuesday, October 27, 2020, be approved.

Mayor Brown opened the meeting, introduced members of Council, and provided additional housekeeping information on availability of sanitizing stations and face masks in the room. Because the main room has reached its maximum capacity, some members of the public attending the second and third item in the agenda were requested to transfer to the Crowbush/Brudenell meeting room and then return to the main meeting room when their applications are scheduled to be heard. Resident members attending the first item, on the agenda only, were also requested to leave the room and/or transfer to the Crowbush/Brudenell meeting room after the application has been discussed to allow for other residents to participate. Councillor Duffy, Chair of Planning Board, provided an overview of the meeting procedure and then proceeded to introduce the first item. Councillor Duffy then handed the floor to Greg Morrison, Planner II, for the presentation.

4. MacRae Drive / Norwood Road (PID #192401)

This is a request to rezone a portion of the property from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone in order to create a subdivision containing a combination of single-detached dwellings and semi-detached dwellings. Greg Morrison, PII, provided additional information on the project.

The property is located on the corner of MacRae Drive and Norwood Road. Mr. Morrison presented the general topography map and renderings of the proposed development on the property. The proposed development would include a new street, single-detached dwellings, two-unit dwellings and a landscaped open space. There will be 30 semi-detached dwellings (60 units total) and five (5) single-detached dwellings. The applicant and representatives of the applicant were at the meeting to answer any questions.

Darryl MacDonald, representative, spoke on behalf of the applicant. Mr. MacDonald explained that land was owned by the Holmes family for over a century and the family's goal is to retire to the same land and convert this farmland into a different form of development. The intent was to convert the property into a high-quality residential environment allowing for houses to meet the current and future needs of Charlottetown. It will be a well-planned and fully serviced area. Mr. MacDonald added that the developer planned to develop the property similar to that of Horseshoe Hill Estates Development. The development will be a community where both single family residential and semi-detached houses, wise use of land and high-quality infrastructure that residents are looking for. There will be proper street widths for safety, proper storm drains, quality homes with sufficient driveways for parking, underground services designed to maintain a sense of quality and lifestyle that people currently desire.

Kelly Mooney, resident, commented that this application was presented in July 2018 and noticed that the only real difference was the three (3) single family dwellings being proposed at the top of MacRae Drive. In the report, it indicated that the single-family dwellings were to mirror existing dwellings. However, the proposed semi-detached dwellings along MacRae Drive do not mirror what is around that area. Ms. Mooney asked if Mr. MacLeod owned Parent Street and the developer responded that they do not. Ms. Kelley outlined her concerns. With the addition of up to 60 semi-detached dwellings and five (5) single-family dwellings, there is a potential for 130 cars or more in that area. Currently, it is pretty much impossible to get out of MacRae Drive onto

St. Peter's Road. There are other exit routes being proposed for the development such as Norwood Road. However, Norwood Road is currently undeveloped, not plowed in the wintertime and not fit for travel. There are a lot of industrial trucks going in and out of that street and the amount of people who walk around that area. There is no shoulder on the road along the dead-end road on MacRae Drive, no sidewalks and very little street lighting. Ms. Mooney then asked if that type of infrastructure would be in place before this development starts. Ms. Mooney was concerned about the amount of additional traffic in that area. Further down along MacRae Drive, Ms. Mooney noted that there are no sidewalks installed until you reach Parent Street, no shoulders on the side of the road and residents walking on the side of the road could pose some safety concerns.

Ms. Mooney commented on the minutes from October 5, 2020 planning board meeting. In the minutes, it says, "Councillor McCabe asked if Norwood Road is owned by the City and could it be paved". Ms. Mooney indicated that it would be great if that was possible and if that could be done before the development. The minutes also stated, "The current proposal is a compromise to adjust the concerns of the residents." Ms. Mooney noted that when they had the meeting a few years ago, the developer wanted to rezone the whole property as semi-detached dwellings. What the residents felt was a compromise at that time was to keep all lots facing MacRae Drive as single-family dwellings. At that time, the developer was not willing to consider keeping the lots on MacRae Drive as single-family dwellings. The developer indicated that it would be financially better to have more semi-detached dwelling units. The current proposal had three (3) single family lots and Mooney felt that it is a nice start. However, the residents would still prefer to see single family units along MacRae Drive. A section of the minutes also stated that, "Residents are getting used to development in the area, and that we are more accepting of duplexes or semi-detached". Ms. Mooney asked what this was based on. She commented that no one asked for her input.

Ms. Mooney also commented that the developer was proposing that the current subdivision be similar to what was in Horseshoe Hill Estates and she felt that it is a lovely subdivision with lovely homes. Ms. Mooney then asked if the proposed semi-detached dwellings would be modelled after the existing two-storey semi-detached dwellings in that area or would it be single storey semi-detached models. During the previous meeting, Ms. Mooney asked Mr. MacLeod if he has control over whether the buyer would build a single-detached or a semi-detached dwelling and Mr. MacLeod responded that it would depend on the buyer's decision. Ms. Mooney followed up to ask if there would be a possibility of seeing all semi-detached on all the lots and Mr. MacLeod responded that it could. Ms. Mooney commented that having all semi-detached dwellings could be a concern.

Ms. Mooney commented that MacWilliams Road is currently being developed and felt that this development will be adding more traffic to the existing traffic.

Mayor Brown asked Mr. Morrison if he could clarify the question on building all semi-detached on the lots. Mr. Morrison explained that the properties that would remain in the R-1 zone would only be permitted for single-detached dwellings. The properties that will be rezoned to R-2 could either be single-detached or semi-detached dwellings. Mr. Morrison also confirmed that there is a possibility to see all semi-detached dwellings on the R-2 zoned properties. Ms. Mooney clarified that the lots facing MacRae Drive are currently R-1 lots. Mr. Morrison confirmed and indicated

that should this application be approved, the lots facing MacRae Drive, with the exception of the lots excluded for rezoning, could potentially have single-detached or semi-detached dwellings. Mayor Brown commented that Ms. Mooney may forward her comments in writing to planning@charlottetown.ca.

Alex O'Hara, resident and representative for Mr. MacLeod from ISE, explained that the designs were taken from feedback from the public meeting in 2018. The proposed plans show the remaining five (5) R-1 lots along MacRae that would be in close proximity with the existing single-family dwellings. The intent of this is to keep the streetscape in keeping with the neighbourhood and not to affect or minimally affect the development on existing residents. The reason behind proposing R-2 lots would be more on the affordability of first-time homebuyers. The current range is between \$250,000 and \$300,000. R-1 developments are currently at least \$400,000. Mr. O'Hara commented that the development was not driven purely for monetary means, but to offer a solution to the low-income housing crisis.

Mr. O'Hara also responded regarding traffic concerns and explained that there are currently four (4) arterial roads on to St. Peters Road. With a substantial infrastructural development to facilitate that traffic flow, Mr. O'Hara noted that with the investment and the tax revenue from this development, he is hoping that there would be infrastructural improvements with regards to sidewalks and roads especially on Norwood Road.

Bruce Ferguson, resident, asked if Norwood Road will be paved if the development moves ahead. Mr. Ferguson shared that the road is unused during the wintertime and mentioned that the City recently threw in some reclaimed asphalt to smoothen the road. Mr. Ferguson also noticed a substantial increase in traffic since work started on the roundabout with residents using Norwood Road as an alternate route. Mr. Ferguson added that he read the letter of objection from the owner of the dredging company and construction companies along Norwood Road. Mr. Ferguson indicated that he was concerned about the amount of heavy trucks coming out of these businesses. He also believed that Island Coastal has a dump site in that area. The amount of truck traffic and vehicular traffic could be a potential risk for public safety. Mr. Ferguson then asked if sidewalks would have to be mandatory should this development be approved since there is a school bus stop along MacRae Drive.

Mayor Brown explained that Norwood Road would require extensive work in order to improve it. Streetlights and sidewalks would have to be considered. Mr. Ferguson felt that the infrastructure needs to be done before the development starts to ensure the safety of the residents.

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

5. A portion of 505 Malpeque Road (PID #145466) and a portion of the properties along Patrie Lane (PID #s 1117167 and 676213)

This is a request to:

- Rezone the following:
 - a portion of the property (approximately 17,000 sq. ft.) at 505 Malpeque Road (PID #145466) from Highway Commercial (C-2) to Single-Detached Residential Large (R-1L);

- a portion of the property at 505 Malpeque Road (PID #145466) from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone;
- a portion of the properties along Patrie Lane (PID #s 1117167 and 676213) from Open Space (OS) to Single-Detached Residential Large (R-1L);
- And amend the Official Plan for the following:
 - a portion of the property (approximately 17,000 sq. ft.) at 505 Malpeque Road (PID #145466) from Commercial to Low Density Residential;
 - a portion of the property at 505 Malpeque Road (PID #145466) from Commercial to Recreational;
 - a portion of the property along Patrie Lane (PID #676213) from Recreational to Low Density Residential;
 - a portion of the property along Patrie Lane (PID #1117167) from Commercial to Low Density Residential;

in order to construct a single-detached dwelling. Laurel Palmer Thompson, Planner II, presented the application.

The property is bounded to the north by C-2 zoned land, to the east by a single-detached dwelling on Malpeque Road, C-2 lots containing semi-detached dwellings to the south by Patrie Lane and open space to the west and R-1 lots further west of the open space. The proposed subject lot is approximately 17,000 square feet with frontage on Patrie Lane. The land is currently zoned C-2, highway commercial and it is part of a 1.74 acre parcel of land fronting on Malpeque Road. The proposal is to sever off a lot at the back of the property and construct a single-detached dwelling with frontage on Patrie Lane. There is a small strip of open space that goes around the cul-de-sac that separates the property from having frontage and access on to Patrie Lane. Staff consulted with Parks and Recreation Department and the recommendation from Parks and Recreation was to deed a portion of land along Patrie Lane to give frontage to this property for access, provided the property is rezoned to allow for a single-detached dwelling. In exchange, the property owner will deed a strip of land adjacent to the City's larger parkland equal to the area that the City would deed for frontage on Patrie Lane. As a result of this exchange, no parkland would be lost. The land that the City would deed along Patrie Lane will be rezoned to R-1L and the strip of land deeded to the City by the property owner would be rezoned to open space.

The land that the applicant is proposing to deed as parkland would be more beneficial to the City as it is adjacent to the larger parkland parcel and contained a hedge row of trees. The piece that will be deeded to the applicant is right along Patrie Lane; there is not enough room there for the City to use for parkland equipment or connector for trail, etc. It is not as beneficial as the piece that the developers are willing to deed to the City which will add additional space to the parkland and the City would be able to protect that hedge row of trees.

If the property is rezoned, Patrie Lane would remain a dead-end street and will have direct frontage on the parkland parcel. The City will not lose frontage on the larger parkland parcel off of Patrie Lane and the access to the parkland will not change. The applicants, Jared and Chelsea Murphy, were at the meeting to provide additional information and answer any questions.

Jared Murphy, applicant, explained that they have been looking for a property in Charlottetown for a while. His parents, who own 505 Malpeque Road, indicated that they were willing to subdivide the back of their property so they can build a single-family home for their family. They need the small portion of green space along the cul-de-sac to be able to gain driveway access on

to Patrie Lane. It is really not much use of a green space at the moment. There is about 15 feet of ditch or tree line between the cul-de-sac on Patrie Lane. Mr. Murphy also presented renderings of the proposed dwelling if the rezoning is approved.

Teresa Murphy, resident, indicated that she submitted a letter to the planning department indicating her concerns about the proposed rezoning. Ms. Murphy noted that herself and other residents were opposed to the rezoning of the triangular area fronting on Patrie Lane.

Ms. Murphy shared that the residents in the area were shell-shocked with the proposed rezoning as they were not aware of the proposal until residents started talking about the proposal. Ms. Murphy went through the contents of her letter saying, *"As pending new homeowners on Patrie Lane, we feel blindsided by the rezoning application specifically affecting Patrie Lane. The proposed change will fundamentally change the character of our short and already much trafficked street. We made a decision, my husband and I, to purchase the property we rented here for four years. As residents during this period, we have treasured the relative peace and quiet of the cul-de-sac allowing us and others to enjoy the characteristics that a street ending in a turnaround cul-de-sac is designed to offer."*

Ms. Murphy noted that there is something about a cul-de-sac being that it is a dead-end street with limited traffic on it, relatively safe and quiet for residents for all ages and degrees of mobility. Ms. Murphy also noted that an additional driveway would deprive them of a portion of the recreational land and does not see that the replacement recreation land would benefit the residents as much as that small strip of land would. Ms. Murphy summarized the negative effects in her letter saying, *"An increase in vehicular traffic is our greatest fear. Even one additional driveway access presents a threat to all residents but particularly to the parents of young children and to the mobility-challenged residents who specifically bought their homes to be able to use the cul-de-sac area of the street safely. Please note that Patrie Lane has no sidewalk, so pedestrians and others using non-motorized ambulatory devices, e.g., scooters, wheelchairs, bikes, baby buggies, trikes, walking aides, wagons must use the street area to move around. There are already far too many non-residential vehicles - particularly large commercial trucks with no business here - using Patrie Lane as a turnaround point. Additional traffic here is unacceptable; loss of our very limited green space. This space is well-used by residents for gatherings of neighbours, family and friends. It is not much but it's all we have because our housing lot sizes are tiny. A loss of any portion of the public recreational land is unacceptable; environmental degradation. There would be a loss of trees and other flora that provide protection to at least one fox den, a variety of birds and other small animals, as well as a loss of the visual appeal of an unbroken treed area on the affected PID. That is unacceptable; devaluation of property values. We have 12 new homeowners on Patrie Lane who either just bought their homes at a premium within the past 2-3 months or are about to close the sale. A premium sales price is because Patrie Lane is a dead-end cul-de-sac with limited driveways onto it. Maintaining the original design integrity is imperative to protecting ALL of our interests outlined in this submission. Please note that there are more appropriate driveway options for the proposed residential property at 505 Malpeque Road than degrading the design integrity of the Patrie Lane cul-de-sac. The most obvious ones are creating a driveway to the new extension of Trailview Drive or to tie into an existing driveway to Malpeque Road. That would also create a route for any additional building aspirations re subsequent development of 505 Malpeque Road."*

Ms. Murphy explained that they are not opposed to the rezoning of the property for residential purposes or addition of recreational land but are opposed to rezoning a section of the cul-de-sac for access. Ms. Murphy commented that residents worry about opening up the cul-de-sac, there could be other similar requests in the future which could impact the integrity of the design of the street that residents in that area would want to keep.

Steve Forshaw, resident, congratulated the applicants for wanting to build a home along Patrie Lane. However, Mr. Forshaw mentioned that he has concerns about the proposed rezoning. The small park at the end of the cul-de-sac. Family and visitors who visit residents in that area park along the cul-de-sac. If the small parcel of the cul-de-sac is rezoned, Mr. Forshaw asked where visitors would be able to park their vehicles. The area around the cul-de-sac is the only area in the entire street where visitors and people wanting to use the park could park their vehicles. It will make the existing park unusable to the majority of the people that visit their families in that area. Mr. Forshaw also commented that the street experiences a lot of heavy truck traffic and already has a lot of caving on the road because of the heavy weight of the trucks. The street is not graded properly for heavy traffic. Mr. Forshaw asked what should be done to ensure the road will be well-maintained. Mr. Forshaw asked if the applicants plan to build their home next spring or summer and indicated he would be concerned that it would be the busiest season for kids to be actively playing out in the park. The park is heavily used by the kids.

Lynn MacDonald, resident, noted that they spoke with Deputy Mayor Coady and that her husband sent a letter to the Deputy Mayor regarding this proposed rezoning. Ms. MacDonald explained that they have witnessed most of the development on that street since they moved there. Ms. MacDonald also commented that they chose this location because of the cul-de-sac and it provided a quiet, private and safe environment. As the subdivision has grown and the number of families has increased, a good sense of community has developed. Ms. MacDonald also mentioned that the vehicle traffic on the street has also increased but is still manageable. Ms. MacDonald was wondering why heavy trucks use the cul-de-sac or their street to turnaround. She also mentioned that the streets are not wide enough, no sidewalks, children play in the street, parking and in the green space that surround the cul-de-sac. Aside from the children, other residents such as seniors with mobility issues also use the cul-de-sac area as their walking/exercise area. They are concerned with any increase in traffic and a blind driveway exiting across the green space on to Patrie Lane.

Ms. MacDonald mentioned that there is not much green space provided in the original subdivision plan and presented a copy of the plan. The increase in traffic may also increase the safety risk to children accessing the school bus on the corner of Patrie Lane. Ms. MacDonald asked that this proposed rezoning be dropped or rejected. Residents are concerned about the value of their property decreasing and that any change to the green space is not acceptable. Residents also fear that there could be other developments that could potentially happen in the future, increasing traffic and further disruption on the cul-de-sac. Ms. MacDonald noted that the cul-de-sac is treed and is beautiful and she sent pictures to the Deputy Mayor. Ms. MacDonald also mentioned that there was a petition signed by residents in that area opposing the proposed rezoning.

Councillor Bernard asked if Ms. MacDonald could show the map that she has which depicts the greenspace in the area. Councillor Bernard indicated that the map that Ms. MacDonald presented only showed the cul-de-sac as green space and pointed out that the bigger parcel along the cul-

de-sac is also green space. Councillor Bernard clarified that the green space in that area is not just the cul-de-sac but also includes the bigger parcel of land at the end of the cul-de-sac.

Ms. MacDonald responded that she did not realize that the big parcel was also green space and understood Councillor Bernard's point. However, she pointed out that the green space is basically a bog and is full of mosquitoes. Mayor Brown asked if she was referring to the park and Ms. MacDonald confirmed. Ms. MacDonald explained that there is a little creek in behind the trees and comes down through the easement on to Evergreen Drive but the creek is badly drained and a mess during the spring. The property in behind is not being used as a park compared to where the playground is currently located.

Councillor McCabe asked Ms. Thompson if she could confirm that the property is zoned C-2 Commercial and what would be allowed to be placed on that property as-of-right if it is not rezoned for residential. Ms. Thompson confirmed that the property is zoned C-2 and a number of uses within that zone include multi-unit dwellings, retail, commercial retail and other uses that could be placed on that property. The zoning on that property is as-of-right and they could gain access on Malpeque Road but they would have to negotiate access with the Province to develop that property.

Ms. Thompson also clarified some of the comments from residents regarding the trees along the cul-de-sac. The boundary where the trees are located is actually the boundary for the property and that the trees are owned by the property owner and not the City. There might be one tree that is owned by the City but the rest would be within the property owner's boundaries. Ms. MacDonald commented that there are more trees in the area versus what was presented in the photos during the presentation. The trees come right out to the edge of the road. There is just one strip that gets mowed by the lawn mower.

Ms. Thompson presented the map that showed the boundaries of the property and where the trees are located. Ms. MacDonald responded that the trees go up until the edge of the street along the cul-de-sac.

Councillor Jankov clarified that if this property was not rezoned, the property owner could potentially construct a retail store near the cul-de-sac. Ms. Thompson confirmed that they could potentially do that. The homes on Patrie Lane are zoned C-2 and the remaining vacant lot along Patrie Lane that are zoned C-2 could be developed for any multi-unit or commercial development. The other properties on Patrie Lane are currently all semi-detached dwellings but if the developer chose to develop that differently, the zoning would allow for other types of development within the C-2 zone. Councillor Jankov noted that any other uses in the C-2 zone could also increase traffic as well.

Gerard Chaisson, resident, commented that they recently bought a dwelling on Patrie Lane and received this information that another development is being proposed on the vacant land. Mr. Chaisson shared that their grandkids and other kids in the area play along the cul-de-sac. Mr. Chaisson noted that there is no park, or the park is a "joke" because is a swamp in the springtime and could barely walk a kid in a stroller or people with mobility issues to walk with a walker. Mr. Chaisson disagreed with Jared Murphy's comment on the parcel along the cul-de-sac being a ditch for water. Chaisson commented that it is a piece of paradise. Mr. Chaisson also felt that

what is being proposed is sort of a black mail by saying, *"We either put it in there or we are going to put something bigger, so be it."*

Mr. Chaisson asked if the development along Melody Lane would eventually into the open space on to Patrie Lane. Mayor Brown commented that the road access would not go through the park. Ms. Thompson responded that the road he is referring to is Trailview Drive and not Melody Lane and that the developer is deeding a parkland in behind the existing parkland on Patrie Lane and access would not continue on to Patrie Lane but the new extension of Trailview would connect down to Evergreen Drive. Mayor Brown mentioned that the property in question is zoned C-2 and other members of Council just clarified that there could be other uses that are permitted under the C-2 zone and that the purpose of this public meeting is to gather information from the public.

Joel Yorke, resident, asked if land taxes would increase if this house will be built and asked if any of the Councillors have visited the site. Mayor Brown confirmed that he knew the area and was at the park at some point. Mr. Yorke commented that the photo presented at the meeting does not represent what the current park looked like. The park is very beautiful and enjoyed watching his daughter learn to drive a bike there. Mr. Yorke was concerned and asked why can't the applicants build a road on to their parent's property instead of getting access off Patrie Lane. Mr. Yorke also indicated that trading the piece of land is a "joke" and mentioned that half of the park is not usable. The back is considered a bog and trading the front (cul-de-sac portion) for the back portion of the property is unacceptable.

Jennifer MacKinnon, resident, of Evergreen Drive assured that the area behind the little section of the park used to be a pond and is now marshy and is not being used by residents because of the mosquitoes. Ms. MacKinnon supported her neighbors and noted that the residents who purchased or are planning to purchase properties along Patrie Lane, took into account the space around the cul-de-sac. Now, the space is being taken away from them and she felt it was not fair. Ms. MacKinnon mentioned that she understood both sides but felt that it is not fair and requested not to take any more green space. Lynn MacDonald explained that they enjoyed the area around the cul-de-sac and transformed the center of the cul-de-sac that used to be grass into a beautiful garden and added more beauty to the circle.

Sherri Vessey, resident, commented that it took her years before she was able to find herself a new home. Ms. Vessey was not expecting to be faced with a proposal to open up the cul-de-sac to allow for a new home or potential business to be developed in the area. She felt it was discouraging. Ms. Vessey mentioned that the neighbourhood is small, lovely and contained and it would be a sin if the development was allowed.

Mitchell Crouse, resident, mirrored what the other residents shared and mentioned that that last time he attended a public meeting was for an asphalt plant along Sherwood Road. The developers decided not to move forward with the proposal. Mr. Crouse commented that aside from representing himself, he also represents other youth and on behalf of Eco PEI where he sits on the board. The park is not usable green space and Mr. Crouse showed that the only usable greenspace is where the treeline is located. The kids use that green space, the cul-de-sac and the streets. The back of the park is unusable. If the City agreed to take the deal of exchanging the front for the back, Mr. Crouse felt that the City is getting ripped off. Mr. Crouse does not mean to offend the applicants for choosing that lovely area but dismantling the cul-de-sac is not the option.

Jared Murphy, applicant, appreciated all the comments and concerns from residents and he was not expecting all those comments. He mentioned that he lived at 505 Malpeque Road for almost 20 years and noted that Patrie Lane used to be a hayfield where they use to play. Mr. Murphy felt that it is funny to see this come full circle and was not sure if they would like to move forward with the development after hearing all those comments.

Mayor Brown acknowledged Frank Quinn, Manager of Parks and Recreation, who was at the meeting and asked to look into the comments from residents with regards to the park.

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

6. Lot 18-2 Sherwood Road (PID #455642)

This is a request to rezone the subject property from Business Park Industrial (M-3) Zone to Highway Commercial (C-2) Zone and to amend the Official Plan designation from Industrial to Commercial in order to construct three (3) apartment buildings that will provide 200 dwelling units. Robert Zilke, Planner II, presented the application.

Mr. Zilke responded to a question as to why the proposed rezoning was to go to C-2 rather than a residential zone. The applicants are proposing to rezone to C-2 zone to be consistent with adjacent properties that are also zoned C-2. The orthophoto showed the zoning map of the surrounding area. To the south are C-2 zoned lands with apartment dwellings that have already been constructed and a few apartments that are in the process of being construction. To the west is the Maritime Electric Substation that is zoned Industrial and then further west are single-detached residential dwellings that are zoned R-1S. To the north is a vacant parcel of land zoned CDA (Comprehensive Development Area). This property is held in reserve until a developer comes with a proposal to Council for any type of development. At this time, there are no plans to develop that vacant parcel of land.

The application tonight is to rezone the property to C-2 Commercial to be able to construct three (3) apartment buildings for a total of 200 apartment units. The C-2 zone has step zones in it. It means that any commercial use is permitted, but it also steps down to the R-3 and R-4 zone, which allows for apartment buildings. Rezoning it to an R-3 or R-4 would essentially be considered as spot rezoning, which generally isn't supported by planning. Rezoning it to C-2 would only keep the zone consistent with the other adjacent properties.

Mr. Zilke presented the site plan showing the proposed development and a possible future road extension on to Minna Jane Drive. The main access would still be off Sherwood Road. David Arsenault, applicant, was at the meeting to provide additional information and answer any questions.

Mr. Arsenault presented the general layout of the proposed development. The plans presented are with the assumption that Minna Jane Drive will be extended on to the property at some point as another future road access on to Sherwood Road. The main access for all three (3) buildings will be on Sherwood Road but should Minna Jane Drive be extended; it could be an option to ease traffic concerns or to spread out traffic flow in the area.

All three (3) buildings are five (5) storeys in height. The first two (2) will have 60-units each with surface parking and the third building will have 80 units with underground parking. 10% of the units within the first and second buildings will be affordable units. Mr. Arsenault also presented renderings of the three (3) buildings, the location of the parking lot, green space and landscaping around the buildings. Mr. Arsenault also added that they take good care of their properties and consider them as long-term investments and that is why they invest in good landscaping and quality buildings.

Mr. Arsenault presented a summary of why they believe this apartment is a good development proposal and a reasonable request: like-kind structures in the area make good planning sense. Mr. Arsenault explained that they are not trying to construct five or six (5 or 6) storey apartment buildings where there are no streetscapes that would blend itself to the location but felt that this proposed location is close to other apartment buildings and that it is a good location for apartment buildings; increased housing option programs that ensure affordability; prioritize barrier-free and accessible units possible for different folks who need physically accessible units, wider hallways, walker-friendly units and things of that nature as required in the code; energy efficient designs (beat the energy code by at least 25%) to make the investment energy efficient; location is central to jobs, the university, hospital and arterial roads; pet-friendly units and local builders and management.

Mr. Arsenault also responded to some concerns on traffic and residents who are resistant to change. Traffic concerns are evident every time there is an increase in density in an area. This is a good opportunity to improve Sherwood Road, add some infrastructures such as bike lanes and eventually an extension to Minna Jane Drive. The proposed change in zoning to commercial is to develop apartment units. If the property is not rezoned, it remains zoned as an industrial land which could potentially, as-of-right, be permitted for uses such as an automobile shop, automobile dealership, service station, nightclub, commercial day-care centre, convenience store, cultural establishment, a green garden centre, marijuana production facility, rental service for equipment sales, etc. While traffic and increase in population is a concern, Mr. Arsenault felt that apartment buildings would be a better use of the property than those industrial uses. Mr. Arsenault also presented a map that showed the different apartment units that are within the surrounding neighbourhood and apartment buildings that are scheduled for construction.

Councillor Jankov commented that staff's report indicated that there is a lack of amenities for the residents and is isolated from other residential supports, like schools, recreation facilities and active transportation. Councillor Jankov then asked if there was any consideration in increasing the green space within the apartment buildings. Mr. Arsenault agreed that the property is indeed isolated and that they would be willing to consider revisiting the plan to add more green space and still have 200 units on the property. Mr. Arsenault also noted that the less asphalt and building footprint there is, more green space would be retained.

Councillor McCabe asked where the location of the property is in relation to the substation. Mr. Arsenault showed the diagram that described the location of the property and where the substation is located. Mr. Arsenault also asked Mr. Zilke if the six (6) letters that were sent were only sent to residential owners and Mr. Zilke responded that it was sent to property owners within 100 meters of the subject property. Mr. Arsenault commented that the letters would have been sent to Seafood Express, Maritime Electric, the vacant lot across the street and maybe two to three (2-3) homeowners.

John Kamphuis, resident, commented that he liked the idea of apartment buildings but he felt that the proposed development is too big and that there will be traffic concerns. Mr. Kamphuis also commented that the development does not need two (2) roads/lanes and that future road could be converted into green space instead. Also, there are no sidewalks along Sherwood Road. Mr. Kamphuis then asked if Mr. Arsenault would have any idea the number of school kids residing in the apartments. The school in that neighbourhood is currently being renovated and the school may not be able to accommodate additional influx of students in the near future.

Mr. Kamphuis also shared that he finds it difficult to get into his driveway between 4 o'clock and 5 o'clock with cars backed up to the corner of the road waiting to pass. Some cars speed trying to get out of Sherwood Road into the main highway. He also added that additional traffic controls need to be considered at the corner of Sherwood Road. Mr. Kamphuis also commented that there is a lot of snow in that area and was worried that putting up three tall buildings may act as a big snow fence which could leave more snow on the road. Mr. Kamphuis summarized his concerns as the following: 1) need for improved streets; safety - sidewalks and traffic controls along the intersection 2) snow and 3) impact of influx of students in schools.

Mayor Brown asked if Mr. Kamphuis was referring to the corner of Sherwood Road and Lower Malpeque Road and Mr. Kamphuis confirmed and commented that they used to call it the accident corner. Mr. Kamphuis also commented that he is not a big fan of adding 200 more people in that area.

Mr. Arsenault addressed Mr. Kamphuis' concerns: 1) sidewalk concerns are to be directed to the City/Council, 2) For the number of students, their 48-unit apartment building in Cornwall has three (3) school kids in total. Usually, there's about one to two (1-2) percent of residents would have school kids and they do not discriminate tenants with school kids and 3) The connection to Minna Jane Drive. This is something that the developers would still be working with the other developers but they can definitely look into that concern. Mr. Arsenault also added that he is aware of the issues along the intersection and could be looked into as part of the whole street improvements.

Mr. Kamphuis asked what the zoning is for the property on the north of the proposed development. Mayor Brown confirmed that it is currently vacant and is zoned CDA (Comprehensive Development Area). Mr. Zilke explained that it is a reserved land until someone would come in with a comprehensive development plan and this process would have to go through the rezoning process which includes public consultation.

A question from YouTube (live streaming) was asked regarding rental rates for the apartments. Mr. Arsenault responded that it would depend on the timing of the project and the rates could not be determined at this time. If it were built and rented at present, it would be in the range of \$1250 to \$1350 a month for a two (2) bedroom apartment (excluding utilities) and affordable units would be around \$674 for one (1) bedroom, \$800 for two (2) bedrooms and \$900 for three (3) bedroom units. These are based on 2019 numbers. This project could be a five, six or seven (5, 6 or 7) year plan and will be constructed one building at a time.

Councillor Jankov commented that some of the affordable housing units do not provide the rental rates and confirmed that these affordable housing units would use the CMHC guidelines and Mr. Arsenault confirmed that they will refer to the guidelines set out by CMHC.

Maurice Steeves, resident, commented that his main concern is transportation and safety. Sherwood Road is a narrow and busy road for teachers and parents driving their kids to school. Safety for kids is also a concern. It is very difficult to cross the road with the traffic and vehicles who exceed the speed limits. It is also difficult to even cross using the crosswalks along Salisbury and Commonwealth. The entrance to Lower Malpeque from Sherwood Road and Commonwealth is not more than 300 to 400 feet and during peak hours, it is difficult to move anywhere. Even when leaving his home, he finds it difficult to even turn left coming out of his driveway. Mr. Steeves also commented that he has witnessed the change in the traffic situation in that area, several mishaps of motorists who do not slow down or stop, close mishaps between vehicles or between vehicles and pedestrians. Mr. Steeves suggested that traffic lights could be added or any additional safety measures along that street before any development is approved.

Nelson Hurry, resident, commented that he witnessed different traffic situations and found it unsafe to even pickup his newspaper every morning. Vehicles speed most of the time, they drive by his driveway and then gone in a blink of an eye. Adding 200 units in that area would equate to an additional of 200-300 cars driving in that area. Mr. Hurry recommended that the road be built/fixed before the development even starts. There is also a need for traffic lights at the corner of Sherwood and Lower Malpeque Road for safety. Mr. Hurry also shared that his son who owns a house beside them won't let his kids out on the street because of safety concerns.

Sandi Hurry, resident, asked where the recreation area for kids would be since she felt that there is no room for recreation in that area. She also added that cars and motorcycles drive extremely fast. Ms. Hurry also noted that they did not receive a letter considering that they are directly across from the Maritime Electric substation. Ms. Hurry shared that it was a dirt road when they first moved in and only a few houses. She also said that she has witnessed the changes with the developments in the area and expects that there will be bigger changes when this apartment is developed. Ms. Hurry noted that something has to be done to handle the intensity of units, traffic and recreation space for children that will potentially reside in that area.

Doug Miller, resident, commented that he does not support the requested rezoning due to the size and amount of traffic that will be generated by this development. The proposed rezoning does not respect the general make-up and character of the existing neighbourhood. Mr. Miller quoted the Official Plan page 15 (par. 2) that states, *"Our objective is to promote compact, urban form and infill development. As well the efficient use of infrastructure, public services facilities. Our policy shall be to allow moderately higher densities in neighbourhoods. Multiple family dwellings in suburban centres and around these centres, provided that development is at a density that will not adversely affect existing long density housing."* Mr. Miller felt that it is highly unlikely that this rezoning application for 200 units will not adversely affect the existing low density housing.

Mr. Miller also pointed out items for consideration: 1) Increase in traffic. Mr. Miller noted that in the October 5, 2020 planning board meeting, Deputy Mayor Coady and resident member Rosemary Herbert both agreed that traffic is a concern and that Ms. Herbert felt that the property is not a great area to be developed for residential uses; 2) Sherwood Road is a designated truck route as per Land use Map of Charlottetown; 3) Significant additional traffic from shopping mall area along Minna Jane Drive and the 217-unit apartment building that is anticipated to be

constructed; 4) The request is for an apartment building but the request is to rezone to C-2 commercial. Mr. Miller felt that rezoning it to R-4 would be a better fit.

Mr. Miller asked what the correct acreage of the property is; is it 5.92 acres as indicated in the application or 4.77 acres as indicated in the letter of rationale. Mr. Arsenault responded that 4.77 acres would be the correct acreage. 5.92 acres would include the easement which will be the future connection on Minna Jane Drive.

Mr. Miller also asked if the property would then be considered a corner lot or an interior lot. He felt that if Minna Jane Drive would be a future road expansion, then the property should be considered as a corner lot. Mr. Miller explained that if the property is considered a corner lot, it will have a different lot area requirement per unit. 4.77 acres would be equivalent to 207,781 square feet. Interior lots require 1,237.9 square feet which would only allow for 167 units. Corner lots require 1,507 square feet which equates to 137 units. The maximum building height is 49.2 feet. Mr. Miller commented that this information was not available in the planning package.

Mr. Miller discussed the permitted uses for the C-2 Zone and was concerned that if the property was rezoned to C-2 and the developers felt that the apartment units are no longer needed or economical, they could build any other development as permitted under the C-2 Zone. The current zone allows for 28 permitted uses while the C-2 zone would permit 52 different uses.

Mr. Miller also commented that the concept plans were presented but the specific size and height of the buildings were not included in the application package. Mr. Miller then asked how staff could determine the suitability of the proposal without the important information.

Mr. Miller concluded by respectfully requesting that the proposed amendments be denied. Mr. Miller noted the Guardian article on October 19 pertaining to IRAC's decision to overturn Council's decision regarding the 18-unit apartment building on Palmers Lane. Planning Board felt that the apartment building was not appropriate for the neighbourhood because the existing character of the neighbourhood and issues with respect to transitioning buffer. Mr. Miller believed that some of these concerns also apply to this application.

Mayor Brown asked residents who would like to submit their written comments, send it to planning@charlottetown.ca.

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

7. Adjournment of Public Session

Moved by Councillor Mike Duffy and seconded by Councillor Julie McCabe, that the meeting be adjourned. Meeting adjourned at 8:56 p.m.

To: His Worship Mayor Philip Brown and Members of City Council

From: Alex Forbes, FCIP
Manager of Planning and Heritage

Date: November 5th, 2020

Copy: Peter Kelly
Tracey Mclean, Records Management Clerk

Subject: 168 Weymouth Street

ISSUE:

At the Council meeting of October 12th, 2020, an application for an Official Plan amendment and rezoning for the property located at 168 Weymouth Street was before Council seeking a decision on whether to approve or deny the applicant's request to establish a commercial office use (i.e. accounting firm) on the subject property. This application was deferred back to staff to determine if there was an opportunity or process that could be employed to allow the applicant to establish an accounting office on the property without significantly changing the Official Plan and zoning by-law. The concern was that an accounting office may not be appropriate at this location and other land uses permitted in the requested Downtown Mixed Use Neighbourhood (DMUN) Zone may conflict with the residential nature of this area.

BACKGROUND:

Initially staff discussed whether the applicant could utilize the existing zoning applied to this property Downtown Neighbourhood (DN) to operate a home based business. The applicant indicated to staff that the owners did not wish to reside at this location and that two floors of the home would be dedicated office space, which significantly exceeds the zoning by-law standards for a home based business whereby the commercial is secondary to the principle use of residential. Moreover, you can only have a home based business if you reside on the property. Therefore this approach was not an option the applicant wished to pursue.

Section 3.13 of the Zoning & Development By-law allows for instances whereby Council may approve a Site Specific Exemption to the permitted uses and regulations in any zone where the following criteria are satisfied:

- c) The proposal does not undermine the overall integrity of any given Zone, is in the public interest and is consistent overall with good planning principles.

Staff would contend that application does not meet the parameters for a site specific amendment due to subsection c) whereby the 500 Lot Area Plan specifically seeks to protect residential properties around Heritage Squares from becoming commercial uses. Other existing commercial

uses in the area (funeral home, laundry mate, bar etc.) are legal non-conforming uses that existed prior to the implementation of the 500 Lot Area Plan. The policies in the plan were established to protect the integrity of residential properties around heritage squares. Thus introducing a new commercial use into this area would be in conflict with the area plan and good planning principles.

DISCUSSION:

Since the last Council meeting, staff were asked whether a Development Agreement could be used in this instance to restrict the use of the property to an accounting firm only with an apartment located on the third floor. Staff have reviewed this approach and suggest a Development Agreement is not the appropriate tool to solely restrict land use as it applies to the existing or proposed zoning on this property. Therefore, the only options available to Council at this time is to reject the zoning application or approve the zoning application subject to a Development Agreement.

OPTIONS:

At this time, Council may wish to consider one of the three options below.

- 1) Reject the proposed application
- 2) Approve the proposed application subject to a Development Agreement
- 3) Propose another option.

RECOMMENDATION:

Staff continue to support option 1 which is to reject the proposed application

Prepared by:



Alex Forbes FCIP - Manager,
Planning and Heritage

TITLE: LOT FRONTAGE VARIANCE FILE: PLAN-2020-2-NOVEMBER- GA-1 190 EUSTON STREET OWNER: BROOKE MACMILLAN		
MEETING DATE: November 2, 2020		Page 1 of 5
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map	
SITE INFORMATION: Context: Existing Dwelling in the 500 Lot Area. Ward No: 1 – Queens Square Existing Land Use: 5-Unit Dwelling Official Plan: Downtown Mixed Use Neighbourhood Zoning: Downtown Mixed Use Neighbourhood (DMUN) Zone		
PREVIOUS APPLICATIONS: An building permit application for the conversion to a four (4) unit apartment building was approved in 2014		

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council that the request for a variance to Section 28.2.1 of the Zoning & Development By-law by reducing the required lot frontage from 20m (65.6ft) to approximately 12.7m (41.9ft) in order to allow for five (5) unit converted dwelling be *rejected* for the property located at 190 Euston Street (PID #346429).

BACKGROUND:

Request

The property owner, Brooke MacMillan, is applying to vary the lot frontage requirement as illustrated in Section 28.2.1 of the Zoning & Development By-law in order to allow for the existing five (5) unit dwelling located at 190 Euston Street (PID #346429). The subject property is located in the Downtown Mixed Use Neighbourhood (DMUN) Zone.

Development Context

The subject property is currently located in an established neighbourhood on the edge of the 500 Lot Area. The subject property is located south on Euston Street between Prince Street and Hillsborough Street. The buildings on this portion of Euston Street generally contain between two (2) and six (6) residential dwelling units.

Property History

Issues with this property were first raised through a comprehensive zoning use inquiry, in which it stated that there was five (5) apartment units in the building. Staff conducted research on the property and the building permit records indicated that in 2014, the property was issued a permit to convert the single-detached dwelling into a converted dwelling for a maximum of four (4) units. Under the Zoning regulations of the day, a converted dwelling was permitted in the DMUN Zone up to a maximum of four (4) units. Planning staff informed both the Chief Building Inspector and the Fire Inspectors about the additional fifth unit in which there was no permit issued. An investigation was opened on the subject property to inspect the additional unit that was added after 2014. Kent Mitchell, followed up with an inspection of the property and then issued a hazard compliance order on September 18, 2020. During the inspection, it was determined that the building did contain a total of five (5) residential dwelling units – with the fifth unit located in the basement. It was determined that there were compliance issues with the means of egress (exiting out of the building).

The Provincial assessment records indicate that the subject property was assessed for four (4) units. Further, a zoning inquiry was completed on July 03, 2014 which states that *this property is located in the Downtown Mixed-use Neighbourhood (DMUN) Zone. Our records indicate this is a single detached dwelling and has been used as a group home in the past. At this time, a permit has not been approved to convert the dwelling into four units.*

Staff sent two (2) letters to the property owner on August 26, 2020 stating that *a building & development permit was never issued for the fifth additional dwelling unit within the building nor would the additional dwelling unit be permitted under the current Zoning & Development By-law. In light of the foregoing, the fifth residential dwelling unit is not permitted and would be considered non-conforming.*

Staff then explained that *in light of the fact that the subject property contains a non-conforming dwelling unit, this unit must be removed or a variance application is required to decrease the minimum required lot frontage.*

The property owner submitted a variance application on September 30, 2020.

LEGISLATIVE REQUIREMENTS:

Notification

In accordance with Section 3.9.3 of the Zoning & Development By-law, notice of the Planning Board meeting regarding this application was sent to owners of property within 100 metres (328.1 ft) of the subject property soliciting their written comments for or against the proposed variance. The deadline to submit written comments on the application was Friday, October 30, 2020.

Public Feedback

The Planning & Heritage Department has received no letters of support or opposition with regards to the variance application.

ANALYSIS:

The configuration / elevation of the building lends itself to resemble a single-detached dwelling – which it was prior to 2014 when the approval was issued to for a four (4) unit converted dwelling.

In light of the fact that the property is located in the Downtown Mixed-use Neighbourhood (DMUN) Zone, any building type with four (4) units or greater requires 65.6 ft of lot frontage. When the current Zoning & Development By-law was adopted in 2018, the converted dwelling as a permitted use dropped the allowance for up to four (4) unit requirement. Presently, the number of units allowed under the converted dwelling application is dependent on the subject's property's lot frontage. This amendment was done to ensure that converted dwellings and apartment buildings adhere to the same requirements since they are similar uses, having similar land use impacts. In order to construct a converted dwelling with four units or more, the property must have a lot frontage of 65.6 ft.

In fact, under the regulations of the current Zoning & Development By-law (PH-ZD.2) the property would be considered legal non-conforming with four (4) units since the DMUN requires a minimum lot frontage of 20m (65.6ft) for any other permitted use (i.e. converted dwelling). The lot frontage of 190 Euston Street (PID #346429) is approximately 14.9m (49.1ft). Under the previous by-law the owner was permitted to convert the single detached dwelling into a maximum of four (4) units. The property owner then renovated the building to locate an additional fifth residential unit within the building prior to obtaining a building & development

permit. The additional unit would be expanding on an already legal non-conforming use and further exceeds the requirements of the current Zoning & Development By-law.

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

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

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

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

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

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

Finally, it is staff's understanding that following the inspection of the building by the Fire Inspector, a hazard compliance order has been issued on the property with issues on the egress

(exiting from the building). Should the variance be approved, the property owner would be required to obtain a building & development permit for the additional dwelling unit which would have to conform to the regulations of the Zoning & Development By-law.

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

Positives	Neutral	Shortcomings
- Moderately higher density using existing underground services. - Additional density without adversely affecting existing low density housing.	While additional parking is not required, the existing parking on the property is limited.	- The property does not have the lot frontage required in the DMUN Zone. - The property is already recognized as a legal non-conforming four (4) unit converted dwelling. - The renovations were completed prior to obtaining a permit.

CONCLUSION:

The Planning & Heritage Department recommends that the lot frontage variance application, be *rejected*.

PRESENTER:



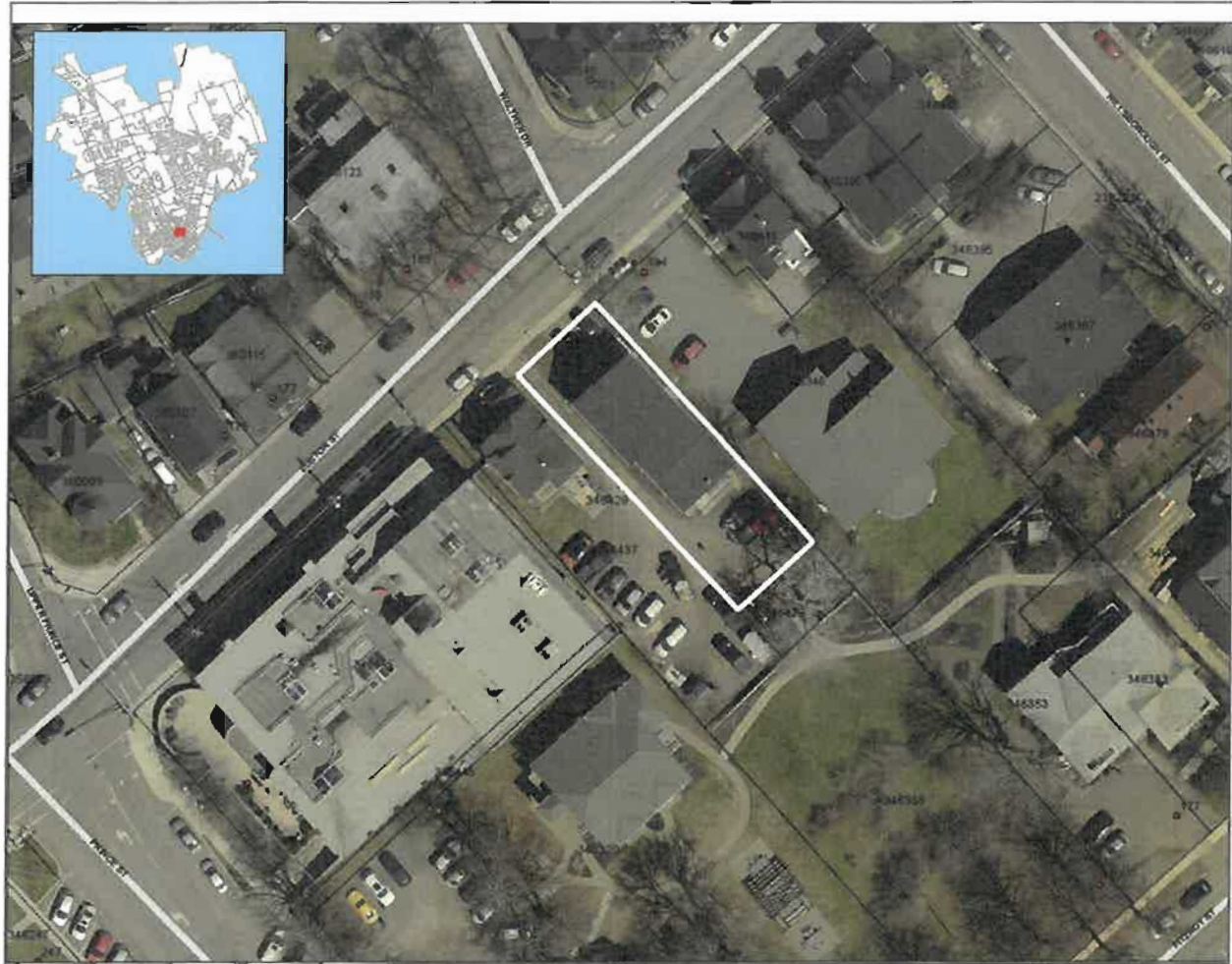
Robert Zilke, MCIP
Planner II

MANAGER:



Alex Forbes, FCIP, MBA
Manager of Planning & Heritage

Attachment A



Attachment A: GIS Map
File: PLAN-2020-2-November
190 Euston Street (PID #346429)
Owner: Brooke MacMillan


CHARLOTTETOWN
Planning & Heritage
Department



TITLE: FIRE ESCAPE SETBACK VARIANCES FILE: PLAN-2020-2-NOVEMBER- GA-2 24 WATER STREET (PID #1068105) OWNERS: 102296 PEI INC.		
MEETING DATE: November 2, 2020		Page 1 of 4
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map B. Building Plans C. Letters of Support	
SITE INFORMATION: Context: Residential Apartment Dwelling in Charlottetown Ward No: 1 – Queen Square Existing Land Use: Five (5) Units Official Plan: Waterfront Zoning: Waterfront (WF) Zone		
PREVIOUS APPLICATIONS: 1. Heritage Board approved the design of the proposed fire escape on May 2, 2018. 2. A Building & Development Permit was issued on December 14, 2018 for the fire escape. 3. Heritage Board approved the revised design of the proposed fire escape on April 9, 2020. 4. Heritage Board once again approved revised designs of the proposed fire escape on September 30, 2020.		

RECOMMENDATION:

The Planning & Heritage Department encourages the Planning Board to recommend to Council to approve the request for a variance to reduce the required side yard setback for an exterior staircase from 3.9 ft to approximately 1.0 ft in order to permit the construction of a fire escape on the property located at 24 Water Street (PID #1068105).

BACKGROUND:

Request

The City of Charlottetown Planning & Heritage Department received a Building & Development Permit Application to renovate the existing five (5) unit apartment dwelling into a six (6) unit

apartment dwelling. The application included renovations to the previously approved fire escape. The proposed setback from the fire escape to the property line abutting 7-9 Pownal Street (PID #1105451), which is also owned by the applicant, is approximately 1.0 ft.

Development Context

The subject property, 24 Water Street (PID #1068105), is located in the Waterfront (WF) Zone. The subject property as well as the adjacent property (7-9 Pownal Street, PID #1105451) are owned by 102296 PEI Inc. (Steve Dunne and Spencer Campbell).

Property History

The property history regarding the exterior staircase at 24 Water Street (PID #1068105) is as follows:

- Heritage Board approved the design of the proposed fire escape on May 2, 2018.
- A Development Agreement was signed on June 12, 2018 and registered with the Province on June 26, 2018 as Doc# 4595 in Book 5715.
- A Building & Development Permit was issued on December 14, 2018 for the fire escape.
- Heritage Board approved the revised design of the proposed fire escape on April 9, 2020.
- A Development Agreement (repealing and replacing the above noted Agreement) was signed on May 5, 2020 and registered with the Province on May 8, 2020 as Doc# 3040 in Book 5819.
- A Temporary Occupancy Permit was issued on July 8, 2020 requiring guards and handrails to be installed by August 15, 2020.
- Heritage Board once again approved revised designs of the proposed fire escape on September 30, 2020.

LEGISLATIVE REQUIREMENTS:***Notification***

In accordance with Section 3.9.3.b. of the Zoning & Development By-law, notice of the Planning Board meeting regarding this application was sent to owners of property within 100 metres (328.1 ft) of the subject property soliciting their written comments for or against the proposed variances. The deadline to submit written comments on the application is Friday, October 30, 2020.

Public Feedback

At the time of writing this report, the Planning & Heritage Department received four (4) letters of support of the proposed fire escape. Should written comments be received prior to the deadline, they will be circulated prior to the Planning Board meeting.

ANALYSIS:

Section 4.2.2.g. of the Zoning & Development By-law states that an exterior staircase (fire escape) must maintain a minimum distance of 3.9 ft from the lot line.

The applicants have submitted a number of fire escape / deck designs which have adhered to this requirement; however, the most recent plan is to locate the proposed fire escape 1.0 ft from the property line abutting 7-9 Pownal Street (PID #1105451).

It is difficult to support the revised design in light of the fact that they have shown the ability (and received a permit) to locate the fire escape within the required setbacks; however, this design was reviewed and approved by the Heritage Board as well as the Fire Inspector. If approved, it will also have to adhere to the requirements of the National Building Code.

The adjacent property which is most affected is owned by the same company so there are no property owners who are directly affected by the proposed fire escape in opposition.

The applicants have also indicated that the rationale for the variance is to locate the stairs in a manner that they do not affect any existing or proposed openings from the residential dwelling units within the building.

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

Positives	Neutral	Shortcomings
Approval granted by the Heritage Board.	If approved, the fire escape will have to meet	It is difficult to support the variance when the applicants have shown

• Approval granted by the Fire Inspector.	the requirements of the National Building Code.	the ability to adhere to the By-law.

CONCLUSION:

The Planning & Heritage Department encourages the Planning Board to recommend to Council to approve the request for a variance to reduce the required side yard setback for an exterior staircase from 3.9 ft to approximately 1.0 ft in order to permit the construction of a fire escape on the property located at 24 Water Street (PID #1068105).

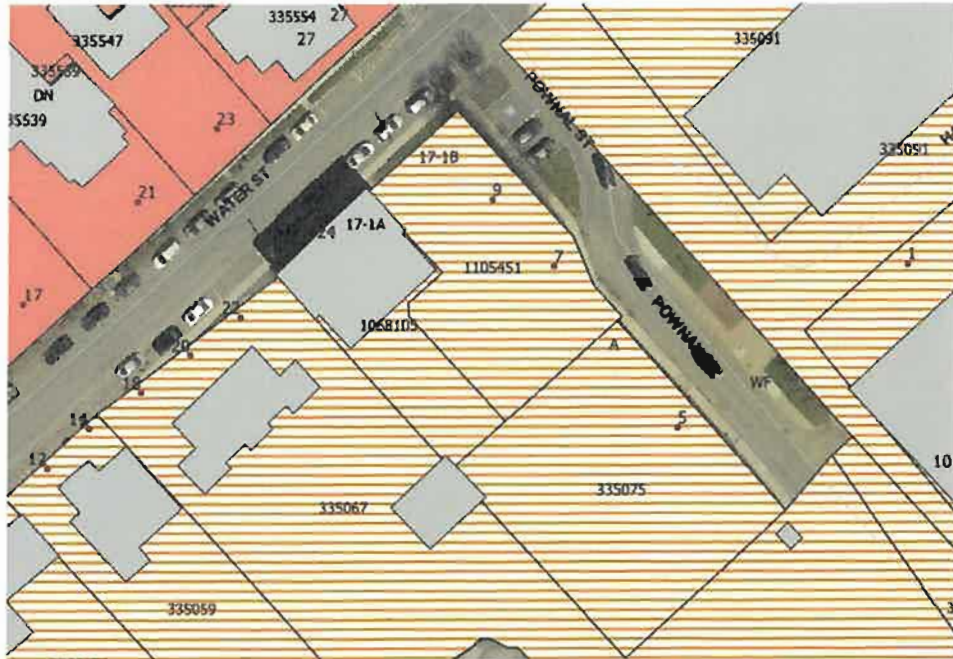
PRESENTER:

Greg Morrison, MCIP
Planner II

MANAGER:

Alex Forbes, FCIP, MBA
Manager of Planning & Heritage

Attachment A



Attachment A: GIS Map
File: PLAN-2020-2-NOVEMBER-
24 Water Street (PID #1068105)
Owners: 102296 PEI Inc.


CHARLOTTETOWN
Planning & Heritage
Department



Attachment B

Building Plans Included:

1. Site Plan
2. Building Elevations
3. Demo Floor Plans
4. New Floor Plans

Attachment B: Building Plans
File: PLAN-2020-2-NOVEMBER-
24 Water Street (PID #1068105)
Owners: 102296 PEI Inc.



WATER STREET

SIDEWALK

WINDOW
WELL

PROPERTY
LINE

24 WATER STREET
BUILDING OUTLINE

PROPERTY
LINE

PROPERTY
LINE

PROPERTY
LINE

NEIGHBOURING
BUILDING

PROPERTY
LINE

PROPERTY
LINE

1 SITE PLAN
SCALE 1/8" = 1'-0"

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SITE PLAN

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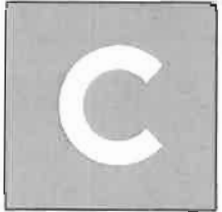
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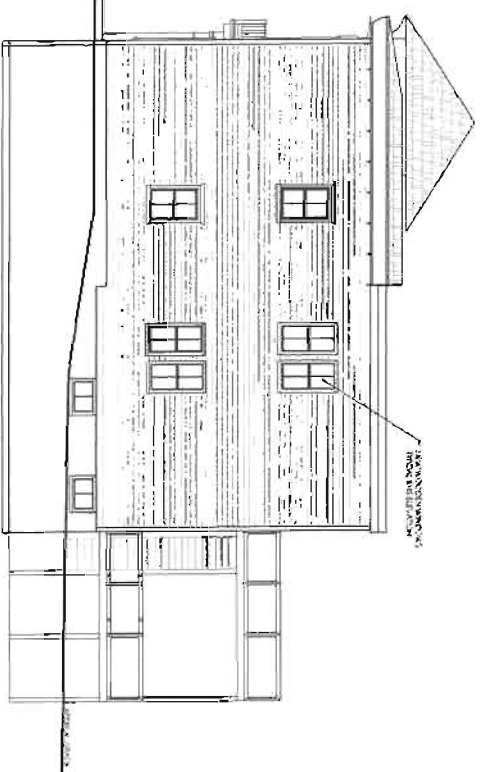
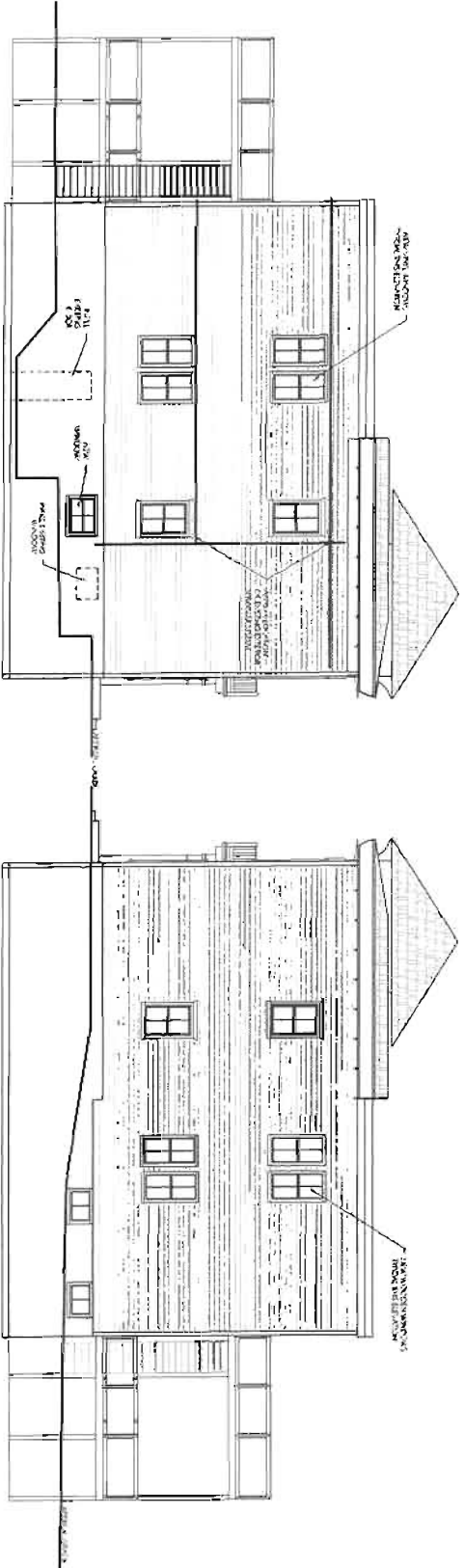
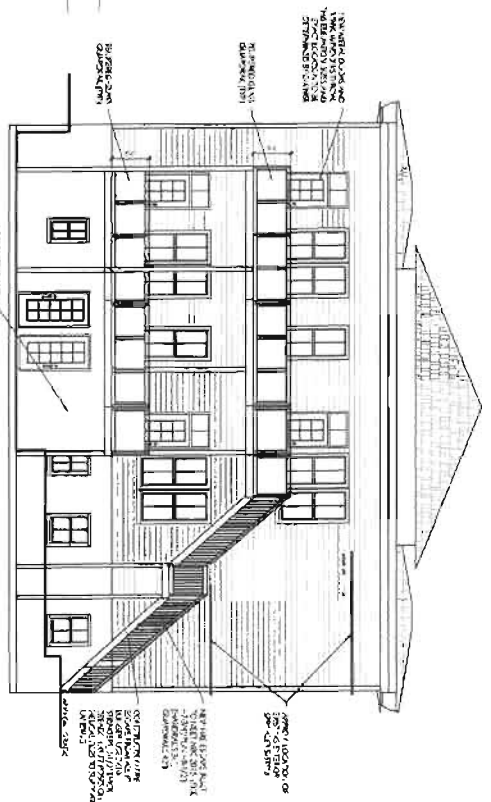
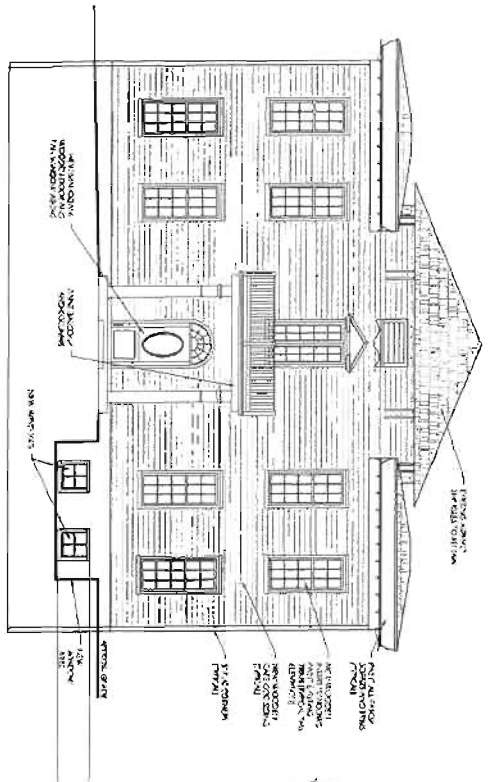
24 Water St - Interior Renos

24 Water St
Charlottetown, PE



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24 Water St
Charlottetown, PE

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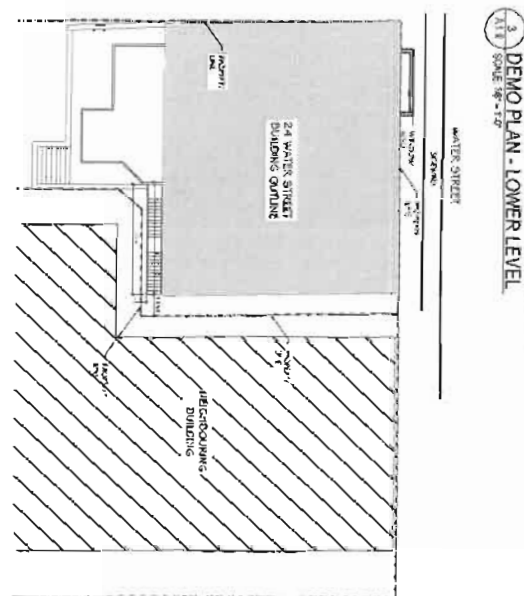
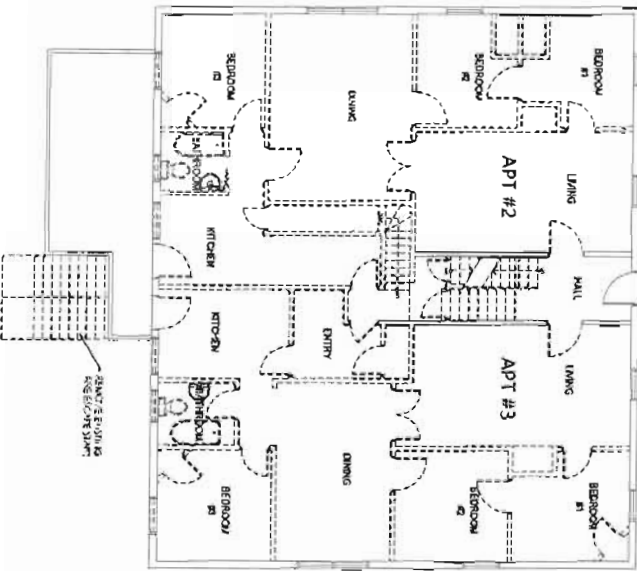
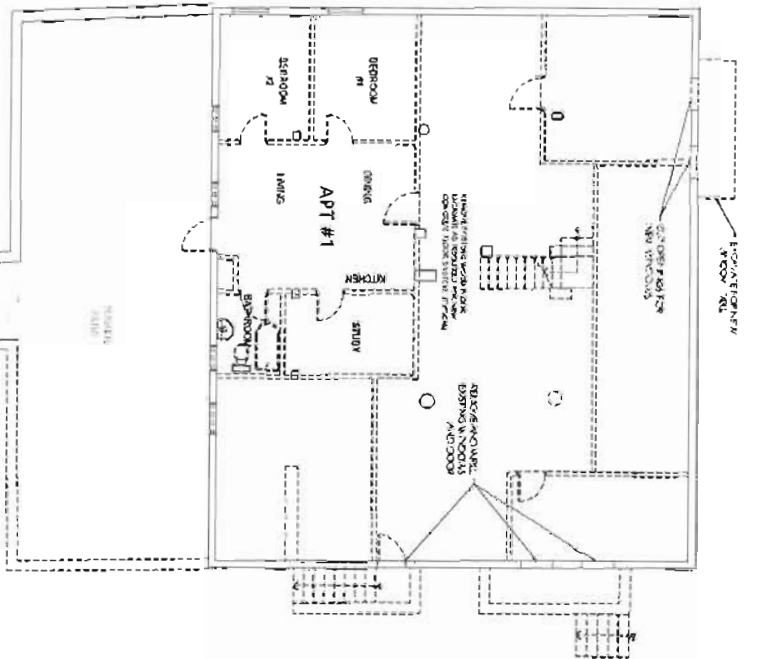
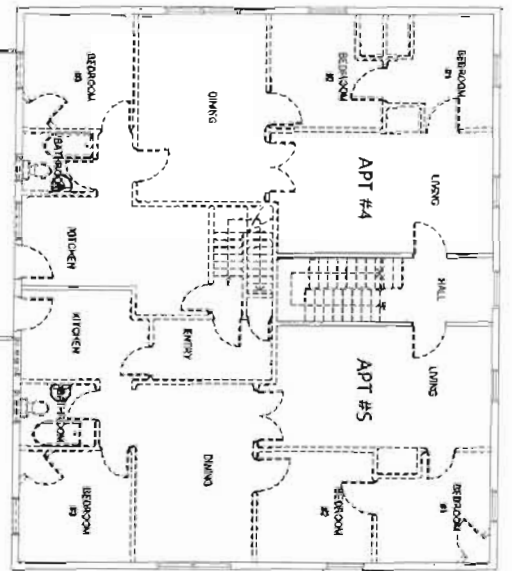
24 Water St - Interior Renos

BUILDING
ELEVATIONS

Revisions	Description	Date
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Document Date.
September 21, 2020Document Date.
September 21, 2020

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PROCEDURE	

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Materials	Description	Time

Document Date:
September 21, 2020

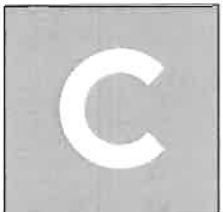
24 Water St - Interior Renos

24 Water St
Charlottetown, PE



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24 Water St
Charlottetown, PE

24 Water St - Interior Renos

NEW FLOOR PLANS

Drawings No.	Description	Date

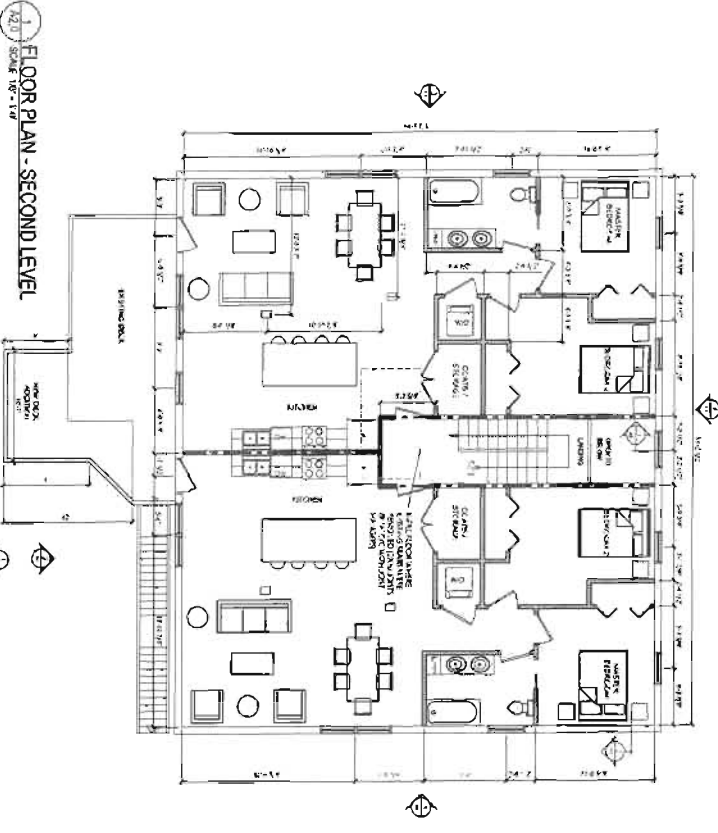
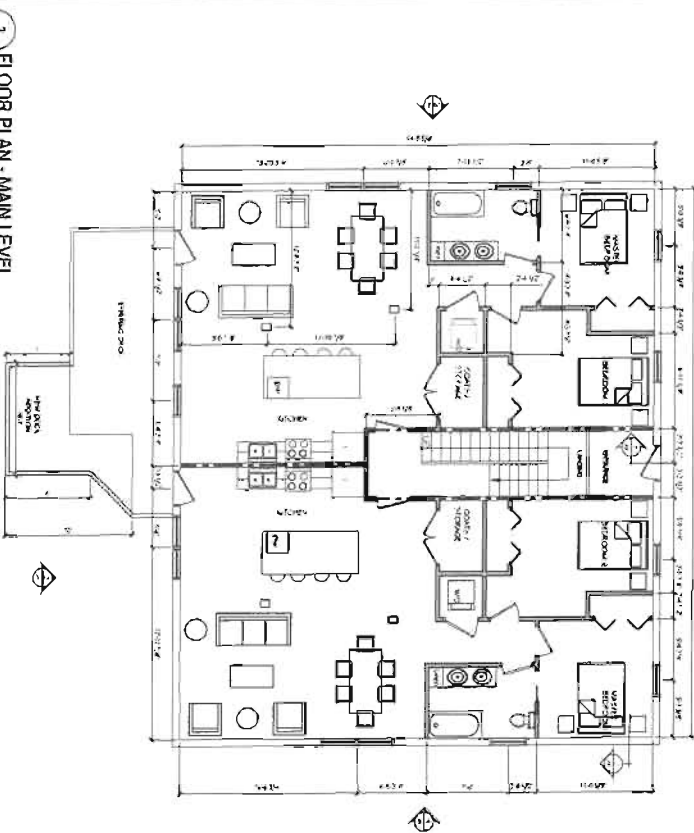
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87	CONCEPT PLAN	11/16	DA
88	CONCEPT PLAN	11/16	DA
89	CONCEPT PLAN	11/16	DA
90	CONCEPT PLAN	11/16	DA
91	CONCEPT PLAN	11/16	DA
92	CONCEPT PLAN	11/16	DA
93	CONCEPT PLAN	11/16	DA
94	CONCEPT PLAN	11/16	DA
95	CONCEPT PLAN	11/16	DA
96	CONCEPT PLAN	11/16	DA
97	CONCEPT PLAN	11/16	DA
98	CONCEPT PLAN	11/16	DA
99	CONCEPT PLAN	11/16	DA
100	CONCEPT PLAN	11/16	DA

3 FLOOR PLAN - LOWER LEVEL
SCALE 1/8" = 1'-0"



2 FLOOR PLAN - SECOND LEVEL
SCALE 1/8" = 1'-0"

1 FLOOR PLAN - MAIN LEVEL
SCALE 1/8" = 1'-0"

ALL DRAWINGS AND COPIES ARE REMAIN THE PROPERTY OF THE ARCHITECT AND ARE TO BE USED ONLY WITH RESPECT TO THIS PROJECT. COPYRIGHT COAST DESIGN INC. ALL RIGHTS RESERVED

Attachment C

Four (4) Letters of Support Attached:

1. Terry Hennessey
2. Steve Dunne
3. Terry McKenna
4. Jon Locke

Attachment C: Letters of Support
File: PLAN-2020-2-NOVEMBER-
24 Water Street (PID #1068105)
Owners: 102296 PEI Inc.



Morrison, Greg

From: Planning Department
Sent: October 21, 2020 9:51 AM
To: Morrison, Greg
Subject: FW: Variance 24 Water Street PID 1068105

Robert Stavert
Technical Assistant

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

rstavert@charlottetown.ca
www.charlottetown.ca



From: Terry Hennessey [mailto:terry@hppei.com]
Sent: October 21, 2020 8:45 AM
To: Planning Department <planning@charlottetown.ca>
Subject: Variance 24 Water Street PID 1068105

To: City of Charlottetown Planning Department

Re: 24 water Street Variance

I am the owner of 2 properties next to this property at 24 Water Street.

I am in full support of the proposed variance for the above noted property.

Because of projects and renovations being carried out on these properties, this part of Water street will be one of the nicest streets in the city.

Terry Hennessey
Office. 168 Great George Street
Suite 14
Charlottetown, PEI C1A 4K9
c.902-940-7304

email. terry@hppei.com
hennesseyproperties.com

Mailing Address. 10B Water Street
Charlottetown, PEI C1A 1A1
Web: www.hennesseyproperties.com



MACHEN INVESTMENTS Ltd.



"A pessimist sees the difficulty in every opportunity. An optimist sees the opportunity in every difficulty."

-Winston Churchill

Morrison, Greg

From: Steve Dunne <steve@dunnegroup.ca>
Sent: October 21, 2020 10:55 AM
To: Planning Department; Morrison, Greg
Cc: Kevin Murphy
Subject: Notice of Request for Variance 24 Water St.
Attachments: 100451 PEI Inc. 24 Water St. (PID 1068105).pdf

Hi Greg,

We own the commercial properties at 47 to 47 Water St. and were asked for our opinion on the notice of Request for variance 24 Water St.

We approve of the Request for Variance 24 Water St.

Steve Dunne, partner 100451 PEI Inc.

Direct: 902-628-4460

www.dunnegroup.ca

[Linked in profile](#)



100451 PEI Inc.

100451 PEI Inc.
PO Box 1531
Charlottetown, PE
C1A 7N3

October 20, 2020

Greg Morrison
City of Charlottetown
Planning & Heritage Department
70 Kent Street
Charlottetown, PE C1A 7L7
planning@charlottetown.ca

Re: 24 Water Street (PID #1068105)

We own the properties from 47 to 59 Water Street (former Seaman's Beverages buildings). We support the applicant's variance to slightly decrease the required setback for an exterior fire escape from 3.9 ft to approximately 1.0 ft.

This major new project is adding to the housing stock of downtown Charlottetown and greatly boosting all neighboring property values.

Yours truly,



Steve Dunne
100451 PEI Inc.

Morrison, Greg

From: Planning Department
Sent: October 21, 2020 1:46 PM
To: Terry Mckenna; Planning Department; Morrison, Greg
Subject: RE:

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

Best Regards,
Ellen

City of Charlottetown – Planning & Heritage Department

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

ecatane@charlottetown.ca
www.charlottetown.ca



From: Terry Mckenna <terrismckenna@sterns.ca>
Sent: Wednesday, October 21, 2020 1:38 PM
To: Planning Department <planning@charlottetown.ca>
Subject:

Greg

I am writing in support of the variance required by 24 water st PID # 1068105. As a property owner at 8-10 and 12-14 water st we are in favor of the City providing the needed variance .

If you have any questions please do not hesitate to contact me anytime.

Regards

Terry Mckenna

Terry McKenna

Owner/Operator

Sterns Ltd

Morrison, Greg

From: Jon Locke <jonlocke87@gmail.com>
Sent: October 22, 2020 11:45 AM
To: Planning Department; Morrison, Greg
Subject: 24 Water street variance
Attachments: varriance letter _24 Water street.pdf

Hi Greg,

I own a property at 22 Pownal street, I received the variance order this week from the City of Charlottetown Planning and Heritage Department.

I wanted to send the attached letter agreeing to the proposed variance.

Thank you

Jon

Jonathan Locke
22 Pownal Street
Charlottetown, PE
C1A 3V8

October 20, 2020

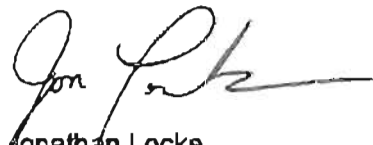
Greg Morrison
City of Charlottetown
Planning & Heritage Department
70 Kent Street
Charlottetown, PE C1A 7L7
planning@charlottetown.ca

Re: 24 Water Street (PID #1068105)

I own the property at 22 Pownal Street, Charlottetown. It is great to see older buildings like this fixed up while keeping the heritage feel. I support the applicant's variance to slightly decrease the required setback for an exterior fire escape from 3.9 ft to approximately 1.0 ft.

This major new project is adding to the housing stock of downtown Charlottetown and greatly boosting all neighboring property values.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jon Locke', with a long horizontal flourish extending to the right.

Jonathan Locke,
Property Owner

TITLE: MAJOR VARIANCE TO FRONT YARD SETBACK & MAJOR VARIANCE TO LOADING AND UNLOADING FACILITIES FILE: PLAN-2020-2-November -6a-3 20 Babineau Avenue OWNER: Canadian Tire Properties		
MEETING DATE: November 2, 2020		Page 1 of 9
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map B. Proposed Site Plan C. October 20, 2020 letter from applicant to Planning Board	
SITE INFORMATION: Context: Retail box store in shopping centre development Ward No: 8 Highfield Existing Land Use: Retail box store Official Plan: Commercial Zoning: Shopping Centre Commercial (C-3)		

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the Major Variance request to reduce the required front yard setback for a garden centre from 12 m (39.4 ft.) to approximately 3.65 m (12 ft.) and to reduce the required loading bays as per Section 43.9.1 of the Zoning and Development Bylaw from 6 bays to 3 bays on the property located at 20 Babineau Avenue (PID #1054972).

BACKGROUND:

Request

The City of Charlottetown Planning & Heritage Department has received an application as per Section 3.9 (Major Variances) of the Zoning and Development Bylaw for two (2) variances for the property located at 20 Babineau Avenue (PID #1054972). The subject property is located in the Shopping Centre Commercial (C-3) Zone. The applicants, on behalf of Canadian Tire, are proposing an addition (approximately 27,805 sq ft) to the existing retail establishment.

Variance #1 – Front Yard Setback

The front yard setback for this property is located along Spencer Drive. The minimum front yard setback in the C-3 Zone is 39.4 ft as per Section 26.2 of the Zoning & Development By-law. While the proposed addition is set back 55 ft from the property line abutting Spencer Drive and meets the setback requirement, the proposed garden centre encroaches into the minimum front yard setback. In light of the foregoing, the applicants are requesting a variance to decrease the minimum front yard setback for a garden centre in the C-3 Zone from 39.4 ft to approximately 12.0 ft.

Variance #2 – Loading and Unloading Facilities

As per Section 43.9.1. of the Zoning & Development By-law, one (1) off-street loading space shall be provide for every 20,000 sq ft of gross floor area of retail or warehouse. Following the construction of the proposed addition, the total retail and warehouse gross floor area would be approximately 118,574 sq ft which would require six (6) loading spaces. The applicants are proposing to retain the three (3) existing loading spaces but are requesting a variance to waive the requirement for three (3) additional spaces as per Section 43.9.2 of the By-law.

Development Context and Analysis

The Canadian Tire Store is located within a shopping centre complex with its main façade facing an internal parking lot and Babineau Avenue. Babineau Avenue is a private street. The proposed expansion will be added to the south elevation of the building facing Spencer Drive which is a public street. Although the main façade of the building faces Babineau Avenue the south elevation facing Spencer Drive is considered the front yard setback for two reasons: 1) Spencer Drive is a public street and 2) it is the narrowest portion of the lot. Although the applicant has applied for a variance to reduce the front yard setback from 39.4ft to 12 ft. it could be argued that the applicant is more than exceeding the required front yard setback for the building as the main wall of the proposed expansion is 55 ft. from the property boundary. The proposed garden centre that the applicant has requested a variance for is a fenced in compound and is not a roofed structure. Typically, a garden centre would be a roofed in green house structure with walls. In most instances under the Bylaw staff would view such an area as outdoor storage and a minimum setback from the front lot line of 19.7 feet would be required for this fenced in area. The applicant is proposing 12 ft. in their variance request. Although the south elevation of the building is technically considered the front yard setback this elevation is the side of the building and not the façade. Therefore, if this side of the building was not technically deemed the front

yard a setback of 5 ft. for this fenced in area would only be required under Section 5.13 (Outdoor Operations) of the Zoning and Development Bylaw. Within the proposed 12 ft. setback the applicant has agreed to landscape this area consistent with Section 6.5.3 (Landscaped Area) of the Bylaw. Given the particulars surrounding this front yard variance request staff do not feel this is out of context for the area.

The second variance request is to waive the requirement for an additional 3 loading bays. Under Section 43.9.2 of the By-law, *“Council may, after receiving a recommendation from the Planning Board, waive the loading space requirement.”* Canadian Tire has indicated in their submission for the variance request that the receiving operation for the store will not change in light of the expansion. They intend to use the same three loading bays. These bays will not be reduced. They have indicated that the additional space is to display larger seasonal items. Given the explanation provided by the applicant outlining their operations staff does not view this as an unreasonable request.

LEGISLATIVE REQUIREMENTS:

Notification

In accordance with Section 3.9.3 of the Zoning & Development By-law, on October 16, 2020 notice of the Planning Board meeting regarding this application was sent to property owners within 100 metres (328.1 ft.) of the subject property soliciting their written comments for or against the proposed variances. The deadline to submit written comments on the application was Friday, October 30, 2020.

Public Feedback

In response to the City’s notification letter no letters have been received.

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

Positives	Neutral	Shortcomings
Additional retail growth within this shopping centre provides additional jobs for the area.	The front façade of the building faces Babineau Avenue a private street which technically is <i>not</i>	There will be a portion of outdoor storage of garden and landscaping supplies within

▪ The expansion to the store will help to increase the tax base.	the front yard setback.	the front yard setback facing Spencer Drive.

CONCLUSION:

The Planning & Heritage Department encourages Planning Board to recommend that the major variance requests for the property at 20 Babineau Avenue to the Front Yard Setback requirements and Loading and Unloading Facilities requirements be approved.

PRESENTER:

Laurel Palmer Thompson, MCIP
Planner II



MANAGER:

Alex Forbes, MCIP, MBA
Manager of Planning & Heritage



Attachment A, GIS map showing subject property outlined in black:



Attachment C, Applicant's Letter:



October 20, 2020
Planning Board
City of Charlottetown
Via email: planning@charlottetown.ca

Re: Application for Major Variance - Proposed Expansion to Canadian Tire Store, 20 Babineau Avenue, Charlottetown

Dear Members of the Planning Board,

On behalf of Canadian Tire, I am pleased to write to you regarding an application submitted requesting major variances in accordance with Section 3.9 of the Zoning and Development Bylaw (PH-20.2), with regards to the proposed expansion of our existing Canadian Tire store in Charlottetown.

The application is requesting the following variances:

1. Reduce the minimum front yard requirement from 12m (39.4 ft.) to 3.66m (12 ft.)
2. Waive the Loading Space requirements. Based on the gross floor area of the proposed store expansion – six loading spaces would be required in accordance with Section 43.9.1 of the Zoning and Development By-law. Canadian Tire is seeking to waive this requirement and maintain the existing three loading spaces that are currently operating at the store.

Due to the unfortunate underlying negative effects of the recent pandemic, Canadian Tire has put a halt to its entire 2020 development plan. Fortunately, our store in Charlottetown has been performing exceptionally well, and the decision has been made, as part of a limited development scope throughout the corporate, to undertake

189 HYMUS BOULEVARD, SUITE 506, POINTE-CLAIRE, QUÉBEC, CANADA H9R 1E9
TELEPHONE (514) 693-6450 FAX (514) 694-7994



a significant expansion and investment to our store in Charlottetown in the coming year.

The proposed expansion intends to maximize the size of the existing store and increase its square footage to that of our largest proto store. This expansion will allow for an increase to both the retail floor area, and the internal warehouse.

As a strong performing store, an increased retail space is necessary to better serve our customers through a more varied product offering. The increased retail floor area will also allow the store to display its larger seasonal items, out of box, at a greater capacity (i.e. Christmas decorations, patio furniture, yard equipment, barbeques etc.). This will enable customers to view and sample these products prior to purchasing.

The increased warehouse area will enable the elimination of on-site storage trailers due to increased storage capacity within the store. This will increase site safety and overall site appearance.

In order to feasibly accommodate this expansion, Canadian Tire is proposing to expand their store to the south, towards Spencer Drive. As a result of this expansion, the external fenced-in Garden Centre compound is proposed to be located 12 ft. from the lot line abutting Spencer Drive, thus requiring a major variance to reduce the front yard setback from 39.4 ft. to 12 ft. We offer the following rationale as to why we feel the planning board should recommend to council that this request be approved:

- Although the external Garden Centre compound will be located 12 ft. from the lot line abutting Spencer Drive, the building itself will be located 55 ft. from the lot line, exceeding the front yard requirement by approximately 15 ft.
- The principle façade of the Canadian Tire store faces Babineau Avenue and the store is setback significantly from Babineau Avenue with parking located in between. Babineau Avenue is a private road therefore although the principal façade is facing it, the side façade of the store facing Spencer Drive (public road) is where the front yard setback applies. This situation represents a side yard condition where a front yard setback applies. Therefore, we feel our requested variance is well within reason and will not negatively impact the site or surrounding properties.
- The proposed Garden Centre is located directly across from one of Charlottetown Mall's primary parking lots and is surrounded to the rear by the Confederation Trail, which is located at a higher topography. As such, there is no hinderance to the neighbouring properties.

- The proposed 12 ft. setback will be fully landscaped, consistent with the landscape requirements under Section 6.5

Canadian Tire is also requesting to waive the loading space requirements as required by Section 43.9.1 of the Zoning and Development By-law. There are currently 3 total loading docks within the existing Canadian Tire Store. This application is seeking to maintain these 3 loading docks through the proposed expansion. Canadian Tire's receiving operation will not change despite the expansion of the store. The number of delivery trucks will remain the same, and the corporation does not require additional loading spaces.

In closing, we request that the Planning Board recommend that council approve these major variances. We thank all members of the Planning Board for their time and effort in processing this request.

Sincerely,

Jason Vannelli, M.Urb, OUQ.
Development Coordinator
Canadian Tire Real Estate Limited

TITLE: TEMPORARY STRUCTURE VARIANCES FILE: PLAN-2020-2-NOVEMBER- GA-4 93 BELVEDERE AVE (PID #373092) & 95 BELVEDERE AVE (PID #373100) OWNERS: UNIVERSITY OF PRINCE EDWARD ISLAND		
MEETING DATE: November 2, 2020		Page 1 of 5
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map B. Photos	
SITE INFORMATION: Context: Two (2) Vacant Properties in Charlottetown Ward No: 4 – St. Avards Existing Land Use: Vacant Official Plan: Low Density Residential Zoning: Low Density Residential (R-2) Zone		
PREVIOUS APPLICATIONS: Demolition Permit issued on September 2, 2016 for 93 Belvedere Avenue (PID #373092). Moving Permit issued on September 16, 2005 for 95 Belvedere Avenue (PID #373100).		

RECOMMENDATION:

The Planning & Heritage Department encourages the Planning Board to recommend to Council to approve the request for temporary structure variances under Section 3.9.1.f. of the Zoning & Development By-law in order to locate a temporary construction camps on two (2) separate vacant properties - 93 Belvedere Avenue (PID #373092) & 95 Belvedere Avenue (PID #373100). The temporary construction camps are accessory to the construction in progress for the new UPEI Residence at 560 University Avenue (PID #373126).

BACKGROUND:***Request***

The City of Charlottetown Planning & Heritage Department received a complaint on August 28, 2020 regarding a construction camp (trailers and graveled surface for parking) on two (2) separate vacant properties - 93 Belvedere Avenue (PID #373092) & 95 Belvedere Avenue (PID #373100).

The construction camp is also fenced in with the new UPEI residence currently under construction at 560 University Avenue (PID #373126) in which the construction camp is accessory.

The construction camp is required for the duration of the construction of the new UPEI residence. That being said, the requested variance is for one (1) year only with the requirement that variance applications will be submitted on an annual basis until the construction is complete. Council would have the ability to cease approving variances each year should the proposed temporary construction camps become an issue.

Development Context

The subject properties, 93 Belvedere Avenue (PID #373092) & 95 Belvedere Avenue (PID #373100), are vacant properties located in the Low Density Residential (R-2) Zone. The two (2) properties are owned by the University of Prince Edward Island. They are adjacent to a single-detached dwelling to the East and an eating & drinking establishment to the west.

Property History

A Demolition Permit was issued on September 2, 2016 for the demolition of a single-detached dwelling at 93 Belvedere Avenue (PID #373092). A Moving Permit was issued on September 16, 2005 to move the single-detached dwelling at 95 Belvedere Avenue (PID #373100) outside of the City. Both properties remained vacant and were purchased by the University of Prince Edward Island.

LEGISLATIVE REQUIREMENTS:***Notification***

In accordance with Section 3.9.3.b. of the Zoning & Development By-law, notice of the Planning Board meeting regarding this application was sent to owners of property within 100 metres (328.1 ft) of the subject property soliciting their written comments for or against the proposed variances. The deadline to submit written comments on the application is Friday, October 30, 2020.

Public Feedback

At the time of writing this report, the Planning & Heritage Department has not received any written comments. Should written comments be received prior to the deadline, they will be circulated prior to the Planning Board meeting.

ANALYSIS:

Section 4.11.1.a. of the Zoning & Development By-law states that:

A Building Permit may be issued for a temporary Structure when a Building or Structure is accessory to construction in progress, such as a work or construction camp, Modular Dwelling, sales or rental Office, tool or maintenance shed and scaffold.

That being said, the proposed temporary construction camps are located on the adjacent properties to the construction in progress. In light of the foregoing, the applicant is applying for variances through Section 3.9.1.f. of the By-law:

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

- f. A temporary use or Structure in a manner otherwise prohibited by this by-law for a period lasting no longer than one (1) year;*

The subject properties are located in the Low Density Residential (R-2) Zone and are owned by the University of Prince Edward Island. The applicant has indicated that rezoning the properties to the Institutional (I) Zone and consolidating it with 560 University Avenue (PID #373126) has been discussed; however, at this time, they are proposing a variance to resolve the complaint in the most efficient manner. If approved, the variance would be valid for one (1) year at which time they would have to reapply for a variance or follow the rezoning process.

It is very difficult for staff to review an application of this nature when the property owner has unilaterally decided to locate the construction camp on an adjacent property without seeking the proper approvals. Attempting to resolve this situation by variance after the fact sends a message to the community that if you ignore the rules and regulations of the Zoning & Development By-law by operating without a permit, that you can later resolve this problem through the variance process. Residents expect staff to ensure that the rules and regulations of the By-law are adhered to. In this case, the property owner is requesting that staff support an application where they did not adhere to the By-law. These applications are much easier to review when the application is presented to the public prior to proceeding to implement the requested structures. Approving these applications after the fact erodes the confidence of the public about the planning process. Notwithstanding, this construction camp are important structures for the development of the new UPEI residence, especially as we progress into the winter months. Section 5.4.1. of the Official Plan relates to working with UPEI to satisfy their land use requirements:

*Section 5.4.1 - Our **objective** is to establish regular dialogue with representatives of ... University of Prince Edward Island ... in order to keep abreast of their needs, and to seek mutually beneficial resolution of issues.*

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

Positives	Neutral	Shortcomings
Official Plan promotes working with UPEI to address their needs.		The temporary trailers may detract from Belvedere Avenue.

- The temporary trailers were located prior to obtaining a permit.

In light of the fact that there is an adjacent commercial property at 480 University Avenue (PID #373084) which is currently under construction and the property owner of the adjacent single-detached dwelling at 99 Belvedere Avenue (PID #373118) did not oppose the proposed variances, staff are willing to support the request as proposed.

