



**Public Meeting of Council
Wednesday, April 20, 2011 at 7 PM
Georgian Room, Rodd Charlottetown Hotel**

Mayor Clifford Lee presiding

Present: Deputy Mayor Stu MacFadyen
Councillor Terry Bernard
Councillor Edward Rice
Councillor Rob Lantz
Councillor Danny Redmond
Councillor Mitchell Tweel
Councillor Jason Coady
Councillor Cecil Villard

Also: Roy Main – Chief Administrative Officer
Joseph Coady – Director of Public Services
Phil Handrahan – Director of Fiscal & Development Services
Donna Waddell – Director of Corporate Services
Don Poole – Planning Manager
Linda Thorne – Planning Administrative Assistant
Brad Wonnacott – Planning GIS Technician/Admin Support

Regrets: Councillor Melissa Hilton
Councillor David MacDonald

Mayor Lee called the meeting to order and introduced the Councillors. He then turned the meeting over to Councillor Rob Lantz, Planning & Heritage Committee Chair, who introduced the applications and explained the process.

1. 412 St. Peters Road (PID# 1004100) - request to consider an amendment to Appendix “A” – Future Land Use Map of the Official Plan from Low Density Residential to Concept Planning Area and to Appendix “H” – Zoning Map of the City of Charlottetown Zoning and Development Bylaw to rezone the property at 412 St. Peters Road (PID# 1004100) from Single-detached Residential (R-1S) Zone to Comprehensive Development Area (CDA) Zone

John Mantha, representing the developer Cecil MacLaughlan, presented the application. This property is part of the old Parkman farmlands. Mr. Mantha noted that an information meeting was held on March 18, 2011, Some concerns raised at that meeting were that some of the units

may be rental units and not owner-occupied. Mr. Mantha explained that there are no proposed apartment units but there will be townhouses and they will be condominium units. There will be no big box stores constructed and the developer will be required to enter into a Development Agreement with the City. Traffic concerns raised during the information meeting will be addressed when the Traffic Study is commissioned to meet provincial standards. Mr. Mantha noted that the Traffic Study will be required even if the property remains as R-1S and is developed as single family dwellings. The CDA Zone provides control over the type of development that will take place. The proposed development will provide a light commercial hub and a good mix of housing for residents. The development will also create employment opportunities and provide parkland and natural areas. The commercial area will contain light commercial service businesses which will be outlined in the Development Agreement. The commercial buildings will be 3,000 to 8,000 sq ft in size and façade design to have two good sides and parking areas will be away from St. Peters Road and the design will be set out in the development agreement. The development will contain condo/townhouse dwellings, semi-detached and single family dwelling. The single family dwellings will back onto the park area. The increase in density gives an opportunity for a large acreage of green space for a buffer to the City soccer fields. The main benefits to the area will be: no apartment buildings, condo/townhouses will be owner-occupied, and the commercial area will be small service shops rather than large box stores. The Traffic Study will deal with intersection alignment, traffic flow and any required lighting.

Councillor Lantz asked for any questions.

Harold Monkley

Mr. Monkley asked how many dwelling units there will be in total.

Mr. Mantha responded that there will be 22 single family dwellings, 6 semi-detached dwellings and approximately 23 condo/townhouse units.

Mr. Monkley asked about the increased flow of traffic especially through Oakland Estates.

Mr. Mantha explained that the Traffic Study will take this into account and will determine alignment of intersections, traffic flow, etc.

Mr. Monkley felt that it would make more sense to have the Traffic Study done before the development is proposed.

Mr. Mantha noted that the study would take place regardless of the type of development.

Bill Whelan, 478 St. Peters Road

Mr. Whelan asked for an explanation on the CDA Zone and if the City will have control over the development. He noted that the CDA Zone encompasses a lot of different uses and asked if what is presented here tonight will actually happen.

Mr. Mantha explained that any changes would have to go before a public meeting and that the Development Agreement between the developer and the City will outline areas, a list commercial uses, number of condo units, etc.

Harold Monkley

Mr. Monkley asked how often the design of a development goes through changes in the CDA Zone.

Mr. Poole, Manager of Planning & Development, explained the process which took place when the waterfront plans were developed and explained that any major changes would require it to go back to a public meeting and approval by Council.

