

# **CITY OF CHARLOTTETOWN**

## **East Royalty Master Plan**

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## **APPENDIX “A” Design Policy for the Private Realm**

## **APPENDIX “B” Design Guidelines for the Public Realm**

### **Schedule 1: East Royalty Area Structure Plan**

### **Schedule 2: Land Use**

### **Schedule 3: Transportation**

## 1.0 Introduction

### 1.1 History of East Royalty

East Royalty's roots run deep. Its history has been intertwined with Charlottetown's from its earliest days. In 1764, Captain Samuel Holland was appointed Surveyor-General of Quebec and the northern district of America and asked to survey British holdings north of the Potomac River, beginning with what was then St. John's Island (Prince Edward Island in 1799). The following year, he recommended what is the current site of Charlottetown be the capital. In 1768, Chief Surveyor of Nova Scotia, Charles Morris, was ordered to draft a plan for the new town. Three years later, Thomas Wright, under order from Governor Walter Patterson, adjusted and executed Morris' plan.

In accordance with English town planning principles of the time, the town was divided into three parts - the main town site (the 500 Lot Area), the Common (a buffer to provide for future town expansion) and the Royalty (pasture lots). The Royalty was meant to provide a space for those in the new capital to grow their own food until sufficient rural settlement occurred.

Because of the slow development of Charlotte Town, there were empty lots within the 500 Lot Area and settlers soon took advantage of this to pasture their cows closer to home, leaving the lots of the Royalty to merge into farms and in some cases, large estates. The Royalty would eventually be divided into three sections, East Royalty, Central Royalty (Sherwood) and West Royalty.

The close proximity to the Hillsborough River had a great deal to do with the early settlement and historic richness of East Royalty. Families like the Cambridge's, the Wright's, and the Hertz's were important in shaping the commercial, physical, political and agricultural history of both East Royalty and Charlottetown. Early in its history, industries like agriculture, brewing, milling and fox farming were established in East Royalty. In more recent years, subdivisions and businesses have been built where farms once dominated.

East Royalty had no governing body until 1964, when residents set up the East Royalty Improvement Committee. In 1977, the Village of East Royalty was formed. By 1978, an official plan for the new village was completed. Prince Edward Island's Municipalities Act (1983), replaced the term "village" with "community" and East Royalty became the Community of East Royalty. An official plan for the community was completed in 1989 that provided "a framework within which Council shall carry out the goals and objectives related to long term growth and development within the Community".

On 1 April 1995, the Charlottetown Areas Municipalities Act went into effect and East Royalty would join with the communities Hillsborough Park, West Royalty, Winsloe, Sherwood, Parkdale, and the City of Charlottetown to create the new amalgamated City of Charlottetown.

227 years after Morris first planned Charlottetown, its three parts - the Royalty, the Common and the town - were reunited.

## 1.2 Study Area

The study area subject to this Master Plan is bounded to the north by lands of the Charlottetown Airport, to the east by the Communities of York and Marshfield, on the south by the Hillsborough River and on the west by the Charlottetown Perimeter Highway. For greater certainty the lands subject to this Master Plan are identified on Schedule 1 - Neighbourhood Structure Plan, Schedule 2 - Land Use and Schedule 3 – Transportation. Most of the lands within this study area are privately owned with the exception of City owned parkland and institutional land mixed throughout the study area.

## 1.3 Schedules

a) The lands subject to this Master Plan, identified as the East Royalty Master Plan are identified on Schedule 1 – East Royalty Area Structure Plan, Schedule 2 – Land Use and Schedule 3 - Transportation, attached. The following text describes the purpose of these documents.

- i. *Schedule 1: East Royalty Area Structure Plan* - The purpose of this Schedule is to begin the process of identifying the neighbourhood structure. It shows the primary road network parks and open spaces, the key community facilities and 6 areas for potential new residential neighbourhoods that are mostly comprised of new development opportunities.

The 6 new neighbourhoods are based on the concept of the 5-minute walk, where there should be a neighbourhood focus (school, park, retail opportunities). Also of importance is support for future transit, and road connectivity between the various neighbourhoods as well as improved connectivity between East Royalty and the City of Charlottetown.