CONCLUSION:

The Planning & Heritage Department encourages the Planning Board to recommend to Council to approve the request for temporary structure variances under Section 3.9.1.f. of the Zoning & Development By-law in order to locate a temporary construction camps on two (2) separate vacant properties - 93 Belvedere Avenue (PID #373092) & 95 Belvedere Avenue (PID #373100). The temporary construction camps are accessory to the construction in progress for the new UPEI Residence at 560 University Avenue (PID #373126).

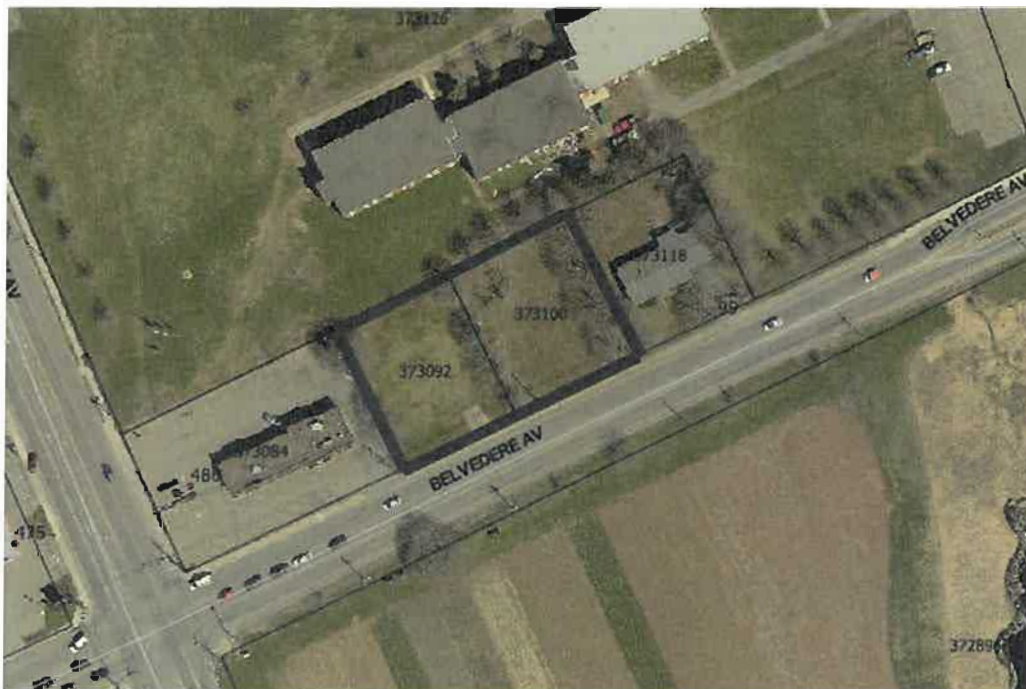
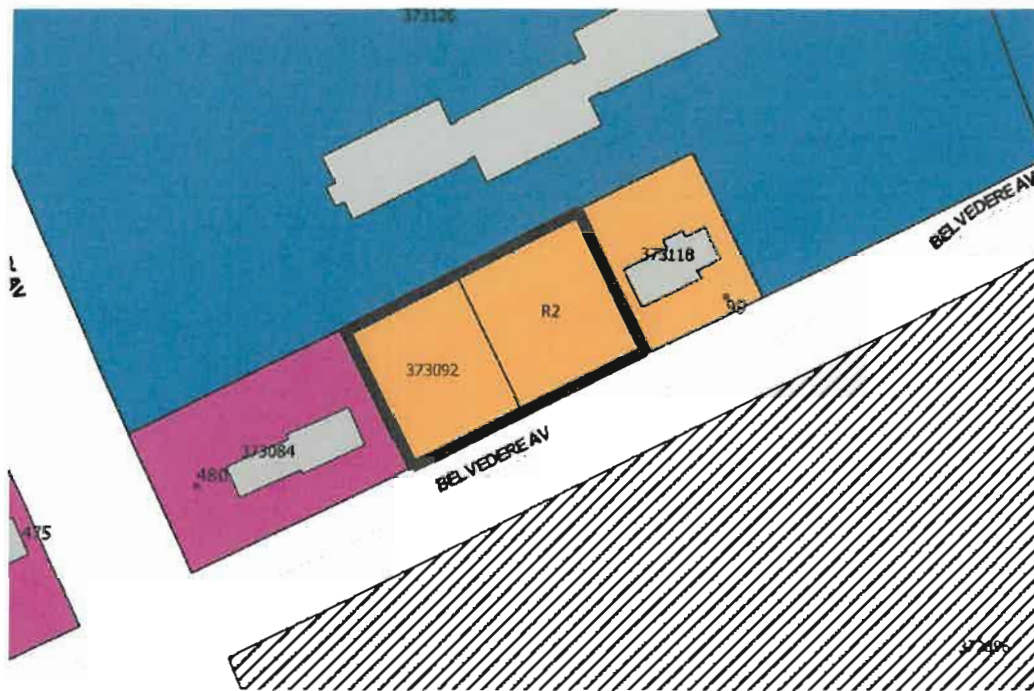
PRESENTER:

Greg Morrison, MCIP
Planner II

MANAGER:

Alex Forbes, FCIP, MBA
Manager of Planning & Heritage

Attachment A



Attachment A: GIS Map
File: PLAN-2020-2-NOVEMBER-
93 Belvedere Ave (PID #373092) &
95 Belvedere Ave (PID #373100)
Owner: University of PEI


CHARLOTTETOWN
Planning & Heritage
Department



Attachment B



Attachment B: Photos

File: PLAN-2020-2-NOVEMBER-
93 Belvedere Ave (PID #373092) &
95 Belvedere Ave (PID #373100)
Owner: University of PEI


CHARLOTTETOWN
Planning & Heritage
Department



TITLE: REZONING APPLICATION FILE: PLAN-2020-2-NOVEMBER- <i>GB-5</i> MACRAE DRIVE / NORWOOD ROAD (PID #192401) APPLICANT: LEROY MACLEOD		
MEETING DATE: November 2, 2020		Page 1 of 10
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map B. Subdivision Plan C. Topographic Renderings D. Letters from Residents	
SITE INFORMATION: Context: Vacant property on the corner of MacRae Drive and Norwood Road Ward No: 9 – Stonepark Existing Land Use: Vacant Official Plan: Low Density Residential Zoning: Single-Detached Residential (R-1L)		
PREVIOUS APPLICATIONS: Council approved the applicant to withdraw a rezoning application from the R-1L Zone to the R-2 Zone on October 9, 2018.		

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council that the request to rezone a portion of the vacant property (approximately 360,051 sq ft) located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone, be approved.

BACKGROUND:

Request

The applicant, Leroy MacLeod, has submitted an application to rezone a portion of the vacant property located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone. Should the rezoning be approved, the proposed lot configuration and density would be as follows:

- Approx. 360,051 sq ft of Low Density Residential (R-2) – 30 semi-detached dwellings / 60 units
- Approx. 40,837 sq ft of Single-Detached Residential (R-1L) – 5 single-detached dwellings
- Approx. 52,875 sq ft of landscaped open space
- Approx. 74,986 sq ft of public right-of-way

Please note that the Planning Board report dated October 5, 2020 had inconsistent lot areas to what is indicated above. The purpose for this change came when the survey completed a physical survey of the property and determined the lot in its entirety was larger than originally thought. The attached subdivision plan reflecting the above numbers was presented at the public meeting.

Development Context

The subject property is located on the corner of MacRae Drive and Norwood Road. The subject property is adjacent to the Charlottetown Airport to the north and to the west. The properties across MacRae Drive are located in the Single-Detached Residential (R-1L) Zone while the properties across Norwood Road are located in the Single-Detached Residential (R-1L) Zone as well as the Medium Density Mixed Use Residential (MUR) Zone.

Property History

The applicant submitted a request to the Planning Board on Monday, June 4, 2018 to rezone the subject property to the Medium Density Residential (R-3) Zone without a proper subdivision / site plan. At that meeting, Councillor Greg Rivard commented that going to public consultation without a plan would not be prudent. It was recommended that the applicant put together a more detailed plan for the public to review. Mr. Rivard also suggested that the direction of the application should be to rezone to CDA.

In light of the foregoing, the following motion was carried:

Moved by Lea MacDonald, RM and seconded by Kate Marshall, RM, that the request to:

1. *Amend Appendix "A" – Future Land Use Map of the Official Plan from Low Density Residential to Medium Density Residential for the property located on MacRae Drive (PID #192401); and*

2. *Amend Appendix “H” – Zoning Map of the Zoning & Development By-law from the Single-Detached Residential (R-1L) Zone to the Medium Density Residential (R-3) Zone for the property located on MacRae Drive (PID #192401).*

be deferred until a detail concept plan is provided for the property.

The applicant amended his application and requested that the subject property be rezoned from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone instead of the Medium Density Residential (R-3) Zone.

Charlottetown City Council then passed the following resolution at the monthly meeting of Council held on Monday, July 9, 2018:

“That the request to rezone the property located at MacRae Drive (PID #192401) from Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone, be approved to proceed to a public consultation phase.”

The public meeting of Council was held on Wednesday, July 25, 2018 at 7:00 pm at the Council Chambers. Four (4) residents spoke out outlines various concerns.

The residents who spoke at the public meeting asked the applicant a number of questions relating to the type of dwellings that would be constructed. These questions include, but not limited to:

- Will all the lots be developed as two unit dwellings?
- Will the proposed dwellings be one or two storey?
- Will the proposed dwellings be constructed with a basement or on a slab?
- Will the properties be sold or be used for rentals?
- Who would the lots be marketed towards?
- What is the price range of lots and dwellings?

A few other questions that were directed towards Council include, but not limited to:

- How will the increased traffic be accommodated on St. Peter’s Road?
- Will sidewalks be constructed along MacRae Drive?
- Will there be any greenspace incorporated into the subdivision?

After additional discussions at the meeting, the suggestion of retaining the R-1L zoning for the lots that front onto MacRae Drive while rezoning the internal properties to R-2 was put forward in order to align with the approach taken throughout the East Royalty Master Plan. The applicant indicated that he was not willing to move in that direction as he could not determine if that suggestion would meet sufficient demand in the marketplace for the lots to be absorbed quickly.

In light of the foregoing, Charlottetown City Council deferred the following resolution at the monthly meeting of Council held on Monday, August 13, 2018:

“That the request to amend Appendix “H” – Zoning Map of the Zoning & Development By-law from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone for the property located on MacRae Drive (PID #192401), be rejected.”

Following the meeting, the applicant met with the residents in the neighbourhood to discuss a number of different options; however, the applicant indicated that the residents were not receptive to these options.

Charlottetown City Council then passed the following resolution at the monthly meeting of Council held on Tuesday, October 9, 2018:

Whereas at Council’s public meeting on July 25, 2018, concerns were raised by the public with regard to the proposed rezoning application for the property at MacRae Drive/Norwood Road (PID #192401) and,

Whereas on August 13, 2018, this application was deferred by Council to see whether the applicant could resolve some of the concerns expressed by the residents and,

Whereas the applicant has written to Council on October 9, 2018 requesting that this application be withdrawn.

And Whereas under section 4.29.7 it is mandatory that Council exercise its discretion as to whether or not to allow the application to be withdrawn and re-submitted at a later date before the expiration of one (1) year and make a determination as to the disposition of the application;

BE IT RESOLVED

That pursuant to section 4.29.7 it be recommended that Council approve the applicant's request of October 9, 2018 to withdraw his rezoning application.

LEGISLATIVE REQUIREMENTS:***Notification***

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

That the request to rezone a portion of the vacant property (approximately 338,651 sq. ft.) located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone, be approved to proceed to public consultation.

As per Section 3.10.4 of the Zoning & Development By-law, written notice was sent to all affected property owners within 100m of the subject property on October 15, 2020. The letter informed them of the rezoning application and the upcoming public meeting. The letter then explained that comments for or against the proposed rezoning must be submitted prior to 12:00 p.m. (noon) on Wednesday, October 28, 2020.

In addition, staff published a notice in two issues of The Guardian on October 17, 2020 & October 24, 2020 and posted a copy of the notice on the subject property on October 16, 2020.

Public Feedback

Of the 10 letters sent to affected property owners, the Planning & Heritage Department received one (1) letter of support and two (2) letters of opposition prior to the deadline.

A public meeting of Council was also held on October 27, 2020 at 7:00 p.m. at the Rodd Royalty, 14 Capital Drive. Two (2) residents spoke in opposition of the application at the public meeting.

The concerns raised through the public feedback include:

- *Industrial properties across Norwood Road were rezoned to the Single-Detached Residential (R-1L) Zone losing their ability to expand. Adjacent property owners should have the same restrictions. Residential development on our Industrial door step is dangerous.*

Staff were able to locate a zoning map from July 1988 which illustrated the property across from the subject property on Norwood Road to be located in the Industrial (M1) Zone. The subject property was located in the Reserve (RR) Zone. The zoning map from July 1999 illustrated the former M1 and RR properties to be located in the Single-Detached Residential (R-1L) Zone.

While residential development is not ideal adjacent to industrial uses, the subject property is located in the Single-Detached Residential (R-1L) Zone and has the proper zoning to create a subdivision containing single-detached dwellings with secondary suites if so desired. The applicant is looking to locate a number of semi-detached dwellings on the property. The issue at hand is not if residential dwelling units that will be permitted, rather what type of residential dwelling units will be permitted.

- *65 additional residential dwelling units will increase traffic on MacRae drive which does not have a shoulder, sidewalks, or night lighting. St. Peter's Road is difficult to enter onto from MacRae Drive without additional traffic. Norwood Road is an unpaved street and should be developed prior to allowing this development.*

These concerns raised are valid as MacRae Drive is lacking infrastructure like sidewalks which would increase the safety for the residents of the area. That being said, it is not the responsibility of the applicant to create said infrastructure along MacRae Drive. This issue was brought up at the public meeting in which Council was present. There is additional development proposed for Horseshoe Hills and there is significant vacant property available along MacRae Drive for development. In general, additional development increases the need and willingness to construct municipal infrastructure.

Finally, the representative of the applicant has also indicated the following in respect to traffic:

With regards to concerns of increased traffic flow, the development is located at the end of MacRae Drive in an area that would not be considered a high traffic flow area.

Any additional traffic caused as a result of development would have an option to connect to the main highway via four arterial roads; MacRae Drive, Norwood Road, MacWilliams Road and East Royalty Road.

- *The current application accesses MacRae Drive adjacent to our property, giving 40+ dwellings thoroughfare onto our street. This will not enhance the neighborhood. We will no longer live on a dead-end road but, in stark contrast, will have a road directly bordering our property. The increased traffic as a result of this access point will drastically change the environment for the current residents and destroy any safety I felt for my young family to walk on our street.*

As noted later in the report, the subdivision plan was reviewed by the Manager of Public Works as well as the Fire Inspector in which they required that the proposed public street have two access points.

- *The last time this application was at a Public Meeting, it was discussed that all of MacRae should be single-detached dwellings but there are only three single-detached dwellings added to the street which does not mirror the other side of the street.*

This concern and the applicant's rationale is illustrated in the analysis below. Staff discussed this concern with the applicant following the public meeting and it is not their desire to amend their application further.

ANALYSIS:

The representative of the applicant submitted the following analysis of the current landscape:

The current use of the site is agricultural/arable farming and is abutted on the north and west side by Government property (operated by Charlottetown Airport). Two single dwelling properties are located separately on the eastern side of the property and two further single family dwellings are located eastwardly opposite MacRae Drive. One of the properties mentioned seems to operate an equestrian farm that fronts the majority of the proposed road frontage development of the R2 proposal on MacRae Drive.

On the southern side of the property there is one derelict single family dwelling on the corner of MacRae & Norwood situated on a MUC zoned property. Additionally, there are two buildings on what appears to be an industrial park adjacent to the intended entry of the proposed subdivision. The aforementioned properties are likely a storage shed and an office of Maritime Dredging Co. Inc. who are the current owners of the site along with Birt & MacKay Backhoe Services Ltd. Although these properties are currently zoned R1L it would be more appropriate to consider the usage industrial.

The subject property has had history in the past where the discussion was focused around requiring single-detached dwellings to be located along the existing public streets with semi-detached dwellings located on the remaining lands. The representative of the applicant has submitted a new proposal with the following rationale:

The applicant has tried, with various iterations of preliminary plans and over many years, to propose a development that would meet the current and projected housing needs of Charlottetown and improve the desirability of the area of which he and his wife are resident. After reflection of the concerns highlighted at previous rezoning meetings, Mr. Macleod has proposed to develop a mixed tenure design of both Single family dwellings and high quality semi-detached units which he intends to direct through the use of restrictive covenants and site specific house design review, similar to that in place in his current subdivision 'Horseshoe Hills Estates' in East Royalty. The proposed R1L lots are located in the immediate proximity of the existing single family dwellings in order to remain consistency in the appearance of that portion of the street.

The proposed subdivision plan illustrates single-detached dwellings adjacent to the existing single-detached dwellings on the west side of MacRae Drive and across from existing single-detached dwellings on the east side of MacRae Drive. Semi-detached dwellings are proposed across from any portions of neighboring properties that are currently being used as agricultural or industrial, even though they contain R-1L zoning.

While the submitted subdivision plan (Attachment 'B') is preliminary, the applicant has worked with the Manager of Parks & Recreation to discuss the proposed greenspace. The subdivision plan was also reviewed by the Manager of Public Works as well as the Fire Inspector. A number of concerns noted were quite technical and will be addressed should we get to the point of requiring

a Subdivision Roads & Services Agreement, but one requirement was the proposed public street requires two access points which has been addressed by the applicant.

Staff would note that a small portion of the subject property may be located within the former 30 NEF noise contour line of the airport. Any development within this area may require consultation with the Airport Authority for implementation of appropriate noise reduction measures.

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

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

*Section 3.1.2 - Our **policy** shall be to encourage in-fill development through public land assembly initiatives, flexible zoning provisions ...*

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

*Section 3.2.1 - Our **objective** is to preserve the built form and density of Charlottetown's existing neighbourhoods, and to ensure that new development is harmonious with its surroundings.*

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

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

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

Positives	Neutral	Shortcomings
▪ Infill development of a vacant property through flexible zoning. ▪ Efficient use of existing underground services. ▪ Harmonious with adjacent low density dwellings / physically related to its surroundings. ▪ Preserves the built form and density of the neighbourhood.	▪ Due to proximity of the Airport, consultation with the Airport Authority may be required. ▪ It was suggested at a previous public meeting that the properties along Norwood Road and Macrae Drive remain in the R-1L Zone to align with the East Royalty Master Plan. The applicant is proposing a compromise to this. ▪ MacRae Drive is lacking infrastructure such as sidewalks, shoulder and street lighting.	

This application has support in the Official Plan and the proposed rezoning aligns with the City of Charlottetown Future Land Use Map. Further, the applicant is attempting to address the concerns raised by the neighbourhood by coming to a compromise.

CONCLUSION:

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

PRESENTER:



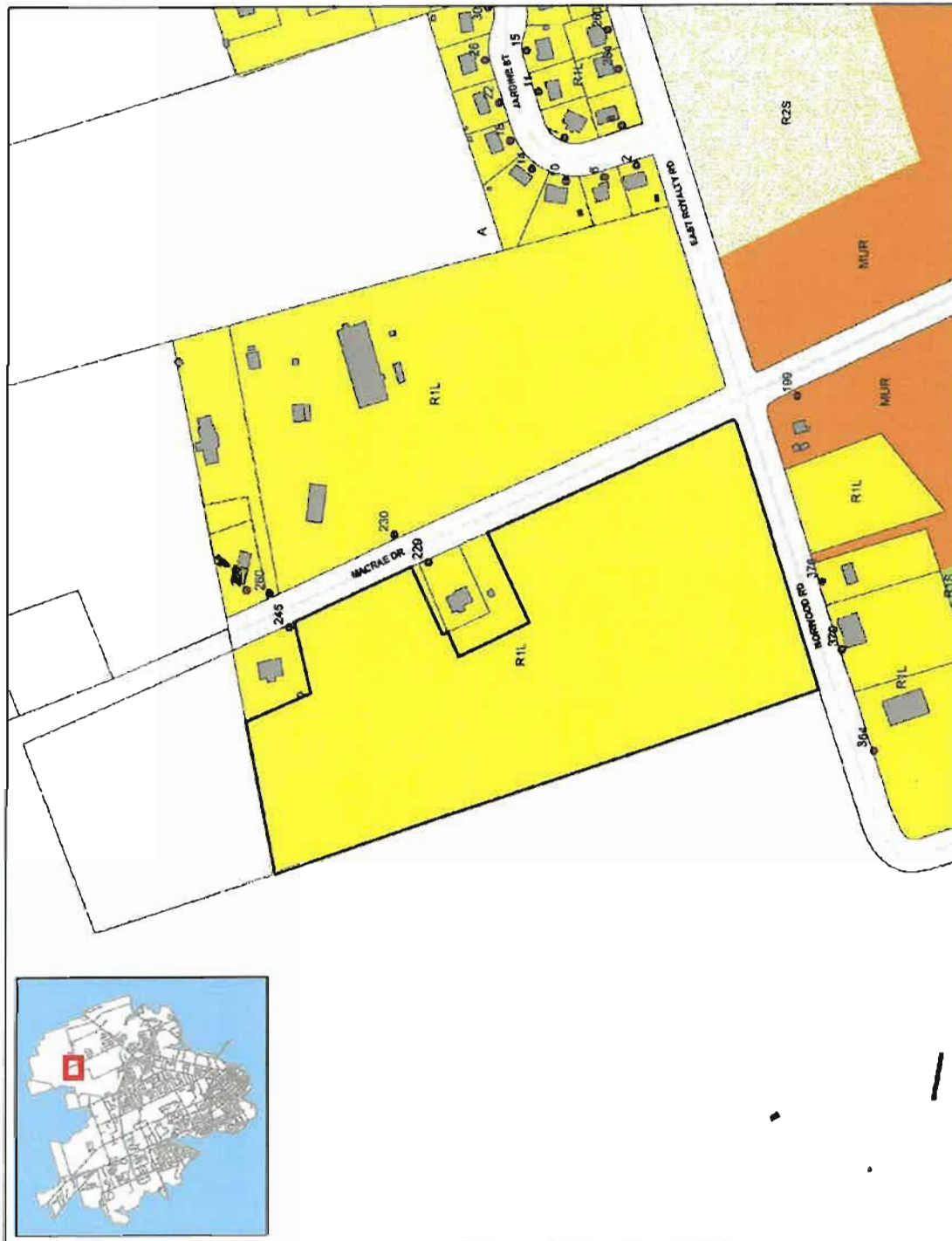
Greg Morrison, MCIP
Planner II

MANAGER:



Alex Forbes, FCIP, MBA
Manager of Planning & Heritage

Attachment A



Attachment A: GIS Map
File: PLAN-2020-2-NOVEMBER-
MacRae Dr / Norwood Rd (PID #192401)
Applicant: Leroy MacLeod


CHARLOTTETOWN
Planning & Heritage
Department



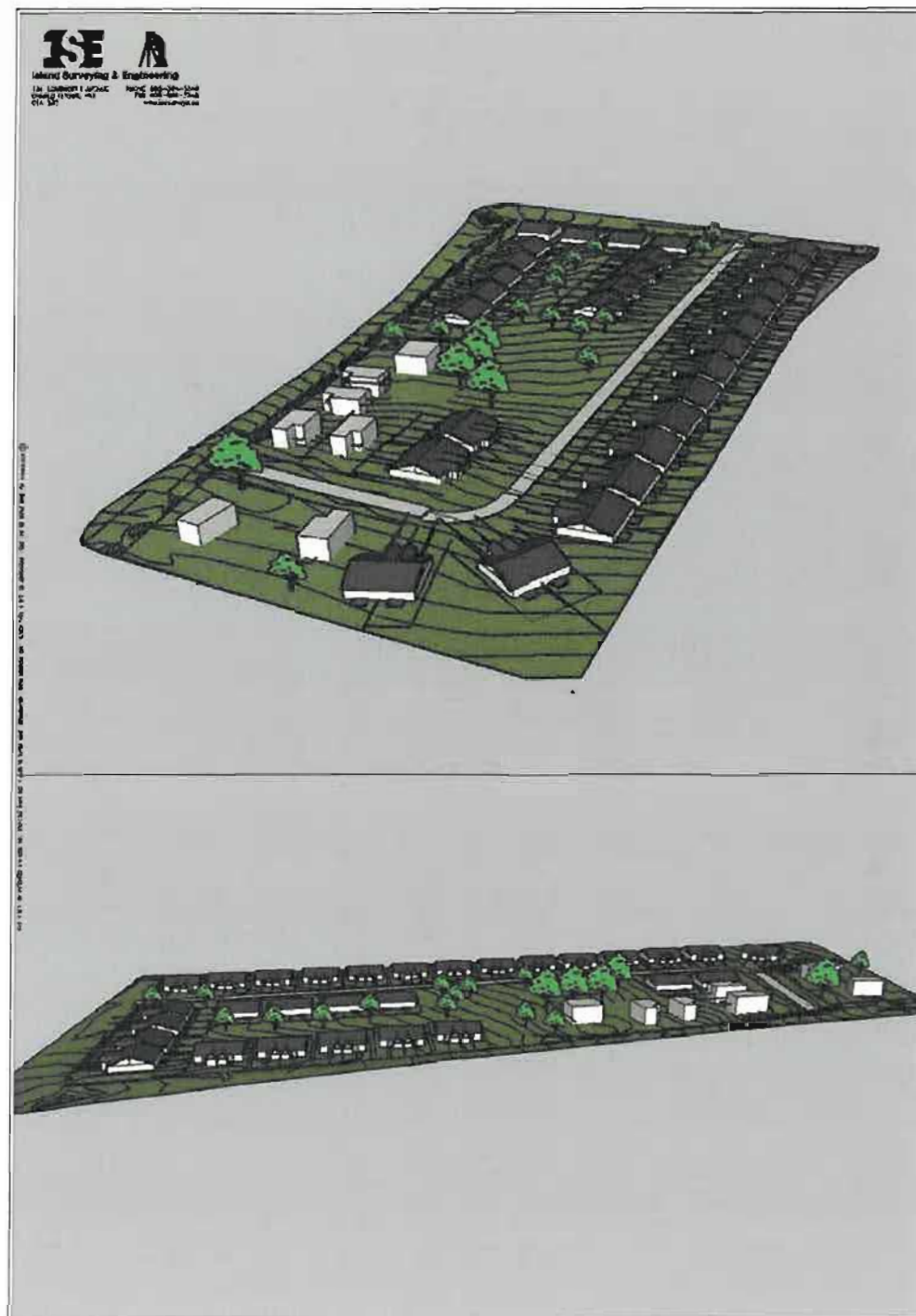
Attachment B



Attachment B: Subdivision Plan
File: PLAN-2020-2-NOVEMBER-
MacRae Dr / Norwood Rd (PID #192401)
Applicant: Leroy MacLeod

**CHARLOTTETOWN**
Planning & Heritage Department

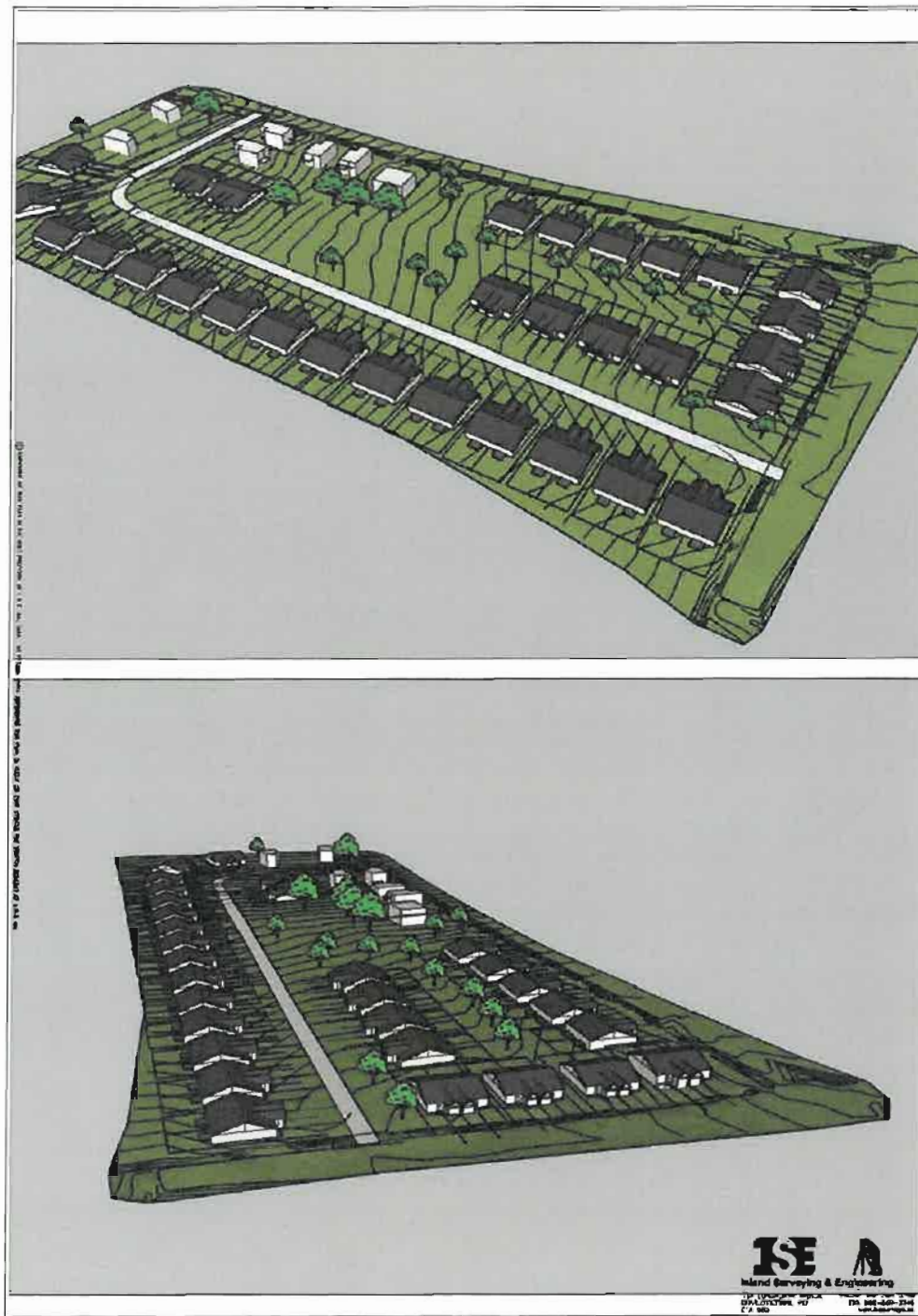
Attachment C



Attachment C: Topographic Renderings
File: PLAN-2020-2-NOVEMBER-
MacRae Dr / Norwood Rd (PID #192401)
Applicant: Leroy MacLeod


CHARLOTTETOWN
Planning & Heritage Department

Attachment C-1



Attachment C: Topographic Renderings
File: PLAN-2020-2-NOVEMBER-
MacRae Dr / Norwood Rd (PID #192401)
Applicant: Leroy MacLeod


CHARLOTTETOWN
Planning & Heritage Department

Attachment D

One (1) Letter of Support Attached:

1. Heidi MacLeod

Two (2) Letters of Opposition Attached:

1. Bill Wellner
2. Kirsta Affleck

Attachment D: Letters from Resident
File: PLAN-2020-2-NOVEMBER-
MacRae Dr / Norwood Rd (PID #192401)
Applicant: Leroy MacLeod



Morrison, Greg

From: Planning Department
Sent: October 28, 2020 9:07 AM
To: Morrison, Greg
Subject: FW: MacRae Drive / Norwood Road (PID #192401)

From: Heidi MacLeod [mailto:heidijoymacleod@gmail.com]
Sent: October 27, 2020 10:23 PM
To: Planning Department <planning@charlottetown.ca>
Subject: MacRae Drive / Norwood Road (PID #192401)

First of all, I would like to thank the City of Charlottetown for providing a venue where our questions and answers can be voiced. We must not take for granted the privileges of living where we do.

As I listened to the voices tonight it came to me that most of the concern is in regard to transitions. I agree that walking on a narrow, busy road presents hazards and that we must do what we can to keep our citizens safe. However, the reality is that widening roads, providing curbs, sidewalks, etc all require a substantial tax base to pay for it. A rural population does not support this type of infrastructure. Years ago, when East Royalty became part of the City of Charlottetown, part of that agreement was consenting to live in a city. By nature that means development and the transition from rural to urban environments. Denser populations are a more economically and environmentally viable option to provide improved infrastructure while limiting urban sprawl. We are extremely lucky in East Royalty to have the Wright's Creek Watershed and Acadian Forest trail system in our backyard. Together these provide more than 7 km of forested trail which the City has agreed to hold as greenspace. You will not find another community within Charlottetown that has this quality of resource.

Finally, it needs to be noted that this is not an average subdivision. The quality of Horseshoe Hill Estates speaks for itself, and this development will be no different while providing an answer to market trends. It takes considerable fortitude and vision to attempt to enhance an area for the long term rather than simply deciding which avenue is the most profitable in the short term. I don't believe it would be possible to find a better plan that provides both a beautiful community as well as an affordable place to call home.

Thank you for your consideration,

--

Heidi MacLeod, DOMP,RMT, BPE
www.macleodtherapeutics.com
(902)218-1099

Morrison, Greg

From: Planning Department
Sent: October 21, 2020 10:48 AM
To: Morrison, Greg
Subject: FW: Corner of Macrae Drive and Norwood Road PID #192401

From: Bill Wellner [mailto:dredging@pei.eastlink.ca]
Sent: October 21, 2020 9:56 AM
To: Planning Department <planning@charlottetown.ca>
Cc: Mayor of Charlottetown (Philip Brown) <mayor@charlottetown.ca>
Subject: Corner of Macrae Drive and Norwood Road PID #192401

Attention ; Greg Morrison

I am writing as owner of adjacent property #191957, 625806, 625814 that I am against this development on property #192401. city letter dated oct 15/20

We have operated a construction business at this location since 1950, and with amalgamation in 1995 we came under Charlottetown from East Royalty and LOST all ability to Improve/ Expand our Business, with the new ZONING forced on us.

If we must stay the same (significantly dropping our business / property value) then it is only fair and reasonable to require adjacent property to have the same restrictions, this property would have been bought long since the two construction business/ employers were located here, and been priced / restricted accordingly.

Residential Development on our Industrial DOOR STEP is ridiculous and dangerous!

Approval of this development will require, the two long term commercial employers/ tax payers, long located here to face indeterminable new by-law expenses to suit it, will the developer or city be required to cover these?

This similar Development request came 2 years ago, was denied and must be denied going forward, unless the DEVELOPER or CITY OF CHARLOTTETOWN want to re- locate our operations to one of the INDUSTRIAL PARKS.

Bill Wellner owner of Maritime Dredging Ltd.
902 629 5938, 902 894 4438

Morrison, Greg

From: Planning Department
Sent: October 28, 2020 12:29 PM
To: Morrison, Greg
Subject: FW: resident letter regarding PID #192401
Attachments: October 28 Letter to City.docx

Robert Stavert
Technical Assistant

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

rstavert@charlottetown.ca
www.charlottetown.ca



From: Krista Affleck [mailto:kristaaffleck@hotmail.com]
Sent: October 28, 2020 11:06 AM
To: Planning Department <planning@charlottetown.ca>
Subject: resident letter regarding PID #192401

City of Charlottetown
Planning and Heritage Department
Attention: Greg Morrison, Planner II

Re: MacRae Drive (PID #192401)

Dear Mr. Morrison,

I am writing to you in response to your letter dated October 15, 2020 regarding a rezoning application for property on the corner of MacRae Drive and Norwood Road (PID #192401). I live at 245 MacRae Drive so my property would be adjacent to the new development, directly bordering the proposed new road accessing MacRae Drive. I was not able to attend the public meeting last evening, October 27, but I did later watch the recorded meeting online. I appreciated comments on sidewalks, lighting and development of Norwood Road to accommodate the growth in the area. While I am not against development on the land around us, I do have issues with some parts of the application which I would like to address here.

I have lived at 245 MacRae Drive for ten years. My family has had the convenience of being in the city, close to work and school, while also enjoying our privacy in a quiet neighborhood. My husband and I had looked forward to raising our children, ages 2 and 4, in this area, on a quiet dead-end road which is safe for us to walk on and play around. The previous

application(s) for this parcel of land included and a cul-de-sac off Norwood Rd, leaving MacRae Drive as a dead-end road. The current application accesses MacRae Drive adjacent to our property, giving 40+ dwellings thoroughfare onto our street. This will not enhance the neighborhood. We will no longer live on a dead-end road but, in stark contrast, will have a road directly bordering our property. The increased traffic as a result of this access point will drastically change the environment for the current residents and destroy any safety I felt for my young family to walk on our street.

My second concern regards the rezoning of the lots directly on MacRae Drive to R2. I acknowledge the developer's amendments to the application to designate some lots as single family but as was pointed out in the October 27th public meeting by Kelley Mooney, residents previously requested MacRae Drive remain single family to limit traffic and have no issue with the remaining development lots be designated R2. I recall reading in the East Royalty Master Plan that all properties on MacRae Drive would remain zoned as R-1L. Our request is in line with that plan. As per meeting discussions in 2018 with Mr. MacLeod and previous Councillor Melissa Hilton, the semi-detached properties on MacRae Dr. were desired by the applicant to generate cash to fund the rest of the property development, not for benefit to the community.

In summary, as a resident who would be directly affected by this re-zoning and development, I ask that you consider these points and those of my neighbors when making your decision on this application. I do not have issue with development of the property, but ask that the developers and the City try to leave the existing neighborhood with the safe, peaceful environment we currently enjoy. Thank you for your attention.

Sincerely,
Krista Affleck
245 MacRae Drive
Charlottetown, PE
C1C 0K9

TITLE: REZONING APPLICATION FILE: PLAN-2020-2-NOVEMBER- BG LOT 18-2 SHERWOOD ROAD (PID #455642) OWNER: GID HOLDINGS LTD APPLICANT: DAVID ARSENAULT		
MEETING DATE: November 02, 2020		Page 1 of 7
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map B. Letter of Intent C. Site Plan & Residential Area Analysis D. Letters of Opposition	
SITE INFORMATION: Context: 5.92 Acre vacant property Ward No: 8 – Highfield Existing Land Use: Vacant and undeveloped Official Plan: Industrial Zoning: Business Park Industrial (M3) Zone		
PREVIOUS APPLICATIONS: 01-042 (Rezoning from CDA to M3)		

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to *reject* the rezoning/redesignation request to:

1. Amend Appendix "A" – Future Land Use Map of the Official Plan from Industrial to Commercial for the property located at Lot 18-2 Sherwood Rd (PID #455642); and
2. Amend Appendix "G" – Zoning Map of the Zoning & Development By-law from the Business Park Industrial (M3) Zone to the Highway Commercial (C-2) Zone for the property located at Lot 18-2 Sherwood Rd (PID #455642).

In order to construct three (3) separate apartment buildings that will result in a total of 200 apartment units.

BACKGROUND:

Request

The applicant, David Arsenault on behalf of the Arsenault Bros, are applying for an Official Plan designation change from Industrial to Commercial and to rezone the subject property from the Business Park Industrial (M3) Zone to the Highway Commercial (C-2) Zone. The purpose of the rezoning is to construct three (3) apartment buildings that will result in a total of 200 apartment units.

Development Context

The subject property fronts onto Sherwood Road and is situated between the Maritime Electric (i.e. electric generation station) property and Seafood Express (i.e. transportation terminal). The adjacent lands are either being used as industrial uses (east and west) or is vacant (north). With respect to other residential apartment developments in the surrounding area, there is a 60-unit apartment building at 215 Minna Jane Drive, 97-unit apartment building currently being constructed at 197 Minna Jane Drive and an anticipated additional 60-unit apartment building to be constructed at 219 Minna Jane Drive all of which are located in the Highway Commercial (C-2) Zone.

Property History

The subject property was subdivided and rezoned to the Business Park Industrial (M3) Zone by Maritime Electric for a facility expansion. The expansion was cancelled and since that time the subject property has remained vacant and undeveloped.

Similar Development Applications along Sherwood Road

Note that a similar application for a multi-apartment development was proposed on Sherwood Road further east of the proposed development, and was rejected. At that time the City was experiencing a lower vacancy rate. Staff's rationale was that if industrial land is converted to residential land than it puts pressure on the requirement to locate industrial land in other areas that may not be appropriate. Despite that residents are being forced to leave the City because of the lack of housing options and affordable housing. Due to the rising increase in land values, land in areas that are less conducive to residential living has been looked at for multi-unit housing. For this reason it is important to designate land in appropriate locations near residential development for multi-unit housing as there is a significant requirement in the market for this form of housing. Designating land for residential should not occur at the expense of removing reserve land for other types of uses, in this case industrial. There has also been recent pressure to preserve lands for industrial type uses. Over the past few months there has been two new large industrial based businesses that have located to the Sherwood Road area. It is important to

balance the community's needs and interests when reviewing potential changes to both the Official Plan and Zoning & Development By-law.

LEGISLATIVE REQUIREMENTS:

Notification

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

That the request to Amend Appendix "A of the Official Plan from Industrial to Commercial and Amend Appendix "G" of the Zoning & Development Bylaw from the Business Park Industrial (M-3) Zone to the Highway Commercial (C-2) Zone, in order to construct three (3) separate apartment buildings that will result in a total of 200 apartment units on the property located at Lot 18-2 Sherwood Rd (PID #455642), proceed to public consultation.

As per Section 3.10.4 of the Zoning & Development By-law, written notice was sent to all affected property owners within 100m of the subject property on October 15, 2020. The letter informed them of the rezoning application and the upcoming public meeting. The letter then explained that comments for or against the proposed rezoning must be submitted prior to 12:00 p.m. (noon) on Wednesday, October 28, 2020. In addition, staff published a notice in two issues of The Guardian on October 17, 2020 & October 24, 2020 and posted a copy of the notice on the subject property on October 16, 2020.

Public Feedback

Of the six (6) letters sent to affected property owners, the Planning & Heritage Department received two (2) letters of opposition at the time of writing this report. Should additional written comments be received prior to the deadline, they will be circulated prior to the Planning Board meeting. A public meeting of Council was also held on October 27, 2020 at 7:00 p.m. at the Rodd Royalty, 14 Capital Drive. Six (6) residents spoke in opposition of the application at the public meeting.

The concerns raised through the public feedback include:

- *Existing industrial type uses along Sherwood Road would conflict with high density residential uses. To locate high density residential development into the area is dangerous.*

Residential development is not ideal adjacent to industrial uses that can especially have potentially safety issues. The subject property is located in the Business Park Industrial (M-3) Zone which is compatible with the the two existing adjacent land uses (i.e. trucking terminal and electric substation) are existing. The subject land was successfully rezoned in 2001 from Comprehensive Development Area (CDA) to the Business Park Industrial (M-3) Zone. Due to the development of the electric substation at the time it was determined that the subject property should be zoned industrial.

- *200 additional residential dwelling units will increase traffic on Sherwood Road which does not have a stable shoulder, sidewalks, or street lighting and a lack of a controlled intersection at the corner of Sherwood and Malpeque Roads. Sherwood Road is a designated truck route and with Seafood Express, a trucking terminal, experiences a high volume of traffic. Sherwood Road is not developed to a full urban standard and thus there are concerns that additional residential units could bring additional traffic load onto an already stressed road network.*

The concerns raised are valid as this portion of Sherwood Road is lacking infrastructure like sidewalks, bicycle lanes and stable road shoulders which would increase the safety for the residents of the area. That being said, it is not the responsibility of the applicant to create said infrastructure along Sherwood Road. This issue was brought up at the public meeting in which Council was present. However, this is the first major residential development being proposed on this portion of Sherwood Road and it is clear that the present state of the infrastructure is not appropriately designed for high density residential development. A traffic study could be warranted and commissioned at the developer's expense to determine any street/traffic concerns that would be required to improve the existing infrastructure to accommodate the proposal.

- *Concerns were raised about snow accumulation onsite due to the large size of the proposed apartment buildings that could funnel blowing snow along the street and the potential increase in school children that could place stress on the local schools.*

These particular concerns remain outside of the scope of the application. Snow clearing on the subject site would be the responsibility of the owner and clearing of the street is the responsibility of the City. In regards to the influx of children, land use planning does not address the type of people that resides at the development but deals with the

physical form of the development. Any potential school capacity issues would reside with the School Board having jurisdiction in this matter.

- *Various residents expressed concerns about the proposed density and questioned the compatibility to the existing low density further down the street. A resident questioned the elements of the proposed development such as the allowable density and height.*

The developable or useable acreage is 4.77 acres which would be equivalent to 207,781 square feet. Interior lots require 1,237.9 square feet per unit that would allow for 167 units. However, if the applicant incorporates affordable units into the development that would qualify them for an additional 20% bonus for more units above the maximum allowable unit count. Underground parking for the third building is being proposed which would also provide an additional 20% increase in density over the allowable unit count. When both affordable housing units and underground parking are provided in a development, bonus density entitlements can be increased to 40%. In regards to the proposed height of the buildings, the regulations clearly stipulate that the maximum allowable height of the building is 15m (49.2ft). If the applicant wishes to exceed this height requirement a variance approval would be required.

Agency Comments

Maritime Electric: Maritime Electric that owns the adjacent property to the west, 30 Sherwood Road has an electrical substation located on it. Feedback received consisted of an objection to the proposed rezoning/official plan amendment application and residential apartment proposal. The company cited that due to the proposed apartment units in so close proximity to the existing substation would *not be a compatible land use and would most likely result in significant land use conflicts.*

Health Canada: Staff has sent the development proposal to the Chief Public Health Office who will bring forward it to Health Canada for review and comment. It has been requested that Health Canada provide feedback on the potential health issues of future residents that would reside in the proposed apartments, which could be associated with electromagnetic fields generated by an electrical substation.

ANALYSIS:

The surrounding area consists of multiple zones with a variety of different land uses. The subject property is between two industrial type uses (i.e. transport terminal and electric generator station) with commercial and high density residential apartments to the south and a large land reserve directly to the north zoned Comprehensive Development Area that would require a comprehensive plan approved by Council. It is important to note that this application has the potential to determine the direction of land use for this area. Presently, the City has a limited supply of land reserved for industrial type uses. Over the past few months two large new industrial type businesses have located to Charlottetown along the Sherwood Road, the community vision for the area was to dedicate land to accommodate industrial type development. Granting approval to this application would further reduce the amount of land available for industrial development. In planning practice when assessing locations that are appropriate for residential uses it is appropriate to locate residential dwellings in locations close to amenities, park land and schools within walkable neighbourhoods. This area of Sherwood Road is not in close proximity to any of these uses and is absent of sidewalks. Vehicular access to the subject property would be served off of Sherwood Road and the existing private road Minna Jane Drive which connects to the signalized intersection at Malpeque Road / Daniel Drive.

The subject property is also served by public transit (i.e. T3 Transit Route 11). Locating residential development in this area would not be unprecedented given the residential apartment developments that have and are occurring directly south of the subject site. However, the site itself is isolated from amenities (i.e. parks, trails, sidewalks and supportive commercial uses) that should support higher residential densities.

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

Positives**Neutral****Shortcomings**

- Additional residential units brought to the City to address housing needs
- Existing similar high density residential developments located south of the subject site
- Infill and densification along existing city services (water and sewer)
- Property is served by public T3 transit (Route 11)
- The subject property has been reserved to accommodate industrial uses
- Limited lands that are zoned or designated for industrial uses
- Located adjacent to an electric substation. Pending review by Health Canada
- Lack of amenities for residents
- Property is isolated from other residential supportive uses (i.e. school, recreational facility) and no active transportation networks (i.e. no sidewalks)
- Land compatibility issues being situated between a transport truck terminal and electric generator station

CONCLUSION:

The Planning & Heritage Department recommends that the re-designation and rezoning application be *rejected*.

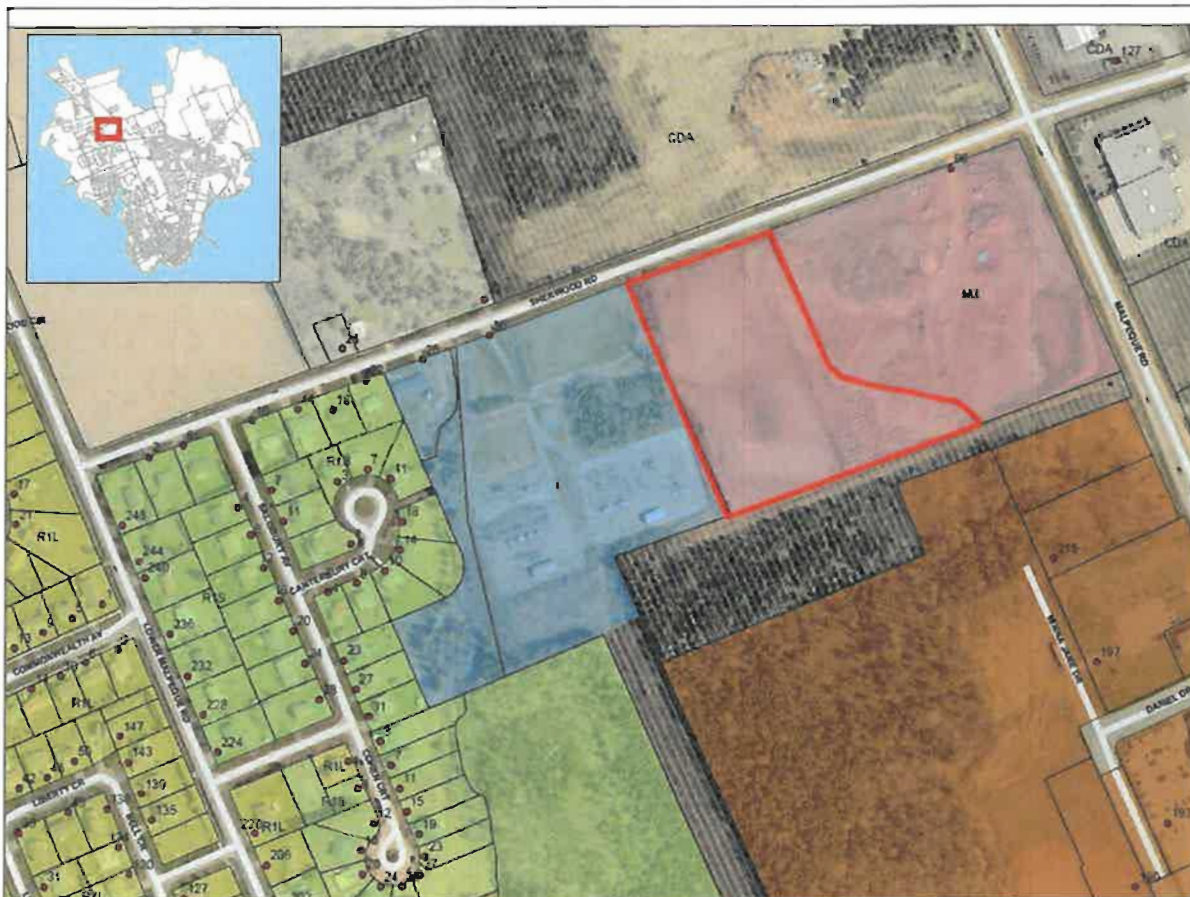
PRESENTER:

Robert Zilke, MCIP
Planner II

MANAGER:

Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

Attachment A



Attachment A: GIS Map
File: PLAN-2020-5-October
Lot 18-2 Sherwood Rd (PID #455642)
Owner: GID Holdings Ltd


CHARLOTTETOWN
Planning & Heritage
Department



Attachment B

PLANNING
REC'D Sept 15 2020 *gm*

Letter of Rationale

Subject Property: Sherwood Rd/Minna Jane Dr Parcel # 455642 (Neighboring Seafood Express)

Regarding: Re-zoning Application from M3 to C2 (Apartments)

Date: September 15th, 2020

To: Charlottetown City Planning Department, Mayor & Council, and Public as necessary

From: David Arsenault (Arsenault Bros. Construction & Holdings)

The intent of this letter is to present rationale for the re-zoning of the above noted property, a 4.77 acre parcel located on the corner of Sherwood Road and the planned extension of Minna Jane Drive. We, as affordable housing developers, feel as though this parcel of land is a prime candidate for higher density housing, and as such we would like to apply for re-zoning to the C2 designation, with the intent to construct 200 quality-built apartment units. Our development will include affordable housing, energy-efficient design, green space, electric vehicle charging station, bicycle storage, a new proposed bus route, and access for tenants to multiple job options and accessible travel routes. We would appreciate your consideration of the re-zoning of this parcel to C2, with the following rationale;

- **Like-kind structures** - Close proximity to other high-density residential apartment buildings ~ within only 200 meters to the south on Minna Jane Dr, 157 apartment units either exist or are under construction, with another 60 slated for development directly adjacent to the subject property.
- **M3 current zoning** permitted uses include the following: Marijuana Production Facilities, Distribution Warehouses, and Light Manufacturing Facilities. If neighboring property owners and renters saw a marijuana production facility, or something similar, constructed on the subject property, outrage would ensue due to known scent issues being dealt with currently on Upton Road.
- **Affordable Housing** - Charlottetown has a dire need for high-density housing in areas that currently house like-kind structures, to help alleviate the housing crisis and the shortage of affordable housing units in the City, while remaining a well-planned City. The City needs affordable units that are close to jobs, bus routes, and amenities. The 157 apartments within 200 meters of the property do not include affordable housing units. Our proposed development will commit to 10% of units being rented at affordable rates, based on the Canada Mortgage and Housing Corporation's definition of "affordable".

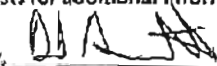
There are always concerns - one includes the perceived shortage of M3 land in the City. Leaving this to the free market to decide, we feel strongly that apartment-ready land is in much higher demand than M3-zoned property, proven by a quick search of available land for sale on the local MLS (multiple listing service). Plenty of M3-zoned land has sat vacant and for sale for years, proving that the market has not demanded this land type in the Charlottetown area.

Traffic is always a public concern, and we understand Sherwood road is a "Limited Access Route" and that this proposal will have to be reviewed by Public Works, City Police, etc. The current physical state of Sherwood road leaves it as an obvious priority in the City for infrastructure upgrades in the form of paving, widening, and potentially sidewalk or shoulder width increase for bikes and pedestrians. This would be a request from us as owners and developers in the area that the section of Sherwood road between Lower Malpeque Road and Route 2 Highway be considered for improvements.

The depictions on the following pages aim to assist in the visualization of our subject property being well-suited for apartment dwellings.

I appreciate greatly your consideration of this request, and ask that you contact me at any time with questions, concerns, or requests for additional information.

Signed respectfully,



David Arsenault, CPA

Attachment C

- Building 1: Five Floors | 60 Units | 10 Affordable Units | Grade Level Parking
- Building 2: Five Floors | 60 Units | 10 Affordable Units | Grade Level Parking
- Building 3: Five Floors | 80 Units | Mid-Market Rents | Underground Parking



Attachment C

Neighboring Apartment Buildings

Future 60-Unit Existing 60-Unit 97-Unit Under Construction

Subject Property



Public Meeting October 27, 2020

Doug Miller, Resident of Sherwood Road, Charlottetown, C1E-1S7

Good Evening: Major Brown, Deputy Major Coady, Members of City council, Planning and Heritage, Mr. Arsenault, fellow neighbours and Interested parties.

In regards to re-zoning application for Lot 18-2 Sherwood Road (PID#455642), requesting re-zoning from Business Park Industrial (M3) Zone, to Highway Commercial (C-3) Zone, in order to construct three, (3) separate apartment buildings that will result in a total of 200 apartment units

I do not support this request

I have been a resident of Sherwood Road for the past twenty (20) years, during which the surrounding area has experienced positive development and growth. The establishment of West Royalty Elementary School, Bell Heights, Kenwood Circle, Canterbury Court, Carters Creek, Multiple retail entities, and the re-habilitation of Ellen's Creek Watershed highlights this.

I have always considered that due to the close proximity of so many amenities that I (we) are fortunate to have the opportunity to live very nice area within the City of Charlottetown.

For most people purchasing of a home is the single most expensive purchase in their lifetime and its location is generally driven by the many of the factors I have previously mentioned.

I feel that residents should have a reasonable expectation that the general make up of their neighbourhood remain relatively unchanged in character, during any development. Any requests for change of zoning should be very respectful and very considerate of the long term existing residents.

The proposed zoning amendment to build three (3) very large Apartment Buildings does not respect the general make up and character of the existing neighbourhood.

How large are the proposed apartment buildings? I will address that later in this presentation.

City Of Charlottetown Official Plan page 15 par 2 states:

Our **Objective** is to promote compact urban form and infill development, as well as the efficient use of infrastructure, and public service facilities. Our policy shall be to allow moderately higher densities in neighbourhoods, and to allow in-law suites in residential land use designations, and to make provisions for multiple-family dwellings in the down town core, and multiple-family dwellings in suburban centres and **around these centres provided it is development at a density that will not adversely affect existing low density housing.**

It is highly unlikely that this proposed zoning application for 200 apartment units will not adversely affect existing low density housing.

Points to Consider:

1. Most obvious is a significant increase of traffic on the Sherwood Road (200 plus cars on a daily basis) which will have an impact on the intersection located at Sherwood Rd. and Malpeque Rd. and the intersection located at Sherwood Rd. and Lower Malpeque Rd. (Which already on a regular basis, experiences delays and traffic backing up when trying to access the Lower Malpeque Rd.)
2. As stated in Planning Board Meeting of October 5, 2020:
Deputy Mayor Jason Coady expressed concerns that Sherwood Road is a busy narrow road with no sidewalks and that intensifying use of the (subject property), could potentially cause traffic issues in the future. Rosemary Herbert RM echoed the concerns of Deputy Mayor Coady. Ms Herbert also felt that the property is not a great area to be developed for residential uses. Charlottetown Airport is located at the end of the Sherwood Road EMS is located on the Sherwood Rd. a fire station could be located in that area and trucks use this road as well.
3. Sherwood Road is a designated truck route as per the Land Use Map.
West Royalty Elementary School may have an expansion project in the near future.

Question to Planning:

Is the Minna Jane Drive Extension approved and when is it expected to be completed.

(There was meeting March 2 2020 in regards to Zoning Amendment for 178 Lower Malpeque Road. Under analysis pg. 3 "staff would recommend a traffic study and a traffic assessment for Sherwood Rd. and the Lower Malpeque Rd." has either been initiated or completed)?

4. Major point to consider is traffic from the shopping mall area that will be utilizing the Minna Jane Future Extension. This road will also be utilized by 217 apartment units presently built, under construction, and or anticipated to be built. As the mall area develops one would expect significant additional traffic.
5. Does the current water and sewer infrastructure have the capacity to service the 217 apartment units on Minna Jane Drive as well as an additional 200 proposed apartment units without affecting current customers

Concerns in regards to the Zoning Application

Question to Mr. Arsenault

I would like to ask: What is the rationale in applying for a Highway Commercial (C-2) Zone designation in order to build three apartment Buildings when Apartment Residential R4 or R4-A Zoning seems a better fit and more appropriate for your proposal.

(note: R4, R4-A less flexible if proposal is modified at a later date.)

Points of Interest to Developer and Planning Committee

Site information on rezoning application shows Lot 18-2 as 5.92 acres and the letter of rationale shows lot size of 4.77 acres, which is the correct acreage?

Under R4-A Zoning 18.2 regulations for apartment building, Lot Area (Minimum)

Interior Lot is (1,237.9 sq. ft.) per Unit

Corner Lot is (1,507.0 sq. ft.) per unit

I believe that Lot 18-2 being for all intents and purposes would be considered a **CORNER LOT**, based on the existing knowledge of the Minna Jane Drive Future Extension.

(1 acre=43,560 sq. ft.)

5.92 Acres =257,875.2 sq. ft.

4.77 acres=207,781.2 sq. ft.

Interior Lot @1,237.9 sq. ft. =208 units

Interior Lot @1,237.9 sq. ft. =167 units

Corner Lot @1,507.0 sq. ft. =171 units

Corner Lot @1,507.0 sq. ft. = 137 units

Also Height (Maximum) is 49.2 ft. under these regulations.

Highway Commercial (C2) Zone incorporates all permitted uses in the following zones:

Apartment Residential R4-A Subject to the regulations for permitted uses for the R4-A Zone

Institutional Zone (I) - 22 permitted uses

Mixed Use Corridor Zone (MUC)-12 permitted uses

East Royalty Mixed Use Village Centre Zone (ER-MUVC) - 19 permitted uses

My Concern to the Planning Board Regarding Highway Commercial (C-2) Zoning

If something where to change for any reason ie: apartment buildings have been overbuilt and no longer in demand, or project no longer economical.

This lot 18-2 could have approximately an additional 52 permitted uses allowed under the C-2 Zone designation. The current M-3 zone allows for 28 permitted uses (some of which are also permitted use under (I), (MUC), and (ER-MUVC) which are covered under the (C-2) Zone)

Directed to the Planning Board

City of Charlottetown Zoning and Development By-Law

3.10 Amendments to the By-Law and Re-zonings

Specifically 3.10.2

A person who seeks to rezone a parcel of land, or to otherwise have this by-law amended, shall submit an application that include such information as may be required by the Development Officer for the purpose of adequately assessing the desirability of the proposal, and **if the application is for a rezoning it shall include:**

- a. Sufficient funds to cover cost associated with processing the application

ATTACHMENT D: LETTERS OF OPPOSITION

- b. A legal description and a plot plan, or survey plan, accurately showing the location of the property or properties to be rezoned.
- c. The names and addresses of the owner of the property and, if the applicant is not the owner a statement of the applicants interest in the property.
- d. Drawings to illustrate any proposed building(s) for the lot in a detailed concept plan with a floor plan and elevations for the Building(s) and a detailed site plan showing the location of the building(s) on the lot and any required landscaped areas. **This has not been provided in the application and is very relevant to the size, height, and scope of the buildings**
- e. Such other information as deemed necessary by the Development Officer to evaluate the proposal

Item,(d.)Not provided in application

Questions

How was this important information overlooked during the application process?

How can the Planning Board determine the suitability of the proposal without having this important information, i.e: the concept plan, floor plan, elevations etc.

What is the height of the buildings, size, dimensions etc?

The only reference to height in the application is five floors in the attachment C which would be totally dependent on size/type of floor trusses and design of construction

Would a height variance be required in order to construct a 5 storey building?

When compared to the Chesapeake Haven (four stories) , located on Minna Jane Drive these buildings would be approximately 10 feet higher or more.

In Conclusion

I would respectfully request that both amendments pertaining to this rezoning application be denied.

It is also important to note: The Guardian OCT.19 2020 reported that IRAC has recently overturned a council decision regarding an 18 Unit Apartment Building on Palmers Lane. The Planning Board in this case felt the apartment building was not appropriate for the neighbourhood because of the existing character of the neighbourhood and issues with respect to transitioning and buffering. I believe some of these concerns would also apply to this application.

Thank You for the opportunity to express my opinions and thoughts regarding this application.

Sincerely

Doug Miller

ATTACHMENT D: LETTERS OF OPPOSITION

From: Marilyn Lipton [<mailto:miliponpei@gmail.com>]

Sent: October 23, 2020 9:47 AM

To: Planning Department <planning@charlottetown.ca>; Coady, Jason <jecoady@charlottetown.ca>

Subject: RE: PID#455642 REZONING APPLICATION IOT 18-2 SHERWOOD ROAD

We would like to submit our view on the above rezoning application. We are residents on this block of the Sherwood Road and object to the rezoning for the following reasons:

The current traffic is very heavy for a limited access road and in the residential area we live in. It is used as a thoroughfare road by heavy trucks, construction vehicles and equipment. EMS currently travel this block of Sherwood Road as an access to West Royalty and Charlottetown west area. We expect the Charlottetown Fire Department will do the same when they move to their new location. The future apartment dwellers from the 200 apartments will be directly accessing the Sherwood Road further multiplying the traffic load and stress on already poor road conditions.

The pavement is broken from Ellen's Creek to Malpeque Road, and there is shoulder wash out during the winter/spring season every year. On the occasions it is necessary to pull over to allow emergency vehicles the right of way, it can be difficult and sometimes dangerous with these washouts. The fresh millings laid this past week will be washing down the road next Spring...again.

The absence of sidewalk and bicycle lanes and the heavy traffic poses an additional risk to those walking and jogging our road.

The future extension of Minna Jane Dr. onto the Sherwood Road as noted in Attachment C of the proposal, will also greatly increase traffic. This extension will allow vehicle access to the Sherwood Road from the 157 apartments that exist or are under construction currently, 60 apartments slated for development to the north of the Chesapeake, the business shopping area and the liquor store.

West Royalty Elementary School is overcrowded at this time. The plans for 10 additional classrooms were completed and are ready for construction. The children in the proposed 200 apartments will be zoned for West Royalty School. The potential is for the school to be overcrowded even with the new addition.

Thank you for considering our view. Marilyn and Keith Lipton

Catane, Ellen

From: Zilke, Robert
Sent: Monday, November 02, 2020 2:40 PM
To: Catane, Ellen
Cc: Forbes, Alex
Subject: FW: Planning Board meeting

Ellen

Could you also make copies of the below deferral request for each of the Board members?

Thank you,

...Robert

From: David Arsenault [mailto:david@arsenaultbros.com]
Sent: Monday, November 02, 2020 12:48 PM
To: Zilke, Robert <rzilke@charlottetown.ca>
Cc: Geoff Kowalski <geoff@arsenaultbros.com>; Forbes, Alex <aforbes@charlottetown.ca>
Subject: RE: Planning Board meeting

Hi Robert,

I would like to formally request that you defer this application Planning Board vote for one month.

Prior to this application returning to Planning Board, we would like to have more time to receive feedback from various 3rd parties on the following concerns that were brought up in letters, the public meeting comments, as well as the shortcomings that you noted in your report.

Specifically, I am awaiting responses on the following items:

- The review from Health Canada regarding the effect of the sub-station on residents (this would also be highly valuable information to the existing residents on Salisbury Avenue)
- A response from a 3rd party electrical engineer on the specific equipment on site at Maritime Electric's sub-station and the potential effects it could have on residents, as well as people using the land for all purposes that are allowable within the current zoning
- I have also reached out to Maritime Electric directly to request a meeting to try to address their concerns
- We are also studying the traffic flows this week to put some data together for a better understanding of how we should navigate our own potential traffic on the lot if we are to succeed in re-zoning
- We are also reviewing the proposed site plan to address concerns regarding green space and amenities for residents

Please advise that this is agreeable.

Thank you

Respectfully,

David Arsenault, CPA

Arsenault Bros. Construction Ltd. | Tops to Floors Inc.
Arsenault Bros. Holdings Inc. | The Portside – Summerside (102298 P.E.I. Inc.)
Office: 902-892-7882 | Cell: 902-888-9869 | Fax: 902-892-3084

From: Zilke, Robert <rzilke@charlottetown.ca>
Sent: November 2, 2020 11:57 AM
To: David Arsenault <david@arsenaultbros.com>
Subject: Planning Board meeting

Hello Dave,

Tonight your application is proceeding to Planning board for a recommendation. After the board makes a recommendation it proceeds to Council for a decision – if it is not deferred .

I have attached the report and the feedback received from both residents and Maritime Electric. The meeting can be observed by the public but not open for comments.

Planning Board Meeting on **Monday, November 02, 2020** at the **Council Chambers, 2nd Floor, City Hall (199 Queen Street)**. Please note that the meeting is scheduled to **start at 4:30pm.**

This is an in-person meeting and we do not have an option for a Webex meeting at this time. However, if you are unable to attend in person, we can setup the teleconference number for you to dial in. Because of the limited capacity of the council chambers, we will have the TV screen at the second floor lobby setup for the public and you can also watch the live streaming at www.charlottetown.ca/video.

Let me know if you have questions.

Robert Zilke, MCIP
Planner II

City of Charlottetown
PO Box 98, 233 Queen Street
Charlottetown, Prince Edward Island
Canada C1A 7K2
Office: 902-629-4108
Fax: 902-629-4156

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The City of Charlottetown continues to take steps to proactively reduce the spread of COVID-19 and mitigate impacts on municipal services, as the health and safety of residents is the number one priority. Charlottetown City Hall (199 Queen Street) and its administrative offices are now operating on winter hours, Monday to Friday, 8 a.m. to 4:30 p.m. Residents looking for municipal services are encouraged to visit the City's website at www.charlottetown.ca or call the main switchboard at 902-566-5548 to be directed to the appropriate department. Alternatively, connect with City staff

directly via email https://charlottetown.ca/contact_us A drop box is available for Planning documents, tender application, and bill payments/mail. For Utility bills and other payments, staff will accept debit, credit card or cheque, and payments will continue to be accepted online.

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TITLE: FUTURE LANDUSE MAP AMENDMENT AND ZONING AMENDMENT (Portion of PID# 145466) 505 Malpeque Road (Portion of PID # 1117167 and 676213) City Open Space FILE: PLAN-2020-02-November 6B-7 OWNERS: Des and Carolyn Murphy APPLICANT: Jared and Chelsie Murphy		
MEETING DATE: November 2, 2020		Page 1 of 14
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map B. Map showing land to be exchanged with the City C. Letters from Residents D. Petition from residents E. Proposed building plans for the single-family dwelling F. Pictures of the subject open space land and the parkland containing playground equipment	
SITE INFORMATION: Context: Vacant portion of property adjacent to mixed density consisting of low density, medium density and C-2 Zoned land. Ward No: 8 Highfield Existing Land Use: back portion of property is vacant. Single detached dwelling on front portion. also City owned parkland Official Plan: Commercial and Recreational Zoning: C-2 Highway Commercial		

RECOMMENDATION:

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

- Amend Appendix "A" of the Official Land Use Map of the City of Charlottetown from Commercial to Low Density Residential for a portion of the property at 505 Malpeque Road PID # 145466;
- Amend Appendix "A" of the Official Land Use Map of the City of Charlottetown from Commercial to Recreational for a portion of the property at 505 Malpeque Road PID # 145466;

- Amend Appendix “A” of the Official Land Use Map of the City of Charlottetown from Recreational to Low Density Residential for a portion of the property along Patrie Lane PID# 676213;
- Amend Appendix “A” of the Official Land Use Map of the City of Charlottetown from Commercial to Low Density Residential for a portion of the property along Patrie Lane (PID # 1117167).
- Amend Appendix “G” of the Zoning and Development Bylaw from C-2 (Highway Commercial) to R-1L (Single Detached Residential Large) for a portion of the property at 505 Malpeque Road PID # 145466;
- Amend Appendix “G” of the Zoning and Development Bylaw from C-2 (Highway Commercial) to OS (Open space) for a portion of the property at 505 Malpeque Road PID # 145466;
- Amend Appendix “G” of the Zoning and Development Bylaw from OS (Open Space) to R-1L (Single Detached Residential Large) for a portion of the properties along Patrie Lane (PID #s 1117167 and PID# 676213);

REQUEST

This is a request to rezone a portion of the property located at 505 Malpeque Road PID #145466 from C-2 (Highway Commercial) to R-1L (Single Detached Residential Large) and from C-2 (Highway Commercial) to OS (Open Space) and to rezone a portion of PID #'s 1117167 and 676213 from OS (Open Space) to R-1L (Single Detached Residential Large) and to amend Appendix “A” the Official Plan Map from Commercial to Low Density Residential, Commercial to Recreational for the property at 505 Malpeque Road and Commercial to Low Density Residential for a portion of the properties along Patrie Lane.

Development Context

The property is bounded to the north by C-2 zoned land, to the east, by Malpeque Road and a single detached dwelling on the property, to the south by Patrie Lane with C-2 zoned land containing semi-detached dwellings and to the west immediately adjacent to land zoned open space with R-1L zoned land farther west of the parkland.

LEGISLATIVE REQUIREMENTS:

Notification

In accordance with Section 3.10 of the Zoning & Development By-law, on October 16, 2020 notice was sent to 35 (thirty-five) property owners located within 100 meters of the subject property advising them of the proposed rezoning request. The letter advised them of the date, time and location of the public meeting. The letter solicited their written comments for or against the proposed rezoning request and stated the deadline to submit written comments on the application.

Public Feedback

In response to the City's notification letter five (5) letters were received in opposition and one (1) letter from the property owner was received to address some of the comments from area residents at the public meeting.

The Public meeting was held on October 27, 2020 at the Rodd Royalty, 14 Capital Drive. At the public meeting planning staff outlined the rezoning request and explained the details of the proposed land swap of open space. After staff's presentation, the applicants spoke and described their plans to build a new single family home on their family's property that borders Patrie Lane. Following the applicant's presentation residents were invited to ask questions and make comments.

Several residents spoke at the public meeting in opposition of the rezoning (see minutes from the public meeting for detailed comments). A petition containing 15 signatures in opposition was also submitted.

Comments in opposition consisted of:

- Concerns regarding the traffic that will be generated on Patrie Lane by the single detached dwelling. Residents felt that an additional house on the street would create an unsafe situation for people walking and children playing on the street.
- Concerns about a blind driveway entering onto Patrie Lane and no sidewalks.
- Children use the street as a play area and traffic from an additional house will create an unsafe situation for them to play in the street.
- There is limited green space and residents use this strip of land along the cul-de-sac as a gathering place because our back yards are small.
- Environmental concerns regarding loss of trees and loss of animal habitat.
- Loss in property values due to the addition of a house because Patrie Lane is a dead-end street with limited driveways.

ANALYSIS:

This is an application to rezone a portion of PID #145466 to create a lot approximately 17,000 sq. ft. with frontage on Patrie Lane. The land is currently zoned C-2 (Highway Commercial) and it is part of a 1.74 acre parcel of land fronting on Malpeque Road that contains a single detached dwelling. The portion of the property that is proposed to be rezoned is vacant. The proposal is to sever off a lot at the back of the property and construct a single detached dwelling with frontage on Patrie Lane. There is currently a strip of parkland that separates this property from having access onto Patrie Lane. Planning staff consulted with staff in the Parks and Recreation Department and their recommendation is to deed a portion of land along Patrie Lane to give frontage to this property for access provided the rezoning is approved. In exchange the property owner will deed a strip of land adjacent to the City's parkland equal to the area the City deeds for frontage on Patrie Lane (see attached map). The land the City deeds along Patrie Lane will be rezoned to R-1L (Single Detached Residential) and the strip of land deeded to the City by the property owner will be rezoned to OS (Open Space). Planning staff have consulted with Parks and Recreation staff and they are in support of swapping the land. The small portion of land along the cul-de-sac is not functional as a park. It is approximately 7 ft. deep at its narrowest point and approximately 32 ft. deep at its deepest point along the cul-de-sac. It is not large enough to place playground equipment on and is not usable to provide a connector for trails to the City's larger parkland parcel. Staff visited the site and this portion of land is currently covered with brush and some trees with a swale that runs along the perimeter of the cul-de-sac (see attached pictures). There appears to be walking paths on the adjacent property owner's land PID # 145466 and staff question if residents are under the assumption that this land is part of the City's parkland parcel. The portion of land the property owner has agreed to deed to the City in exchange for the land along the cul-de-sac is adjacent to the City's larger parkland parcel. It contains an established hedgerow of trees which the City would like to protect and is on high ground.

Patrie Lane is zoned C-2 Highway Commercial however the properties along this street consist of semi-detached dwellings. Patrie Lane is a cul-de-sac however, lots are not subdivided along the bulb of the cul-de-sac. Dwellings are only constructed to the bulb of the cul-de-sac. The street is fully serviced with water and sewer but with development not occurring north of the cul-de-sac the servicing is not being utilized to its full potential. When cul-de-sacs are designed they are designed as dead end streets with lots positioned around the perimeter of the bulb of the cul-de-sac. When Patrie Lane was constructed the developer did not own the land north of the cul-de-sac and therefore, was not able to subdivide lots off along this portion of the street. If both parcels of land were owned by the developer lots would have been created in this area as well. Patrie Lane will still remain a dead end street. This will not be changed by subdividing a lot for a single detached dwelling. Allowing an additional lot along the north side of Patrie Lane will make better use of the servicing that is available and increase the tax base in the area. It will also

assist in balancing the streetscape. Although the land on Patrie Lane is zoned C-2 (Highway Commercial) the street is developed with semi-detached dwellings. A single detached dwelling would be compatible with the existing low-density development along the street. In addition, the land to the west of this property is zoned R-1L (Single Detached Residential) and is being developed with single detached dwellings. Therefore, this proposal is compatible with the surrounding land uses. Infill development within established low density residential neighbourhoods and efficient use of municipal infrastructure is supported within the policies of the Official Plan.

Section 3.1.2 of the Official Plan states, “2. *Our objective is to promote compact urban form and infill development, as well as the efficient use of infrastructure and public service facilities.*”

Section 3.2 of the Official Plan further states,

3.2 Sustaining Charlottetown’s Neighbourhoods

Defining Our Direction

Our goal is to maintain the distinct character of Charlottetown’s neighbourhoods, to enhance the special qualities of each, and to help them adjust to the challenges of economic and social transformation.

1. *Our objective is to preserve the built form and density of Charlottetown’s existing neighbourhoods, and to ensure that new development is harmonious with its surroundings.*

- *Our policy shall be to ensure that the footprint, height, massing, and setbacks of new residential, commercial, and institutional development in existing neighbourhoods is physically related to its surroundings.*
- *Our policy shall be to establish an appropriate relationship between the height and density of all new development in mixed-use residential areas of existing neighbourhoods.*

3.3 Housing Needs and Variety

If Charlottetown is to continue to grow as a healthy community, affordable housing for all segments of society must generally be available throughout the City. Moreover, the housing requirements of those with special needs (e.g., disabled, homeless, people in transition) also have to be addressed. Likewise, in the recent past, there has been a chronic shortage of most types of seniors housing. As the population base continues to age, this problem will become more acute unless civic decision-makers address it in a forthright manner.

These are some of the reasons why the City needs to encourage compact and contiguous development, more in-fill housing, and the efficient use of civic infrastructure. In addition, the direction of this plan is to make Charlottetown's neighbourhoods more stable and sustainable.

Defining Our Direction

Our goal is to work with public and private sector partners to create an attractive physical environment and positive investment climate in which the housing requirements of all residents can be met (including those with special needs), and to provide clear direction as to where residential development should take place.

1. *Our objective is to encourage development in fully serviced areas of the City, to promote settlement and neighbourhood policies as mechanisms for directing the location of new housing, and to encourage new residential development near centres of employment.*
- *Our policy shall be to base residential densities on the availability of municipal services, education facilities, recreation and open space amenities, transportation routes, and such other factors as the City may need to consider.*

3.1.1 Guiding Settlement

- *Our **policy** shall be to have the responsible municipal departments ensure that adequate infrastructure and servicing facilities are in place prior to, or are developed concurrently with, new development.*

3.1.2

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

The Official Plan supports making use of land that is already serviced for infill development. It also states that *new development must be physically related to its surroundings and that there should be an appropriate relationship between height and density for new development in existing neighbourhoods. "Our Policy shall be to ensure that the footprint, height, massing, and setbacks of new residential, commercial, and institutional development in existing neighbourhoods is physically related to its surroundings."*

This request to rezone a portion of the subject property to construct a single detached dwelling is compatible with the existing low density development on Patrie Lane. It is also compatible with the R-1L zoned property off Trailview Drive. Development of single detached dwellings has also been occurring in the area around Trailview Drive. It should be considered that the City is currently experiencing an increased demand for housing. The housing demand does not only apply to multi-unit dwellings but also there has been a demand for single detached dwellings for young families. The Official Plan has various policies which support the efficient use of services and making neighbourhoods stable and sustainable by supporting more infill development. The Plan also supports various housing options within existing neighbourhoods if it is appropriate in mass, scale and height and will integrate well into the surrounding neighbourhood.

Staff feel the proposal to rezone a portion of this property to construct a single detached dwelling meets many of the technical requirements stipulated in the Zoning Bylaw and policies of the Official Plan.

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

Positives	Neutral	Shortcomings
▪ The proposal makes use of existing undeveloped land and meets the objectives of the Official Plan for infill development. ▪ The proposal is close to parkland and public transit. ▪ The property is in an area that has municipal services. ▪ The City is experiencing a demand for housing of all forms and this proposal would provide a home for a young family. ▪ It increases the tax base in this area. ▪ The proposal will balance the streetscape along the cul-de-sac	The land will be downzoned from commercial to low density residential	

CONCLUSION:

Given the location of this proposed infill development adjacent to a fully serviced street an opportunity exists to take advantage of the existing services that are available. The City owns this street and the services along Patrie Lane. Residents stated that they have concerns that an additional dwelling would increase traffic on this street to an unsafe level. It is staff's opinion that traffic generated from a single detached dwelling is negligible and will not create an unsafe situation. Patrie Lane is a local street and was designed to support full build out. There is a park containing a playground at the end of the street and access to the park will remain from Patrie Lane. The small parcel of open space land along the cul-de-sac has limited recreational value. Staff are therefore recommending for approval of this request.

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to approve the request to amend the Official Plan and the request to rezone a portion of the property at 505 Malpeque Road and a portion of the properties along Patrie Lane.

PRESENTER:

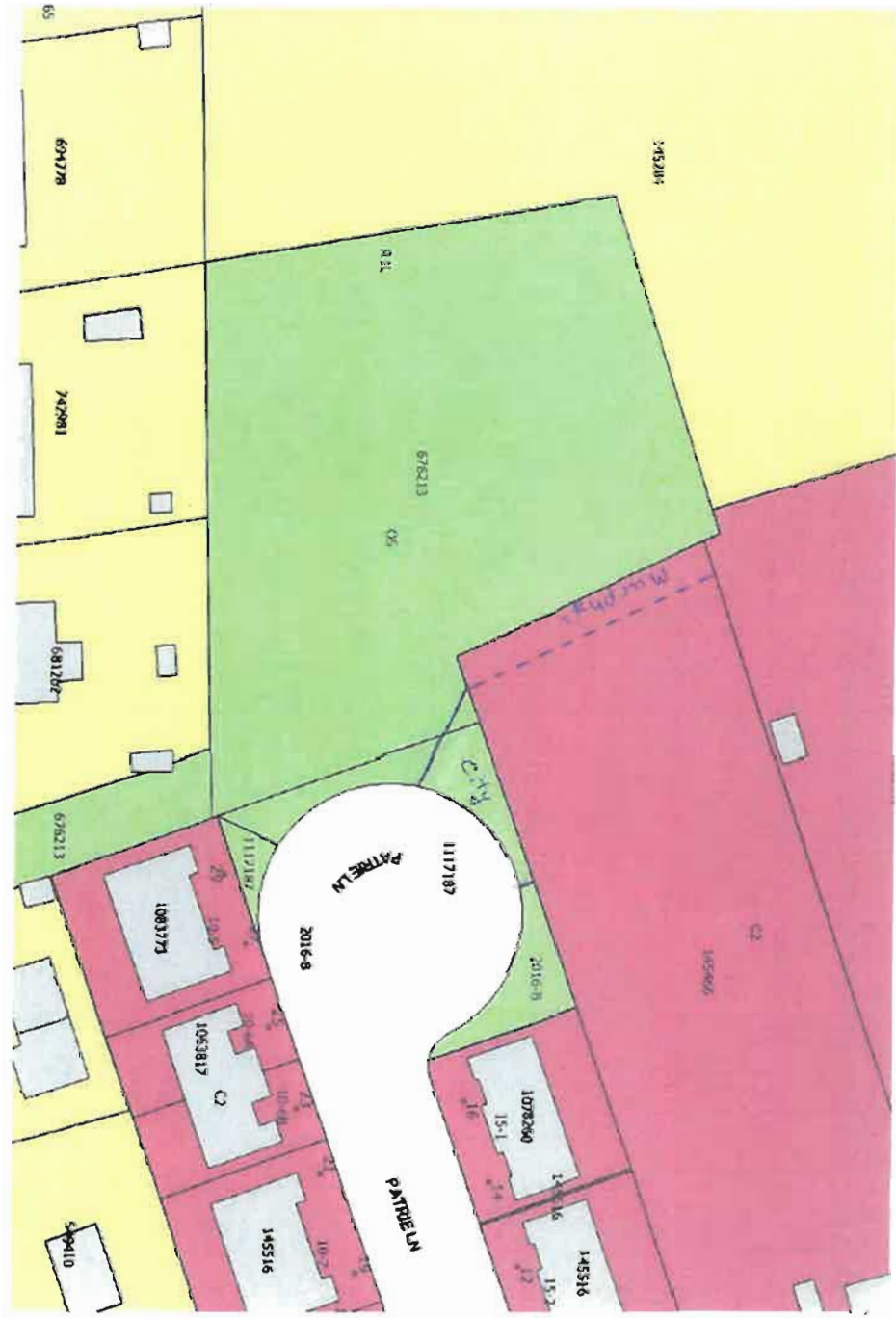
Laurel Palmer Thompson, MCIP
Planner II

MANAGER:

Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

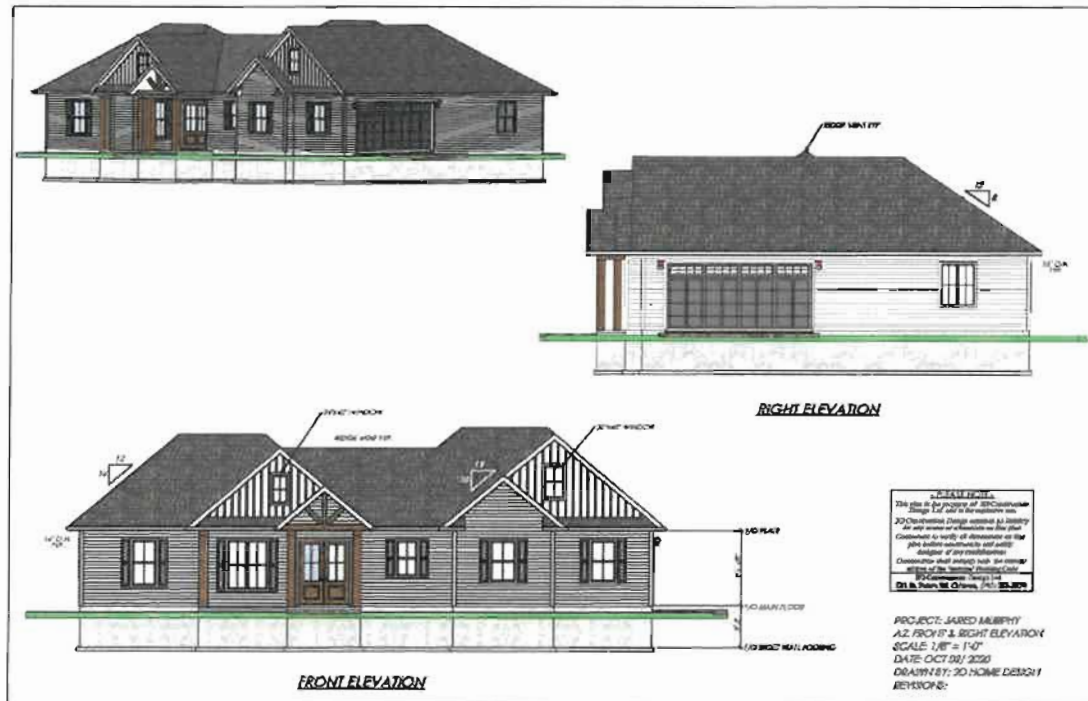
Handwritten signatures of Laurel Palmer Thompson and Alex Forbes in blue ink, positioned over horizontal blue lines.

Map showing property to be given along Patrie Lane in exchange for land adjacent to the City's Parkland:



Proposed House Plans:





Open space area proposed to be rezoned:



Parkland and the end of Patrie Lane:



Thompson, Laurel

From: Planning Department
Sent: Wednesday, October 28, 2020 12:33 PM
To: Thompson, Laurel
Subject: FW: 505 Malpeque rd.

From: des murphy [mailto:jdesmurphy@gmail.com]
Sent: October 28, 2020 12:00 PM
To: Planning Department <planning@charlottetown.ca>
Subject: 505 Malpeque rd.

Des Murphy

505 Malpeque Rd.
Winsloe, P.E.I.
C1E 1Z2
October 28, 2020

Attention: Charlottetown Planning and Heritage Department

Re: Proposed zoning amendments to 505 Malpeque Rd. and Patrie Lane

Good morning,

After listening intently to the concerns of several Patrie Lane residents at the public meeting last night and reading their submitted objections I felt compelled as the owner of the property at 505 Malpeque Road to convey my perspective. Based on the speculative, exaggerated and sometimes even contradictory nature of the objections presented it was evident to me that most did not have a profound understanding of the proposed changes. For example: I don't believe two cars coming and going twice a day is going to create a traffic hazard any more than the traffic that is currently there. Nor do I believe that the open space that would be used for an access is the glue that holds the community on Patrie Lane together. In fact I am curious as to why this small corner is such a revered play area when it consists primarily of ditch and there is a substantial public playground within a few metres of anyone residing on Patrie Lane. In one letter the complainants start by emphasising how busy their street is (re: traffic) with nine semi-detached dwellings then conclude by implying the changes would prevent young kids from playing basketball or playing hockey on the street. Really? Since when is a public street a playground? The spectre of further development (i.e. "The opening up of the end of Patrie Lane") is clearly addressed in the proposed zoning by-law and the new green space will undeniably be more purposeful than what is primarily ditch on the edge of a cul de sac. In regards to the loss of trees, there has been more trees cut down in the last several years from the hedgerow for safety reasons than will ever be removed for the new access. Personally, I am extremely sensitive to the health of the hedgerow and surrounding ecosystem. It has provided me and my family much shelter, privacy and engagement with nature for 35 years. During that time I have planted or managed the growth of many of the trees on and around the property. As a former biology teacher experiencing and respecting Nature has always been foremost in my lifestyle. On a side note, as has been indicated at the public meeting, the wooded section of the Park is in dire need of remediation.

I trust that good judgement and commonsense will prevail in the decision making.

Thank-you for your service to the municipality.

Des Murphy

Thompson, Laurel

From: Planning Department
Sent: Tuesday, October 27, 2020 11:32 AM
To: Teresa Murphy; Planning Department; Thompson, Laurel
Cc: Coady, Jason; Richard Parry
Subject: RE: Absolutely Opposed to Patrie Lane Rezoning (PID #676213) portion of 505 Malpeque Road Rezoning Application

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

Best Regards,
Ellen

City of Charlottetown – Planning & Heritage Department

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

ecatane@charlottetown.ca
www.charlottetown.ca



From: Teresa Murphy <tfmurphy2@outlook.com>
Sent: Tuesday, October 27, 2020 11:04 AM
To: Planning Department <planning@charlottetown.ca>
Cc: Coady, Jason <jecoady@charlottetown.ca>; Richard Parry <rhparry@outlook.com>
Subject: Absolutely Opposed to Patrie Lane Rezoning (PID #676213) portion of 505 Malpeque Road Rezoning Application

To Planning Committee Members:

As pending new homeowners on Patrie Lane, **we feel blindsided** by the rezoning application specifically affecting Patrie Lane. **The proposed change will fundamentally change the character of our short and already over-trafficked street.** We have made a decision to purchase the property we have rented here for four years. As residents during this period, we have treasured the relative peace and quiet of the cul-de-sac allowing us and others to enjoy the characteristics that a street ending in a turnaround cul-de-sac is designed to offer - limited traffic and hence relative safety and quiet for residents for all ages and degrees of mobility. We are absolutely opposed to rezoning which would add an additional driveway entrance and deprive us of a portion of the limited recreational land strip. **Such a change would have the following negative effects:**

- **an increase in vehicular traffic** is our greatest fear. Even one additional driveway access presents a threat to all residents but particularly to the parents of young children and to the mobility-challenged

residents who specifically bought their homes to be able to use the cul-de-sac area of the street safely. Other access requests could potentially spill forth from approving this one. **Please note that Patrie Lane has no sidewalk**, so pedestrians and others using non-motorized ambulatory devices, eg., scooters, wheelchairs, bikes, baby buggies, trikes, walking aides, wagons) must use the street area to move around. There are already far too many non-residential vehicles - particularly large commercial trucks with no business here - using Patrie Lane as a turnaround point. Additional traffic here is unacceptable.

- **loss of our very limited green space.** This space is well-used by residents for gatherings of neighbours, family and friends. It is not much but it's all we have because our housing lot sizes are tiny. A loss of any portion of the public recreational land is unacceptable.
- **environmental degradation.** There would be a loss of trees and other flora that provide protection to at least one fox den, a variety of birds and other small animals, as well as a loss of the visual appeal of an unbroken treed area on the affected PID. That is unacceptable.
- **devaluation of property values.** We have 12 new homeowners on Patrie Lane who either just bought their homes at a premium within the past 2-3 months or are about to close the sale. A premium sales price is because Patrie Lane is a dead-end cul-de-sac with limited driveways onto it. Maintaining the original design integrity is imperative to protecting ALL of our interests outlined in this submission.

Please note that there are more appropriate driveway options for the proposed residential property at 505 Malpeque Road than degrading the design integrity of the Patrie Lane cul-de-sac. The most obvious ones are creating a driveway to the new extension of Trailview Drive or to tie into an existing driveway to Malpeque Road. That would also create a route for any additional building aspirations re subsequent development of 505 Malpeque Road.