Michelle Cottreau, 478 St. Peters Road

Ms. Cottreau has concerns with the increased amount of traffic and noted that the Bypass Highway was supposed to alleviate the backup of traffic. This development will increase the present traffic by an extra 100 cars per day.

Mr. Mantha pointed out that the previous proposal was for 52 single family dwellings and apartment buildings. This proposed development will not change the density and the addition of the semi-detached dwellings increased the area need for parkland. The traffic engineers will address the traffic concerns and the study will have to be accepted by both the Province and the City. Transportation & Public Works, in preliminary talks, have outlined some concerns.

Halbert Pratt, 440 St. Peters Road

Mr. Pratt has concerns with the light commercial area proposed and asked about the height of the buildings.

Mr. Mantha responded that the parking will be at the rear of the buildings and that the façade of the front and rear will be the same. Provision will be made for garbage bins, etc. The buildings will be all one storey.

Mr. Pratt asked if there are traffic lights proposed for the Angus Drive intersection.

Mr. Mantha responded that he is not aware of any plans for traffic lights.

Eddie Vessey, 29 Robertson Road

Mr. Vessey asked if Robertson Road will become a dead end street which will provide the only access to the soccer fields.

Mr. Poole responded that the developer was aware of access, but no plans were submitted or approved by the city. The City is in preliminary talks with Transportation & Public Works and that traffic control in the area falls under the Province and they will determine how to deal with the concepts.

Councillor Terry Bernard

Councillor Bernard confirmed that Robertson Road does lead to the parking area for the soccer fields and was hopeful that another access through the new subdivision could be obtained.

Mr. Vessey noted that the speed of traffic on this road should be dealt with as well as turnaround provisions for plows.

Reg Affleck, 1 Woodleigh Drive

Mr. Affleck noted that this development may slow traffic down and that heavy traffic in the morning is due to school buses. He also noted that another intersection at *Wendy?* Drive was taken out.

John Andrew, 3 Oakland Drive

Mr. Andrew has concerns with traffic and that changes to the development may occur in the future as the market changes and they may not build what they indicated they are going to build.

John Mantha

Mr. Mantha noted that there are already a number of apartment buildings on St. Peters Road and that they hope to sell the new houses within 1-4 years. This will depend on the market demands but if there are any changes to the market then they will have to wait.

Roma Misener, 29 Angus Drive

Mrs. Misener asked if consideration has been given to schools in the area as they are presently at near capacity and it could force more students to be bussed.

Mr. Mantha responded that the School Board will have to determine this.

Doug Parkman, 440 St. Peters Road

Mr. Parkman is not opposed to some type of development and noted that he sold this property to the developer. He is concerned with the height of the buildings and feels that light commercial will be an asset in the area as there is not much commercial development on this part of St. Peters Road. He pointed out that right-turn in and right-turn out access may alleviate some of the traffic concerns.

Mr. Mantha pointed out that the height of the buildings will be set out in the Development Agreement and again the traffic experts will determine turning and access.

Garth Sanderson, 15 Oakland Drive

Mr. Sanderson has concerns that the townhouse units might be rental units.

Mr. Mantha responded that they propose condo units rather than rental units and it might be possible to have restrictive covenants in place that would ensure that the units are owner-occupied.

Councillor Lantz noted that these types of covenants are not enforceable.

John Andrew, 3 Oakland Drive

Mr. Andrew asked if provision is being made in the future to widen St. Peters Road.

Mr. Mantha responded that St. Peters Road is presently 80 feet wide with sidewalks on both side.

Graham Davidson, 4 Miller Street

Mr. Davidson noted that the sidewalks on St. Peters Road are great but there is nowhere for people to go. He feels that this proposal is a good one and the proximity of commercial uses will lower the carbon footprint. He noted that the traffic in the morning is people from outside the City travelling in and we have no control over that traffic. He also felt that the new development will increase the tax base for the City.

Councillor Terry Bernard

Councillor Bernard noted that the Province has jurisdiction over St. Peters Road and asked if entrance way permits had been applied for yet.

Mr. Mantha responded that the Traffic Study will have be done first and that the traffic engineers will be applying for the entrance way permits.

Councillor Bernard asked if there will be two access points.

Mr. Mantha responded that will depend on the recommendations of the traffic engineers.

Councillor Bernard asked if there will be two access points or one.