- ii. *Schedule 2: Land Use* – The purpose of the Land Use Schedule is to further articulate the neighbourhood structure with more detailed ideas about future land use. The intent here is to:

- Identify key Environmental Open Space;
- Identify the existing parks system and proposed new public parks;
- Propose a location for a Village Centre;
- Integrate new development with existing development;

- Support transit and other Active Transportation components; and.
  - Ensure an appropriate distribution of community facilities.
- iii. *Schedule 3: Transportation* – The Transportation Schedule highlights the primary road network and the proposed primary bus routes. It also shows new connectivity components with the rest of Charlottetown intended to relieve current congestion problems and to enhance connectivity. As a primary trails network is developed in the area, amendments to this Schedule will be required to show the inter-connectivity of the various modes of transportation.
- b) In addition to the identified Schedules and the following text, this Master Plan also includes Appendix A – Design Policy Private Realm and Appendix B Design Guidelines for Public Realm

#### **1.4 Site Description**

The neighbourhood of East Royalty is located in the northeastern quadrant of the City. The Charlottetown Perimeter Highway runs along the western boundary of the neighbourhood and the St. Peters Highway a main arterial route from Charlottetown to the eastern end of the island runs through the center of the neighbourhood. It is one of two main routes for traffic traveling to and from the eastern end of the island to enter the City. Within East Royalty there are pockets of residential subdivisions on streets leading off of the St. Peters Highway. However, for the most part there is a great deal of undeveloped land within this neighbourhood. Over the past 10 years the area has experienced moderate growth with the development of Parent Street, Horseshoe Hills, Emmerly Estates, Love and Bridle Path Subdivisions. As well there has been residential development along Norwood Road, East Royalty and Robertson Roads. Development is continuing to proceed in this area at a fairly moderate pace as the City continues to receive proposals for residential subdivisions. One major proposal is for a residential mixed use subdivision on the north side of St. Peters Highway. At full build out this subdivision will consist of approximately 709 units.

The predominant housing form within East Royalty is single detached and two unit dwellings with low to medium rise apartment dwellings and townhouses distributed throughout the neighborhood. It should be noted that there are currently more options for these forms of housing on the southwest quadrant of the neighbourhood.

Most of the available land for development within East Royalty is largely green field sites as prior to amalgamation East Royalty was predominately agricultural land. The southern portion of East Royalty borders on the Hillsborough River and has approximately 20,200 feet (6,200 meters) of coastline. East Royalty's water frontage begins where the Eastern

Gateway Master Plan ends and continues eastward to the boundary between the City and the Community of Marshfield.

Within East Royalty are also a number of environmentally sensitive features such as water courses, wetlands, forested areas and in particular Wright's Creek, Andrew's Pond, Royalty Oaks and the salt marshes.

There is a decommissioned land fill site comprising approximately 80.35 acres. Pending remediation this property has been identified in the Charlottetown Park Master Plan as a potential site for a regional park. There are various recreational facilities including the City's soccer fields, an outdoor rink, baseball fields, walking trails and playgrounds throughout the East Royalty neighbourhood.

Educational facilities such as Lucy Maude Elementary School serving kindergarten to Grade 6 and E'cole Francois-Buote serving grades 1-12 are located in East Royalty. As well daycares are located within Malcolm Darrach Civic Centre and Hillsborough Park Community Centre which are civic gathering locations for the neighbourhood.

Commercial land uses are limited within East Royalty. There are very few retail service facilities within the neighbourhood. Mel's Convenience Store is the commercial hub as it supplies convenience items such as a gas bar, a drive through coffee shop and provincial liquor store. There is a small collection of additional retail uses located near the eastern boundary of the neighbourhood such as: a furniture store, a building supply store and automotive shops. However, service oriented commercial uses are limited within the neighbourhood and residents have to travel to the West Royalty or the city centre to access such services.

Industrial uses are limited in East Royalty. There is a demolition pit located in the undeveloped portion of Norwood Road as well there are some light industrial uses located on Grant St. There are also some legal non-conforming light Industrial uses located along East Royalty Road.

## **1.5 Opportunities and Challenges**

Many opportunities exist within the East Royalty neighbourhood. There is a large land base of greenfield to support future growth and development. Many of the collector and local roads that surround these lands are already serviced. East Royalty already has many of the components such as: schools, daycares, civic buildings, access to health care and recreational facilities required to make it a complete neighbourhood.