In summary, **we need to keep Patrie Lane as it was designed**- a dead-end street with limited openings onto the cul-de-sac with an intact strip of recreational land around it.

respectfully,

Teresa Murphy and Richard Parry
27 Patrie Lane, Charlottetown (Winsloe)

Thompson, Laurel

From: Planning Department
Sent: Monday, October 26, 2020 8:18 AM
To: Mitchell Crouse; Planning Department; Thompson, Laurel
Cc: Coady, Jason
Subject: RE: Patrie Lane Rezoning - Written Submission

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

Best Regards,
Ellen

Ellen Faye Catane
Intake Officer/Administrative Assistant
City of Charlottetown – Planning & Heritage Department
70 Kent Street
Charlottetown, Prince Edward Island
Canada, C1A 1M9
Office: 902-629-4112
Fax: 902-629-4156

ecatane@charlottetown.ca
www.charlottetown.ca



From: Mitchell Crouse <mitchkwc@gmail.com>
Sent: Sunday, October 25, 2020 12:16 PM
To: Planning Department <planning@charlottetown.ca>
Cc: Coady, Jason <jecoady@charlottetown.ca>
Subject: Patrie Lane Rezoning - Written Submission

We, Mitchell Crouse and Hannah Beatty, residents of 12 Patrie Lane, stand in **staunch opposition** to the proposed rezoning. At least one of us will be in attendance at the public meeting on Oct. 27 at 7pm.

Contact Details:
Mitchell Crouse
902-218-0781
mitchkwc@gmail.com

There will be an increase in vehicular traffic, presenting a threat to all residents but particularly to children, mobility-challenged individuals, and so forth. I believe that this rezoning will set a negative precedent that will lead to there being more residences in the future that use this same access point on Patrie Lane.

There is already very limited green space in this area, with the majority of it being at the end of Patrie Lane. This small park is a nice, well-used area by the residents that should be **enhanced** and invested into, not rezoned and minimized! Loss of this green space is absolutely unacceptable.

Besides these already glaring issues, there is the matter of devaluation of property. Residents have paid a premium for their homes on Patrie Lane because it is a safe, quiet cul-de-sac area. Any rezoning or development that may infringe on the sanctity of this area is unacceptable.

As well, there are more appropriate driveway options for the proposed residential property (e.g. accessing the recent extension of Trailview Drive, or the existing driveway of subject property onto Malpeque Road).

We are a young couple who **just** moved from an area that had to battle a similar proposed rezoning. Thankfully, our community came together then just as it will now, and the proposed rezoning did not go through. It is ridiculous that time and time again green spaces must be fought for tooth-and-nail. Should young families and children not have access to parks and recreational green space in their quiet communities? Should we not all champion green spaces now more than ever given the climate crisis? While we are tired of fighting for what little green space is left in the city and developing areas, make no mistake, we will continue to fight as long and as hard as needed.

Regards,
Mitchell Crouse & Hannah Beatty

Thompson, Laurel

From: Planning Department
Sent: Tuesday, October 27, 2020 9:50 AM
To: Jennifer MacKinnon; Planning Department; Thompson, Laurel
Cc: Coady, Jason
Subject: RE: Patrie Lane Rezoning Application

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

Best Regards,
Ellen

City of Charlottetown – Planning & Heritage Department

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

ecatane@charlottetown.ca
www.charlottetown.ca



From: Jennifer MacKinnon <jemackinnon3@yahoo.ca>
Sent: Monday, October 26, 2020 5:03 PM
To: Planning Department <planning@charlottetown.ca>
Cc: Coady, Jason <jecoady@charlottetown.ca>
Subject: Patrie Lane Rezoning Application

To whom it may concern,

I am writing this email in support of the residents of Patrie Lane concerning the recent rezoning application of their green space. I find this incredibly unfair to those who are current home owners and those that are currently in the process of closing on their purchase with the understanding of said green space just to have that taken away from them. These owners took this green space into account at the time of their purchase and although not their only reason for purchasing, the location was certainly taken into account and considered a positive. This will certainly devalue their property. The street is a relatively new development and to have something change like that within the 10 or so years of its initial homes, is unfairly too soon, if not just unfair period!

It is not a matter of being against development, it is a matter of zones being easily changed for money, with no consideration for the current residents.

I support the residents of Patrie Lane in this matter and plan to attend the meeting Tuesday, Oct. 27. Stop taking our Green Spaces!

Kind Regards,

Jennifer MacKinnon
Resident of Evergreen Drive
Jemackinnon3@yahoo.ca

Sent from [Mail](#) for Windows 10

Thompson, Laurel

From: Planning Department
Sent: Monday, October 26, 2020 8:15 AM
To: Gerard Chaisson; Planning Department; Thompson, Laurel
Subject: RE: Rezoning Patrie Lane????

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

Best Regards,
Ellen

City of Charlottetown – Planning & Heritage Department

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

ecatane@charlottetown.ca
www.charlottetown.ca



From: Gerard Chaisson <gerardchaisson@hotmail.ca>
Sent: Saturday, October 24, 2020 10:20 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Rezoning Patrie Lane????

For the Record,
Cheryl & Gerard Chaisson @16 Patrie Lane would like to let it be LOUDLY known that we oppose the Rezoning that is to take place on our Busy street.
This street is busy enough as it is with the 9 semi-detached(18 Dwellings). Here only 2 Great years, my wife and I have been shown actual Survey drawings that shows the area around cul-de-sac being designated a green space when development commenced many years ago. But, with the rush for new properties to put in new dwellings, rezoning issues do arise. Leave the Green space as it is and let the dwelling that is being put forward come in from the new development off Melody Lane "COMMON SCENCE. My wife & I have 2 grandkids with a 3rd on the way that Truly enjoy their time, morning, afternoons or evenings with fellow neighboring Grandkids, and other kids "The ONE REASON " We loved this this little piece of Paradise "After leaving Stratford"
So, in closing , we, as collective group of families would Love to see this reversed so all the young kids in neighborhood have e a place to play a little Basketball,

Hockey in Their only little corner of Paradise!! PS, Getting Very tired of dump trucks with dozers, loaders and such on flatbeds using this street as a drop off.

When the properties left & right of Patrie entrance are done being developed there will nothing left of our street, it's not graded for such heavy traffic! GET

CORRECTED!!

Thank You in advance for letting us voice our

opinion Gerard & Cheryl Chaisson



Virus-free. www.avg.com

Thompson, Laurel

From: Planning Department
Sent: Monday, October 26, 2020 8:17 AM
To: Tiffany MacWilliams; Planning Department; Thompson, Laurel
Subject: RE: Rezoning the end of Patrie Lane, Winsloe

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

Best Regards,
Ellen

City of Charlottetown – Planning & Heritage Department

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

ecatane@charlottetown.ca
www.charlottetown.ca



From: Tiffany MacWilliams <tiffanymacwilliams@gmail.com>
Sent: Sunday, October 25, 2020 12:09 PM
To: Planning Department <planning@charlottetown.ca>
Subject: Rezoning the end of Patrie Lane, Winsloe

Hello, we have just moved onto patrie lane, and one of the main reason we chose to purchase a home on patrie lane was based on the road being one ended.

We are highly against opening up the end of patrie lane. As new residents we already note the high traffic on the main road, opening up the end of patrie will make for more traffic, making the quiet road a quick route for speeding and getting where you're going.

This will depreciate the property we have purchased and if actions proceed to do this work, we would expect a significant decrease in land taxes for 2021.

The end of the road is the only nice quiet space not encumbered by houses for people to enjoy in the area.

Thank you for your time,
Tiffany MacWilliams and Sean Arsenault

Thompson, Laurel

From: Planning Department
Sent: Wednesday, October 28, 2020 9:03 AM
To: Thompson, Laurel
Subject: FW: Rezoning on Patrie Lane

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

From: Dr Edgar MacDonald [mailto:Dremacdonald@eastlink.ca]
Sent: October 27, 2020 4:59 PM
To: Planning Department <planning@charlottetown.ca>
Cc: Coady, Jason <jecoady@charlottetown.ca>
Subject: Rezoning on Patrie Lane

Planning Committee, City of Charlottetown

We have been residents of Patrie Lane for the past 8 years, so we have witnessed most developments in the subdivision. We selected this location because it was a cul de sac, that provided a quiet, private and safe environment. As the subdivision has grown, the number of families has increased and a good sense of community has developed. Not unexpectedly, the vehicle traffic on the street has increased, but is still manageable. Since we do not have sidewalks, children play in the street and the green space that surrounds the circular garden.

We are very concerned about any increase in traffic, and a blind driveway exiting across the green space onto Patrie Lane. Not much green space was provided in the development plan, so we must retain what we have. Increased traffic will also mean that children accessing the school bus on the corner of Patrie Lane and Highway Two will be subject to increased danger. For the safety of young children and seniors with mobility challenges who use the circle as a play and exercise area, we ask that the rezoning proposal be dropped. We are aware that some residents are concerned about the value of their property decreasing. Some of these folk recently bought their homes on the understanding that the green space would remain as per the subdivision plan, so any change is not acceptable. There is also fear that further development could be on the horizon.

Lynn and E MacDonald

Sent from my iPad

15 objections

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name	Address	Signature
Teresa Murphy	27 Patrie Lane	Teresa Murphy
Richard Parry	"	Richard Parry
Zita Murphy	"	Z Murphy

(Optional) Contact Info (Phone or email)

Comments on Proposed Rezoning

Please see attached email sent to the
Planning Committee - it fully conveys
our objections

Absolutely Opposed to Patrie Lane Rezoning (PID #676213) portion of 505 Malpeque Road Rezoning Application

Teresa Murphy <tfmurphy2@outlook.com>

Tue 10/27/2020 11:03 AM

To: Planning Department <planning@charlottetown.ca>

Cc: jascoady@charlottetown.ca <jascoady@charlottetown.ca>; Richard Parry <rhperry@outlook.com>

To Planning Committee Members:

As pending new homeowners on Patrie Lane, **we feel blindsided** by the rezoning application specifically affecting Patrie Lane. **The proposed change will fundamentally change the character of our short and already over-trafficked street.** We have made a decision to purchase the property we have rented here for four years. As residents during this period, we have treasured the relative peace and quiet of the cul-de-sac allowing us and others to enjoy the characteristics that a street ending in a turnaround cul-de-sac is designed to offer - limited traffic and hence relative safety and quiet for residents for all ages and degrees of mobility. We are absolutely opposed to rezoning which would add an additional driveway entrance and deprive us of a portion of the limited recreational land strip. **Such a change would have the following negative effects:**

- **an increase in vehicular traffic** is our greatest fear. Even one additional driveway access presents a threat to all residents but particularly to the parents of young children and to the mobility-challenged residents who specifically bought their homes to be able to use the cul-de-sac area of the street safely. Other access requests could potentially spill forth from approving this one. **Please note that Patrie Lane has no sidewalk**, so pedestrians and others using non-motorized ambulatory devices, eg., scooters, wheelchairs, bikes, baby buggies, trikes, walking aides, wagons) must use the street area to move around. There are already far too many non-residential vehicles - particularly large commercial trucks with no business here - using Patrie Lane as a turnaround point. Additional traffic here is unacceptable.
- **loss of our very limited green space.** This space is well-used by residents for gatherings of neighbours, family and friends. It is not much but it's all we have because our housing lot sizes are tiny. A loss of any portion of the public recreational land is unacceptable.
- **environmental degradation.** There would be a loss of trees and other flora that provide protection to at least one fox den, a variety of birds and other small animals, as well as a loss of the visual appeal of an unbroken treed area on the affected PID. That is unacceptable.
- **devaluation of property values.** We have 12 new homeowners on Patrie Lane who either just bought their homes at a premium within the past 2-3 months or are about to close the sale. A premium sales price is because Patrie Lane is a dead-end cul-de-sac with limited driveways onto it. Maintaining the original design integrity is imperative to protecting ALL of our interests outlined in this submission.

Please note that there are more appropriate driveway options for the proposed residential property at 505 Malpeque Road than degrading the design integrity of the Patrie Lane cul-de-sac. The most obvious ones are creating a driveway to the new extension of Trailview Drive or to tie into an existing driveway to Malpeque Road. That would also create a route for any additional building aspirations re subsequent development of 505 Malpeque Road.

In summary, **we need to keep Patrie Lane as it was designed**- a dead-end street with limited openings onto the cul-de-sac with an intact strip of recreational land around it.

respectfully,
Teresa Murphy and Richard Parry
27 Patrie Lane, Charlottetown (Winsloe)

**Patrie Lane Residents Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name	Address	Signature
Jennifer Mackinnon	17 Evergreen Dr	Jennifer Mackinnon

(Optional) Contact Info (Phone or email)

902-330-0015

jemackinnon3@yahoo.ca

Comments on Proposed Rezoning

As per an email sent to the planning department I consider this rezoning plan highly unfair to those who have purchased or are in the process of purchasing their properties to have their green space taken from them for this purpose. This space would have been one of their "pros" in choosing their spot. This is not the →

only option and therefore Green space should remain as it was at the time its surrounding residents purchased or began their process of purchasing their locations.

**Patrie Lane Residents Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name	Address	Signature
Lynn MacDonald <i>Lynn MacDonald</i>	23 Patrie Lane	<i>Lynn MacDonald</i> <i>[Signature]</i>
(Optional) Contact Info (Phone or email)		

Comments on Proposed Rezoning

As per letter sent to planning Committee

From: **Dr Edgar MacDonald** Dremacdonald@eastlink.ca
Subject: Rezoning on Patrie Lane
Date: Today at 4:59 PM
To: planning@charlottetown.ca
Cc: jecoady@charlottetown.ca

Planning Committee, City of Charlottetown

We have been residents of Patrie Lane for the past 8 years, so we have witnessed most developments in the subdivision. We selected this location because it was a cul de sac, that provided a quiet, private and safe environment. As the subdivision has grown, the number of families has increased and a good sense of community has developed. Not unexpectedly, the vehicle traffic on the street has increased, but is still manageable. Since we do not have sidewalks, children play in the street and the green space that surrounds the circular garden.

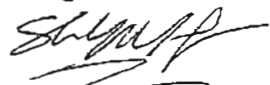
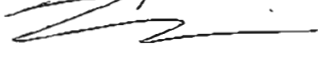
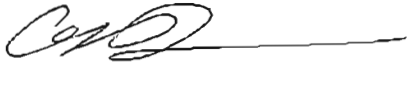
We are very concerned about any increase in traffic, and a blind driveway exiting across the green space onto Patrie Lane. Not much green space was provided in the development plan, so we must retain what we have. Increased traffic will also mean that children accessing the school bus on the corner of Patrie Lane and Highway Two will be subject to increased danger. For the safety of young children and seniors with mobility challenges who use the circle as a play and exercise area, we ask that the rezoning proposal be dropped. We are aware that some residents

are concerned about the value of their property decreasing. Some of these folk recently bought their homes on the understanding that the green space would remain as per the subdivision plan, so any change is not acceptable. There is also fear that further development could be on the horizon.

Lynn and E MacDonald

Sent from my iPad

~~Public~~ Residents Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020

Name	Address	Signature
Spencer Lynch	25 Evergreen Dr.	
Nicholas Lynch	25 Evergreen Drive	
Carl Lynch	25 Evergreen Dr	

(Optional) Contact Info (Phone or email)

Comments on Proposed Rezoning

- Increases traffic in NE direction of property, disturbs privacy
- Destruction of green space enjoyed by us and neighbors as well as our pets
- Fear for future development: If this were to be approved, could there be development of the area in the future? We have a walking path next to our house and a park, both will be of benefit and enjoyed in the future by our little family.
- Poses a threat to children and seniors, who avidly enjoy walking around Patric Lane, Evergreen Drive, and the park and surrounding green space.
- Other low density residential and apartment building, have access off of Malpeque Road, could this development not have the same access / right of way applied?

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name

Ella Limanski

Address

9 Patrie Lane

Signature



(Optional) Contact Info (Phone or email)

liella1212@gmail.com

Comments on Proposed Rezoning

* against decreased property value. Residents paid a premium for their homes on Patrie Lane because they wished to live ~~as~~ safe and quiet.

* Ver against removing green space. Loss of that space is unacceptable. Green space is well used by residents, particularly seniors and children.

* additional traffic

* More appropriate driveway options exist for the proposed residential property, e.g. accessing the recent extension of Trailview Drive, or the existing driveway of subject property onto Malpeque Road

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name

Address

Signature

Sarah Daley

11 Patrie Lane.

Sarah Daley

(Optional) Contact Info (Phone or email)

Sarah.daley@henibe.com

1-902-620-~~9961~~ 9961

Comments on Proposed Rezoning

- Against
- additional traffic.
 - against removing green space.
 - against additional driveway on street.
 - against decreased property value.

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name

Mary Muise

Address

14 Patrie Ln

Signature

Mary Muise

(Optional) Contact Info (Phone or email)

902-628-6689

Comments on Proposed Rezoning

I do not think it is a good idea. Not happy about the extra traffic.

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

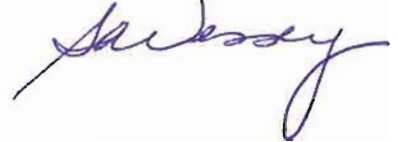
Name

Address

Signature

Sherri Vessey

10 PATRIE LANE



(Optional) Contact Info (Phone or email)

902-940-4414

sherri.a.vessey@gmail.com

Comments on Proposed Rezoning

I walk my dog up and down this lane every day, several times. I'm a retired woman, and I specifically bought a home here for this quiet little cul-de-sac, fully-developed! with the little park at the end.

PLEASE DO NOT ALLOW THIS
REZONING !!!

23/27

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name	Address	Signature
Gérard Chaisson	16 PATRIE LANE	Gérard Chaisson
Cheryl Chaisson	"	Cheryl Chaisson

(Optional) Contact Info (Phone or email)

Comments on Proposed Rezoning

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name

Tiffany MacWilliams

Address

6 patrie lane, Winsloe

Signature

Tiffany MacWilliams

(Optional) Contact Info (Phone or email)

Comments on Proposed Rezoning

**Patrie Lane Residents' Objections to Rezoning Application to be
Heard at City of Charlottetown Public Meeting of October 27, 2020**

**(Leave on verandah of #23 or #27 Patrie Lane if unable to submit
otherwise. Must be in to City Planning by noon, Wednesday, Oct 28th)**

Name	Address	Signature
Chris van Duwerkerk	75 Beach Grove Road, Charlottetown	Chris van Duwerkerk

(Optional) Contact Info (Phone or email)

902-314-0725

Comments on Proposed Rezoning

Communities must be consulted and considered
when making municipal decisions.

1. The first part of the paper discusses the importance of the study.

2. The second part of the paper discusses the methodology.

3. The third part of the paper discusses the results of the study.

**Patrie Lane Residents³ Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name	Address	Signature
Mitchell Crause	12 Patrie Lane	Mitchell Crause
Hannah Beatty	12 Patrie Lane	HL BH

(Optional) Contact Info (Phone or email)

mitchkwc@gmail.com

Comments on Proposed Rezoning

We are new residents of Patrie Lane and stand in opposition to the proposed rezoning. We just left an area where we battled for green space; we won't stand for the loss of green space here either.

**Patrie Lane Residents' Objections to Rezoning Application to be
Heard at City of Charlottetown Public Meeting of October 27, 2020**

**(Leave on verandah of #23 or #27 Patrie Lane if unable to submit
otherwise. Must be in to City Planning by noon, Wednesday, Oct 28th)**

Name

Bianna Rogerson

Address

25 Patrie lane
Windsor, PE
P.O. Box 7
C1E1Z3

Signature

Bianna Rogerson

(Optional) Contact Info (Phone or email)

brogerson@upci.ca

Comments on Proposed Rezoning

**Residents' Objections to Rezoning Application to be Heard at City of
Charlottetown Public Meeting of October 27, 2020**

**(Leave on verandah of #23 or #27 Patrie Lane if unable to submit
otherwise. Must be in to City Planning by noon, Wednesday, Oct 28th)**

Name

Joel Yorke

Address

25 Patrie Lane

Signature



(Optional) Contact Info (Phone or email)

902-954-1757

Comments on Proposed Rezoning

**Patrie Lane Residents' Objections to Rezoning Application to be Heard
at City of Charlottetown Public Meeting of October 27, 2020**

Name

Address

Signature

*Aldene & Bob Corrigan 19 Patrie Lane Aldene & Bob
Corrigan*

(Optional) Contact Info (Phone or email)

Comments on Proposed Rezoning

TITLE: RECONSIDERATION REQUEST FILE: PLAN-2020-2-Nov -C8 18 Trainor Street and a Portion of PID 388199 OWNER: Royalty Maples Property Inc.		
MEETING DATE: November 2, 2020		Page 1 of 8
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Reconsideration Request B. Original Lot Consolidation Report (June 1, 2020)	
SITE INFORMATION: Context: C-2 Highway Commercial Zoned land with cottage rentals Ward No: 8 – Highfield Existing Land Use: Royalty Maples Cottages Official Plan: Commercial Zoning: (C-2) Highway Commercial		
PREVIOUS APPLICATIONS: The request to consolidate a portion of PID 388199 with 18 Trainor Street PID 889873 in order to construct three 20-unit apartment buildings. There was a previous proposal for this property in 2019 which consisted of two one acre lots with a 35 unit apartment buildings on each lot for a total of seventy (70) units.		

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council to *not reconsider* their decision pertaining to a lot consolidation of a portion of PID #388199 and 18 Trainor Street PID #889873.

BACKGROUND:

Request

This is an application to consolidate a portion of PID # 388199 with 18 Trainor Street (PID # 889873) and subdivide into two lots. One lot to be 32,000 sq. ft. and the second lot 54,756 sq. ft. as shown on the attached site plan.

The purpose of the lot consolidation would be to construct a three 20-unit residential buildings for a total of 60 residential units.

Development Context

The property is zoned Highway Commercial Zone (C-2) and apartment buildings and town houses are permitted uses in the zone. The purpose of the consolidation request is to assemble the land to construct three mixed use buildings with a combination of town houses and apartment units in each building (20 units per building). There will be a total of 60 residential units between all three (3) buildings.

Property History

Charlottetown City Council passed the following resolution at the monthly meeting of Council held on June 8, 2020:

That the request to consolidate a portion of the property along Trainor Street (PID #388199) with 18 Trainor Street (PID #889873) be approved, subject to a final pinned survey plan and the signing of a Development Agreement.

for property located at 18 Trainor Street (PID #889873), in order to construct three (3) 20-unit apartment buildings, be approved.

On June 29, 2020, a Notice of Appeal with the Island Regulatory and Appeals Commission (IRAC) was filed appealing the decision of Council. In the letter to IRAC, the appellant, Mr. Barrett, indicated that they were seeking a reconsideration by Council pursuant to Section 3.15 of the Zoning & Development By-law and asked that the IRAC appeal be held in abeyance. A request for reconsideration was submitted to the City on June 29, 2020 for the lot consolidation. There was another submission made by Mr. Woolfrey for reconsideration of the application. Rather than dealing with two (2) separate reconsideration requests the City Solicitor advised that Mr. Woolfrey's submission be included as supplemental information.

LEGISLATIVE REQUIREMENTS:

There are two stages to a reconsideration request:

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

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

- (a) New material facts or evidence not available at the time of the initial order or decision have come to light;*
- (b) A material change of circumstances has occurred since the initial order or decision;*
or
- (c) There is a clear doubt as to the correctness of the order or decision in the first instance.*

2. If, after receiving a recommendation from the Planning Board, Council determines that the request passes the threshold test, the lot consolidation request will be heard pursuant to section 3.15.5 of the Bylaw. Alternately, if Council decides the threshold test is not satisfied under section 3.15.3, then the appeal to IRAC may proceed.

This application is currently at the “Threshold Test” stage.

Reconsideration

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

- 1) *There was new material facts/evidence not available at the time of the decision.*

The appellant did not produce any new facts or evidence related to the past or future traffic flow on Trainor Street and the neighbourhood, nor as to PID 388199’s access onto Trainor Street and nor as to traffic flow at the Malpeque Road and Lower Malpeque intersections. The appellant suggests that access on Trainor Street was previously denied by the City, which he says he was advised of by a previous property owner. There has been no submission of any direct evidence by the appellant to validate this contention; and, inquiries to the former owner made by the City were unable to corroborate this contention. And in any event, nor, would providing direct evidence of any such facts necessarily mean that any such credible evidence would satisfy the threshold test. The access via Trainor Street is ultimately subject to the provisions of the City’s Street Access Bylaw which govern access to a public street.

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

There is no evidence to suggest that any material change in circumstances has occurred since the initial decision made on June 8, 2020.

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

It should be noted at the outset that the above noted grounds prescribed by section 3.15.3 of the Bylaw for obtaining a full-fledged reconsideration under section 3.15.5 of the Bylaw, are intentionally narrow. It is not the intent that a citizen who is dissatisfied by a decision of the development officer or Council under the Bylaw can reasonably expect that any particular impugned decision will satisfy the threshold test and warrant a full-fledged reconsideration under section 3.15.5. Given the normal constraints of time, planning staff and Council availability to re-hear applications and coupled with the large volume of decisions being made almost every day, the bar for satisfying the prescribed threshold test under section 3.15.3 is set fairly high. This high bar was prescribed in the Bylaw knowing that a dissatisfied citizen also has a full-fledged *as of right* appeal to IRAC available under section 28.1 of the Planning Act.

In the submission for reconsideration the following list of arguments were made by the appellant:

- Council failed to act in accordance with good planning principles;
- Council erred in its interpretation of the official plan and applicable bylaw(s);
- Council erred by failing to rely on objective evidence and/or by relying on subjective considerations;
- Council failed to consider relevant or applicable factors by considering irrelevant or extraneous factors;
- Council, while not obligated to do so by law, has breached its duty of procedural fairness and has acted in an arbitrary manner;
- Given the impact on the adjacent neighbourhood by the proposed development and while not required to do so by law, Council and in particular the Mayor and the elected representative for the Ward in question choose to ignore the fact that informing citizens of an upcoming discussion would be of extreme interest and priority for the residents of Southview Estates.

In staff's opinion, this ground is primarily reserved for circumstances where there was a procedural defect or irregularity over the course of Council reaching its decision as opposed to a difference of opinion over the appropriate exercise of a discretion reserved to Council through the Zoning & Development By-law (i.e., a rezoning or lot consolidation decision).

It was also contended that the original staff report/recommendation that proceeded to both Planning Board and Council contained the following reference errors:

Reference Errors	Correct References
PID #1007657 and PID #145961 (Sherwood Road properties)	PID #388199 and PID #889873 (subject properties along Trainor Street)
Section 4.70.3 (Landscaped Open Space) and Section 10.3.4(a) (Subdivision and Consolidation of Lots) from the Zoning & Development By-law (2006)	Section 6.6.2 (Land Use Buffers) and Section 45.3.4a (Subdivision and Consolidation of Lots) from the Zoning & Development By-law (PH-ZD.2) Current applicable ZBL

The report's recommendation did in fact reference incorrect PIDs (associated with properties located on Sherwood Road); and, the analysis in the report did quote the identically worded sections from the previous version of the Zoning & Development By-law that was repealed in 2018. These errors are technical in nature and do not materially change the intended analysis by staff which Council based their decision on. Moreover, the resolution approved by council had the correct PID numbers (388199 and 889873) listed which properly identified the subject properties on Trainor Street. And, the text of the subject sections of the Bylaw referenced in the report were correct.

The grounds submitted by the appellant do not indicate that a procedural error occurred during the process of Council's decision:

1. *Council's decision has no merit based on sound planning principles as the general practice in zoning is to mitigate land use conflicts between high and low density uses.*

A transitional use is preferable between high and low density uses, especially in commercial zones and in this case, that may include townhouses or apartment dwellings.

2. *Council's decision does not comply with the principles and objectives of the City's Official Plan.*

In particular Section 3.1.2 of the Official Plan outlines the objective of promoting compact urban form and infill development, section 3.2 outlines the goal of the City to maintain the distinct character of the City of Charlottetown and 3.2.2 promotes well planned development that is harmonious with existing residential neighbourhoods.

Council's decision reflects these principles as the proposed structure is at a size and scale that would be compatible within in the neighbourhood and would not be out of character. Further a condition of establishing a tree buffer along the western property boundary to mitigate the proposed density.

3. *Council's decision did not demonstrate a bona fide exercise of discretion. There was no consideration, debate or discussion of the application by Council thus demonstrating an arbitrary decision of Council to allow a bylaw amendment contrary to the recommendation by the Planning and Heritage Department.*

Council followed staff's recommendation to approve the lot consolidation and followed the requirements outlined in the Zoning & Development By-law.

Further, as outlined through the Official Plan section of the original report, there are policies in place that could support Council's decision as being reasonable and fair. These policies arguably support Council's decision to allow for the lot consolidation to accommodate the proposed development in question. So, while the appellant may have some support for their position and doesn't agree that Council's decision was in compliance with all of the goals and objectives of the Official Plan, in staff's opinion, Council has credible support from the goals and objectives of the Official Plan to allow for a lot consolidation that will enable additional density and infill. It should be noted that it is perfectly normal that goals and objectives can be found in the official plan to both support and detract from a particular development proposal. As professional planners, our task is to find an appropriate balance in assessing/weighing the inherently sometimes competing goals and objectives stated in the official plan, good planning principles and the overall merits and demerits of each development proposal.

In terms of the submission that Councilors were not provided copies of the Traffic Study but rather relied on the statements of the Planner pertaining to the impact of this development on traffic, this is correct but it is not the City's practice to attach technical reports to the Department's reports. City staff are the professionals who can better review, analyse and condense the relevant information for Council. The report did discuss the key overall findings in context of the application, additionally the report and subsequent findings of the traffic study were supported by the Manager of Public Works. If Councilors desired to see the analysis and recommendations themselves, they could have obtained a copy of the report. The applicant's submission that the Traffic Study did not consider the current data with respect to traffic flow thereby questioning its

merits, any alleged demerits of the Traffic Study is the type of issue to be considered on an appeal to IRAC. Critique of the Traffic Study findings do not establish clear doubt as to the correctness of Council's decision. The appellant should have presented qualified evidence of an alternative credible 'expert' in this field. If such expert opinion evidence was provided with the reconsideration request, it might possibly warrant a reconsideration under the applicable threshold test – although IRAC is still the more appropriate place for that kind of challenge to be determined.

Another incorrect reference that was brought forward from the original staff report references that a landscaped buffer would be required as part of a development agreement. The applicant is correct that a development agreement would not be required to establish a landscape buffer for this development. Section 6.6 of the current Zoning & Development By-law (PH-ZD.2) states that such a buffer is now a standard requirement for any multi-unit residential, commercial or institutional building along lot lines that abuts an R1-L zone. This buffer would only be required to be established along shared property lines of the commercial zoned property and any low density zoned residential property, *this provision does not extend to the entire property as the appellant contends.*

In staff's opinion, there is therefore no "clear doubt as to the correctness" of Council's decision. The City's alleged failure to act in accordance with good planning principles and other alleged *substantive* errors or omissions listed by the appellant (i.e. the efficacy of an exercise of a discretion) are not *procedural defects or irregularities* that are the kind of things to be decided on a reconsideration. Rather, the appellant's issues with Council's decision are not matters best dealt with on a reconsideration under Section 3.15; rather, their issues are best suited to be dealt with on appeal to IRAC. IRAC has the authority to conduct a hearing *de novo* and a full review of the record of the City's processing of this lot consolidation. This is the most appropriate forum for the issues raised by the appellants under section 3.15.3 of the Bylaw.

This report and recommendation has been reviewed by the City's solicitor.

CONCLUSION:

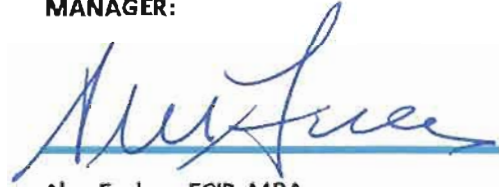
In light of the foregoing, the Planning & Heritage Department recommends that Council *not* reconsider their June 8, 2020 decision pertaining to the lot consolidation of a portion of PID #388199 with 18 Trainor Street (PID #889873).

PRESENTER:

A handwritten signature in blue ink, reading "Robert Zilke", written over a horizontal blue line.

Robert Zilke, MCIP
Planner II

MANAGER:

A handwritten signature in blue ink, reading "Alex Forbes", written over a horizontal blue line.

Alex Forbes, FCIP, MBA

Manager of Planning & Heritage

Attachment A - 1

To: Alex Forbes
City of Charlottetown
From: John Barrett
Resident of 25 Katie Drive, Charlottetown
Date: June 29, 2020
Re: Request for Council reconsideration – resubmission at 3:25pm June 29, 2020

Dear Alex,

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

That being the case I wish to formally request a decision made by the Charlottetown City Council on June 8, 2020 concerning the traffic flow component of their consolidation decision regarding PID #388199 and PID #889873.

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

I have informed Mr. Phillip Rafuse at IRAC that I am proceeding with a request for reconsideration from the City of Charlottetown and have requested that he hold the appeal submitted on this date in abeyance until we have received a decision from the City. I am awaiting written approval and confirmation from IRAC concerning that request as our appeal was only submitted today in order to satisfy the 21-day deadline. Mr. Rafuse and/or I will inform you of that approval as soon as it has been issued.

I hereby provide the following information for your consideration of my request:

The neighbourhood of Southview Estates in the former West Royalty area of Charlottetown includes the streets of Irwin Drive, Trainor Street, Katie Drive, Massey Drive, Gates Drive, Nellie Drive and Shelby Court. This is a well-established, single-family dwelling neighbourhood and has attracted its many long-time residents due to the quiet and peaceful nature of its surroundings, the manageable level of traffic and the pride taken in the 140+ well maintained residences. Recently, many newcomers to Charlottetown have taken up residence in the neighbourhood and as a result the neighbourhood feels somewhat rejuvenated by the increased presence of young children who can be seen walking and riding their bicycles through these safe and welcoming streets.

Although no official notification was ever provided to the residents of this neighbourhood (as apparently it is not required), members of Southview Estates have recently learned that the Charlottetown City Council, during a meeting held on June 8, 2020, passed a motion to consolidate a portion of the property along Trainor Street (PID #388199) with 18 Trainor Street (PID #889873) allowing for the development of three 20 unit apartment buildings whose residents would have sole vehicular access and egress on to Trainor Street.

Attachment A - 2

While there had apparently been a traffic study conducted in relation to the potential issues this development would cause the neighbourhood, the residents of Southview Estates have been denied access to the traffic study by the City's Solicitor. This apparently had something to do with who paid for the traffic study. Furthermore, to the best of my knowledge, no residents of Southview Estates were ever interviewed in connection with said study. It is also interesting to note that as recently as 2019, a similar development plan had been rejected by the City of Charlottetown as the development called for a total of 70 apartments (rather than the 60 currently proposed), and it was felt at the time that this would have serious consequences to the traffic flow within the Southview Estates neighbourhood.

During a Planning Board meeting held on June 1, 2020 a Ms. Laurel Palmer Thomson, Planner II, presented an application for consolidation. In that presentation she inaccurately informed those gathered that ***"Since the subdivision was constructed, the residents of Katie Drive and Trainor Street have benefitted from traffic generated only from the subdivision and the commercial cottage development in the past"***.

This is a misleading and inaccurate statement and unfortunately, these words were reiterated by whoever authored the analysis that was provided to Councillors in the 10-page document entitled **LOT CONSOLIDATION, FILE: Plan-2020-1-June, 18 Trainor Street OWNER: Royalty Maples Property Inc.**

While there currently exists a non-sanctioned road entering Trainor Street from the cottage development (constructed by the owner of that property without consultation or approval), the history of this property shows that the previous owner (John Hancock), had attempted to use this same area as access and egress to his property and was eventually denied and stopped from driving on to Trainor Street. As you can glean from that prior decision, the residents of Katie Drive and Trainor street ONLY benefitted from traffic generated by its neighbourhood and for Planning Board to consider that cottage development traffic was accepted, legal and the norm was a misrepresentation of the truth by the presenter. In addition to what the neighbourhood has supposedly 'benefitted' from, the neighbourhood is in fact disadvantaged by a considerable number of vehicles who use some of these streets (Irwin Drive in particular), as a short cut to or from Malpeque Road and lower Malpeque Road. The existence of this drive through traffic does need to be recognized in conjunction with this appeal and any future decisions to add additional traffic to this neighbourhood.

For those living in this subdivision, it is apparent to all that accessing the Malpeque Road (#2) or the Lower Malpeque Road can be extremely time consuming and at times dangerous - even at off-peak traffic times of day. Egress from the subdivision can involve long wait periods for those exiting Irwin Drive wishing to head north on Malpeque Road and because of this, it has necessitated residents to turn right (south) on Malpeque Road and circle in by Princess Auto and back out again to access the north bound lanes of Malpeque Road. Currently, when entering this neighbourhood off Malpeque Road (Rt 2), via Irwin Drive, substantial wait times exist for those sitting in the short, left turn/north-facing lane.

Similarly, the west access/egress point for this neighbourhood faces the Lower Malpeque Road and again, for residents wishing to turn left (south), exiting this neighbourhood at typical work day travel times, the delays are substantial as traffic can easily be backed up to this point from the light at the corner of North River Road and Capital Drive. Residents are dependent on the good nature of drivers heading south on the Lower Malpeque Road to allow them to exit the neighbourhood and join in the line of cars heading towards downtown Charlottetown.

There exists a curious aspect of the lot consolidation and approval involving lot PID #889873 and the current zoning of same. At the time that the home was constructed on that lot, an area of land originally

Attachment A - 3

forming part of the existing cottage development, it would seem odd that when the lot was sub-divided and the building permits were issued that a residential dwelling with driveway and access to Trainor Street would have maintained its C-2 Highway Commercial zoning status. The residents of Southview Estates are confused that a single-family dwelling (without highway access), can be both part of an R1 zoned neighbourhood but continue to benefit financially from having C2 Highway Commercial status. As our time frame and research abilities are somewhat limited, we would ask that in connection with our appeal that this oddity be looked in to as currently we are not clear how this makes sense.

I have provided the foregoing to shed some light on the current traffic problems that already exist for the residents of this neighbourhood. A problem that would be severely compounded if the three proposed apartment buildings and their potential for 120 additional vehicles are granted sole access and egress to Trainor Street.

In a nutshell, our grounds for appeal are based on the inevitable traffic chaos and safety hazards to residents and children that would exist by having this commercial Development's traffic flowed on to Trainor Street.

Let me be clear, we are NOT opposing the construction and development of a reasonable number of apartment units on the land in question but vehemently oppose the current plan of having this traffic funnelled through the streets of this residential neighbourhood. Whether it was required by law or not, we feel that when Council was to consider a proposal of this magnitude that would have such an overwhelming impact on a community, that the residents should have been informed in advance of such action so that we could have had time to lobby Council and provide cause as to the highly negative impact a decision of this nature would have on the residents of all streets contained within Southview Estates. Had it not been by sheer coincidence that certain neighbours became informed of this quietly executed decision, the neighbourhood would have been none the wiser until such time construction had begun.

I feel that council has failed in several areas regarding the ramifications of the June 8th decision. Specifically:

- *Council failed to act in accordance with sound planning principles;*
- *Council erred in its interpretation of the official plan and applicable bylaw(s);*
- *Council erred by failing to rely on objective evidence and/or by relying on subjective considerations;*
- *Council failed to consider relevant or applicable factors by considering irrelevant or extraneous factors;*
- *Council, while not obligated to do so by law, has breached its duty of procedural fairness and has acted in an arbitrary manner;*
- *Given the impact on the adjacent neighbourhood by the proposed development and while not required to do so by law, Council and in particular the Mayor and the elected representative for the Ward in question choose to ignore the fact that informing citizens of an upcoming discussion would be of extreme interest and priority for the residents of Southview Estates.*

Speaking for myself and on behalf of the many concerned residents of Southview Estates to whom I've spoken, I ask that the June 8th decision of the City of Charlottetown City Council concerning the traffic flow component of their consolidation decision regarding PID #388199 and PID #889873 be set aside and, that the City of Charlottetown and/or developer seek an alternate solution (meaning other than the streets of

Attachment A - 4

Southview Estates), to the access and egress issues pertaining to the proposed apartment building development.

Respectfully submitted,

John I. Barrett
25 Katie Drive
Charlottetown, PE
C1E 1X8
john@veseys.com
902-626-5095

Dear Mr. Forbes & Mr. Hooley,

I write further to my request for consideration submitted to you on June 29, 2020.

I have previously been in communication with David Hooley on behalf of the City since that date seeking clarity on a number of facts and issues.

While I have not been able to obtain all of the required information to date and have subsequently filled three FOIPP's earlier today, I do wish to provide some clarification on the grounds that I had previously submitted.

I appreciate you both taking the time to thoroughly evaluate this material as it contains factual information that Councillors did not have when they were asked to vote on June 8th. I also believe that if they had been made aware of these facts before the vote, the outcome would have been much different. That is why I ask for reconsideration of this matter as provided for in Section 3.15 of the City's Zoning and Development Bylaws.

Lot #'s 388199 and 889873 are "*non-conforming*" lots and as such ought not to have been eligible for a new consolidation request.

The single detached dwelling located at 18 Trainor (PID # 889873) is not a "permitted use" of land located in a "Highway Commercial Zone C2" as provided for in Section 25 of the Zoning and Development Bylaw. That section lists only three permitted uses:

1. Those permitted in a R-4A Zone;
2. Those permitted in an Institutional Zone;
3. "Commercial Uses" in a MUC or ERMUC Zone.

R-4A Zones (Section 18) specifically excludes single-detached dwellings.

Institutional Zones (Section 21) do not allow single detached dwellings.

Attachment A - 5

MUC and ERMUC Zones do allow single detached dwellings; however, Section 25 governing Highway Commercial C-2 Zones specifies only "Commercial Uses" listed in MUC and ERMUC Zones as permitted uses. "Commercial Uses" is Defined in Appendix "A" of the bylaw and excludes single detached dwellings.

The house at 18 Trainor is also non-conforming because:

It does not have the front windows and doors facing the street and is not aligned with the street as required under Section 4.9.2 of the zoning and development bylaws; and

The driveway from the house exits directly into the intersection of Katie Drive and Trainor Street - not a minimum of 50 feet as required by Section 6 of the zoning and development bylaws.

Being a "non-conforming" use of this lot in a Highway Commercial C-2 Zone on so many levels it ought to have been disqualified from consolidation, period. The lot, and use of same, is an anomaly and ought to have been appropriately re-zoned R-1L instead of consolidated with another "non-conforming" lot in a Highway Commercial C-2 Zone.

The second lot involved in this consolidation is PID # 388199. This lot is also zoned Highway Commercial C-2 and is non-conforming because:

A driveway onto Trainor Street referenced at the planning board meeting does not exist. Previous and current owners of a third C-2 lot have erected a makeshift access onto Trainor Street. That access has previously been deemed illegal and was removed. Former councillor for this neighborhood, Ken Gillis, dealt with the issue at the time. Mr. Gillis documented the reasons for the removal at the time, and he recently related those details to Mayor and Council in a written email.

The makeshift access was never approved. It does not comply with Section 5.1 of the city's Street Access Bylaw, or with Section 6.3.4 of our Zoning and Development Bylaw.

The makeshift access passes from one C-2 Lot through another C-2 Lot without a registered Right-of-way. It is therefore prohibited by Section 6.3.8 of the zoning and development bylaw.

The relevance of this information is the same as that noted above for 18 Trainor. Council was asked to consolidate two non-conforming lots without the benefit of critical information that, if presented to council at the time, might well have resulted in a different vote outcome.

Section 3.15 of our Zoning and Development Bylaws deals with the Reconsideration of Permits and Approvals by Council. Section 3.15.3 states that:

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

Attachment A - 6

- a. New material facts or evidence not available at the time of the initial order or decision have come to light;
- b. A material change of circumstances has occurred since the initial order or decision, or
- c. There is clear doubt as to the correctness of the order or decision in the first instance.”

We respectfully submit that the information outlined above constitutes “*new material facts or evidence*” as envisioned by lawmakers in 3.15.a as noted above, and therefore meets the threshold for Reconsideration by Council contemplated under Section 3.15.

Further considerations vis-à-vis reaching the City’s threshold for reconsideration:

Zoning and Development Bylaws are integral to sound planning within all parts of our city. Each Zone was allocated consistent with the activities existing or contemplated in each of those areas.

Residents and businesses make life changing decisions about where to live and where to invest based on the uses assigned to each of our Zones. They are not moment-in-time Zone assignments. They protect residents’ investments and help ensure their health and safety throughout the city. They are supported by detailed and rigid laws - not constantly changing guidelines responding to the flavor of the day.

Residential zones are at the highest end of the spectrum in terms of stringent protections afforded by our zoning bylaws. Highway Commercial C-2 zones are at the opposite end of the spectrum. As the name implies, Highway Commercial Zones by definition imply “commercial use” activities, but do permit certain other uses. Single detached dwellings is not one of those permitted uses and therefore not allowed in C-2 zones.

It is critical to note that here are NO C-2 Zones in our city with egress to a R-1 residential neighborhood. All C-2 zones were assigned where access to a highway was present or possible, and for good reason. Land use permitted in C-2 zones includes trucking companies and distribution warehouses, shopping centres and the like.

These uses are not compatible with residential neighborhoods for resident health and safety reasons, and also optical considerations. It is also why Land Use Buffers are required to separate the two types of land use. The City of Charlottetown Zoning and Development Bylaws recognizes this in Sections 6.6.1 and 6.6.2 by requiring all new development to show a 13ft. Land Use Buffer on all site plans and constructed along any lot line of a commercial or institutional building where the said lot line abuts a R-1L neighborhood.

Land Use Buffers are defined in Appendix “A” of the Zoning and Development Bylaws as:

“a portion of any lot or parcel of land that is set aside to serve as a visual and spatial separation through use of a landscaped berm, trees, or a man-made feature such as a wall, fence, or walkway between a specified land use that is carried out on the lot and a different land use carried out on the adjacent lot”. In other words between a R-1L zone and a C-2 Zone.

Attachment A - 7

Question: How does a driveway or private road, effectively annexing a C-2 zone to a R-1L neighborhood, qualify as part of a Land Use Buffer along all lot lines between the two zones?

Instead of a berm or fence separating the two zones such egress actually forces traffic to flow between the two zones. Clearly this is outside the spirit and intent and indeed the letter of the Zoning and Development bylaws. It joins two zones at opposite ends of the zoning spectrum: R-1L being the most restrictive of all zones with C-2 being among the least restrictive in terms of permitted uses.

We submit that such annexation of the two zones effectively creates a "Mixed Use Corridor", a "MUC Zone", where one does not exist. Furthermore, if it was zoned as such, then single detached homes would not be permitted. Since there is no plan to purchase or move our homes then such access is, and must continue to be, prohibited.

Owners of C-2 lots have "as-of-right" authority to conduct any type of commercial activities provided for in Section 25. It is therefore vital that Land Use Buffers are provided for now and in the future in order to ensure that a separation of the two types of land uses between C-2 and R-1L Zones.

We do not oppose construction of permitted uses in the nearby C-2 zone. However, creating an egress through a required Land Use Buffer designed for the health and safety of residents raising families in our R-1L neighborhood is unconscionable!

Access to the three lots contained in the C-2 Zone in this case was historically onto the Malpeque Road where two exits currently exist. This section of highway is controlled by the City of Charlottetown as enunciated in Section 11.4 Table 1, and Schedule D at page 32 of the city's Traffic Bylaw. We have also confirmed this to be the case with an official with the Provincial Department of Transportation. So there are options available for the C-2 zone.

I would appreciate confirmation by return email that you have received this communication and, that the content will be considered when reviewing my June 29th Request for Reconsideration.

Respectfully,

John Barrett
25 Katie Drive
Southview Estates, Charlottetown

To: David Hooley
From: John Barrett, 25 Katie Drive, Charlottetown
Date: October 7, 2020
Re: Request for Reconsideration

Dear David,

Attachment A - 8

Further to your email of October 2, 2020, I confirm my agreement with the scheduled dates of November 2nd and November 9th for our Reconsideration Request to be reviewed by Planning Board and City Council respectively.

While you did not indicate November 2nd as the Planning Board meeting date, I have taken this from the City's website, and should that date change, I assume I will be informed by your office in advance.

In your notification you indicated that I had until October 13, 2020 to add any further comments to my original Request for Reconsideration now that I have been provided a copy of the traffic study commissioned by the potential developer. Please consider this document as my additional and final submission to the June 29th Request for Reconsideration.

To begin, I understand that Councillors were not actually provided copies of the traffic study in question but rather relied on the statements of a City employee concerning any impact this development might have on Trainor Street and the Southview Estates neighbourhood. We as a community believe that this is unfortunate as we feel many Councillors may have been able to determine the same findings that we have observed if they'd been given the opportunity to review the document.

The following aspects are troubling to us when considering that such a major decision as allowing the flow of traffic from 60 apartment units was made without due consideration:

- There were no traffic counts conducted at either the Irwin Dr/ Malpeque Rd. or Gates Dr./Lower Malpeque Rd. intersections in 2020.
- The traffic counts/maneuvers relied on for the Synchro Software analysis were based on assumptions, extrapolated from traffic counts at the Peter Pan/ Queens Arms/Princess Auto intersections.
- The counts at the Peter Pan and Queens Arms intersections were conducted in March 2019 and the count at the Princess Auto intersection was in March 2017.
- The report does not make any comments with respect to pedestrian safety, crosswalks, school bus stops, super mailboxes, elderly walkers from Andrew's Lodge, the lack of sidewalks, etc. It focuses solely on the functionality of the intersections with respect to traffic flow.

I question the merit of a traffic study which has no current data respecting traffic flow at the affected intersections. As well, given the significant seasonal differences in traffic, I would find it difficult to defend the conclusions of this study without incorporating seasonal differences.

As has been shared in previous documents, the traffic issue is now somewhat secondary to our findings concerning buffer zones and other aspects of bylaws whereby the consolidation decision clearly contravened the City's own rules and regulations. Having only just received the traffic study and, having been provided the opportunity to comment on same, I have nevertheless provided these observations for the benefit of those reviewing our Request for Reconsideration.

Respectfully,

John I. Barrett

Lot Consolidation/Subdivision Approval by Charlottetown City Council

Date: 8 June 2020

Location: Commercial C-2 Lot located between Malpeque Road and Trainor Street

Owner: Royalty Maples Cottages

Background:

This matter appeared on the agenda of Planning Board on 1 June 2020 and an information package was presented to board members by Laurel Palmer Thompson of the city's Planning and Heritage Department. Planning Board voted against the Recommendation by 7-3 margin.

On 8 June 2020 the same package was presented to City Council who rejected the Planning Board recommendation to disallow the consolidation, Council voted 7-3 in favor of approving the Lot Consolidation Request.

Analysis:

The following is an analysis of the information presented by Ms. Palmer Thompson in that information package:

The "Recommendation" and the "Background" refer to two different parcels of land.

_____ **Observation:** The "Recommendation" is for approval to consolidate PID 1007657 and a portion of PID #145961. The "Background" information states it is a request to consolidate a portion of PID # 388199 with PID # 889873.

It is unclear what became of the portion of #145961 that was **not** included in this consolidation recommendation. Furthermore, severing a portion of land off PID #145961 ought to result in the creation of yet two new PID numbers with different coordinates (one for the severed portion, and one for the remaining portion). At best, there are errors in the description of the two lots put forward to council for this approval of consolidation.

Errors notwithstanding, there is no mention and no description of the PID #s alluded to in the "Recommendation" heading under the "Background" or "analysis" headings. It merely mentions that the purpose of the consolidation of the existing lots is to subdivide them into two new lots.

Even more importantly, the entire document put forward to Council does not disclose that the street access provided for in the original lot consolidation (PID #'s 388199 and 889873) was being eliminated in the creation of one new lot. Neither does it disclose that the two newly created lots arising from this single lot consolidation have no legal street access due to the severing of that access from the remaining portion of PID #388199 in the initial single lot consolidation.

In her Analysis section Ms. Thompson reasoned that creating an access for the two new lots involved in this consolidation/subdivision/development from a Commercial Zone into a low density residential zone would be safer for users of the Commercial Zone than using the

existing access onto Malpeque Road.

Observation: Ms Thompson failed to disclose, or was unaware of, the requirement for construction of a **Land Use Buffer** around the Commercial Zone lot lines where the said lot abuts our R-1L zone. The bylaw clearly states at Section 6.6.2 that:

Unless otherwise provided for in this by-law, a 4.0m (13ft) Land Use Buffer shall be shown on the site plan and constructed along any Lot Line of a Multi-Unit Residential, Commercial, or Institutional Building where the said Lot Line abuts a R-1L, R-1S, R-1N, R-2, or R-2S Zone;

This oversight is fatal to the entire consolidation/subdivision/development proposal as the **Land Use Buffer** requirement in the current bylaw prohibits the proposed access from the Commercial Zone into the R-1L zone. Therefore, the lots involved in the 8 June 2020 consolidation request were ineligible for consolidation or subdivision. **Section 45.3 of our Zoning Bylaw regulates Subdivision and Consolidation of Lots and 45.3.1 states:**

"No person shall subdivide a Lot, tract, or parcel of land or consolidate two (2) or more Lots, tracts or parcels of land except as provided herein and in conformity with this by-law and the Province Wide Minimum Development Standards as per the Planning Act and where there is lack of clarity the Province shall be consulted." (Emphasis added)

Note: Thompson quoted Section 10.3.4 (a) as the approval authority, but again must have been using repealed legislation as Section 10 has nothing to do with approvals - it actually defines permitted uses in a R-1S Zone!

The decision by Council to approve consolidation of two new lots whose only street access is the proposed illegal one through the required barrier creates "a clear doubt as to the correctness of the order or decision in the first instance". Section 3.15.3.c of our Zoning Bylaw which articulates grounds for Reconsideration has reference.

Ms Thompson quoted reference to Section 4.70.3 of the Zoning Bylaw - there is no such reference or section in our 2018 Zoning Bylaw. The old **2006** Zoning Bylaw apparently did refer to "Landscaped Open Spaces" as Thompson did in her submission - not **Land Use Buffers** that are required under the current Bylaw. Note: The 2006 Bylaw was repealed when our current Zoning Bylaw became effective on 1 October 2018.

Land Use Buffer requirements in our "current" zoning Bylaw refer to Walls, Fences, and natural areas containing a watercourse or trees: a feature present in nature, or a man made structure purposely constructed as a **spacial and visual separation** between the two incompatible zones. The proposed **Landscaped Area** referenced by Thompson, complete with a private road, does not meet this requirement: in fact, it creates the opposite effect of physically **annexing** the two incompatible zones.

No, a **Landscaped Area** referred to in Ms Thompsons presentation is not a **Land Use Buffer** - it is separately defined in Appendix "A" of the current bylaw as a **visual amenity** such as flowers, shrubs, and trees. It also contains a specific provision (Section 6.5.3) for construction of a driveway. This is in stark contrast to Section 6.6 dealing with the requirement for a **Land Use Buffer** which contains no such provision for any access whatsoever. In fact, A Major Variance requiring Rezoning or a Site Specific Exemption would be required to allow access through the legislated **Land Use Buffer**.

This mandatory **Land Use Buffer** feature separating two distinct types of land use is consistent with the City of Charlottetown Official Plan wherein it defines a role of the City as one that "articulates policies which preserve existing residential low density neighborhoods"- see page 8 of The Official Plan.

A **Land Use Buffer** protecting a R-1L neighborhood from encroachment by activities in an adjacent Commercial Zone was clearly adopted in the new 2018 Zoning Bylaw as an instrument in support of that vision in the Official Plan for the City of Charlottetown. The 2018 Bylaw was in effect and regulated all aspects of Zoning and Development in Charlottetown when this proposal was presented to Council on 8 June 2020.

Anyone who builds a private road or driveway through a Land Use Buffer commits an offence - chargeable under Section 17 and punishable under Section 18 of the Bylaw. The City ought not to approve any activity that contravenes its own Bylaw, and cannot legally do so in this Lot Consolidation as enunciated in Section 45.3.1. quoted above.

The proposal put to council subjectively minimized the consequence of contravening the **Land Use Buffer** requirement by noting that Multi Unit Apartment Buildings are not as bad as some other commercial uses allowed in this zone. However, Section 6.6 specifically states that Muli Unit Residential Buildings still requires the **Land Use Buffer**. That means along the west and south lot lines. A R1 lot/home is located on that south lot line and is located in our R-1L Zone. The required **Land Use Buffer** provides current and future protection for the R-1L low density neighborhood regardless of what activity eventually takes place in that Commercial Highway Zone. This is a key vision cited in the City of Charlottetown Official Plan.

Conclusion:

The 8 June 2020 Lot Consolidation approved by Council was based on outdated references to repealed legislation. This led to a misleading premise or assumption regarding the legality of the proposed street access advocating that a **Landscaped Area** complete with private road be used instead of the required **Land Use Buffer**.

The remainder of Ms. Thompsons analysis now appears moot: ignoring the aforementioned requirements contravenes the Zoning and Development Bylaw - period, full stop, Her further

expression of subjective information in the analysis is advocating that council approve a consolidation/subdivision that is not permitted by law. Again, see Section 45.3.1 quoted above.

Unfortunately, Council did approve the request for consolidation as recommended by city staff who based their recommendation on outdated bylaws and/or misinterpretation of current bylaws. If not corrected immediately the consequences of this decision will have an immediate and negative impact on this R-1L low density residential neighborhood. It can also have even more negative impact going forward because of the types of uses permitted anywhere in the Commercial Highway Zone. This is a bad precedent for all residential zones in Charlottetown faced with similar circumstances.

The Official Plan created a vision to prevent this. The new Zoning and Development Bylaw born of the Official Plan also included the requirement for a **Land Use Buffers** in order to prevent this. A Bylaw enforcement officer can prevent this as soon as the developer attempts to build a road through the legislated Land Use Buffer - because that is the law.

Section 1.5.2 of the Official Plan states that: "The Zoning and Development Bylaw shall be the principal instrument for implementing the vision and objectives of the CHARLOTTETOWN PLAN. The Bylaw outlines zones, permitted uses, general provisions, development standards, subdivision practices, and maps that reflect the policies of the CHARLOTTETOWN PLAN, as afforded by the Provincial Planning Act."

One of those provisions is contained in Section 3.15.5 of the Bylaw which reads as follows:

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

The facts presented here are new material facts and evidence. They create a clear doubt (actually **no** doubt) as to the correctness of the order or decision in the first instance and therefore meet the criteria for Reconsideration by Council as provided for in Section 3.15.3.

The residents of the negatively affected low density neighborhood of Southview Estates await that hearing. **We find ourselves in the incredible position of having to advocate for protections that are clearly provided for in law: the Land Use Buffer, and the right to be heard.** We also ask for your support in **correcting** the 8 June 2020 decision of Council through that process of Reconsideration by Council.

Respectfully submitted,

Jerry Woolfrey
902-629-9385
35 Irwin Drive Charlottetown

TITLE: LOT CONSOLIDATION FILE: PLAN-2020-1-June 18 Trainor Street OWNER: Royalty Maples Property Inc.		
MEETING DATE: June , 2020		Page 1 of 10
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. GIS Map, site plan, concept drawings	
SITE INFORMATION: Context: C-2 Highway Commercial Zoned land with cottage rentals Ward No: 8 – Highfield Existing Land Use: Royalty Maples Cottages Official Plan: Commercial Zoning: (C-2) Highway Commercial		

RECOMMENDATION:

The Planning & Heritage Department encourages Planning Board to recommend to Council that the consolidation of PID# 1007657 and a portion of PID #145961 be approved subject to a final pinned survey plan.

BACKGROUND:***Request***

This is an application in accordance with Section (Section 45.3.4 a) of the Zoning and Development Bylaw to consolidate a portion of PID # 388199 with PID # 889873 and subdivide into two lots. One lot to be 32,000 sq. ft. and the second lot 54,756 sq. ft. as shown on the attached site plan.

Development Context

The property is zoned Highway Commercial Zone (C-2) and apartment buildings and town houses are permitted uses in the zone. The purpose of the consolidation request is to assemble the land

to construct three mixed use buildings with a combination of town houses and apartment units in each building (20 units per building). There will be a total of 60 units between all three buildings. There was a previous proposal for this property in 2019 which consisted of two one acre lots with a 35 unit apartment buildings on each lot for a total of seventy (70) units.

The land currently contains a single detached dwelling on Parcel 889873 and Royalty Maple Cottages on PID # 388199. PID # 889873 has frontage on both Trainor Street and Katie Drive and PID #388199 has frontage on both Trainor Street and Malpeque Road. Trainor St. and Katie Drive is a low density residential neighbourhood and properties on these streets are zoned Single Detached Residential Zone (R-1L). The C-2 Zone allows for a variety of commercial uses which may not be compatible with a low density residential neighbourhood such as Katie Drive and Trainor Street. From a land use perspective multi-unit residential is not generally located immediately adjacent to low density residential buildings. However, given that the land is zoned Highway Commercial multi-unit residential generates less traffic, is more compatible with low density residential uses and would present less land use conflicts than some uses that are permitted in the C-2 Zone. Apartment and townhouse buildings would provide a stepped zoning approach and a buffer between low density units and more intensive commercial uses that are permitted in the Highway Commercial Zone that have the potential to be constructed on the balance of the property in the future.

ANALYSIS:

When the application to develop this property was submitted in 2019 staff had concerns that traffic generated by the proposed development may have an impact on the local road network within the neighbourhood. Katie Drive and Trainor Street are both local streets and have benefited from traffic generated only by a low density residential subdivision and traffic from the cottage development. The previous proposal was for 70 units and there were concerns that construction of an additional 70 units would generally increase traffic on the street causing apprehension with the residents. The property has frontage onto Malpeque Road and staff suggested that access for the apartment buildings should be onto to Malpeque Road by the dedication of a right-of-way in favor of the apartment buildings. The applicants were not able to obtain access onto Malpeque Road. With Malpeque Road being an arterial road, access for a residential development would not be as safe as access onto a local street. Therefore, they redesigned their proposal and resubmitted the current application consisting of a total of 60 units in a mixed use residential development consisting of buildings with a combination of town house units and apartments. The city then required them to commission a traffic study to determine

the level of traffic that may be generated from the three buildings and its effects on the local road network and accesses into the subdivision.

The traffic study determined that the adjacent street network has adequate capacity to accommodate the proposed development. The traffic study was reviewed by the City's Public Works Department and they concurred with the traffic consultant's opinion.

Section 4.70.3 Landscaped Open Space of the Zoning and Development Bylaw requires that a 13 ft. buffer be provided along property boundaries between a commercial or multi-unit apartment building and a low density residential zone. The Development Officer can require that a development agreement be entered into to secure such a requirement. Therefore, a buffer would be required along the west property boundary of the proposed development backing onto the R1-L zoned lots. In this scenario the 13 ft. buffer and multi-unit residential would provide a good transition between the low density residential neighbourhood and the C-2 Highway Commercial Zone uses. There are other commercial/institutional uses that currently back onto R1-L zoned lots on Trainor Street such as Andrew's Lodge, a large nursing home. Although, the access for this building is onto Malpeque Road the bulk and scale of this building is much larger than the proposed town house/apartment buildings.

Various policies in the Official Plan support a range of housing options for residents of Charlottetown.

A range of housing within a neighbourhood is positive from the perspective of providing choice to residents with different housing needs. This would allow variety in housing options for people who want to locate or remain within the neighbourhood as they age. The Official Plan States, *"If Charlottetown is going to continue to grow as a healthy community, affordable housing for all segments of society must generally be available throughout the City."*

"in the recent past there has been a chronic shortage of most types of senior's housing. As the population base continues to age, this problem will become more acute unless civic decision makers address it in a forthright manner."

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

- *apply the policies of new housing within the fully serviced areas of the City and within neighbourhoods;*

- encourage the provision of adequate housing for those residents with special needs; and
- address the specific need to provide more affordable housing for seniors in neighbourhoods in which they prefer to live.

The Zoning and Development Bylaw requires that lot/land consolidations in zones other than the R-1 and R-2 Zones be approved by Council. Section 10.3.4(a) states, *"Final approval of a Subdivision or Lot consolidation Shall be subject to the following requirements:*

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

This property is located in the Highway Commercial Zone. Therefore a lot consolidation requires Council's approval. Staff is advancing this application to the Board based on the requirements of Section 10.3.4 (a) of the Zoning and Development Bylaw.

Positives	Shortcomings
Multi-unit residential can provide a buffer between the low density residential neighbourhood and more intensive commercial uses in the Highway Commercial Zone.	There may be apprehension from property owners in the low density residential neighbourhood toward additional traffic from the development on the local streets in regard to access onto Trainor Street.
A Development Agreement can be required that requires the developer to construct the project as proposed.	
A treed buffer can be required along the boundaries of Katie Drive and Trainor Street.	
Multi-unit housing provides an additional housing choice for people in the neighbourhood.	

CONCLUSION:

Staff encourages Planning Board to recommend for approval of this lot/land consolidation subject to a development agreement outlining the conditions of development as proposed and that a treed buffer is provided along the west property boundary (with the exception of the access point) adjoining Katie Drive and Trainor Street and subject to a final, pinned survey plan.

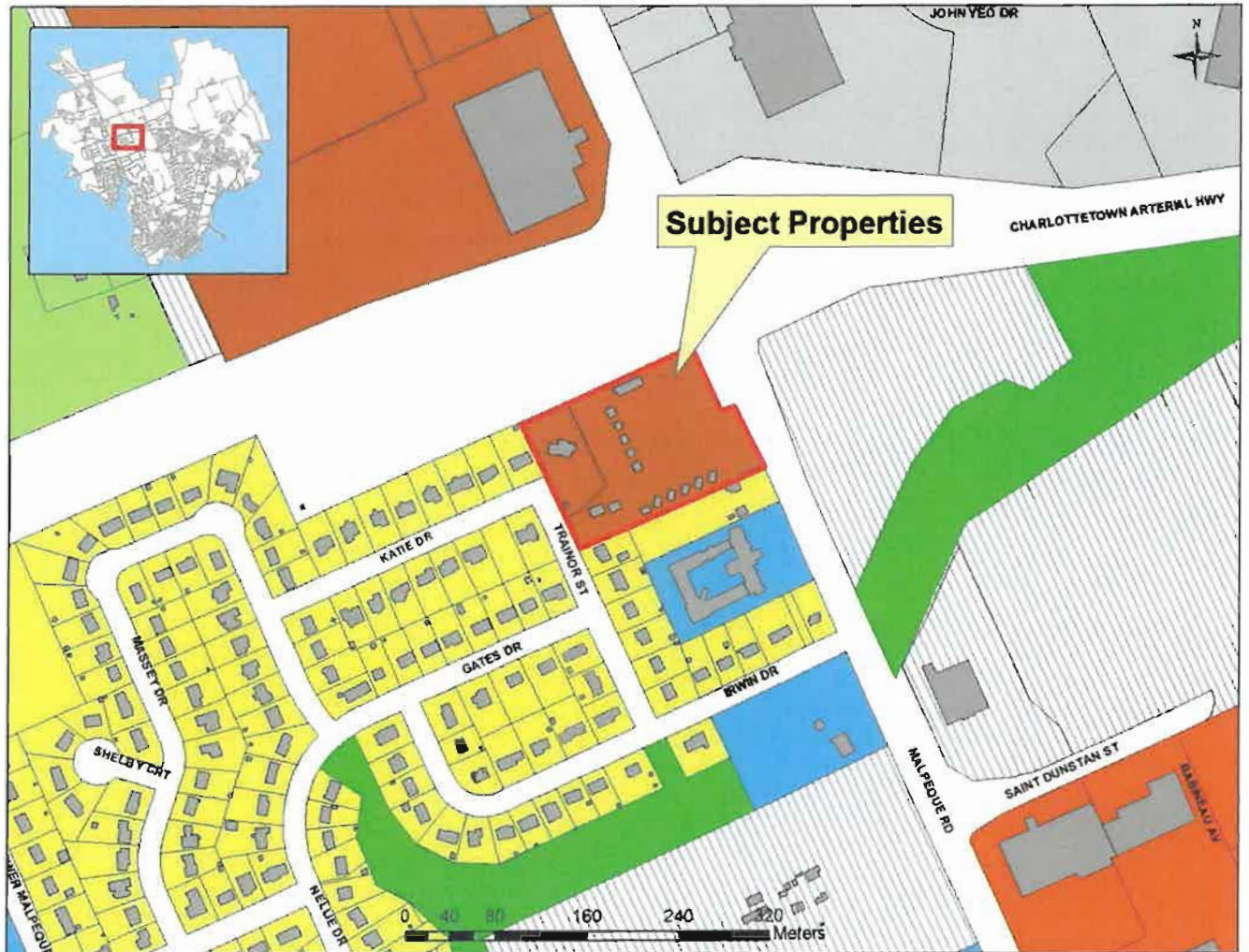
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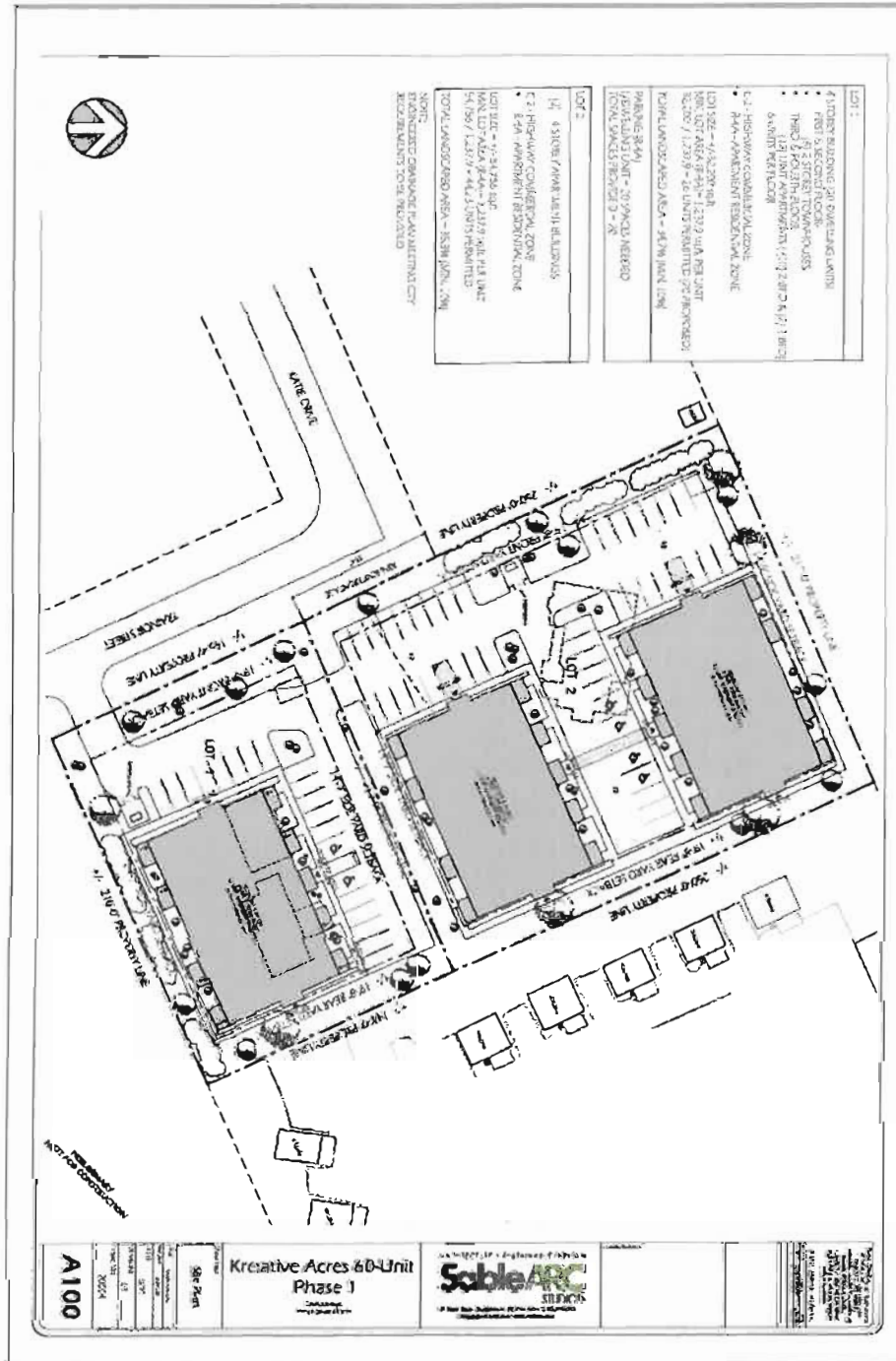
Laurel Palmer Thompson, MCIP
Planner II

MANAGER:

Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

GIS Map:



Site Plan:

TITLE: LOT CONSOLIDATION – 18 Trainor Street	Page 8 of 10

Concept Drawings:

TITLE: LOT CONSOLIDATION – 18 Trainor Street

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SableARC
STUDIOS

Kreative Acres 60-Unit Phase I

2020.02.20



SableARC
STUDIOS

Kreative Acres 60-Unit Phase I

2020.02.20

TITLE: LOT CONSOLIDATION – 18 Trainor Street

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10



SableARC
STUDIOS

Kreative Acres 60-Unit Phase 1
2020.02.20

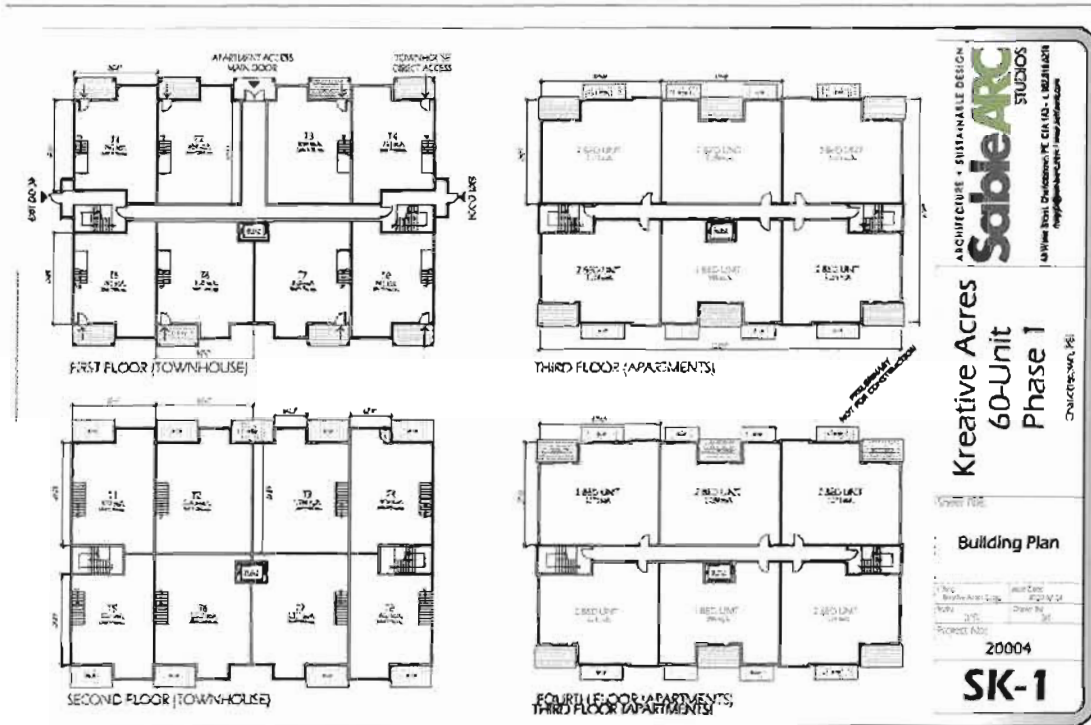


SableARC
STUDIOS

Kreative Acres 60-Unit Phase 1
2020.02.20



Kreative Acres 60-Unit Phase I
Rear Elevation
2020.02.20



TITLE: Special Planning Board Meeting FILE: PLAN-2020-23-October- 6A1 Traffic Study Maypoint Road / Capital Drive OWNER: Cordova Realty		
MEETING DATE: October 23rd, 2020		Page 1 of 4
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Appendix A from Crandall report dated November 5, 2019 B. 2019 November Crandall traffic report C. August 23, 2019 Planning Report	
SITE INFORMATION: Context: Proposed Tim Horton's Drive Thru queuing and stacking plan Ward No: 7 Existing Land Use: Hotel, proposed drive thru restaurant, convenience store, quick service restaurant and gas bar (8 pumps), and separate car wash. Official Plan: Commercial Zoning: C 2 Highway Commercial		
PREVIOUS APPLICATIONS: 2016 Rezoning Application / 2019 Traffic Review		

RECOMMENDATION:

The Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic studies prepared by Crandall Engineering dated November 5th, 2019 for the development on the corner of Maypoint Road and Capital Drive (PID 387365) to permit a drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the Crandall traffic study and shown as Appendix "A" as well cross hatching provisions across the entrance to this property on Maypoint Road and the signing of a Development Agreement.

BACKGROUND:

Request

In November 2016 a traffic study was prepared for D. P. Murphy to comment on a proposed 125 room hotel, a gas station with food outlet/convenience store/car wash with a total of 12 fueling stations and a high turnover restaurant. The consultant (Don Good) from EXP Services Fredericton, New Brunswick reviewed the proposed land uses for both properties and outlined where three access points to service the hotel and adjacent commercial development should be located. The consultant identified two access points to Maypoint Road (with full access) and one access point to Capital Drive which was restricted (to right in / right out only).

Since that time the hotel has been constructed with 124 hotel rooms and development of the adjacent piece of property on the corner of Maypoint Road and Capital Drive for commercial purposes. The original concept for the adjacent parcel now includes a gas bar /convenience store with 8 fueling stations, car wash and a quick service restaurant (without Drive thru) and a Tim Horton's restaurant with a double lane drive thru. Since the original traffic study for the subject property was prepared in 2016 the new roundabout has been constructed and it was determined that the previous traffic study needed to be reviewed to ensure that any and all impacts were identified before proceeding to approve a drive thru at this location. The section below is from the Zoning By-law which indicates that before approving a drive thru that Police and Public Works need to provide input as well as a traffic study where deemed necessary. It was determined that a traffic study was necessary in this case because of the implications for queuing on Maypoint Road and the proximity to the new arterial roundabout.

QUEUING SPACE

Queuing spaces shall be provided in accordance with the following requirements:

Car Wash:

- five (5) in-bound queuing spaces Shall be provided the first bay and three (3) spaces for each additional bays; and
- out-bound queuing space Shall be provided on the exit side of each service position and this space Shall be located so as not to interfere with service to the next vehicle.

Drive-thru Eating and Drinking Establishment:

- Council shall determine stacking requirements after receiving input from the Police and Public Works Departments and/or from a traffic consultant.**

Automobile Service Station:

- four (4) in-bound spaces Shall be provided; and
- three (3) out-bound spaces Shall be provided.

All queuing spaces shall be a minimum of 6.5 m (21.3 ft) long and 3.0 m (9.8 ft) wide, and queuing lanes shall provide sufficient space for turning and maneuvering and shall not occupy any portion of a Designated fire lane.

As the Board will recall this application was reviewed in August of 2019 (see attached planning report) and not supported for approval because of concerns with analysis of the EXP traffic report that recommended a drive thru could be accommodated on this site without impacting adjacent traffic. Council concurred with this opinion and a subsequent peer reviewed traffic report was prepared by Crandall Engineering from St. John New Brunswick. The Crandall Report dated

November 5, 2019 indicated that the drive thru could be accommodated with a significant design modification to the adjacent street network to accommodate a right turning lane from Maypoint Road to Capital Drive. See Appendix A showing outlining the site plan.

LEGISLATIVE REQUIREMENTS:

Notification

Notification is not required on this application. The provision in the Zoning By-law was put in place to ensure that the technical merits associated with the queuing spaces for a drive thru were properly addressed. Upon the recommendation of Council with input from Public Works and Police and in this case a traffic study, approval can be provided.

ANALYSIS:

The Crandall Report agreed with the EXP Report and suggested that the right turn lane be provided at this time at the developers expense to ensure that the proposed traffic from the development will not impede adjacent traffic flow in and around the roundabout. The Crandall Report states that:

"The exp report stated that if queue lengths grew beyond the 2024 planning horizon and created long term operational concerns that a second northbound entry lane could be added at the roundabout to accommodate right turns. A concept drawing of a potential right-turn lane on Maypoint Road was created and is included in Appendix A. It was determined that it would be feasible to construct a 50 m right-turn lane by widening the east side of Maypoint Road and realigning the existing curb and sidewalk to the east. This would require approximately 175 m2 of right-of-way from the proposed development site. The construction costs for this work were estimated at \$118,000. This includes a 20% contingency and HST. The detailed cost estimate is shown in Appendix B."

This application was presented to the Planning Board on August 4th, 2020 and the application was deferred at the applicants request in order to work with staff and their consultant to see if some additional measures could be employed. This dialogue resulted in an additional street cross hatching measures being suggested by City staff in front of the primary driveway Cordova access point on Maypoint Road. This is to prevent vehicles wishing to make a left turn movement (from those exiting the roundabout) and a review by Crandall Engineering to outline what would be required to improve traffic circulation if these proposed solutions did not solve the problem.

On August 14, 2020 Crandall prepared a revised report with additional solutions and costing estimates. The analysis suggested that:

Due to concerns of queuing on Maypoint Road at the roundabout, the City would like to consider options to improve this movement. The following two options were considered as part of this assignment:

- 1. Widening the approach to provide a dedicated left-turn lane and a shared thru/right lane;*
- 2. Widening the approach to provide a dedicated left-turn lane and a shared left/thru/right lane (this option would allow left turns to be completed from both travel lanes).*

Preliminary concept drawings and construction cost estimates were prepared for each of the above options. Traffic impacts were also assessed using Vissim software. The results are summarized below in this

Technical Memo.

PRELIMINARY CONCEPT DESIGNS

Option 1 – Left-turn lane and a shared thru/right lane

This option provides a more traditional lane configuration with left turns only permitted from the left lane, while the right lane will accommodate through traffic as well as right turns. The preliminary concept design for Option 1 is shown in Figure 1.

Option 2 – Left-turn lane and a shared left/thru/right lane

in Option 2 left turns would be permitted in both lanes. This lane configuration is not as common as Option 1 and could be more confusing for some drivers; however, it would provide more capacity for northbound left turns from Maypoint Road onto Capital Drive westbound. This option would also make left turns onto Capital Drive easier for drivers who exit the development at the southeast corner of the intersection, as they could use the right lane and avoid crossing two lanes of traffic. The preliminary concept design for Option 2 is shown in Figure 2.

Note: following a review of the existing roundabout it was noted that the Maypoint Road approach does not provide sufficient deflection to meet current design standards. This issue was corrected in both design

options by shifting the northbound travel lane and splitter island on Maypoint Road to the west.

Subject: Maypoint Road Roundabout Technical Memo August 14, 2020

Ref.: 2003456

2 of 3

PRELIMINARY COST ESTIMATE

Both lane configuration options would require the same roundabout geometry. The only difference between the two options would be the lane markings; therefore, the costs of both options are essentially

the same. The preliminary construction costs for these modifications were estimated at \$222,000. This includes a 20% contingency and HST, but excludes the following:

- ☐ Property acquisitions;*
- ☐ Additional underground utility or municipal services;*
- ☐ Engineering services.*

The developer (Cordova Realty) has discussed the various options from the traffic studies and is prepared to enter into a Development Agreement with the City, however, wants to limit their

exposure for traffic concerns related to the impacts from the Tim Horton's drive thru only. Cordova were prepared to implement the road improvements suggested by Crandall Engineering in their August 2020 report as required. Staff vetted the Crandall Engineering August 14th 2020 proposal to the province to see whether they were prepared to support these upgrades to the entrance to the traffic circle. The provincial traffic engineers indicated that they were not prepared to support either of the options outlined in the August 14, 2020 Crandall proposal. As a result, the most recent traffic solution as proposed by Crandall in their August 2020 report will not be considered by the Board or Council as a part of any future Development Agreement required for the approval of a drive thru.

Therefore, the following language in the Development Agreement as outlined below is what is being proposed by staff to ensure that traffic concerns related to the drive thru at this location are properly addressed.

Developer Imposed Conditions for the Development Agreement

The Development Agreement would require Cordova to implement the following street improvements before a Building Permit for the Tim Horton's Drive thru would be approved.

- 1) Implement the right turning lane as outlined in the Crandall Engineering study dated Nov 5th, 2019.
- 2) Implement the cross hatching on Maypoint Road in front of the Cordova property to the satisfaction of the Manager of Public Works. A component of this will require flashing lights to be implanted on either side of the driveway opening on Maypoint Road to prevent cars from queuing in this area in the winter months when the cross hatching is not visible.
- 3) In the event that traffic disruption is observed (and can be validated) on two consecutive days the developer will be required to close the primary access to the Cordova site and direct all traffic to the access lane to the south that provides the entrance into the Hampton Inn hotel.

Development Agreement in more detail

The applicant will be required to sign a development agreement outlining what the conditions required to ensure that construction of the right turn lane is provided to the City's satisfaction.

The following statements reflect what the City will require in the Development Agreement to ensure the developer adheres to their commitments to obtain the drive thru at this location.

The City will require the right turn lane (as outlined on the attached sketch dated November 5th, 2019) be designed and constructed as outlined in the traffic report to the satisfaction of the Manager of Public Works and all cost associated with implementation and construction as outlined by Crandall Engineering to be paid for by Cordova Realty. The developer can engage any local engineering consultant that is familiar with City of Charlottetown street standards. Once the developer engages a consultant and a design prepared, the City will require that the proposed street design be reviewed to ensure the drawings and specification meet all municipal standards to the satisfaction of the manager of Public Works.

The developer will be required to implement cross hatching on Maypoint Road in front of the subject Cordova property to the satisfaction of the Manager of Public Works. A component of this will require flashing lights to be implanted on either side of the driveway opening on Maypoint Road to prevent cars from queuing in front of the driveway during the winter months when the cross hatching is not visible on the street.

Upon notification to the City by the Provincial Department of Transportation Infrastructure and Energy, or the travelling public, that vehicular traffic attempting to make a left turn into the Tim Horton's property (Cordova Realty) on Maypoint Road is causing an increase of queuing backup of traffic that is spilling into the Capital Drive roundabout, the City will immediately initiate a review to monitor the situation to determine if the following conditions are occurring:

- southbound traffic on Maypoint Road queues back into the roundabout for an observable timeframe .
- The above queuing must be observed on two consecutive days.
- If City staff suspect that the above conditions have been met, the presence and extent of queuing will be confirmed with the use of video recordings of the Maypoint Road approach of the roundabout.
- Review of traffic problems from this property does not include when an extraordinary event has occurred in the area that impacts traffic. Extraordinary shall be defined as: required provincial or municipal maintenance or roadwork in the immediate area that causes disruption or detours to existing daily traffic patterns, car accidents or extreme weather events (flooding or culvert washout) that damage or restrict traffic in the area

The City of Charlottetown will notify Cordova Realty of the need to immediately close the primary Maypoint Road access to their property and redirect all of their traffic to the adjacent access point to the south for the Hampton Inn Hotel, once the above conditions have been met and confirmed. The closure of the Cordova Realty Maypoint Road access point shall be determined at by the discretion of Manager of Public Works as per the observable and quantitative criteria set out in the agreement.

In the event that the primary access to the Cordova property on Maypoint Road needs to be closed, the City will work with the property owner (Cordova Realty) to create a revised site plan that will show how the Tim Horton's drive thru on the Cordova property will be safely accessed from the adjacent Hampton Inn Hotel right of way on Maypoint Road. The owner of the Hampton Inn Hotel will be required to sign the Development Agreement regarding Cordova's ability to utilize their driveway access in the event that Cordova's primary access needs to be closed.

Transportation, Infrastructure and Energy

The Province supports the proposed requirements as outlined above and stipulated in a Development Agreement.

City of Charlottetown Police Services

Charlottetown Police Services support this application with the stipulations outlined in this report.

Public Works

Public Works supports this application with the stipulations as outlined in the report.

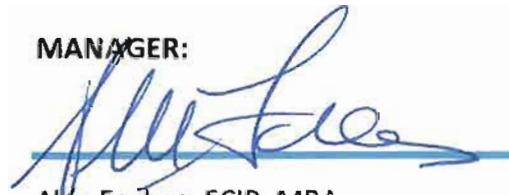
CONCLUSION:

The Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic study prepared by Crandall Engineering dated November 5th, 2019 for the development on the corner of Maypoint Road and Capital Drive (PID 387365) to permit a drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the above mentioned traffic study and shown as Appendix "A" as well cross hatching provisions across the entrance to this property and the signing of a development agreement.

Appendix B November 5th, 2019 Crandall Review for Capital Drive /Maypoint Development

Appendix C August 23rd, 2019 Planning Report

MANAGER:



Alex Forbes, FCIP, MBA
Manager of Planning & Heritage



Technical Memo

Project:	Peer Review of TIS for Capital Drive Development, Charlottetown
Project #:	1901108
Subject:	TIS Review Capital Drive Development

To:	Alex Forbes, MBA, FCIP, Manager of Planning and Heritage
Prepared by:	Ryan Esligar, P.Eng., and Jill DeMerchant, P.Eng. Crandall Engineering Ltd.
Reviewed by:	Peter Allaby, P.Eng., Crandall Engineering Ltd.
Date:	November 5, 2019

Dear Mr. Forbes:

As requested, we have completed a peer review of the *"Update of the Traffic Impact Study for a Development on Capital Drive, Charlottetown, PEI"*. We have also investigated several additional issues you requested. The scope of this assignment included the following tasks:

- Review the TIS completed by exp to determine if the methodology and results support the conclusions that the Tim Horton's drive-thru will not negatively impact traffic operations beyond the perimeter of the property.
- Investigate the need for a right-turn lane on Maypoint Road at the roundabout, including:
 - A review of the traffic volumes and trip generation rates used in the exp report;
 - Assess traffic operations with and without the right-turn lane in place;
 - Create a concept drawing showing the right-turn lane;
 - Assemble a preliminary construction cost estimate for the right-turn lane;
- Review existing conditions at the Tim Horton's entrance based on video provided by the Province;
- Identify any other potential options to address queuing on Maypoint Road;
- Summarize findings in a technical memo.

The results of our TIS review and additional investigations are summarized in the following sections.

Review of 2019 TIS

In November 2016 a TIS titled *"Traffic Impact Study for a Development on Capital Drive - Charlottetown, PEI"* was completed by exp for a proposed development at the southeast corner of Capital Drive and Maypoint Road in Charlottetown. In August 2019 an updated TIS was completed by exp titled *"Update of the Traffic Impact Study for a Development on Capital Drive, Charlottetown, PEI"*. The updated TIS was completed because the proposed development had changed from the original version proposed in 2016.

The proposed development currently includes the following:

- A gas bar/convenience store (181.4 m²) with 8 fueling stations;
- A quick service restaurant without a drive-thru (157.9 m²);
- A Tim Horton's with a double order drive-thru window.



A new 124-room hotel that was included as part of the initial TIS in 2016 has been built and is fully operational at the development site.

Existing Traffic Volumes

It was noted that the original TIS completed by exp in 2016 was based on a traffic count that was completed by PEI Transportation and Public Works on Wednesday, August 13, 2014. The revised TIS completed in 2019 was based on a traffic count that was completed by PEI Transportation and Public Works on Monday, August 5, 2019. The exp report mentioned that the August 2019 traffic volumes were lower than the August 2014 volumes and it was suggested that this may be due to the 150th anniversary of the 1864 Charlottetown Conference, which was held in 2014 and caused a boost in traffic volumes.

The Crandall team compared the two traffic counts and noted that the peak hour volumes on Capital Drive were approximately 25% lower in the August 2019 count than they were in 2014. This is a significant difference. The Crandall team also noted that Monday, August 5, 2019 was Natal Day in PEI. Many businesses remain open; however, it is a holiday for Federal and Municipal workers. Therefore, we suspected that traffic volumes during the peak hours are likely lower on Natal Day.

A review of the Daily factors spreadsheet provided by the City of Charlottetown confirmed that the AM peak hour traffic volumes on Natal day in 2018 were roughly 12 - 18% lower than typical AM peak hour volumes of other summer weekdays in 2018, while the PM peak hour traffic volumes on Natal day were roughly 5% lower than other summer weekday PM peak hours. The Crandall team suspected that the peak hour volumes observed in the August 2019 traffic count were also lower than typical peak hour traffic volumes observed during the summer months.

It was also noted that the 2016 study suggested that queuing and congestion would be expected at the south leg of the roundabout (northbound on Maypoint Road); however, in the 2019 study the LOS results suggested that queuing would not be an issue. We believe that this is due to the lower traffic volumes recorded in the August 2019 traffic count.