Mr. Mantha responded that he is not sure at this time but likely two for safety and emergency planning.

Councillor Bernard asked if the Traffic Study will determine the need for traffic lights, etc.

Mr. Mantha pointed out that the Traffic Study will have to be commissioned regardless of the type of development that takes place.

Councillor Rob Lantz noted that any major redesign of the development would require the process to be done over again.

Mr. Poole noted that the plan was reviewed by the Province and some of their suggestions are incorporated but until a traffic assessment is complete there is no firm commitment at this point.

Councillor Bernard asked if Robertson Road is to be closed off onto St. Peters Road.

Mr. Mantha noted that a T-intersection may be required if that were to happen. Basically moving the Robertson Road access to St Peters Road over is all the plan is showing.

John Rossiter

Mr. Rossiter has concerns that Rilla Road may have to bear additional traffic if Robertson Road is closed off.

Unknown Resident

This gentlemen inquired if the other end of Rilla Road will extend into the new development and if traffic will enter at Wright's Bridge through a new intersection.

Councillor Redmond asked if there will be an intersection off Angus Drive.

Mr. Mantha responded yes.

Mayor Clifford Lee

Mayor Lee noted concerns about additional traffic through Rilla Road and Oakland Estates and asked if there is a possibility that Rilla Road may become a dead end.

Mr. Mantha responded that this could be looked at and a resident had concerns re safety and two ways out of the Oakland subdivision.

Councillor Bernard noted that there needs to be two intersections for access.

Cecil MacLaughlan, Developer, thanked everyone for coming to the meeting and for their comments.

Councillor Mitchell Tweel

Councillor Tweel asked if the rear of the commercial buildings will be the same as the front and if the buildings will be accessed from the rear.

Mr. Mantha explained that the buildings will be linked by sidewalks and that a green area will be established.

Councillor Tweel asked Mr. Mantha to point out three top reasons this proposal is better than the one proposed three years ago.

Mr. Mantha responded that the condo units proposed instead of apartment units, no big box stores and amount of green space are all good reasons for this proposal to go forward.

Gaelyne Coffin, 40 Cambridge Drive

Ms. Coffin feels that this development is a good thing but she has concerns with the increased traffic driving through the existing developments and feels that this is a major problem.

Mr. Mantha pointed out that there are presently no controlled access points in this area to control traffic flow. The Traffic Study may require traffic lights, etc., and this may slow the traffic and create breaks.

Ms. Coffin asked if there will be another public meeting held after the Traffic Study has been done.

Mayor Lee responded that perhaps the proposed development should be considered minus the traffic issues at this point.

Brian Langille

Mr. Langille noted that St. Peters Road is presently 80 feet wide and asked if provision has been made to widen it to 120 feet in the future

Mr. Mantha responded that land would have to be purchased to widen the road. The setback for the proposed commercial buildings would allow the road to be widened.

Sue Clark

Ms. Clark noted that she is a real estate agent and that this development is a positive one for East Royalty. House values will go up, and although they have no control over traffic coming from outside the city now, this proposal is all positive for the community.

2. Zoning & Development Bylaw Amendments - Section 4.7.2 & Section 20 - amendment to Section 4.7.2 and Section 20 of the Zoning & Development Bylaw to permit a building to be constructed over a lot line provided it meets the Building Code Bylaw and/or the Fire Prevention Bylaw

Councillor Lantz reviewed the proposed amendments and the process. There were no comments or questions.

3. Private proposal for bicycle parking racks

Moved by Councillor Terry Bernard

Seconded by Councillor Mitchell Tweel

RESOLVED:

That the private proposal for providing bicycle parking racks in the City be accepted.

CARRIED 8-0

4. Landscaping for Riverside Drive roundabouts

Moved by Deputy Mayor Stu MacFadyen

Seconded by Councillor Jason Coady

RESOLVED:

That the City of Charlottetown accept the tender from Red Oak Landscaping in the amount of \$79,240.00 (plus applicable taxes) to complete the landscaping for the two roundabouts on Riverside Drive with funding as follows:

\$43,447.91 from the Province of PEI;
\$26,000.00 from the Urban Beautification Operating Fund; and
the balance from the Urban Beautification Capital Fund.

CARRIED 8-0

Meeting adjourned at 8:15 p.m.