One of the most unique qualities of East Royalty is the amount of coast line that exists within the neighbourhood. Many beautiful vistas of the Hillsborough River exist throughout the East Royalty neighbourhood. As East Royalty develops it is a high priority that public access to the water is acquired so that the waterfront within this neighbourhood is enjoyed by all. Acquisition

of land for trails, connectors and parkland along the water's edge shall be a priority as such land presents a great opportunity for East Royalty's residents to enjoy and experience the water. Over time such lands will connect to existing trails and form part of the City's trail system "Routes for Nature and Health".

In addition to coastline East Royalty also possesses natural water features such as Wright's Creek and Andrew's Pond. These water features not only are important ecological features within the neighbourhood but they also offer the residents of East Royalty opportunities for recreational water based activities. As well, these waterways are an important component to providing linkages to the City's trail system. It is imperative that the City continue to work with the local watershed group to ensure protection of Wright's Creek, Andrew's Pond and its tributaries. Such a partnership will help to guarantee that this important ecological feature is protected for future generations to enjoy.

As East Royalty continues to grow there are also challenges that will have to be overcome. The following are challenges that have been identified during this Master Plan process.

East Royalty is bisected by the St. Peter's Highway. This creates somewhat of a challenge for residents travelling to and from the northern or southern portion of the neighbourhood. During peak times (morning and early evening) traffic can be congested along St. Peters Road. A traffic study, prepared by MRC Consultants out of Halifax was commissioned as a joint effort between the City of Charlottetown and the Department of Transportation and Infrastructure Renewal to determine the level of service on St Peters Road and to determine if upgrades would be required to the current road. The study revealed that currently St. Peters Road is not yet at capacity. However, as development continues to progress upgrades in the form of controlled accesses or roundabouts will be required to various intersections along St. Peters Rd (see Schedule 3). The final traffic report identified the timeline for when these upgrades should be considered.

The local area road network in many subdivisions is not interconnected. There are many streets that terminate at dead ends. This scenario does not promote walkability and connectivity to and from neighbourhoods. As development progresses it is important that these roads connect to provide safe access for pedestrians and motorists to and from neighbourhoods.

The East Royalty Sewage Treatment Lagoon services the areas northeast of Wright's Creek. All other areas of the neighbourhood are serviced by the City's wastewater treatment plant on Riverside Dr. The East Royalty lagoon was designed to support a population of 1800 people. Estimates suggest the current serviced population is less than 1800 but greater than 1600. Future upgrades will have to be identified to ensure appropriate levels of wastewater treatment for this area of East Royalty in the future.

Sitting on the confluence of Wright's Creek and Hillsborough Harbour the decommissioned East Royalty land fill site occupies a substantial piece of property. This has been identified as a prime location for a regional park. However, in order for this to occur remediation must take place. It

is suggested that the City work in partnership with the Provincial and Federal Governments to determine funding and a remediation strategy for this site.

## **1.6 Official Plan**

This Plan shall be read in conjunction with the Official Plan, and all relevant policies shall apply. Where there is a conflict between the policies of the Official Plan, and the policies of this Master Plan, the policies of this Master Plan shall prevail.

## **2.0 The East Royalty Master Plan**

### **2.1 Purpose of the Master Plan**

The purpose of The East Royalty Master Plan is to provide policies for a comprehensively planned community that protects environmental features and the existing community; one that recognizes and responds to the policy initiatives of the City of Charlottetown, while establishing a comfortable and attractive community with a full range of housing types, commercial and community facilities and substantial employment areas. It is expected that this Master Plan will take twenty to thirty years to build out to its full potential.

### **2.2 Objectives of the Master Plan**

East Royalty is largely undeveloped. There is mounting pressure within the neighbourhood to subdivide vacant land. The East Royalty Master Plan will provide a long term vision to ensure that proper planning is in place to direct future growth in a well-planned, contiguous manner. One of the main objectives of this plan is to provide a framework so that future growth in East Royalty does not occur on a piece meal basis instead it is considered broadly. This plan establishes policies for the location of roads, public infrastructure, land use, the built environment, land for recreation and environmental open space.

The realization of this plan will shape the neighbourhood of East Royalty so as growth occurs it will continue to be a vibrant, sustainable, healthy neighbourhood for its residents to enjoy through various stages of their lives.