The Study Team discussed their concerns about the lower traffic volumes in the August 2019 count with City of Charlottetown staff. It was decided that the City would complete another traffic count in October 2019 to provide volumes for the analysis that are more representative of a typical weekday at the intersection. The new traffic count was completed by CBCL on Tuesday, October 29, 2019. The AM and PM peak hours and the estimated AADT from the latest count were summarized. The results are compared in Table 1 to the August 2014 and August 2019 counts. It was noted that the AM and PM peak hours recorded in October 2019 were 57% and 40% higher than the count recorded on the holiday Monday in August 2019. The October 2019 traffic volumes were also higher than the 2014 traffic volumes. ***This confirms that the traffic volumes from the August 2019 count were lower as a result of the holiday and are not representative of a typical weekday.***

Table 1 - Traffic Count Comparison at Capital/ Maypoint Roundabout (all volumes are unadjusted)

Count Date	Intersection Type	Traffic Volumes		
		AM Peak	PM Peak	Estimated AADT
Wednesday, August 13 th 2014	Signalized	2535	3007	26,615
Monday, August 5 th 2019	Roundabout	1969	2416	30,008
Tuesday, October 29 th 2019	Roundabout	3096	3390	36,721

Seasonal Variation

The Study Team used the Daily Factors spreadsheet that was provided by the City to compare the average weekday peak hour volumes of each month in 2018. The results are summarized in Table 2. It was determined that the AM peak hour volumes in October were among the highest of the year, while the PM peak hour volumes in October were approximately 10% lower than in June and July. The Study Team left the AM peak hour volumes as-is and increased the PM peak hour volumes by 10% to account for this seasonal variation.

Table 2 - Average Weekday Peak Hour Volumes by Month in 2018 at Count Location 001071

	AM Peak	PM Peak
January	1763	2149
February	1685	2068
March	1782	2048
April	1901	2268
May	2073	2497
June	2122	2597
July	2049	2718
August	1970	2730
September	2130	2616
October	2060	2483
November	1977	2265
December	1614	2057

Trip Generation

The trip generation rates proposed by exp are based on the 9th edition of the *Trip Generation Manual*. The Study Team generated trips for the same land uses using the 10th edition of the *Trip Generation Manual* and it was determined that the 10th edition would generate slightly fewer trips for the AM peak period and slightly more trips for the PM peak period. However, it was concluded that the difference between the two editions would have negligible impacts given the high volume of background traffic already travelling through the study area. Therefore, the trip rates from the 9th edition, as summarized in the exp study, were used for the analysis. These trip generation rates are shown below in Table 3.

Table 3 - Trip Generation Rates Based on 9th Edition of the Trip Generation Manual

Development	Size	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
Hotel (ITE Lane Use #310)	124 rooms	39	27	66	38	36	74
Car Wash (ITE Land Use #948)	135.1 m ² (1,454 ft ²)	0	0	0	7	7	14
Quick Serve Restaurant (ITE Land Use #933)	157.9 m ² (1,699 ft ²)	26	18	44	13	13	26
Trip Generation Sub-Total		65	45	110	58	56	114

Source: exp

Exp completed a traffic count and drive-thru queue count at an existing Gas Bar/Convenience store and Tim Horton's on Mapleton Road in Moncton, NB. This existing development is similar in size to the Gas Bar/Convenience store and Tim Horton's in the proposed development. Crandall Engineering agrees with this approach, as ITE trip rates often under-estimate the traffic demand of high-volume coffee shops such as a Tim Horton's. Crandall has completed traffic and drive-thru counts in the past at two Tim Horton's developments in Fredericton (Bishop Drive and Union Street). These developments were stand-alone Tim Horton's developments and did not include a gas bar/convenience store. Exp's traffic count was comparable but slightly higher than the Fredericton counts, which makes sense as the Fredericton counts did not include a gas bar/convenience store. The exp trip rates for the gas bar/convenience store and Tim Horton's are summarized below in Table 4. *Crandall Engineering agrees with the Gas Bar/Convenience Store and Tim Horton's development traffic assumptions.*

Table 4 - Trip Generation of Gas Bar/Convenience Store and Tim Horton's

Development	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Gas Bar/Convenience Store with 8 Fuelling Stations and a Tim Horton's	176	169	344	111	108	219
Pass-By Traffic	111	106	217	70	68	130
Net	65	63	128	41	40	81

Source: exp

Drive-Thru Queue Lengths

The exp drive-thru count indicates that a maximum queue length of 9 cars was observed from the order window (5 cars in one lane and 4 cars in the other) during the AM peak hour at the Mapleton location. It is assumed that these queue lengths were measured beginning at the drive-thru order boxes. The proposed site plan included in Appendix A shows that the drive-thru would have designated space for 6 vehicles beyond the order boxes in each lane (12 spaces total). There would be additional space for another 5 vehicles between the order boxes and the drive-thru window. This provides designated space for a total of 19 vehicles. There would also be space for an additional 4 vehicles before the drive-thru queue would begin to impact traffic flow at the main development entrance on Maypoint Road. Based on our experience with drive-thru queue counts at other Tim Horton's locations (Bishop Drive and Union



Street in Fredericton) we believe that this is sufficient space to accommodate the anticipated demand at the drive-thru. ***We agree with exp's conclusion that there is sufficient storage space on site to accommodate the drive-thru traffic (provided that the same setup is used as at the Mapleton Road Tim Horton's location).***

Review of Existing Conditions on Maypoint Road

The Province provided three videos of Maypoint Road that were recorded between the evening of Thursday, September 12, 2019 to the morning of Saturday, September 14, 2019. The videos captured the following views:

Video 1 - Southbound view from the south leg of the roundabout to Maypoint Road;

Video 2 - Northbound view from Maypoint Road to the Roundabout exit;

Video 3 - Northbound view from Maypoint Road to the roundabout entrance.

Crandall staff reviewed the video footage during the AM and PM peak periods on Friday, September 13, 2019 and concluded the following:

- During the AM peak, queues in the northbound lane did develop but they did not exceed 12 vehicles (approximately 72 m) and they typically cleared up quickly, within 30 seconds to a minute. The queue did back up past the development access 5 - 6 times during this period.
- During the PM peak, the northbound queue only exceeded 12 vehicles after 5 pm. Typically the queue cleared up quickly. At around 5:30 pm, the queue extended past the access road and around the curve. This was a rolling queue that lasted approximately 2 minutes.
- No queuing was observed in the southbound direction on the south leg during either peak period.

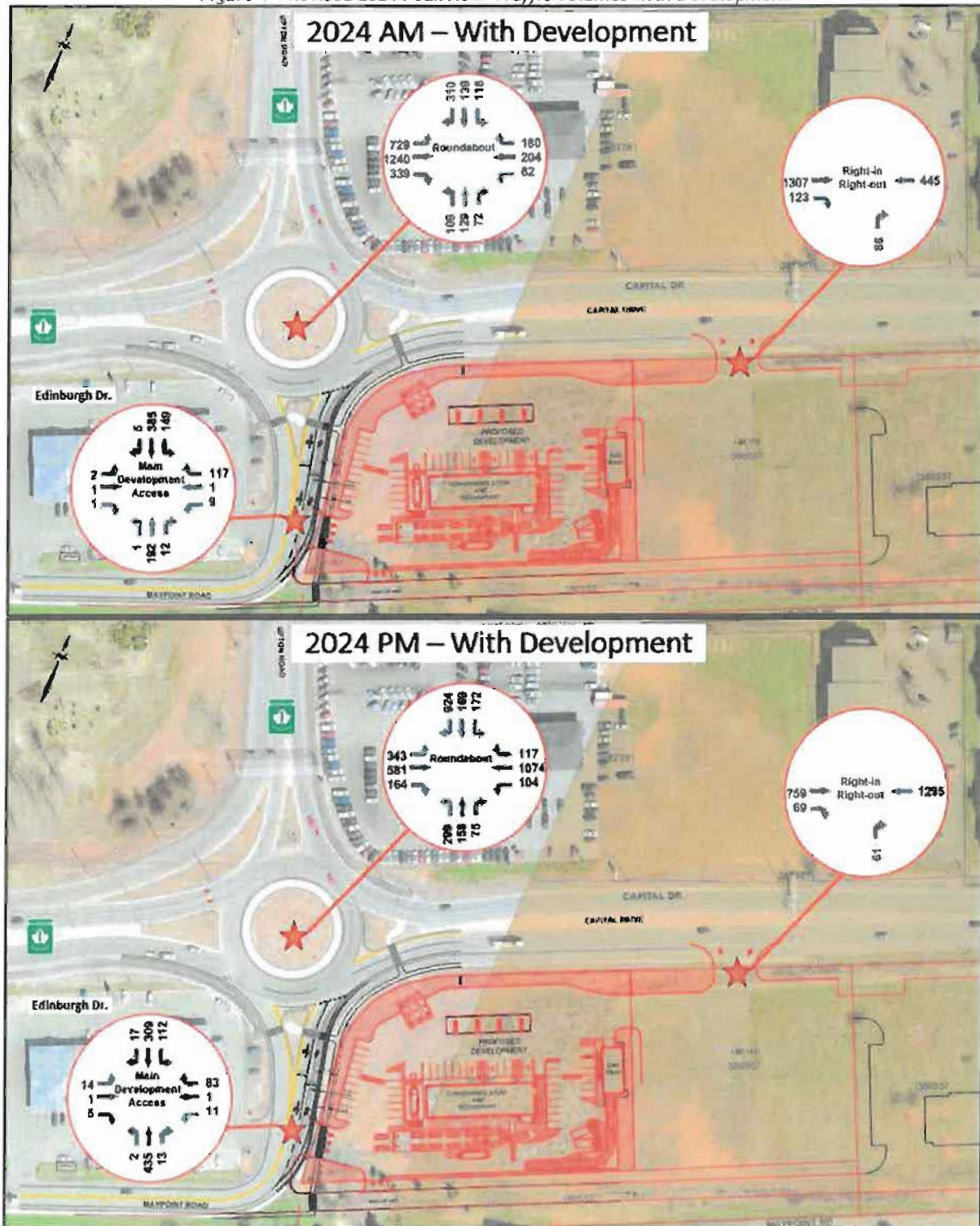
Potential for Right-Turn Lane on Maypoint Road

The exp report stated that if queue lengths grew beyond the 2024 planning horizon and created long-term operational concerns that a second northbound entry lane could be added at the roundabout to accommodate right turns. A concept drawing of a potential right-turn lane on Maypoint Road was created and is included in **Appendix A**. It was determined that it would be feasible to construct a 50 m right-turn lane by widening the east side of Maypoint Road and realigning the existing curb and sidewalk to the east. This would require approximately 175 m² of right-of-way from the proposed development site. The construction costs for this work were estimated at **\$118,000**. This includes a 20% contingency and HST. The detailed cost estimate is shown in **Appendix B**.

Updated Vissim Results

Crandall Engineering used the trip generation estimates and assignment used in exp's study and added this to the updated traffic count that was completed on October 29, 2019 (with the PM peak hour volumes increased by 10% to account for seasonal variation). The traffic volumes were then increased by 5% to estimate the future 5-year 2024 traffic volumes with the development in place. The revised 2024 AM and PM peak hour traffic volumes with the development in place are summarized in **Figure 1**.

Figure 1 - Revised 2024 Peak Hour Traffic Volumes with Development





A Vissim model was created which included the Capital Drive / Maypoint Road roundabout and the two proposed development accesses. Ten simulations were completed for each peak period and the average delay and queues at key approaches were reported. The delays are summarized in Table 5 and the queues are summarized in Table 6. The results were reported with and without the northbound right turn lane on Maypoint Road.

Without the right turn lane the Vissim simulation generated average delays of 49 seconds at the west leg of the roundabout (Capital Drive) and 41 seconds at the south leg of the roundabout (Maypoint Road) during the AM peak period. With the right turn lane these delays were reduced to 35 seconds and 22 seconds, respectively. It should be noted that the delays reported here represent the average travel delay experienced while travelling completely through the roundabout. For example, if an eastbound vehicle experiences delay while entering the roundabout and is delayed again while exiting the roundabout onto Maypoint Road (due to congestion at the development entrance) both of these delays are included in the delay that is reported. Therefore, these delays cannot be used to estimate the LOS of the roundabout. This also explains why adding the right turn lane on Maypoint Road results in a lower delay at the west leg of the roundabout. Queuing on Maypoint Road is reduced with the right turn lane, which reduces congestion and delay for southbound traffic on Maypoint Road.

Table 5 - Vissim Delay Results

Approach	Average Delay (sec)			
	Existing Configuration		With Right Turn Lane on Maypoint	
	AM Peak	PM Peak	AM Peak	PM Peak
Capital Dr West	49	6	35	6
Capital Dr East	10	39	9	44
Maypoint Rd	41	10	22	8
Upton Rd	5	9	1	9
Development Access	43	16	13	11
Access Road	56	14	12	11

Without the right turn lane an average queue length of 87 m was recorded in the northbound direction on Maypoint Road. These queues would extend past the main development access. An average queue length of 64 m was recorded in the southbound direction on Maypoint Road. The southbound queues were caused when southbound vehicles attempting to turn left into the development access were blocked by the northbound queue. The Vissim results indicated that without a right-turn lane on Maypoint Road queues during the AM peak period will regularly extend back past the main development access. This increases the risk that southbound traffic turning into the development will have to stop and potentially cause a queue to back into the roundabout. This risk is greatly reduced with the right turn lane.

Table 6 - Vissim Queuing Results on Maypoint Road

Approach	Average Queue (m)			
	Existing Configuration		With Right Turn Lane on Maypoint	
	AM Peak	PM Peak	AM Peak	PM Peak
Maypoint NB @ Roundabout	64	14	12	6
Maypoint SB @ Dev. Access	87	1	.1	0



Additional Options to Address Queuing on Maypoint Road

Left Turn Lane for Southbound Traffic

Following an analysis of the traffic operations the Study Team determined that adding a left turn lane for southbound traffic turning into the development would also reduce the likelihood of southbound queues backing up into the roundabout.

The Ontario Left Turn Lane Warrant nomographs were used to determine if a left turn lane would be warranted on Maypoint Road based on the Ontario guidelines. The results indicate that a left turn lane with a 25 m long storage lane would be warranted based on the projected 2024 AM and PM peak hour traffic volumes. A concept drawing of this improvement option has not been created; however, a preliminary review of the roadway geometry along Maypoint Road suggests that a shorter left turn lane with approximately 15 - 18 m could be added by widening the western curb by approximately 2 m. This would provide space for an additional 2-3 vehicles.

Relocate Primary Development Access

Another option that was considered was to relocate the primary development access to the access road that runs behind the development site. This would provide additional queue space for 2-3 extra vehicles in the southbound direction, which would reduce the likelihood of queues extending back into the roundabout. However, the average northbound queues observed in the Vissim model for the AM peak period (64 m) would still interfere with this development access. By adding additional queue space for 2-3 vehicles this option would essentially achieve the same goal as adding a left turn lane. However, City staff indicated that the access road is owned by a private developer and providing access on this road could cause issues in the future if part of the development is sold. For this reason this option is not recommended.

Conclusions

After reviewing the exp report and all of the information that was available to us as of November 5, 2019 we have drawn the following conclusions regarding the TIS and proposed development planned for the southeast corner of the Capital Drive / Maypoint Road intersection:

1. Following a review of the Province's video on Maypoint Road, we have concluded that northbound traffic does currently queue along Maypoint Road during both peak periods.
 - During the AM peak period a maximum queue of 12 vehicles was observed but the queues typically cleared within 30 - 60 seconds.
 - During the PM peak period the northbound queue did exceed 12 vehicles, but typically cleared quickly. The worst queuing was observed around 5:30 pm, when the queue extended past the access road and around the curve. This was a rolling queue that lasted approximately 2 minutes.
 - There was no queuing observed in the southbound direction.
2. We agree with exp's trip generation and traffic assignment assumptions.
3. We agree with exp's assessment that sufficient space is available to accommodate the Tim Horton's drive-thru traffic and that drive-thru queues are not expected to interfere with traffic operations on Maypoint Road.

4. The August 2019 exp report was based on a traffic count that was collected on Monday August 5, 2019, which was Natal Day and is a holiday for Federal and Municipal workers. A new traffic count was completed on Tuesday October 29, 2019 and the AM and PM peak hour volumes of this count were 57% and 40% higher than the August 5th traffic count. It is our opinion that traffic conditions derived from the October 29th count are more representative of typical weekday conditions.
5. Analysis of future traffic conditions based on the October 29th data results in higher queuing and delays on Maypoint Road than those reported in exp's August 2019 report. Without the right turn lane average northbound queues of 64 m were observed in the Vissim simulation, which would result in traffic queuing back to the curve on Maypoint Road. This contradicts exp's conclusion that traffic would not queue back past the development access.
6. We have concluded that a right turn lane on Maypoint Road is feasible and would reduce congestion and queuing along Maypoint Road. The right turn lane would require approximately 175 m² of right-of-way from the proposed development and would have an estimated construction cost of \$118,000, including a 20% contingency and HST.
7. A detailed analysis of a southbound left turn lane for traffic turning into the development was not included in the initial scope of this assignment, but this was identified as an alternative option to the right turn lane and would reduce the likelihood of southbound queues backing up into the roundabout.
8. Another option that was considered was to relocate the primary development access to the access road that runs behind the development site. This would provide queue space for 2-3 additional vehicles in the southbound direction, which would reduce the likelihood of queues extending back into the roundabout. However, this option would effectively achieve the same goal as adding a left turn lane; therefore, this option was not recommended due to the potential access ownership issues it could potentially cause with the developer.

The above conclusions have been made based on the information that was available at the time of this report. Should additional information become available please do not hesitate to contact us for further analysis.

Sincerely,

CRANDALL ENGINEERING LTD.

A handwritten signature in blue ink, appearing to read "Ryan Esligar".

Ryan Esligar, M.Sc.E, P.Eng.
Transportation/Traffic Engineer

A handwritten signature in blue ink, appearing to read "Peter Allaby".

Peter Allaby, P.Eng., M.A.Sc.
Service Director
Civil and Transportation Engineering



Appendix A
Concept Drawing of Right Turn Lane on Maypoint Road



Appendix B
Cost Estimate for Right Turn Lane



City of Charlottetown
1901108-Peer Review of Traffic Impact Study for Charlottetown Drive Development
Separate Right Turn Concept
Preliminary Cost Estimate - November 05, 2019

Item No.	Description	Unit	Estimated Quantity	Unit Price	Total Cost
Removals					
1	Asphalt Removal & Disposal	sq. m.	93.5	\$ 5.00	\$ 467.50
2	Common Excavation	cu. m.	106.0	\$ 10.00	\$ 1,060.00
3	Concrete Curb Removal & Disposal	lin. m.	87.0	\$ 10.00	\$ 870.00
Roadway Construction					
4	New Concrete Sidewalk (100mm Thick)	sq. m.	220.0	\$ 150.00	\$ 33,000.00
5	New Concrete Curb & Gutter	lin. m.	87.0	\$ 120.00	\$ 10,440.00
6	New Concrete Barrier Curb	lin. m.	20.5	\$ 100.00	\$ 2,050.00
7	Aggregate Sub-Base	tonne	173.5	\$ 25.00	\$ 4,337.50
8	Aggregate Base	tonne	87.0	\$ 30.00	\$ 2,610.00
9	Asphalt Saw Cutting	lin. m.	88.0	\$ 10.00	\$ 880.00
10	Asphalt Cold Milling	sq. m.	44.0	\$ 10.00	\$ 440.00
11	Asphaltic concrete Base - (75mm Thickness)	tonne	41.9	\$ 300.00	\$ 12,570.00
12	Asphaltic concrete Seal - (40mm Thickness)	tonne	23.5	\$ 350.00	\$ 8,225.00
Property Restoration					
13	Pavement Markings and Signage	lumpsum	1.0	\$ 5,000.00	\$ 5,000.00
14	Topsoil and Sod	sq. m.	436.0	\$ 12.00	\$ 5,232.00
Miscellaneous					
15	Mobilization	lump.sum	1.0	\$ 5,000.00	\$ 5,000.00
16	Traffic Control	lump.sum	1.0	\$ 10,000.00	\$ 10,000.00
Note: Estimate does not include:				SUB-TOTAL:	\$87,182.00
-Property Acquisitions				Contingency (20%)	\$17,436.40
-Underground Utility or Municipal Services Relocations/Replacements				HST @ 15 %:	\$ 13,077.30
-Engineering services				GRAND TOTAL:	\$ 117,695.70



Appendix C

Traffic Data



C1 - August 13 2014 Traffic Count

DATE: 2016 10 04
TIME: 10:10:48

00107201.txt
P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

PAGE 1

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*****
*
* INTERSECTION COUNT FOR
*
* Charlottetown - Rte 1, Capital Dr and Maypoint Rd
*
* SITE ID: 00107201 DATE: 8/13/14
*
*****
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DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

PAGE 2

LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 1: Rte 1 West	SECTID #: 001071	LEFT TURN TO: Rte 1 East	SECTID #: 001072			
TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL	
7.30- 7.45	198	0	4	0	198	*
7.45- 8.00	180	2	2	0	184	* 694 TOTAL MOVEMENT
8.00- 8.15	152	1	4	0	157	* 1576 TOTAL APPROACH
8.15- 8.30	152	1	2	0	155	* 44.04 GOES LEFT
8.30- 8.45	88	4	2	0	94	
8.45- 9.00	75	2	2	0	79	
9.00- 9.15	52	3	3	0	58	
9.15- 9.30	67	3	1	0	71	
9.30- 9.45	54	1	2	0	57	
9.45-10.00	43	4	4	0	51	
10.00-10.15	47	1	4	0	52	
10.15-10.30	49	2	1	0	52	
11.30-11.45	83	2	2	0	87	
11.45-12.00	72	1	2	0	75	
12.00-12.15	69	2	1	0	72	
12.15-12.30	68	4	0	0	72	
12.30-12.45	64	2	5	5	76	* 317 TOTAL MOVEMENT
12.45-13.00	77	4	2	0	83	* 901 TOTAL APPROACH
13.00-13.15	80	3	3	0	86	* 35.18 GOES LEFT
13.15-13.30	60	1	3	0	64	
13.30-13.45	40	1	1	0	42	
13.45-14.00	72	1	2	0	75	
14.00-14.15	82	4	2	0	88	
14.15-14.30	74	2	3	0	79	
15.00-15.15	76	4	1	0	81	
15.15-15.30	79	2	2	0	83	
15.30-15.45	77	4	1	0	82	
15.45-16.00	81	8	3	0	92	
16.00-16.15	88	6	1	0	95	
16.15-16.30	79	8	2	0	89	
16.30-16.45	61	5	1	0	67	* 325 TOTAL MOVEMENT
16.45-17.00	86	2	1	0	89	* 920 TOTAL APPROACH
17.00-17.15	74	5	1	0	80	* 35.33 GOES LEFT
17.15-17.30	59	4	4	0	67	
17.30-17.45	66	3	2	0	71	
17.45-18.00	66	5	2	0	73	
0 TOTAL	2890	107	74	5	3076	

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 1: Rte 1 West	SECTID #: 001071	STRAIGHT THROUGH TO: Capital Drive	SECTID #: 000000			
TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL	
7.30- 7.45	223	0	0	0	223	*
7.45- 8.00	235	1	0	0	236	* 819 TOTAL MOVEMENT
8.00- 8.15	193	2	0	0	195	* 1576 TOTAL APPROACH
8.15- 8.30	164	1	0	0	165	* 51.97 GOES STRAIGHT
8.30- 8.45	143	2	0	0	145	
8.45- 9.00	131	1	0	0	132	
9.00- 9.15	120	3	0	0	123	
9.15- 9.30	89	1	0	0	90	
9.30- 9.45	130	4	1	0	135	
9.45-10.00	120	2	2	0	124	
10.00-10.15	95	3	1	0	99	
10.15-10.30	140	1	0	0	141	
11.30-11.45	135	2	0	0	137	
11.45-12.00	142	2	0	0	144	

00107201.txt					
12.00-12.15	123	1	0	0	124
12.15-12.30	135	1	0	0	137
12.30-12.45	150	2	0	0	152
12.45-13.00	120	1	1	0	122
13.00-13.15	118	4	0	0	122
13.15-13.30	60	3	0	0	63
13.30-13.45	80	2	0	0	82
13.45-14.00	128	1	1	0	130
14.00-14.15	112	1	0	0	113
14.15-14.30	98	1	2	0	101
15.00-15.15	102	1	0	0	103
15.15-15.30	99	2	2	0	103
15.30-15.45	116	3	1	0	120
15.45-16.00	131	1	1	0	133
16.00-16.15	121	3	1	0	125
16.15-16.30	113	2	1	0	116
16.30-16.45	143	1	1	0	145
16.45-17.00	141	1	0	0	142
17.00-17.15	118	2	0	0	120
17.15-17.30	150	2	1	0	153
17.30-17.45	119	2	0	0	120
17.45-18.00	127	2	0	0	129
0 TOTAL	4664	63	17	0	4744

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 1: Rte 1 West		SECTID #: 001071		RIGHT TURN TO: Maypoint Rd		SECTID #: 000000	
0 TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL		
7.30- 7.45	10	0	0	0	10		
7.45- 8.00	10	0	0	0	10	*	63 TOTAL MOVEMENT
8.00- 8.15	18	0	0	0	18	*	1576 TOTAL APPROACH
8.15- 8.30	25	0	0	0	25	*	4.00 GOES RIGHT
8.30- 8.45	18	0	0	0	18		
8.45- 9.00	11	0	0	0	11		
9.00- 9.15	7	0	0	0	7		
9.15- 9.30	7	0	0	0	7		
9.30- 9.45	13	2	0	0	15		
9.45-10.00	7	0	0	0	7		
10.00-10.15	12	1	0	0	13		
10.15-10.30	12	0	0	0	12		
11.30-11.45	11	0	0	0	11		
11.45-12.00	12	0	0	0	12		
12.00-12.15	11	0	0	0	11		
12.15-12.30	11	0	0	0	11	*	51 TOTAL MOVEMENT
12.30-12.45	12	0	0	0	12	*	901 TOTAL APPROACH
12.45-13.00	10	0	1	0	11	*	5.66 GOES RIGHT
13.00-13.15	17	0	0	0	17		
13.15-13.30	13	0	0	0	13		
13.30-13.45	8	0	1	0	9		
13.45-14.00	11	0	0	0	11		
14.00-14.15	10	1	0	0	10		
14.15-14.30	7	0	0	0	7		
15.00-15.15	14	0	0	0	14		
15.15-15.30	11	0	0	0	11		
15.30-15.45	8	1	0	0	9		
15.45-16.00	13	2	0	0	15		
16.00-16.15	7	0	0	0	7		
16.15-16.30	15	0	0	0	15	*	72 TOTAL MOVEMENT
16.30-16.45	20	0	0	0	20	*	920 TOTAL APPROACH
16.45-17.00	19	1	0	0	20	*	7.83 GOES RIGHT
17.00-17.15	17	0	0	0	17		
17.15-17.30	10	1	0	0	11		
17.30-17.45	12	0	0	0	12		
17.45-18.00	11	0	0	0	11		
0 TOTAL	440	9	2	0	451		

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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0 SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Rte 1 West SUBSECTION ID: 001071

SITE ID: 00107201		LOCATION: Charlottetown - Rte 1, Capital Dr				and Maypoint Rd											
DATE: 14/ 8/13		CREW: DR,SC,RM,TM				D.O.W.: WEDNESDAY				WEATHER: sunny				INDEX NO.: 14076			
0		LEFT				STRAIGHT				RIGHT				TOTAL			
TIME		CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	TOTAL			
7.30~ 7.45*		198	0	0	198	223	0	0	223	10	0	0	10	431			
7.45~ 8.00*		180	2	2	184	235	1	0	236	10	0	0	10	430			
8.00~ 8.15*		152	1	4	157	193	2	0	195	18	0	0	18	370			
8.15~ 8.30*		152	1	2	155	164	1	0	165	25	0	0	25	345			
8.30~ 8.45		88	4	2	94	143	2	0	145	18	0	0	18	257			
8.45~ 9.00		75	2	2	79	131	1	0	132	11	0	0	11	222			
9.00~ 9.15		52	3	3	58	120	3	0	123	7	0	0	7	188			
9.15~ 9.30		67	3	1	71	89	1	0	90	7	0	0	7	168			
9.30~ 9.45		54	1	2	57	130	4	1	135	13	2	0	15	207			
9.45~10.00		43	4	4	51	120	2	2	124	7	0	0	7	182			
10.00~10.15		47	1	4	52	95	3	1	99	12	1	0	13	164			
10.15~10.30		49	2	1	52	140	1	0	141	12	0	0	12	205			
11.30~11.45		83	2	2	87	135	2	0	137	11	0	0	11	235			

00107201.txt													
11.45-12.00	72	1	2	75	142	2	0	144	12	0	0	12	231
12.00-12.15	69	2	1	72	123	1	0	124	11	0	0	11	207
12.15-12.30*	68	4	0	72	135	1	1	137	11	0	0	11	220
12.30-12.45~	64	2	10	76	150	2	0	152	12	0	0	12	240
12.45-13.00*	77	4	2	83	120	1	1	122	10	0	1	11	216
13.00-13.15~	80	3	3	86	118	4	0	122	17	0	0	17	225
13.15-13.30	60	1	3	64	60	3	0	63	13	0	0	13	140
13.30-13.45	40	1	1	42	80	2	0	82	8	0	1	9	133
13.45-14.00	72	1	2	75	128	1	1	130	11	0	0	11	216
14.00-14.15	82	4	2	88	112	1	0	113	10	0	0	10	211
14.15-14.30	74	2	3	79	98	1	2	101	7	1	0	8	188
15.00-15.15	76	4	1	81	102	1	0	103	14	0	0	14	198
15.15-15.30	79	2	2	83	99	2	2	103	11	0	0	11	197
15.30-15.45	77	4	1	82	116	3	1	120	8	1	0	9	211
15.45-16.00	81	8	3	92	131	1	1	133	13	2	0	15	240
16.00-16.15	88	6	2	95	121	3	1	125	7	0	0	7	227
16.15-16.30*	79	8	1	89	113	2	1	116	15	0	0	15	220
16.30-16.45*	61	5	1	67	143	1	1	145	20	0	0	20	232
16.45-17.00*	86	5	1	89	141	1	0	142	19	1	0	20	251
17.00-17.15*	74	5	1	80	118	2	0	120	17	0	0	17	217
17.15-17.30	59	4	2	67	150	2	1	153	10	1	0	11	231
17.30-17.45	66	3	2	71	119	1	0	120	12	0	0	12	203
17.45-18.00	66	5	2	73	127	2	0	129	11	0	0	11	213
0 TOTAL	2890	107	79	3076	4664	63	17	4744	440	9	2	451	8271
% OF APPROACH				37.19	57.36				5.45				

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: OR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 2: Rte 1 East		SECTID #: 001072		LEFT TURN TO: Capital Drive		SECTID #: 000000	
TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4.5	TT6	TOTAL		
7.30- 7.45	10	0	0	0	10	*	
7.45- 8.00	13	0	0	0	13	*	63 TOTAL MOVEMENT
8.00- 8.15	15	1	0	0	16	*	408 TOTAL APPROACH
8.15- 8.30	24	0	0	0	24	*	15.44 GOES LEFT
8.30- 8.45	21	0	1	0	22		
8.45- 9.00	14	0	0	0	14		
9.00- 9.15	11	1	0	0	12		
9.15- 9.30	20	0	0	0	20		
9.30- 9.45	24	2	0	0	26		
9.45-10.00	24	1	0	0	25		
10.00-10.15	15	1	0	0	16		
10.15-10.30	21	1	0	0	22		
11.30-11.45	23	2	0	0	25		
11.45-12.00	20	0	0	0	20		
12.00-12.15	24	0	0	0	24		
12.15-12.30	22	1	0	0	23	*	
12.30-12.45	24	0	0	0	24	*	95 TOTAL MOVEMENT
12.45-13.00	33	1	1	0	35	*	466 TOTAL APPROACH
13.00-13.15	13	0	0	0	13	*	20.39 GOES LEFT
13.15-13.30	25	0	0	0	25		
13.30-13.45	12	0	0	0	12		
13.45-14.00	11	1	0	0	12		
14.00-14.15	14	1	1	0	16		
14.15-14.30	23	0	0	0	23		
15.00-15.15	15	1	0	0	16		
15.15-15.30	18	0	0	0	18		
15.30-15.45	22	2	0	0	24		
15.45-16.00	17	1	0	0	18		
16.00-16.15	20	0	0	0	20		
16.15-16.30	27	1	0	0	28	*	
16.30-16.45	36	2	0	0	38	*	138 TOTAL MOVEMENT
16.45-17.00	37	1	1	0	39	*	856 TOTAL APPROACH
17.00-17.15	33	0	0	0	33	*	16.12 GOES LEFT
17.15-17.30	29	1	0	0	30		
17.30-17.45	20	1	0	0	21		
17.45-18.00	17	0	0	0	17		
0 TOTAL	747	23	4	0	774		

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 2: Rte 1 East		SECTID #: 001072		STRAIGHT THROUGH TO: Maypoint Rd		SECTID #: 000000	
0	TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4.5	TT6	TOTAL	
	7.30- 7.45	15	0	0	0	15	*
	7.45- 8.00	19	1	0	0	20	* 67 TOTAL MOVEMENT
	8.00- 8.15	23	1	0	0	24	* 408 TOTAL APPROACH
	8.15- 8.30	7	1	0	0	8	* 16.42 GOES STRAIGHT
	8.30- 8.45	14	0	0	0	14	
	8.45- 9.00	14	1	0	0	15	
	9.00- 9.15	10	2	0	0	12	

00107201.txt

TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4,5	TT6	TOTAL	
9.15- 9.30	13	0	0	0	13	
9.30- 9.45	9	1	0	0	10	
9.45-10.00	8	0	0	0	8	
10.00-10.15	12	0	0	0	12	
10.15-10.30	7	1	0	0	8	
11.30-11.45	10	0	0	0	10	
11.45-12.00	13	0	0	0	13	
12.00-12.15	15	0	0	0	15	
12.15-12.30	12	1	0	0	13	*
12.30-12.45	13	1	0	0	14	* 62 TOTAL MOVEMENT
12.45-13.00	16	0	0	0	16	* 466 TOTAL APPROACH
13.00-13.15	19	0	0	0	19	* 13.30 GOES STRAIGHT
13.15-13.30	18	1	0	0	19	
13.30-13.45	12	1	0	0	13	
13.45-14.00	22	1	0	0	23	
14.00-14.15	10	0	0	0	10	
14.15-14.30	23	1	0	0	24	
15.00-15.15	17	0	0	0	17	
15.15-15.30	22	1	0	0	23	
15.30-15.45	20	0	0	0	20	
15.45-16.00	25	2	0	0	27	
16.00-16.15	19	0	0	0	19	
16.15-16.30	21	1	0	0	22	*
16.30-16.45	26	0	0	0	26	* 110 TOTAL MOVEMENT
16.45-17.00	29	0	0	0	29	* 856 TOTAL APPROACH
17.00-17.15	30	3	0	0	33	* 12.85 GOES STRAIGHT
17.15-17.30	18	0	0	0	18	
17.30-17.45	19	0	0	0	19	
17.45-18.00	16	0	0	0	16	
0 TOTAL	596	21	0	0	617	

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR.SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 2: Rte 1 East				SECTID #: 001072		RIGHT TURN TO: Rte 1 West				SECTID #: 001071	
TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4,5	TT6	TOTAL						
7.30- 7.45	58	3	1	0	62	*					
7.45- 8.00	62	2	3	0	67	*					
8.00- 8.15	59	2	2	0	63	*					
8.15- 8.30	75	10	1	0	86	*					
8.30- 8.45	61	5	1	0	67	*					
8.45- 9.00	53	9	6	0	68						
9.00- 9.15	56	3	1	0	60						
9.15- 9.30	39	5	2	0	46						
9.30- 9.45	40	3	4	0	47						
9.45-10.00	62	7	6	0	69						
10.00-10.15	44	6	6	0	56						
10.15-10.30	47	3	2	0	52						
11.30-11.45	59	3	2	0	64						
11.45-12.00	72	5	1	0	78						
12.00-12.15	70	3	0	0	73	*					
12.15-12.30	57	6	3	0	66	*					
12.30-12.45	81	2	2	0	85	*					
12.45-13.00	73	2	3	0	78	*					
13.00-13.15	70	7	3	0	80	*					
13.15-13.30	45	1	4	0	50						
13.30-13.45	66	2	2	0	70						
13.45-14.00	68	5	2	0	75						
14.00-14.15	57	1	2	0	60						
14.15-14.30	68	3	3	0	74						
15.00-15.15	79	4	3	0	86						
15.15-15.30	82	2	2	0	86						
15.30-15.45	93	4	2	0	99						
15.45-16.00	109	2	1	0	112						
16.00-16.15	114	3	2	0	119	*					
16.15-16.30	129	3	3	0	135	*					
16.30-16.45	164	1	2	0	167	*					
16.45-17.00	153	2	2	0	157	*					
17.00-17.15	143	4	2	0	149	*					
17.15-17.30	139	3	6	0	148						
17.30-17.45	120	3	4	0	127						
17.45-18.00	85	1	1	0	87						
0 TOTAL	2852	130	86	0	3068						

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Rte 1 East SUBSECTION ID: 001072

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SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR.SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

TIME	LEFT				TOTAL	STRAIGHT				TOTAL	RIGHT				TOTAL
	CAR/PU VAN/MC	SU/ BUS	TY 3,4,5,6	TT		CAR/PU VAN/MC	SU/ BUS	TY 3,4,5,6	TT		CAR/PU VAN/MC	SU/ BUS	TY 3,4,5,6	TT	
7.30- 7.45	10	0	0	10	15	0	0	15	58	3	1	62	87		
7.45- 8.00	13	0	0	13	19	1	0	20	62	2	3	67	100		
8.00- 8.15	15	1	0	16	23	1	0	24	59	2	2	63	103		
8.15- 8.30	24	0	0	24	7	1	0	8	75	10	1	86	118		
8.30- 8.45	21	0	1	22	14	0	0	14	61	5	1	67	103		
8.45- 9.00	14	0	0	14	14	1	0	15	53	9	6	68	97		

00107201.txt													
9.00- 9.15	11	1	0	12	10	2	0	12	56	3	1	60	84
9.15- 9.30	20	0	0	20	13	0	0	13	39	5	2	46	79
9.30- 9.45	24	2	0	26	9	1	0	10	40	3	4	47	83
9.45-10.00	24	1	0	25	8	0	0	8	62	7	0	69	102
10.00-10.15	15	1	0	16	12	0	0	12	44	6	6	56	84
10.15-10.30	21	1	0	22	7	1	0	8	47	3	2	52	82
11.30-11.45	23	2	0	25	10	0	0	10	59	3	2	64	99
11.45-12.00	20	0	0	20	13	0	0	13	72	5	1	78	111
12.00-12.15	24	0	0	24	15	0	0	15	70	3	0	73	112
12.15-12.30*	22	1	0	23	12	1	0	13	57	6	3	66	102
12.30-12.45*	24	0	0	24	13	1	0	14	81	2	2	85	123
12.45-13.00*	33	1	1	35	16	0	0	16	73	7	3	78	129
13.00-13.15*	13	0	0	13	19	0	0	19	70	7	3	80	112
13.15-13.30	25	0	0	25	18	1	0	19	45	1	4	50	94
13.30-13.45	12	0	0	12	12	1	0	13	66	2	2	70	95
13.45-14.00	11	1	0	12	22	1	0	23	58	5	2	75	110
14.00-14.15	14	1	1	16	10	0	0	10	57	1	2	60	86
14.15-14.30	23	0	0	23	23	1	0	24	68	3	3	74	121
15.00-15.15	15	1	0	16	17	0	0	17	79	4	3	86	119
15.15-15.30	18	0	0	18	22	1	0	23	82	2	2	86	127
15.30-15.45	22	2	0	24	20	0	0	20	93	4	2	99	143
15.45-16.00	17	1	0	18	25	2	0	27	109	2	1	112	157
16.00-16.15	20	0	0	20	19	0	0	19	114	3	2	119	158
16.15-16.30*	27	1	0	28	21	1	0	22	129	3	3	135	185
16.30-16.45*	36	2	0	38	26	0	0	26	164	1	2	167	231
16.45-17.00*	37	1	1	39	29	0	0	29	153	2	2	157	225
17.00-17.15*	33	0	0	33	30	3	0	33	143	4	2	149	215
17.15-17.30	29	1	0	30	18	0	0	18	139	3	6	148	196
17.30-17.45	20	1	0	21	19	0	0	19	120	3	4	127	167
17.45-18.00	17	0	0	17	16	0	0	16	85	1	1	87	120
0 TOTAL	747	23	4	774	596	21	0	617	2852	130	86	3068	4459
% OF APPROACH				17.36	13.84				68.80				

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 3: Capital Drive		SECTID #: 000000		LEFT TURN TO: Maypoint Rd		SECTID #: 000000	
TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL		
7.30- 7.45	6	0	0	0	6	*	
7.45- 8.00	7	0	0	0	7	*	27 TOTAL MOVEMENT
8.00- 8.15	8	0	0	0	8	*	426 TOTAL APPROACH
8.15- 8.30	6	0	0	0	6	*	6.34 GOES LEFT
8.30- 8.45	5	0	0	0	5		
8.45- 9.00	6	0	0	0	6		
9.00- 9.15	6	0	0	0	6		
9.15- 9.30	4	0	0	0	4		
9.30- 9.45	4	0	0	0	4		
9.45-10.00	5	1	0	0	6		
10.00-10.15	10	0	0	0	10		
10.15-10.30	6	0	0	0	6		
11.30-11.45	8	1	0	0	9		
11.45-12.00	6	0	0	0	6		
12.00-12.15	5	0	0	0	5		
12.15-12.30	7	0	0	0	7	*	
12.30-12.45	10	0	0	0	10	*	36 TOTAL MOVEMENT
12.45-13.00	5	1	0	0	6	*	626 TOTAL APPROACH
13.00-13.15	11	2	0	0	13	*	5.75 GOES LEFT
13.15-13.30	7	0	0	0	7		
13.30-13.45	5	0	0	0	5		
13.45-14.00	4	0	0	0	4		
14.00-14.15	8	0	0	0	8		
14.15-14.30	5	0	0	0	5		
15.00-15.15	7	0	0	0	7		
15.15-15.30	4	0	0	0	4		
15.30-15.45	9	0	0	0	9		
15.45-16.00	11	0	0	0	11		
16.00-16.15	8	0	0	0	8	*	
16.15-16.30	7	1	0	0	8	*	33 TOTAL MOVEMENT
16.30-16.45	6	0	0	0	6	*	974 TOTAL APPROACH
16.45-17.00	8	0	0	0	8	*	3.39 GOES LEFT
17.00-17.15	11	0	0	0	11		
17.15-17.30	9	0	0	0	9		
17.30-17.45	8	0	0	0	8		
17.45-18.00	10	0	0	0	10		
0 TOTAL	252	6	0	0	258		

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 3: Capital Drive		SECTID #: 000000	STRAIGHT THROUGH TO: Rte 1 West		SECTID #: 001071
0	TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6 TOTAL

TIME	CARS, PU	SU, TRK	TT3	TT6	TOTAL	MOVEMENTS
7.30-7.45	55	2	2	0	59	
7.45-8.00	57	3	1	0	61	* 251 TOTAL MOVEMENT
8.00-8.15	52	2	1	0	55	* 426 TOTAL APPROACH
8.15-8.30	73	2	1	0	76	* 58.92 GOES STRAIGHT
8.30-8.45	72	5	0	0	77	
8.45-9.00	76	2	0	0	78	
9.00-9.15	75	1	1	0	77	
9.15-9.30	67	3	1	0	71	
9.30-9.45	56	3	0	0	59	
9.45-10.00	85	4	1	0	90	
10.00-10.15	103	1	0	0	104	
10.15-10.30	107	3	0	0	110	
10.30-10.45	94	3	0	0	97	
10.45-11.00	89	2	1	0	92	
11.00-11.15	102	4	2	0	108	
11.15-11.30	97	3	0	0	100	
11.30-11.45	106	4	1	0	111	* 469 TOTAL MOVEMENT
11.45-12.00	121	2	0	0	123	* 626 TOTAL APPROACH
12.00-12.15	132	3	0	0	135	* 74.92 GOES STRAIGHT
12.15-12.30	112	1	0	0	113	
12.30-12.45	124	0	1	0	125	
12.45-13.00	113	0	0	0	113	
13.00-13.15	122	2	0	0	124	
13.15-13.30	143	2	2	0	147	
13.30-13.45	146	3	0	0	149	
13.45-14.00	133	1	1	0	135	
14.00-14.15	171	2	0	0	173	
14.15-14.30	182	0	0	0	182	
14.30-14.45	196	3	1	0	200	
14.45-15.00	208	2	0	0	210	
15.00-15.15	207	1	0	0	208	* 871 TOTAL MOVEMENT
15.15-15.30	224	1	1	0	226	* 974 TOTAL APPROACH
15.30-15.45	226	1	0	0	227	* 89.43 GOES STRAIGHT
15.45-16.00	172	1	1	0	174	
16.00-16.15	189	2	1	0	191	
16.15-16.30	178	1	0	0	180	
16.30-16.45	4465	75	20	0	4560	

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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH	LEG	TIME	CARS, PU	SU, TRK	TT3	TT6	TOTAL	MOVEMENTS
Capital Drive	3	7.30-7.45	38	0	0	0	38	
		7.45-8.00	40	1	0	0	41	* 148 TOTAL MOVEMENT
		8.00-8.15	36	0	0	0	36	* 426 TOTAL APPROACH
		8.15-8.30	33	0	0	0	33	* 34.74 GOES RIGHT
		8.30-8.45	26	2	0	0	28	
		8.45-9.00	34	2	0	0	36	
		9.00-9.15	26	1	0	0	27	
		9.15-9.30	24	2	0	0	26	
		9.30-9.45	14	0	0	0	14	
		9.45-10.00	23	1	0	0	24	
		10.00-10.15	22	0	0	0	22	
		10.15-10.30	25	0	0	0	25	
		10.30-10.45	28	1	0	0	29	
		10.45-11.00	31	0	0	0	31	
		11.00-11.15	22	0	0	0	22	
		11.15-11.30	26	2	0	0	28	
		11.30-11.45	31	0	0	0	31	* 121 TOTAL MOVEMENT
		11.45-12.00	29	0	0	0	29	* 626 TOTAL APPROACH
		12.00-12.15	32	1	0	0	33	* 19.33 GOES RIGHT
		12.15-12.30	20	0	0	0	20	
		12.30-12.45	25	2	0	0	27	
		12.45-13.00	12	0	0	0	12	
		13.00-13.15	18	0	0	0	18	
		13.15-13.30	14	0	0	0	14	
		13.30-13.45	23	1	0	0	24	
		13.45-14.00	16	0	0	0	16	
		14.00-14.15	18	0	0	0	18	
		14.15-14.30	19	2	0	0	21	
		14.30-14.45	21	0	0	0	21	
		14.45-15.00	23	0	0	0	23	* 70 TOTAL MOVEMENT
		15.00-15.15	15	1	0	0	16	* 974 TOTAL APPROACH
		15.15-15.30	17	0	0	0	17	* 7.19 GOES RIGHT
		15.30-15.45	13	1	0	0	14	
		15.45-16.00	14	0	0	0	14	
		16.00-16.15	17	0	0	0	17	
		16.15-16.30	13	0	0	0	13	
		16.30-16.45	838	20	0	0	858	

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INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
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0 SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Capital Drive SUBSECTION ID: 000000

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076
0 LEFT STRAIGHT RIGHT TOTAL
CAR/PU SU/ TT TOTAL CAR/PU SU/ TT TOTAL CAR/PU SU/ TT TOTAL

00107201.txt											
TIME	VAN/MC	BUS	3,4,5,6		VAN/MC	BUS	3,4,5,6		VAN/MC	BUS	3,4,5,6
7.30-7.45*	6	0	0	6	55	2	2	59	38	0	0
7.45-8.00*	7	0	0	7	57	3	1	61	40	1	0
8.00-8.15*	8	0	0	8	52	2	1	55	36	0	0
8.15-8.30*	6	0	0	6	73	2	1	76	33	0	0
8.30-8.45	5	0	0	5	72	5	0	77	26	2	0
8.45-9.00	6	0	0	6	76	2	0	78	34	2	0
9.00-9.15	6	0	0	6	75	1	1	77	26	1	0
9.15-9.30	4	0	0	4	67	3	1	71	24	2	0
9.30-9.45	4	0	0	4	56	3	0	59	24	0	0
9.45-10.00	5	1	0	6	85	4	1	90	23	1	0
10.00-10.15	10	0	0	10	103	1	0	104	22	0	0
10.15-10.30	6	0	0	6	107	3	0	110	25	0	0
11.30-11.45	8	1	0	9	94	3	0	97	28	1	0
11.45-12.00	6	0	0	6	89	2	1	92	31	0	0
12.00-12.15	5	0	0	5	102	4	2	108	22	0	0
12.15-12.30*	7	0	0	7	97	3	0	100	26	2	0
12.30-12.45*	10	0	0	10	106	4	1	111	31	0	0
12.45-13.00*	5	1	0	6	121	2	0	123	29	0	0
13.00-13.15*	11	2	0	13	132	3	0	135	32	1	0
13.15-13.30	7	0	0	7	112	1	0	113	20	0	0
13.30-13.45	5	0	0	5	124	0	1	125	25	2	0
13.45-14.00	4	0	0	4	113	0	0	113	12	0	0
14.00-14.15	8	0	0	8	122	2	0	124	18	0	0
14.15-14.30	5	0	0	5	143	2	2	147	14	0	0
15.00-15.15	7	0	0	7	146	3	0	149	23	1	0
15.15-15.30	4	0	0	4	133	1	1	135	16	0	0
15.30-15.45	9	0	0	9	171	2	0	173	18	0	0
15.45-16.00	11	0	0	11	182	0	0	182	19	2	0
16.00-16.15	8	0	0	8	196	3	1	200	21	0	0
16.15-16.30*	7	1	0	8	208	2	0	210	23	0	0
16.30-16.45*	6	0	0	6	207	1	0	208	15	1	0
16.45-17.00*	8	0	0	8	224	1	1	226	17	0	0
17.00-17.15*	11	0	0	11	226	1	0	227	13	1	0
17.15-17.30	9	0	0	9	172	1	1	174	14	0	0
17.30-17.45	8	0	0	8	189	2	0	191	17	0	0
17.45-18.00	10	0	0	10	178	1	1	180	13	0	0
0 TOTAL	252	6	0	258	4465	75	20	4560	838	20	0
% OF APPROACH				4.55				80.34			

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 4: Maypoint Rd				SECTION #: 000000		LEFT TURN TO: Rte 1 West		SECTION #: 001071	
TIME	CARS,PU VANS,MC	SU,TRK BUSES	TT3 4,5	TT6	TOTAL				
7.30-7.45	6	0	0	0	6				
7.45-8.00	7	0	0	0	7	*	38 TOTAL MOVEMENT		
8.00-8.15	13	0	0	0	13	*	125 TOTAL APPROACH		
8.15-8.30	11	1	0	0	12	*	30.40 GOES LEFT		
8.30-8.45	9	0	0	0	9				
8.45-9.00	8	0	0	0	8				
9.00-9.15	11	1	0	0	12				
9.15-9.30	6	0	0	0	9				
9.30-9.45	13	0	0	0	13				
9.45-10.00	11	1	0	0	12				
10.00-10.15	7	0	0	0	7				
10.15-10.30	17	0	0	0	17				
11.30-11.45	12	0	0	0	12				
11.45-12.00	14	1	0	0	15				
12.00-12.15	11	0	0	0	11				
12.15-12.30	11	0	0	0	11	*	57 TOTAL MOVEMENT		
12.30-12.45	17	0	0	0	17	*	168 TOTAL APPROACH		
12.45-13.00	13	0	0	0	13	*	33.93 GOES LEFT		
13.00-13.15	16	0	0	0	16				
13.15-13.30	19	1	0	0	20				
13.30-13.45	15	1	0	0	16				
13.45-14.00	15	1	0	0	16				
14.00-14.15	19	1	0	0	20				
14.15-14.30	20	0	0	0	20				
15.00-15.15	17	0	0	0	17				
15.15-15.30	13	1	0	0	14				
15.30-15.45	16	0	0	0	16				
15.45-16.00	18	1	0	0	19				
16.00-16.15	36	1	0	0	37				
16.15-16.30	34	1	0	0	35	*	141 TOTAL MOVEMENT		
16.30-16.45	53	1	0	0	54	*	257 TOTAL APPROACH		
16.45-17.00	33	1	0	0	34	*	54.86 GOES LEFT		
17.00-17.15	18	0	0	0	18				
17.15-17.30	20	0	0	0	20				
17.30-17.45	0	7	1	0	8				
17.45-18.00	7	0	0	0	7				
0 TOTAL	569	21	1	0	591				

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd
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00107201.txt

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

APPROACH LEG 4: Maypoint Rd SECTION #: 000000 STRAIGHT THROUGH TO: Rte 1 East SECTION #: 001072

TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL	
7.30- 7.45	8	2	0	0	10	*
7.45- 8.00	12	3	0	0	15	* 53 TOTAL MOVEMENT
8.00- 8.15	9	0	0	0	9	* 125 TOTAL APPROACH
8.15- 8.30	17	2	0	0	19	* 42.40 GOES STRAIGHT
8.30- 8.45	9	0	0	0	9	
8.45- 9.00	17	2	0	0	19	
9.00- 9.15	14	0	0	0	14	
9.15- 9.30	6	1	0	0	7	
9.30- 9.45	11	0	0	0	11	
9.45-10.00	13	0	0	0	13	
10.00-10.15	15	2	0	0	17	
10.15-10.30	10	1	0	0	11	
11.30-11.45	9	0	0	0	9	
11.45-12.00	11	2	0	0	13	
12.00-12.15	9	1	0	0	10	
12.15-12.30	18	0	0	0	18	*
12.30-12.45	18	0	0	0	18	* 73 TOTAL MOVEMENT
12.45-13.00	14	1	0	0	15	* 168 TOTAL APPROACH
13.00-13.15	22	0	0	0	22	* 43.45 GOES STRAIGHT
13.15-13.30	10	0	0	0	10	
13.30-13.45	12	0	0	0	12	
13.45-14.00	18	1	1	0	20	
14.00-14.15	9	0	0	0	9	
14.15-14.30	13	1	0	0	14	
15.00-15.15	11	0	0	0	11	
15.15-15.30	15	1	0	0	16	
15.30-15.45	9	0	0	0	9	
15.45-16.00	10	1	0	0	11	
16.00-16.15	11	1	0	0	12	*
16.15-16.30	15	0	0	0	15	* 83 TOTAL MOVEMENT
16.30-16.45	22	2	0	0	24	* 257 TOTAL APPROACH
16.45-17.00	19	3	0	0	22	* 32.30 GOES STRAIGHT
17.00-17.15	22	0	0	0	22	
17.15-17.30	14	2	0	0	16	
17.30-17.45	0	17	0	0	17	
17.45-18.00	15	0	0	0	15	
0 TOTAL	467	46	1	0	514	

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
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LEG MOVEMENT SUMMARY

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13 CREW: DR,SC,RM,TM D.O.W.: WEDNESDAY WEATHER: sunny INDEX NO.: 14076

APPROACH LEG 4: Maypoint Rd SECTION #: 000000 RIGHT TURN TO: Capital Drive SECTION #: 000000

TIME	CARS, PU VANS, MC	SU, TRK BUSES	TT3 4, 5	TT6	TOTAL	
7.30- 7.45	3	1	0	0	4	*
7.45- 8.00	4	1	0	0	5	* 34 TOTAL MOVEMENT
8.00- 8.15	8	0	0	0	8	* 125 TOTAL APPROACH
8.15- 8.30	17	0	0	0	17	* 27.20 GOES RIGHT
8.30- 8.45	4	1	0	0	5	
8.45- 9.00	10	0	0	0	10	
9.00- 9.15	9	0	0	0	9	
9.15- 9.30	10	0	0	0	10	
9.30- 9.45	4	0	0	0	4	
9.45-10.00	10	1	0	0	11	
10.00-10.15	16	0	0	0	16	
10.15-10.30	5	0	0	0	5	
11.30-11.45	4	0	0	0	4	
11.45-12.00	3	0	0	0	3	
12.00-12.15	7	0	0	0	7	
12.15-12.30	6	0	0	0	6	*
12.30-12.45	13	0	0	0	13	* 38 TOTAL MOVEMENT
12.45-13.00	10	0	0	0	10	* 168 TOTAL APPROACH
13.00-13.15	9	0	0	0	9	* 22.62 GOES RIGHT
13.15-13.30	6	0	0	0	6	
13.30-13.45	7	0	0	0	7	
13.45-14.00	10	0	0	0	10	
14.00-14.15	6	0	0	0	6	
14.15-14.30	2	0	0	0	2	
15.00-15.15	3	0	0	0	3	
15.15-15.30	6	0	0	0	6	
15.30-15.45	3	0	0	0	3	
15.45-16.00	10	0	0	0	10	
16.00-16.15	7	0	0	0	7	*
16.15-16.30	5	0	0	0	5	* 33 TOTAL MOVEMENT
16.30-16.45	14	0	0	0	14	* 257 TOTAL APPROACH
16.45-17.00	8	0	0	0	8	* 12.84 GOES RIGHT
17.00-17.15	6	0	0	0	6	
17.15-17.30	6	0	0	0	6	
17.30-17.45	5	0	0	0	5	
17.45-18.00	3	0	0	0	3	
0 TOTAL	259	4	0	0	263	

DATE: 2016 10 04
TIME: 10:10:48

P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)

SUMMARY TABLE FOR VEHICLES APPROACHING FROM : Maypoint Rd SUBSECTION ID: 000000

PAGE 17

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

TIME	LEFT				STRAIGHT				RIGHT				TOTAL
	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	CAR/PU VAN/MC	SU/ BUS	TT 3,4,5,6	TOTAL	
7.30-7.45	6	0	0	6	8	2	0	10	3	1	0	4	20
7.45-8.00	7	0	0	7	12	3	0	15	4	1	0	5	27
8.00-8.15	13	0	0	13	9	0	0	9	8	0	0	8	30
8.15-8.30	11	1	0	12	17	2	0	19	17	0	0	17	48
8.30-8.45	9	0	0	9	9	0	0	9	4	1	0	5	23
8.45-9.00	8	0	0	8	17	2	0	19	10	0	0	10	37
9.00-9.15	11	1	0	12	14	0	0	14	9	0	0	9	35
9.15-9.30	9	0	0	9	6	1	0	7	10	0	0	10	26
9.30-9.45	13	0	0	13	11	0	0	11	4	0	0	4	28
9.45-10.00	11	1	0	12	13	0	0	13	10	1	0	11	36
10.00-10.15	7	0	0	7	15	2	0	17	16	0	0	16	40
10.15-10.30	17	0	0	17	10	1	0	11	5	0	0	5	33
11.30-11.45	12	0	0	12	9	0	0	9	4	0	0	4	25
11.45-12.00	14	1	0	15	11	2	0	13	3	0	0	3	31
12.00-12.15	11	0	0	11	9	1	0	10	7	0	0	7	28
12.15-12.30	11	0	0	11	18	0	0	18	6	0	0	6	35
12.30-12.45	17	0	0	17	18	0	0	18	13	0	0	13	48
12.45-13.00	13	0	0	13	14	1	0	15	10	0	0	10	38
13.00-13.15	16	0	0	16	22	0	0	22	9	0	0	9	47
13.15-13.30	29	1	0	30	10	0	0	10	6	0	0	6	36
13.30-13.45	15	1	0	16	12	0	0	12	7	0	0	7	35
13.45-14.00	15	1	0	16	18	1	1	20	10	0	0	10	46
14.00-14.15	19	1	0	20	9	0	0	9	6	0	0	6	35
14.15-14.30	20	0	0	20	13	1	0	14	2	0	0	2	36
15.00-15.15	17	0	0	17	11	0	0	11	3	0	0	3	31
15.15-15.30	13	1	0	14	15	1	0	16	6	0	0	6	36
15.30-15.45	16	0	0	16	9	0	0	9	3	0	0	3	28
15.45-16.00	18	1	0	19	10	1	0	11	10	0	0	10	40
16.00-16.15	36	1	0	37	11	1	0	12	7	0	0	7	56
16.15-16.30	34	1	0	35	15	0	0	15	5	0	0	5	55
16.30-16.45	53	1	0	54	22	2	0	24	14	0	0	14	92
16.45-17.00	33	1	0	34	19	3	0	22	8	0	0	8	64
17.00-17.15	18	0	0	18	22	0	0	22	6	0	0	6	46
17.15-17.30	20	0	0	20	14	2	0	16	6	0	0	6	42
17.30-17.45	0	7	1	8	0	17	0	17	5	0	0	5	30
17.45-18.00	7	0	0	7	15	0	0	15	3	0	0	3	25
0 TOTAL	569	21	1	591	467	46	1	514	259	4	0	263	1368
% OF APPROACH				43.20				37.57				19.23	

DATE: 2016 10 04
TIME: 10:10:48P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)
INTERSECTION DESIGN SUMMARY

PAGE 18

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

TIME	West				East				Capital Drive				Maypoint Rd			
	IN	OUT	TOTAL	%LEFT	IN	OUT	TOTAL	%LEFT	IN	OUT	TOTAL	%LEFT	IN	OUT	TOTAL	%LEFT
1 PEAK 7.30- 8.30	1576	567	2143	694	44.04	819	51.97	63	408	895	1303	63	426	916	1342	27
2 PEAK 12.15-13.15	901	835	1736	317	35.18	533	59.16	95	466	511	977	95	626	666	1292	36
3 PEAK 16.15-17.15	920	1620	2540	325	35.33	523	56.85	138	974	478	1334	138	974	694	1668	33
1 PEAK 7.30- 8.30	408	895	1303	63	15.44	67	16.42	278	426	916	1342	27	426	916	1342	27
2 PEAK 12.15-13.15	466	511	977	95	20.39	62	13.30	309	626	666	1292	36	626	666	1292	36
3 PEAK 16.15-17.15	856	478	1334	138	16.12	110	12.85	608	974	478	1334	138	974	478	1334	138
1 PEAK 7.30- 8.30	125	157	282	38	30.40	53	42.40	34	125	157	282	38	125	157	282	38
2 PEAK 12.15-13.15	168	149	317	57	33.93	73	43.45	38	168	149	317	57	168	149	317	57
3 PEAK 16.15-17.15	257	215	472	141	54.86	83	32.30	33	257	215	472	141	257	215	472	141

DATE: 2016 10 04
TIME: 10:10:48P.E.I. DEPARTMENT OF TRANSPORTATION AND PUBLIC WORKS
INTEGRATED TRAFFIC MONITORING SYSTEM - ITMS
INTERSECTION COUNT ANALYSIS PROGRAM - ICSANL (VERSION 1.04)
PAVEMENT DESIGN SUMMARY

PAGE 19

SITE ID: 00107201 LOCATION: Charlottetown - Rte 1, Capital Dr and Maypoint Rd

DATE: 14/ 8/13

CREW: DR,SC,RM,TM

D.O.W.: WEDNESDAY

WEATHER: sunny

INDEX NO.: 14076

LEG: Rte 1 West	SUBSECTION ID: 001071		PCS MATCH: 001071													
	AADT	AADTT	#CAR/PU VAN/MC	%CAR/PU VAN/MC	#SU/TRK BUSES	%SU/TRK BUSES	#TT3 4.5	%TT3 4.5	#TT6 5	%TT6 5						
APPROACHING INTERSECTION:	10999	368	7995	96.66	179	2.15	1.12	1.15	5	0.06						
LEAVING INTERSECTION:	11023	446	7886	95.95	226	2.75	1.30	1.30	0	0.00						
TOTAL	22022	814	15881	96.31	405	2.46	2.00	2.21	5	0.03						
0																
LEG: Rte 1 East	SUBSECTION ID: 001072		PCS MATCH: 001071													
	AADT	AADTT	#CAR/PU VAN/MC	%CAR/PU VAN/MC	#SU/TRK BUSES	%SU/TRK BUSES	#TT3 4.5	%TT3 4.5	#TT6 5	%TT6 5						
APPROACHING INTERSECTION:	6053	358	4195	94.08	174	3.90	90	2.02	0	0.00						
LEAVING INTERSECTION:	5947	338	4195	94.31	173	3.89	75	1.69	5	0.11						

TOTAL	12000	696	8390	00107201.txt	347	3.90	165	1.85	5	0.06
0				94.20						
LEG: Capital Drive	SUBSECTION ID: 000000		PCS MATCH: 001071							
	AADY	AADTT	#CAR/PU	%CAR/PU	#SU/TRK	%SU/TRK	#TT3	%TT3	#TT6	%TT6
			VAN/MC	VAN/MC	BUSES	BUSES	4.5	4.5		
0APPROACHING INTERSECTION:	7620	162	5555	97.87	101	1.78	20	0.35	0	0.00
LEAVING INTERSECTION:	7832	150	5670	98.08	90	1.56	21	0.36	0	0.00
TOTAL	15452	312	11225	97.97	191	1.67	41	0.36	0	0.00
0										
LEG: Maypoint Rd	SUBSECTION ID: 000000		PCS MATCH: 001071							
	AADY	AADTT	#CAR/PU	%CAR/PU	#SU/TRK	%SU/TRK	#TT3	%TT3	#TT6	%TT6
			VAN/MC	VAN/MC	BUSES	BUSES	4.5	4.5		
0APPROACHING INTERSECTION:	1943	103	1295	94.66	71	5.19	2	0.15	0	0.00
LEAVING INTERSECTION:	1812	51	1288	97.13	36	2.71	2	0.15	0	0.00
TOTAL	3755	154	2583	95.90	107	3.95	4	0.15	0	0.00

1



C2 - August 5 2019 Traffic Count



ICS of Rte 1, Maypoint Rd & Capital Dr

Crew: RM, DR, SC, PB

Weather: Sunny

Day: Monday

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr

Site Code : 00107201

Start Date : 8/5/2019

Page No : 1

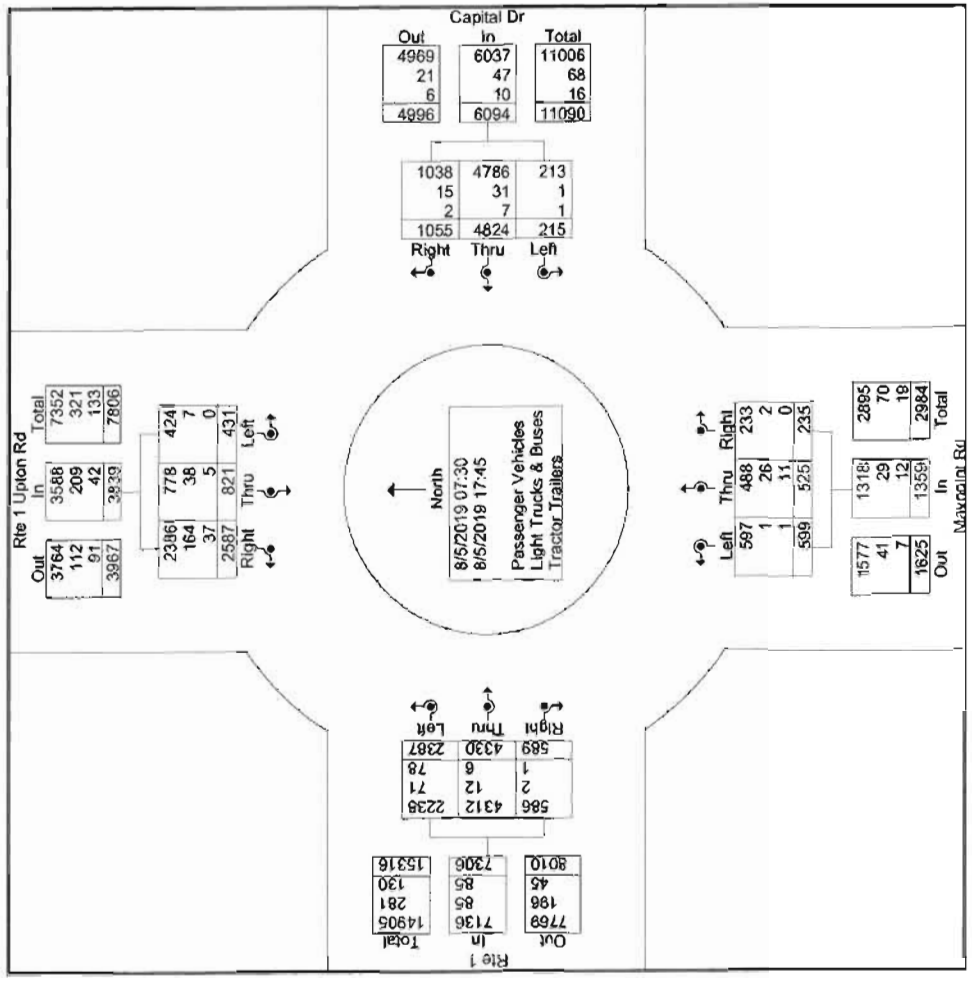
Posted Speeds: Maypoint Rd-50kph Rte 1-70kph Capital Dr-70kph Upton Rd-50kph

Groups Printed- Passenger Vehicles - Light Trucks & Buses - Tractor Trailers

Start Time	Rte 1 Upton Rd From North						Capital Dr From East						Maypoint Rd From South						Rte 1 From West					
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total			
07:30	25	10	8	43	31	34	0	65	3	11	8	22	23	164	133	320	23	164	133	320	450			
07:45	60	24	11	95	53	49	3	105	2	18	13	33	32	184	152	368	32	184	152	368	601			
Total	85	34	19	138	84	83	3	170	5	29	21	55	55	348	285	688	55	348	285	688	1051			
08:00	63	23	22	108	32	59	4	95	5	21	9	35	29	124	94	247	29	124	94	247	485			
08:15	56	24	17	97	21	63	3	87	4	11	9	24	20	134	71	225	20	134	71	225	433			
08:30	64	26	10	100	37	93	6	136	8	16	12	36	14	51	39	104	14	51	39	104	376			
08:45	72	34	9	115	27	56	4	87	6	14	4	24	37	148	78	263	37	148	78	263	489			
Total	255	107	58	420	117	271	17	405	23	62	34	119	100	457	282	839	100	457	282	839	1783			
09:00	67	23	14	104	33	79	1	113	7	19	10	36	17	105	63	185	17	105	63	185	438			
09:15	71	17	5	93	27	96	3	126	7	14	16	37	12	85	44	141	12	85	44	141	397			
09:30	56	29	11	96	25	84	12	121	5	13	12	30	24	111	60	195	24	111	60	195	442			
09:45	56	14	12	82	13	61	5	79	4	14	14	32	14	150	68	232	14	150	68	232	425			
Total	250	83	42	375	98	320	21	439	23	60	52	135	67	451	235	753	67	451	235	753	1702			
10:00	38	24	7	69	25	55	11	91	8	11	11	30	12	120	76	208	12	120	76	208	398			
10:15	42	19	8	69	41	59	6	106	6	12	12	30	12	105	60	177	12	105	60	177	382			
10:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Total	80	43	15	138	66	114	17	197	14	23	23	60	24	225	136	385	24	225	136	385	780			
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:30	100	19	20	139	29	167	2	198	12	7	14	33	9	147	77	233	9	147	77	233	603			
11:45	106	27	17	150	23	165	8	196	12	17	9	38	24	168	76	268	24	168	76	268	652			
Total	206	46	37	289	52	332	10	394	24	24	23	71	33	315	153	501	33	315	153	501	1255			
12:00	114	40	25	179	31	138	6	175	8	14	13	35	13	136	65	214	13	136	65	214	603			
12:15	98	22	23	143	28	157	4	189	10	14	12	36	12	130	76	218	12	130	76	218	586			
12:30	104	22	22	148	42	164	9	215	12	17	18	47	29	123	63	215	29	123	63	215	625			
12:45	109	22	20	151	30	136	5	171	4	7	2	13	24	135	62	221	24	135	62	221	556			
Total	425	106	90	621	131	595	24	750	34	52	45	131	78	524	266	868	78	524	266	868	2370			

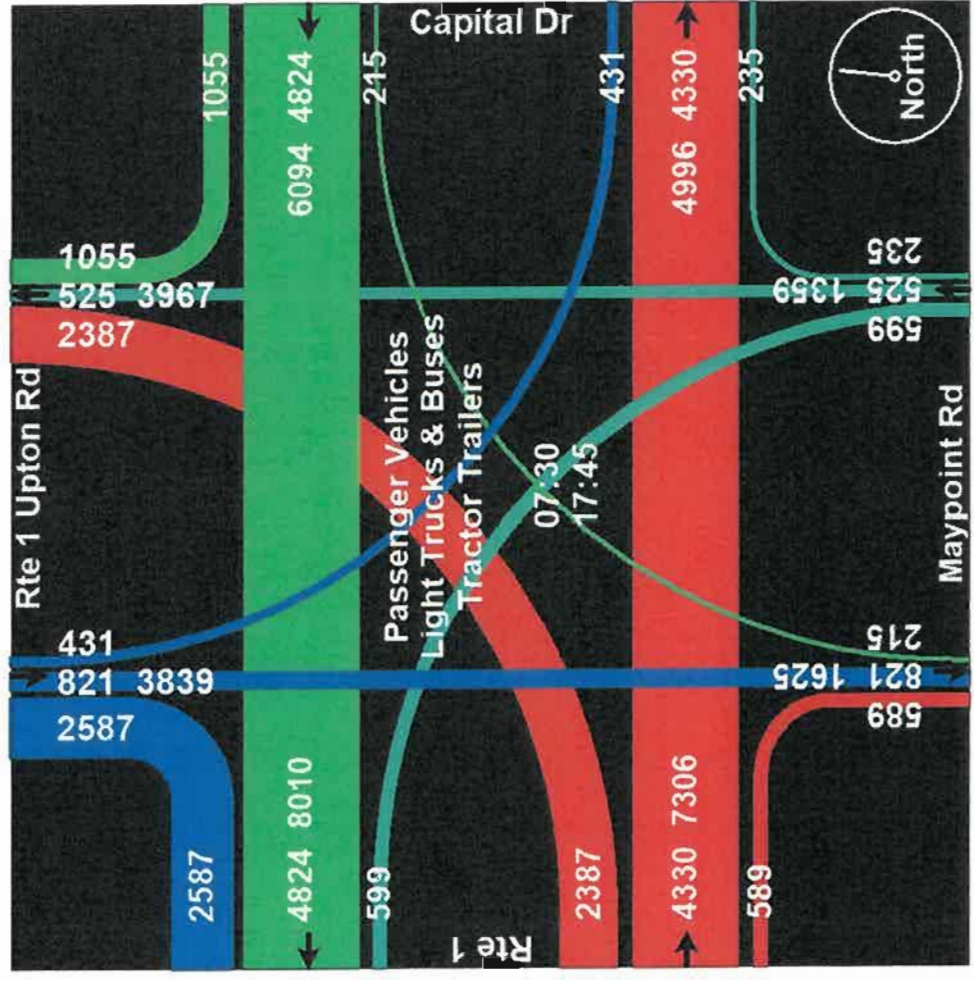
Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

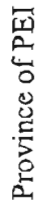
File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 3



Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 4





Department of Transportation, Infrastructure, and Energy

Traffic Operation Section

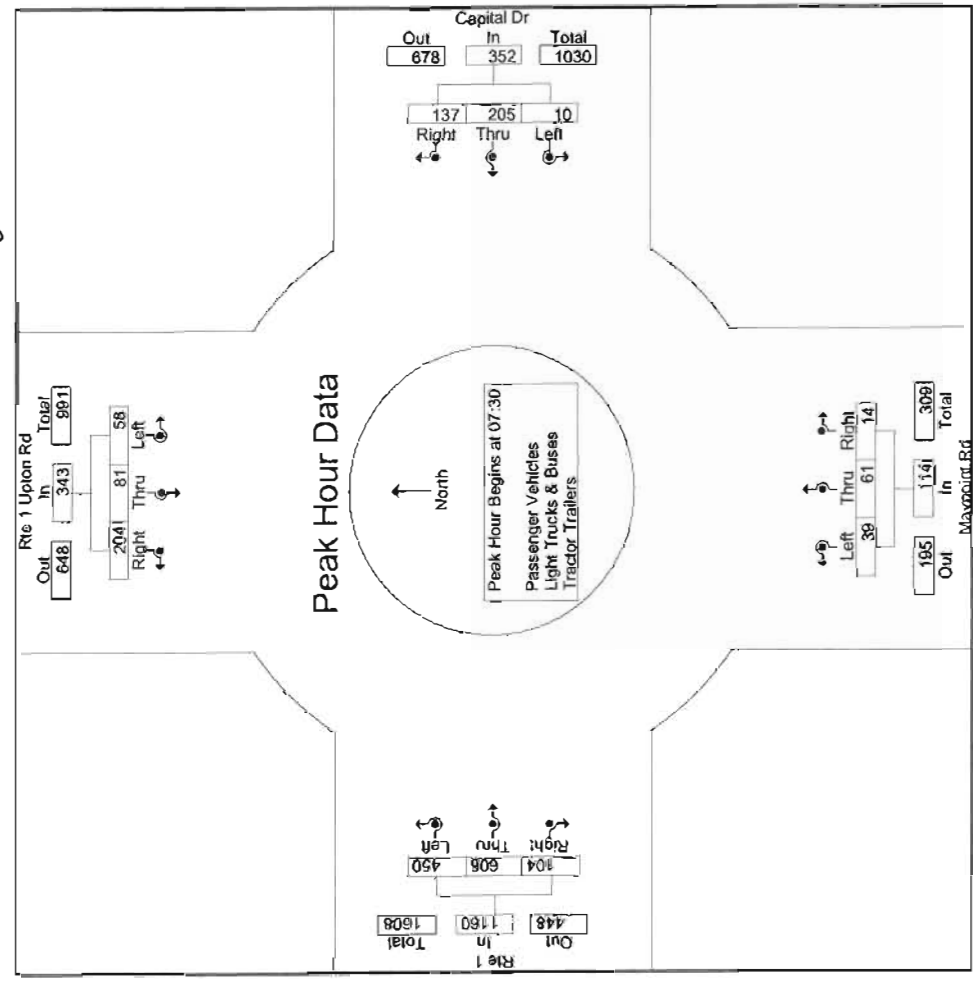
Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
Site Code : 00107201
Start Date : 8/5/2019
Page No : 5

	Rte 1 Upton Rd From North						Capital Dr From East						Maypoint Rd From South						Rte 1 From West							
Start Time	Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		Right	Thru	Left	App.	Total		Int. Total	
Peak Hour Analysis From 07:30 to 09:45 - Peak 1 of 1																										
Peak Hour for Entire Intersection Begins at 07:30																										
07:30	25	10	8		43		31	34	0	65		3	11	8		22		23	164	133		320		450		
07:45	60	24	11		95		53	49	3	105		2	18	13		33		32	184	152		368		601		
08:00	63	23	22		108		32	59	4	95		5	21	9		35		29	124	94		247		485		
08:15	56	24	17		97		21	63	3	87		4	11	9		24		20	134	71		225		1969		
Total Volume	204	81	58		343		137	205	10	352		14	61	39		114		104	606	450		1160		1969		
% App. Total	59.5	23.6	16.9				38.9	58.2	2.8			12.3	53.5	34.2				9	52.2	38.8						
PHF	.810	.844	.659		.794		.646	.813	.625	.838		.700	.726	.750		.814		.813	.823	.740		.788		.819		

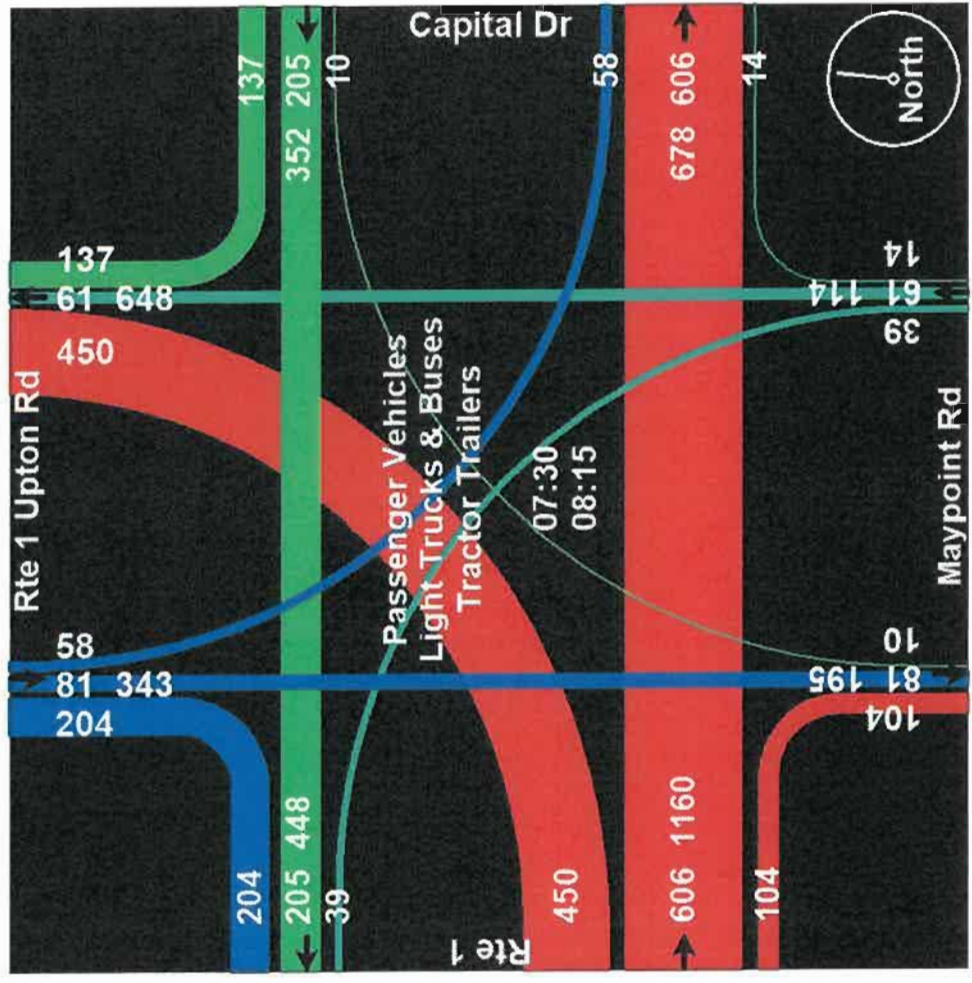
Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 6

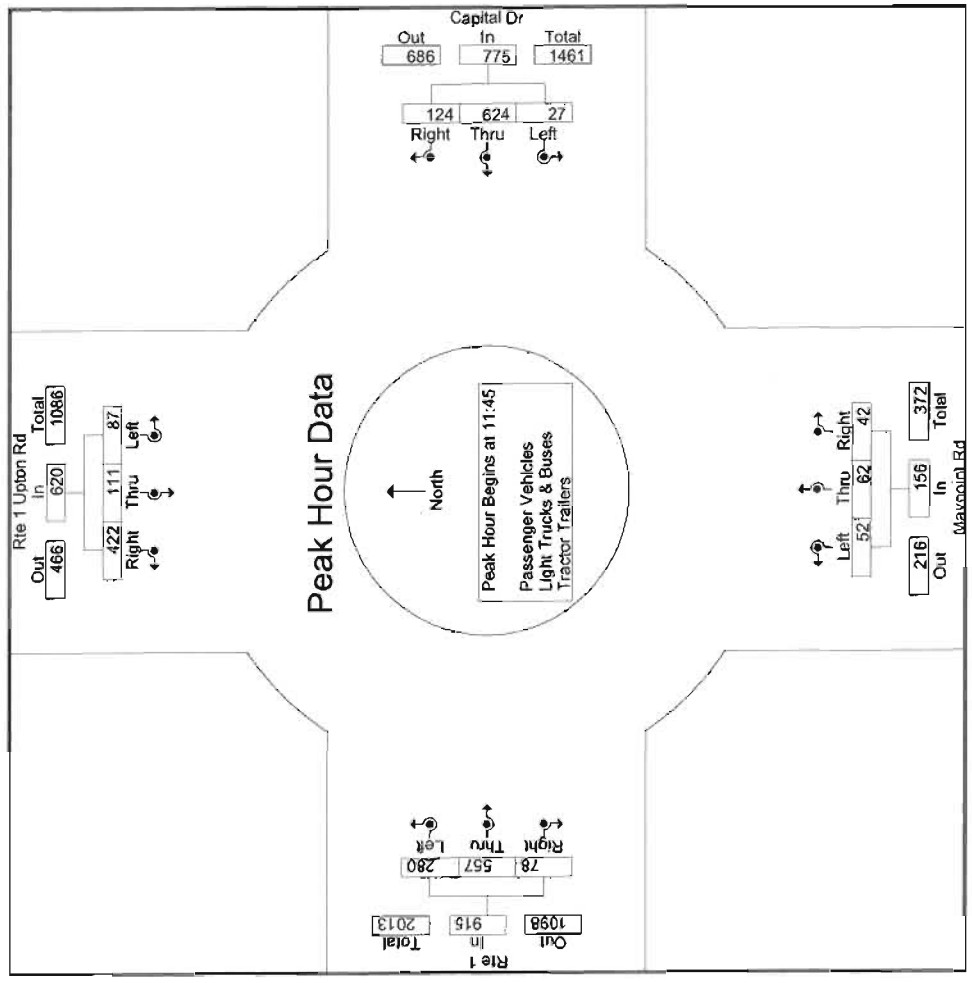


Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 7

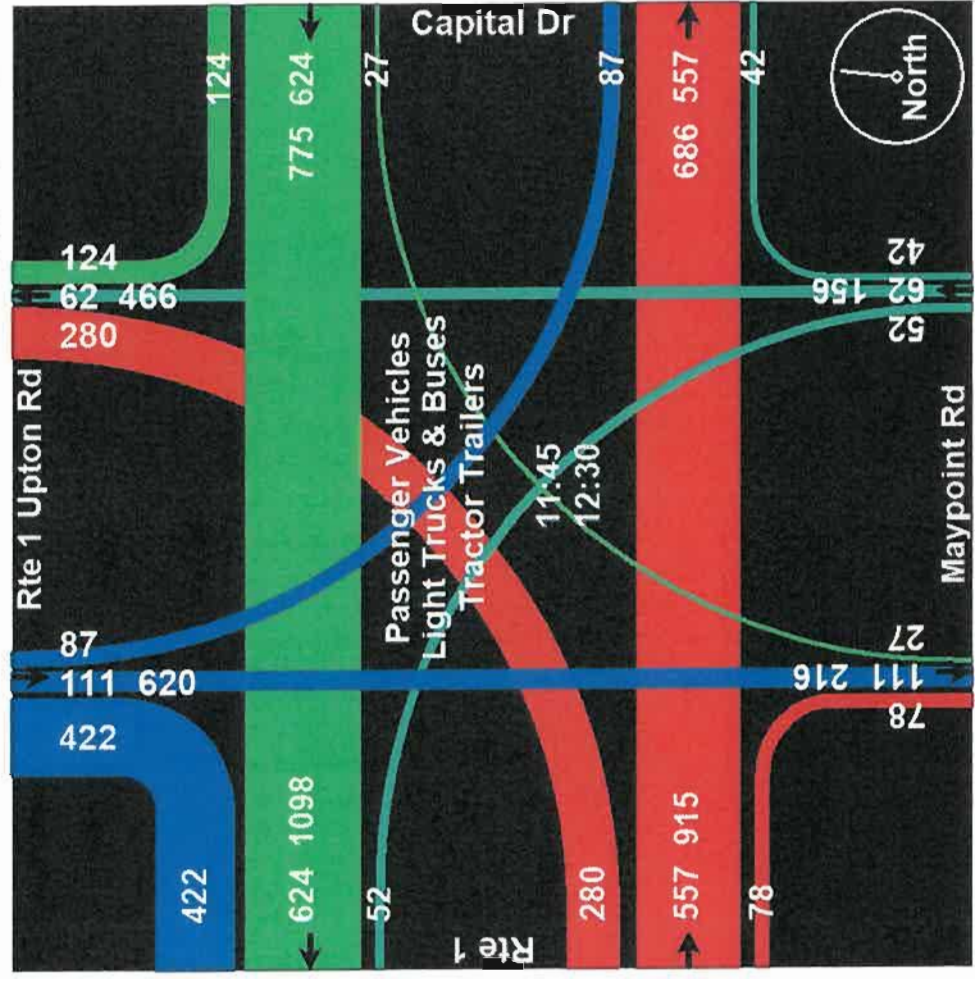


File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 9



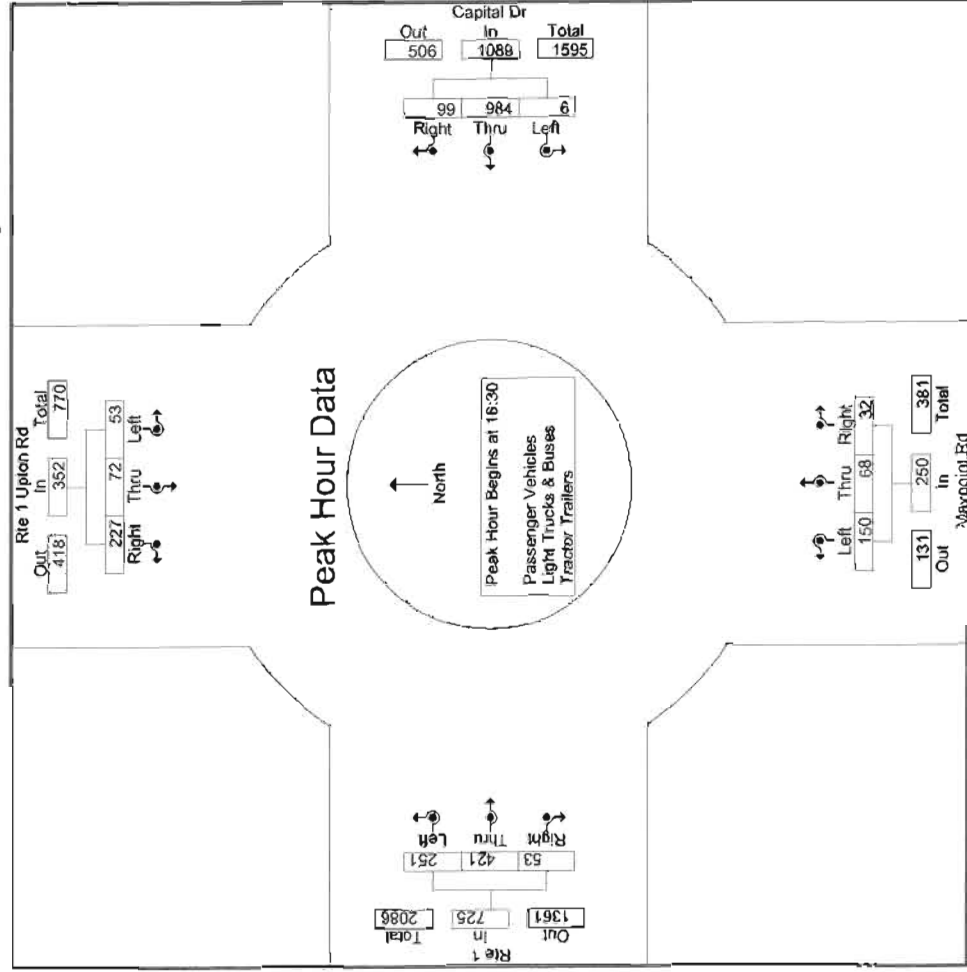
Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 10



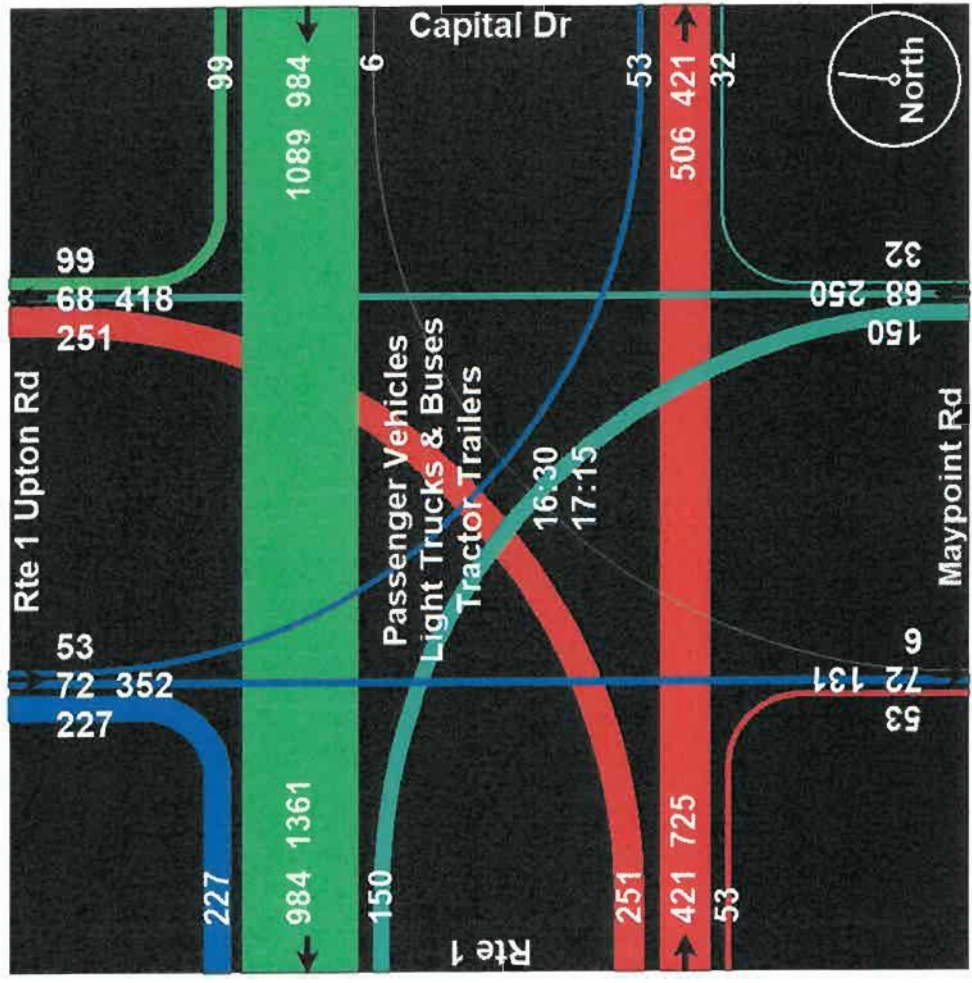
Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
Site Code : 00107201
Start Date : 8/5/2019
Page No : 12



Province of PEI
 Department of Transportation, Infrastructure, and Energy
 Traffic Operation Section
 Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
 Site Code : 00107201
 Start Date : 8/5/2019
 Page No : 13



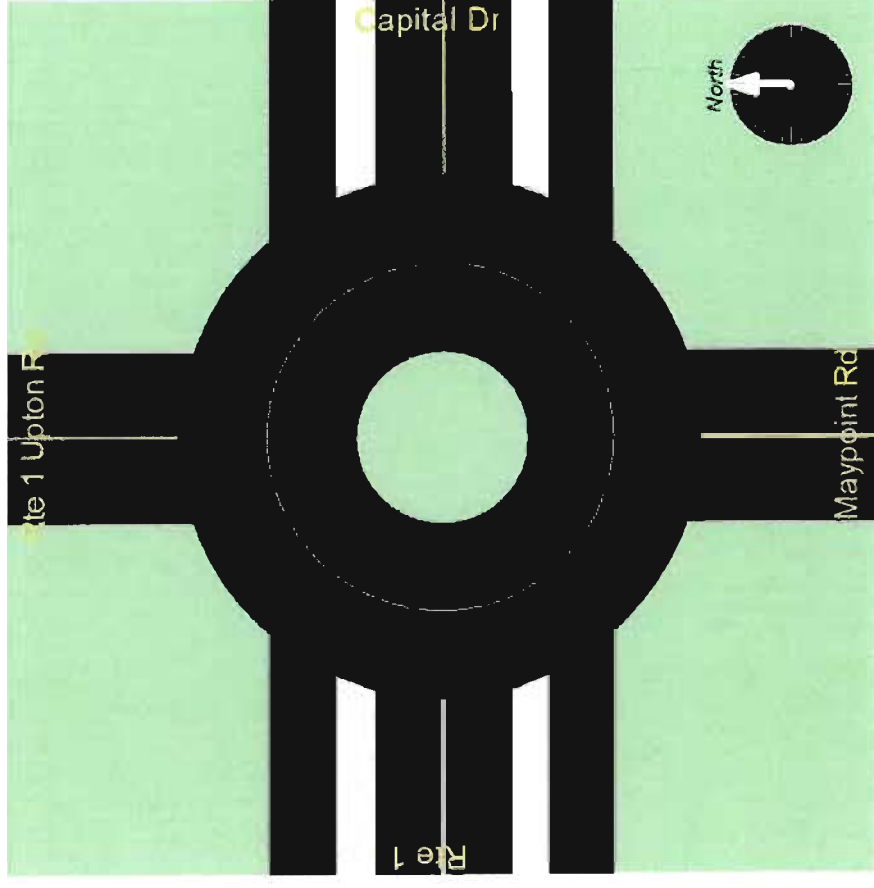
Province of PEI
Department of Transportation, Infrastructure, and Energy
Traffic Operation Section
Intersection Count Analysis-ICS

File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
Site Code : 00107201
Start Date : 8/5/2019
Page No : 14

Image 1



File Name : 00107201-2019 Rte 1-Maypoint Rd-Capital Dr
Site Code : 00107201
Start Date : 8/5/2019
Page No : 15





C3 - October 29 2019 Traffic Count

Maypoint Roundabout - TMC

Tue Oct 29, 2019

Full Length (7 AM-9 AM, 11:30 AM-1:30 PM, 4 PM-6 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659,
Charlottetown, PE, C1A 7N4, CA

Leg Direction Time	Maypoint Road Northbound						Upton Road Southbound						Capital Drive Eastbound						Capital Drive Westbound					
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int					
2019-10-29 7:00AM	12	9	4	0	25	0	12	9	44	0	65	1	72	124	19	0	215	0	357					
	7:15AM	9	6	5	0	20	0	15	14	51	0	80	0	144	218	28	0	390	0	557				
	7:30AM	16	20	6	0	42	0	8	14	65	0	87	0	196	250	60	0	506	0	709				
	7:45AM	13	25	7	0	45	0	31	40	83	0	154	0	193	296	58	0	537	0	878				
Hourly Total	50	60	22	0	132	0	66	77	243	0	386	1	595	888	165	0	1648	0	2501					
8:00AM	9	15	13	0	37	1	32	16	73	0	121	0	164	321	70	0	555	0	804					
8:15AM	14	22	4	0	40	0	26	32	74	0	132	0	151	244	47	0	442	0	704					
8:30AM	6	14	18	0	38	1	23	30	60	0	113	0	113	190	51	0	354	0	611					
8:45AM	12	16	9	0	37	1	29	28	64	0	121	0	103	177	32	0	312	0	571					
Hourly Total	41	67	44	0	152	3	110	106	271	0	487	0	531	932	200	0	1663	0	2690					
11:30AM	15	18	13	0	46	0	19	19	70	0	108	0	56	121	23	0	200	0	497					
11:45AM	17	11	20	0	48	2	30	18	57	0	105	0	46	126	24	0	196	0	478					
Hourly Total	32	29	33	0	94	2	49	37	127	0	213	0	102	247	47	0	396	0	975					
12:00PM	25	16	15	0	56	1	51	34	82	0	167	0	58	96	17	0	171	0	576					
12:15PM	15	25	19	0	59	0	39	17	72	0	128	0	65	101	26	0	192	0	528					
12:30PM	20	21	13	0	54	0	30	18	56	0	104	0	64	134	22	0	220	0	529					
12:45PM	20	21	11	0	52	0	26	21	77	0	124	0	63	128	26	0	217	0	591					
Hourly Total	80	83	58	0	221	1	146	90	287	0	523	0	250	459	91	0	800	0	2224					
1:00PM	17	16	12	0	45	1	22	8	86	0	116	0	51	115	18	0	184	0	509					
1:15PM	21	17	10	0	48	0	12	11	68	0	91	0	59	91	13	0	163	0	452					
Hourly Total	38	33	22	0	93	1	34	19	154	0	207	0	110	206	31	0	347	0	961					
4:00PM	55	37	21	0	113	1	27	30	155	0	212	0	75	129	20	0	224	0	771					
4:15PM	74	24	17	0	115	3	23	28	168	0	219	0	66	137	16	0	219	0	805					
4:30PM	71	24	13	0	108	0	66	32	218	0	316	0	82	113	22	0	217	0	902					
4:45PM	53	29	9	0	91	0	30	32	189	0	251	0	91	112	30	1	234	0	839					
Hourly Total	253	114	60	0	427	4	146	122	730	0	998	0	314	491	88	1	894	0	3317					
5:00PM	46	19	13	0	78	2	26	27	206	0	259	0	66	140	21	0	227	0	838					
5:15PM	53	30	9	0	92	0	12	27	187	0	226	0	58	113	28	0	199	0	812					
5:30PM	37	20	13	0	70	0	23	18	100	0	141	0	75	130	24	0	229	0	692					
5:45PM	25	22	8	0	55	3	29	17	110	0	156	0	59	127	19	0	205	0	633					
Hourly Total	161	91	43	0	295	5	90	89	603	0	782	0	258	510	92	0	860	0	2975					
6:00PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Hourly Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Total	655	477	282	0	1414	16	641	540	2415	0	3596	1	2160	3733	714	1	6608	0	15643					
% Approach	46.3%	33.7%	19.9%	0%	-	-	17.8%	15.0%	67.2%	0%	-	-	32.7%	56.5%	10.8%	0%	-	-	-	-				
% Total	4.2%	3.0%	1.8%	0%	9.0%	-	4.1%	3.5%	15.4%	0%	23.0%	-	13.8%	23.9%	4.6%	0%	42.2%	-	-	-				
Lights	642	450	277	0	1369	-	632	514	2216	0	3362	-	1977	3684	702	0	6363	-	-	-				

Leg Direction	Maypoint Road Northbound					Upion Road Southbound					Capital Drive Eastbound					Capital Drive Westbound									
Time	L	T	R	U	Ped*	L	T	R	U	Ped*	L	T	R	U	Ped*	L	T	R	U	Ped*	Int				
% Lights	98.0%	94.3%	98.2%	0%	96.8%	-	98.6%	95.2%	91.8%	0%	93.5%	-	91.5%	98.7%	98.3%	0%	96.3%	-	98.5%	99.1%	98.4%	0%	99.0%	-	96.4%
Articulated Trucks	0	3	0	0	3	-	1	0	86	0	87	-	84	16	2	0	102	-	0	8	5	0	13	-	205
% Articulated Trucks	0%	0.6%	0%	0%	0.2%	-	0.2%	0%	3.6%	0%	2.4%	-	3.9%	0.4%	0.3%	0%	1.5%	-	0%	0.3%	0.7%	0%	0.3%	-	1.3%
Buses and Single-Unit Trucks	13	24	5	0	42	-	8	26	113	0	147	-	99	33	10	1	143	-	4	18	7	0	29	-	361
% Buses and Single-Unit Trucks	2.0%	5.0%	1.8%	0%	3.0%	-	1.2%	4.8%	4.7%	0%	4.1%	-	4.6%	0.9%	1.4%	100%	2.2%	-	1.5%	0.6%	0.9%	0%	0.7%	-	2.3%
Pedestrians	-	-	-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	6	
% Pedestrians	-	-	-	-	-	87.5%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	12.5%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

Tue Oct 29, 2019

Full Length (7 AM-9 AM, 11:30 AM-1:30 PM, 4 PM-6 PM)

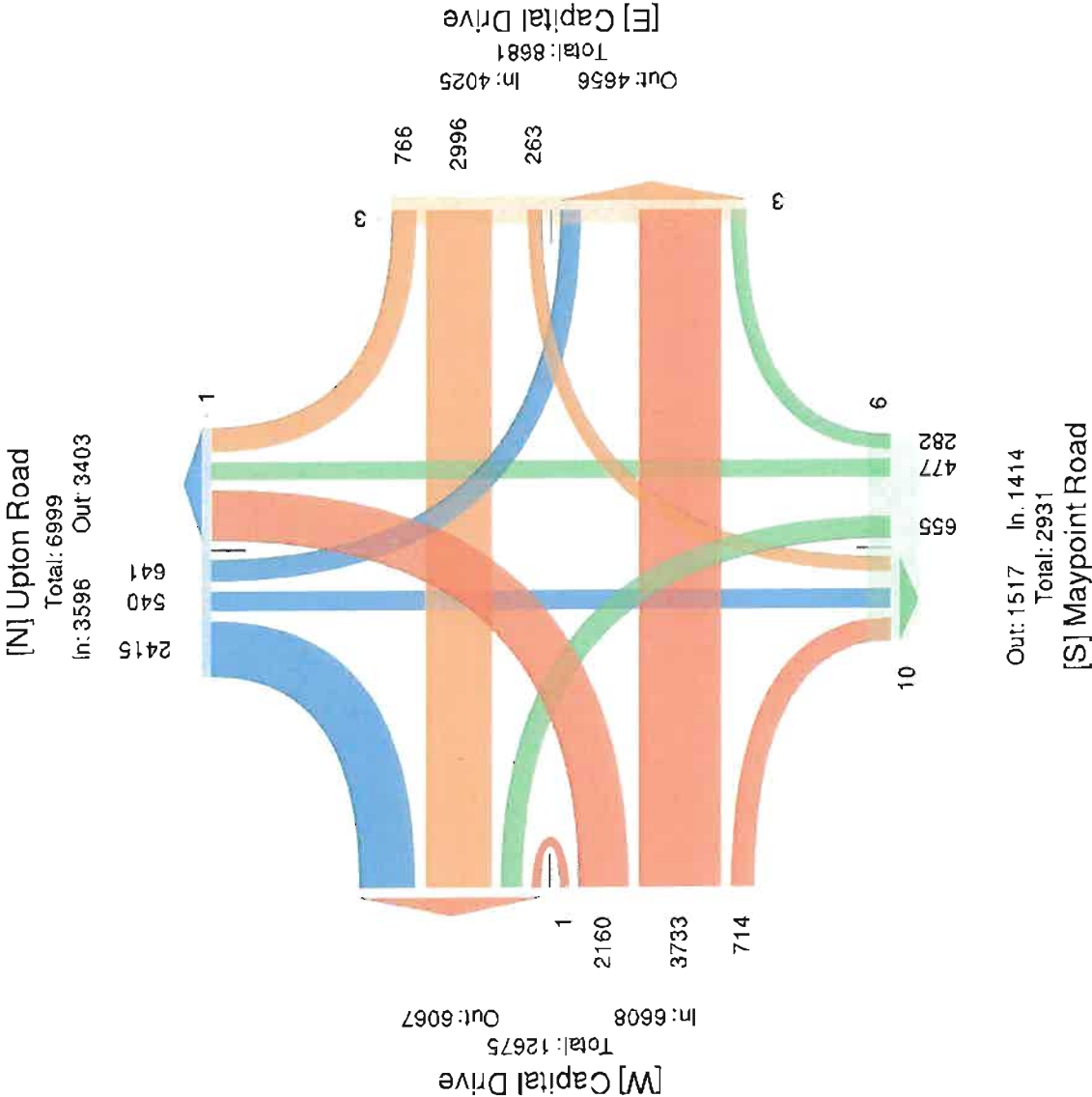
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
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Charlottetown, PE, C1A 7N4, C/A



Maypoint Roundabout - TMC

Tue Oct 29, 2019

AM Peak (7:30 AM - 8:30 AM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
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Charlottetown, PE, C1A 7N4, CA

Leg Direction	Maypoint Road Northbound						Upton Road Southbound						Capital Drive Eastbound						Capital Drive Westbound						
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2019-10-29 7:30AM 7:45AM 8:00AM 8:15AM	16	20	6	0	42	0	8	14	65	0	87	0	196	250	60	0	506	0	3	31	40	0	74	0	709
	13	25	7	0	45	0	31	40	83	0	154	0	183	296	58	0	537	0	9	61	72	0	142	4	878
	9	15	13	0	37	1	32	16	73	0	121	0	164	321	70	0	555	0	13	49	29	0	91	0	804
	14	22	4	0	40	0	26	32	74	0	132	0	151	244	47	0	442	0	8	52	30	0	90	0	704
Total	52	82	30	0	164	1	97	102	295	0	494	0	694	1111	235	0	2040	0	33	193	171	0	397	4	3095
% Approach	31.7%	50.0%	18.3%	0%	-	-	19.6%	20.6%	59.7%	0%	-	-	34.0%	54.5%	11.5%	0%	-	-	8.3%	48.6%	43.1%	0%	-	-	-
% Total	1.7%	2.6%	1.0%	0%	5.3%	-	3.1%	3.3%	9.5%	0%	16.0%	-	22.4%	35.9%	7.6%	0%	65.9%	-	1.1%	6.2%	5.5%	0%	12.8%	-	-
PHP	0.813	0.820	0.577	-	0.911	-	0.758	0.638	0.889	-	0.802	-	0.885	0.865	0.839	-	0.919	-	0.635	0.791	0.594	-	0.699	-	0.881
Lights	51	78	30	0	159	-	94	95	260	0	449	-	666	1105	232	0	2003	-	30	188	168	0	386	-	2997
% Lights	98.1%	95.1%	100%	0%	97.0%	-	96.9%	93.1%	88.1%	0%	90.9%	-	96.0%	99.5%	98.7%	0%	98.2%	-	90.9%	97.4%	98.2%	0%	97.2%	-	96.8%
Articulated Trucks	0	0	0	0	0	-	0	0	16	0	16	-	12	3	1	0	16	-	0	0	0	0	0	-	32
% Articulated Trucks	0%	0%	0%	0%	0%	-	0%	0%	5.4%	0%	3.2%	-	1.7%	0.3%	0.4%	0%	0.8%	-	0%	0%	0%	0%	0%	-	1.0%
Buses and Single-Unit Trucks	1	4	0	0	5	-	3	7	19	0	29	-	16	3	2	0	21	-	3	5	3	0	11	-	66
% Buses and Single-Unit Trucks	1.9%	4.9%	0%	0%	3.0%	-	3.1%	6.9%	6.4%	0%	5.9%	-	2.3%	0.3%	0.9%	0%	1.0%	-	9.1%	2.6%	1.8%	0%	2.8%	-	2.1%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	4	
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

Tue Oct 29, 2019

AM Peak (7:30 AM - 8:30 AM)

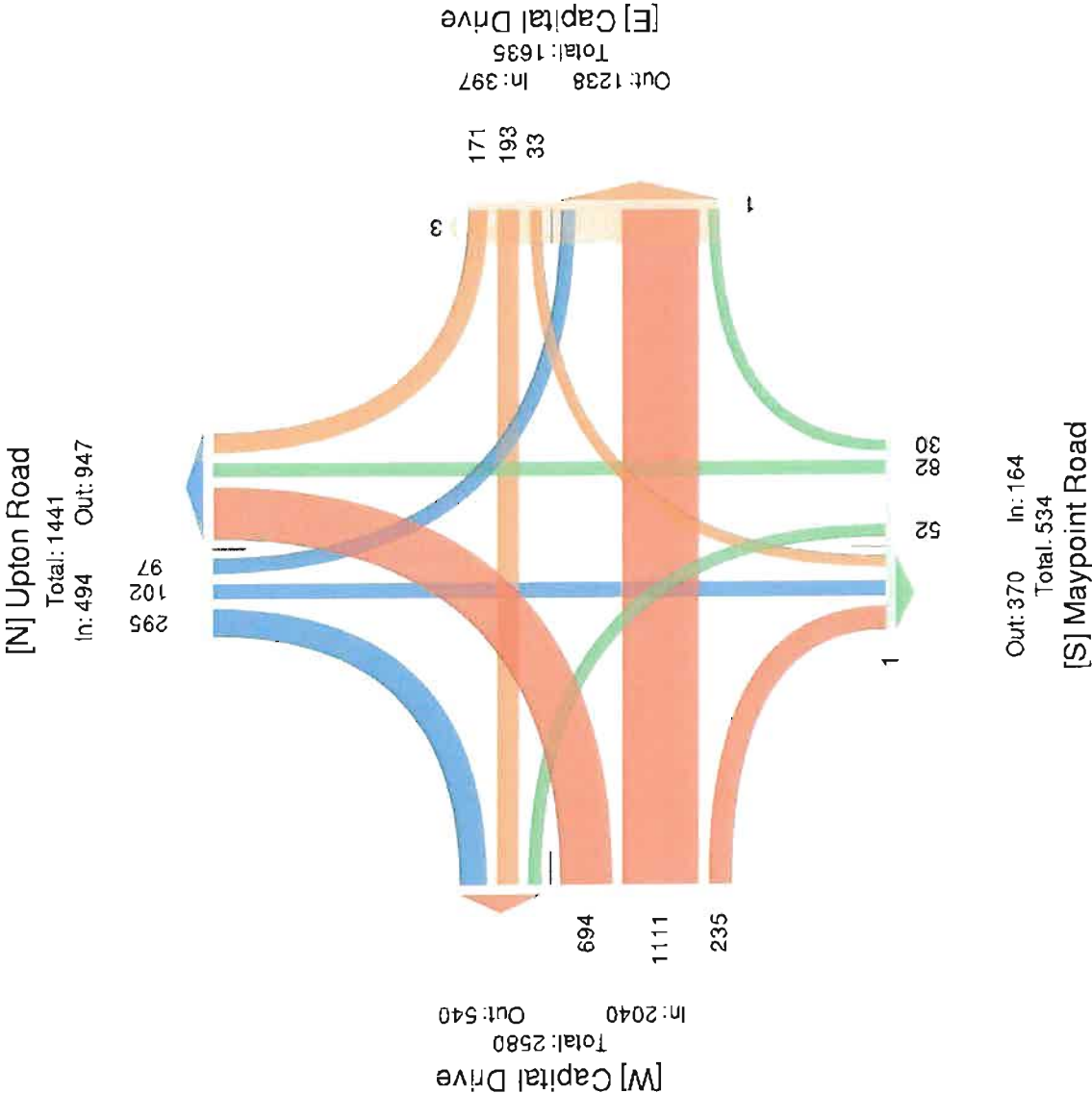
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



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Maypoint Roundabout - TMC

Tue Oct 29, 2019

Midday Peak (12 PM - 1 PM)

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659,
Charlottetown, PE, C1A 7N4, CA

Leg Direction	Maypoint Road Northbound						Upton Road Southbound						Capital Drive Eastbound						Capital Drive Westbound							
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
2019-10-29 12:00PM 12:15PM 12:30PM 12:45PM	25	16	15	0	56	1	51	34	82	0	167	0	58	96	17	0	171	0	14	135	33	0	182	1	576	
	15	25	19	0	59	0	39	17	72	0	128	0	65	101	26	0	192	0	14	100	35	0	149	0	528	
	20	21	13	0	54	0	30	18	56	0	104	0	64	134	22	0	220	0	6	108	37	0	151	0	529	
	20	21	11	0	52	0	26	21	77	0	124	0	63	128	26	0	217	0	16	121	61	0	198	0	591	
Total		80	83	58	0	221	1	146	90	287	0	523	0	250	459	91	0	800	0	50	464	166	0	680	1	2224
% Approach		36.2%	37.6%	26.2%	0%	-	-	27.9%	17.2%	54.9%	0%	-	-	31.3%	57.4%	11.4%	0%	-	-	7.4%	68.2%	24.4%	0%	-	-	-
% Total		3.6%	3.7%	2.6%	0%	9.9%	-	6.6%	4.0%	12.9%	0%	23.5%	-	11.2%	20.6%	4.1%	0%	36.0%	-	2.2%	20.9%	7.5%	0%	30.6%	-	-
PHF		0.800	0.830	0.763	-	0.936	-	0.716	0.662	0.875	-	0.783	-	0.962	0.856	0.875	-	0.909	-	0.781	0.859	0.680	-	0.859	-	0.941
Lights		76	79	57	0	212	-	144	88	249	0	481	-	218	452	89	0	759	-	50	459	162	0	671	-	2123
% Lights		95.0%	95.2%	98.3%	0%	95.9%	-	98.6%	97.8%	86.8%	0%	92.0%	-	87.2%	98.5%	97.8%	0%	94.9%	-	100%	98.9%	97.6%	0%	98.7%	-	95.5%
Articulated Trucks		0	2	0	0	2	-	0	0	19	0	19	-	18	2	0	0	20	-	0	2	3	0	5	-	46
% Articulated Trucks		0%	2.4%	0%	0%	0.9%	-	0%	0%	6.6%	0%	3.6%	-	7.2%	0.4%	0%	0%	2.5%	-	0%	0.4%	1.8%	0%	0.7%	-	2.1%
Buses and Single-Unit Trucks		4	2	1	0	7	-	2	2	19	0	23	-	14	5	2	0	21	-	0	3	1	0	4	-	55
% Buses and Single-Unit Trucks		5.0%	2.4%	1.7%	0%	3.2%	-	1.4%	2.2%	6.6%	0%	4.4%	-	5.6%	1.1%	2.2%	0%	2.6%	-	0%	0.6%	0.6%	0%	0.6%	-	2.5%
Pedestrians		-	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians		-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-
Bicycles on Crosswalk		-	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk		-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-

* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

Tue Oct 29, 2019

Midday Peak (12 PM - 1 PM)

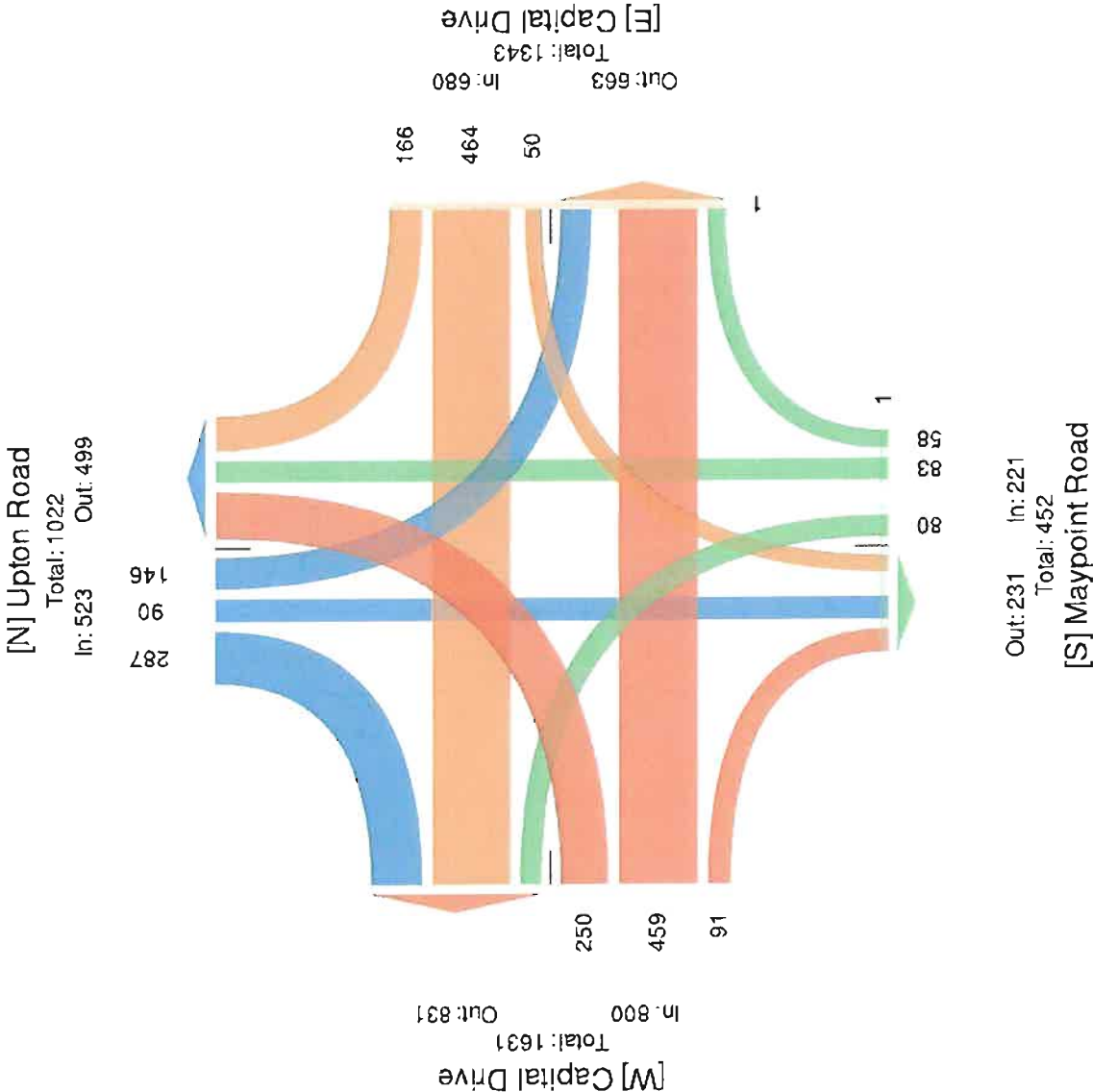
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659,
Charlottetown, PE, C1A 7N4, CA



Maypoint Roundabout - TMC

Tue Oct 29, 2019

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



Provided by: CBCL Limited
135 St. Peters Road, Suite 201, PO Box 1659,
Charlottetown, PE, C1A 7N4, CA

Leg Direction	Maypoint Road Northbound						Upton Road Southbound						Capital Drive Eastbound						Capital Drive Westbound							
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int	
Time																										
	2019-10-29 4:30PM																									
	4:45PM																									
	5:00PM																									
5:15PM																										
Total																										
% Approach																										
% Total																										
PHF																										
Lights																										
% Lights																										
Articulated Trucks																										
% Articulated Trucks																										
Buses and Single-Unit Trucks																										
% Buses and Single-Unit Trucks																										
Pedestrians																										
% Pedestrians																										
Bicycles on Crosswalk																										
% Bicycles on Crosswalk																										

* Pedestrians and Bicycles on Crosswalk: L: Left, R: Right, T: Thru, U: U-Turn

Maypoint Roundabout - TMC

Tue Oct 29, 2019

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

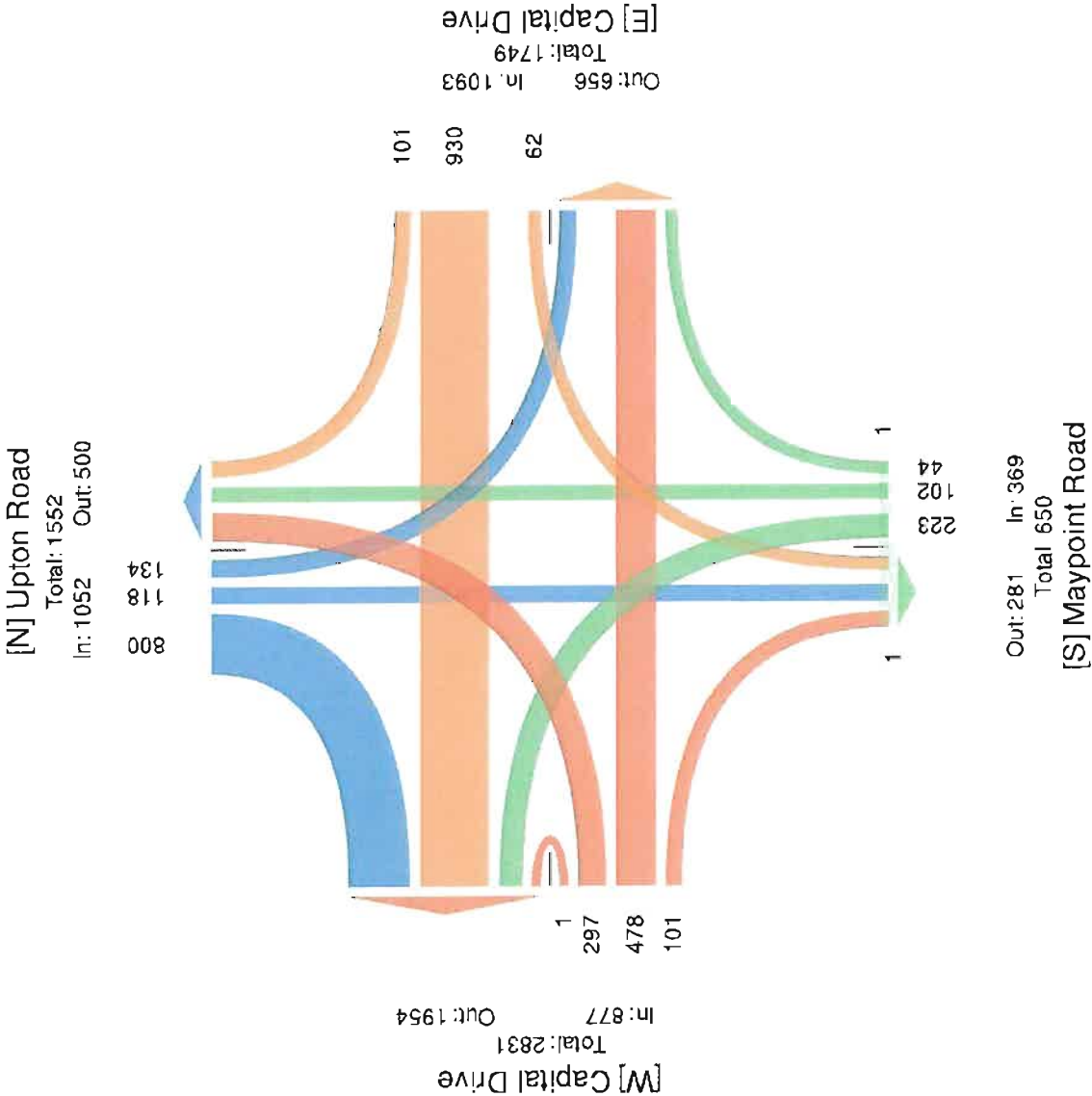
All Classes (Lights, Articulated Trucks, Buses and Single-Unit Trucks, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 715648, Location: 46.261521, -63.169247



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135 St. Peters Road, Suite 201, PO Box 1659,
Charlottetown, PE, C1A 7N4, CA



TITLE: Special Planning Board Meeting FILE: PLAN-2019-23-August-6a-1 Traffic Study Maypoint Road / Capital Drive OWNER: Cordova Realty		
MEETING DATE: August 23, 2019		Page 1 of 4
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Property Map B. 2019 Traffic Study prepared by EXP Services Inc. C. Site Plan TIE Comments D. Departmental Comments	
SITE INFORMATION: Context: Proposed Tim Horton's Drive Thru queuing and stacking plan Ward No: 7 Existing Land Use: Hotel and foundation for proposed drive thru restaurant, convenience store, quick service restaurant and gas bar (8 pumps), and separate car wash. Official Plan: Commercial Zoning: C 2 Highway Commercial		
PREVIOUS APPLICATIONS: 2016 Rezoning Application		

RECOMMENDATION:

The Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic study prepared for the development on the corner of Maypoint Road and Capital Drive (PID 387365) to permit a drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the traffic study in Appendix "A" Option 3.

BACKGROUND:

Request

In November 2016 a traffic study was prepared for D. P. Murphy to comment on a proposed 125 room hotel, a gas station with food outlet/convenience store/car wash with a total of 12 fueling stations and a high turnover restaurant. The consultant (Don Good) from EXP Services Fredericton, New Brunswick reviewed the proposed land uses for both properties and outlined where three access points to service the hotel and adjacent commercial development should be located. The consultant identified two access points to Maypoint Road (with full access) and one access point to Capital Drive which was restricted (to right in / right out only).

Since that time the hotel has been constructed with 124 hotel rooms and efforts are underway to develop the adjacent piece of property on the corner of Maypoint and Capital Drive for commercial purposes. The original concept for the adjacent parcel now includes a gas bar /convenience store with 8 fueling stations, car wash and a quick service restaurant and a Tim Horton's with double lane drive thru. Since the original traffic study for the subject property was prepared in 2016 the new roundabout has been constructed and it was determined that the previous traffic study needed to be reviewed to ensure that any and all impacts were identified before proceeding to approve a drive thru at this location. The section below is from the Zoning By-law which indicates that before approving a drive thru that Police and Public Works need to provide input as well as a traffic study where deemed necessary. It was determined that a traffic study was necessary in this case because of the implications for queuing on Maypoint Road and the proximity to the new arterial roundabout.

QUEUING SPACE

Queuing spaces shall be provided in accordance with the following requirements:

Car Wash:

- five (5) in-bound queuing spaces Shall be provided the first bay and three (3) spaces for each additional bays; and
- out-bound queuing space Shall be provided on the exit side of each service position and this space Shall be located so as not to interfere with service to the next vehicle.

Drive-thru Eating and Drinking Establishment:

Council shall determine stacking requirements after receiving input from the Police and Public Works Departments and/or from a traffic consultant.

Automobile Service Station:

- four (4) in-bound spaces Shall be provided; and
- three (3) out-bound spaces Shall be provided.

All queuing spaces shall be a minimum of 6.5 m (21.3 ft) long and 3.0 m (9.8 ft) wide, and queuing lanes Shall provide sufficient space for turning and maneuvering and shall not occupy any portion of a Designated fire lane.

LEGISLATIVE REQUIREMENTS:

Notification

Notification is not required on this application. The provision in the Zoning By-law was put in place to ensure that the technical merits associated with the queuing spaces for a drive thru were properly addressed. Upon the recommendation of Council with input from Public Works and Police and in this case a traffic study, approval can be provided.

ANALYSIS:

The attached report provides the required analysis of the implications and impacts from the proposed two lane queuing aisles for the Tim Horton's restaurant. Additional comments from the Province and input from the relevant City departments (Police and Public Works) to determine stacking requirements can be found as follows:

Transportation, Infrastructure and Energy

Trip generation numbers seem reasonable. However, it was noted that the report projects that by 2024 the queuing length for traffic approaching the roundabout from Maypoint Road during peak PM travel periods could be in the order of 35m. This is the approximate length from the access to the proposed development to the roundabout and could potentially cause some issues for southbound traffic and traffic that wants to turn left into the proposed development since there is not a dedicated southbound left turn lane. The traffic report does project that the queuing length for traffic entering the roundabout from Maypoint Road could be reduced to 18m if a dedicated right turn lane was added entering the roundabout. The addition of this lane would require widening and thus additional right-of-way. Analysis on other Tim Horton queuing lanes in the City was provided as follows:

- Grafton St TH has about 105m of queuing length before spilling onto Grafton St.
- Allen St TH has about 67m of queuing length before spilling onto Mt Edward. Additional storage (35+m) is available in parking lot towards Allen St.
- Queens Arms TH has about 120m of queuing length before spilling onto North River Rd.
- Nassau St TH has about 40m of queuing length before spilling onto Nassau. Additional storage (45m) is available in parking lot towards University Ave.
- St. Peters Rd has about 145m of queuing length before spilling onto St. Peters Rd

The proposed Tim Horton queuing lanes would have approximately 108m of queuing in the lineup and over 70m of queuing towards Maypoint and the gas pumps. The proposed development would therefore provide more queuing space than the other five above mentioned developments.

City of Charlottetown Police Services

The traffic study seems to have addressed the concerns pertaining to queuing length. Although the development example referenced in the study from Moncton off Mapleton Road presents some differences. The Mapleton Road development is on the corner of a traffic controlled intersection and not in close proximity to a roundabout but rather has a single access point that is significantly distant from said intersection. In comparison to other local Tim Horton

developments the queuing at peak periods seem to not be an issue now but could be in five years.

Public Works

Public Works is satisfied with the review and findings of the study but requires the following to be provided:

- The new driveway to the proposed development align with the Maypoint strip mall driveway; and
- That additional land along the western portion (Maypoint Road side) from the proposed development be conveyed to the City for the future expansion of a right turn lane into the roundabout.

CONCLUSION:

Based on the 2019 traffic report and comments received from Transportation, Energy and Infrastructure, Police and Public Works the Planning & Heritage Department recommends that Planning Board recommend to Council to approve the request to accept the traffic study prepared for the development on the corner of Maypoint Road and Capital Drive to permit a double drive thru Tim Horton's restaurant (stacking and queuing spaces) as proposed in the traffic study in Appendix "A" Option 3 as per the following conditions:

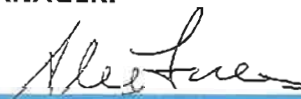
- 1) That the draft 2019 Traffic Impact Study for the Development on Capital Drive prepared by EXP Services Inc. be finalized and submitted to the City of Charlottetown; and
- 2) Subject to the signing of a Development Agreement that in the event that stacking of northbound vehicles leaving the proposed development to the roundabout results in queuing/stacking issues, the owner of the proposed development convey additional land from the western portion (i.e. Maypoint Road side) of subject site to the City at no cost, for the future development of a dedicated right turn lane in order to alleviate queuing congestion along Maypoint Road, as identified in the Traffic Report.

PRESENTER:



Robert Zilke, MCIP
Planner II

MANAGER:



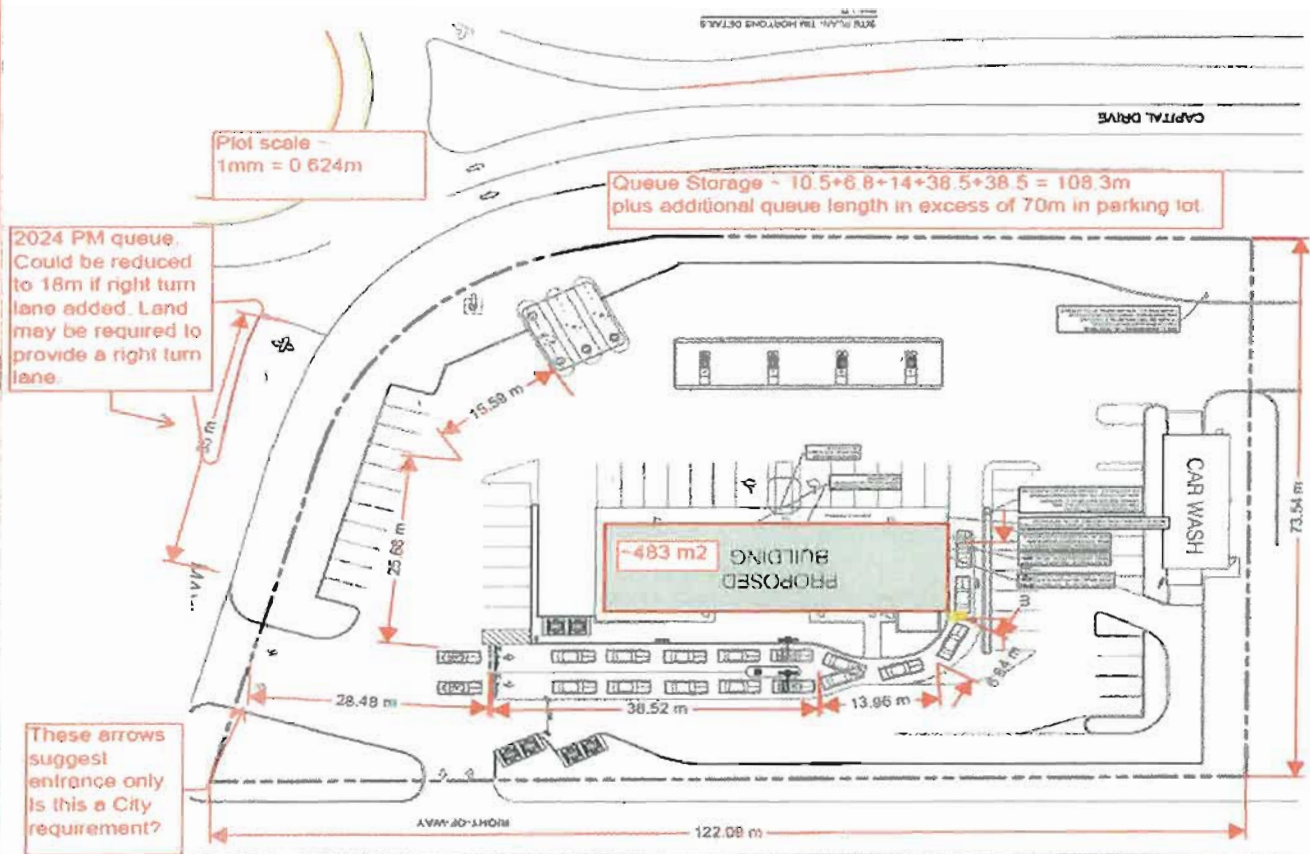
Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

Attachment A

Subject Property



Attachment C



Attachment D

Transportation, Infrastructure and Energy Comments

I have undertaken a quick review of the Draft Traffic Impact Study by EXP Services Inc.

I have not delved deeply into the projected trip generation numbers but seem reasonable. I do note the report projects queuing approaching the roundabout on Maypoint in the 2024 (only 5 yrs away) PM peak could be in the order of 35m. This is just shy of the access (see sketch). EXP does project that this could be reduced to 18m (half) if a right turn lane into the roundabout is added. If queuing for northbound vehicles extends beyond the access to this new development it could have some impact for southbound vehicles leaving the roundabout if a SB vehicle is waiting to turn left into the new development as there is not a dedicated SB left turn lane. The addition of this lane obviously would require widening and thus could require additional right-of-way. The City may wish to consider this in their deliberations.

The study does appear to conclude that queuing on site should not be an issue in comparison to queuing that is being experienced at a similar site in Moncton. I've looked at mapping of other TH's in Charlottetown to determine available queuing lengths and have concluded the following:

- Grafton St TH has about 105m of queuing length before spilling onto Grafton St.
- Allen St TH has about 67m of queuing length before spilling onto Mt Edward. Additional storage (35+m) is available in parking lot towards Allen St.
- Queens Arms TH has about 120m of queuing length before spilling onto North River Rd.
- Nassau St TH has about 40m of queuing length before spilling onto Nassau. Additional storage (45m) is available in parking lot towards University Ave.
- St. Peters Rd has about 145m of queuing length before spilling onto St. Peters Rd

This new TH would have about 108m of queuing in the line up and over 70m of queuing towards Maypoint and the gas pumps. This site would thus seem to provide more queuing space than the other 5 above noted TH's.

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

Attachment D

City of Charlottetown Police Service

Good Morning All,

I have reviewed the information contained in the document provided yesterday. The summary information seems to answer the concerns that we had discussed earlier. I would note that although In section 7 exp has referenced a similar style development in Moncton off Mapleton Rd. there are some differences. The Mapleton Rd property is on the corner of a traffic light controlled intersection and not in close proximity to a round about as is the case with this development. In addition there is only a single access point to the development which is off Lady Ada Blvd and a significant distance from the intersection.

Our concern was with respect to the potential issues of queuing at peak periods. At this point in comparison to other similar set ups it is not an issue, but could be 5 yrs out. Our concern was to ensure that the Province was aware of the potential impacts and this seems to have been addressed in Alan's email.

Paul S.

City of Charlottetown Public Works

Good Afternoon All,

I have quickly read through the report and I am satisfied with the findings. We will require the new driveway to align with the Maypoint strip mall driveway. I also agree with Alan's note that the developer should hand over that additional land to the city as the additional lane will be required at some time in the future. It will be easier and to take ownership now than in 5-10 years from now.

Thank you,

Scott Adams, MEng., P.Eng.

Manager of Public Works



Proposed cross-hatching in front of the proposed access on to the development

PLANNING AND HERITAGE COMMITTEE – HERITAGE BOARD MINUTES
OCTOBER 26, 2020 12:00 PM
COUNCIL CHAMBERS, 2nd FLOOR, CITY HALL, 199 QUEEN STREET
Live Streaming: www.charlottetown.ca/video

Present:

Mayor Philip Brown	Wayne MacKinnon, RM
Councillor Mike Duffy, Chair	Aaron Stavert, RM
Councillor Julie McCabe, Vice-Chair	Simon Moore, RM
Councillor Alanna Jankov	Tara Maloney, RM
Councillor Mitchell Tweel	Greg Munn, RM

Also:

Alex Forbes, PHM	Ellen Faye Catane, PH IO/AA
Todd Saunders, HO	
Greg Morrison, PII	

Regrets:

1. Call to Order

Councillor Duffy called the meeting to order at 12:02 p.m. Councillor Duffy introduced himself as the new chair for Planning & Heritage and asked staff and members of the board to introduce themselves as well.

2. Declaration of Conflicts

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

3. Approval of Agenda

Moved by Simon Moore, RM, and seconded by Councillor Julie McCabe, that the agenda for Monday, October 26, 2020, be approved.

CARRIED

4. Adoption of Minutes

Councillor Jankov asked if the applicants for the food truck (51 Fitzroy Street) were notified of the board's decision and Ms. Saunders responded that they have been notified.

Moved by Councillor Alanna Jankov and seconded by Greg Munn, RM, that the minutes of the Wednesday, September 30, 2020, meeting be approved.

CARRIED

5. Business arising from Minutes

There was no business arising from the minutes.

6. 129 Pownal Street (PID #341834)

This is an application for exterior alterations to the property at 129 Pownal Street (PID #341834). The property is a Designated Heritage Resource located in the Downtown Mixed-Use Neighbourhood (DMUN) Zone of the 500 Lot Area. Todd Saunders, Heritage Officer, presented the application. See attached report.

The property is located at the corner of Grafton Street and Pownal Street and is adjacent to Northumberland condos and other smaller scale buildings. The property is a mix of commercial and residential and used to be the Catholic Services Building Apartments. Shallyn Murray, architect and representative for the application, presented the details of the proposed renovations.

Ms. Murray presented current pictures of the property and renderings of the proposed renovations. The objective is to retain as much of the historic and aesthetic features of the building. The existing asphalt roof shingles will be replaced with new asphalt shingles. Existing wood trims will be kept. The white wood windows will be replaced with black wood windows on all sides. All sides of the building use a mix of wood cladding shingles (different exposure of cedar shingles) and the proposal is to replace the wood shingles on the north and west elevations to match the shingles along the front elevation with the wider exposure. The addition of a second front entry door on the front façade is what was believed to be the original locations of the double tenement doors. Additional doors will be added for the additional apartment units using traditional wood doors. The existing front step area will also be extended for access to the additional door and the railings will also be changed. For the back portion of the property, new decks will be added on the second floor of the building with an access door. The existing fire egress that used to run from the third floor will now run from the second floor deck/porch. The railings will be glass railings. In total, there will be three (3) apartments on the main floor, and then three (3) two-storey apartment buildings on the second floor.

Greg Munn, RM, commented that the narrower sidings would be the original size of the sidings and asked why will it be replaced with the wider sidings. Ms. Murray responded that there are more of the wider cladding that currently exists, and the applicants would like to minimize the amount of renovations on the exterior so it is more reasonable to replace it with wider sidings. Mr. Munn also confirmed if the new windows would be double-hung windows and Ms. Murray confirmed.

Councillor Janov asked how many total units would there be and Ms. Murray responded that there will be a total of six (6) units, three (3) on the main floor and three (3) on the upper levels.

Tara Maloney, RM, asked if the small windows on the side of the driveway operational windows and if they are also going to use wood windows as well. Ms. Murray responded that the small windows have been existing and they are not adding other openings aside from the doors and confirmed that wood windows will also be used.

Aaron Stavert, RM, asked why they chose glass as the material for their railings. Ms. Murray responded that glass would minimize the busyness of the deck. Mayor Brown commented about the different materials used for the fire escape at 140 Rochford Street (Johnston House) using steel material and 70 Sydney Street (Ghiz Building) using cedar wood fire escape and asked if the proposed material for this property will also use cedar wood material and if this would be consistent with the fire escape requirements. Ms. Murray responded that they do not have the specific materials for the fire escape at this time, but she mentioned that the intention is to use wood material for the fire escape. Ms. Murray also added that the fire escape will also serve as the staircase to get to the second floor units. Ms. Saunders also noted the intent is to make the fire escape as inconspicuous as possible. For 140 Rochford Street, the fire escape was quite visible

from Euston Street and by using steel material, the members were lighter and smaller in size. For the Sydney Street property which was located on the side and tucked back and not very visible from the street.

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

Moved by Councillor Alanna Jankov and seconded by Greg Munn, RM, that the request for exterior alterations at 129 Pownal Street (PID #341834) as presented, be approved. And that further details as it pertains to the renovations be reviewed and approved by staff.

**CARRIED
(9-0)**

7. 68 Queen Street (PID #336982)

This is an inquiry to make Heritage Board aware of the temporary designation process should they find it applicable and the potential demolition of the property at 68 Queen Street (PID #336982). The property is not a Designated Heritage Resource but is in the Downtown Main Street (DMS) Zone of the 500 Lot Area. Todd Saunders, Heritage Officer, presented the application. See attached report. Quentin Bevan, applicant, and Shalyn Murray, architect, were at the meeting to provide additional information and answer questions.

The Planning & Heritage Department has received an application to demolish the building located in the 500 Lot Area at 68 Queen Street. This building is not a designated heritage resource and is therefore not protected under the Heritage Preservation Bylaw. Its demolition is considered an “as of right” under the Zoning and Development Bylaw.

There was an application back in 2008 to demolish the building at 68 Queen Street and at that time, the application was denied. In September 2019 a development application was discussed with the Board which involved a number of properties in the area. At that time, it was expected 68 Queen Street would be kept but extensively renovated. As the project was developed and refined the it was determined it would be necessary to demolish this building. In August 2020, this application was again before the board for a discussion whether a temporary designation should be imposed on the property. At that time, the board requested if the applicants could come up with a more acceptable design for the proposed development.

The application that was presented in 2019 came in two (2) parts. The first is the demolition of five (5) buildings behind 68 Queen Street. At the time of application, there was a discussion whether Heritage Board would like to recommend to Council impose temporary designations for these properties and the board decided not to. The development was essentially approved to proceed and would entail demolition of the buildings and lot consolidation. There is a city right-of-way (ROW) between the properties and this ROW will remain as is and will result to two different buildings with the ROW in between.

The initial application also included keeping the designated heritage building at the corner (Old Duffy Store) and renovating the rest of the buildings on the block. Ms. Saunders presented some

history on the property and the other older properties in behind. These older properties have been approved for demolition.

The initial design was to construct a lower scale building along Queen Street a larger scale development behind Queen Street. This type of development is what the 500 Lot Area Design standards encourage. Ms. Saunders presented the initial design for the Queen Street properties and the board members at that time felt that the development was taking away the character in the area. The existing Bevan Brothers building was changed dramatically as well as the property on the corner.

An image of a funeral in the 1890s showed that there had been a larger scale building at 68 Queen Street. Ms. Saunders presented a diagram of the current proposal (and revised from the previous proposal) for this property.

Councillor Jankov asked what happened to the City right-of-way (ROW) and Ms. Saunders responded that the ROW still existed. Councillor Jankov clarified if the ROW can no longer be used or should this be reinstated. Ms. Murray responded that the ROW will not be blocked will be behind the buildings on Queen Street and the proposed development. The ROW runs from Dorchester to King Street.

Ms. Murray explained that the original intention was to keep the buildings and just make some aesthetic renovations. They have requested their structural engineer to assess the building and determine how the building could be saved or preserved. Based on the assessment, it would be very difficult and expensive to try and save the structure and that the demolition of the building be considered as the primary option. Ms. Murray was aware that there were concerns with the demolition of this building and that the proposed development would take away the streetscape along Queen Street. Ms. Murray would like to present the proposal for the building and are open to listen to any comments or recommendations from the board to ensure that it will be the right fit for the streetscape.

Ms. Murray then presented pictures that showed the old building before it was replaced with this current two (2) storey structure. The current proposal is to try to emulate the scale of the old building (maintain 49-ft height) and will use materials that would be more durable than wood such as brick, metal cladding, etc. Ms. Murray also presented the proposed design of the building showing how it brings down the scale the building. Renovations will be done on the buildings in between the two corner properties and will keep it as similar to how it currently looks.

Mayor Brown asked if this application is for discussion only or if staff or the board would like to make a recommendation for temporary designation. Ms. Saunders responded that staff is not recommending that the property be imposed a temporary designation but would like to open it up for discussion with the board.

Greg Munn, RM, commented that the intent of the discussion is to determine the advantages and disadvantages of the proposal. Mr. Munn felt that while the goal is to maintain the character of the street, he felt that the status of the existing building does not fit the character of Queen Street. It is a replacement of the true historic building. Mr. Munn applauded the intent of bringing back the

massing and scale of the old historic building and felt that this is the appropriate direction for this property.

Mayor Brown asked if the original property across 68 Queen Street has been torn down and was rebuilt to a four storey building and Ms. Murray confirmed. Mayor Brown commented that the proposed development would mirror the building with a similar material as well. Queen Street will use brick material, but the other façade may use a secondary material.

Councillor Jankov agreed that looking back at the history of the original structure to try to recreate and bring the original character of the area is a beautiful idea. Wayne MacKinnon, RM, clarified what is being asked from the board with regards to this application. Ms. Saunders responded that the discussion is to determine whether a temporary designation is recommended or not.

Tara Maloney, RM, commented that the heritage value of the existing building is not significant compared to other buildings on the street and does not have any concerns with it being demolished. Ms. Maloney commented that she is not in favor of designating the property. Other members of the board also agreed.

Councillor Duffy asked if a recommendation to Council is required and Ms. Saunders commented that a resolution is not required unless there is a motion to impose a temporary designation.

Mayor Brown commented that the materials used for the Carr, Stevenson and MacKay building were excellent and would like the developers to consider those types of materials for this development as well. Quentin Bevan, applicant, asked if the side of the property uses wood. Greg Munn responded that it was all mason brick except for the back. Ms. Saunders commented that the development will undergo design review process to address the materials and other requirements.

Aaron Stavert, RM, commented that there have been several iterations for the property and asked if the applicant or architect could summarize the overall plan for the development. Mr. Bevan explained that in 2008, they purchased the property but did not move ahead with any development. The initial goal was to save the building and consolidate with the other properties along Queen Street. The lot consolidation has been approved in 2019. The goal is to renovate the properties in adjacent to the property in question together with the demolition of 68 Queen Street.

Mr. Munn asked when are they planning to build on the property once the building is demolished. Mr. Bevan responded that because of the common wall between 68 Queen Street and the adjacent building, it wouldn't take too long before they build the proposed structure.

This is for discussion purposes only and a decision was made to not proceed to impose a temporary designation at this time.

8. New Business

There was no new business.

9. Adjournment

Moved by Councillor Julie McCabe and seconded by Councillor Alanna Jankov, that the meeting be adjourned. The meeting was adjourned at 12:33 PM.

Councillor Duffy, Chair

TITLE: ALTERATION TO A DESIGNATED HERITAGE PROPERTY FILE: HERT-2020-26-OCTOBER-6-1 129 POWNAL STREET, PID#341834 APPLICANT: NINE YARDS STUDIO		
MEETING DATE: October 26, 2020		Page 1 of 16
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Location Map B. Applicant's Proposal	
SITE INFORMATION: Ward No: 1 – Queens Square Property Use: Office to residential Heritage Recognition: Designated Heritage Resource located in the Downtown Mixed Use Neighbourhood(DMUN) Zone of the 500 Lot Area.		
<u>RECOMMENDATION:</u> The Planning & Heritage Department encourages Heritage Board to approve the exterior alterations at 129 Pownal Street.		

APPLICATION:

129 Pownal Street (PID#341834) is a designated Heritage Resource and is located in the Downtown Mixed Use Neighbourhood zone (DMUN) of the 500 Lot Area.

The application includes:

- Relocation of the front entry door on the front façade to what is believed to be the original locations of the double tenement doors. New entry door designs.
- Replacement of windows on front facade with new wooden inserts with SDL.
- Extension of entry step and installation of glass railing on front facade.
- Replacement of wood shingles on north and west elevations (existing approx. 4in exposure) with wood shingles to match those on the front elevation (approx. 6in exposure).
- New second floor deck, with access door, over rear extension with glass railing and existing fire egress.
- Existing rear entry door to be replaced with a new window and step to be removed.
- New glass railing on north side entry.

PROPERTY HISTORY:

The heritage value of 129 Pownal Street lies in its Second Empire style architecture and its role in supporting the Pownal and Grafton Street streetscape.

Pownal House was built as a double tenement for local merchant, Thomas W. Dodd (1819-1902) in approximately 1884. Dodd, with his business partner, Benjamin Rogers operated the successful business, Dodd & Rogers, for many years. Dodd did not live in the home himself but rented it out. According to local directories, a number of residents lived in the home, including local music teacher, James E. Welsh, Provincial Auditor, R. DeBlois and grocer, Patrick Monaghan.

After Dodd's death, Henry Smith, the clerk of the county court, purchased the building and he would reside there for a number of years. In 1915, Mrs. Isabella MacMillan is listed as living there and another woman, Miss Christina MacMillan, who was likely related to Isabella MacMillan, is listed as a boarder until at least 1935. Christina MacMillan was a teacher at West Kent School. In 1951, the Catholic Family Services Bureau moved its offices into 129 Pownal Street. Originally, working from the Charlottetown hospital and staffed by the Sisters of St. Martha, the organization was the first of its kind on Prince Edward Island. The home has been renamed Pownal House and now offers family services to the general public.

This Second Empire style home has retained many of its original details. The style is readily identified by its Mansard roof, named after François Mansart (1598-1666), and popularized by his son, Jules Hardoin Mansart, an architect who worked for France's King Louis XIV around 1700. The Mansard roof is almost flat on the top section and has deeply sloping, often curved, lower sections that generally contain dormers. The Second Empire referred to in the style is that of Napoleon III (1852-1870). The style reached Canada through Britain and the United States and was used extensively throughout Charlottetown from approximately 1860 until 1880.

Located on the corner of Pownal Street and Grafton Street, the attractive and well preserved building supports the Pownal and Grafton Street streetscapes.

POLICY FRAMEWORK:**Heritage Preservation Bylaw Requirements**

In accordance with Section 4.2.4 of the Heritage Preservation By-law, Heritage Board will review the compatibility of the proposed development in relation to the criteria listed in Section 5.1.1 and provisions listed in Section 6.

In evaluating an application for a Heritage Permit involving a Building or Structure, the Heritage Officer, Heritage Board and/or Council shall review the compatibility of the proposed Development in relation to the original and/or existing Building or Structure, including the following:

- The Standards and Guidelines for the Conservation of Historic Places in Canada, as may be amended from time to time;
- The original character, construction and architectural details;
- The original or existing materials;
- The scale of a proposed Development in relation to the scale and proportions of the original or existing Building or Structure;
- The size and alignment of existing doors and windows;
- The material and style of existing windows and doors, including details such as the casements, sashes, mullions, muntins, trims, and glazing;
- The pitch, direction and arrangement of the roof and any associated chimney;
- The significance of the accessory Building to the historic nature of the property and the original design elements of the accessory structure; and
- Any other historical elements or architectural design considerations as deemed relevant by the Heritage Officer.

The Standards and Guidelines for the Conservation of Historic Places in Canada

<https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

The relevant standards include:

Standard 1 - Conserve the heritage value of an historic place. Do not remove, replace or substantially alter its intact or repairable character-defining elements. Do not move a part of an historic place if its current location is a character-defining element.

Standard 2 - Conserve changes to an historic place that, over time, have become character-defining elements in their own right.

Standard 10 - Repair rather than replace character-defining elements. Where character-defining elements are too severely deteriorated to repair, and where sufficient physical evidence exists, replace them with new elements that match the forms, materials and detailing of sound versions of the same elements. Where there is insufficient physical evidence, make the form, material and detailing of the new elements compatible with the character of the historic place.

Guideline 10 - Reinstating the exterior form by recreating missing, or revealing obscured parts to re-establish character-defining proportions and massing.

Guideline 12 - Selecting a new use that suits the existing building form.

Guideline 18 - Finding solutions to meet accessibility requirements that are compatible with the exterior form of the historic building. For example, introducing a gently sloped walkway instead of a constructed ramp with handrails in front of an historic building.

Guideline 26 - Recreating missing features of the exterior form that existed during the restoration period, based on physical or documentary evidence; for example, duplicating a dormer or restoring a carport that was later enclosed.

ANALYSIS

The neighborhood, is generally comprised of a mix of newer construction and intact historic structures. Some of the newer properties in the area are of a much larger scale, in particular the adjacent Northumberland condo building. Given the Northumberland has replaced an earlier larger scale structure and many smaller historic buildings in the area have been retained, the ambiance and street rhythm generally remains intact.

Historic evidence suggests this building was originally constructed as a double tenement house with a centrally placed entry door on each side. A single storey addition at the rear was added at some point. Proposed alterations on the front façade reinstate the original front entries. Side and rear alterations make use of existing infrastructure to return the building to a residential use.

CONCLUSION:

The Planning & Heritage Department encourages Heritage Board to support the application for exterior alterations at 129 Pownal Street (PID #341834) as presented.



PRESENTER:

Todd Saunders, M.Arch
Heritage Officer

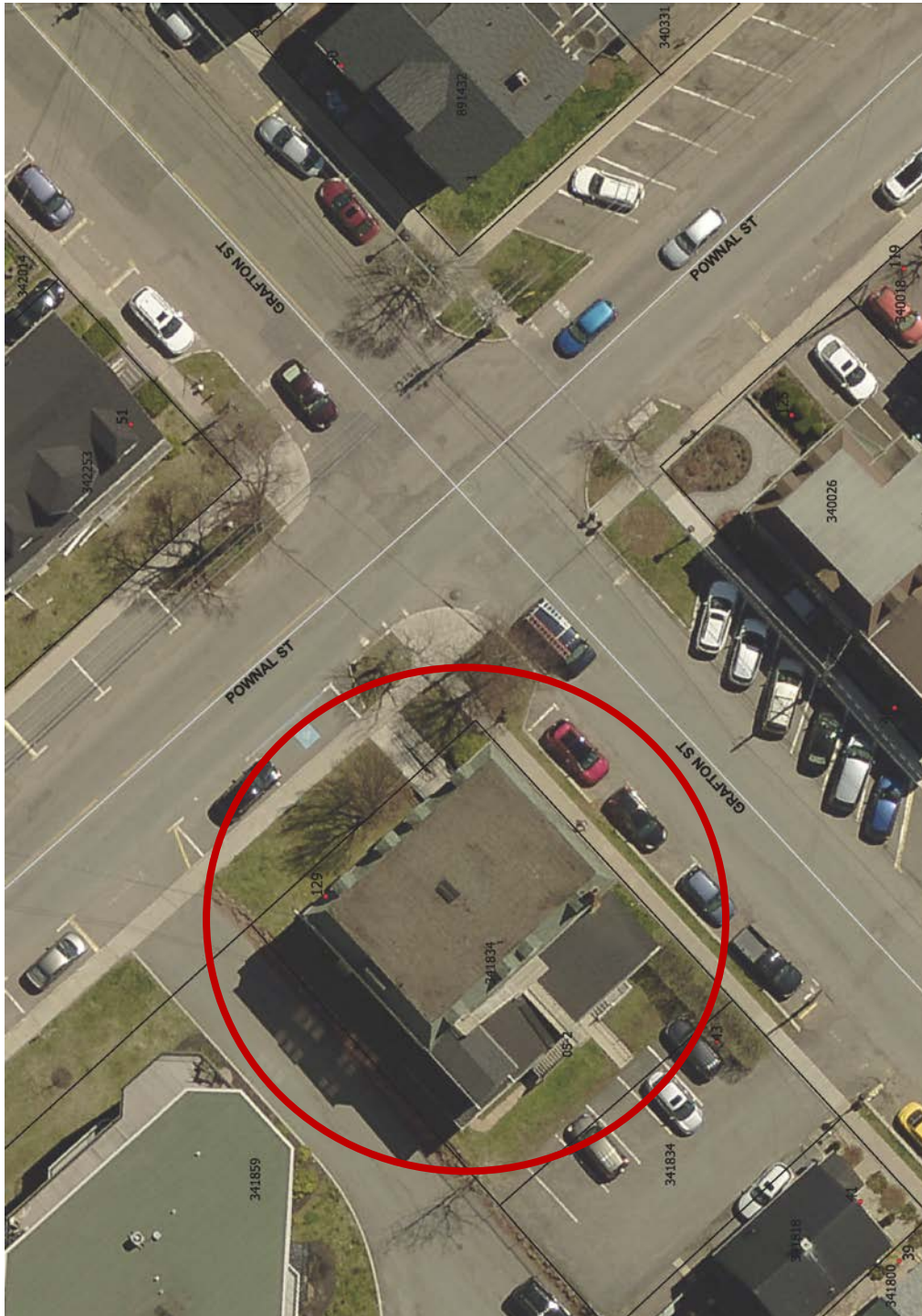


MANAGER:

Alex Forbes, MCIP, MBA
Manager of Planning &
Heritage

LOCATION MAP
129 Pownal Street

ATTACHMENT A



APPLICANT'S PROPOSAL

ATTACHMENT B



EXISTING PHOTOS
NINE
YARDS

Catholic Services Building Apartments
Exterior Design



EXISTING CONTEXT
NINE
YARDS

Catholic Services Building Apartments
Exterior Design



EXISTING MODEL VIEWS
NINE
YARDS

Catholic Services Building Apartments
Exterior Design



EXISTING MODEL VIEWS
NINE
YARDS

Catholic Services Building Apartments
Exterior Design



EXISTING MODEL VIEWS
NINE
YARDS

Catholic Services Building Apartments
Exterior Design



PROPOSED DESIGN
Gray Exterior Paint, White Trim
NINE YARDS

Catholic Services Building Apartments
Exterior Design



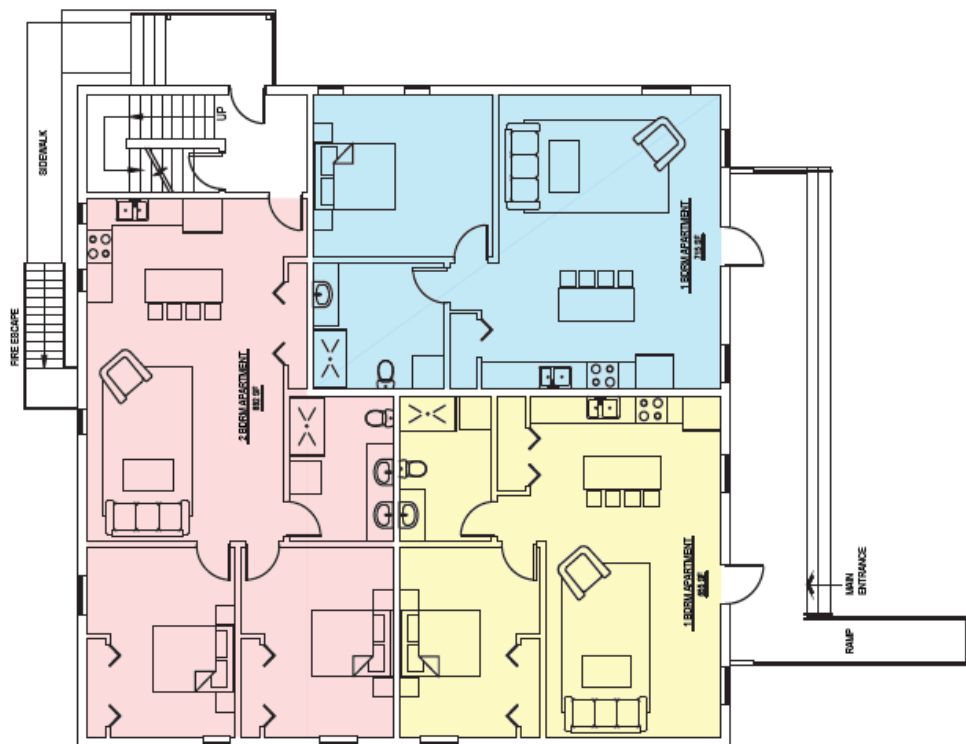
PROPOSED DESIGN
Gray Exterior Paint, White Trim
NINE
YARDS

Catholic Services Building Apartments
Exterior Design



PROPOSED DESIGN
Gray Exterior Paint, White Trim
NINE YARDS

Catholic Services Building Apartments
Exterior Design



1 STAIR INSIDE THE BUILDING +
DECK WITH FIRE ESCAPE STAIR
FROM SECOND FLOOR

MAIN FLOOR HAS 2 1BEDROOM
APARTMENTS AND 1 2BEDROOM
APARTMENT

SECOND AND THIRD FLOORS ARE
2 LEVEL APARTMENTS WITH OWN
STAIRS AND ACCESS TO THE DECK

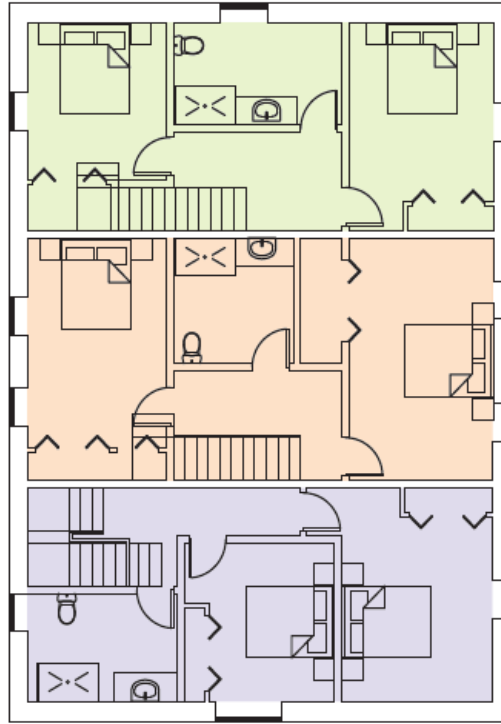
PROPOSED PRELIMINARY LAYOUT
Main Floor
NINE
YARDS

Catholic Services Building Apartments
Exterior Design

1 STAIR INSIDE THE BUILDING +
DECK WITH FIRE ESCAPE STAIR
FROM SECOND FLOOR

MAIN FLOOR HAS 2 1BEDROOM
APARTMENTS AND 1 2BEDROOM
APARTMENT

SECOND AND THIRD FLOORS ARE
2 LEVEL APARTMENTS WITH OWN
STAIRS AND ACCESS TO THE DECK



PROPOSED PRELIMINARY LAYOUT
Third Floor
NINE
YARDS

Catholic Services Building Apartments
Exterior Design

TITLE: DEMOLITION OF PROPERTY IN THE 500 LOT AREA FILE: HERT-2020-26-OCTOBER-6-2 68 QUEEN STREET (PID #336982) INQUIRY		
MEETING DATE: October 26, 2020		Page 1 of 32
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Location Map B. Current Context C. 2008 Engineer Report D. 2008 HB minutes and Guardian article E. Heritage Property Evaluation Form F. 2019 Development Proposal G. 2020 Development Proposal H. 2020 Engineer Report	
SITE INFORMATION: Ward No: 1 – Queens Square Property Use: Commercial – currently vacant/storage Heritage Recognition: None. Located in the Downtown Mainstreet (DMS) Zone of the 500 Lot Area. Adjacent Heritage Properties: • 52 Queen Street • 71 Queen Street • 72-74 Queen Street • 124 Sydney Street		
Background: The Planning & Heritage Department has received an application to demolish the building located in the 500 Lot Area at 68 Queen Street. This building is not a designated heritage resource and is therefore not protected under the Heritage Preservation Bylaw. Its demolition is considered an “as of right” under the Zoning and Development Bylaw. There is however the ability to request that Council impose a temporary designation on a “resource with characteristics that may meet the criteria for Designation”. This would prevent the building from being demolished or otherwise altered for a period of 45 days to allow Council time to determine if Council will proceed with the process to Designated the Heritage Resources. This is an inquiry only to determine if Heritage Board recommends that Council impose a temporary designation on this property.		

RECOMMENDATION:

This report is to make Heritage Board aware of an inquiry regarding the potential demolition of 68 Queen Street (PID#336982) and the temporary designation process should they find it applicable. The Planning & Heritage Department encourages Heritage Board to note that the design proposal has since the last meeting been further developed to retain characteristics of historic buildings previously on the site. The submission also notes the further deteriorated of the existing building.

PREVIOUS APPLICATIONS:

This item was discussed by Heritage Board on August 31, 2020. The meeting minutes include:

Members of the board indicated the need to retain as much heritage as possible and to keep the historic integrity of Queen Street. Allowing a totally new large scale development would wipe out the historical significance of the streetscape along Queen Street. Councillor Rivard asked if staff could meet with the applicants to work on a plan that would be more acceptable and aligned to the City's heritage preservation goals.

Previously in September 2019, Heritage Board discussed an application for development of this site where 68 Queen Street was to be incorporated within a new and larger structure. Heritage Board did not proceed to recommend to Council to impose a temporary designation on a number of properties on King and Dorchester Streets to be demolished as part of this development proposal.

In 2008 a proposal to demolish the building at 68 Queen Street was rejected. An engineering report (Attachment "C") was submitted by the applicant in 2008. The lot was to have remained vacant for a few years until a development project was undertaken. Heritage Board's recommendation to reject the demolition was supported by City Council and the application was denied.

PROPERTY HISTORY:

68 Queen Street is a two storey, wood frame, flat roof building with a crenellated parapet. Built in 1927 following a fire, this building was designed by renowned architect Edward Sterling (Bones) Blanchard and built by P.H. MacMillan, contractor. E.S. Blanchard is noted in the Public Archives biography as "*one of Canada's most successful architects*". In a series from the Institute of Island Architectural Studies and Conservation, Blanchard is said to be "*one of the architects who has defined the character and style of the City of Charlottetown*".

Previous occupants include Dillon and Spillett an exporting firm which dealt in feed and grain and more, B Conrad, Pizza Delight. This property scored 78 points (Grade 2) on the Heritage Building evaluation conducted in 2007.

SITE SIGNIFICANCE

The development proposed for 68 Queen Street is part of a larger development previously discussed by Heritage Board in September 2019. The development site encompasses the south-west third of the block bounded by Queen Street, Dorchester Street, Great George Street and King Street. In accordance with the original town plan, lots measured 84 ft by 160 ft. and ran the full depth of the block from King Street to Dorchester Street. This block, numbered 16, consisted of lots 43-47 in the first hundred with the “Bishop’s Palace” occupying both lots 46 & 47. Of particular note is one of only four “alleys” or “right of way” through a block is found at the rear of the buildings fronting on Queen Street. This is a unique feature in an otherwise very consistent block format.

The remaining portion of the block on the west end is occupied by SDU Place (former Bishop’s Palace) fronting on Great George Street and their vacant (parking) lot at 96 King Street, as well as two additional residential buildings located at 104 Dorchester Street (single family) and 106-110 Dorchester Street (4 units). Given the size and prominence of SDU Place (former Bishop’s Palace) it serves as the single most defining building on this block and provides a visual anchor.

The development site is located in the center of the city, in close proximity to the waterfront, an area which would have been populated early on in the city’s history. The area surrounding the site has seen some transformation in recent years with the development of Gahan House in the former Sisters of the Precious Blood convent building on Sydney Street and the more recent demolition of two houses on King Street and the subsequent development of a residential structure.

The downtown 500 lot area is recognized for both the quality and character of its streetscapes. This is due in part to the gridded street and block pattern allowing for a well-connected network. Block sizes are reasonably small and the gridded layout creates a sense of order and unity resulting in a very walkable area.

Queen Street is a 100 ft. wide street running north/south with a view to the water. Zoned *Downtown Mainstreet*, it is generally lined with two to three storey commercial buildings with no setbacks. It is a dominant, busy street serving a major link for both pedestrian and vehicular traffic. In recent years, attention has been paid to upgrading street amenities such as outdoor

patios, historic street lighting, trees and pedestrian paving. Great George Street is also a wide street running north/south but has a much different character than Queen Street. Zoned Downtown Mixed Use, the street is truncated at Richmond Street with a clear termini point at Province House. Great George Street has a number of architectural landmarks with St. Dunstan's Basilica, SDU Place, Province House, Hartz-O'Halloran row. The tree lined street is generally lined with well-maintained historic three storey residential buildings and a number of artistic points of interest (sculptures, monuments, interpretive panels).

Alternatively, both Dorchester Street and King Street are narrow streets measuring 40 ft. in width. This results in a tight streetscape with buildings placed very close to the street edge allowing little to no space for street amenities. Zoned *Downtown Mixed Use Neighbourhood* the area has a mix of uses often contained within a house form building typology. These areas provide the transition between predominately residential areas and the more commercial areas. The scale of this zone is primarily residential form. Building forms are typically smaller scale two to three storey wood frame residential buildings. They represent a wide variety of building styles with the general sense that most are of an historic nature.

POLICY FRAMEWORK:

Heritage Preservation Bylaw Requirements

This property is *not* a designated heritage resource and is therefore not subject to the provisions of the Heritage Preservation Bylaw. However, in accordance with Section 3.4 of the Heritage Preservation By-law, a temporary designation request may be made to Council where it is believed a heritage resource with characteristics that may meet the criteria for designation is at risk of imminent irreparable or costly damage to the site's heritage nature:

- The age of the Building or Structure;
- Architectural/archeological/aesthetic value, including but not limited to the following elements:
 - Style/tradition;
 - Design/craftsmanship;
 - Setting/streetscape;
 - Integrity;
 - Construction methods and materials;
 - Exterior or outward appearance/condition; and
 - Landmark status.

- The historic value, including but not limited to the following elements:
 - Architect/builder;
 - Political/economic influence;
 - Social/cultural influence;
 - Historical context; and
 - Association with event/person/activity.

City of Charlottetown Official Plan

3.7 Capitalizing on Heritage resources

Over the last few years, a great deal has been done to establish Charlottetown as the Birthplace of Confederation. The City's heritage buildings are not only important as a reflection of Charlottetown's social history, but they are an invaluable backdrop for helping to depict and explain the political evolution of the entire nation. Therefore, it is crucial that a significant portion of this building stock be restored and protected in order to buttress Charlottetown's seminal role in the creation of Canada. There will be no long lasting foundation for the success of a campaign based upon the municipality's identity as the Birthplace of Confederation unless there is a predominant sense that Charlottetown is an historic city. If done well, this initiative can be parlayed into significant gains for the local economy.

4.2 A Vibrant Downtown – The 500 Lot Area

4.2.1 A Starting Point – The Vision:

The 500 Lot Area is the City of Charlottetown's historic, cultural, civic and symbolic core and functions as the primary shopping, education, entertainment, recreational, service and employment hub within the City and the larger Region. The area is also a charming historical neighbourhood, home to many residents and visited by thousands of tourists each year. The 500 Lot Area benefits from its waterfront and its inventory of magnificent heritage buildings and features. Through the relevant policies of the CHARLOTTETOWN PLAN, the City should ensure that future planning actions within the 500 Lot Area continue to protect, restore and build upon the heritage resources in the area. New development, redevelopment, intensification and changes in land use should not be discouraged as they can have positive influences and make significant contributions to the evolution of the area. However, any proposed changes need to be carefully considered and managed to ensure that they do not undermine or destroy the very elements and qualities that define this area, but rather continue to create a distinct sense of place and contribute to its success.

4.2.2 Defining Our Direction:

1. Our **policy** shall be to recognize each Urban Character Area or neighbourhood, including important streets and streetscapes, civic and cultural elements, heritage resources, squares and parks, public/institutional buildings, gateways and view planes and terminate within the 500 Lot Area, and to establish a new and more detailed Zoning By-Law regime to protect and enhance these resources accordingly.

3. Our **objective** is to reinforce and extend the historic street and block pattern in the 500 Lot Area. Our **policy** shall be to discourage any alterations to the existing street and block pattern which is a fundamental defining aspect of the 500 Lot Area's historic character. Alterations to this pattern may only be considered where it results in an improvement of the public realm, such as a public space, while still retaining unfettered pedestrian access and views.

4. Our **objective** is to protect, restore, respect and leverage all Heritage Resources. Our **policy** shall be to recognize that the 500 Lot Area is comprised of an extraordinary concentration of significant heritage buildings, landmarks and streetscapes. These resources play a prominent role in defining its distinct 'sense of place' and should be recognized as the life-blood of the area's civic, cultural and economic well-being and as such need to be protected and restored.

Our **policy** shall be to identify and recognize the heritage attributes of these buildings, landmarks and streetscapes related to their age, architectural interest and historical interest through on-going planning, studies, inventories and other municipal initiatives in order to enable adequate and appropriate protection of these heritage resources.

Our **policy** shall be to provide direction through the Official Plan and regulation through the Zoning By-law for each property within the 500 Lot Area to determine the appropriate degree and design of alterations based upon an evaluation of its heritage attributes. The ability to demolish properties and buildings and the process and timing of granting demolition permits shall also be dependent upon an assessment of each property's heritage attributes.

The Standards and Guidelines for the Conservation of Historic Places in Canada

<https://www.historicplaces.ca/media/18072/81468-parks-s+g-eng-web2.pdf>

The Standards and Guidelines for the Conservation of Historic Places in Canada (Standards and Guidelines) is the official document guiding planning, stewardship and the conservation approach for designated heritage resources. This building is not designated resources.

City of Charlottetown 500 Lot Area Development Standards & Design Guidelines

<https://www.charlottetown.ca/workspaces/one.aspx?objectid=12052544&contextId=12052176>

The 500 Lot Standards and Guidelines provided an illustrated analysis of the area and approach to consider regarding heritage resources and development.

ANALYSIS:

The building proposed for demolition is typical of the historic building stock in the downtown area. It is simple in form, addresses the corner and has a traditional storefront façade. It is not an elaborate architectural styles of the period but instead speaks to a typical commercial facade. Although basically intact architecturally it clearly lacks in terms of maintenance or upgrading to current standards. The evaluation scores of the building is at a point where designation is not imminent but could be considered. The building which dates to 1927 is not old enough to play a role in Charlottetown as the birthplace of Confederation yet adds to the scale and ambiance of Queen Street.

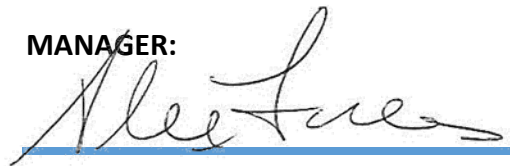
Although, it is believed this building could potentially be restored and contribute to the authenticity of the character of the area, approval has already been granted to renovate the building as part of a larger development. In essence this would alter the existing building beyond recognition and create a false sense that it had simply been altered which presents the greater concern. Given the design standards and guidelines in place for new development in the 500 lot area, the new development proposal has been subject to the design review process to address streetscape concerns of scale and massing appropriately.

CONCLUSION:

This report is for information only and to make Heritage Board aware of the ability to request that Council impose a temporary designation on a “resource with characteristics that may meet the criteria for Designation” if deemed appropriate.

PRESENTER:

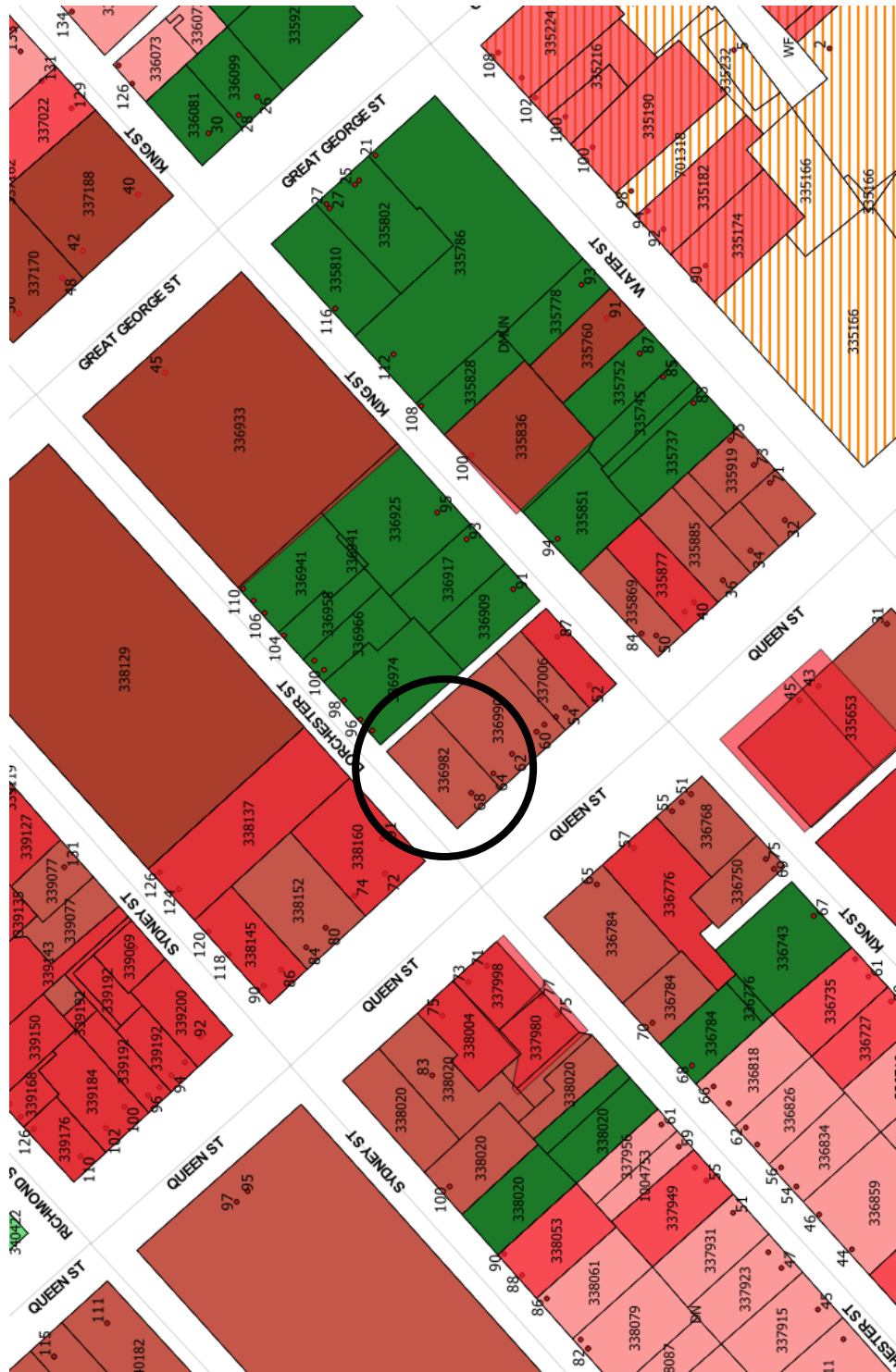
Todd Saunders, M.Arch
Heritage Officer

MANAGER:

Alex Forbes, MCIP, MBA
Manager of Planning & Heritage

LOCATION MAP

ATTACHMENT A



CURRENT CONTEXT

ATTACHMENT B



2008 Engineer Report

ATTACHMENT C



Founders' Hall
6 Prince Street
PO Box 695
Charlottetown, PE
CI A 7L3

Tel (902) 368-2300
Fax (902) 566--3768
Email: an@caltech.ca
www.colesassociates.com

M, 2008

Fax No.: (902) 629- 4156

City of Charlottetown,
199 Queen St
Charlottetown, PE
CI A 7K2

Attention: Mr. Don Poole

Dear Don:

Re: Property Located at 68 Queen St. Charlottetown , PE

This shall serve to confirm that our firm was retained by Bevan Brothers Ltd. to provide an opinion in determining what their options were with respect to the 68 Queen St. I conducted an on-site visual assessment with Bevan Brothers in March of this year.

The property in question is a wood frame construction dating well back into the 1900's. As such it is typical of buildings of that era with numerous intermediate structural members causing the interior of the building to be restrictive in spans. As well, this specific building has differing floor elevations within this specific space as well as when compared to the adjacent properties (owned by Bevan Brothers) as well. Over the years the building has undergone numerous renovations and remodeling using a variety of materials inside and out.

None of the above is insurmountable from a design or planning perspective, but the design challenges and the resultant impact on capital costs are clearly evident.

Overlaying these design challenges is the current state of the substructure elements, as well as the roof and building envelope system. Our assessment has identified that prior to

undertaking any renovation of the interior space; it would be foolhardy not to replace most if not all of these deteriorated exterior elements. Further, the building is not barrier free compliant internally nor is access from the street readily accessible.

In our opinion, there is a very strong case to support a decision to demolish the existing structure at 68 Queen Street and replace it with a structure composed of modern-day building systems and elements, which are tastefully integrated into the history of its location downtown Charlottetown.

If you have any questions regarding the above, do not hesitate to contact the undersigned.

Yours very truly,



Coles Associates Ltd.

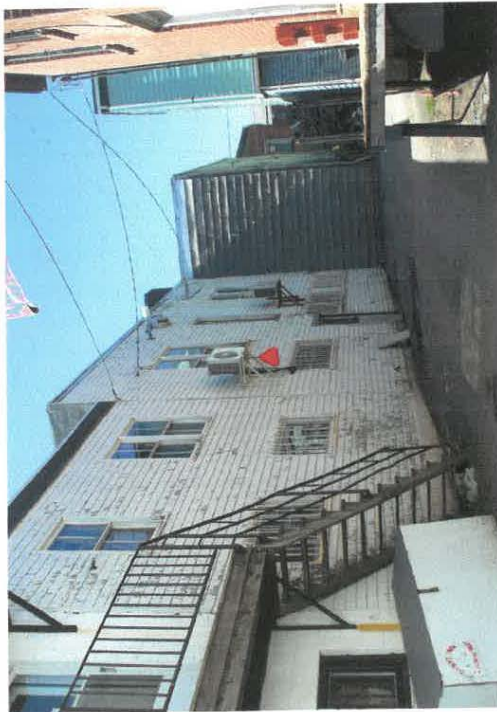
Per: Howard S. Coles, MRAIC, P.Eng.

President

HSC/Inm

Cc: Quentin Bevan (902) 368-3455





2008 HERITAGE BOARD MINUTES & GUARDIAN ARTICLE

ATTACHMENT D

May 27 2008 Heritage Board meeting minutes:

ATTENDANCE: Councillor Kim Devine, Chair
Councillor Rob Lantz
Councillor Peter McCloskey
Paul Coles, Resident Member
Wayne MacKinnon, Resident Member
Ann Thurlow, Resident Member
Paul Smith, Resident Member
Donna Waddell, Director of Corporate Services
Don Poole, Manager of Planning
Todd Saunders, Heritage Officer

5. **68 Queen Street (PID#336982)** – application to demolish a structure located within the Heritage Area. Hal Bevan and Quentin Bevan, property owners, attended the meeting and presented the application.

The application includes:

- The applicants acquired this building in October 2007 and own all the surrounding properties. They have reviewed the possibility of renovating and renting out the building but prices to renovate are very high (the building has various levels on ground floor, partial basement, upper floor only used for storage, etc). They believe this area of the City could make a better contribution to the downtown in the future with a new and updated building. It is the owner's intention to demolish this building now to avoid costs of carrying an empty building, level and seed the site, and build within two to four years;
- An Engineer's assessment of the building was reviewed;
- Although no new building plans have been drawn for the future building on this site, the applicants indicated they are entertaining the idea of having 2-4 small scale retail units on the ground floor on Queen and Dorchester Streets, and loft style apartments above. They would like any new building to be 4-5 stories in height. From the owner's perspective it is preferable to have a vacant site to a vacant building as the building costs them money to maintain. They believe the building will quickly deteriorate if left vacant.
- The owners did examine the possibility of converting the existing building to 4 retail units and 4 apartments but felt the costs were too high. The grade on Dorchester Street increases moving eastward, resulting in a number of floor elevations within the building. The upper level of the building is not insulated or heated.