### **2.3 Vision**

*East Royalty, originally a small rural village before being amalgamated into a larger Charlottetown, has retained many rural characteristics. It still gives residents the feeling of living in a suburban area, while being within close proximity to the City's core.*

*East Royalty is currently proximate to many services, amenities and facilities. As East Royalty grows, accessibility should continue to be an important feature to be enhanced through its planning and design.*

*Additional services, retail and commercial will be required to serve the growing population to ensure a complete community, with an array of housing types and places to work, go to school, to*

*shop and to play. East Royalty has an abundance of open spaces with natural habitats, woodlots, streams and ponds that its resident's value and that should be maintained.*

*This Master Plan preserves areas of environmental significance and existing parks while looking at opportunities for expanding linkages between them and rehabilitating areas that are damaged. Pedestrian access through trails and paths will make East Royalty a more walkable community. Accommodating and planning for different modes of transportation will increase accessibility within East Royalty and its connectivity to the rest of Charlottetown. New and expanded educational facilities will be required to serve the increasing population along with addressing infrastructure capabilities.*

*Above all, East Royalty will incorporate best practices for sustainability and active transportation, leading to a community that promotes healthy lifestyles. Planning for the East Royalty Area will promote safe residential neighbourhoods that are planned based on the concept of RSVP – Resilient, Sustainable, Vibrant and Pedestrian-friendly. East Royalty will be a great place to live. Residents will be proud of their community and the City, and in partnership with the development community, will be proud of their legacy.*

## **2.4 Guiding Principles**

- a) The guiding principles, which shall direct and inform the future planning, design and development of the East Royalty Area are as follows:
  - i. *Quality of life* – Grow and develop in a way that achieves a high quality of life for its residents and that makes East Royalty a desirable community to live, work and play.
  - ii. *Quality of Place* – Promote developments that are well designed through the use of Design Policy and Design Guidelines. Promote neighbourhoods that are attractive and sustainable and that include well-designed public parks and trails.
  - iii. *Environment* – Ensure that all significant natural heritage features, such as woodlots, watercourses and wetlands and their associated functions are protected and enhanced. Improve the linkages among natural heritage features, public parks and other destination sites.
  - iv. *Range of housing* – Provide a full range of housing types, including seniors and other special needs housing to create diverse residential neighbourhoods. The City will work with other government agencies and the private sector to promote innovative housing forms, development techniques, and incentives that will facilitate the provision of affordable housing.
  - v. *Accessibility* – Promote accessibility through barrier-free development, in accordance with the City's Disability Lens program.

- vi. *Active transportation* – Develop a multi-modal Active Transportation system that is highly interconnected and includes cycling, walking, transit and automobiles with more opportunities for linkages and connections between the modes along an efficient road network. It is crucial that the road pattern and associated land use pattern be transit supportive.
- vii. *Community facilities* – Provide additional capacity within existing facilities and provide opportunity for new facilities to meet the needs of the community as it grows over time.
- viii. *Infrastructure* – Require that all new development be provided with urban services, including water and sewage disposal. State-of-the-art stormwater management facilities will be a key component of the East Royalty Area.
- ix. *Phasing* - It is anticipated that the full build-out of the East Royalty Area will take between 20 and 30 years. Growth will occur incrementally and all community facilities, infrastructure requirements and the creation of the Active Transportation Network will need to be carefully phased to ensure a logical progression of growth. Residential development shall proceed concurrent to the development of necessary infrastructure and planned parks, trails and other community facilities.
- x. *Finances* – East Royalty shall develop in recognition of the fiscal and market realities of the City of Charlottetown. Infrastructure and community facilities will be carefully planned, and may be phased over time. New development will occur in a fiscally responsible manner. It is a fundamental principle of this Plan that new development pay its own way, without creating an inappropriate financial burden on the taxpayers of the City.

## **2.5 Development Yield**

- a) The East Royalty Area is approximately 890 hectares in size. This is representative of a very large geographic area. The area is subdivided geographically in accordance with Schedule 2 – Land Use.
- b) Overall, it is expected that the East Royalty Area, at full build out, will accommodate approximately 17,550 people (inclusive of existing development) and 2,500 employees. The time frame anticipated to achieve full built out for this area will not occur in the 20-30 year planning horizon for this plan. East Royalty will assume some of the growth of the City of Charlottetown over the next 30 years but growth will occur in a balanced manner throughout the entire city.

- c) These calculations are considered appropriate for the assessment of need for service infrastructure including:
  - i. Required improvements to the transportation network.
  - ii. Assessment of the need for expansions to the sewage treatment and water supply systems.
  - iii. The need for community facilities and schools.
  - iv. The opportunity for retail commercial facilities within the Village Centre.