Comments/concerns noted:

- The building dates to 1927 and was designed by architect ES Blanchard.
- Edward Sterling (Bones) Blanchard is noted in The Public Archives biography as "**one of Canada's most successful architects**";

- In a series from the Institute of Island Architectural Studies and Conservation, Blanchard is said to be “**one of the architects who has defined the character and style of the City of Charlottetown**”;
- The Engineer’s study has identified no structural or dangerous issues with this building but bases its analysis on finances which it fails to quantify. The report submitted reads in part “*none of the above is insurmountable from a design or planning perspective*”;
- Board members agreed the lower end of Queen Street is fairly intact from a heritage perspective with the exception of a number of vacant lots. Most developers would likely want to purchase an existing vacant lot rather than an intact building and demolish it. Normally a proposal is before the Board for a building to replace the older building but no proposal is before the Board, only demolition and a vacant lot.
- There is no guarantee that anything will indeed be built on this site in the next number of years, in fact there has been little new construction on this end of Queen Street in recent years as is evidenced by the vacant lots already in existence;
- Section 4.55 of the *City of Charlottetown Zoning and Development Bylaw* reads:
DEMOLITION PERMITS
A decision to approve or deny an application for demolition of a Building or Structure shall be based on the following factors:
 - a) the condition of the subject Building or Structure;
 - b) the importance of the subject Building or Structure to meeting heritage objectives;
 - c) the impact of demolition of the subject Building or Structure on maintenance of the streetscape of the area in which the subject Building or Structure is located;
 - d) the future use of the lot on which the subject Building or lot is located;
 - e) the compatibility of the architectural style of any proposed replacement Building or Structure;
 - f) any other relevant factors.
- The Bylaw requires a decision to deny or approve an application to demolish a building to be based on the **future use of the lot**. No plans for the future use have been submitted;
- Again the same section requires the decision to be based on the condition of the subject building. The report submitted has provided no evidence the building is in any manner **structurally or otherwise substandard and beyond repair**;
- The decision is to be based on the impact of the demolition on the maintenance of the streetscape of the area. It was agreed by Board members the demolition of this building would have a profound and negative impact on the area. Particularly given its location on a prominent corner, its demise would impact both Queen Street and Dorchester Street. This building is typical of its era and speaks volumes of the small scale wood frame construction for which our City has become known. A vacant site would detract aesthetically from the streetscape.
- Substantial **public funds have been spent over the past few years on improvements to this important streetscape**. Funding has resulting in a dramatic improvement to

parking, power lines, lighting and street furniture. The elimination of buildings and the erosion of our heritage would negate these important improvements.

- The importance of this building to meet heritage objectives was considered. Objectives as outlined in the *City of Charlottetown Official Plan*:
- Section 2.2 reads: *Charlottetown has a wealth of heritage resources -- which include designated buildings, landmarks, and areas -- that are not only central to its identity as a community, but which can play a more prominent part in securing the City's economic health. Some of these resources, including Charlottetown's historic role as the "Birthplace of Confederation", are already being used as a valuable tourism marketing tool.*
- Section 3.7(2) reads: Our **policy** shall be to encourage public and private sector partners to consider heritage buildings as preferred development and lease opportunities.
- Section 4.2 (7) reads: Our **policy** shall be to encourage the rehabilitation of building stock within the downtown core area.
- It was agreed there may be many ways to develop this building in a manner which is both sensitive to the historic quality of the building and its contribution to the streetscape while serving the needs of the owner.

MOVED AND SECONDED THAT THE APPLICATION TO DEMOLISH THE BUILDING LOCATED AT 68 QUEEN STREET, PID# 336982, BE RECOMMENDED TO COUNCIL FOR REJECTION.

CARRIED

Charlottetown Guardian: Allied Sales Ltd. Building

DAVE STEWART

Landmark saved from wrecking ball

One of Charlottetown's historic landmarks has been saved from the wrecking ball. City council voted unanimously 9-0 (Coun. Terry Bernard was absent) Monday to reject a request by the owners of the Allied Sales Ltd. building at 68 Queen St. to have it demolished. The building, at the corner of Queen and Dorchester streets, was built in 1927 by well-known Canadian architect E.S. (Bones) Blanchard. Coun. Kim Devine, chair of the heritage committee, said the owners wanted to tear it down and leave the lot vacant. "It's a building that is on a prominent street, on a prominent corner and it's part of our historical resources," Devine said.

HERITAGE PROPERTY EVALUATION FORM

ATTACHMENT E



City of Charlottetown
Heritage Building Evaluation Form

Civic Address: 68 Queen Street

Building Name: Allied Sales
Pizza Delight
Dillon and Spillet

Assessment: 336982

Zoning and Development Bylaw Reference: Appendix H

The Story of Charlottetown Record: #1384
Canadian Register of Historic Places Record:

Date of Photograph: June 8, 2007

Building Evaluated By: Natalie Mum

Date: July 18, 2007



Evaluation Criteria

	Pre 1840	1841 to 1870	1871 to 1900	1901 to 1930	1931 to Present
Age (Maximum 15 points)					
1.1 <u>Date of Construction: 1927</u>	15	12	8	5	0
Architectural Interest (Maximum 65 points)	E	VG	G	F	P
2.1 <u>Style/Tradition: Wood Framed Commercial Building</u>	15	10	8	2	0
2.2 <u>Construction Materials and Methods: wood</u>	10	8	5	2	0
2.3 <u>Design/Craftsmanship: decorative storefronts, balanced facade, "hopper" roof</u>	10	8	5	2	0
2.4 <u>Integrity:</u>	20	10	8	2	0
2.5 <u>Exterior Condition:</u>	10	8	5	2	0
2.6 <u>Setting/Streetscape:</u>	15	10	8	2	0
2.7 <u>Landmark:</u>	10	8	5	2	0
Historical Interest (Maximum 20 points)					
3.1 <u>Architect/Builder: ES Blanchard, architect, PH MacMillan, contractor</u>	10	8	5	2	0
3.2 <u>Person/Institution: Dillon and Spillet, B. Conrad and Pizza Delight</u>	10	8	5	2	0
3.3 <u>Event: rebuilt in 1927 due to a fire that destroyed the Queen Street side of the block</u>	10	8	5	2	0
3.4 <u>Historical Context: Commercial History</u>	10	8	5	2	0

Total Score: 78

Classification: _____ Grade 1 (80-100 points)
 78 Grade 2 (60-79 points)
 _____ Grade 3 (40-59 points)
 _____ Ineligible for Designation (20-49 points)
 _____ Not Important (0-19 points)

Comments: _____

Reviewed/Approved By: _____ Date: _____

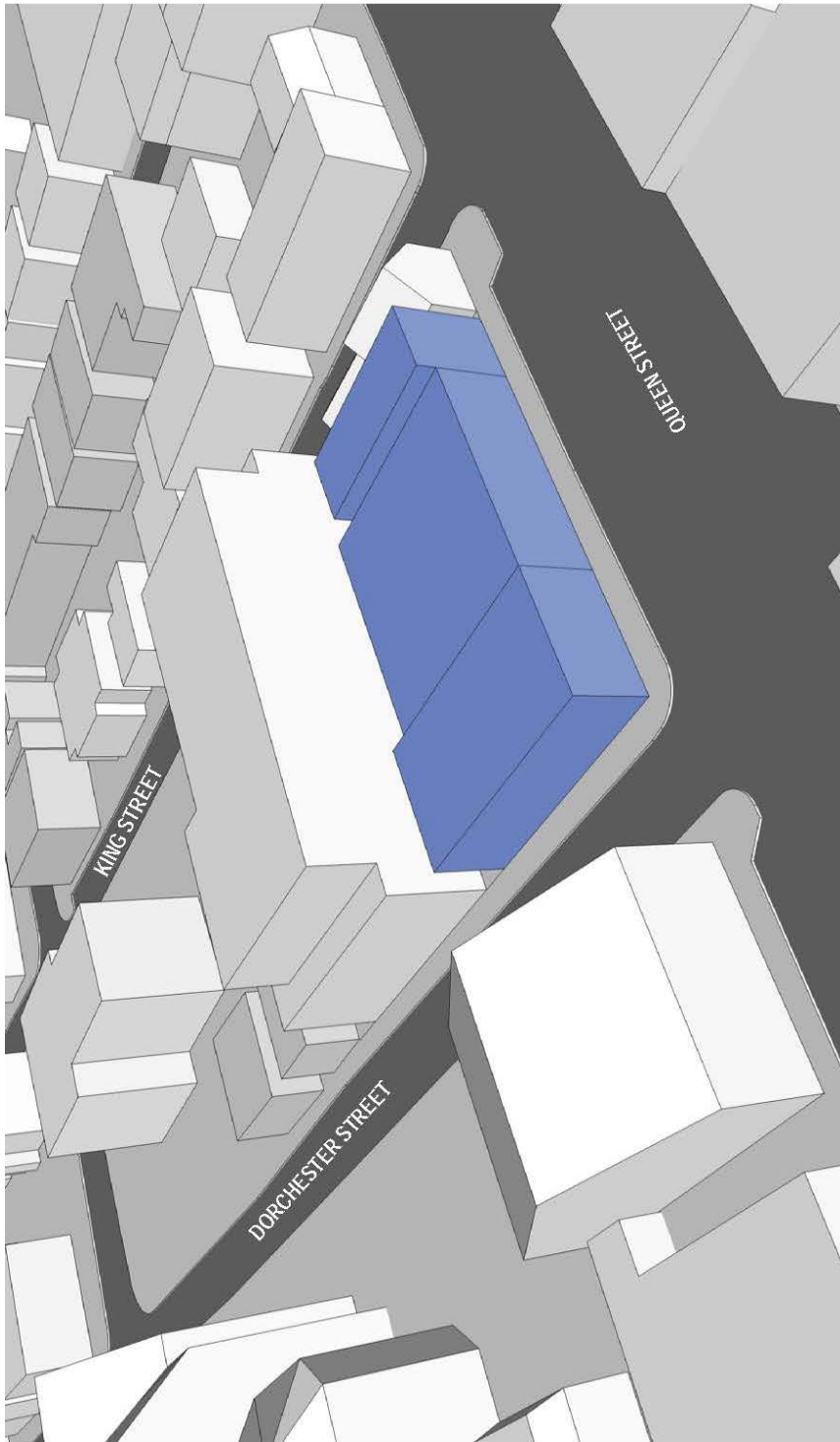
Change In Classification: _____ Date: _____

Reason: _____

2019 DEVELOPMENT PROPOSAL

ATTACHMENT F





EXISTING QUEEN STREET BUILDINGS MASSING

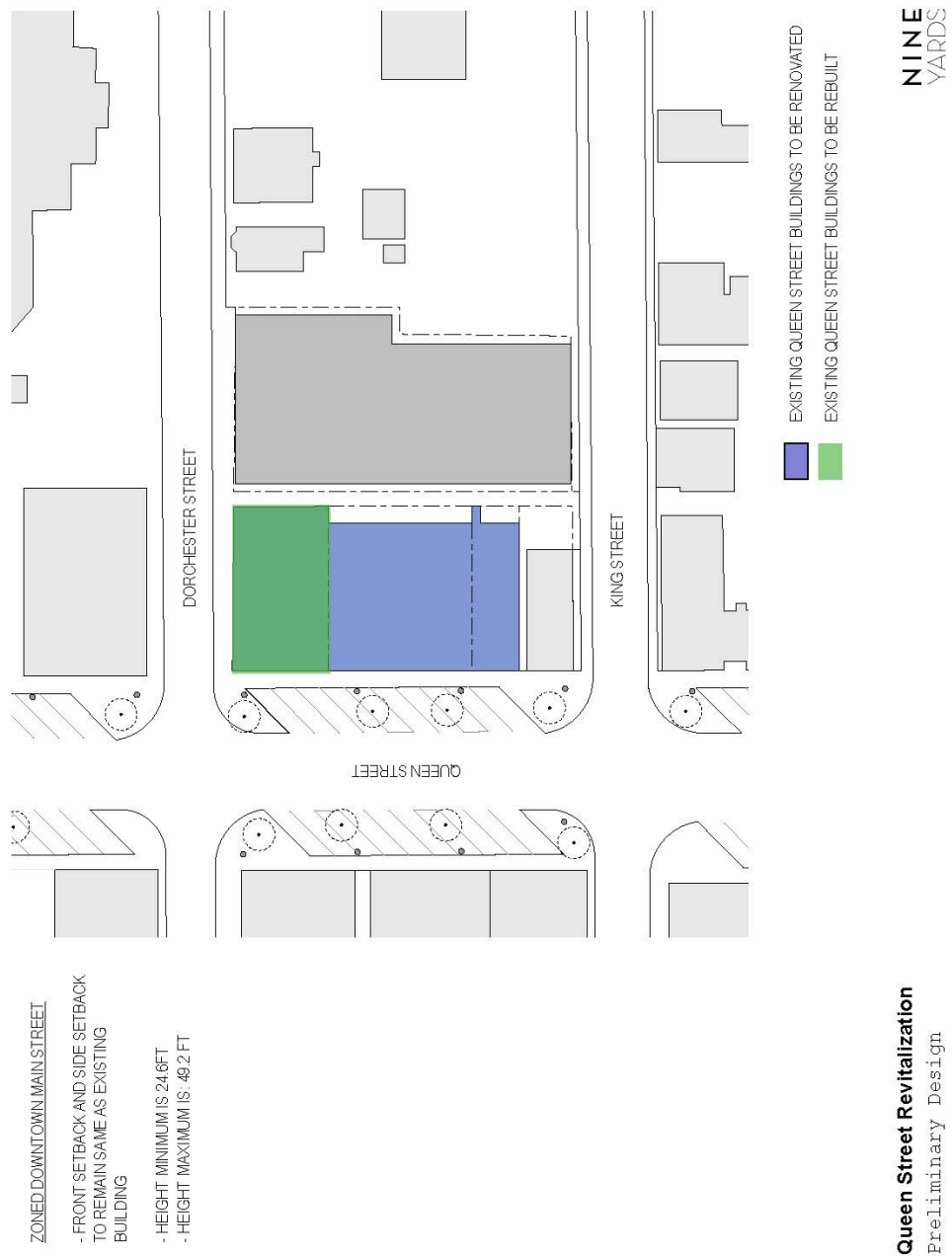
NINE
YARDS

QUEEN STREET REVITALIZATION PROJECT

Preliminary Design

2020 DEVELOPMENT PROPOSAL

ATTACHMENT G





Queen Street East, c. 1892,
Public Archives and Records Office Acc 3218/27

Queen Street Revitalization
Preliminary Design

NINE
YARDS



East side of Queen and Dorchester
Public Archives and Records Office Acc 23010-74

Queen Street Revitalization
Preliminary Design

NINE
YARDS



Current Queen Street block between Dorchester St. and King St.

Queen Street Revitalization
Preliminary Design

NINE
YARDS



OPTION 1

Queen Street Revitalization
Preliminary Design

NINE
YARDS



OPTION 1

Queen Street Revitalization
Preliminary Design

NINE
YARDS



Proposed new Queen Street block between Dorchester St. and King St.

OPTION 1 - Arched Window Version

Queen Street Revitalization
Preliminary Design

NINE
YARDS



Proposed new Queen Street block between Dorchester St. and King St.

OPTION 1

Queen Street Revitalization
Preliminary Design

NINE
YARDS



OPTION 2

Queen Street Revitalization
Preliminary Design

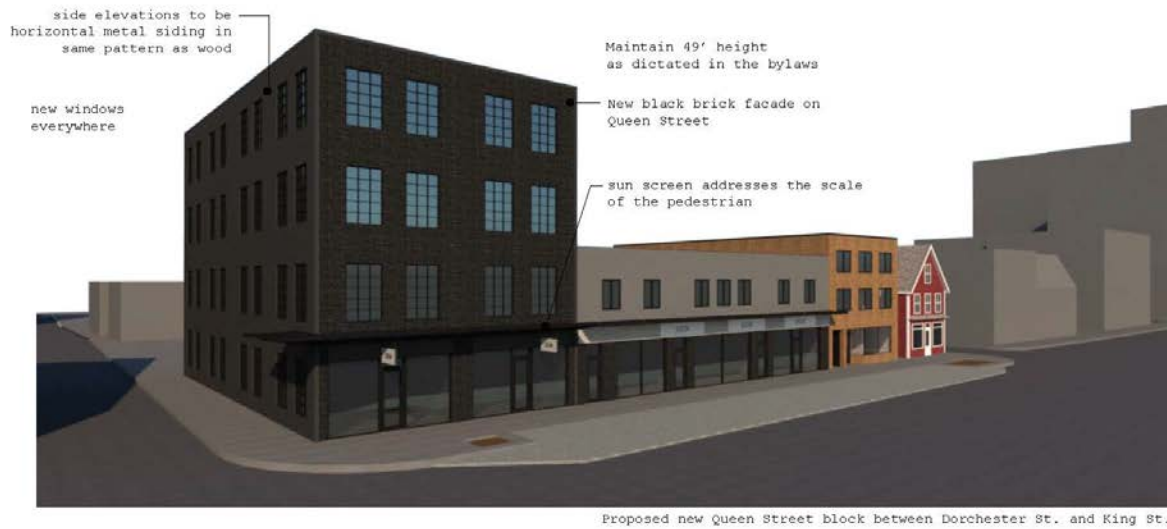
NINE
YARDS



OPTION 2

Queen Street Revitalization
Preliminary Design

NINE
YARDS



OPTION 3

Queen Street Revitalization
Preliminary Design

NINE
YARDS



OPTION 3

Queen Street Revitalization
Preliminary Design

NINE
YARDS

2020 ENGINEER REPORT

ATTACHMENT H

Shallyn Murray
Architect

NINE YARDS
63 Fitzroy Street
Charlottetown PE
902.566 4449

shallyn@9ystudio.com

Sunday, September 27, 2020

**Re: 2 Story Building at South East Corner of Queen Street at Dorchester Street,
(70 Queen Street) Charlottetown, PEI
General Structural Report**

Shallyn,

On Sept 18, 2020, we reviewed on-site the building located at the South-East Corner of Dorchester and Queen Streets for the purpose of providing comments on the structural general condition of the building.

Based upon our site visit we provide comments that include but are not limited to the following. See the attached pictures for additional visual information.

1. The building is a 2-story building fronting on Queen Street but extending longer along Dorchester Street.
2. The Foundation System varies from Brick to Stone to a 1940's Type foundation which was a formed wall but filled with varying type of materials and mixed with cement.
3. The basement is full depth for the front half the building and in-accessible crawl space for the back.
4. The full depth Basement walls vary in condition with an area of structurally unacceptable horizontal cracks and water infiltration.
5. The condition of the various foundation elements including the interior piers show signs of water problems due to water infiltration and or absorption from below.
6. The back area was not fully reviewable but from the very un-even condition of the main floor in the back area, there is likely significant rot and structural issues in the main floor wood joist and wood beam system at the back half of the building.
7. The main floor joists at the north exterior walls exhibit signs of water absorption and are likely rotting and losing support strength particularly where the Grade Rises as we go along Dorchester from Queen Street.
8. The 2-story superstructure above the foundation is all wood construction.
9. The main floor system has at least 2 levels with the higher level at the back half to match the rising grade along Dorchester street.
10. At the east and north walls, the floor system is sagging significantly suggesting significant rot and or a foundation system that is failing.
11. The main floor north wall is not straight and true horizontally or vertically and in relatively significant amounts and could result in in negative movement of the wall structure in the future
12. The Second-floor walls are not built with full height studs but built with a structurally inadequate hinge point above the windows. Although this has yet not caused significant issues there are signs of

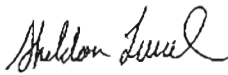
- movement of these walls. Attempts to add bracing at the top of the lower part of the wall may have helped to keep the walls intact but appear structurally inadequate and would cause issues with
13. Sections of the second floor appeared to have been supported from above by a hanging rod system that is common in some Queen Street buildings. Some of the systems in this building appear to be constructed with newer lumber and we suspect the older original system had started to fail. It is clear from our review that the new system is also failing and compromising the capacity and stability of the second floor, which would also affect the integrity of the entire building. The system although unique also significantly reduces the effective area of the second floor.
 14. Other Areas of the Roof and Floor systems are failing.
 15. The stair system to the basement and to the second floor is inadequate.
 16. The roof system slopes to the inside of the building similar to an inverted hip roof system but the roof system (size, connection, and support of the members) is structurally inadequate and future problems could occur.
 17. The roof system also exhibits signs of water problems.
 18. The building appears to be currently Not Occupied, except for some minor storage, and we believe that unless significant structural reinforcement takes place the building should remain un-occupied.
 19. Although SCL Engineering believes that some buildings can be structurally Saved / Reinforced with effort, the financial burden/efforts to do so may not be worth the effort especially when we would now have to meet the requirements of the 2015 NBC. We believe for this building that Demolition be considered in the near future. If demolition does not occur in the near future some structural reinforcement will have to take place until further plans can be made with regards to the usage of the building. SCL Engineering can Accept No Liability as to the structural capacity of the existing building or as to how long element of the building can hold up without structural reinforcement efforts.

Conclusion

SCL Engineering believes that the structure of the building is inadequate in many ways, as discussed above and observed on-site, and at all levels of the building. Reinforcement of the Building and meeting the requirement of the National Building Code of Canada would be difficult and expensive for what the Building offers. Demolition of the Building should be considered as a Primary Option.

If Demolition is not being considered in the near future, structural reinforcement may have to be considered just to protect the building from issues due to significant environmental events until more plans can be finalized for the use of the building.

Respectively submitted,



Sheldon Tweel, P.Eng.



Enclosure - 24 Pictures

South East Corner of Queen St. at Dorchester St.
(70 Grafton)
September 18 2020



Flashing Issues
and Sag

Queen St. Facade



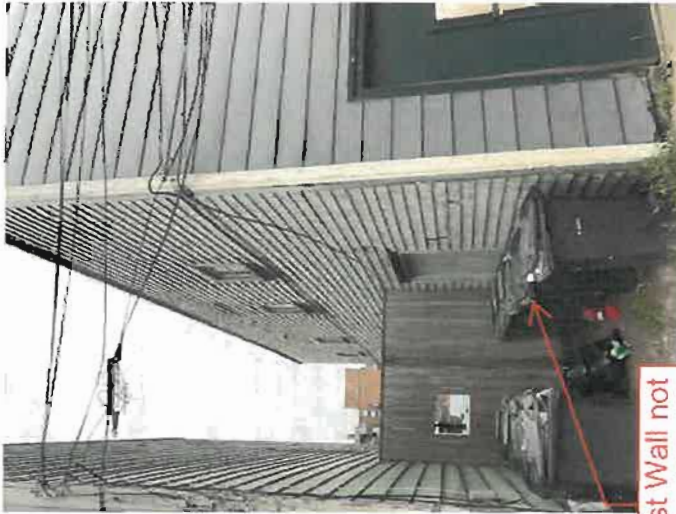
Significant
Structural Issues
with North Wall



Severe Movement.
Walls Not Straight
and True Vertically
or Horizontally



Grade too Close to
Wood of Structure



Back-East Wall not Straight and True



Variety of Foundation Wall Types



Front-West Stone Wall Breaking Down and Leaking



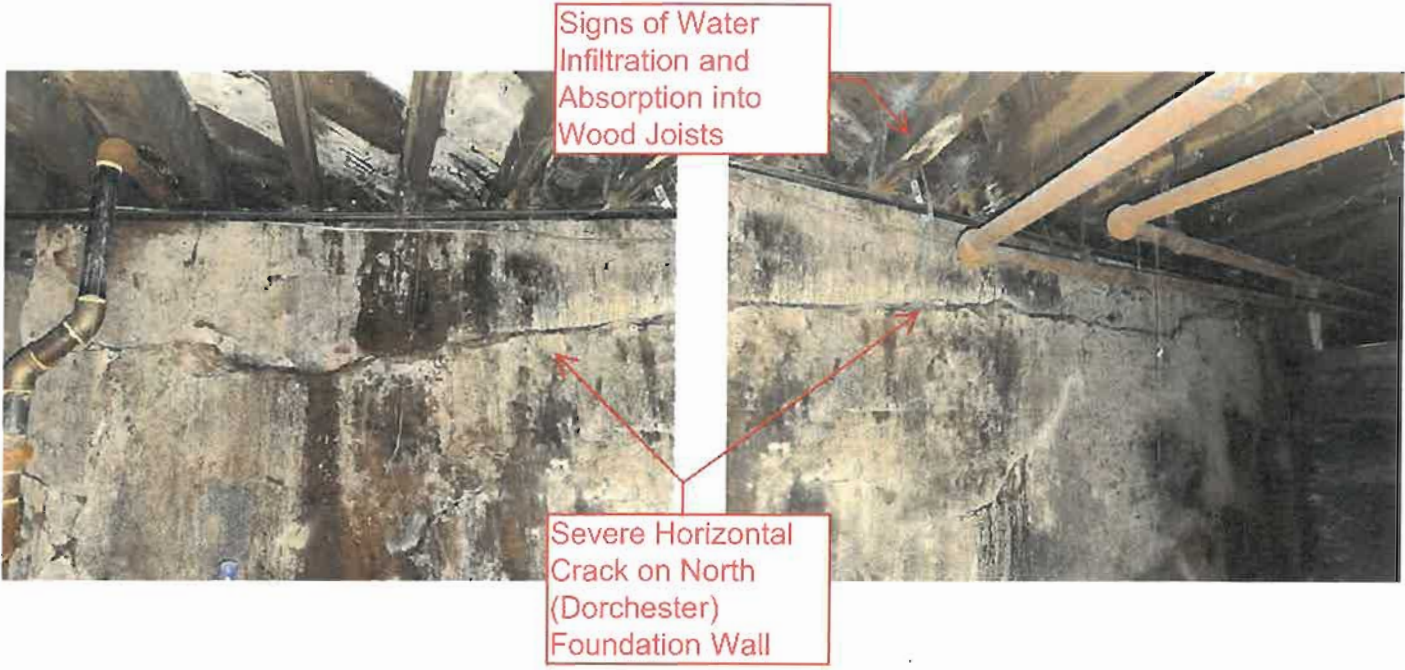
Brick Wall Starting to Break Down and Leaking/ water Infiltration

Previous Reinforcement and or Infill of Openings



Moisture and Water Infiltration in Basement Columns





Signs of Water Infiltration and Absorption into Wood Joists

Severe Horizontal Crack on North (Dorchester) Foundation Wall



Second Floor Joists are small and sagging in Areas



Second Floor/Roof Framing Support System Failing



Other View of Failing Hanging Rod Support System for 2nd Floor



Severe Sag

Buckling of Hanging System is Unusual Suggesting Roof & Roof Beam is Failing but 2nd Floor Supported from Below by Other System

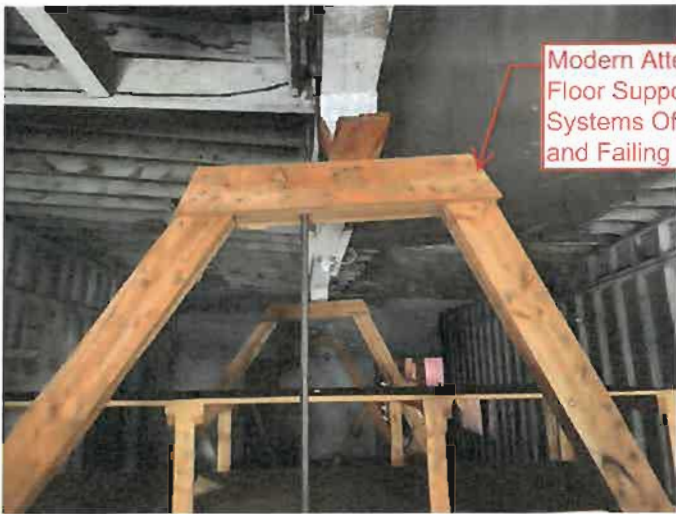


Weak/Undersized
Inverted Hip Roof
System



Attempts to Laterally
Brace Hinged Walls

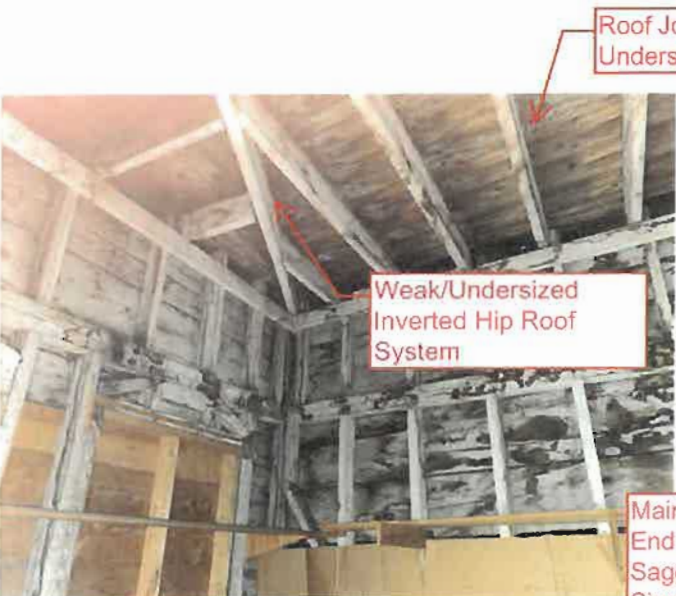
Hinged - Structurally
Un-Sound 2nd Floor
Walls All Around.



Modern Attempt at 2nd
Floor Support Systems.
Systems Off Center
and Failing



Signs of Long Term
Moisture Infiltration



Weak/Undersized
Inverted Hip Roof
System

Roof Joist System
Undersized



Main Floor at Back-East
End Of Building
Sagging/Dropped
Significantly

**PLANNING AND HERITAGE COMMITTEE – DESIGN REVIEW BOARD MINUTES
TUESDAY, OCTOBER 27, 2020 12:00PM
COUNCIL CHAMBERS, 2nd FLOOR, CITY HALL, 199 QUEEN STREET
Live Streaming: www.charlottetown.ca/video**

Present: Mayor Philip Brown
Councillor Mike Duffy, Chair
Councillor Julie McCabe, Vice-Chair
Councillor Alanna Jankov
Councillor Mitchell Tweel

Greg Munn, RM
Kenneth McInnis, RM
Sharon Larter, RM
Kris Fournier, RM

Also: Alex Forbes, PHM
Greg Morrison, PII

Emily Trainor, PI
Ellen Faye Catane, IO/AA

Regrets:

Brian Gillis, RM
(declared conflict for the application via email)

1. Call to Order

Councillor Duffy called the meeting to order at 12:03 pm and introduced himself as the new chair for Planning & Heritage. Other members of the board and staff also introduced themselves.

2. Declaration of Conflicts

At the meeting, Councillor Duffy asked if there are any conflicts and there being none, moved to the approval of the agenda. In a prior email, Brian Gillis sent his regrets and declared conflict for 55-59 Richmond Street.

3. Approval of Agenda

Moved by Greg Munn, RM, and seconded by Ken McInnis, RM, that the agenda for Tuesday, October 27, 2020, be approved.

CARRIED

4. Adoption of Minutes

Moved by Sharon Larter, RM, and seconded by Councillor Alanna Jankov, that the minutes of the Friday, September 04, 2020 meeting, be approved.

CARRIED

5. Business arising from Minutes

Mayor Brown asked what the next steps for the 130 Fitzroy Street application would be. Alex Forbes, PHM, responded that the applicants submitted sample materials to staff and staff is currently looking at the application and materials. Once staff determines that all requirements are met, staff can sign-off on the project. Mayor Brown asked what the timeline is, and Mr. Forbes responded that he is not aware of the timeline, but he is certain that the project will move ahead and will be completed.

Mayor Brown left the meeting to attend to another meeting.

6. 55-59 Richmond Street (PID #339911 & PID #339929)

This is a request to review renderings of proposed modifications to the 23-unit apartment dwelling from the January 10, 2019 meeting for the property at 55-59 Richmond Street (PID #339911 and PID #339929). Greg Morrison, Planner II, presented the application.

The application was approved in 2019 but have slightly altered the plans and so the application is here today for review. Mr. Morrison presented the different changes in the design. For the south elevation, the balcony doors have been reversed and located the other side of the balcony. For the east elevation, the ground floor siding has been extended along the entire facade of the building. It was discussed and recommended during the last meeting if the ground floor siding could extend along the entire façade but the developers preferred for the siding to only be extended to about 10 feet. Staff felt that this is a positive change to the design of the building. The three (3) balconies on this side was also removed and the window configuration has changed. The balconies have always been contentious especially for the balconies located on this area.

For the north elevation, the ground floor would have the same siding wraparounds the building. The previous design did not have any sidings. Also, the railings will be glass railings instead of metal railings. The west elevation which is the side adjacent to the other condominium units, the balconies cannot be located on the first floor and second floor and the previous design has balconies on the upper floors. The new proposal shows that the entire balconies on this side has been removed. The siding on the ground floor has been added as well. The type of materials has changed and will use metal siding all throughout the building. The bylaw requires hidden fasteners and the proposed materials would be able to meet this requirement.

Councillor Jankov clarified that the side that faces the adjacent building would no longer have balconies and Mr. Morrison confirmed. Mr. Morrison also added that the original design of the building has a basement, but during inspection, it was found out that it was built on slab. Staff since then required the developer to submit the revised plans of the building. All mechanical systems were then moved from the basement to the ground floor. There is a detached structure behind the building for garbage receptacles. Councillor Jankov asked if the reason why this is back for review is because it was determined during inspection that there has been changes to the original plans. Staff then required them to submit the revised plans. Mr. Morrison also added that Phase I Foundation permit has been issued already and Phase II of the application is for review.

Councillor Duffy summarized staff's recommendation: 1) accept proposed design; 2) accept proposed design with modifications; or 3) send application back to design reviewer. Mr. Morrison explained that the ground floor siding and removal of balconies are positive changes to the application. The only thing staff would like to note is that the design originally has wood siding but the current proposal would all have metal siding. Metal siding with hidden fasteners is a permitted type of material.

Councillor Duffy asked if a recommendation to Council for approval is required and Mr. Morrison responded that if this application is approved by the board, it does not have to go to Council.

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

Moved by Councillor Julie McCabe, and seconded by Councillor Alanna Jankov, that the proposed modifications from the January 19, 2019 meeting for the property at 55-59 Richmond Street (PID #339911 and 339929), be approved.

**CARRIED
(6-1)**

Mayor Brown was not at the meeting to vote. Councillor Tweel opposed.

7. New Business

There were no new businesses discussed.

8. Adjournment

Moved by Ken McInnis, RM, and seconded by Councillor Julie McCabe, that the meeting be adjourned. The meeting was adjourned at 12:16 p.m.

Councillor Duffy, Chair

TITLE: DESIGN REVIEW FILE: DESIGN-2020-27-OCTOBER-66 55-59 RICHMOND STREET OWNER: TIM BANKS		
MEETING DATE: October 27, 2020		Page 1 of 5
DEPARTMENT: Planning & Heritage	ATTACHMENTS: A. Previously Approved Design Review Submission (December 3, 2018) B. Current Design Review Submission (September 28, 2020)	
SITE INFORMATION: Context: 500 Lot Area Ward No: 1 – Queens Square Existing Land Use: Vacant Property Official Plan: Downtown Neighbourhood Zoning: Downtown Neighbourhood (DN) Zone		
PREVIOUS APPLICATIONS: Design Review approval was granted on March 27, 2018 and on then again on January 10, 2019.		

RECOMMENDATION:

The Planning & Heritage Department encourages the Design Review Board to approve the request to change the design for the proposed four (4) storey, twenty-three (23) unit apartment dwelling to be constructed at 55-59 Richmond Street (PID #339911 & PID #339929) previously approved by the Design Review Committee / Heritage Officer on March 27, 2018 with revisions approved by the Design Review Board on January 10, 2019.

BACKGROUND:

Request

The property owner, Tim Banks, is applying to change the design for the proposed four (4) storey, twenty-three (23) unit apartment dwelling to be constructed at 55-59 Richmond Street (PID #339911 & PID #339929).

History

The property owner signed a Development Agreement on December 9, 2019 which was registered by the Province of Prince Edward Island on January 3, 2020 as Doc #41 in Book 5804.

Section 2.4 & Section 2.5 of the above noted Development Agreement stated that:

- 2.4 *The Development received Design Review approval by the external design reviewer on March 10, 2018 and the Design Review Committee / Heritage Board on March 27, 2018 as per the Plans, annexed as composite Schedule "C".*
- 2.5 *An amendment to the Design Review approval was granted by the external design reviewer on January 8, 2019 and the Design Review Board on January 10, 2019 as per the elevations annexed as composite Schedule "D". No material changes shall take place without prior written consent from the City.*

The Planning & Heritage Department received a Building & Development Permit application for Phase 2 (Final) – Building Shell, Mechanical, Electrical & Fit-Up which included elevation drawings which were not consistent with the previous Design Review approval as outlined in Schedule "D" of the Development Agreement. In light of the foregoing, Design Review approval is once again required.

ANALYSIS:

The changes from the Design Review approval on January 10, 2019 include, but are not limited to:

South Elevation (adjacent to Richmond Street)**Windows / Doors**

- Two (2) windows have been added to the ground floor – one (1) on the far East side of the façade and one (1) on the far West side of the façade.
- Each of the eight (8) sliding doors have been moved to the opposite side of their respective balconies.

Railings

- Glass railings are proposed to replace the previously approved aluminum guard rail.

East Elevation (adjacent to 99 Pownal Street (PID #3339994))Ground Floor Siding

- Horizontal 8" Steel Siding (Mitten Plygem in White) extends along the extent of the façade on the ground floor. Formally, Horizontal Plank Siding (Vic West in Colour TBD) extended 9' 6" along the façade and then turned into Aluminum Siding (Gentek Double 4" in Colour TBD).

Windows / Doors / Patios (Floors 2-4)

- The previously approved plans included 12 windows and 3 patios / sliding doors (5 columns) while the proposed revisions include 12 windows (4 columns).

North Elevation (adjacent to 36 Grafton Street (PID #340059))Ground Floor Siding

- Horizontal 8" Steel Siding (Mitten Plygem in White) extends along the extent of the façade on the ground floor differentiating it from the rest of the facade. Formally, Aluminum Siding (Gentek Double 4" in Colour TBD) occupied all four (4) floors.

Windows / Doors

- Two (2) windows have been added to the ground floor – one (1) on the far East side of the façade and one (1) on the far West side of the façade.
- Each of the eight (8) sliding doors have been moved to the opposite side of their respective balconies.

West Elevation (adjacent to 41 Richmond Street (PID #339895))Ground Floor Siding

- Horizontal 8" Steel Siding (Mitten Plygem in White) extends along the extent of the façade on the ground floor. Formally, Horizontal Plank Siding (Vic West in Colour TBD) extended 9' 6" along the façade and then turned into Aluminum Siding (Gentek Double 4" in Colour TBD).

Windows / Doors / Patios

- The previously approved plans included 19 windows and 2 patios / sliding doors while the proposed revisions include 21 windows.

Railings

- Glass railings are proposed to replace the previously approved aluminum guard rail.

Staff have reviewed the proposed changes and would note three main changes:

Balconies

Balconies were previously proposed on the East and West elevations but were a point of contention through the planning approval process. Balconies were ultimately approved on each elevation but Section 2.6 of the Development Agreement stated that:

As per the Developer's undertaking prior to the public meeting on November 2, 2017 and the revised plans dated November 2, 2017, no balconies shall be permitted on the first two (2) storey's of the proposed four (4) storey apartment building as it applies to the westerly side property boundary (adjacent to 41 Richmond Street, PID #339895).

The most recent set of plans illustrate the balconies removed from the East and West elevations in their entirety which would be a positive change for the residents of 41 Richmond Street.

Siding Material

The applicant was originally proposing horizontal plank siding on a portion of the front façade and 9' 6" of the ground floor of the East and West elevations. The most recent set of plans illustrate

the entire building to have steel siding in various plank widths and colours. Metal siding is permitted in the Design Standards for the 500 Lot Area as long as they utilize hidden fasteners.

Ground Floor Siding

Horizontal 8" Steel Siding (Mitten Plygem in White) extends along the extent of the façade on the ground floor. Formally, Horizontal Plank Siding (Vic West in Colour TBD) extended 9' 6" along the façade and then turned into Aluminum Siding (Gentek Double 4" in Colour TBD).

When approved on January 10, 2019, the Design Review Board had concerns that the siding on the ground floor did not extend to the whole side of the ground floor or at least to a logical break like a door, window, or balcony. The most recent set of plans addresses these concerns.

In light of the foregoing, staff feels that the Design Review Board has three options:

1. Approve the revised drawings as submitted;
2. Approve the revised drawings as submitted subject to modifications; or
3. Direct staff to send the revised drawings back to the design reviewer prior to having the Design Review Board review / approve the revised drawings.

CONCLUSION:

In light of the proposed improvements to the ground floor siding and removal of the balconies, staff are comfortable recommending these changes to be approved without further review by the Design Reviewer.

PRESENTER:



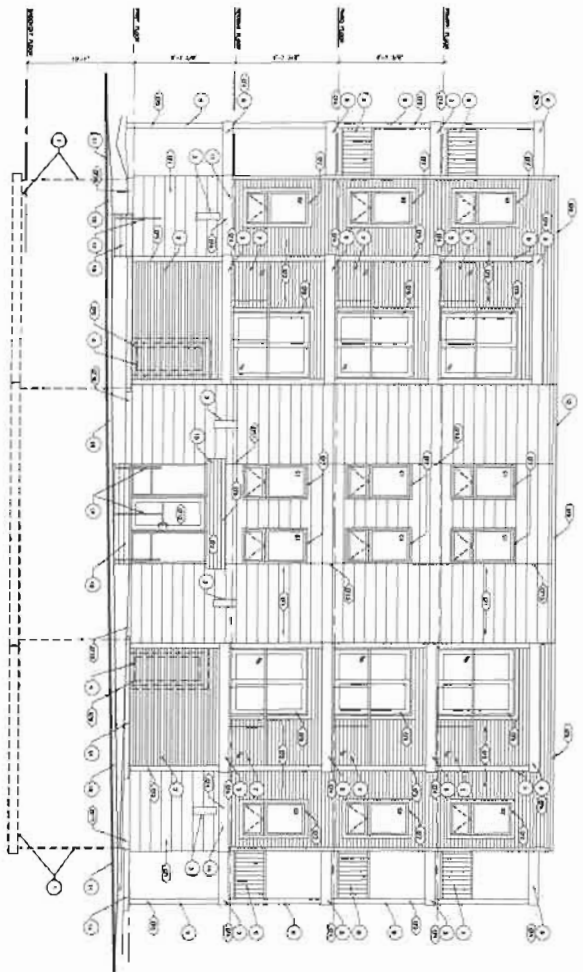
Greg Morrison, MCIP
Planner II

MANAGER:

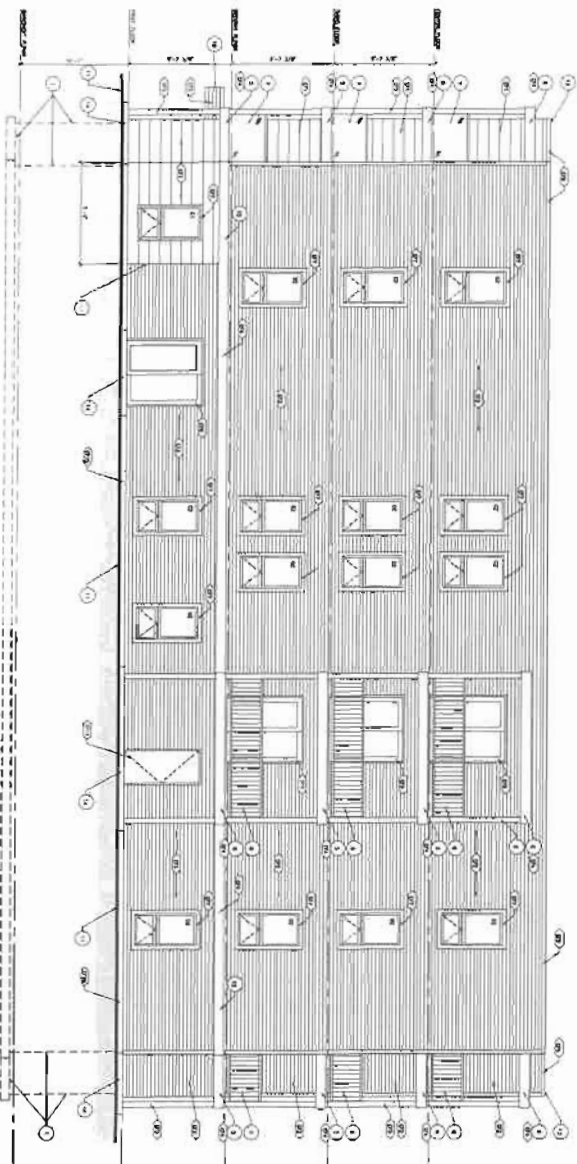


Alex Forbes, FCIP, MBA
Manager of Planning & Heritage

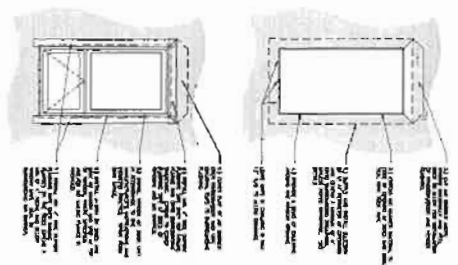
ATTACHMENT 'A'



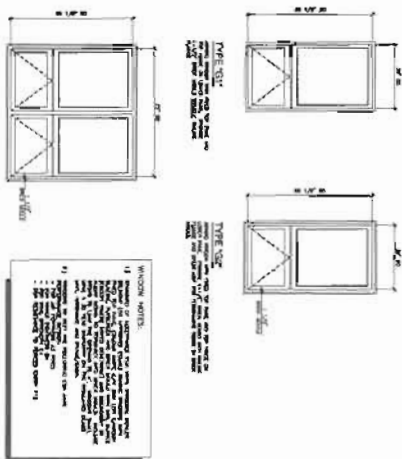
SOUTH ELEVATION



EAST ELEVATION

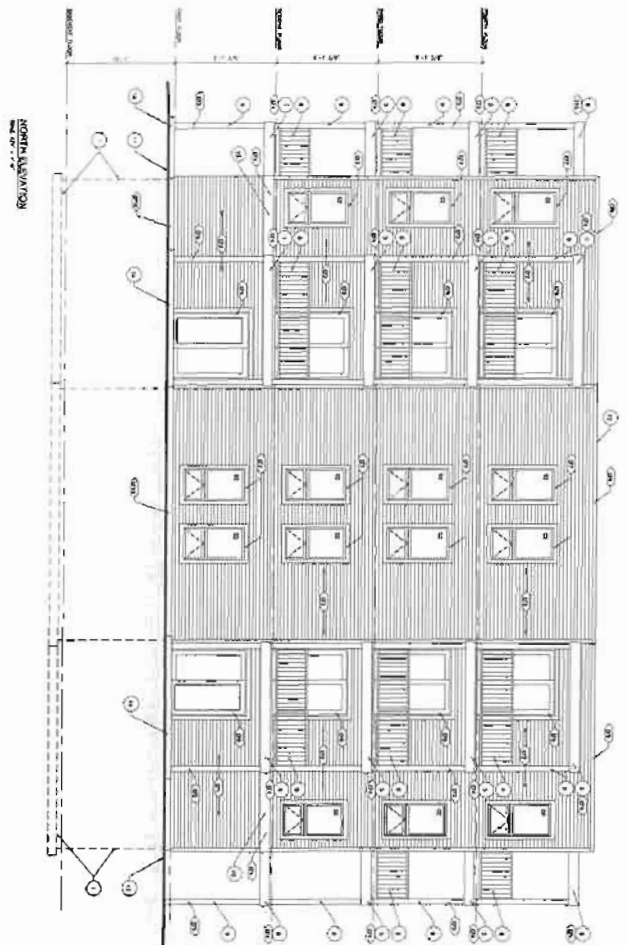


TYPICAL WINDOW AND DOOR FLASHING - MOUNTED BASED AIR BARRIER

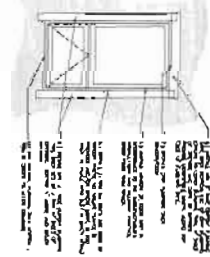


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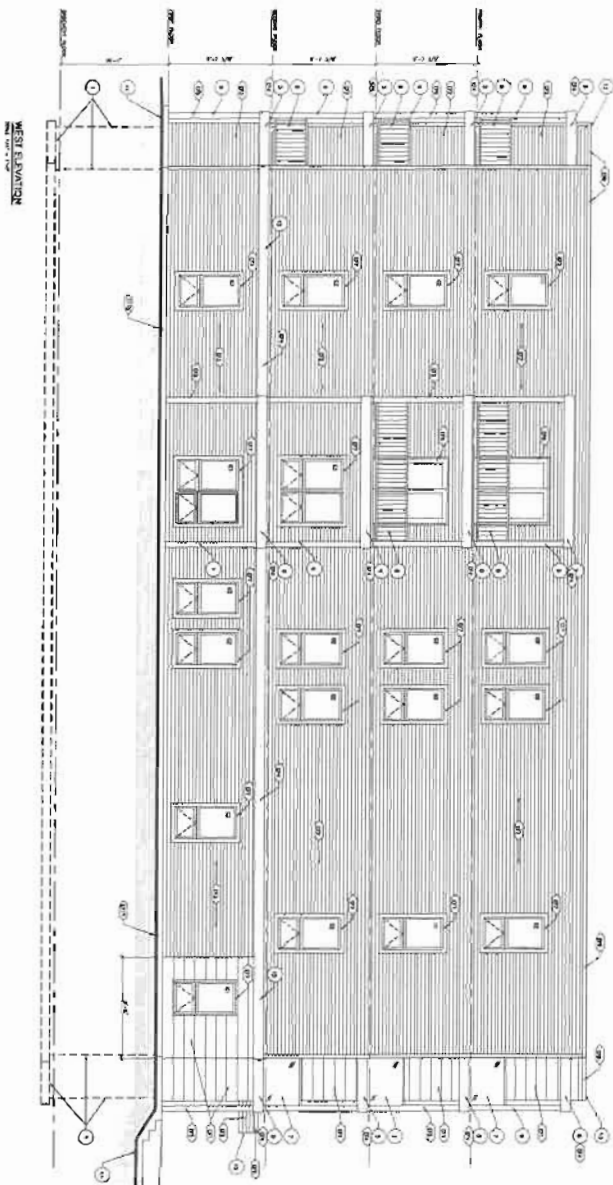
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4. FLOOR FINISH SCHEDULE	4. FLOOR FINISH SCHEDULE
5. CEILING FINISH SCHEDULE	5. CEILING FINISH SCHEDULE
6. WALL FINISH SCHEDULE	6. WALL FINISH SCHEDULE
7. DOOR FINISH SCHEDULE	7. DOOR FINISH SCHEDULE
8. WINDOW FINISH SCHEDULE	8. WINDOW FINISH SCHEDULE
9. STAIR FINISH SCHEDULE	9. STAIR FINISH SCHEDULE
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12. ELECTRICAL FINISH SCHEDULE	12. ELECTRICAL FINISH SCHEDULE
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14. HEATING FINISH SCHEDULE	14. HEATING FINISH SCHEDULE
15. COOLING FINISH SCHEDULE	15. COOLING FINISH SCHEDULE
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32. INSULATION FINISH SCHEDULE	32. INSULATION FINISH SCHEDULE
33. VAPOR BARRIER FINISH SCHEDULE	33. VAPOR BARRIER FINISH SCHEDULE
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ROMA ELEVATION
1962-63 - 1964



TYPICAL MONOCYTE AND POLYFLAVIN, A SELF-ADHERED AIR (AAR) IS



WEST ELEVATION
1964 100' x 100'

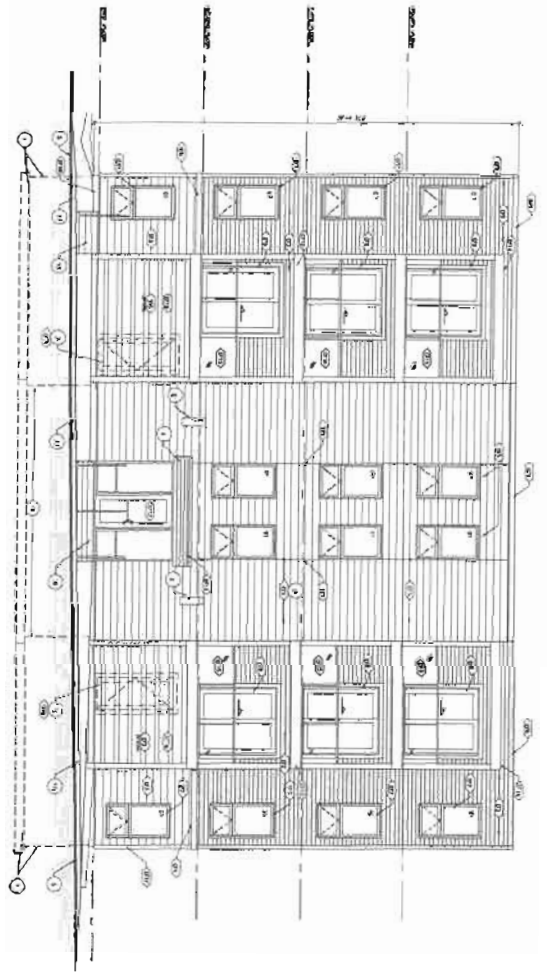
- ## KEY NOTES

1. *Chrysomelidae* (Colorado potato beetle)
 2. *Chrysomelidae* (Colorado potato beetle)
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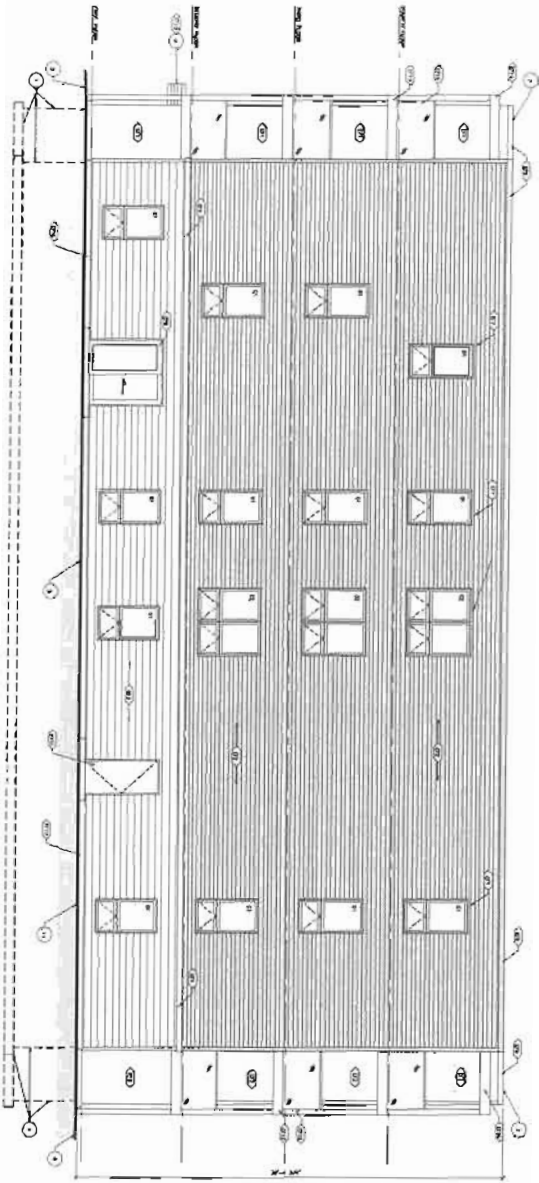
EXTERIOR FINISH SCHEDULE

- [illegible]

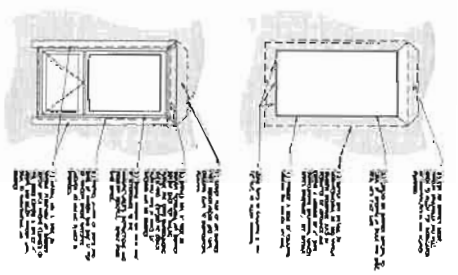
ATTACHMENT 'B'



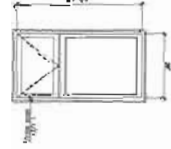
SOUTH ELEVATION
Scale: 1/4" = 1'-0"



EAST ELEVATION
Scale: 1/4" = 1'-0"



TECHNICAL WINDOW AND DOOR DETAILS



TYPE 01:
Window Detail



TYPE 02:
Door Detail

EXPLANATIONS OF WINDOW TYPES

- WINDOW NOTES:**
1. All windows shall be installed in accordance with the manufacturer's instructions.
 2. Windows shall be installed in a manner that allows for proper drainage and ventilation.
 3. Windows shall be installed in a manner that allows for proper sealing and insulation.
 4. Windows shall be installed in a manner that allows for proper operation and maintenance.
 5. Windows shall be installed in a manner that allows for proper safety and security.
 6. Windows shall be installed in a manner that allows for proper energy efficiency.
 7. Windows shall be installed in a manner that allows for proper aesthetics.
 8. Windows shall be installed in a manner that allows for proper durability.
 9. Windows shall be installed in a manner that allows for proper longevity.
 10. Windows shall be installed in a manner that allows for proper performance.

- NOTES:**
1. All construction shall be in accordance with the latest edition of the International Building Code (IBC).
 2. All materials shall be of the highest quality and shall be installed in accordance with the manufacturer's instructions.
 3. All work shall be completed in a timely manner and shall be subject to inspection by the local building department.
 4. All work shall be completed in a safe manner and shall be subject to inspection by the local fire department.
 5. All work shall be completed in a professional manner and shall be subject to inspection by the local health department.
 6. All work shall be completed in a clean manner and shall be subject to inspection by the local environmental department.
 7. All work shall be completed in a secure manner and shall be subject to inspection by the local law enforcement department.
 8. All work shall be completed in a responsible manner and shall be subject to inspection by the local community development department.
 9. All work shall be completed in a sustainable manner and shall be subject to inspection by the local sustainability department.
 10. All work shall be completed in a transparent manner and shall be subject to inspection by the local transparency department.

This architectural drawing shows a detailed elevation of a building facade. The facade is organized into a grid of rectangular units. The top row features four large, multi-paned windows, each labeled with a circled number (1, 2, 3, 4). Below these are smaller windows and doors, some labeled with circled numbers (5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100). The drawing includes various dimension lines and labels indicating measurements and proportions. The overall style is that of a technical architectural drawing.

1. **Introduction**
2. **Background**
3. **Method**
4. **Results**
5. **Discussion**
6. **Conclusion**
7. **References**
8. **Appendix**
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CITY OF CHARLOTTETOWN

RESOLUTION

**Planning & Heritage
#1**

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That pursuant to the requirements of Section 20 of the Planning Act, R.S.P.E.I, 1988, Cap. P-8, and the requirements of Section 2.1 of the Zoning and Development Bylaw (PH-ZD.2), Council hereby appoints Emily Trainor as designate Development Officer to administer provisions of the Zoning and Development Bylaw and any other Bylaws under the Planning & Heritage Department regarding Licensing Inspection applications; and

That this designation of authority shall cease if the job duties of this employee no longer requires the designation, if the employee terminates employment with the City of Charlottetown, or upon further written notice.



CITY OF CHARLOTTETOWN

RESOLUTION

**Planning & Heritage
#2**

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ **Mike Duffy**

Seconded by Councillor _____ **Julie McCabe**

BE IT RESOLVED:

That pursuant to the City of Charlottetown Building Code Bylaw (PH-BC.1), Council hereby appoints Karyn Palmer as Building Inspector to undertake inspections and approvals of buildings under the scope of Part 9 of the National Building Code.

That this designation of authority shall cease if the job duties of this employee no longer requires the designation, if the employee terminates employment with the City of Charlottetown, or upon further written notice.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning & Heritage
#3

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That pursuant to the City of Charlottetown Building Code Bylaw (PH-BC.1), Council hereby appoints Shane Jones as Building Inspector to undertake inspections and approvals of buildings under the scope of Part 9 of the National Building Code.

That this designation of authority shall cease if the job duties of this employee no longer requires the designation, if the employee terminates employment with the City of Charlottetown, or upon further written notice.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#1

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That the request for a variance to Section 28.2.1 of the Zoning & Development Bylaw to reduce the required lot frontage from 20m (65.6 ft) to 12.7m (41.9 ft) in order to allow a five (5) unit converted dwelling on the property located 190 Euston Street (PID #346429), be approved, provided that the owner obtains an Occupancy Permit for the fifth unit and that the unit be brought up to all required Building and Fire codes.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#2

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That the request for a variance to reduce the required setback for an exterior staircase from 3.9 ft to approximately 1.0 ft, in order to permit the construction of a fire escape on the property located at 24 Water Street, (PID #1068105), be approved.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#3

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That the request to:

- Reduce the required front yard setback for a garden centre from 12 m (39.4 ft.) to approximately 3.65 m (12 ft.); and
- Reduce the required loading bays as per Section 43.9.1 of the Zoning and Development Bylaw from six (6) bays to three (3) bays,

for the property located at 20 Babineau Avenue (PID #1054972), be approved.



CITY OF CHARLOTTETOWN

RESOLUTION

**Planning
#4**

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ **Mike Duffy**

Seconded by Councillor _____ **Julie McCabe**

BE IT RESOLVED:

That the request for temporary structure variances under Section 3.9.1.f of the Zoning & Development Bylaw, in order to locate temporary construction camps on two (2) separate vacant properties at 93 Belvedere Avenue (PID #373092) and 95 Belvedere Avenue (PID #373100), for a period of one (1) year, be approved.



CITY OF CHARLOTTETOWN

RESOLUTION

**Planning
#5**

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ **Mike Duffy**

Seconded by Councillor _____ **Julie McCabe**

BE IT RESOLVED:

That the request to rezone a portion of the vacant property located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone, be approved.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#6

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That the request to:

- Amend Appendix “A” of the Official Plan from Commercial to Low Density Residential for a portion of the property at 505 Malpeque Road (PID #145466);
- Amend Appendix “A” of the Official Plan from Commercial to Recreational for a portion of the property at 505 Malpeque Road (PID #145466);
- Amend Appendix “A” of the Official Plan from Recreational to Low Density Residential for a portion of the property along Patrie Lane (PID# 676213);
- Amend Appendix “A” of the Official Plan from Commercial to Low Density Residential for a portion of the property along Patrie Lane (PID # 1117167);
- Amend Appendix “G” of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Single-Detached Residential Large (R-1L) Zone for a portion of the property at 505 Malpeque Road (PID #145466);
- Amend Appendix “G” of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone for a portion of the property at 505 Malpeque Road (PID #145466);
- Amend Appendix “G” of the Zoning and Development Bylaw from Open Space (OS) to Single-Detached Residential Large (R-1L) for a portion of the properties along Patrie Lane (PID #s 1117167 and PID# 676213);

in order to construct a single-detached dwelling, be approved.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#7

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That the request by John Barrett to reconsider Council's decision on June 08, 2020, to consolidate 18 Trainor Street (PID #889873) and a portion of PID #388199, be approved.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#8

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

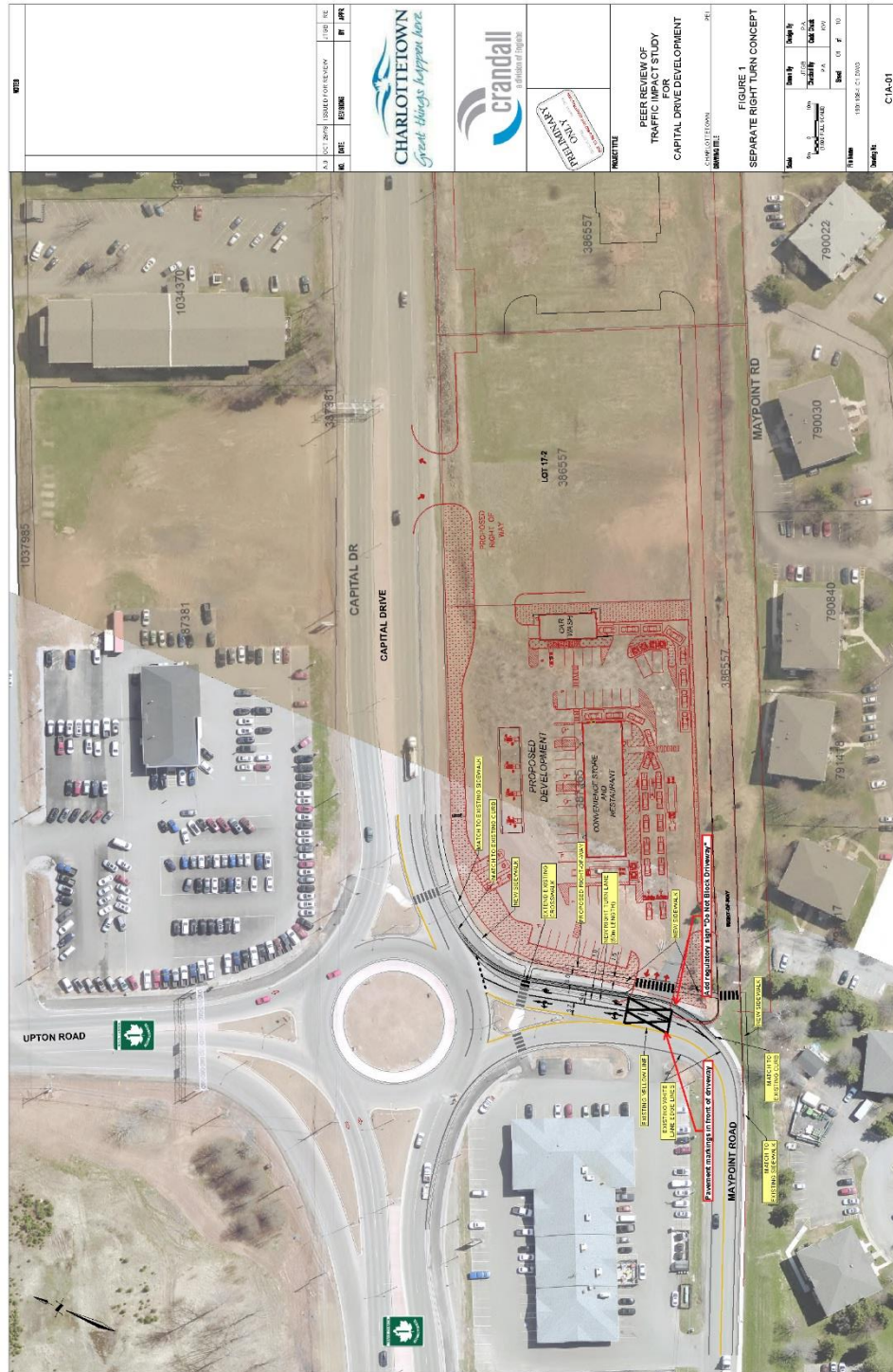
BE IT RESOLVED:

That the request to accept the traffic study prepared by Crandall Engineering dated November 05, 2019 for the development on the corner of Maypoint Road and Capital Drive (PID #387365) to permit a Tim Hortons drive-thru restaurant (stacking and queueing spaces) as proposed in the Crandall Traffic Study as shown as revised Attachment “A-1”, as well as cross-hatching provisions across the entrance to this property on Maypoint Road, be rejected.



CITY OF CHARLOTTETOWN

ATTACHMENT A-1
Planning #8





CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#9

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

That the request to:

- Amend Appendix “A of the Official Plan from Downtown Neighbourhood to Downtown Mixed-Use Neighbourhood; and
- Amend Appendix “G” of the Zoning & Development Bylaw from the Downtown Neighbourhood (DN) Zone to Downtown Mixed-Use Neighbourhood (DMUN) Zone,

in order to operate a professional office (i.e. Accountants) on the first two (2) floors with the remaining third floor to be used for residential unit at 168 Weymouth Street (PID #345108), be rejected.



CITY OF CHARLOTTETOWN

RESOLUTION

Planning
#10

MOTION CARRIED _____

MOTION LOST _____

Date: November 09, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Councillor _____ Julie McCabe

BE IT RESOLVED:

- Amend Appendix “B” of the Zoning & Development Bylaw (Comprehensive Development Area (CDA) Parcels and Permitted Uses) for the properties located at Mount Edward Road (PID #s390534, 390559 and 390542);
- Amend Appendix “A” of the Official Plan Map from Low Density Residential to Concept Planning Area for the property at Mount Edward Road (PID #390542) and a portion of PID #390559; and
- Amend Appendix “G” of the Zoning & Development Bylaw from Low Density Residential(R-2S) to Comprehensive Development Area (CDA) for the property at Mount Edward Road (PID #390542) and a portion of PID #390559;

in order to facilitate a mixed-use development, be approved,
subject to the conditions as attached,



CITY OF CHARLOTTETOWN

ATTACHMENT Planning #10

Conditions:

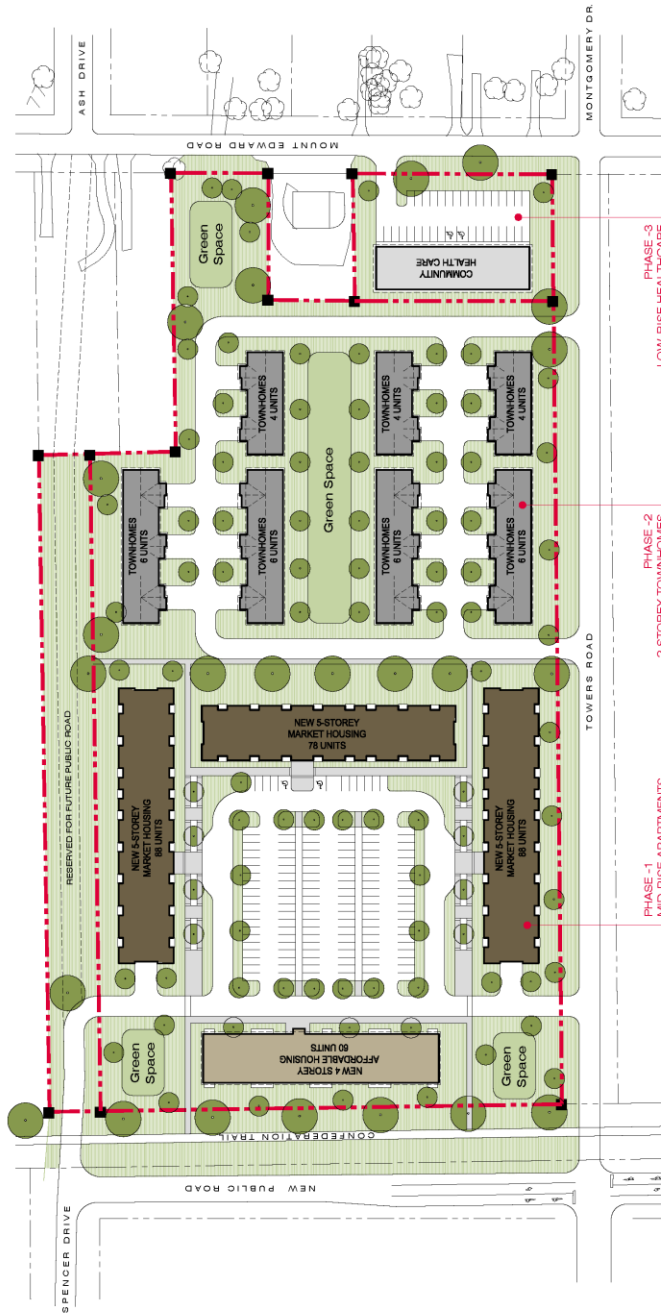
- **That the City's Traffic Master Plan confirm that the development does not conflict with the proposed site plan;**
- **Signing of a Development Agreement;**
- **Signing of a Roads and Services Agreement for the portion of public road to connect this development to Spencer Drive.;**
- **That the future road as shown on the comprehensive development plan be deeded to the City at no cost, prior to the issuance of any Building & Development permits.**
- **Subject to the revised site plan submitted by the applicant dated September 10, 2020 (Attachment B)**



CITY OF CHARLOTTETOWN

ATTACHMENT B Planning #10

FILE NO. 390559-SP1-03



SITEPLAN - NOT TO SCALE

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APM ROYAL LEPAGE
COMMERCIAL

SP1

SHERWOOD CROSSING
Charlottetown, PE - Sept 10, 2020



**CITY OF CHARLOTTETOWN
AMENDMENT**

OFFICIAL PLAN (PH-OPA.1):

(None)

ZONING & DEVELOPMENT BYLAW(PH-ZD.2):

To adopt Bylaw PH-ZD.2-040, A Bylaw to amend the Zoning & Development Bylaw, “ To rezone a portion of the vacant property located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone”.

BE IT RESOLVED THAT THE “BYLAW TO AMEND THE CITY OF CHARLOTTETOWN ZONING AND DEVELOPMENT BYLAW, (PH-ZD.2-040, as it pertains to the vacant property located on the corner of MacRae Drive and Norwood Road (PID #192401))”, as attached, be read a first time and approved; and that it be read a second time at the next Public Meeting of Council.

Date: _____ November 09, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

WHEREAS THE “BYLAW TO AMEND THE CITY OF CHARLOTTETOWN ZONING AND DEVELOPMENT BYLAW, (PH-ZD.2-040, as it pertains to the vacant property located on the corner of MacRae Drive and Norwood Road (PID #192401))”, as attached, was read and approved a first time on November 09, 2020;

BE IT RESOLVED THAT the said Bylaw be read a second time and approved.

Date: _____ December 14, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

BE IT RESOLVED THAT the said Bylaw be adopted.

Date: _____ December 14, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)

City of Charlottetown
A Bylaw to amend the Zoning and Development Bylaw
BYLAW # PH-ZD.2-040

BE IT ENACTED by the Council of the City of Charlottetown as follows:

PART I – INTERPRETATION AND APPLICATION

1. Title

- (1) This Bylaw shall be known and cited as the “Bylaw to amend the Zoning and Development Bylaw, Bylaw # PH-ZD.2-040”

2. Authority

- (1) Sections 16 and 18 of the Planning Act R.S.P.E.I 1988 Cap. P-8, enables the Council of the City of Charlottetown, to adopt bylaws and bylaw amendments implementing an official plan for the municipality.

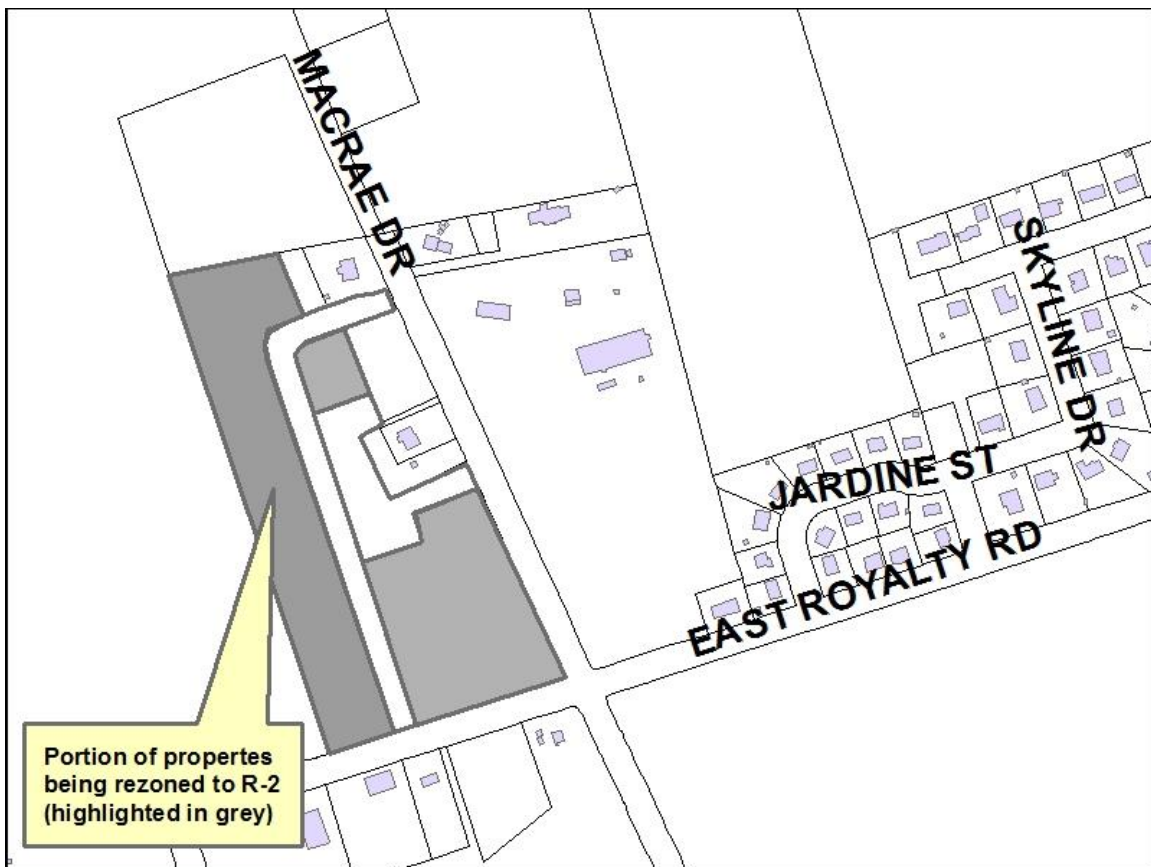
3. Purpose

- (1) The purpose of this bylaw is to amend the City of Charlottetown’s Zoning and Development Bylaw provisions found in Appendix G - Zoning Map.

PART II – AMENDMENTS

4.

- (1) The zoning of the property located on the corner of MacRae Drive and Norwood Road (PID #192401) as shown on Appendix “G” – Zoning Map of the Zoning & Development Bylaw, Bylaw #PH-ZD.2-040, is Low Density Residential (R-2S) Zone, hereby excluding it from its former designation of Single-Detached Residential (R-1L) Zone.



PART III – EFFECTIVE DATE

5. Effective Date

- (1) The effective date of the Zoning & Development Bylaw amendment is the date as signed by the Minister of Agriculture and Land.

First Reading & Approval:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-040, was read a first time and approved by a majority of Council members present at the Council meeting held on the ____ day of _____, 2020.

Second Reading and Approval:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-040, was read a second time and approved by a majority of Council members present at the Council meeting held on the ____ day of _____, 2020.

Adoption by Council:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-040, was adopted by a majority of Council members present at the Council meeting held on ____ day of _____, 2020.

6. Signatures

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-040, adopted by the Council of the City of Charlottetown on ____ day of _____, 2020 is certified to be a true copy.

Chief Administrative Officer
(signature sealed)

Date:

MINISTERIAL APPROVAL

This Zoning and Development Bylaw amendment (PH-ZD.2-040) is hereby approved.

Dated on this ____ day of _____, _____.

Hon. Bloyce Thompson
Minister of Agriculture and Land



**CITY OF CHARLOTTETOWN
AMENDMENT**

OFFICIAL PLAN (PH-OPA.1):

To adopt the Official Plan Amendment, PH-OPA.1-018, The land uses for a portion of the property at 505 Malpeque Road (PID #145466) as shown on Appendix A – Future Land Use Map of the City of Charlottetown Official Plan, is designated as Low Density Residential and Recreational, hereby excluding it from its former designation of Commercial; The land use for a portion of the properties along Patrie Lane (PIDs #676213 and 1117167) as shown on Appendix A – Future Land Use Map of the City of Charlottetown Official Plan, is designated as Low Density Residential, hereby excluding it from its former designations of Recreational and Commercial respectively.

BE IT RESOLVED THAT THE “OFFICIAL PLAN AMENDMENT, (PH-OPA.1-018, as it pertains to a portion of the properties at 505 Malpeque Road (PID #145466) and Patrie Lane (PIDs #676213 and 1117167))”, as attached, be adopted.

Date: _____ November 09, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

ZONING & DEVELOPMENT BYLAW(PH-ZD.2):

To adopt Bylaw PH-ZD.2-041, A Bylaw to amend the Zoning & Development Bylaw, “To rezone a portion of the property at 505 Malpeque Road (PID #145466) from Highway Commercial (C-2) to Single-Detached Residential Large (R-1L) and Open Space (OS) Zone; and rezone a portion of the properties along Patrie Lane (PID #s 676213 and 1117167) from Open Space (OS) to Single-Detached Residential Large (R-1L)”

BE IT RESOLVED THAT THE “BYLAW TO AMEND THE CITY OF CHARLOTTETOWN ZONING AND DEVELOPMENT BYLAW, (PH-ZD.2-041, as it pertains to a portion of the properties at 505 Malpeque Road (PID #145466) and Patrie Lane (PIDs #676213 and 1117167))”, as attached, be read a first time and approved; and that it be read a second time at the next Public Meeting of Council.

Date: _____ November 09, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

WHEREAS THE “BYLAW TO AMEND THE CITY OF CHARLOTTETOWN ZONING AND DEVELOPMENT BYLAW, (PH-ZD.2-041, as it pertains to a portion of the properties at 505 Malpeque Road (PID #145466) and Patrie Lane (PIDs #676213 and 1117167))”, as attached, was read and approved a first time on November 09, 2020;

BE IT RESOLVED THAT the said Bylaw be read a second time and approved.

Date: _____ December 14, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

BE IT RESOLVED THAT the said Bylaw be adopted.

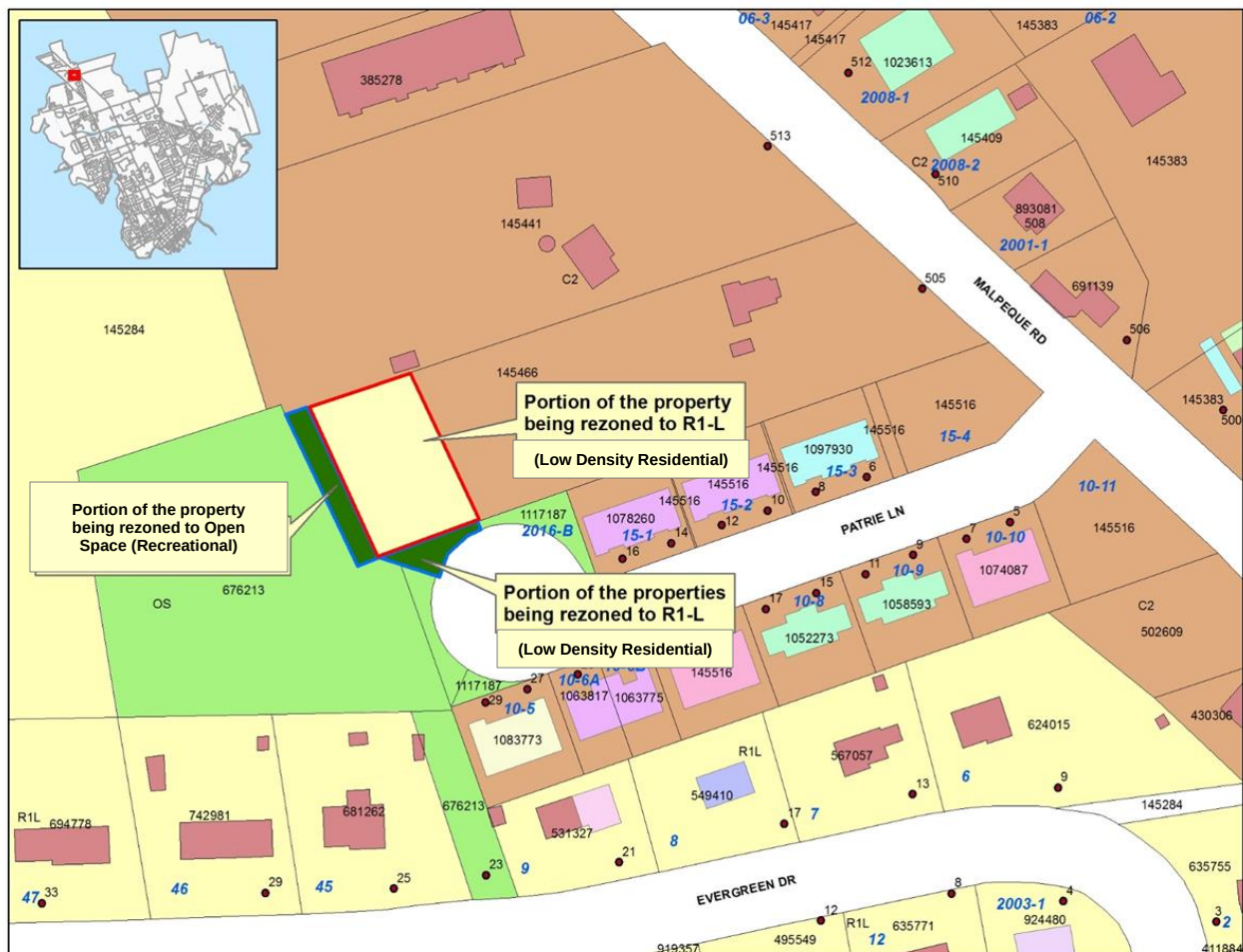
Date: _____ December 14, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)



PART III – EFFECTIVE DATE

5. Effective Date

- (1) The effective date of the Zoning & Development Bylaw amendment is the date as signed by the Minister of Agriculture and Land.

First Reading & Approval:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-041, was read a first time and approved by a majority of Council members present at the Council meeting held on the ____ day of _____, 2020.

Second Reading and Approval:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-041, was read a second time and approved by a majority of Council members present at the Council meeting held on the ____ day of _____, 2020.

Adoption by Council:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-041, was adopted by a majority of Council members present at the Council meeting held on ____ day of _____, 2020.

6. Signatures

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-041, adopted by the Council of the City of Charlottetown on ____ day of _____, 2020 is certified to be a true copy.

Chief Administrative Officer
(signature sealed)

Date:

MINISTERIAL APPROVAL

This Zoning and Development Bylaw amendment (PH-ZD.2-041) is hereby approved.

Dated on this ____ day of _____, _____.

Hon. Bloyce Thompson
Minister of Agriculture and Land



**CITY OF CHARLOTTETOWN
OFFICIAL PLAN**

To adopt the Official Plan Amendment, PH-OPA.1-018, The land uses for a portion of the property at 505 Malpeque Road (PID #145466) as shown on Appendix A – Future Land Use Map of the City of Charlottetown Official Plan, is designated as Low Density Residential and Recreational, hereby excluding it from its former designation of Commercial; The land use for a portion of the properties along Patrie Lane (PIDs #676213 and 1117167) as shown on Appendix A – Future Land Use Map of the City of Charlottetown Official Plan, is designated as Low Density Residential, hereby excluding it from its former designations of Recreational and Commercial respectively.

Effective Date

The effective date of the Official Plan amendment is the date as signed below by the Minister of Agriculture and Land.

Adoption and Approval by Council:

The Official Plan amendment was adopted and approved by a majority of the Councillors present at the Council Meeting held on the 09th day of November, 2020.

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)

MINISTERIAL APPROVAL

This Official Plan Amendment (PH-OPA.1-018) is hereby approved.

Dated on this __ day of _____, _____.

Hon. Bloyce Thompson
Minister of Agriculture and Land



**CITY OF CHARLOTTETOWN
AMENDMENT**

OFFICIAL PLAN (PH-OPA.1):

To adopt the Official Plan Amendment, PH-OPA.1-013, The land use for the properties at Mount Edward Road (PID #s 390559 & 390542) as shown on Appendix A – Future Land Use Map of the City of Charlottetown Official Plan, is designated as Concept Planning Area, hereby excluding it from its former designation of Low Density Residential.

BE IT RESOLVED THAT THE “OFFICIAL PLAN AMENDMENT, (PH-OPA.1-013, as it pertains to Mount Edward Road (PID #s 390559 & 390542))”, as attached, be adopted.

Date: _____ November 09, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

ZONING & DEVELOPMENT BYLAW(PH-ZD.2):

To adopt Bylaw PH-ZD.2-034, A Bylaw to amend the Zoning & Development Bylaw, “To amend the Development Concept Plan and Development Agreement for the properties at Mount Edward Road (PID #s 390534, 390559 & 390542) and to rezone the properties at Mount Edward Road (PID #390542) and a portion of PID #390559 from Low Density Residential (R-2S) to Comprehensive Development Area (CDA) Zone.”

BE IT RESOLVED THAT THE “BYLAW TO AMEND THE CITY OF CHARLOTTETOWN ZONING AND DEVELOPMENT BYLAW, (PH-ZD.2-034, as it pertains to Mount Edward Road (PID #s 390534, 390559 & 390542))”, as attached, be read a first time and approved; and that it be read a second time at the next Public Meeting of Council.

Date: _____ November 09, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

WHEREAS THE “BYLAW TO AMEND THE CITY OF CHARLOTTETOWN ZONING AND DEVELOPMENT BYLAW, (PH-ZD.2-034, as it pertains to Mount Edward Road (PID #s 390534, 390559 & 390542))”, as attached, was read and approved a first time on November 09, 2020;

BE IT RESOLVED THAT the said Bylaw be read a second time and approved.

Date: _____ December 14, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

BE IT RESOLVED THAT the said Bylaw be adopted.

Date: _____ December 14, 2020

Moved by Councillor: _____ Mike Duffy

Seconded by Councillor: _____ Julie McCabe

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)

City of Charlottetown
A Bylaw to amend the Zoning and Development Bylaw
BYLAW # PH-ZD.2-034

BE IT ENACTED by the Council of the City of Charlottetown as follows:

PART I – INTERPRETATION AND APPLICATION

1. Title

- (1) This Bylaw shall be known and cited as the “Bylaw to amend the Zoning and Development Bylaw, Bylaw # PH-ZD.2-034”

2. Authority

- (1) Sections 16 and 18 of the Planning Act R.S.P.E.I 1988 Cap. P-8, enables the Council of the City of Charlottetown, to adopt bylaws implementing an official plan for the municipality.

3. Purpose

- (1) The purpose of this bylaw is to amend the City of Charlottetown’s Zoning and Development Bylaw provisions found in Appendix B - Comprehensive Development Area (CDA) Parcels and Permitted Uses and Appendix G – Zoning Map.

PART II – AMENDMENTS

4.

- (1) **Appendix B. COMPREHENSIVE DEVELOPMENT AREA (CDA) PARCELS AND PERMITTED USES** is updated to add below amendment:

STREET	PID NUMBER	EXISTING USE	LOT AREA
Mount Edward Road - West Side South of Bypass (Unless otherwise noted, the following lots have or are allowed a residential building on the street with the back portion vacant and under the CDA Zone)			
	390534	Amend an existing development concept plan and development agreement in the CDA Zone to facilitate a mixed-use development	3.6
	390559	Amend an existing development concept plan and development agreement in the CDA Zone to facilitate a mixed-use development	11.00
	390542	Rezone property to facilitate a mixed-use development	0.183

- (2) The zoning of the property at Mount Edward Road (PID #390542) and a portion of PID #390559 as shown on Appendix “G” – Zoning Map of the Zoning & Development Bylaw, Bylaw #PH-ZD.2-034, is Comprehensive Development Area (CDA) Zone, hereby excluding it from its former designation of Low Density Residential (R-2S) Zone.



PART III – EFFECTIVE DATE

5. Effective Date

- (1) The effective date of the Zoning & Development Bylaw amendment is the date as signed by the Minister of Agriculture and Land.

First Reading & Approval:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-034, was read a first time and approved by a majority of Council members present at the Council meeting held on the ____ day of _____, 2020.

Second Reading and Approval:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-034, was read a second time and approved by a majority of Council members present at the Council meeting held on the ____ day of _____, 2020.

Adoption by Council:

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-034, was adopted by a majority of Council members present at the Council meeting held on ____ day of _____, 2020.

6. Signatures

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)

This Zoning & Development Bylaw, Bylaw #PH-ZD.2-034, adopted by the Council of the City of Charlottetown on ____ day of _____, 2020 is certified to be a true copy.

Chief Administrative Officer
(signature sealed)

Date:

MINISTERIAL APPROVAL

This Zoning and Development Bylaw amendment (PH-ZD.2-034) is hereby approved.

Dated on this ____ day of _____, _____.

Hon. Bloyce Thompson
Minister of Agriculture and Land



**CITY OF CHARLOTTETOWN
OFFICIAL PLAN**

To adopt the Official Plan Amendment, PH-OPA.1-013, The land use for the properties at Mount Edward Road (PID #s 390559 & 390542) as shown on Appendix A – Future Land Use Map of the City of Charlottetown Official Plan, is designated as Concept Planning Area, hereby excluding it from its former designation of Low Density Residential.

Effective Date

The effective date of the Official Plan amendment is the date as signed below by the Minister of Agriculture and Land.

Adoption and Approval by Council:

The Official Plan amendment was adopted and approved by a majority of the Councillors present at the Council Meeting held on the 09th day of November, 2020.

Mayor/Chairperson
(signature sealed)

Chief Administrative Officer
(signature sealed)

MINISTERIAL APPROVAL

This Official Plan Amendment (PH-OPA.1-013) is hereby approved.

Dated on this __ day of _____, _____.

Hon. Bloyce Thompson
Minister of Agriculture and Land



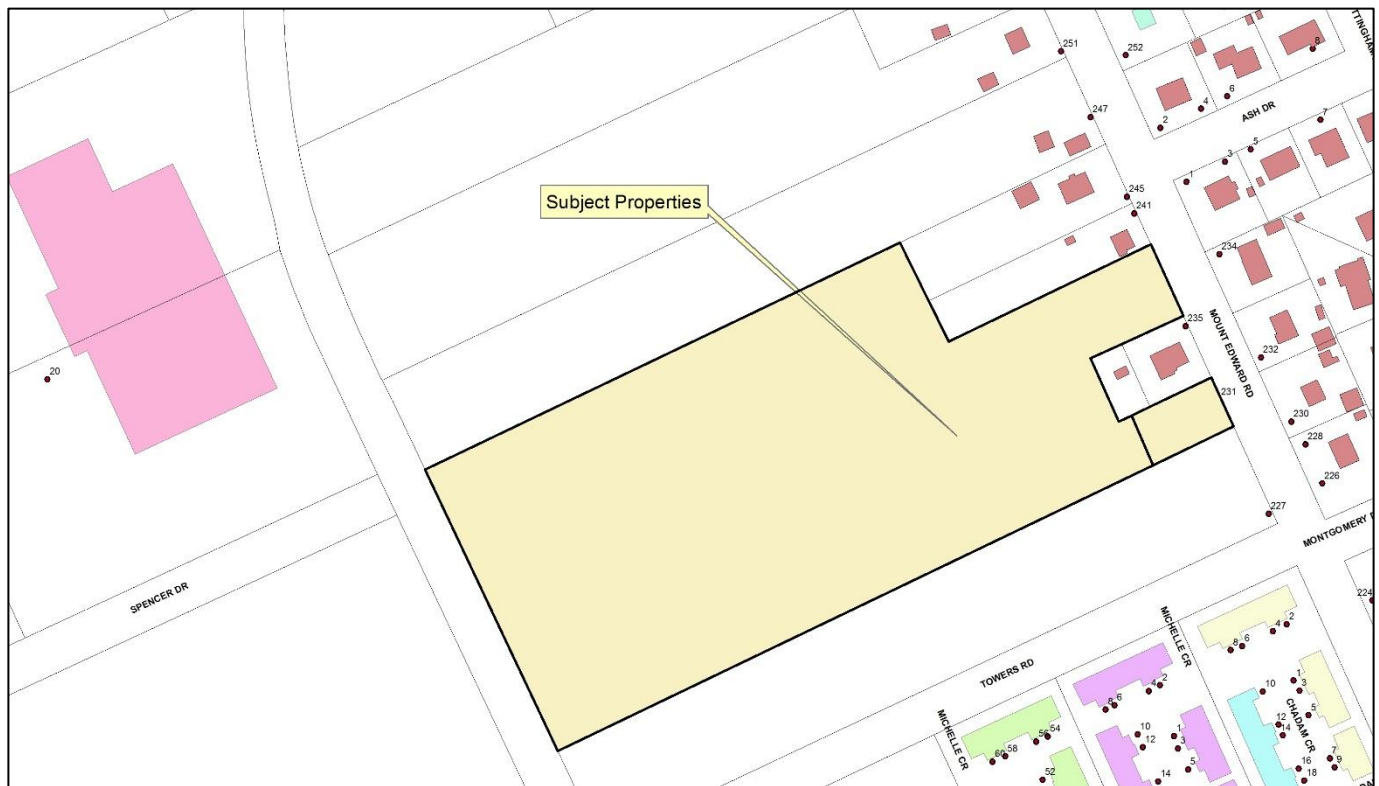
CITY OF CHARLOTTETOWN

Official Plan Amendment PH-OPA.1-013 Appendix “A” – Future Land Use Map

Authority

The Council for the City of Charlottetown under the authority vested in it by Sections 11, 14 and 18 of the Planning Act R.S.P.E.I. 1988 Cap. P-8 hereby enacts as follows:

The land use for the properties at Mount Edward Road (PID #s 390559 & 390542) as shown on Appendix A – Future Land Use Map of the City of Charlottetown Official Plan, is designated as Concept Planning Area, hereby excluding it from its former designation of Low Density Residential.



CITY OF CHARLOTTETOWN

BUILDING CONSTRUCTION STATISTICS FOR OCTOBER 2019

DOLLAR VALUES

	OCT	Totals
Residential New	\$2,211,000.00	\$47,892,400.00
Residential Renovations and Additions	\$292,500.00	\$5,430,512.00
Industrial-Commercial New	\$4,900,000.00	\$41,369,700.00
Industrial-Commercial Renovations	\$1,918,000.00	\$24,402,620.00
Institutional New	\$0.00	\$7,334,000.00
Institutional Renovations	\$85,000.00	\$10,397,000.00
Signage	\$23,750.00	\$498,535.00
Other	\$60,200.00	\$817,759.04
Agriculture	\$0.00	\$0.00
TOTALS	9,490,450.00	138,142,526.04

CITY OF CHARLOTTETOWN

BUILDING CONSTRUCTION STATISTICS FOR OCTOBER 2020

DOLLAR VALUES

	OCT	Totals
Residential New	\$6,334,000.00	\$62,533,491.00
Residential Renovations and Additions	\$300,025.00	\$3,254,301.75
Industrial-Commercial New	\$2,176,000.00	\$57,996,000.00
Industrial-Commercial Renovations	\$2,303,981.00	\$17,120,916.00
Institutional New	\$8,263,500.00	\$15,859,682.00
Institutional Renovations	\$0.00	\$327,000.00
Signage	\$53,016.00	\$268,168.00
Other	\$135,774.00	\$1,354,127.50
Agriculture	\$0.00	\$0.00
TOTALS	19,566,296.00	158,713,686.25

CITY OF CHARLOTTETOWN

BUILDING CONSTRUCTION STATISTICS FOR OCTOBER 2019

BREAKDOWN OF PERMITS ISSUED *(Not projects)*

	OCT	Totals
Single Family Dwellings - New	2	55
Two-Family Dwellings - New	1	23
Multi-Family Dwellings - New	2	15
Residential Renovations and Additions	11	95
Industrial-Commercial New	2	18
Industrial-Commercial Renovations	6	69
Institutional New	0	5
Institutional Renovations	2	8
Signage	5	47
Other	6	97
Agriculture Renovations	0	0
TOTALS	37	432

CITY OF CHARLOTTETOWN

BUILDING CONSTRUCTION STATISTICS FOR OCTOBER 2020

BREAKDOWN OF PERMITS ISSUED *(Not projects)*

	OCT	Totals
Single Family Dwellings - New	10	43
Two-Family Dwellings - New	5	11
Multi-Family Dwellings - New	5	28
Residential Renovations and Additions	11	82
Industrial-Commercial New	3	16
Industrial-Commercial Renovations	5	39
Institutional New	2	8
Institutional Renovations	0	6
Signage	4	40
Other	7	129
Agriculture Renovations	0	0
TOTALS	52	402



Planning & Heritage Summary (Week ending October 2, 2020)

ISLAND REGULATORY APPEALS COMMISSION (IRAC) APPEAL PERIOD INFORMATION

The information provided on this page is intended to provide notice to the public when building and development permits have been approved by the Charlottetown Planning and Heritage Department. Residents or interested parties have **21 days to appeal** to the Island Regulatory and Appeals Commission (IRAC) any building and development permit approvals listed below within the required time period.

If you have any questions regarding the approvals listed below please contact the Planning and Heritage Department at 902-629-4158.

Planning Development Permit Approvals

FILE #	PID #	PERMIT #	APPLICATION DATE	DECISION DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
19-639	1094952	845-BLD-19	23-Dec-19	29-Sep-20	APPROVED	173 Essex Crescent (Lot 66)	Occupancy Permit: New single family dwelling	Kathleen McQuaid	20-Oct-20
20-014	1085406	016-BLD-20	22-Jan-20	30-Sep-20	APPROVED	107 Essex Crescent (Lot 16)	Occupancy Permit: New single family dwelling	Roy Mutch Construction	21-Oct-20
20-055G	373126	595-BLD-20	21-Sep-20	28-Sep-20	APPROVED	550 University Avenue	New Student Residence - Phase III: Building shell	Jackie MacPhail	19-Oct-20
20-091	626176	100-BLD-20	06-Mar-20	2-Oct-20	APPROVED	19 Gates Drive	Attached garage addition	George Bassett	23-Oct-20
20-131	1114909	520-BLD-20	27-Aug-20	30-Sep-20	APPROVED	190 Minna Jane Drive	Vendor panel signs	TSC Signs Inc	21-Oct-20
20-292	339234	353-BLD-20	29-Jun-20	1-Oct-20	APPROVED	175 Sydney Street	Occupancy Permit: Add bathroom to residential dwelling	Christine Kavanash	22-Oct-20
20-343B	827766	469-BLD-20	11-Aug-20	15-Sep-20	APPROVED	131 Bell Crescent (Lot 64)	New single family dwelling	Premier Island Homes (Joel Leger)	6-Oct-20
20-402	578013	528-BLD-20	31-Aug-20	28-Sep-20	APPROVED	44-46 Parkside Drive	Add second driveway	Gary Torlone	19-Oct-20
20-405	864066	507-BLD-20	25-Aug-20	2-Oct-20	APPROVED	16 Tideview Court (Lot 94)	New single family dwelling	Nan Court	23-Oct-20
20-431	746164	534-BLD-20	01-Sep-20	28-Sep-20	APPROVED	27-29 Alice Avenue (Lot 90)	Footing Permit: New semi-detached dwelling	David Jackson	19-Oct-20
20-432	746164	535-BLD-20	01-Sep-20	30-Sep-20	APPROVED	38-40 Alice Avenue (Lot 142)	New semi-detached dwelling	David Jackson	21-Oct-20
20-462	1100528	582-BLD-20	15-Sep-20	30-Sep-20	APPROVED	59 Kindred Avenue (Lot 92B)	New single family dwelling	Curran Developments Inc.	21-Oct-20
20-463	1100528	583-BLD-20	15-Sep-20	30-Sep-20	APPROVED	63 Kindred Avenue (Lot 92A)	New single family dwelling	Curran Developments Inc.	21-Oct-20
20-467	340521	588-BLD-20	18-Sep-20	29-Sep-20	APPROVED	19 Hensley Street	Occupancy Permit: Construct secondary suite	Sandra Doherty	20-Oct-20
20-467	340521	603-SEC-20	24-Sep-20	29-Sep-20	APPROVED	19 Hensley Street	Secondary Suite Registry Application	Sandra Doherty	20-Oct-20
20-493	694323	621-BLD-20	29-Sep-20	2-Oct-20	APPROVED	47 Westwood Crescent	New stairs to basement and mobility stairlift	Stephen Pate	23-Oct-20



Planning & Heritage Summary (Week ending October 9, 2020)

ISLAND REGULATORY APPEALS COMMISSION (IRAC) APPEAL PERIOD INFORMATION

The information provided on this page is intended to provide notice to the public when building and development permits have been approved by the Charlottetown Planning and Heritage Department. Residents or interested parties have **21 days to appeal** to the Island Regulatory and Appeals Commission (IRAC) any building and development permit approvals listed below within the required time period.

If you have any questions regarding the approvals listed below please contact the Planning and Heritage Department at 902-629-4158.

Planning Development Permit Approvals

FILE #	PID #	PERMIT #	APPLICATION DATE	DECISION DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
20-025	1102805	027-BLD-20	27-Jan-20	7-Oct-20	APPROVED	18 Hannac Drive (Lot 2)	Occupancy Permit: New single family dwelling	Craig MacLauchlan	28-Oct-20
20-033	340448	035-BLD-20	30-Jan-20	8-Oct-20	APPROVED	175 Richmond Street	Renovate offices/interior upgrades	Ross MacIntosh (PEI TIE)	29-Oct-20
20-041	1113265	044-BLD-20	06-Feb-20	5-Oct-20	APPROVED	71-73 East Royalty Road (Lot 266)	Occupancy Permit: New semi-detached dwelling	Vincent Dunn	26-Oct-20
20-058	1115187	066-BLD-20	14-Feb-20	7-Oct-20	APPROVED	169 Essex Crescent (Lot 65)	Occupancy Permit: New single family dwelling	Robbie Gauthier	28-Oct-20
20-100	1113679	112-BLD-20	11-Mar-20	5-Oct-20	APPROVED	7 East Royalty Road (Lot 253)	Occupancy Permit: New single family dwelling	Curran Developments Inc.	26-Oct-20
20-101	372219	631-BLD-20	05-Oct-20	5-Oct-20	APPROVED	35 Emerald Drive	8' x 10' accessory building	Jeremy MacDonald	26-Oct-20
20-116	343418	134-BLD-20	30-Mar-20	6-Oct-20	APPROVED	140 Weymouth Street	Occupancy Permit: Renovations to existing Bioscience and EAST Laboratory	Jon Barrett	27-Oct-20
20-226	402735	265-BLD-20	03-Jun-20	5-Oct-20	APPROVED	506 Lower Malpeque Road	Occupancy Permit: Create Garden Suite	Tanya Dickey	26-Oct-20
20-361	1105071	451-BLD-20	04-Aug-20	5-Oct-20	APPROVED	19-21 Bambrick Drive (Lot 17-28)	New semi-detached dwelling	Danny Rochon - Yorktown Construction	26-Oct-20
20-385	480475	575-BLD-20	15-Sep-20	6-Oct-20	APPROVED	58 Maple Avenue	Three 12' x 40' construction admin trailers	Mount Academy	27-Oct-20
20-408	1107200	510-BLD-20	25-Aug-20	8-Oct-20	APPROVED	149 Sherwood Road	New mixed use commercial building	Chris Linzell-Waddell	29-Oct-20
20-435	276071	538-BLD-20	03-Sep-20	6-Oct-20	APPROVED	2 Elizabeth Street	Create secondary suite	Andrew Aiken	27-Oct-20
20-464	339556	584-BLD-20	17-Sep-20	5-Oct-20	APPROVED	295 Sydney Street	Create apartment in basement	Stacy Driscoll	26-Oct-20
20-479	746164	606-BLD-20	24-Sep-20	6-Oct-20	APPROVED	42-44 Alice Avenue (Lot 144)	Footing Permit: New semi-detached dwelling	Leading Edge Group	27-Oct-20
20-480	746164	607-BLD-20	24-Sep-20	6-Oct-20	APPROVED	Horseshoe Estates (new street - Lot 143)	Footing Permit: New semi-detached dwelling	Leading Edge Group	27-Oct-20
20-491	708461	619-BLD-20	29-Sep-20	6-Oct-20	APPROVED	5 Callbeck Crescent	6' x 8' front entry addition	Devin Tierney	27-Oct-20
20-496	1091289	626-BLD-20	01-Oct-20	8-Oct-20	APPROVED	37 Bambrick Drive (lot 17-24)	New single family dwelling + secondary suite	John Davidson	29-Oct-20



Planning & Heritage Summary (Week ending October 16, 2020)

ISLAND REGULATORY APPEALS COMMISSION (IRAC) APPEAL PERIOD INFORMATION

The information provided on this page is intended to provide notice to the public when building and development permits have been approved by the Charlottetown Planning and Heritage Department. Residents or interested parties have **21 days to appeal** to the Island Regulatory and Appeals Commission (IRAC) any building and development permit approvals listed below within the required time period.

If you have any questions regarding the approvals listed below please contact the Planning and Heritage Department at 902-629-4158.

Planning Development Permit Approvals

FILE #	PID #	PERMIT #	APPLICATION DATE	DECISION DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
17-434	Various	397-BLD-17	11-Aug-17	15-Oct-20	APPROVED	90 Cumberland Street	Occupancy Permit: New institutional building	Holland College	5-Nov-20
20-025	1102805	080-SEC-20	24-Feb-20	16-Oct-20	APPROVED	18 Hannam Drive (Lot 2)	Secondary Suite Registry Application	Craig MacLauchlan	6-Nov-20
20-099	1114503	111-BLD-20	11-Mar-20	15-Oct-20	APPROVED	52 Gilbert Drive (Lot 41)	Occupancy Permit: New single family dwelling	Curran Developments Inc.	5-Nov-20
20-123	388595	141-BLD-20	31-Mar-20	16-Oct-20	APPROVED	332 Upton Road (Lot 19-2)	Occupancy Permit: New single family dwelling	Will Zafiris	6-Nov-20
20-273	373084	333-BLD-20	19-Jun-20	15-Oct-20	APPROVED	480 University Avenue	Phase I: New commercial building	Darrin Dunsford	5-Nov-20
20-355	355669	638-DEM-20	06-Oct-20	16-Oct-20	APPROVED	73 McGill Avenue	Demolition of shed	Silva Stojak	6-Nov-20
20-366	840884	597-BLD-20	29-Sep-20	15-Oct-20	APPROVED	5 Silverwood Street	New single family dwelling	Leon Fisher	5-Nov-20
20-385	480475	575-BLD-20	15-Sep-20	15-Oct-20	APPROVED	58 Maple Avenue	Occupancy Permit: Three 12' x 40' construction admin trailers	Mount Academy	5-Nov-20
20-439	368795	546-BLD-20	04-Sep-20	16-Oct-20	APPROVED	356 University Avenue	Fascia sign	Lan Anh Le	6-Nov-20
20-455	941260	623-BLD-20	30-Sep-20	15-Oct-20	APPROVED	65 Walsh Road	Phase II: New warehouse	Jeff Douglas	5-Nov-20
20-461	part of 1100528	581-BLD-20	04-Sep-20	15-Oct-20	APPROVED	95-97 Kindred Avenue (Lot 87)	Footing Permit: New semi-detached dwelling	Judy Grialdi for Homeway Builders PEI Inc.	5-Nov-20
20-471	365346	593-BLD-20	21-Sep-20	16-Oct-20	APPROVED	15 Beach Street	Add 9' x 12' sunroom to dwelling	James Pasley	6-Nov-20
20-478	709428	604-BLD-20	24-Sep-20	16-Oct-20	APPROVED	25 Hurry Road	Garage addition with secondary suite	Sean Campbell	6-Nov-20
20-508	768903	645-BLD-20	07-Oct-20	15-Oct-20	APPROVED	17 Hillstrom Avenue	Construct new electrical room	Fitzgerald & Snow (2010) Ltd.	5-Nov-20

Lot Subdivisions

FILE	PID#	APPLICATION DATE	MAILED OUT	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
2020-041	396358	31-Aug-2020	15-Oct-2020	APPROVED	63 Brackley Point Road	Lot Subdivision (2 lots)	Lori Doiron	5-Nov-2020

Council Approvals

FILE #	PID#	PERMIT #	APPLICATION DATE	APPROVAL DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
20-285	441139		23-Jun-20	13-Oct-20	APPROVED	2 MacAleer Drive	Request to direct staff to issue a statement of concurrence to Industry Canada in relation to the proposed Antenna System (Bell Mobility Tower) at 2 MacAleer Drive (PID #441139) that Council concurs with the proposed property for the tower but Council strongly recommends that it be located further back on the site from Mount Edward Road (at least 100m) with the provision that the proposed tower accommodates co-location	Jess Harper (WSP Canada)	3-Nov-20
20-395	354597	493-VAR-20	14-Aug-20	13-Oct-20	REJECTED	42 Highland Avenue	Request to: Reduce the minimum side yard setback from 1.2m (3.9 ft) to 0.9m (3 ft); and Reduce the rear yard setback from 1.2m (3.9 ft) to 0.3m (1 ft); in order to permit the location of the existing accessory building on the property located at 42 Highland Ave (PID #354597)	Paul Corney	3-Nov-20
20-102	356923	311-VAR-20		13-Oct-20	REJECTED	385 Queen Street	Request to reconsider the July 13, 2020 decision pertaining to one (1) minor variance to reduce the required lot frontage from 98.4 ft. to approximately 94.1 ft. in order to construct a ten (10) unit apartment building on the property located at 385 Queen Street (PID #356923)		3-Nov-20
20-338	368134	419-REZ-20	23-Jul-20	13-Oct-20	First Reading done; scheduled for Second Reading	428 Queen Street	Request to: Amend Appendix "A" of the Official Plan from Medium Density Residential to Commercial for the properties at 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118); Amend Appendix "G" of the Zoning & Development Bylaw from the Medium Density Residential (R-3) Zone to Mixed-Use Corridor (MUC) Zone for the property at 428 Queen Street (PID #368134); and Consolidate 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118)	Kelley MacQueen	3-Nov-20
20-376	345108	468-REZ-20	11-Aug-20	13-Oct-20	Deferred	168 Weymouth Street	Request to: Amend Appendix "A" of the Official Plan from Downtown Neighbourhood to Downtown Mixed-Use Neighbourhood; and Amend Appendix "G" of the Zoning & Development Bylaw from the Downtown Neighbourhood (DN) Zone to Downtown Mixed-Use Neighbourhood (DMUN) Zone, in order to operate a professional office (i.e. Accountants) on	Jeff Keough/Anton Mikhailov	3-Nov-20

20-454	455642	571-REZ-20	15-Sep-20	13-Oct-20	Approved to proceed to Public Consultation	Sherwood Road (Lot 18-2)	the first two (2) floors with the remaining third floor to be used for residential unit at 168 Weymouth Street (PID #345108) Request to: Amend Appendix "A" of the Official Plan from Industrial to Commercial; and Amend Appendix "G" of the Zoning & Development Bylaw from the Business Park Industrial (M-3) Zone to the Highway Commercial (C-2) Zone, in order to construct three (3) separate apartment buildings that will result in a total of 200 apartment units on the property located at Lot 18-2 Sherwood Rd (PID #455642)	David Arseneault	3-Nov-20
20-348	1076694	433-BYL-20	28-Jul-20	13-Oct-20	First Reading done; scheduled for Second Reading	45 Towers Road	Request to amend the Development Concept Plan and Development Agreement by amending Appendix B of the Zoning and Development Bylaw, by changing the use of the property at 45 Towers Road (Lot 2014-4) (PID #1076694) from a 90-bed community care facility with additional 8,000 sq.ft. of commercial space to a 74-unit apartment building	100585 PEI Inc.	3-Nov-20
20-417	145466	519-REZ-20	27-Aug-20	13-Oct-20	Approved to proceed to Public Consultation	505 Malpeque Road	Request to: Amend Appendix "A" of the Official Plan from Commercial to Low Density Residential for a portion of the property at 505 Malpeque Road (PID #145466); Amend Appendix "A" of the Official Plan from Recreational to Low Density Residential for a portion of the property along Patrie Lane (PID# 676213); Amend Appendix "A" of the Official Plan from Commercial to Low Density Residential for a portion of the property along Patrie Lane (PID # 1117167); Amend Appendix "G" of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Single-Detached Residential Large (R-1L) Zone for a portion of the property at 505 Malpeque Road (PID #145466); Amend Appendix "G" of the Zoning and Development Bylaw from the Highway Commercial (C-2) Zone to the Open Space (OS) Zone for a portion of the property at 505 Malpeque Road (PID #145466); Amend Appendix "G" of the Zoning and Development Bylaw from Open Space (OS) to Single-Detached Residential Large (R-1L) for a portion of the properties along Patrie Lane (PID #s 1117167 and PID# 676213); in order to construct a single-detached dwelling	Jared & Chelsie Murphy	3-Nov-20

20-315	358192	381-REZ-20	08-Jul-20	13-Oct-20	First Reading done; scheduled for Second Reading	12 Valley Street	Request to: Amend Appendix "A" of the Official Plan by changing the land use designation of a portion of the property (approximately 416.3 sq.m.) located at 12 Valley Street (PID #358192) from Low Density Residential to Commercial; Amend Appendix "G" of the Zoning & Development Bylaw in order to rezone a portion of the property (approximately 416.3 sq.m) located at 12 Valley Street (PID #358192) from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone; Consolidate a portion of the property (approximately 416.3 sq m) located at 12 Valley Street (PID #358192) with 281 University Avenue (six properties containing PID #358051 or PID #358077), subject to a pinned final survey plan and an outer perimeter deed being registered with the Province; and Reduce the minimum flankage yard setback required in the Mixed-Use Corridor (MUC) Zone from 6.0 m (19.7 ft) to approximately 1.59 m (5' 2 1/2") to construct an addition to the Provincial Credit Union	Bert Ronahan	3-Nov-20
20-457	192401	576-REZ-20	15-Sep-20	13-Oct-20	Approved to proceed to Public Consultation	MacRae Drive	Request to rezone a portion of the vacant property (approximately 338,651 sq. ft.) located on the corner of MacRae Drive and Norwood Road (PID #192401) from the Single-Detached Residential (R-1L) Zone to the Low Density Residential (R-2) Zone	Leroy MacLeod	3-Nov-20
2020-046	406736		17-Sep-2020	13-Oct-20	APPROVED	Cobirt Drive (Lot 15 and 16)	Request to consolidate Lot 07-15 Cobirt Drive (PID #406736) and Lot 07-16 Cobirt Drive (PID #406736), subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel	Austin MacDonald (100121 PEI Inc.)	3-Nov-20
2020-045	1091958 , 941260		17-Sep-2020	13-Oct-20	APPROVED	65 Walsh Road	Request to consolidate the properties on 65 Walsh Road (PID #s 941260 and 1091958), subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.	Thomas Lackie (MF Schurman Company)	3-Nov-20
2020-042	386524		15-Sep-2020	13-Oct-20	APPROVED	Regis Duffy Drive (Lot 20 and W4)	Request to consolidate the following properties on Regis Duffy Drive and Innovation Way: Lot 3 (PID #386524) and Parcel W1; Lot 6 (PID #386524) and Parcel W8; and Lot 20 (PID #386524) and Parcel W4, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.	PEI Infrastructure Inc.	3-Nov-20

2020-043	386524		15-Sep-2020	13-Oct-20	APPROVED	Innovation Way (Lot 6 and W8)			3-Nov-20
2020-044	386524		15-Sep-2020	13-Oct-20	APPROVED	Innovation Way (Lot 3 and W1)			3-Nov-20
2020-036	857441		12-Aug-2020	13-Oct-20	APPROVED	River Ridge Drive (Lot 1A, 2A & 3A)	Request to consolidate the following properties on River Ridge Drive: Lots 1A, 2A and 3A (PID #857441) to form new Lot 20-1; and Lots 4A and 5A (PID #857441) to form new Lot 20-2, subject to a pinned final survey plan and a new perimeter deed description being registered describing the outer boundaries of the consolidated parcel.	Erin L. Smith (c/o Capreit)	3-Nov-20
2020-037	857441		12-Aug-2020	13-Oct-20	APPROVED	River Ridge Drive (Lot 4A & 5A)			3-Nov-20
20-295	1076702	358-BYL-20	30-Jun-20	13-Oct-20	Second Reading done; pending Ministerial Approval	53 Towers Road	Request to amend the Development Concept Plan and Development Agreement to increase the density from 60 to 62 units, as it pertains to 53 Towers Road (Lot 2014-5) (PID #1076702)	Geneva Place Inc	3-Nov-20
20-243	358556	312-REZ-20	17-Jun-20	13-Oct-20	Second Reading done; pending Ministerial Approval	35 Connolly Street	Request to Amend Appendix "G" of the Zoning & Development Bylaw from the Shopping Centre Commercial (C-3) Zone to the Mixed-Use Corridor (MUC) Zone, in order to rezone the vacant property located at 35 Connolly Street (PID #358556)	Ron Martin	3-Nov-20
20-077C	N/A	N/A	06-Jul-20	13-Oct-20	Second Reading done; pending Ministerial Approval	Zoning & Development Bylaw Amendments	Zoning & Development Bylaw (PH-ZD.2) Amendments: Sections 20.2.3, 20.2.4 & 20.2.5: Regulations for Mixed Density Distribution; Section 44.12.4 Regulations for Fascia Sign General Provisions; Sections 45.6.1, 45.6.2 and 45.6.3: General Provisions for Subdivision; and Section 45.12: Private Street Access being repealed	City of Charlottetown	3-Nov-20

Planning & Heritage Summary (Week ending October 23, 2020)

ISLAND REGULATORY APPEALS COMMISSION (IRAC) APPEAL PERIOD INFORMATION

The information provided on this page is intended to provide notice to the public when building and development permits have been approved by the Charlottetown Planning and Heritage Department. Residents or interested parties have **21 days to appeal** to the Island Regulatory and Appeals Commission (IRAC) any building and development permit approvals listed below within the required time period.

If you have any questions regarding the approvals listed below please contact the Planning and Heritage Department at 902-629-4158.

Planning Development Permit Approvals

FILE #	PID #	PERMIT #	APPLICATION DATE	DECISION DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
18-530	191783	456-BLD-18	28-Sep-18	23-Oct-20	APPROVED	3 Elena Court (Lot 49A)	Occupancy Permit: New 12 unit apartment building	Hill Bay Holdings Inc	13-Nov-20
19-033C	335919	688-BLD-19	09-Oct-19	15-Oct-20	APPROVED	73-75 Water Street	Occupancy Permit: Renovations of apartments on 2nd and 3rd floors	Open Practice	5-Nov-20
19-197	1047885	519-BLD-19	06-Aug-19	23-Oct-20	APPROVED	11 Regis Duffy Drive	Occupancy Permit: Phase II - interior fitup for Dosecann	Fitzgerald & Snow (2010) Ltd	13-Nov-20
19-228	1100528	266-BLD-19	13-May-19	15-Oct-20	APPROVED	90 MacRae Drive (Lot 167)	Occupancy Permit: Secondary Suite	Mark McLaine	5-Nov-20
19-318	868281	378-BLD-19	19-Jun-19	19-Oct-20	APPROVED	80 Commonwealth Ave	Occupancy Permit: New heating plant building	William Chandler	9-Nov-20
19-587	1094952	756-BLD-19	06-Nov-19	20-Oct-20	APPROVED	185 Essex Crescent (Lot 69)	Occupancy Permit: New single family dwelling	Kenny/Joanne MacMillan	10-Nov-20
20-055H	373126	648-BLD-20	07-Oct-20	19-Oct-20	APPROVED	550 University Avenue	New Residence - Phase VI: Floor slabs and elevator shafts	Jackie MacPhail	9-Nov-20
20-082	388207	649-BLD-20	08-Oct-20	21-Oct-20	APPROVED	180 Minna Jane Drive	Fascia sign	Sign Craft (Mike Savidant)	11-Nov-20
20-160B	1110717	640-BLD-20	06-Oct-20	19-Oct-20	APPROVED	92-96-100-104-108 Alderney Court (Lot 17-39 off Bambrick Drive)	Phase II: 5-unit townhouse (Building #1)	Will Zafiris	9-Nov-20
20-160C	1110717	641-BLD-20	06-Oct-20	19-Oct-20	APPROVED	68-72-76-80-84-88 Alderney Court (Lot 17-39 off Bambrick Drive)	Phase II: 6-unit townhouse (Building #2)	Will Zafiris	9-Nov-20
20-164	1117217	188-BLD-20	11-May-20	20-Oct-20	APPROVED	45 Keaton Drive (Lot 18-18)	Occupancy Permit: New single family dwelling	7576 PEI Construction Inc.	10-Nov-20
20-327	347971	399-BLD-20	16-Jul-20	20-Oct-20	APPROVED	5-7 Century Terrace	Occupancy Permit (Unit 5): Interior and exterior renovations to semi-detached dwelling	Ryan Abdallah	10-Nov-20
20-335	342139	561-BLD-20	10-Sep-20	15-Oct-20	APPROVED	175 Queen Street	Projecting sign	AM Brothers Inc	5-Nov-20
20-367	1108083	459-BLD-20	06-Aug-20	19-Oct-20	APPROVED	58 MacWilliams Road (Lot 5)	New 6-unit townhouse	Philip Hughes	9-Nov-20
20-390	1100528	486-BLD-20	17-Aug-20	21-Oct-20	APPROVED	7-9-11 Kindred Avenue (Lot 100)	New 3-unit townhouse	Ali Construction	11-Nov-20



FILE	PID#	APPLICATION DATE	APPROVAL DATE	MAILED OUT	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
2020-055	339911, 339929	22-Oct-2020	23-Oct-2020	23-Oct-2020	APPROVED	55 Richmond Street	Consolidation (2 lots)	APM Commercial	13-Nov-2020

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Planning & Heritage Summary (Week ending October 30, 2020)

ISLAND REGULATORY APPEALS COMMISSION (IRAC) APPEAL PERIOD INFORMATION

The information provided on this page is intended to provide notice to the public when building and development permits have been approved by the Charlottetown Planning and Heritage Department. Residents or interested parties have **21 days to appeal** to the Island Regulatory and Appeals Commission (IRAC) any building and development permit approvals listed below within the required time period.

If you have any questions regarding the approvals listed below please contact the Planning and Heritage Department at 902-629-4158.

Planning Development Permit Approvals

FILE #	PID #	PERMIT #	APPLICATION DATE	DECISION DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
20-003	532598	004-BLD-19	03-Jan-20	30-Oct-20	APPROVED	78 Allen Street	Occupancy Permit: Renovate existing and build new addition on to commercial building	Brighton Construction	20-Nov-20
20-005B	1100635	685-BLD-20	22-Oct-20	27-Oct-20	APPROVED	15 Haviland Street (Lot 15-2)	Site mobilization work (temporary relocation of the existing boardwalk, installation of a fence, establishment of a job trailer, investigative work to determine the location of a 1.5m storm pipe and other related pre-construction activities)	APM Commercial	17-Nov-20
20-087	555847	096-BLD-20	05-Mar-20	30-Oct-20	APPROVED	23 Pope Avenue	Occupancy Permit: New single family dwelling	Corey Falls	20-Nov-20
20-129	356741	147-BLD-20	20-Apr-20	26-Oct-20	APPROVED	108 Spring Park Road	New single family dwelling + secondary suite	Bradley Harper	16-Nov-20
20-167B	425892	587-BLD-20	18-Sep-20	29-Oct-20	APPROVED	Acadian Drive and Patterson Drive	New intersection at Acadian Drive and Patterson Drive. Construction of two new Mental Health and Addictions social housing buildings	Philip Jefferson	19-Nov-20
20-196	733105	230-BLD-20	25-May-20	27-Oct-20	APPROVED	29 Ash Drive	Occupancy Permit: Create secondary suite	Marjorie MacDonald	17-Nov-20
20-196	733105	691-SEC-20	27-Oct-20	30-Oct-20	APPROVED	29 Ash Drive	Secondary Suite Registry Application	Roman and Amanda Embleton	20-Nov-20
20-208	385849	243-BLD-20	27-May-20	27-Oct-20	APPROVED	213 Kensington Road	Occupancy Permit: Convert single family dwelling to semi-detached dwelling	Albert Cohen	17-Nov-20
20-223	944983	262-BLD-20	02-Jun-20	27-Oct-20	APPROVED	125-127 Oak Drive (Lot 20-2)	Occupancy Permit: New semi-detached dwelling	Ellen Creek Developments Inc	17-Nov-20
20-441	336990	553-BLD-20	08-Sep-20	26-Oct-20	APPROVED	62 Queen Street	Change of Use: Retail to restaurant	Charbel Jreij	16-Nov-20

FILE #	PID #	PERMIT #	APPLICATION DATE	DECISION DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
20-461	1100528	581-BLD-20	04-Sep-20	27-Oct-20	APPROVED	95-97 Kindred Avenue (Lot 87)	New semi-detached dwelling	Judy Grialdi for HomeWay Builders PEI Inc.	17-Nov-20
20-474	392944	598-BLD-20	22-Sep-20	30-Oct-20	APPROVED	106 Brackley Point Road	24' x 31' detached garage	Connor MacLellan	20-Nov-20
20-486	342790	613-BLD-20	28-Sep-20	26-Oct-20	APPROVED	199 Grafton Street	Phase I: Renovations to third floor - demolition and interior architectural fit-up	APM Commercial	16-Nov-20
20-519	387381	662-BLD-20	15-Oct-20	26-Oct-20	APPROVED	30 Nicholas Lane	Renovate building and change from service garage to car wash/office space	Ira Kember	16-Nov-20
20-520	1096130	663-BLD-20	15-Oct-20	27-Oct-20	APPROVED	25 Darte Drive (Lot 93)	Footing Permit: New single family dwelling	Shelley Gallant	17-Nov-20
20-522	1100528	665-BLD-20	15-Oct-20	29-Oct-20	APPROVED	43-45 Kindred Avenue (Lot 95)	New semi-detached dwelling	Pal Holdings Inc (Paul Llewellyn)	19-Nov-20
20-526	366633	669-BLD-20	19-Oct-20	26-Oct-20	APPROVED	29 Colonel Gray Drive	Wheelchair ramp addition	Scott Stewart	16-Nov-20
20-532	388595	676-BLD-20	20-Oct-20	27-Oct-20	APPROVED	103 Royalty Road (Lot 20-12)	New single family dwelling	Will Zafiris	17-Nov-20
20-533	388595	677-BLD-20	20-Oct-20	27-Oct-20	APPROVED	105 Royalty Road (Lot 20-11)	New single family dwelling	Will Zafiris	17-Nov-20
20-534	746164	678-BLD-20	20-Oct-20	29-Oct-20	APPROVED	42 Holmes Lane (Lot 121)	New single family dwelling	Chris Linzell-Waddell	19-Nov-20

Lot Subdivisions

FILE	PID#	APPLICATION DATE	APPROVAL DATE	MAILED OUT	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
2020-036	857441	12-Aug-2020	28-Oct-2020	29-Oct-2020	APPROVED	River Ridge Drive (Lot 1A, 2A & 3A)	Lot Consolidation	Erin L. Smith (c/o Capreit)	18-Nov-2020
2020-037	857441	12-Aug-2020	28-Oct-2020	29-Oct-2020	APPROVED	River Ridge Drive (Lot 4A & 5A)	Lot Consolidation	Erin L. Smith (c/o Capreit)	18-Nov-2020
2020-042	386524	15-Sep-2020	28-Oct-2020	28-Oct-2020	APPROVED	Regis Duffy Drive (Lot 20 and W4)	Lot consolidation	PEI Infrastructure Inc.	18-Nov-2020
2020-043	386524	15-Sep-2020	28-Oct-2020	28-Oct-2020	APPROVED	Innovation Way (Lot 6 and W8)	Lot consolidation	PEI Infrastructure Inc.	18-Nov-2020
2020-044	386524	15-Sep-2020	28-Oct-2020	28-Oct-2020	APPROVED	Innovation Way (Lot 3 and W1)	Lot consolidation	PEI Infrastructure Inc.	18-Nov-2020

Council Approvals

FILE #	PID#	PERMIT #	APPLICATION DATE	APPROVAL DATE	DECISION	PROPERTY LOCATION	WORK DESCRIPTION	NAME	DEADLINE TO MAKE AN APPEAL
20-348	1076694	433-BYL-20	28-Jul-20	20-Oct-20	Second Reading done; awaiting Ministerial approval	45 Towers Road	Request to amend the Development Concept Plan and Development Agreement by amending Appendix B of the Zoning and Development Bylaw, by changing the use of the property at 45 Towers Road (Lot 2014-4) (PID #1076694) from a 90-bed community care facility with additional 8,000 sq.ft. of commercial space to a 74-unit apartment building	100585 PEI Inc.	10-Nov-20
20-315	358192	381-REZ-20	08-Jul-20	20-Oct-20	Second Reading done; awaiting Ministerial approval	12 Valley Street	Request to: Amend Appendix "A" of the Official Plan by changing the land use designation of a portion of the property (approximately 416.3 sq.m.) located at 12 Valley Street (PID #358192) from Low Density Residential to Commercial; Amend Appendix "G" of the Zoning & Development Bylaw in order to rezone a portion of the property (approximately 416.3 sq.m) located at 12 Valley Street (PID #358192) from the Low Density Residential (R-2) Zone to the Mixed-Use Corridor (MUC) Zone; Consolidate a portion of the property (approximately 416.3 sq m) located at 12 Valley Street (PID #358192) with 281 University Avenue (six properties containing PID #358051 or PID #358077), subject to a pinned final survey plan and an outer perimeter deed being registered with the Province; and Reduce the minimum flankage yard setback required in the Mixed-Use Corridor (MUC) Zone from 6.0 m (19.7 ft) to approximately 1.59 m (5' 2 ½") to construct an addition to the Provincial Credit Union	Bert Ronahan	10-Nov-20
20-338	368134	419-REZ-20	23-Jul-20	20-Oct-20	Second Reading done; awaiting Ministerial approval	428 Queen Street	Request to: Amend Appendix "A" of the Official Plan from Medium Density Residential to Commercial for the properties at 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118); Amend Appendix "G" of the Zoning & Development Bylaw from the Medium Density Residential (R-3) Zone to Mixed-Use Corridor (MUC) Zone for the property at 428 Queen Street (PID #368134); and Consolidate 428 Queen Street (PID #368134), 430 Queen Street (PID #368126) and a portion of 432 Queen Street (PID #368118)	Kelley MacQueen	10-Nov-20



PUBLIC WORKS & URBAN BEAUTIFICATION COMMITTEE

REPORT TO COUNCIL November 9th, 2020

The Public Works & Urban Beautification Committee met on October 28th, 2020 with draft minutes included in the Regular Monthly Council package.

The Civic Board for Persons with Disabilities met on October 13th, 2020, with draft minutes included in the Regular Monthly Council package.

Three resolutions are anticipated to be forwarded.

Respectfully submitted,

Councillor Terry Macleod, Chair

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PUBLIC WORKS & URBAN BEAUTIFICATION COMMITTEE

Tuesday, October 28th, 2020

12:00 PM Council Chambers, City Hall

Present: Mayor Philip Brown
Councillor Mike Duffy, Vice-Chair
Councillor Alanna Jankov
Councillor Kevin Ramsay
Peter Kelly, CAO
Scott Adams, MPW
Wallace Higgins, AA

Absent: Councillor Terry MacLeod, Chair

Guests: Joe MacKinnon, Ass't PWM
Ylber Gashi, Superintendent, PW&UB

CALL TO ORDER

Vice-Chair Duffy called the meeting to order at approximately 1:32PM. Moved by Councillor Jankov and seconded by Mayor Brown.

DECLARATIONS OF CONFLICT OF INTEREST

No declarations of conflict.

APPROVAL OF AGENDA

It was moved by Councillor Jankov and seconded by Councillor Ramsay that the agenda be approved. 3-0.

Mayor Brown requested that the University Ave./Enman Cres. Intersection be added to the agenda.

ADOPTION OF MINUTES

It was moved by Councillor Ramsay and seconded by Councillor Jankov that the minutes from September 22nd, 2020, meeting be approved. 3-0.

BUSINESS ARISING FROM THE MINUTES

AVL TENDER

The PWM informed the committee that the AVL Tender has been completed and is currently with the Finance Department, and then will go to Public tender.

CITY ENTRANCE SIGNS

The PWM stated that the PW's Superintendent whom oversees signage is currently on Annual

Leave. The committee proceeded to discuss possible locations, and material to be used to erect the signage.

The PWM stated that they will take this back to the Public Works Department in order to acquire pricing, and return to the committee at later date for discussion.

Mayor Brown recommended that these signs should be uniform in design.

REPORTS

SNOW ALERT

During a recent HR Committee meeting, the committee supported a staff recommendation to eliminate the City's practice of a daily "Snow Alert" messaging during the winter months to advise residents if the Public Works Department anticipate deploying plow/salt trucks at any point during the overnight hours. Public Works staff also support the HR Committee's decisions to suspend the practice. In recent years, due to so much uncertainty with overnight weather events, staff have been "turning on" the alert most days to avoid any issues with ticketing and towing vehicles during the overnight hours. This has caused a lot of issues for both Public Works and Communications staff, especially on weekends, as it requires staff from Public Works to make the decision and Communications staff to be available to post the notice. It has also caused frustration for downtown residents as they often question why a snow alert is on, even when there is no precipitation forecasted. While it will still be Public Works practice to not have to ticket and/or tow vehicles, unless necessary, it will be up to the vehicle owner to make that decision on if they can safely park during the overnight hours on City streets.

It was moved by Councillor Ramsay and seconded by Councillor Jankov that the Committee support the HR Committee's recommendation to discontinue the snow alert, effective January 1, 2021, and to take forward to council for final vote. Until such time, Public Works, Police and Communications will work on a messaging strategy that will educate the public on the City's change of practice when it comes to the overnight parking ban.

VICTORIA PARK BIKE LANE

Chair Tweel asked the PRM to bring forward this request to the PRLA Committee. The Chair is looking for committee support to "close the Victoria Park Roadway – Inside Lane (year-round) as pilot project" for the upcoming late fall and winter season. The inside lane is temporarily closed annually, from May 1st – October 31st to be used as a Bike Lane (wheeling lane). In 2020, this period was extended with the interior lane being closed on April 1 to allow for this lane to be used as an Active Transportation Pathway.

It has been noted that this lane could be used year-round for active transportation, such as walking, jogging, biking and other wheeling activities. It is being suggested that this closure could be tried as a pilot project for the 2020-21 season (November 1 – April 30). The City would monitor and evaluate this closure and put forward a recommendation for PRLA Committee and Council consideration.

The P & R staff forwarded this request to the PRLA Committee (October 6th, 2020, meeting) for their consideration. If this initiative was supported, staff does have concerns with winter maintenance and public safety.

If the PRLA Committee supports this year-round temporary closure as a pilot project for 2020-21 season (November 1 – April 30), then this recommendation would be forwarded to Public Works Committee for their consideration since streets/roads fall under PW jurisdiction. If supported by PW, then it would have to be forwarded to Council for their consideration.

Vice-Chair Duffy inquired if this falls under Public Works or Police, the PWM stated that it falls under Traffic Bylaw, which both Departments work together in administering this bylaw.

Councillor Ramsay informed the committee that as a member of the PRLA committee, he did not support this, for the items such as planters, etc. would have to be moved every time staff performed snow removal. Also that PR staff recommended no.

Councillor Yankov inquired if staff could use the sidewalk snow removal machines to do this task, the PWM stated they would struggle and the Assistant PWM stated they are required for sidewalk snow removal.

The Public Works Staff does not support this request from the P & R Committee as the bike lane is not set up for winter snow clearing operations. The changes required to permit snow removal operations would lead a concern for public safety.

It was moved by Councillor Ramsay and seconded by Councillor Jankov to deny this request.

UPDATE – TENDERS

1) RFQ – Snow Clearing of Municipal Properties – Closed on October 15, 2020. Please see more information in the attached resolution.

It was moved by Councillor Ramsay and seconded by Councillor Jankov.

2) Tender – Northridge Pkwy Old Fashion Lanterns – Closed on October 23rd, 2020. Please see more information in the attached resolution.

Mayor Brown inquired if this item was in the Capital Budget. The PWM stated there is an Old Fashion line item (new & upgrades).

After much discussion, the committee recommended to defer this tender.

3) RFQ – Nash lane – Ellen Creek Drive Connection – Closed on October 14th, 2020. Please see more information in the attached resolution.

The PWM provided a verbal background, stating that initially the tender closed and that there were no bids. It was recommended to go directly to the the contractors to acquire three quotes.

Vice-Chair Duffy stated that with the current situation with trucks having to back up, it is not safe

for pedestrians.

It was moved by Mayor Brown and seconded by Councillor Jankov.

NEW BUSINESS

UNIVERSITY AVE. /ENMAM CRES

Mayor Brown informed the committee that he met with UPEI President Dr. Alaa Abd-El-Aziz and Jackie Podger. UPEI has requested that the City of Charlottetown's grant permission for an opening date for the new entrance to UPEI at University Ave. & Enman Cres., which currently the City is not able to approve.

The PWM stated that he met with UPEI staff in February, 2020, and it was agreed that the UPEI consultant would work with the City of Charlottetown's traffic signal consultant to ensure the design would be acceptable. The City recommended to have a median between the northbound and southbound lanes to be used as a pedestrian refuge, and that it was up to the UPEI consultants to make this work, and that any adjustments to the road way would be at the cost of UPEI. UPEI agreed to these conditions, and to administer the project. The City of Charlottetown was not involved in the tendering and day to day work, but staff were available for any questions or issues.

The PWM stated that the intent was to have a dedicated left turn lane, a dedicated through lane and a dedicated through/right. The PWM stated the current lane configurations was improperly completed, and UPEI had not communicated any changes with the City of Charlottetown staff. The PWM stated that the City of Charlottetown gave UPEI permission to make upgrades to the road, but at their expense.

The PWM stated this in his communications with UPEI, the City of Charlottetown could permit the opening of the roadway, with the absence of a dedicated left turn lane for southbound traffic, but UPEI would be required to make the necessary adjustments in the future. UPEI is unsatisfied with the current situation, and want to City to change the signal timings and permit the left turn movement.

Mayor Brown indicated that UPEI staff informed him that it is the City of Charlottetown's fault, and that the City hired Coles and Associates to design and oversee the work. The PWM reiterated that the consultant was chosen and hired by UPEI and are responsible to ensure the design meets current intersection standards.

Vice-Chair Duffy stated this is for information purposes.

MOTION TO MOVE INTO CLOSED SESSION

Moved by Councillor Ramsay and Seconded by Councillor Jankov to go into closed session, as per section 119. (2) Sub-section (e) & (f) of the Prince Edward Island Municipal Government Act. Motion Carried. (At approximately 2:30PM).

MOTION TO ADJOURN

Moved by Chair Duffy and seconded by Councillor Jankov.

The meeting adjourned at approximately 3:18PM

The next regular meeting of the Public Works & Urban Beautification Committee is tentatively set for 12:00pm on Wednesday, November 25th, 2020, at City Hall.

- End -

Councillor T. MacLeod, Chair

DRAFT

CIVIC BOARD FOR PERSONS WITH DISABILITIES
TUESDAY OCTOBER 13TH, 2020
4:15 PM – Sherwood Room

Present: Felix Tanze
Brenda Porter
Kenneth Murnaghan Chair

Judy Hughes
Megan MacDonald-O'Keefe

Also: Rebecca MacLeod, AAF

Regrets: Linda Clarke
Scott Adams, MPW

Councillor Mike Duffy

1) Call to Order

Chair Kenneth Murnaghan called the meeting to order at 4:20 PM

2) Declarations of conflict of interest

There were no declarations to declare.

3) Approval of Agenda

Board member Brenda Porter motioned to approve the agenda as circulated. Seconded by Board member Felix Tanze. Motion carried.

4) Adoption of Minutes

Board member Judy Hughes motioned to approve the minutes from the previous meeting. Seconded by Co-Chair Megan MacDonald-O'Keefe. Board member Judy Hughes mentioned the spelling of Marcia Carroll in the previous minutes. To be corrected by administration. Motion carried.

5) Business arising from minutes

Board member Brenda Porter brought forward the September email from the PEI Hard of Hearing issues be attached to the minutes. Administration will attach to minutes when they go out as meeting package.

Board member Brenda Porter inquired about intersections of concern brought forward as areas of concern for the visually impaired. The intersections in question were, Queen Street and Grafton Street as well as Great George Street and Grafton Street. Administration to forward these along to the Superintendent in charge of sidewalks for another follow up.

Board member Felix Tanze spoke with T3 and Coach Atlantic regarding concerns around individuals getting on busses alone that should be accompanied or supervised. Concern around dementia, Autism, persons that may be easily confused. When speaking with T3, he was informed no instances had occurred but they would indeed call the proper authority should such an instance occur.

Board member Judy Hughes inquired if there was a follow up with The Guild regarding the railing and the Fire Marshalls Office. The Board discussed whether or not another follow up was to take place with either The Guild or the Fire Marshalls Office.

6) Reports

- a. None to report

7) Introduction of New Business

Board member Brenda Porter asked the Board if they could identify a section of the Barrier Free Forum Report to go over as a group at the next meeting as there are numerous great points to go through and follow up on at meetings going forward.

Board Member Judy Hughes and Chair Kenneth Murnaghan agreed that a lot of work went into the report and it is worth looking at closer. Some sections may be completed so it is good information to have and know. Board member Megan MacDonald-O'Keefe asked the Board if they should wait for Councilor MacLeod to see what has been completed as he is the new Chair of the Public Works Committee. Chair Kenneth Murnaghan informed the Board that he had spoken with Scott Adams Manager of Public Works and there has been progress on the report. The Board continued to discuss the reports and it was decided that they would focus on Communication/Hearing section of the report.

Board member Felix Tanze informed the Board that Access PEI does not have a loop system in place. The Board discussed writing a letter in support of having this installed for people that are hard of hearing. Board member Brenda Porter mentioned that masks are posing a huge problem for announcements, verbal instructions at gatherings and made the suggestion that hard copies should be made available.

The Board also made note that the closed captioning on Dr. Morrison's updates are of very poor quality and not easy for those needing to follow them to be able to do so. It was suggested that if there was an option to get notices via text message it would be much easier to stay informed.

Board member Judy Hughes approached the Board for ideas around how to identify if someone in a house is hard of hearing. The Board discussed the decal program that the fire department has and whether something similar would be an option. The discussion continued around placement and the vulnerability of those inside. How communication would be relayed to responders that the individual inside had hearing

issues. Board member Brenda Porter said she would speak with Hear PEI to see if they had any ideas or suggestions.

CNIB was not in attendance at the meeting and administration will reach out to reschedule for next month.

8) Adjournment of Public Session

Chair Kenneth Murnaghan motioned to adjourn. Second by Co-Chair Megan MacDonald-O'Keefe. Motion carried.

The meeting adjourned at 4:55 PM

REF



CITY OF CHARLOTTETOWN

RESOLUTION

Public Works – Urban Beautification #1

MOTION CARRIED _____

MOTION LOST _____

Date: November 9th, 2020

Moved by Councillor _____ Terry MacLeod

Seconded by Councillor _____ Mike Duffy

RESOLVED:

That per the Request for Quotations on “Snow Clearing of Municipal Properties”, the following low submissions in regard to Municipal Properties be accepted subject to receipt of required insurance certificates.

		Season Price (HST not included)
Sherwood Civic Bldg.	Landmark Group	\$3,600.00
West Royalty Civic Bldg.	Dickieson’s Snow Removal	\$2,551.25
East Royalty Civic Bldg.	A & M Snow Removal	\$3,000.00
Hillsborough Park Civic Bldg.	Landmark Group	\$1,850.00
J E Blanchard Building	Lea MacDonald Const.	\$1,600.00
Kirkwood Police Station	Dickieson’s Snow Removal	\$4,373.50

- Tender was publically advertised, closing on October 15th, 2020.
- Submissions were received from 8 firms with 4 to 6 prices at each site.
- Low submission is being recommended for each site.
- The quoted prices are total lump sum for the full 2020-21 season and may be extended for an additional season, if mutually agreed to by both parties.
- Payment is in 5 monthly installments.



CITY OF CHARLOTTETOWN

RESOLUTION

Public Works – Urban Beautification #2

MOTION CARRIED _____

MOTION LOST _____

Date: November 9th, 2020

Moved by Councillor _____ Terry MacLeod

Seconded by Councillor _____ Mike Duffy

RESOLVED:

That, as per the conditions of the Request for Quotes for “Nash Lane – Ellen Creek Drive Connection” the submission of Landmark (9421491 Canada Inc) in the amount of \$67,621.00 (plus all applicable taxes) be accepted.

- This work includes the connection of Ellen's Creek Lane and Nash Drive and was approved in the 2020/21 Capital Budget.
- The City went to public tender in September, closing on September 25, 2020. At this time, we received no bids. Public Works discussed with Finance and it was recommended to go directly to contractors for quotes. This was completed and three bids were received as follows:
 - o Birt & MacKay Backhoe Services \$80,750.07 plus applicable taxes
 - o J.E. Matheson Construction \$69,752.00 plus applicable taxes
 - o Landmark \$67,621.00 plus applicable taxes
- The Public Works Department has reviewed the submissions and recommend award to Landmark.



CITY OF CHARLOTTETOWN

RESOLUTION

Public Works – Urban Beautification #3

MOTION CARRIED _____

MOTION LOST _____

Date: November 9th, 2020

Moved by Councillor _____ Terry MacLeod

Seconded by Councillor _____ Mike Duffy

RESOLVED:

That, the City of Charlottetown adopts the proposed changes discontinue the use of the Snow Alert, as proposed by the Public Works & Urban Beautification Committee.

During a recent HR Committee meeting, the committee supported a staff recommendation to eliminate the City's practice of a daily "Snow Alert" messaging during the winter months to advise residents if the Public Works Department anticipate deploying plow/salt trucks at any point during the overnight hours. Public Works staff also support the HR Committee's decisions to suspend the practice.

In recent years, due to so much uncertainty with overnight weather events, staff have been "turning on" the alert most days to avoid any issues with ticketing and towing vehicles during the overnight hours. This has caused a lot of issues for both Public Works and Communications staff, especially on weekends, as it requires staff from Public Works to make the decision and Communications staff to be available to post the notice. It has also caused frustration for downtown residents as they often question why a snow alert is on, even when there is no precipitation forecasted.

While it will still be Public Works practice to not have to ticket and/or tow vehicles, unless necessary, it will be up to the vehicle owner to make that decision on if they can safely park during the overnight hours on City streets.

It was moved the PW&UB Committee to support the HR Committee's recommendation to discontinue the snow alert, effective January 1, 2021, and to take forward to council for final vote. Until such time, Public Works, Police and Communications will work on a messaging strategy that will educate the public on the City's change of practice when it comes to the overnight parking ban.



**ECONOMIC DEVELOPMENT, TOURSIM & EVENT MANAGMENT
COMMITTEE
REPORT TO COUNCIL
NOVEMBER 9, 2020**

The Economic Development, Tourism & Event Management Committee did not meet since the last meeting of Council.

The Charlottetown Arts Advisory Board met October 27th and the open draft minutes are included in your package.

There are no resolutions for your consideration.

Respectfully submitted,

Councillor Julie McCabe, Chair

**Charlottetown Arts Advisory Board Meeting
October 27, 2020
9:00 AM – Parkdale Room**

Present:	Barbara MacLeod, Chair	Na Lu (Lucy)
	Brandon Hood	Jennifer Campbell
	Mark Sandiford	Cheryl Wagner
	Stephen MacInnis	Laurel Lea, TO
	Jill Stewart, EA	

1. Call to Order

The meeting was called to order at 9:00am by Chair, Barbara MacLeod.

2. Declarations of Conflict of Interest

There were no declared conflicts of interest.

3. Approval of Agenda

It was moved by Jennifer Campbell and seconded by Stephen MacInnis that the Agenda be approved as circulated. Carried.

4. Adoption of Minutes

It was moved by Na Lu (Lucy) and seconded by Brandon Hood that the minutes of September 29, 2020 be approved as circulated. Carried.

5. The Guild Public Art Project – Update & Discussion

Barb MacLeod, Chair indicated that the project was denied by the Planning Department as they have classified the space as fascia signage. Fascia signage cannot be applied to that scale.

The AAB discussed the artwork, noting that both the unique, comic strip style, as well as the way the artwork's colours would complement the glass wall it is proposed to be installed upon, were both strong positives.

The AAB discussed the project and the classification of fascia signage. The AAB are concerned with the Planning Departments categorizing this artwork as advertising. The board is struggling to find reasoning for this categorization.

The AAB finds The Guild artwork superior artistically and are saddened to think that a minor interpretation could deny Charlottetown residents of a colourful, vibrant, fun, and uplifting, public art experience.

Barb MacLeod, Chair will request more information from Alex Forbes, Manager of Planning on how this project could move forward.

6. Public Art Process – Update progress on the 4-step process

a. Review Land Owner 'Pre-Approval' Letter

The AAB discussed the proposed letter. The board was in agreement that the letter was great, with a few additions; add contact information, add the City logo and add after specific location in brackets, attach photo if possible.

7. Public Art Policy – Discussion regarding Amendments

Mark Sandiford discussed the proposed amendments required to the Public Art Policy.

One issue is that the Public Art Policy can seem daunting and negative to people who just want to make public art happen. It is proposed to add an introductory paragraph to the policy explaining its intent.

Brandon Hood will create a "Welcome" introduction to the Public Art Policy. It will be meant to be encouraging and he will try to include graphics.

Regarding temporary art, the issue is that the Public Art Policy does not provide an appropriate path for approvals for presentation of temporary art. The approvals process for permanent works is too cumbersome for temporary works that may be conceived, executed, and presented on very short timelines. It is proposed that amendments be made to remove from the policy art that will be presented for less than thirty days.

Regarding murals, the issue to be resolved is that Charlottetown signage bylaws assign a role to the Arts Advisory Board with respect to murals but the Charlottetown Public Art Policy says that the Arts Advisory Board has no role in murals.

The board reviewed the proposed changes, and the board was in agreement with the proposed changes.

After discussion, the following motion was moved by Mark Sandiford, and seconded by Cheryl Wagner:

Motion – Recommend to City Council the proposed amendments to the Public Art Policy regarding temporary art and murals in the 500 lot area. Motion carried.

Barb MacLeod, Chair suggested that the AAB review section by section the Public Art Policy over the next while, to make it more user friendly.

8. Open Discussion for Public Art Ideas for Charlottetown

The first annual Scarecrows in the City event was an autumn celebration meant to provide passive entertainment and beautification in the downtown Charlottetown core and surrounding areas. This free event took place October 9th – 19th. It tied in with existing fall programming including Burger Love, and provide locals and visitors with an opportunity to experience the city in a different way by exploring scarecrow installations and fall décor in parks and commercial spaces while supporting local businesses.

Barb MacLeod, Chair will contact Heidi Zinn, Discover Charlottetown for an update on the event.

9. Motion of Adjournment

It was moved by Chair Barbara MacLeod and seconded by Stephen MacInnis that the meeting be adjourned. Carried.

Adjourned 10:12AM



**ENVIRONMENT & SUSTAINABILITY COMMITTEE
REPORT TO COUNCIL
NOVEMBER 9, 2020**

The Environment & Sustainability Committee met on October 27, 2020 and the draft minutes are included in your package.

The Mayors Task Force on Active Transportation met on October 20, and the Charlottetown Food Council met on October 21, 2020, these minutes are also included in your package.

There are no resolutions for your consideration.

Respectfully submitted,

Councillor Mitchell Tweel, Chair

ENVIRONMENT & SUSTAINABILITY COMMITTEE

Tuesday, October 27, 2020

4:15 PM – Parkdale Room

PRESENT: Councillor Mitchell Tweel, Chair
Councillor Terry Bernard, Vice-Chair (arrived 4:30PM)
Councillor Julie McCabe
Councillor Greg Rivard
Mayor Philip Brown
Peter Kelly, CAO

ALSO: Ramona Doyle, MES
Jessika Corkum-Gorrill, FEO
Katrina Cristall, SO
Hammad Ahmed, EC
Cindy MacMillan, AA

REGRETS: N/A

1) Call to Order

Councillor Tweel, Chair, called the meeting to order at approximately 4:15 PM.

2) Declarations of conflict of interest

There were no conflicts of interest declared.

3) Approval of Agenda

It was moved by Councillor McCabe and seconded by Councillor Rivard that the agenda be approved as circulated. Carried.

4) Approval of Minutes

It was by moved by Councillor McCabe and seconded by Councillor Rivard that the minutes from September 29, 2020 be approved as circulated. Carried.

5) Business arising from the minutes

There was a question raised whether the presentation from Chris Boswall and Dylan MacKenzie has been forwarded to the Finance Committee. Ramona Doyle, MES, noted that there has been a meeting with the consultants and conversations with FCM regarding funding streams and their eligibility. Once all information is received from FCM, their proposal will be forward to the Finance Committee for review.

6) Discussions/Reports

a) Municipal Natural Assets Inventory

Jessica Corkum-Gorrill, FEO, presented the report to the Committee. The Municipal Natural Assets Initiative (MNAI) is a team of people that provide scientific, economic, and municipal expertise to support and guide local governments in identifying, valuing and accounting for natural assets in their financial planning and asset management programs.

This program subsidizes local governments across Canada to develop natural asset inventories. The inventory will include a list of natural assets (i.e. wetlands, streams, forests), an understanding of what services these natural assets provide, the boundaries of our assets, an understanding of the condition of these natural assets and risks they face.

To participate, the City of Charlottetown would have to contribute \$2,500 towards the project. This would be included in the 2021-2022 Environment & Sustainability Operating Budget. Expression of Interests are being accepted on an ongoing basis and successful municipalities will continue to be funded until their program budget is fully allocated.

It was moved by Councillor Rivard and seconded by Councillor McCabe to support an Expression of Interest submission to the Municipal Natural Assets Initiative. Carried.

b) Food Council – Video Series, Strategic Planning

Katrina Cristall, SO, presented the report to the Committee. The Food Council is now composed of eight members, several of whom are new. As this new group shifts away from setting the foundation for the Council and moves toward taking action, they have identified a need to come together to develop a concrete work plan and set defined goals for the next phase of the Food Council's activity. Strategic planning will establish the direction required to continue to work successfully.

The Food Council has proposed the creation of a video series. This series will involve the release of short, one to two-minute videos each month beginning in January 2020. The topics of the videos will be on seasonally relevant priority areas identified by the Council that will inform and engage community members on important aspects of the food system. For example, food waste or meal planning and cooking on a budget. These videos will also be used to highlight existing community food assets, tying into the work the Council has already done on the food asset map. Students at the high school, college, and university level as well as emerging videographers in the community will be engaged to create these videos as an opportunity to gain experience and exposure.

It is anticipated that cost of this project will be \$5,500 which fall within the approved budget for the Food Council within the Sustainability operating budget for 2020-2021.

It was moved by Councillor Rivard and seconded by Councillor McCabe to approve the video series and strategic planning proposed by the Charlottetown Food Council. Carried.

c) Climate Adaptation Funding

Ramona Doyle, MES, provided the Committee with an update on two recent funding developments for Climate Change initiatives.

ClimateSense Internship Program:

The ClimateSense internship program is offered jointly by UPEI and the PEI Department of Environment, Water, and Climate Change with funding from the Government of Canada. Twelve, 1-year contract positions were offered to PEI organizations and the City was successful in receiving two, six-month contract positions. One will be focused on urban planning and policy for climate change, and the other will be focused on infrastructure resilience to the impacts of climate change. Funding covers 100% of wages and benefits. The position will run from January-June, and June-December 2021. Recruitment is completed by UPEI, and postings close on November 5, 2020.

Climate Action & Awareness Fund:

The Government of Canada recently announced the Climate Action and Awareness Fund aimed to increase public awareness and engagement around the impacts of climate change. Project funding was available for up to \$500,000 for projects commencing on January 1, 2021 and concluding by March 31, 2022. The City has partnered with the PEI Watershed Alliance, the Town of Stratford, Creative PEI, and others and has submitted an application for the program. If successful, the project will see the completion of a living shoreline project in the Hillsborough River, several demonstration projects in managing coastal erosion and in-land flooding on public and private land, interpretative art installations and public awareness campaign to educate and engage residents in their role in managing climate change impacts. The City will be notified if they are successful by December 31, 2020.

d) Honeywell 90% Review Update

Hammad Ahmed, EC, provided the Committee with an update on the Energy Performance Contract with Honeywell. On October 22, Honeywell presented their findings with regards to City-owned facilities on final program costs and saving estimates. The summary of results presented by Honeywell included new LED fixtures, HVAC upgrades, new biogas boiler for the CPCP, new-zero lab at West Royalty Community Centre, deferred maintenance programs and more.

Honeywell has recommended that the City divides Phase II into two parts. The first part would have the City and Honeywell begin immediately with higher payback energy initiatives while awaiting the response from funding partners for project implementation. The second part would include some deferred maintenance, solar initiatives, and the remaining energy efficiency initiatives. City staff will be working over the next few weeks to further refine the recommendations to finalize the scope of work, plans of execution and contract development.

e) LED Street Lighting Update (Public Works)

Ramona Doyle, MES, provided the Committee with an update that was presented last month to the Public Works Committee. The City has been working with Maritime Electric Company Ltd. (MECL) to have all street lighting in Charlottetown changed over from the existing lights to LED; reducing electricity usage which is both fiscally and environmentally beneficial.

Of the 3081 streetlights in the City, 1,913 still require upgrade. In 2020, the City has identified 266 light fixtures for replacement. In the coming years, it is planned that MECL will complete approximately 300 LED changeovers per year. The completion of this project is expected in 2027. It was noted that the City has held meetings with MECL in an attempt to have this completed sooner.

It is estimated that during the 6-7 years to complete the LED changeovers, the savings to the City in reduced electricity usage will total \$945,000 and once the entire project is complete the City will have annual savings of \$300,000.

f) Public Transit Stream ICIP Funding

Ramona Doyle, MES presented an update to the Committee on a recent development in the public transit stream of the Investing in Canada Infrastructure Program (ICIP). In a letter dated October 5, 2020 from Steven Myers, Minister of Transportation, Infrastructure, and Energy (TIE), a request was made to the Mayors of the City of Charlottetown, Town of Stratford, and Town of Cornwall. TIE had reviewed a draft budget of the Transit Fleet Renewal and Electrification Program which would include the purchase of twelve electric buses, all required equipment and buildings for electrifying the fleet as well as general improvements to the transit system. This project would take seven years to implement (2021-2027) and would be contingent on budgetary approval by the three municipal Councils. The total draft budget was \$21.6 million (cost shared \$8.6 million federal, \$7.2 million provincial, and \$5.8 million municipal). Of the municipal portion, \$4.4 million would be covered by the City of Charlottetown.

Minister Myers assured that funding support would be prioritized for the Transit Fleet Renewal and Electrification Program in exchange for the three

municipalities releasing the remainder of the ICIP Public Transit Stream funds (\$13.9 million) so that the funds could be transferred to the new COVID-19 Resilience Infrastructure Stream (CVRIS).

The Capital Area Transit Coordinating Committee (CATCC) met October 26, 2020 to discuss the terms of this letter and to develop a response. The meeting outcomes included:

- Revising the draft project budget to ensure that adequate funds were allocated to the Transit Fleet Renewal and Electrification Program. The updated budget is now \$23.8 million (cost shared \$9.5 million federal, \$7.9 million provincial, and \$6.4 million municipal). Of the municipal portion, \$4.8 million would be covered by the City of Charlottetown. This would allow \$11.6 million to be transferred to the CVRIS.
- Reopening the discussion on the request to the provincial government to increase the Provincial Operating Subsidy. The provincial government has provided \$180,000 to the municipalities to operate the transit system annually since 2012. Requests to increase this amount by CPI annually have been made numerous times but to no avail. Had CPI increases been provided over the 8 years, the grant would now be approximately \$230,000 annually. In addition to CPI, the CATCC has also requested increases to the subsidy to contribute to the expansion of the transit system and recognize its importance of meeting the outcomes outlined in the PEI Sustainable Transportation Action Plan. It is proposed that the CATCC request that the new Provincial Subsidy be valued at \$350,000 annually and that these funds be used to expand and innovate the existing service. This request would be made separately from the response on the Transit Fleet Renewal and Electrification Program, however, connections will be made between these two items for negotiation purposes.

The CATCC will proceed with drafting two letters from the three municipalities to the Province on the ICIP Public Transit Stream as well as on the Provincial Operating Subsidy upon approval by the three municipal Councils. It would be the intent of the CATCC to advocate for sustainable on-going funding support for both the capital and operational costs of the tri-municipal transit system.

It was moved by Councillor Rivard and seconded by Councillor McCabe that a resolution be forward to Council to support the direction proposed by the CATCC with regards to the remaining ICIP Public Transit Stream funds and in advocating for an increase to the annual Provincial Operating Subsidy. Carried.

7) New Business

There was no new business introduced.

8) Motion to move into Closed Session

It was moved by Councillor McCabe and seconded by Councillor Bernard to move into Closed Session as per Section 119(1) subsection (e) of the Municipal Government Act. Carried.

9) Adjournment

Moved by Councillor McCabe and seconded by Mayor Brown that the meeting be adjourned. Carried.

The meeting adjourned at 5:30 PM.



City of Charlottetown

Report No: 20-36

Date: October 27, 2020

Directed to:

Chairperson Mitchell Tweel, Members of the E&S
Committee

Department: Environment and Sustainability Committee

Prepared by: Jessika Corkum-Gorrill, Forest and
Environmental Officer

Attachments:

N/A

Subject: Municipal Natural Asset Initiative – Expression of Interest

RECOMMENDATION: Support Expression of Interest Submission to Municipal Natural Asset Initiative

The Municipal Natural Assets Initiative (MNAI) is a team of people that provide scientific, economic and municipal expertise to support and guide local governments in identifying, valuing and accounting for natural assets in their financial planning and asset management programs, and in developing leading-edge, sustainable and climate resilient infrastructure. Environment and Sustainability is interested in submitting an Expression of Interest to the MNAI for their Natural Asset Inventory program.

This program subsidizes local governments across Canada to develop natural asset inventories. The inventory will include a list of natural assets (i.e. wetlands, streams, forests), an understanding of what services these natural assets provide, the boundaries of our assets, an understanding of the condition of these natural assets and risks they face. This inventory is a first step for municipalities to better understand their natural assets and provides the foundation for management, planning, modelling and project implementation.

The following activities are part of this project, if chosen:

- Webinar with community to understand their interest in natural asset management;
- Federation of Canadian Municipalities (FCM) readiness scale assessment to determine state of asset management maturity;
- Inventory template with condition and risk identification; and
- Roadmap for next steps to move from inventory phase to a full natural asset management project.

To participate, the City of Charlottetown would have to contribute \$2,500 towards the project. This would be included in the ²⁰²¹⁻²⁰²² 2020-2021 Environment & Sustainability Operating Budget. Expression of Interests are being accepted on an ongoing basis and successful municipalities will continue to be funded until their program budget is fully allocated.

Respectfully,

GAO

Manager

Other

RECOMMENDATIONS/ACTIONS:



City of Charlottetown

Report No: E&S 20-37

Date:
October 27, 2020

Directed to:
Chairperson Mitchell Tweel, Members of the E&S
Committee

Department: Environment & Sustainability Committee

Prepared by: Katrina Cristall, SO

Attachments:

Subject: Food Council Projects

RECOMMENDATION: That the Environment & Sustainability Committee approve the video series and strategic planning proposed by the Charlottetown Food Council.

The Charlottetown Food Council was formed in August 2018. The thirteen founding Council members provided the broad perspective necessary to create foundational elements to define the Food Council. They have also worked to compile important data relating to Charlottetown's food system and to engage the community on this matter. This work has included the creation of:

- the Charlottetown Food Charter;
- a brand identity;
- a project rubric;
- a Community Food Questionnaire and report; and
- a food asset map.

A series of web-based Community Conversations are also set to occur before the end of 2020 to engage residents in conversations about the local food system as well as to expand and validate the food asset map created by the council. This project was approved by the Environment and Sustainability Standing Committee in August 2020.

In August 2020, the Food Council made the recommendation to the Environment and Sustainability Standing Committee to reduce the size of the Council from 10-14 members to 6-8. The Council is now composed of eight members, several of whom are new. As this new group shifts away from setting the foundation for the Council and moves toward taking action, they have identified a need to come together to develop a concrete work plan and set defined goals for the next phase of the Food Council's activity. Strategic planning will establish the direction required to continue to work successfully.

While the Council feels that strategic planning is essential in allowing them to most effectively work towards making positive, larger scale change in Charlottetown's food system, they would like to continue providing resources to the community in the meantime. To this end, they propose the creation of a video series. This series will involve the release of short, one to two-minute videos each month beginning in

January 2020. The topics of the videos will be on seasonally-relevant priority areas identified by the Council that will inform and engage community members on important aspects of the food system. For example, food waste or meal planning and cooking on a budget. These videos will also be used to highlight existing community food assets, tying into the work the Council has already done on the food asset map. Students at the high school, college, and university level as well as emerging videographers in the community will be engaged to create these videos as an opportunity to gain experience and exposure.

BUDGET:

The budgets for the initiatives described above are summarized below. These expenditures fall within the approved budget for the Food Council within the Sustainability operating budget for 2020-2021.

Item	Cost
Strategic planning coordinator	\$2,500
Honorariums for student/emerging videographers	\$2,000
Honorariums for video participants	\$500
Miscellaneous (e.g. video props/materials, rental fees etc.)	\$500
Total	\$5,500

Respectfully,



Reviewed By:

CAO 	Manager 	Other				

RECOMMENDATIONS/ACTIONS:



City of Charlottetown

Report No: E&S 20-38

Date:
October 27, 2020

Directed to:
Chairperson Mitchell Tweel, Members of the E&S
Committee

Attachments:

Department: Environment & Sustainability Committee

Prepared by: Ramona Doyle, MES

Subject: Food Council Projects

RECOMMENDATION: Update Only

This report is to update the Committee on two recent funding developments for Climate Change initiatives:

ClimateSense Internship Program:

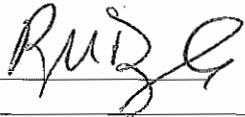
The ClimateSense internship program is offered jointly by UPEI and the PEI Department of Environment, Water, and Climate Change with funding from the Government of Canada. Twelve, 1-year contract positions were offered to PEI organizations including municipalities, government departments and not-for-profits. The City was successful in receiving two, six-month contract positions. One will be focused on urban planning and policy for climate change, and the other will be focused on infrastructure resilience to the impacts of climate change. Funding covers 100% of wages and benefits, with the City making an in-kind donation to hosting and supervising the intern and a cash contribution in equipment of \$2,500. The position will run from January-June, and June-December 2021. Recruitment is completed by UPEI, and postings close on November 5, 2020.

Climate Action & Awareness Fund:

The Government of Canada recently announced the Climate Action and Awareness Fund aimed to increase public awareness and engagement around the impacts of climate change. Project funding was available for up to \$500,000 for projects commencing on January 1, 2021 and concluding by March 31, 2022. Municipalities were not eligible to be lead applicants but were encouraged to partner with not-for-profit organizations to deliver programming in their community. The City has partnered with the PEI Watershed Alliance, the Town of Stratford, Creative PEI, and others and has submitted an application for the program funds. If successful, the project will see the completion of a living shoreline project in the Hillsborough River, several demonstration projects in managing coastal erosion and in-land flooding on public and private land, interpretative art installations and public awareness campaign to educate and engage residents in their role in managing climate change impacts. The fund will be informing applicants of the result of their application by December 31, 2020. The City will need to dedicate some funding and

in-kind support towards the project. Cash contribution will be contingent on funding approval for the 2021-2022 Environment & Sustainability Operational Budget. Support in the 2020-2021 budget (January-March, 2021) will be in-kind only.

Respectfully,



Reviewed By:

CAO

Manager

Other

RECOMMENDATIONS/ACTIONS:



City of Charlottetown

Report No: 20-39

Date: October 27, 2020

Directed to:

Chairperson Mitchell Tweel, Members of the E&S Committee

Attachments:

Department: Environment & Sustainability Committee

Prepared by: Hammad Ahmed, Energy Coordinator

Subject: Energy Performance Contract 90% Update

RECOMMENDATION: Update only

The City of Charlottetown Council awarded the energy performance RFP to Honeywell at the March 2020 Council meeting. The objectives of this Energy Performance Contract are to reduce carbon emissions, achieve energy savings, improve facility conditions, and show leadership in positive environmental transformation through energy upgrades to all City-owned, and co-owned facilities.

The project is a two-phase project, Phase 1: completion of comprehensive energy audits for all City facilities and identification and costing of all potential retrofits. Based on the results of Phase 1 the City will decide if Honeywell will be awarded a contract for Phase 2 which will include implementation of the upgrades, identifying external funding sources and providing a self-funding or other financial option.

So far, Phase 1 is going well with minor delays due to COVID-19 restricting the number of people who could visit sites due to out of bubble travel restrictions. Honeywell has broken Phase 1 into three major milestones 30% (Conceptual review), 60% (Program scope refinement) and 90% (Final program). On 22nd October Honeywell presented their findings with regards to City-owned facilities for final program on costs and saving estimates (90% review). The summary of results presented by Honeywell included new LED fixtures, HVAC upgrades, new biogas boiler for Charlottetown Pollution Control Plant (CPCP), net-zero lab at West Royalty Community Centre, deferred maintenance programs and much more (a list of all measures can be found in the Technical overview section upon request). Below are energy and cost savings recommended by Honeywell for the 90% milestone:

Bell Alliant Centre

17% of electricity cost reduction

7% of district heat cost reduction

Reduction of 169 eCO₂ ton/yr of Green House Gases (GHG) equal to 57 cars/yr taken off the road

Eastlink Centre

30% of electricity cost reduction

8% of district heat cost reduction

Reduction of 253 eCO₂ ton/yr of Green House Gases (GHG) equal to 83 cars/yr taken off the road

City Facilities

23% of electricity cost reduction

24% of oil reduction

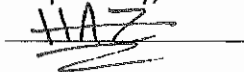
18% of district heat cost reduction

Reduction of 277 eCO₂ ton/yr of Green House Gases (GHG) equal to 93 cars/yr taken off the road

This selection of energy upgrades identified at the 90% review meeting would have a projected total project cost of approximately \$9,859,093. External funding sources could cover as much as \$916,462 of these costs, and additional costs would be offset by annual cost savings of \$350,180. The payback time for the project would be 20.3 years and would reduce the City's operational greenhouse gas emissions by 12.5% equivalent of carbon dioxide per year.

Honeywell has recommended that the City divides Phase 2 into two parts. The first part would have the City and Honeywell start immediately with higher payback energy initiatives while we await the response from funding partners for full project implementation. The second part would include some deferred maintenance, solar initiatives, and the remaining energy efficiency initiatives. City staff will be working over the next few weeks to further refine these recommended to finalize the scope, come up with plans of execution and contract development and bring forward to Council with final recommendations.

Respectfully,



Reviewed By:

CAO

Manager

Other

RD

RECOMMENDATIONS/ACTIONS:



City of Charlottetown

Report No: 2020-09-22-002

Date: Sept 22nd, 2020

Directed to: Public Works Committee

Attachments:

Department: Public Works & Urban
Beautification

None

Prepared by: Scott Adams, Public Works

Subject: Charlottetown Street Lighting Inventory and LED Changeover Program

RECOMMENDATION:

For Information Only

REPORT:

Street lighting is an important service to the public, and is integral for vehicle and pedestrian transportation alike. As LED street lighting has become widely popular for its various benefits, such as reduced power consumption, and comparatively higher light emittance, the City has worked with Maritime Electric Company Ltd. to have all street lighting in the City changed over from the existing lights to LED. In doing so, the City will realize reduced electricity usage, which is both fiscally and environmentally beneficial.

At this time the City has a variety of light types, with varying wattage ratings depending on the location and intended purpose of the light. Throughout the City, there are a total of 3,081 street lights comprised of Halogen (HAL), High Pressure Sodium (HPS), Lantern style (LAN), and Light Emitting Diode (LED) light fixtures. Of the 3,081 total street lights, 1,168 are LED and the remaining 1,913 are either HAL, HPS, or LAN.

The focus of the City and MECL remains on changing the remaining 1,913 light fixtures over to LED. In 2020, the City has identified 266 light fixtures to replace, with primary focus on arterial and collector roads before moving into the residential areas of the City. In coming years, it is planned that MECL will complete approximately 300 LED changeovers per year, which will see the City with entirely LED street lighting by 2027. Please note that Public Works staff have reached out to MECL and will work with them to reduce this timeline in order to realize the cost savings sooner.

In terms of the financial savings associated with the reduction in electricity usage, the benefit to the City is significant. For this initial cluster of 266 lights, the monthly bill is reduced from \$6,906 to \$3,200, a savings of \$3,706 (53.7%). From this first cluster, the City will save approximately \$45,000 per year, and with each year that LED changeovers are completed, these savings are continually increased. It is estimated that during the period of 6-7 years to complete the LED changeovers in the City, the savings in reduced electricity usage will total \$945,000 and once the entire system is changed to LED, the City will realize approximately \$300,000 in savings per year thereafter.

Respectfully,

Reviewed By: _____

CAO

Manager

Other	

RECOMMENDATIONS/ACTIONS:



City of Charlottetown

Report No: E&S 20-40

Date:
October 27, 2020

Directed to:
Chairperson Mitchell Tweel, Members of the E&S
Committee

Department: Environment & Sustainability Committee

Prepared by: Ramona Doyle, MES

Attachments:

- Letter from TIE regarding ICIP Public Transit Stream Funding

Subject: Public Transit Stream ICIP Funding

RECOMMENDATION: That the Environment & Sustainability Committee approve the direction proposed by the CATCC with regards to remaining ICIP Public Transit Stream funds and in advocating for an increase to the annual Provincial Operating Subsidy.

This report is to update the Environment & Sustainability Committee on a recent development in the public transit stream of the Investing in Canada Infrastructure Program (ICIP).

In a letter dated October 5, 2020 from Steven Myers, Minister of Transportation, Infrastructure, and Energy (TIE), a request was made to the Mayors of the City of Charlottetown, Town of Stratford, and Town of Cornwall. TIE had reviewed a draft budget of the Transit Fleet Renewal and Electrification Program which would include the purchase of twelve electric buses, all required equipment and buildings for electrifying the fleet as well as general improvements to the transit system (bus shelters, shelter lighting, terminal upgrades, etc.). This project would take seven years to implement (2021-2027) and would be contingent on budgetary approval by the three municipal Councils. The total draft budget was \$21.6 million (cost shared \$8.6 million federal, \$7.2 million provincial, and \$5.8 million municipal). Of the municipal portion, \$4.4 million would be covered by the City of Charlottetown.

Minister Myers assured that funding support would be prioritized for the Transit Fleet Renewal and Electrification Program in exchange for the three municipalities releasing the remainder of the ICIP Public Transit Stream funds (\$13.9 million) so that the funds could be transferred to the new COVID-19 Resilience Infrastructure Stream (CVRIS).

The Capital Area Transit Coordinating Committee (CATCC) met October 26, 2020 to discuss the terms of this letter and to develop a response. The meeting outcomes included:

- Revising the draft project budget to ensure that adequate funds were allocated to the Transit Fleet Renewal and Electrification Program. The updated budget is now \$23.8 million (cost shared \$9.5 million federal, \$7.9 million provincial, and \$6.4 million municipal). Of the municipal portion, \$4.8 million would be covered by the City of Charlottetown. This would allow \$11.6 million to be transferred to the CVRIS.

- Reopening the discussion on the request to the provincial government to increase the Provincial Operating Subsidy. The provincial government has provided \$180,000 to the municipalities to operate the transit system annually since 2012. Requests to increase this amount by CPI annually have been made numerous times but to no avail. Had CPI increases been provided over the 8 years, the grant would now be approximately \$230,000 annually. In addition to CPI, the CATCC has also requested increases to the subsidy to contribute to the expansion of the transit system and recognize its importance of meeting the outcomes outlined in the PEI Sustainable Transportation Action Plan. It is proposed that the CATCC request that the new Provincial Subsidy be valued at \$350,000 annually and that these funds be used to expand and innovate the existing service. This request would be made separately from the response on the Transit Fleet Renewal and Electrification Program, however, connections will be made between these two items for negotiation purposes.

The CATCC will proceed with drafting two letters from the three municipalities to the Province on the ICIP Public Transit Stream as well as on the Provincial Operating Subsidy upon approval by the three municipal Councils. It would be the intent of the CATCC to advocate for sustainable on-going funding support for both the capital and operational costs of the tri-municipal transit system.

Respectfully,

Ramona Doyle

Reviewed By:

CAO	Manager	Other				

RECOMMENDATIONS/ACTIONS:

Mayor's Task Force on Active Transportation Meeting

Tuesday, October 20, 2020

6:00PM – Webex

Present: **Peter Rukavina, Co-Chair** **Joanne MacRae**
 Heather Rossiter **Jason White**
 Karri Shea **Margaret Gallant**
 Ramona Doyle, MES **Mitch Underhay**

Regrets: **Ryan Bulger, Chair**

1. Call to Order

Peter Rukavina, Co-Chair, called the meeting to order at 6:00PM.

2. Declarations of conflict of interest

There were no conflicts of interest declared.

3. Approval of Minutes

It was moved by Joanne MacRae and seconded by Margaret Gallant that the minutes be approved with two corrections by Joanne MacRae.

The first correction was in Section 5 b. of the September minutes, which was missing a clause put forward by Peter Rukavina. This omission has since been corrected by the MES.

Joanne wished to amend a sentence in Section 5 d. of the September minutes from "Joanne inquired when the share the road signage would be in place on Riverside Drive" to "Joanne inquired whether the Share the Bike and Pedestrian Pathway would be in place on Riverside Drive."

4. Approval of Agenda

It was moved by Jason White and Seconded by Heather Rossiter that the Agenda be approved as circulated.

5. Presentation by Mitch Underhay from Bike Friendly Charlottetown

Mitch Underhay from Bike Friendly Charlottetown presented a pilot project to the Task Force for bike lanes that would connect people in Charlottetown, Stratford, and Cornwall to schools and the existing network of AT trails. He presented Bike Friendly Charlottetown, gave an update on the group's activities in the past year, provided some suggestions on network planning, 2021 priorities for the organization, cost estimates for the proposed pilot project, and next steps.

Bike Friendly Charlottetown is currently broadening its scope to be inclusive of Stratford and Cornwall as well as embracing the term Active Transportation in their name.

Mitch Underhay presented a network model for designing pilot AT lanes that permit people aged 8 to 80 to use the infrastructure safely to get to work, school, or the existing network of AT trails. These proposed lanes are existing connective "anchor" streets that are expected to receive support from the communities where they would be implemented.

The proposed model includes a bi-directional bike lane on one side of the road, divided from the street by modular concrete barriers and upright bollards. The modular concrete barriers can be moved by a forklift. If the street where the bike lane is installed has parking, the parking lane can serve as additional protection between the bike lane and street traffic.

Proposed network connections include bi-directional lanes on Grafton Street, Nassau Street, around Upton Farm (which would connect Cornwall to Charlottetown), Beach Grove Road (which would connect the West Royalty Area to UPEI), Queen Elizabeth Drive, Victoria Park, Sherwood Elementary School, Orlebar Street (Which would allow students from Stratford to bike safely to Birchwood Intermediate School), and Second Street.

Mitch Underhay proposed an estimated budget of 2 Million dollars, suggesting that funding could come from the Active Transportation Fund and the new Federal COVID-19 Resilience Stream. A key budgetary consideration is creating consistent wayfinding and branding signage across the network to alert pedestrians and motorists. This would ensure that they are easily readable for tourists and individuals with cognitive disabilities.

In terms of next steps, Mitch Underhay proposed validating the project costs with municipal and provincial staff, then revise the plan with updated budgetary considerations. He would then present 2021 budget plans to the municipal councils. Following this would be the application to federal funding. Then the plan is to continue network planning for 2022 and beyond to ensure that the long-term AT network goals can be achieved.

Mitch is also scheduled next week to speak to the PEI Active Transportation Fund Committee with the Minister of Transportation to prime them on the funding application and the use of provincial land.

Discussion

The presentation was met by enthusiasm by members of the Task Force. They committed to discussing the plan further and to return to Mitch with a follow-up at the next Task Force meeting.

The MES proposed that the Task Force, in collaboration with Bike Friendly Charlottetown, select a few key bike lanes to prioritize in order to include in the first draft of the Capital Budget, which they are aiming to complete by the end of November. The funding deadline for the AT fund is on December 7th, and it would thus be useful to have a list of three priority bike lanes to include on the list for next years' funds.

Concerns raised by the Task Force included the underrepresentation of East Royalty in the plan, the long-term upkeep, maintenance, and human resources that this project will require, as well as the level of community engagement that will be required to ensure that this project can go ahead.

The MES emphasized that the Task Force should be aware of their capacity and the time commitments of this undertaking. The concrete barriers and upright bollards may be cheap to produce and install, but a key consideration is the financial and human resources required for community meetings and communications to residents. For this reason, the MES recommended it is better to do one pilot bike lane very well as opposed to trying to do all of them.

Jason White mentioned that the bike lanes are often forgotten about during the winter. It would thus be essential to include a budget for upkeep and snow clearing in the winter. The MES echoed this point, indicating that there is the budget to build something, but this budget rarely includes long-term maintenance. For instance, a street sweeper and snowplow equipment dedicated to AT infrastructure would make a big difference but neither of these items are covered by funding programs. The MES asked for suggestions on advocating for more support for maintenance of AT projects in the PEI Active Transportation Fund and noted that this maintenance consideration will also need to be discussed with City Council. This is especially important, Jason White noted, because the consequence of poor maintenance on AT trails is that people will get hurt, or not use them and revert to using the street.

Concerns were also raised about the risk of the bi-directional bike lanes removing parking or a sidewalk. According to Mitch Underhay the key is not to remove anything but to upgrade what is already there. The streets proposed for the pilot project are safe and there is already extra space for a bi-directional bike lane and barriers.

Based on the above discussion, Peter Rukaniva recommended including a few extra slides in the plan that include considerations for financial and human resources

required for maintenance, as well as the Task Force, council, and public meetings that would be required.

Margaret Gallant suggested that Steven Myers, the Minister of Transportation, Infrastructure and Energy could be consulted on this. Perhaps the Provincial Government could offer support in the form of human resources to the municipality.

Next Steps for the Task Force

The MES asserted that due to the volume of current AT budget commitments, it would be useful to prioritize a few key bi-directional bicycle lanes to ensure that they come to the table with realistic expectations. The Task Force agreed that they should champion three pilot lanes.

Mitch Underhay's preferred strategy is not to limit the amount of proposed pilot lanes, but to identify the barriers to making each of the proposed AT bike lanes a reality.

Peter Rukavina suggested that Mitch get some budgetary numbers for the soft costs of the project and present a more comprehensive estimate to the MES and Public Works Manager Scott Adams.

6. Reporting from Department Liaison

a. Public Works Update

- **Saint Peters Road Construction at the Bypass**

Jason White provided an update to the Task Force.

The construction of the AT trail at the intersection of St Peters Rd and the Bypass is making progress. However, he raised concerns about the Province's approach to avoiding the trees, which creates a limited space for wheelchair and bicycle accessibility. The intersection as it stands is very dangerous for bikers and Steven Piggott three times but received no responses. Now that the concrete is being poured, Jason is concerned about people not using the AT trail in that section and walking around it. It also seems as though this section is unsafe and would be difficult to navigate in a wheelchair. The Mayor has indicated that there is a contingency fund in case an adjustment needs to be made but Jason noted that the problem should have been addressed in the month since he first raised the issue.

Joanne MacRae noted that in frustrating situations like this, it is the Task Force's responsibility to be proactive and move things forward.

- **Construction on Confederation Trail Crossing at Longworth and pedestrian crossing at Great George and Fitzroy**

Jason White asked about the construction that was currently taking place where Confederation trail crosses Longworth.

The MES noted that there are two road crossing that are currently getting upgrades. One is the Confederation Trail at Longworth Avenue and the other is the pedestrian crossing at Fitzroy and Great George. They are both being modified with the AT Trail budget. They include curb extensions that

1. expand the sidewalk and narrow the road to cause a slow-down in traffic; and
2. provide a wider safe zone for pedestrians or bikers to be seen by traffic before crossing.

- **Beach Grove Project**

The MES provided an update on the Beach Grove Project.

The project has begun and consists of connecting Maypoint and the Beach Grove Intersection back towards Great Beach Grove Home and the trail system to Upton Park.

b. Parks & Recreation Update

- **Confederation Trail**

Joanne MacRae provided an update on the Confederation Trail maintenance and an email conversation with Ruth Delong from Island Trail.

Joanne noted that the grass was trimmed on both sides of the area of Confederation Trail between Allen Street & Belvedere Avenue, but the bushes are still hanging over the trail which remains a huge safety issue.

She also raised concerns about the orange wire that is coming up in this section. But proposed to table this issue until the spring.

c. Police

No update to report at this time.

d. Sustainability

- **Signage**

Joanne MacRae emphasized that she would like to see signage on Riverside Drive that reads "Share the Bike and Pedestrian Pathway" rather than merely "Share the Road."

The MES has confirmed that they have purchased a Share the Road sign, and they will be doing another round of purchasing. However, the MES noted that the signage is dictated by Highway Safety. She will review the possibility of ordering these new signs with Scott Adams.

- **Hillsborough Bridge AT Project**

Peter Rukavina asked the MES if the Grafton to Park Street part of the Hillsborough AT Path will be complete in 2020 or 2021.

The MES responded that the Hillsborough Bridge as well as Riverside Drive up to Park Street will be included in the provincial project. Their aim is to complete this section in Fall 2020 unless there are changes.

Peter reiterated that it would be essential to have the signage that Joanne MacRae suggested to ensure that this section of the trail is useful and safe.

The MES has committed to talk to Scott Adams to ensure that the pavement is in good shape on the connection between the provincial and municipal sections of roads in preparation for the opening of the Hillsborough Bridge AT Connector. Jason White and Peter noted that this section of road is deteriorating and littered with potholes.

Joanne MacRae inquired about which sections of Riverside Drive and the Hillsborough Bridge were managed by the Province.

The MES responded that the connection down Riverside Drive going towards Park Street is provincially owned but will be maintained by the City. The City would need to construct the AT trail as of Grafton and Water street, this will be considered in the 2021-2022 budget.

- **The Sustainability Motion**

The MES provided an update on the Sustainability Motion raised last meeting was brought to the Environment and Sustainability committee. The committee has agreed to look at the University Avenue underpass as part of the Capital Budget proposal for 2021.

- **Bypass Highway Phase 1**

The MES provided an update on Phase 1 of the Bypass Highway reconstruction.

Work has begun, but the asphalt plant closes soon, and the project will not be complete by this fall. They are currently working on the section of the Bypass Highway between St Peters Rd and Pioneer street. However, the road in front of the Hospital will not be completed until the Spring. This is subject to change.

e. Cycling PEI

No update to report at this time.

f. Bike Friendly Charlottetown

Karri Shea indicated she had no update to report at this time due to Mitch Underhay's presentation, which addressed Bike Friendly Charlottetown's current projects.

7. New Business

• Underpass on Andrew's Mill Pond Trail

Jason White inquired about the underpass that is being installed at the point of Andrew's Mill Pond Trail that crosses St Peters Rd.

The MES indicated that St Peters Rd is a provincial road, and the province is installing a pedestrian underpass that will connect the trail on both sides of the road. The Mayor indicated that the approximate cost estimates he received from the Minister of Transportation, Infrastructure and Energy was \$800,000.

The MES will do an inquiry about what is public and private property and report on the status of the trail connection.

8. Discussion about Bike Friendly Charlottetown's Presentation

The members of the Task Force each identified their top three picks of prioritized bi-directional bike lane pilot projects.

Joanne MacRae, Heather Rossiter, Margaret Gallant, and Jason White each identified Grafton Street and Nassau Street as priorities. The Grafton lane would be easy to implement, and it would connect Holland College – one of Charlottetown's hubs – to the greater AT trail network. Joanne highlighted the value of the Nassau street proposal because many people already use this road as a safe way to travel to Ravenwood Dr W and through to the Confederation Trail.

Heather Rossiter also identified Beach Grove Rd as another appealing choice because it would connect Cornwall to Charlottetown through an AT trail and provide a safe passage for students to Charlottetown Rural High School.

Margaret Gallant was also drawn to the Orlebar St suggestion as it would connect students from Stratford to Birchwood Intermediate School.

Jason White appreciated the suggestion to connect West Royalty to UPEI on Beach Grove Road.

Peter Rukavina underlined the value of connecting the students coming from Stratford to Birchwood Intermediary School, as it would be a completely new way of connecting the two municipalities.

Peter then asked the MES to speak to the public meetings required to add bi-directional bike lanes. The MES responded that, even if not required, it would be essential to have community meeting. Jason White insisted on the importance of community consultation. Peter identified the value of having Bike Friendly Charlottetown as a mediator between the city and the community on these matters.

There was a discussion on which side of the street the bi-directional bike lanes would be installed. The sidewalk side or the opposite side of the street. The MES identified that in the example of Nassau street, the presentation did not specify which side.

There was also a follow-up discussion about how the Nassau pilot bike lane would affect traffic and entry lanes for the businesses along the street. Joanne MacRae identified that at the Bike Friendly Charlottetown rally in March, businesses were at first hesitant to embrace the lane on Riverside Drive, but once it was built there have been few issues.

Jason White urged the Task Force to be cautious about the repercussions of adding a bi-directional bike lane to narrow streets, as it could make the streets almost impassable in the winter.

Adjournment 7:39pm

CHARLOTTETOWN FOOD COUNCIL
Wednesday, October 21, 2020
5:30 PM – Council Chambers, City Hall

PRESENT: Bernie Plourde, Chair
Morgan Palmer
Meghan Adams
Karen Murchison
Brad Doiron
Sheena Mathew
Phil Ferraro

ALSO: Katrina Cristall, SO

REGRETS: Ramona Doyle, ESM
Colleen Walton

1) Call to Order

The meeting was called to order at 5:31PM

2) Declarations of conflict of interest

No declarations of conflict.

3) Review & Approval of Agenda

Approved – Moved by Brad Doiron, Seconded by Sheena Mathew

4) Appoint Meeting Secretary & Referee

Katrina Cristall recorded minutes during this meeting.

5) Adoption of Minutes

Approved – Moved by Morgan Palmer, Seconded by Karen Murchison

6) Items for Discussion

- a) Amended contract for on-line Community Conversations

Katrina Cristall informed the Council that Jacqui Scaman, who was on contract to coordinate the original Community Conversations is available and interested in coordinating the virtual conversations. She requested an additional \$200 to do so in addition to the \$560 outlined in her original contract for a total of \$760. This expenditure falls within the original budget approved by the E&S committee.

A motion to approve this additional expenditure of \$200 was put forward by Karen Murchison and seconded by Morgan Palmer. Motion passed.

b) Update on Community Conversation content & Asset Map

Katrina Cristall presented the online asset map tool to the Council for review. General consensus was that it works well and does not require major updates.

Potential additions to the map were discussed. The potential of having Imene, a dietetic intern with the provincial government, look into the different school food programs, and adding them to the map, was discussed. Katrina and Meghan to follow-up on this. The problem of assets without addresses was also discussed. Katrina to compile and circulate to the Council to see if known addresses can be identified for these assets. For those where one cannot be determined, Katrina to see if the City's GIS technician can have these assets show up as located at City Hall but not have them show up as part of this City ward, so as not to skew the statistical breakdown.

The need to inform the individuals behind the province wide food map and to invite to community conversations was discussed. Karen to follow-up with Pauline Howard on this.

Meghan Adams presented a plan that was developed by herself and Jacqui Scaman relating to the themes of the Community Conversations, the structure they will take, potential speakers, and the general timeline. It was decided that Meghan would circulate the plan to Council members who can then provide general feedback on the plan and make suggestions for potential speakers. After this feedback is given, Jacqui and Meghan will move forward with the execution of the events with little additional consultation with the Council.

The importance of discussing the plan with the City's communications team was identified. Katrina to set up meeting with communications and Jacqui to discuss.

c) Sustainable Procurement Policy updates

No update.

d) Video series

The Council watched the food waste video created by the Council focusing on food waste tips from Rebecca Sly. Katrina identified need for different presentation of City logo and will send logo to Brad. Otherwise Council was happy with the video. Brad to make updates to video and sent to Katrina who will forward on to City communications for approval.

An honorarium for Rebecca was discussed and it was decided she would be given a \$50 Farmacy & Fermentary gift card. Katrina to purchase and Sheena to deliver.

Meghan Adams presented a calendar of proposed topics for monthly video series. Discussion around these topics occurred. The idea of policy around them was also discussed. The need for strategic planning to inform this policy work was identified. It was decided that the Council would like to continue providing important messages related to food to the community in the meantime as they work to form their longer-term strategic plan. As a result, they will move forward with the execution of a series of videos without concern for tying to specific policy issues, although some work of this type may arise.

A video series planning committee consisting of Brad Doiron, Sheena Mathew, and Bernie Plourde was formed. This committee will solidify a proposed list of video topics for 12 months, starting in January 2020, and circulate to Council for final approval.

Quotes obtained by Brad relating to videography for future videos were discussed. It was decided that these quotes may not be sufficient for identifying an appropriate videographer as the ask was vague. The idea of using student videographers was discussed as a way to give them experience and exposure. An honorarium would be given to these individuals. The video series planning committee will look into this.

It was decided that a budget for this project of \$3,000 will be proposed to the E&S standing committee for approval.

A motion to approve the creation of a 12-part video series with a budget of \$3,000 was put forward by Meghan Adams and seconded by Sheena Mathew. Motion passed.

e) Quotes on Strategic Planning

Karen Murchison provided update on strategic planning. She is still waiting on some quotes. At this time she has one from Volume 18 for approximately \$2,000. City procedure of selecting the lowest bid was discussed. It was decided that Katrina would seek approval from the E&S committee for a maximum of \$2,500 to be put towards strategic planning and that Karen will circulate the additional two quotes when she has them. The Council will do an e-mail based vote at that time to confirm the successful quote.

f) Environment & Sustainability Standing Committee report

Katrina Cristall provided update on E&S committee report. Report will be taken to standing committee on October 27th for approval of video series and strategic planning expenditures.

g) Virtual town hall discussion on Food with district 10 candidates

Bernie Plourde put forward idea that was submitted to him by a community member to host a virtual town hall focused on food issues for candidates in district 10. Food council members were very interested in this idea but agreed that it is too tight of a timeline before the by-election. The Council has flagged the idea as one they would like to revisit for future elections and possibly as an annual event, regardless of whether or not there is an election.

7) Action Items:

Action item: Katrina and Meghan to follow-up with Imene Hank and Kathleen Brennan with the province regarding work on the asset map.

Action item: Katrina to follow-up with the Council and the City's GIS technician regarding final updates to the map and assets with unknown addresses.

Action item: Karen to update Pauline Howard of the work being done on the asset map and invite her and others from PEI Food Exchange to the Community Conversations.

Action item: Meghan will circulate notes to Council members on Community Conversations plan.

Action item: All Food Council members will provide feedback on the Community Conversations plan by a specified date after which execution of the events will commence.

Action item: Brad, Sheena, and Bernie will solidify list of video series topics for the next 12 months and circulate to Council for approval.

Action item: Katrina to send Brad City logo and Brad to make updates to food waste video and return to Katrina, who will send to Communications for approval and posting.

Action item: Katrina to purchase Farmacy & Fermentary gift card and get to Sheena who will deliver to Rebecca.

Action item: Brad, Sheena, and Bernie to seek out student videographers for creating video series.

Action item: Karen to compile an additional two quotes related to strategic planning and circulate these quotes to Council with a recommendation. Council will vote on this motion via email.

Action item: Katrina to present video series and strategic planning proposal to Environment & Sustainability Standing Committee on October 27th for approval of expenditures.

8) Motion for Adjournment:

Meeting Adjourned at 7:36PM – Motioned by Morgan Palmer, seconded by Meghan Adams.

CHARLOTTETOWN RIDERSHIP - October 2020

Sum of Charlottesville Ridership Route #														
Date	1	2	3	4	5	6	7	9	11	13	14	15	Grand Total	
10/1/2020 Thu	459	172	171	202	78	156	2	206	153	2	1	0	1,602	
10/2/2020 Fri	397	203	184	207	90	156	4	145	143	3	1	0	1,533	
10/3/2020 Sat	378	241	238	0	0	100	0	0	0	0	0	0	957	
10/4/2020 Sun	156	0	0	0	0	180	0	0	0	0	0	0	336	
10/5/2020 Mon	380	165	144	180	99	165	5	144	144	2	1	0	1,429	
10/6/2020 Tue	429	175	142	200	84	144	3	135	178	4	1	0	1,495	
10/7/2020 Wed	360	177	169	161	86	153	7	154	162	3	2	0	1,434	
10/8/2020 Thu	323	186	164	158	65	133	7	176	129	3	2	0	1,346	
10/9/2020 Fri	387	195	187	171	85	180	3	177	118	1	1	0	1,505	
10/10/2020 Sat	386	257	257	0	0	103	0	0	0	0	0	0	1,003	
10/11/2020 Sun	135	0	0	0	0	225	0	0	0	0	0	0	360	
10/12/2020 Mon	0	0	0	0	0	0	0	0	0	0	0	0	0	
10/13/2020 Tue	420	219	183	163	97	156	5	216	142	2	1	0	1,604	
10/14/2020 Wed	302	134	99	134	56	132	5	68	133	2	1	0	1,066	
10/15/2020 Thu	480	241	168	215	75	134	6	224	160	2	2	0	1,707	
10/16/2020 Fri	432	194	229	193	85	171	4	207	190	2	2	0	1,709	
10/17/2020 Sat	314	254	229	0	0	94	0	1	0	0	0	0	892	
10/18/2020 Sun	330	0	0	0	0	0	0	0	0	0	0	0	330	
10/19/2020 Mon	343	188	122	164	81	116	7	124	159	3	2	0	1,309	
10/20/2020 Tue	409	156	158	172	92	161	7	174	156	4	2	0	1,491	
10/21/2020 Wed	402	179	176	165	78	154	0	133	129	3	2	0	1,421	
10/22/2020 Thu	405	267	169	177	80	147	5	156	144	4	3	0	1,597	
10/23/2020 Fri	407	231	186	187	89	195	10	132	158	4	1	0	1,600	
10/24/2020 Sat	347	218	214	0	0	115	0	0	0	0	0	0	884	
10/25/2020 Sun	323	0	0	0	0	0	0	0	0	0	0	0	323	
10/26/2020 Mon	349	194	159	165	77	131	5	129	157	2	2	0	1,370	
10/27/2020 Tue	351	189	165	159	96	137	9	175	148	6	2	0	1,437	
10/28/2020 Wed	384	196	154	162	94	147	0	183	152	3	1	0	1,476	
10/29/2020 Thu	413	217	185	166	78	149	7	214	137	3	1	0	1,570	
10/30/2020 Fri	433	170	196	200	82	193	7	155	186	6	2	0	1,630	
10/31/2020 Sat	329	236	241	0	0	153	0	3	0	0	0	0	962	
Grand Total	10,963	5,254	4,689	3,701	1,747	4,180	108	3,471	3,178	64	33	0	37,388	

CHARLOTTETOWN RIDERSHIP - October 2020

Values

		2020	2019	2018	2017
Total Ridership		37,388	74,240	61,423	51,361
Monday - Friday		31,024	65,104	53,388	44,593
	Paying				
	Non - Paying	307	866	883	1,039
	Working Day	21	22	22	21
	Average	1,492	2,999	2,467	2,173
Saturday		4,684	6,099	5,508	4,107
	Paying				
	Non - Paying	24	88	86	63
	Working Day	5	4	4	4
	Average	942	1,547	1,399	1,043
Sunday		1,327	2,057	1,546	1,545
	Paying				
	Non - Paying	22	26	12	14
	Working Day	4	4	4	5
	Average	337	521	390	312

Day	Non		Monthly	
	Paying	Ridership	Paying	Ridership
Sun	22	1,349	1327	1,349
Mon	36	4,108	4072	4,108
Tue	76	5,951	5951	6,027
Wed	45	5,352	5352	5,397
Thu	70	7,752	7752	7,822
Fri	80	7,977	7897	7,977
Sat	24	4,684	4684	4,708
Grand Total	353	37,385	37,385	37,388



**STRATEGIC PRIORITIES & INTERGOVERNMENTAL
COOPERATION COMMITTEE
REPORT TO COUNCIL
NOVEMBER 9, 2020**

The Strategic Priorities & Intergovernmental Cooperation Committee met on Thursday, October 29, 2020 and the minutes are included in your package.

The Affordable Housing Advisory Committee did not meet since the last meeting of Council.

The Youth Engagement Advisory Committee did not meet since the last meeting of Council.

There are no resolutions for your consideration.

Respectfully submitted,

Councillor Kevin Ramsay, Chair

STRATEGIC PRIORITIES & INTERGOVERNMENTAL COOPERATION

Thursday, October 29, 2020

12:00 PM – Council Chambers – Live Stream

Present: Councillor Kevin Ramsay, Chair
Councillor Bob Doiron, Vice-chair (by phone)
Councillor Mitchell Tweel, Member at Large
Councillor Greg Rivard, Member at Large

Also: Peter Kelly, CAO
Richard MacEwen, UM
Chantal Matheson, ERPC

Regrets: Mayor Philip Brown

1) Call to Order

Councillor Kevin Ramsay, Chair, called the meeting to order at 12:00 PM.

2) Declarations of Conflict of Interest

There were no conflicts of interest declared.

3) Approval of Agenda

It was moved by Councillor Greg Rivard and seconded by Councillor Mitchell Tweel that the agenda be approved. Carried.

4) Approval of Minutes

It was moved by Councillor Greg Rivard and seconded by Councillor Mitchell Tweel that the minutes from October 6, 2020 be approved as circulated. Carried.

5) Business Arising from Minutes

There was no business arising from the minutes.

6) Reports/Discussions:

a) Monthly meeting date/time

The Committee agreed to meet the fourth Thursday of each month at 12:00 PM.

7) Motion to Move into Closed Session

Motion to move into closed session, as per Section 119 (1) sub-section (e) of the PEI Municipal Government Act was moved by Councillor Mitchell Tweel and seconded by Councillor Greg Rivard. Carried.

8) New Business

There was no new business.

9) Meeting Adjourned

Moved by Councillor Mitchell Tweel and seconded by Councillor Rivard that the meeting be adjourned. Carried.

The meeting adjourned at 1:00 PM



**FINANCE, AUDIT & TENDERING COMMITTEE
REPORT TO COUNCIL
November 9th, 2020**

The Finance, Audit & Tendering Committee met November 4th, 2020 for their regular meeting.

There are three (3) resolutions included in this package for your consideration.

- Donation of land
- Safe Restart COVID
- Sale of parking lot (54 Fitzroy Street and 85 Kent Street)

Respectfully submitted,

Deputy Mayor Jason Coady, Chair

Finance, Audit & Tendering Committee
November 4th, 2020
12:00 p.m. Council Chambers

Present: **Deputy Mayor Jason Coady (Chair)** **Councillor Greg Rivard**
 Councillor Mike Duffy **Councillor Kevin Ramsay**
 Peter Kelly, CAO **Mark Lanigan, FM**
 Connie McGaugh, ACC **Mayor Philip Brown**

Regrets:

1) Call to Order

Chair Bernard called the meeting to order at 12:01 pm.

2) Declarations of conflict of interest

There were no conflicts of interest declared.

3) Approval of Agenda

A motion to approve the agenda was made by Councillor Ramsay and seconded by Councillor Rivard.

Motion Carried

4) Approval of Minutes

Moved by Councillor Rivard and seconded by Councillor Duffy that the minutes of October 7th, 2020 be approved as circulated.

5) Business Arising from Closed Session

a. Donation of a portion of land for greenspace

Committee was informed that Parks & Recreation had been donated a 15.12 acre of Anne Barbour's property (PID#191767) to be used as greenspace and to issue a taxable receipt. A resolution will be brought forward to Monday, November 9th, regular meeting of Council.

b. Safe Restart COVID

A resolution will be brought forward to Monday, November 9th regular meeting of Council for the City to enter into an agreement for Phase 1 of the program.

c. 70 Kent Street Purchase Update and Sale of Parking Lot

The CAO provided Committee with an update on the purchase of 70 Kent Street and sale of parking lot. The City had a person in to look at the roof structure of the building and it was determined that there was a spot in question. In regards, to this issue with the roof the purchase price has been dropped to \$1.540 million the building has been appraised at \$1.625 million. The sale of the parking lot will be closing on March 31, 2020 in the amount of \$1.179 million. A resolution will be brought forward to Monday, November 9th regular meeting of Council from Finance.

6) Motion to move into closed session, as per Section 119 (1) sub-sections (b) & (e) of the PEI Municipal Government Act

Moved by Councillor Duffy and seconded by Councillor Ramsay to move into the closed session

7) Adjournment of Public Session

Moved by Councillor Ramsay and seconded by Councillor Rivard that the meeting be adjourned.
Motion Carried.

Meeting adjourned 1:05 p.m.

Chair: Deputy Mayor Jason Coady



CITY OF CHARLOTTETOWN

RESOLUTION

Finance # 1

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ **Jason Coady**

Seconded by Councillor _____ **Greg Rivard**

RESOLVED:

That the City of Charlottetown accepts a portion of Anne Barbour's property (PID#191767) the donation of 15.12 acres of land to be used as greenspace and to issue a taxable receipt for \$360,000 based on the appraised value as determined by CBRE, Valuation and Advisory Services.

And further that the Mayor and CAO are here by authorized to execute standard contracts/agreements to implement this resolution.



City of Charlottetown

Report No: Report 16 – Donation of
portion of Anne Barbour's Property
(CLOSED SESSION)

Date: November 2, 2020

Directed to: Standing Committee

Committee: PRLA

Prepared by: Frank Quinn

Attachments:

- Map of property
- Preliminary Survey (Sept 25)

Subject: Donation of a portion of Anne Barbour's property (PID # 191767) for greenspace and issue a taxable receipt

RECOMMENDATION:

The staff recommends to accept this donation of a portion of Anne Barbour's property (PID #191767) to be used for greenspace and to issue a taxable receipt for the appraised value of \$360,000. If supported by PRLA Committee, the recommendation would be forwarded to Finance Committee, as per their terms of reference.

REPORT:

The PRM received a request (via email) from John Andrew and Darren Riggs indicating that Anne Barbour has offered to donate 14.4 acres of her property (portion of PID #191767) to the City of Charlottetown to be used as a natural area. Please see map of property

The total size of the property is 29.6 acres and runs from Norwood Road to Wright's Creek. The property borders on MacFayden Park and MacDonald Construction on the east, and to the south, borders Andrew's Pond North and City owned property along the pond. The proposed portion of property includes: area of east side of Andrew's Pond where we hope to build a trail that will complete the trail encircling the pond, dam for Barbour's Pond, a portion of Barbour's Pond not owned by the City, a wetland & meadow area to west of Wright's Creek & Barbour's Pond, and a swale that carries storm water from Norwood Road to Wright's Creek. A condition of the donation is that this portion of property would be designated a natural area by the City and be called the W.G. Barbour Natural Area.

Department staff hired the necessary services to complete an appraisal of the proposed property. The appraisal report was received on August 20, 2020, and indicates that the property is valued at \$360,000.

Staff had the property surveyed. Please see attached Preliminary Survey (September 23, 2020), which indicates the property is slightly larger (15.12 acres).

Staff have been in contact with the City's solicitor to start the process of drafting a donation agreement. If this donation is accepted by Council, then it is anticipated that this agreement could be executed within the next few weeks.

Respectfully,
Frank Quinn

Reviewed By:

CAO

Manager

Other

RECOMMENDATIONS/ACTIONS:

The PRLA Committee supports staff recommendation to accept this donation of a portion of PID #191767 (15.12 acres) to be used for greenspace and to issue a taxable receipt for the appraised value of \$360,000 to Anne Barbour, as noted in the Appraisal Report (received August 20, 2020). Further that the PRM will send the committee's recommendation to Finance Committee, as per their terms of reference for land acquisition. If supported by Finance then a resolution would be brought forward to Council for their consideration.

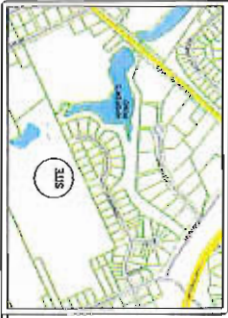
PEI Department of Agriculture & Forestry

Parcel 191767, Anne B,Barbour. Charlottetown, 12Hectares,29.6Acres



Map is 0.8837 km wide.

Produced by the Prince Edward Island Department of Agriculture & Forestry. This map is a graphic representation and is not intended to be used for legal description or to calculate exact dimensions.



KEY PLAN (Sheet 0423)

LEGEND

1. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
2. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
3. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
4. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
5. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE

NOTES

1. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
2. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
3. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
4. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE
5. ALL LOTS ARE TO BE MAINTAINED AS OPEN SPACE

SCALE 1" = 100'



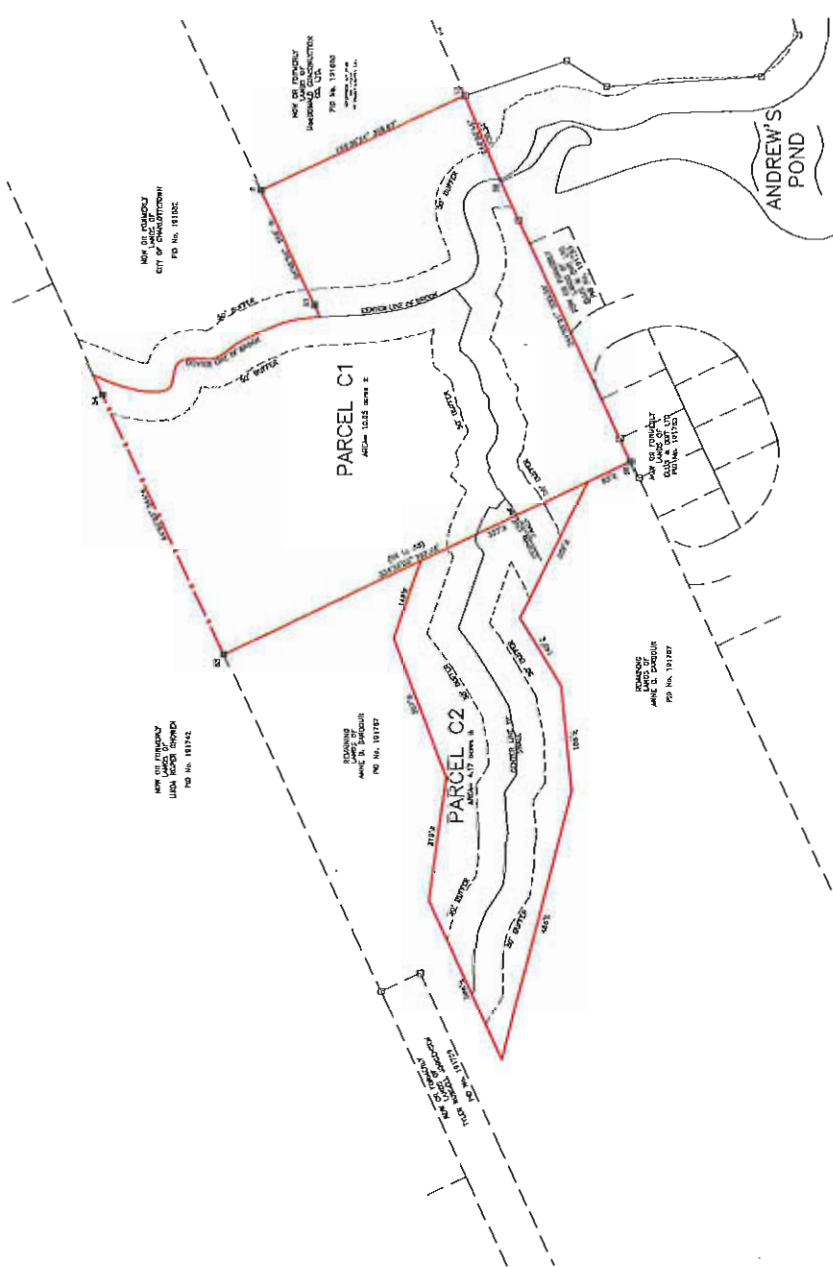
Prepared by
Derek A. French Professional Services Inc.
1000 West 10th Street, Suite 100
Saskatoon, Saskatchewan S7N 3A5
Tel: 306-334-2545
d.french@frenchps.com

PLAN OF SURVEY SHOWING
PARCELS C1 & C2
BEING A SUBDIVISION OF LANDS OF
ANNE B. BARBOUR

CHARLOTTETOWN
QUEBEC COUNTY
DRAWN BY: JAS
P.L.D. No. 101767
DRAWING No. 20189



PRELIMINARY
THIS PLAN IS NOT TO BE USED FOR ANY OTHER PURPOSES
WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR





CITY OF CHARLOTTETOWN

RESOLUTION

Finance #2

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ Jason Coady

Seconded by Councillor _____ Greg Rivard

RESOLVED:

WHEREAS the Safe Restart Agreement will provide financial assistance for reopening municipal services in PEI to support critical needs for transit, protection of public health and safety, prepare for potential future waves of the COVID-19 virus, and further support the safe reopening of economies across Canada.

AND WHEREAS a signed agreement to participate reflects the municipality's understanding on shared objectives and terms established by the Safe Restart Agreement between the Government of Canada and the Province of PEI.

AND WHEREAS the Safe Restart Agreement requires a formal resolution outlining participation in the program;

BE IT RESOLVED that the Council authorizes the City of Charlottetown to execute the "Confirmation of Municipal Services and Agreement to Participate".

- Province negotiated funding agreement with Federal Government
- Provides financial assistance for reopening municipal services in PEI to support critical needs in specific sectors
- Municipalities that are eligible for 'Federal Gas Tax' funding are eligible for this 'Safe Restart' funding
- Base funding amount on a per capita basis for City of Charlottetown is \$701,374; disbursed following receipt of completed *Confirmation of Municipal Services and Agreement to Participate* document and authorizing resolution of Council
- Additional service level funding may be provided if a municipality confirms costs above the base level



CITY OF CHARLOTTETOWN

RESOLUTION

Finance Committee #3

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ Jason Coady

Seconded by Councillor _____ Greg Rivard

RESOLVED:

That the Council approve an option to sell 54 Fitzroy (PID#343640), 85 Kent Street (PID#343533) and remnant portions of adjacent right of way as identified in Morris Engineering Survey, dated Nov 4, 2019 being RD1, RD2, RD3 to Rodd Investments Ltd. (or subsidiary company). The sale price is \$1.179 Million with the sale option expiring March 31, 2021.

Further, that the Mayor and CAO be hereby authorized to execute such standard contracts and agreements required to implement this resolution.

<u>Parcel</u>	<u>Map #</u>	<u>Property Location</u>	<u>Owner Name & Mailing Address</u>
343640	11L036F121	54 FITZROY ST CHARLOTTETOWN	CITY OF CHARLOTTETOWN PO BOX 98 CHARLOTTETOWN PE C1A 7K2
Original Prop No:			
School District:	2001		
Work Unit:	2704		
Lot/Township #:	70		
School Unit #:	3		
Parcel and Lease			
343640 - 0			
Account Status:	A	Assessment Values	Designated Taxpayer and Mailing Address
		Commercial:	RODD INVESTMENTS LTD
		Non Commercial:	\$ 50500
		Residential:	0
		Farm:	0
Farm Qual:	N		CHARLOTTETOWN PE
Municipality:			PO BOX 432 C1A 7K2
Region# and Assr:	2412		
% in Municip:	02		
Spec Prop Code:	100		
MHI Number:			
Owner ID Code:	455	No. Farm Qual:	18-JAN-93
Ownership Code:	C61	No. Referrals:	01-JAN-00
Tax Exempt Code:		No. Transfers:	01-JAN-00
		No. Tax Credits:	
		No. Building Permits:	
		No. Appeals:	
			Dormant:
			Assessment Effective:
			Last Inspection:
			Last Owner Chg:
			Initially Filed:
			Dormant:

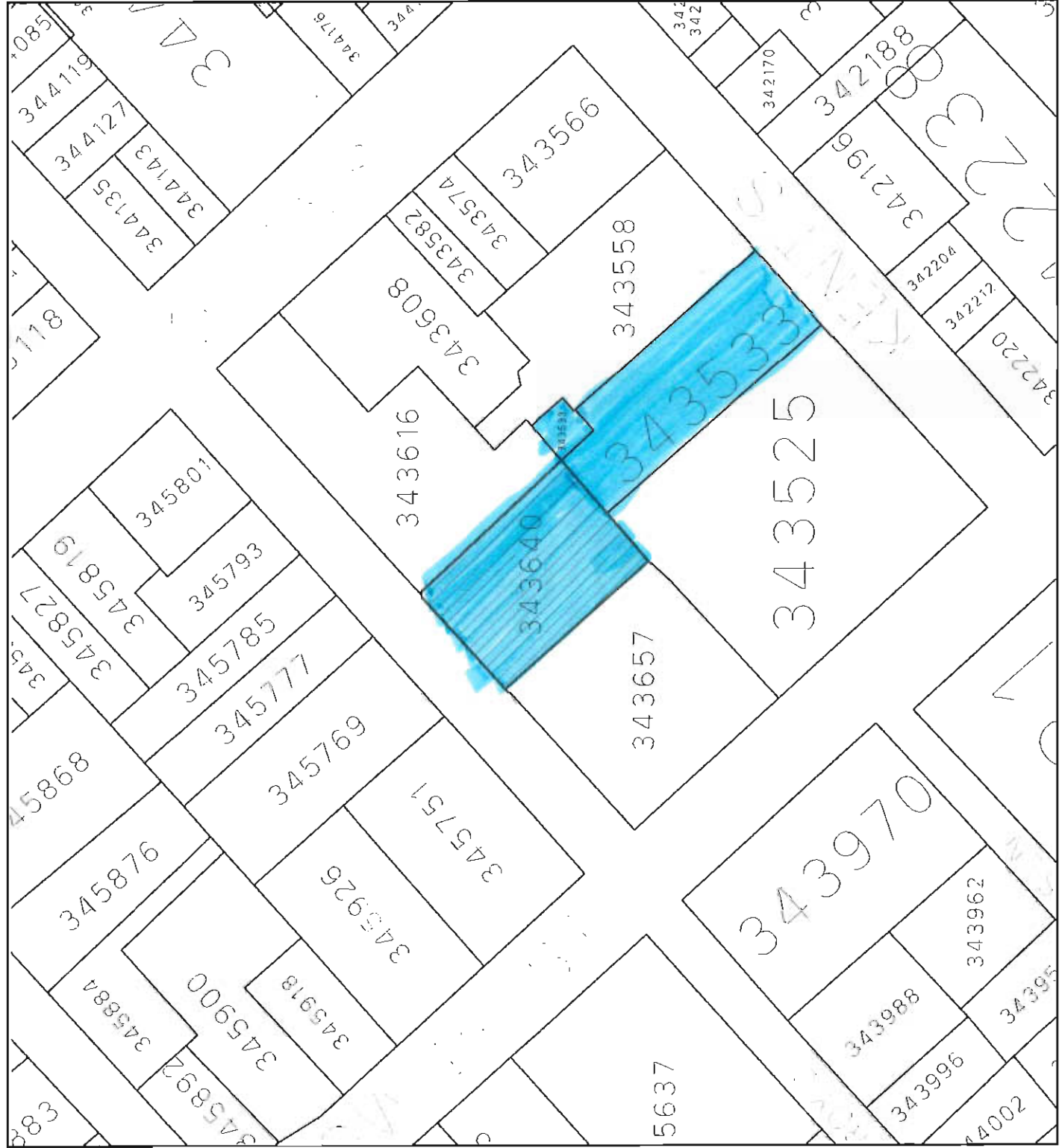
Location: 54 FITZROY ST CHARLOTTETOWN

NORTH

PHONE: 902-368-5178
FAX: 902-368-4399

WHILE THIS MAP MAY NOT BE FREE FROM ERROR OR OMISSION, CARE HAS BEEN TAKEN TO ENSURE THE BEST POSSIBLE QUALITY. THIS MAP IS A GRAPHICAL REPRESENTATION. IT IS NOT INTENDED TO BE USED TO CALCULATE EXACT DIMENSIONS OR AREAS.

SCALE: 1:1250
DATE: Nov 5, 2020
TIME: 09:09:15 AM
ACREAGE: 0.3
WORK UNIT: 2704



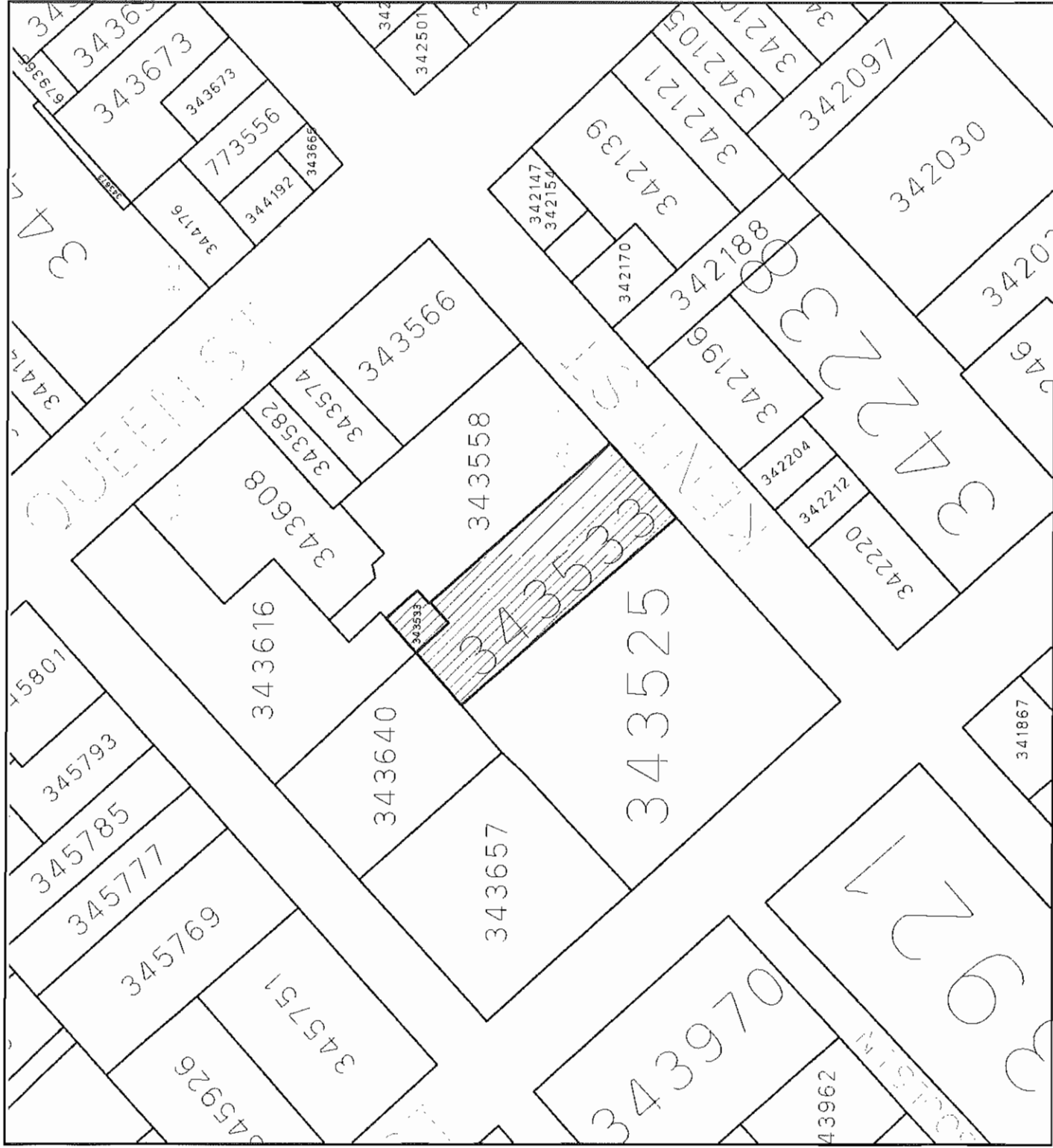
Owner Name: CITY OF CHARLOTTETOWN
Location: 85 KENT ST CHARLOTTETOWN



PHONE: 902-368-5178
FAX: 902-368-4399

WHILE THIS MAP MAY NOT BE FREE FROM ERROR OR OMISSION, CARE HAS BEEN TAKEN TO ENSURE THE BEST POSSIBLE QUALITY. THIS MAP IS A GRAPHICAL REPRESENTATION. IT IS NOT INTENDED TO BE USED TO CALCULATE EXACT DIMENSIONS OR AREAS.

SCALE: 1:1250
DATE: Nov 5, 2020
TIME: 09:16:53 AM
ACREAGE: 0.35
WORK UNIT: 2704



Parcel	Map #	Property Location	Owner Name & Mailing Address
343533	11L036F121	85 KENT ST CHARLOTTETOWN	CITY OF CHARLOTTETOWN PO BOX 98 CHARLOTTETOWN PE C1A 7K2
Original Prop No:			
School District:	2001		
Work Unit:	2704		
Lot/Township #:	70		
School Unit #:	3		
Parcel and Lease	Acreage	Assessment Values	Taxable
343533 - 0	0.26		0
Account Status:	A	Commercial: \$ 219400	219400
Farm Qual:	N	Non Commercial:	0
		Residential:	0
		Farm:	
Municipality:	2412		
Region# and Assr:	02		
% in Municip:	100		
Spec Prop Code:			
MHI Number:			
Owner ID Code:	455		
Ownership Code:	C61		
Tax Exempt Code:			
		No. Farm Qual:	
		No. Referrals:	
		No. Transfers:	
		No. Tax Credits:	
		No. Building Permits:	
		No. Appeals:	
		No. Farm Qual:	
		No. Referrals:	
		No. Transfers:	
		No. Tax Credits:	
		No. Building Permits:	
		No. Appeals:	
		Last Inspection:	18-JAN-93
		Last Owner Chg:	01-JAN-00
		Initially Filed:	01-JAN-00
		Dormant:	
		Dates	
		Assessment Effective:	
		Designated Taxpayer and Mailing Address	
		RODD INVESTMENTS LTD	
		CHARLOTTETOWN	
		PE	
		PO BOX 432 C1A 7K2	



**HUMAN RESOURCES, COMMUNICATIONS
AND ADMINISTRATION COMMITTEE
REPORT TO COUNCIL
NOVEMBER 9, 2020**

The Human Resources, Communications and Administration Committee last met on November 3, 2020. The minutes are included in your package.

There is one (1) resolution for your consideration.

Respectfully submitted,

Councillor Alanna Jankov, Chair

HUMAN RESOURCES, COMMUNICATIONS & ADMINISTRATION COMMITTEE

Tuesday, November 3, 2020

12:00 PM – COUNCIL CHAMBERS - LIVE STREAM

PRESENT: **Councillor Alanna Jankov, Chair**
 Deputy Mayor Jason Coady, Vice-Chair
 Councillor Mike Duffy (*off-site dialed in*)
 Councillor Terry Bernard
 Mayor Philip Brown

ALSO: **Peter Kelly, CAO**
 Jennifer Gavin, SCO
 Emilee MacLeod, Acting HRM
 Lorenda MacEachern, HREA

1) Call to Order

Councillor Alanna Jankov, Chair, called the meeting to order at approximately 12:05 PM.

2) Declarations of conflict of interest

There were no conflicts of interest declared.

3) Approval of Agenda

It was moved by Councillor Terry Bernard and seconded by Mayor Philip Brown that the agenda be approved. Carried

4) Adoption of Minutes

It was by moved by Councillor Terry Bernard and seconded by Mayor Philip Brown that the minutes from September 30, 2020 be approved as circulated. Carried.

5) Business arising from the minutes

There was no business arising.

6) Discussions/Reports

a) Human Resources Update:

Emilee MacLeod, Acting HRM, presented the report that was included in the package. The OHS activity report was attached.

b) Communications Update:

Jennifer Gavin, SCO reported that the demand for City response, interviews, and backgrounders has increased substantially. The Communications department has received more than 500 media requests as of the end of October, compared to 476 at the end of 2019 and 508 at the end of 2018. Still two more months left to the calendar year.

The City's response time on social media (over a 24/7 period) is 3 hours and 15 minutes. Efficient response time remains a priority for the City's corporate channels at a time when the public is looking for quick replies regardless of the day of the week or time of day. Looking at the Corporate statistics for the City's main social media platforms, the audience online continues to show strong growth year after year with an 82% increase in followers on Facebook since 2018 and an 17.5% increase on Twitter.

The Communications team continues to work on a large portfolio of requests from other departments. Some examples include a video series for the Fire Department, Wintertide and Christmas programming marketing and communications, upcoming announcements for Sustainability, Remembrance Day and Veteran Recognition Award communication and marketing pieces. The team is also training the new Community Engagement Assistant, Doug Dumais, on website maintenance, social media support and the alert system as well as backfilling in the Mayor and Council Office and in Communications, as needed.

7) Discussions:

a) Corporate Communications Policy:

Mayor Brown raised a question regarding how it is decided what content is posted on the City's social media platforms. The SCO responded explaining that the Communications team uses a checklist to evaluate each individual request received.

b) Visual Identity Policy:

A question was raised regarding the template for entrance and neighbourhood signage. The SCO advised the Committee that the signage template was reviewed and approved by Council in February 2020 and is currently with the Public Works and Urban Beautification Committee. The PW&UB Committee is reviewing the budget to determine the replacement schedule for all neighbourhood and welcome signage throughout the City. A request was brought forward for the final mock template to be circulated to the Committee. The SCO will contact the Public Works department and share the mock template with Committee via e-mail once received.

8) New Business:

The Committee discussed a request that was received by the Mayor's office for public use of the notice boards. The Committee was advised that the notice boards are reserved for City sponsored events only. The City does not currently have a policy on the usage of the boards, however, if Council would like a policy developed, the policy would fall under the Economic Development, Tourism and Events Management Committee. Mayor Brown advised he would bring the topic to the appropriate Committee for discussion.

9) Motion to move into closed session:

Motion to move into closed session, as per section 119 (1) sub-section (d) of the PEI Municipal Government Act was moved by Mayor Philip Brown and seconded by Deputy Mayor Jason Coady. Carried.

10) Business arising from closed session:

Discussion was held during the closed session regarding the Management Non-Union 2% annual increase. It was moved by Councillor Terry Bernard and seconded by Deputy Mayor Jason Coady to forward to Council a resolution to approve the Management Non-Union annual economic increase of 2%.

Adjournment

Moved by Mayor Philip Brown and seconded by Councillor Terry Bernard that the meeting be adjourned. Carried.

The meeting adjourned at 1:30 PM.



CITY OF CHARLOTTETOWN

RESOLUTION

**Human Resources, Communications
and Administration # 1**

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ **Alanna Jankov**

Seconded by Deputy Mayor _____ **Jason Coady**

RESOLVED:

THAT, as per the “Management & Non-Union Compensation and Benefits Policy,” Council approve annual economic increases of 2% for Management Non-Union Employees to match rates negotiated by CUPE 830 and CUPE 501 WWTP for the year 2020.



**PROTECTIVE AND EMERGENCY SERVICES COMMITTEE
REPORT TO COUNCIL
November 9, 2020**

The Protective & Emergency Services Committee met on October 28th 2020. The minutes are included in your package.

There are no resolutions for your consideration.

Respectfully submitted,

Councillor Greg Rivard, Chair

PROTECTIVE AND EMERGENCY SERVICES COMMITTEE
Wednesday, October 28, 2020 at 12 Noon
Council Chambers

Present: Councillor Greg Rivard Peter Kelly, CAO
 Councillor Kevin Ramsay Paul Smith, PC
 Councillor Bob Doiron (By Phone) Brad MacConnell, DPC
 Mayor Philip Brown Sean Coombs, DPC
 Randy MacDonald, FC Helen McGuigan, Exec. Asst.
 Tim Mamye, DFC

Absent: Councillor Terry MacLeod

1. Call to Order

Chair Greg Rivard called the meeting to order at 12 Noon.

2. Declarations of conflict of interest

There were no conflicts of interest declared.

3. Approval of Agenda

The agenda was approved as circulated.

4. Adoption of Minutes

The minutes from September 28, 2020 were approved as circulated.

5. Business Arising from Minutes

There was no business arising from minutes.

6. Reports – (Fire)

FIRE - OPERATIONAL REPORT – Deputy Fire Chief Tim Mamye provided the following information from the Fire Department for the period from September 23 to October 21, 2020:

FIRE INSPECTIONS - Sixty-six fire inspections were conducted.

FOLLOW UP FIRE INSPECTIONS – There were sixteen follow up inspections.

COMPLAINT INSPECTIONS – There were no complaint inspections.

INSPECTIONS WITH HAZARD COMPLIANCE ORDERS ISSUED – Twenty-two Hazard Compliance Orders were issued.

INSPECTION FILES CLOSED – There were twenty-eight inspection files closed.

PLAN REVIEWS, PERMITS, SAFETY PLANS – There were thirteen Plan Reviews, Permits and Safety Plans.

FIRE INVESTIGATIONS - There were no fire investigations.

EDUCATION SESSIONS – There were five education sessions.

ENGINE 1 CREW VISITS – There were no Engine 1 crew visits.

EMERGENCY RESPONSES – Total number of calls was 55. District 1 had 35 emergency responses. District 2 had 15 emergency responses. There were 5 inspector call outs. Total time of all calls was 20 hours and 48 minutes.

TRAINING - Weekly Department training consisted of Company drills, auto extrication, car fires, live structural fires, rapid intervention crew training, Save Your Own training, ground ladder and aerial apparatus drills, as well as SCBA, thermal imaging camera and gas monitor training. Four members completed the Rope Rescue course and two members completed their Rope Rescue recertification. Paratech rescue gear training and drills were also coordinated by R U Safe. A training session was provided by Micmac Fire and Safety on the new Holmatro Pentheon battery operated rescue tools as well.

DEPARTMENT ACTIVITIES – Recruitment campaign continues with approximately 50 applications given out and there are already ten full applications returned, well in advance of the November 19th deadline. The second of three recruitment information sessions was held at Station 2 on Saturday, October 17th with fourteen candidates attending and familiarizing themselves with both the Department and the recruitment fitness evaluation stages. Fire Prevention Week, with this year's theme "Serve Up Fire Safety in the Kitchen" was held from October 4th to 10th and even with the challenges Covid-19 presented, the event was a great success with the focus shifting from in-person events to social media and other messaging formats. Regular press releases, radio ads on multiple stations, Guardian advertising and the use of the City's electronic signs carried many fire safety messages. The recent Utility bills had fire safety messages included and fire safety banners were raised at both Stations. All City schools were visited and Fire Prevention newsletters were delivered along with Fire Prevention programs being sent to all school principals. This program had grade level activities for children from K-grade 5. The "Learn Not to Burn" pre-school program was sent to the Early Childcare Association to be forwarded to their daycares and all churches were provided with fire safety messages to pass along to their congregations. Department social media platforms

were utilized to further spread the messaging. The Department is now preparing for the semi-annual "Change Your Clocks ... Change Your Batteries" event being held this year on October 31st at McDonald's Restaurant.

Chief MacDonald provided the following information to Committee:

- Engine 6 – Arrived at the Dealership in Quebec and will be delivered in November.
- Support Vehicles – All three vehicles continue to be outfitted. Delays involving some materials have been due to COVID-19.
- Radio Communications – Replacement of Station 2 repeater has been completed.
- Fire Prevention Bylaw – Currently under legal review.
- EMO – MOU's are currently being updated
- Emergency Generators – Project continues to be in the design phase.
- Station 1 Overhead Door Replacement – Final installation work continues.
- Station 2 Vehicle Exhaust System – Installation work is progressing with anticipated completion in the coming days.
- 1929 LaFrance – All necessary repairs to the vehicle have been conducted therefore completing the project.
- Capital Budget – Preparation work has commenced.

Chief MacDonald updated Committee pertaining to the response received from Dave Rossitor, Provincial Fire Marshall in relation to the request to amend the Provincial Fire Prevention Act concerning electric grills. Mr. Rossitor advised in the interest of public safety and the safety of those residing in apartment buildings across the Province, the Fire Marshall's Office is not supportive of an amendment being made to the fire code (NFPA 1) relaxing the requirement of portable electric barbeques on apartment balconies.

Both the Fire Marshall's office and Charlottetown Fire Services have recommended apartment owners create a common area on the ground level of apartment complexes for the use of barbeques with a ten foot clearance from any structure or overhang from the structure.

7. Reports – (Police)

Bylaws – Deputy/Chief MacConnell discussed the Taxi Bylaw with Committee as it pertains to ride share and taxis. He advised Committee there is a meeting scheduled to discuss assessable taxis and he will also be scheduling a meeting with representatives of the taxi industry and ride share proponents.

Personnel - Chief Smith advised two letters were received complimenting the work of Police Services and individual members. One of the letter praised Cst. R. Kennedy for his professionalism in his work as an accident analyst on a recent file.

Testing will be held for Sergeant and Corporal's ranks this coming weekend.

Chief Smith discussed some vacancies in Police Services with Committee. He is working with Human Resources regarding holding a competition to hire and create a shortlist of candidates. There is a new part-time person in training for Telecoms to fill in for a maternity leave vacancy.

Training – Firearms Re-Certification training continues. There were some delays due to the closure of DND Range and moving the training location to APS (Atlantic Police Academy).

Community Policing – Deputy/Chief Coombs updated Committee on the following:

- Operational Plan for Halloween has been rolled out including the support vehicle which will be going through the neighborhoods passing out treats.
- Deputy Chief Coombs had ten radio spots broadcasted on Hot 105.5 and Ocean 100 about Halloween safety.
- Charlottetown Police Services officers participated in the MADD PEI Campaign where pictures were taken of officers by high school students holding impaired driving awareness signs which were then put on Social Media.
- Media picked up a Website story of our Police Services responding to twelve impaired driving complaints in twenty-four hours and arresting and charging five individuals.
- Cst. K. MacKay attended a meeting with Law Enforcement Torch Run for Special Olympics.
- Cst. Costello, SRO (School Resource Officer) gave presentations at Colonel Grey High School to students on Graduated Drivers Program.
- Cst. Costello, along with Youth Worker Jane Wood, gave presentations on Internet Safety at Birchwood Junior High School (all grades – 562 students) and Queen Charlotte Junior High School (all grades – 635 students).
- Cst. Costello presented a life skills class to all students at Colonel Grey High School which included information on the Criminal Code, Highway Traffic Act, when to call 911 and neighborhood safety.
- Cst. MacKay, SRO along with her SRO duties was very busy this month on her secondary assignment of working on the Provincial Bridge Program which aims to help the most vulnerable members of the Community.

Mental Health – Chief Smith and Deputy/Chief Coombs discussed mental health issues with Committee as it pertains to the Province looking at establishing a Mobile Mental Health Crisis Unit. Committee would be interested in having Verna Ryan, CAO of Mental Health and Addictions arrange a presentation regarding this.

Operational – Deputy/Chief MacConnell updated Committee on a recent meeting held with representatives of the insurance industry as it pertains to sponsorship and “E” Watch.”

Chief Smith updated Committee on a recent conversation with the Justice Department regarding civil forfeiture. There will be a further update on this.

Chief Smith advised Committee that preparation work is beginning for the 2021-22 Capital Budget.

8. Meeting was adjourned.



#10 FIRE CALLS FOR OCTOBER 2020

District #1		District #2	
<i>Type</i>	<i>Number</i>	<i>Type</i>	<i>Number</i>
A/Alarm – Alarm Ringing No Fire	8	A/Alarm – Alarm Ringing No Fire	3
A/Alarm – CO Detector Activated	1	A/Alarm – Equip Malfunction	1
A/Alarm – Pulled/Accidental	1	A/Alarm – Cooking	2
A/Alarm – Smoke/Steam/Dust	5	MFR Mutual Aid	3
A/Alarm – Equipment Malfunction	4	MV Fire	1
A/Alarm – Sprinkler/Power	1	MV Accident	1
A/Alarm – Workers Set Off	2	Gas Leaking – Deep Freezer	1
A/Alarm Cooking	8	Working Fire (Dump Pit)	1
Cooking Fire	1		
MV Accident	1		
MV Fire	1		
Transformer Sparking	1		
Garbage Can Fire	1		
Smell of Gas	1		
Mutual Aid Crossroads FD	1		
<i>Fire Calls</i>	<i>37</i>	<i>Fire Calls</i>	<i>13</i>

Total Calls for the Years 2019 and 2020

Total Fire Calls for 2019	Dist.: #1	Dist. #2	Total Fire Calls for 2020	Dist.: #1	Dist. #2
January	30	18 (48)	January	24	29 (53)
February	34	19 (53) (101)	February	36	15 (51) (104)
March	36	19 (55) (156)	March	32	17 (49) (153)
April	23	35 (58) (214)	April	26	14 (40) (193)
May	24	17 (41) (255)	May	27	11 (38) (231)
June	41	21 (62) (317)	June	45	19 (64) (295)
July	56	30 (86) (403)	July	28	29 (57) (352)
August	50	30 (80) (483)	August	39	20 (59) (411)
September	71	36 (107) (590)	September	36	25 (61) (472)
October	47	24 (71) (661)	October	37	13 (50) (522)
November	40	20 (60) (721)	November		
December	29	26 (66) (787)	December		
	<i>Total Calls for 2019 - 776</i>			<i>Total Calls for 2020</i>	

2020 (2019)

(From January 1st to October 31, 2020)

86	107	Auto Alarms (No Fire/Alarm Ringing) both Station
17	10	Auto Alarms – Detector Activated both Stations
28	31	Auto Alarms – Pulled/Accidental/False both Stations
24	15	Auto Alarms – Smoke/Steam/Dust both Stations
59	89	Auto Alarms – Equip. Malfunction both Stations
2	6	Auto Alarms – Sprinkler/Power Failure both Stations
34	42	Auto Alarms – Working on System/Workers set off
75	67	Auto Alarms – Cooking both Stations
325	367	Total Auto Alarm
39	73	Mutual Aid/Stand By - Both Stations
17	16	Fire Calls to the WR Ind. Park – District #2

	2020 Monthly Reported	2020 Monthly Actual	2020 Actual To Date	2019 Monthly Actual	2019 Actual To Date
Robbery	0	0	3	0	13
Assault	45	28	182	21	240
Break & Enter	12	5	82	12	91
Theft of MV	3	1	25	2	24
Theft Over \$5000	0	0	6	0	10
Theft Under \$5000	60	43	605	115	961
Have Stolen Goods	3	3	27	5	50
Frauds	27	23	225	12	228
Offensive Weapons	0	0	14	1	18
Other Criminal Code	146	86	884	102	1009
Drugs	2	2	77	11	78
LCA	26	23	301	48	497
Municipal - Totals	3198	3198	18154	2782	28370
Parking Tickets	3117	3117	17172	2673	27208
Nuisance Bylaw	66	66	814	91	898
Dog Bylaw	15	15	168	18	264
Collisions	79	79	745	92	880
HTA	385	377	2675	229	3350
HTA Violations		303	1827	163	2840
Other Traffic	36	36	341	71	605
CC Traffic	43	29	232	28	260
Complaints		1121	12433	1443	14040

HIGHWAY TRAFFIC ACT – Moving Violations non- speeding

The following is a synopsis of vehicles found in violation of non-moving violations for the month of Oct. 2020.

Babineau Ave	1
Belmont St/Dresden	2
Brackley Point Rd/Ellis	1
Brows Lane	1
Eden St/Upper Prince	1
Edinburgh Dr/Col Gray	1
Euston St/Great George	3
Heather Ave/Oak	1
Kensington Rd/Beasley	1
Kensington Rd/Belmont	1
Maypoint Rd/Capital	1
Mount Edward Rd/Allan	1
Mount Edward Rd/Belvedere	2
Mount Edward Rd/Hillside	1
Northridge Pkwy/Andrews	3
Northridge Pkwy/Oak Tree	1
North Rover Rd/Capital	1
North River Rd/McGill	3
North River Rd/Thompson	1
Norwood Rd/Elena	3

Oak Tree cres	1
Palmers Lane	3
Pond St/Queen	1
Queen St/Euston	1
Queen St/Grafton	1
Queen St/Kent	1
Queen St/Nassau	1
St Peters Rd/Arterial Hwy	3
St Peters Rd/Macae	1
University Ave/Allan	1
University Ave/Belvedere	1
University Ave/Buchanan	1
University Ave/Nassau	1
Water St Pkwy	2
Weymouth St/Euston	1

HIGHWAY TRAFFIC ACT – Non-Moving Violations

The following is a synopsis of vehicles found in violation of non-moving violations for the month of Oct 2020.

Allan St/Walthen	3
Acadian Dr/Mariner	1
Beach Grove Rd/Maypoint	2
Beasley Ave	3
Belmont St	1
Belvedere Ave/Farmers Mkt	1
Brackley Point Rd/Ellis	2
Brackley Point Rd/Pine	2
Capital Dr	1
Centennial Dr/Mount Edward	3
Chestnut St	1
Eden St	1
Enman Cres/Raiders	1
Euston St/Prince	2
Exhibition Dr/Kensington	1
Fitzroy St/Pownal	1
Fitzroy St/Weymouth	1
Goodwill Ave/Brighton	1
Grafton St E	3
Great George St/Grafton	2

Non-Moving Cont'd Page 2	
Harley St/St Peters	1
Hunters Creek/Parkside	1
Kensington rd/Garfield	1
Kensington Rd/Linden	2
Kensington Rd/St Pius X	1
Kent St/Kensington	1
Kirkwood Dr/Queen	1
Longworth Ave/Birchwood	1
Lower Malpeque Rd/Commonwealth	1
MacMillan Cres	1
Mount Edward Rd/Allen	1
Mount Edward Rd/Belvedere	3
Mount Edward Rd/Towers	1
Mount Edward Rd/Woodlawn	1
Nassau St/Dunkirk	1
Northridge Pkwy/Andrews	1
North River Rd/Inkerman	5
North River Rd/McGill	1
North River Rd/Thompson	1
Norwood Rd	1
Oak Dr/Brackley Point	1
Palmers Lane/Vic Campbell	7

Non-Moving Cont'd Page 3	
Pine Dr/Maple	1
Queen St/Cooper	1
Queen St/Desbrisay	1
Queen St/Euston	2
Queen St/Fitzroy	2
Reserve St	1
Royalty Rd/Upton	1
Rte 2/Arterial Hwy	2
Rte 2/Countryview	2
Rte 2/Stockman	1
Sandstone Rd/Thompson	1
Spring Park Rd/McGill	2
Spring Park Rd/Bayfield	1
St Peters Rd/Hawthorne	2
St. Peters Rd/Oakland	1
St Peters Rd/Woodward	2
University Ave/Belvedere	6
University Ave/Browns	3
University Ave/Chestnut	1
University Ave/Enman	2
University Ave/Kirkwood	8
University Ave/Nassau	2

Non-Moving Cont'd Page 4	
Upper Prince St/Alley	1
Upper Prince St/Gerald	1
University Ave/Reserve	1
Upton Rd	1
Weymouth St/Euston	3

HIGHWAY TRAFFIC ACT – SPEED MONITORING

Police vehicles are equipped with radar monitoring devices, which provide speed monitoring capabilities in both stationary and moving operational modes from both marked and unmarked police vehicles. These capabilities provide monitoring to be at random and targeted locations.

The following is a synopsis of vehicles found in violation of speeding regulations for the month of Oct. 2020.

Arterial Hwy/Brackley Point	2
Arterial Hwy/Mount Edward	1
Arterial Hwy/Oak	6
Brackley Point Rd/Maple Hills	20
Brackley Point Rd/Thistle	2
Fourth St	15
Lower Malpeque Rd/Commonwealth	1
Lower Malpeque Rd/Highfield	1
Lower Malpeque Rd/Melody	1
Maple Ave/Greenleaf	2
Mount Edward Rd/Hillside	4
North River Rd/Inkerman	7
North River Rd/Thompson	1
Oak Dr/Maple	2
Pine Dr/Maple	3
Rte 2/Countryview	1
Route 2/Penny	1
St Peters Rd/Heartz	1
St Peters Rd/MacWilliams	6

Speeding Page 2 Cont'd	
St Peters Rd/Oakland	1
St Peters Rd/Robertson	2
University Ave/Belvedere	12
University Ave/Browns	12
University Ave/Enman	4
University Ave/McKinnon	22
Upton Rd	2
Winsloe Rd	1

CHARLOTTETOWN POLICE DEPARTMENT
BY-LAW ENFORCEMENT
Monthly Report October 2020

Phone Call Breakdown

Call Type	Total This Month	Total Previous Month	Total To Date
Dangerous, Hazardous, Unsightly	104	610	714
Nuisance	24	72	96
Zoning & Development	30	88	118
Traffic	32	124	156
Snow Related	0	74	74
Street Vendors	26	128	154
Other Bylaws (Crossing Guards, Etc)	17	126	143
TOTAL	233	1222	1455

Taxi Bylaw Breakdown

	Total This Month	Total Previous Month	Total To date
Taxi License Bylaw	13	44	57
Taxi Inspections	4	122	126
Total	17	166	183

Breakdown of Duties

	Week 1 October 1 st – 2 nd	Week 2 October 5 th – 9 th	Week 3 October 12 th – 16 th	Week 4 October 19 th – 23 rd	Week 5 October 26 th – 30 th	Total this Month	Total Prev. Month	Year to Date
Files OPENED	2	7	8	7	8	32	243	265
Files CONCLUDED	2	6	4	5	5	22	226	248
Site Visits	3	9	13	11	7	43	385	428
SOT's sworn	0	0	0	0	0	0	0	0
Towed Vehicles	0	0	0	0	0	0	0	0
Paid Summons	0	0	0	0	0	0	\$0	\$0
Information's Signed	0	0	0	0	0	0	0	0
Crossing Guard Duties	0	0	0	1	0	1	3	4
Bylaw/Parking Tickets	0	0	0	0	0	0	0	0

Quick Look At This Month:

- This month there was a total of 233 calls received/made through the Bylaw Enforcement Office for October.
- There were 32 Occurrences generated as a result of complaints.
- There were 43 site visits/follow-ups made in October.
- There was No "Written Warnings" in October
- There are No "Resolutions To Council" this month.
- The majority of calls for October were for unsightly premises (Garbage).

Cst Todd Sutcliffe _____

Date: Novemebr 10, 2020



**PARKS, RECREATION AND LEISURE ACTIVITIES COMMITTEE
REPORT TO COUNCIL
November 9th, 2020**

The Parks, Recreation and Leisure Activities Committee met on November 2nd, 2020 and a draft copy of those minutes are included in your package.

The Seniors Engagement Committee met on November 5th, however, the draft minutes are not complete at this time. Included in your package are draft minutes from the October 2nd, 2020 meeting.

There are three (3) resolutions attached from our department.

The Volunteer of the Month Award for November is Pam Trainor, Past President of Charlottetown Skating Club.

Respectfully submitted,

Councillor Terry Bernard, Chair

PARKS, RECREATION AND LEISURE ACTIVITIES COMMITTEE

Monday, November 2nd, 2020

12:00 PM, Council Chambers, City Hall

<u>Present:</u>	Councillor Terry Bernard, Chair Councillor Alana Jankov, Vice Chair Peter Kelly, CAO Councillor Bob Doiron (Via Phone) Jackie McKinnon, AA (Note Taker)	Councillor Kevin Ramsay Frank Quinn, PRM Mayor Phillip Brown Christopher Drummond, PC

1. CALL TO ORDER

The meeting was called to order at 12:06PM by Chair Terry Bernard.

2. DECLARATIONS OF CONFLICT OF INTEREST

No conflicts.

3. APPROVAL OF AGENDA

Moved by Councillor Ramsay and seconded by Councillor Jankov, that the agenda for Monday, November 2nd, 2020 be approved.

CARRIED

4. ADOPTION OF MINUTES

Moved by Councillor Ramsay and seconded by Councillor Doiron that the minutes from Friday, October 6th, 2020 be approved.

CARRIED

5. BUSINESS ARISING FROM THE MINUTES

a. Councillor Tweel request to clear the snow on Orlebar Park & Longworth Field Pathways

The PRM noted that he had been in conversation with our parks foreman to discuss the possibility of clearing these pathways. It was noted that the base under these trails is not stable enough to withstand the weight of equipment used for winter maintenance (unlike Confederation Trail which is a retired rail bed and is very sturdy). Therefore, clearing the trails during the winter months would have a high potential for plow damage to the surface with freeze and thaw and in addition the salt and sand combination would also damage the surrounding turf, which would then require repairs every spring. The PRM further noted that our equipment is too large and heavy to put on these trails as well the sidewalk plows would be too heavy (especially with fluctuation in temperatures) noted that these pathways were built for seasonal use (outside of winter months). Finally, the PRM added if it was added to the list of winter duties, we don't have the necessary resources to undertake this additional work.

A discussion was held and it was recommended that in the future, consideration could be given within the Capital Budget, to include upgrading these trails, along with others that may be seen as active transportation connector pathways. The Chair also noted with any of these additional expansions we would have to include an increase in department's equipment and staff resources to perform the work.

6. REPORTS

a. Culinary Boardwalk to Sydney Street Connection - Resolution

The PRM presented the attached resolution and backgrounder to the committee. He noted that the concrete sidewalk and bollards are being replaced with a 10' wide boardwalk and that six large stones will be placed at the end of Sydney Street to delineate the entrance to the boardwalk.

Moved by Councillor Jankov and seconded by Councillor Ramsay that the resolution be forwarded to Finance and then to Council for consideration.

CARRIED

b. Snow Clearing of Municipal Properties (CBA & Simmons) – Resolution

Councillor Doiron declared himself in conflict and thus the microphone was muted for this discussion.

The PRM presented the attached resolution and backgrounder to the committee.

Moved by Mayor Brown and Seconded by Councillor Ramsay that the resolution be forwarded to Finance and then to Council for consideration.

CARRIED

c. Wright's Creek Bridge Replacement – Resolution to Award Engineering Design

The PRM noted that this project was approved under the Investing In Canada Program (ICIP). He noted we are now ready to proceed to Phase 2, which involved engaging the services of Engineering Consultants to complete the detailed design work. He presented the resolution and backgrounder and noted, should this resolution be approved, it is anticipated it will take three to four months to complete.

Moved by Councillor Jankov and seconded by Councillor Ramsay that this resolution be forwarded to Finance and then to Council for consideration.

CARRIED

Chair Bernard asked where the department is with the East Royalty Landfill Site in regard to the capping process. The PRM noted we have been accepting clean fill to assist with this initial capping phase. Staff and monitoring engineer will be setting up

a meeting with the province in the near future to review what we have done to date and discuss possible next steps.

d. Verbal Update Capital Projects

The PRM highlighted some of the Capital Projects for 2020

- City Diamond Lights and infield works has been completed complete with pitching mound being added this fall.
- Queen Elizabeth Park Asphalt Pathways is complete (addressing minor deficiencies)
- Outdoor Rink at Hillsborough Park is almost complete (minor deficiencies)
- Centennial Park Pathways – few deficiencies but mostly complete
- Culinary Boardwalk to Sydney Street - resolution going to Council
- Ellen's Creek Platform (it was mentioned that the PRM follow up with PW Manager regarding this bridge being worked on next year, as it may make sense to delay this project
- Hermitage Creek Pathways awarded last month – project underway
- Playground Installs – majority are done. Currently working on MacMillan Park (awaiting removal of existing structure and replacing with new swing set)

The PRM noted he will put together a complete list and forward along to the Chair.

e. Verbal Update on Operations

The PRM provided an overview of current operations.

- Sports fields are closed for the season.
- Fall maintenance is taking place on natural turf fields such as aerating, over seeding, fertilizing, top dressing, etc.
- Equipment checks in preparation of winter season
- Arenas are running smoothly and we recently were approved for an additional cohort at CBA (spectators 2 @ 50 for spectators; plus 2 @ 50 for opposing user groups) and the AS is working on a plan to increase the numbers at Simmons to include additional spectators.
- Most programs are up and running, however, some had to be put on hold due to the fact that we cannot get in the schools

Councillor Jankov asked if the last month's request for the inside lane closure to vehicular traffic (year-round) which was turned down by Public Works could be reconsidered in the future as there are increasing users that bike during winter months, etc. and this additional space has proved useful during these past months.

The PRM noted that this is a roadway and any further closures has to be approved through Public Works. Further there was safety concerns due to the fact that the dividers which separate vehicular traffic and users have to be removed. Should we look at realigning the roadway so that it resembles more of an active transportation path rather

than a roadway this would require going to a public meeting and further, the Victoria Park Bylaw would have to be amended for this lane closure year round.

After discussions, it was noted that an open mind be kept on this initiative for future consideration.

Councillor Jankov also noted with regard to operations that many park users through the wooded area are not picking up after their dogs. It was recommended that we add another sign and bag dispensary and perhaps a couple of garbage cans throughout the trails and perhaps this would alleviate this problem. PRM stated he would pass along this request to parks staff.

7. INTRODUCTION OF NEW BUSINESS

There was no new business.

8. MOTION TO MOVE INTO CLOSED SESSION

Moved by Councillor Ramsay and Seconded by Councillor Jankov to move into closed session at 12:56PM, as per section 119(1) sub-section 6 of the Prince Edward Island Municipal Government Act.

CARRIED

9. ADJOURNMENT OF PUBLIC SESSION

Moved by Councillor Ramsay and Seconded by Councillor Doiron that the meeting be adjourned at 1:17PM.

Chair: Councillor Terry Bernard

Seniors Engagement Committee Meeting
Thursday October 1, 2020
12:15PM– Parkdale Room, City Hall

Present: Carolyn Villard Jacinta Campbell
Darlene Hughes Gloria Large
Robert Foster Hubert McIssac
Mayor Philip Brown Breanna MacDonald, APC
Regional Librarian Beth Clinton (until 12:45pm)

1. CALL TO ORDER

The meeting was called to order at 12:15PM by Carolyn Villard.

2. DECLARATIONS OF CONFLICT OF INTEREST

No declarations of conflict.

3. APPROVAL OF AGENDA

Moved by Hubert McIssac and seconded by Robert Foster, that the agenda for Thursday October 1, 2020 be approved as circulated.

CARRIED

4. ADOPTION OF MINUTES (August 6, 2020)

Moved by Gloria Large and seconded by Robert Foster, that the minutes for Thursday September 3, 2020 be approved.

CARRIED

5. BUSINESS ARISING FROM THE MINUTES

- a. The APC gave an update on the fees for the Seniors College is \$160 per year, this is less than what was originally believed to be true by the committee. The APC reached out to the organization but has yet to receive a response. She mentioned knowing that they aren't currently operating so there may not be anyone checking emails at the moment.

6. REPORTS

- a. Regional librarian Beth Clinton came in to give the committee an overview of the plans for the new library coming to Charlottetown next summer. The new library will be accessible, have several washrooms throughout the library, a café, computers, meeting rooms, a large community room with a kitchen. The concern brought up by the committee is the lack of parking available in close proximity to the library, especially for seniors who may require accessible parking. A potential solution for this would be to adjust the T3 route to include stops in front of the new library.
- b. In discussion around outdoor spaces and buildings a focus of the Committee is that they should be accessible. It is important that buildings are accessible, so seeing the library move into a new accessible building is a step in the right direction. The APC will send questions for members to consider prior to the meeting to spark more discussion and ideas. The mayor suggested members check out 880cities.org for

ideas. The idea for rubber sidewalks was brought forward. The material is made from recycled tires and is more flexible and not subject to cracking.

7. NEW BUSINESS

a. A concern was brought forward regarding accessibility at the Eastlink Centre, especially in the current times with multiple cohorts of 50.

b. At the next meeting the Committee will discuss further about Outdoor spaces & buildings as well as discuss Transportation.

8. Adjournment of Public Session

Motion to adjourn moved by Gloria Large and seconded by Jacinta Campbell that the meeting be adjourned at 1:15pm.

Chair: Carolyn Villard



CITY OF CHARLOTTETOWN

RESOLUTION

Parks & Recreation #1

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ **Terry Bernard**

Seconded by Councillor _____ **Jason Coady**

RESOLVED:

That, as per the recent Request for Proposals for the “Culinary Boardwalk to Sydney Street Connection” the City of Charlottetown accepts the low bid from Earthform for \$49,490 (plus applicable taxes),

And that, the amount from CADC of \$2,500 (plus applicable taxes) for the professional services be accepted.

Backgrounder for Resolution #1

Date: November 9, 2020

Line Department: Parks and Recreation

Budget Category: 2020/21 Capital

Overview of Expense:

Culinary Boardwalk to Sydney Street Connection

The City of Charlottetown recently advertised a Request for Proposals (RFP) to replace the existing sidewalk connection (off Sydney Street to Culinary Boardwalk), with a 10-foot-wide boardwalk approximately 180 feet in length. This section of sidewalk is in poor condition, in addition, it is narrow and there is tight turn where the sidewalk joins the existing boardwalk, therefore, turf damage occurs regularly when staff are operating vehicles to complete maintenance (i.e., snow removal). The overall scope of work will include: the removal of the old sidewalk, removal of the steel bollards at end of Sydney Street, realign & excavate new pathway, supply & placement of new granular material, construct new decking & sleepers, reinstate topsoil, placement of sods, and supply & placement of 6 large stones at end of Sydney Street.

Council approved \$36,000 under the 2020-21 Parks and Recreation Capital Budget for the Culinary Boardwalk Sydney Street Connection Project.

The department staff and project consultant from CADC reviewed the two received bids, which were both over budget. The lower bid from Earthform in the amount of \$49,490.00 (plus applicable taxes) is \$21,000 over budget. It is believed that this bid for this project appears to be consistent with current market pricing and the increase bid can be primarily contributed to the cost of material which has been increasing dramatically over the last six months.

Staff and the project consultant are recommending to proceed with awarding this RFP to **Earthform** for the amount of **\$49,490.00 (plus applicable taxes)**. Since we have shortfall of \$21,000, staff have identified the necessary capital funds to be re-allocated from the Victoria Park Development Plan account, where funds remain since a project will not be completed this year.

Procurement Details:

The RFQ was advertised in the local media and on the City's website for at least a two-week period. Below are the two (2) bids.

Bidder	Bid Amount (plus applicable taxes)
Earthform	\$49,490.00
Island Coastal Services Ltd.	\$67,930.75

Recommendation:

It is recommended that the scope of work for the amount of **\$49,490.00 (plus applicable taxes) from Earthform** be accepted.

Justification for Recommendation:

This narrow section of sidewalk is in poor shape and upgrading this section to a 10' wide boardwalk will help eliminate the continuing damage to the turf from service vehicles and provide an improved surface for users.



CITY OF CHARLOTTETOWN

RESOLUTION

Parks & Recreation #2

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ Terry Bernard

Seconded by Councillor _____ Jason Coady

RESOLVED:

That, as per the recent Request for Quotations for “Snow Clearing of Municipal Properties”, the City of Charlottetown accepts the low bid from Landmark Group for Simmons Sports Centre at \$3,950 (plus applicable taxes) and the low bid from Landmark Group for Cody Banks Arena at \$4,848 (plus applicable taxes), subject to receipt of required insurance certificates.

Backgrounder
P & R Resolution #2
November 9th, 2020

- Tender was publically advertised, closing on October 15th, 2020.
- Submissions were received from 8 firms with 5 bids at each site.
- Low submission is being recommended for each site.
- The quoted prices are total lump sum for the full 2020-21 season and may be extended for an additional season, if mutually agreed to by both parties.
- Payment is in 5 monthly installments.



CITY OF CHARLOTTETOWN

RESOLUTION

Parks & Recreation #3

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ Terry Bernard

Seconded by Councillor _____ Jason Coady

RESOLVED:

That, the City of Charlottetown accepts the quote in the amount of \$76,025 (plus applicable taxes) from Harbourside Engineering Consultants for the Phase 2 – Engineering and Detailed Design Work for the Wright’s Creek Bridge Replacement Project.

Backgrounder for Resolution #3

Date: November 9, 2020

Line Department: Parks and Recreation

Budget Category: 2020-21 Capital

Overview of Wright's Creek Bridge Replacement Project:

In August 2019, the City of Charlottetown received notification from the Province that \$967,956 (Federal 40% and Province 33.3%) had been approved under the Investing In Canada Program (ICIP) to replace the existing wooden (timber structure) bridge that crosses Wright's Creek at the end of Acadian Drive with a "new" timber structure bridge that would permit two lane vehicular traffic and improved pedestrian access. The aim of this project is to enable a fully accessible entry off Acadian Drive (one of two access points) to the large 90-acre greenspace, which includes Parkman Soccer Complex, Acadian Forest, walking trails, mountain biking trails and future access to the East Royalty Landfill Site when safe for use.

During the 2020-21 City's Capital Budget Process, Council approved \$1,320,000 (which includes the ICIP funding) to undertake this project.

Since this project is outside of the norm and is also large in scope, the initial planning took longer than expected. As Harbourside Engineering Consultants had completed a previous review and inspection of the Wright's Creek Bridge and provided a Rehabilitation Cost Estimate (January 26, 2015), department staff engaged Harbourside Engineering Consultants to complete a Phase 1 - Preliminary Investigation Report. This request for services included: completing a review of the existing timber bridge, reviewing proposed timber design options (i.e., timber beams, steel beams, timber poles, and steel poles), providing list of requirements (i.e., disposal of existing bridge, geotechnical investigation, environmental needs), providing a probable cost for the proposed bridge replacement project, providing a list of next phases and providing a proposed schedule timeline. The consultants also looked at other reconstruction options (i.e., concrete span) and provided a probable cost for comparison.

On September 2, 2020, the department received the Phase 1 Investigation Report for Wright's Creek Bridge Replacement. Staff reviewed and discussed with the consultants. We are now ready to proceed to Phase 2, which involves engaging the services of Harbourside Engineering Consultants to complete the detailed design work (i.e., environmental investigation & permits, geotechnical investigation, surveying, alignment design and structural design). Harbourside Engineering Consultants provided a quote of \$76,025 (plus applicable taxes) to complete Phase 2.



**WATER AND SEWER UTILITY COMMITTEE
REPORT TO COUNCIL
NOVEMBER 9, 2020**

The Water and Sewer Utility Committee met on October 15, 2020 and the minutes are included in your package.

There are 3 resolutions for your consideration.

Respectfully submitted,

Councillor Bob Doiron, Chair

Water & Sewer Utility Committee
Thursday, October 15, 2020
4:15 PM – Council Chambers

Present: Councillor Bob Doiron, Chair
Councillor Mitchell Tweel, Vice-Chair
Councillor Julie McCabe, Member at Large
Mayor Philip Brown, Member at Large
Richard MacEwen, UM
Pauline Gass, OC

Regrets: Councillor Terry Bernard, Member at Large
Peter Kelly, CAO

1) Call to Order

Councillor Bob Doiron called the meeting to order at 4:20pm.

2) Declarations of conflict of interest

There were no conflicts of interest declared.

3) Approval of Agenda

The agenda was approved as circulated.

4) Adoption of Minutes

It was moved by Councillor Bob Doiron and seconded by Councillor Julie McCabe that the minutes from August 12, 2020 be approved.

CARRIED

5) Business arising from Minutes

None

6) New Business

- a) East Royalty Lagoon Decommissioning – there is additional sludge to manage at the lagoon. Plan to apply at the East Royalty Landfill. Will monitor spreading and modify if required. The additional expense is estimated at \$138,000.00.

Motion to increase the contract value by \$138,000 was moved by Councillor Julie McCabe and seconded by Mayor Philip Brown.

CARRIED

- b) Utility Van Purchase – The Province has a standing offer for vans and the City is able to use their standing offer price. Hillside Motors is the supplier for the province. All the specifications met with the Utility's requirements.

Motion to purchase a Utility Van for \$32,970 plus applicable taxes was moved by Councillor Mitchell Tweel and seconded by Councillor Julie McCabe.

CARRIED

- 7)** Motion to move into closed session, as per section 119 (1) sub-section (e) of the PEI Municipal Government Act was moved by Councillor Julie McCabe and seconded by Councillor Mitchell Tweel.

CARRIED

8) Adjournment of Public Session

Meeting adjourned at 5:30pm.



CITY OF CHARLOTTETOWN

RESOLUTION

**Water & Sewer
Utility #1**

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ **Bob Doiron**

Seconded by Deputy Mayor _____ **Jason Coady**

**Whereas, the City of Charlottetown awarded the tender for the East
Royalty Lagoon Decommissioning in the amount of \$884,700 (plus HST)
on September 9, 2019,**

And that additional material management is required at the site,

**Therefore Be It Resolved, that the contract value be increased by \$138,000
(plus HST) to cover the costs associated with the additional material
management.**



Report No: WSC 11-20

Date: October 7, 2020

Directed to: Utility Chair & Committee

Department: Utility

Prepared by: Richard MacEwen, Utility Manager

Attachments:

ICS email quote

Subject: East Royalty Lagoon Decommissioning

Recommendation:

Approve the increase to the ICS contract to cover the cost of the additional sludge removal.

Report:

A tender was issued to Island Coastal Services (ICS) for the decommissioning of the East Royalty Lagoon at a value of \$884,700 plus HST. The work includes the lowering of water in the lagoon, sludge removal and disposal as well as site reinstatement. During the sludge removal process, it was discovered that there was an additional 1400 m3 of sludge to be managed.

The lowest cost option with the greatest benefit was found to be using the lagoon bottoms material as a soil enhancement at the nearby East Royalty Landfill site. The material was tested and found to meet the USEPA criteria for an Exceptional Class A Biosolid. This is the same criteria met by the Charlottetown Pollution Control Plant on Riverside Drive.

The consultant has reviewed the cost estimate and agrees with the proposed solution to manage the additional lagoon bottoms material. The estimated daily cost is \$13,800 plus HST. It is estimated that the removal will take 10 days. As a result of the additional lagoon bottoms material there is a need to increase the value of the contract with ICS by \$138,000 to cover this additional expense.

I have reviewed the situation with the consultant and believe this plan is our best option.

Respectfully,

Reviewed By:

CAO

Deputy CAO

Mgr

Other

Recommendations/Actions:



CITY OF CHARLOTTETOWN

RESOLUTION

**Water & Sewer
Utility #2**

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ **Bob Doiron**

Seconded by Deputy Mayor _____ **Jason Coady**

RESOLVED:

That the City of Charlottetown accepts the Provincial government standing offer pricing from Hillside Motors for one (1) 2021 Chevy Express Cargo Van in the amount of \$32,970 (plus HST).



Report No: WSC 12-20

Date: October 8, 2020

Directed to: Utility Chair & Committee

Department: Utility

Prepared by: Richard MacEwen, Utility Manager

Attachments:

- Hillside Van Quote

Subject: Utility Van Purchase

Recommendation:

Approve the purchase of the Utility Van.

Report:

The Water and Sewer Utility requires a replacement utility van and has budgeted for the purchase in 2020. The Province of PEI has a standing offer quote for cargo vans. The Utility would therefore like to take advantage of the pricing that has been secured by the Province.

Hillside Motors has quoted a 2021 Chevy Express Cargo van at \$32,970. The specifications of the van meet the Utility's requirements.

The Utility would like to proceed with purchasing the van based on pricing quoted to the Province.

Respectfully,

Reviewed By:

CAO

Deputy CAO

Mgr

Other

Recommendations/Actions:



CITY OF CHARLOTTETOWN

RESOLUTION

**Water & Sewer
Utility #3**

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ **Bob Doiron**

Seconded by Deputy Mayor _____ **Jason Coady**

RESOLVED:

That per the Request for Quotations for “Snow Clearing of Utility Properties” dated October 15, 2020, the City of Charlottetown accepts the low submissions as follows:

Dickieson Snow Removal – Sections 1, 2, 3, 4, 5, 6 and 1328 Brackley Point Road.

Landmark Group – 178 Mt. Edward Road, 16960 Route2, 614 Malpeque Road, 588 Union Road, 791 Suffolk Road, 18 Riverside Drive.

Island Construction – York Road Hydrant.

[illegible]



CHARLOTTETOWN

REQUEST FOR QUOTATIONS

DEPARTMENT: Utility

ITEM: SNOW CLEARING OF FIRE HYDRANTS, LIFT & WATER STATIONS

DATE: October 15, 2020

TIME: 2:00:00 PM local time

ATTENDEES: Teresa Duffy (Somerset Gardens Inc.), Matt Dickieson (Steve's Snow Removal), Steve Matheson (Island Construction), Lea MacDonald (Lea MacDonald Construction), Connie McGaugh and Stephen Wedlock

BIDDER	Section 1 – Hydrants and Lift Stations (excluding tax)	Section 2 – Hydrants and Lift Stations (excluding tax)	Section 3 – Hydrants, Lift Stations & 1 Water Station (excluding tax)	Section 4 – Hydrants and Lift Stations (excluding tax)	Section 5 – Hydrants and Lift Stations (excluding tax)	Both Sections 6 – Hydrants and Lift Stations (excluding tax)
1. Landmark Group	\$69.00			\$79.00	\$79.00	\$79.00
2. Island Construction	\$120	\$140.00	\$130.00	\$145.00	\$150.00	\$125.00
3. Steve's Snow Removal						\$75.00
4. A&M Snow Removal		\$75.00	\$75.00	\$75.00	\$75.00	\$75.00
5. Dickieson Snow Removal	\$57.40	\$60.00	\$56.52	\$74.91	\$69.57	\$69.57
6.						
7.						
8.						
9.						



**COUNCIL ADVISORY COMMITTEE
REPORT TO COUNCIL
NOVEMBER 9, 2020**

The Council Advisory Committee met October 30, 2020 and the open draft minutes are included in the package.

- There is one (1) resolution for your consideration.

Respectfully submitted,

Councillor Alanna Jankov, Chair

**COUNCIL ADVISORY COMMITTEE
FRIDAY, OCTOBER 30, 2020 AT 12 NOON
PARKDALE ROOM, CITY HALL**

DRAFT

Present: **Councillor Alanna Jankov, Chair
Councillor Mike Duffy, Vice-Chair
Deputy Mayor Jason Coady, Member
Mayor Philip Brown, Member
Peter Kelly, CAO
Tracey McLean, RMC**

Regrets: **Councillor Terry MacLeod, Member**

- 1. Call to Order**
Councillor Jankov called the meeting to order.
- 2. Declarations of Conflict of Interest**
There were no conflicts declared.
- 3. Approval of Agenda**
Moved by Councillor Duffy and seconded by Deputy Mayor Coady that the open agenda be approved as presented. Carried.
- 4. Motion to Move into Closed Session**
Moved by Councillor Duffy and seconded by Deputy Mayor Coady that the meeting move into a Closed Session as per Section 119 (1) Subsection (e) of the Municipal Government Act of Prince Edward Island. Carried.
- 5. Business Arising from the Closed Session**
Following discussions from the Closed session, moved by Councillor Duffy and seconded by Deputy Mayor Coady that a resolution regarding the recommended appointment of Councillor Jankov as the City's representative on the Downtown Charlottetown Inc. Board of Directors be presented at November's Regular Meeting for Council's consideration. Carried.
- 6. Adjournment**
Moved by Deputy Mayor Coady and seconded by Mayor Brown that the meeting be adjourned. Carried.

The meeting adjourned at 1:18 PM



CITY OF CHARLOTTETOWN

RESOLUTION

Council Advisory #1

MOTION CARRIED _____

MOTION LOST _____

Date: November 9, 2020

Moved by Councillor _____ Mike Duffy

Seconded by Deputy Mayor _____ Jason Coady

RESOLVED:

That Council approves the appointment of Councillor Alanna Jankov as the City's representative to the Board of Directors of Downtown Charlottetown Inc. (DCI), effective immediately.