## **2.6 Phasing**

- a) The anticipated long-term build out of the East Royalty Area will require that it be phased appropriately to avoid uneconomic infrastructure expansion and the development of incomplete neighbourhoods. The City will, therefore, ensure a logical progression of growth that:
  - i. Is an efficient development pattern that promotes a cost-effective use of infrastructure investment, and avoids temporary infrastructure development solutions.
  - ii. Ensures the early development of public parkland components of the Plan.
  - iii. Includes the logical expansion of, and improvements to, the road network, sewer, water and stormwater management services.
  - iv. Is fiscally responsible and does not place an undue tax burden on the existing residents and businesses within the City of Charlottetown.
- b) The City will ensure that benefitting development interests and/or landowners are bound financially through appropriate legal mechanisms and development levies, and are committed to ensuring that the required service infrastructure and community facility and public park elements are put in place in advance of, or concurrent with the commencement of development.

## **2.7 Complete Application**

- a) This Plan identifies the following studies, plans and/or assessments that the City may require to support Official Plan Amendments, Preliminary Plan of Subdivision applications and Zoning By-law Amendments, prior to that application being considered

complete. The following studies, plans and/or assessments shall be determined to be required at the sole discretion of the City:

- i. Land Use Planning Proposal.
  - ii. Concept Plan, including abutting properties.
  - iii. Environmental Impact Study as required by Provincial and/or Federal regulations and/or Tree Preservation Plan.
  - iv. Stormwater Management Plan.
  - v. Functional Servicing Plans for Sewer and Water systems.
  - vi. Traffic Impact Study and Streetscape Design Plan, including integration with the planned trails system.
- b) The City may request applicants to consult with the municipality prior to submitting an application for an Official Plan Amendment, Zoning By-law Amendment, Preliminary Plan of Subdivision or Site Plan Approval. The pre-submission consultation meeting will be held with City staff and any other government agency or public authority that the City determines appropriate. At the pre-submission consultation meeting:
- i. The list of required studies set out above may be scoped depending on the nature of the application. The City in consultation with applicable agencies may also prepare terms of reference for any of the required studies, which set out the required study information and analyses.
  - ii. Additional studies may be determined necessary for submission with the application based on the nature of the application.
- c) The City shall determine the need for the listed studies, plans and assessments, and when in the approvals process they may be required, on a site-by-site basis.
- d) Additional study requirements may be identified by the City as a development application proceeds through the approval process.
- e) All required studies, plans or assessments are to be carried out by qualified professionals, as approved by the City and it is recommended that development applications be represented by qualified representatives.
- f) Prior to the approval of any new development within a proposed new Neighbourhood as identified on Schedule 1, a Concept Plan will be prepared. The required Concept Plan

shall include the entire neighbourhood as identified on Schedule 1 – East Royalty Area Structure Plan, and shall include the following components:

- i. *Road, Block and Land Use Plan* - The Road, Block and Land Use Plan will identify the major and minor gateways and conceptual layout of the Site, including the distribution of land uses and building heights. The Road, Block and Land Use Plan will provide enough detail to ensure an appropriate range and mixture of housing units are provided;
  - ii. *Streetscape and Open Space Plan* - The Streetscape and Open Space Plan will identify the function, design and treatment of all the internal road types. It will identify the major and minor gateways, location of all public sidewalks, on-street bikeways, and the various components of the open space system and trails network, and the integration of these facilities with existing, proposed and future land uses. The Streetscape and Open Space Plan will identify the linkages between proposed parks and parkettes;
  - iii. *Servicing Plan* - The Servicing Plan shall include, but shall not be limited to, technical details regarding the provision of water, wastewater, stormwater management and public and/or private utilities; and,
  - iv. *Environmental Impact Statement* – An Environmental Impact Statement, when required under Provincial and/or Federal Regulations.
- g) The Concept Plan shall form the basis of Preliminary Plan of Subdivision, implementing zoning, and/or Site Plan Approvals. Prior to development in any new Neighbourhood as identified on Schedule 1, the City shall be satisfied that the Concept Plan has been completed, and all of the policies of this Plan have been appropriately fulfilled.
- h) The City may consider combining neighbourhoods, as long as all of the policies of this Plan can be achieved.

### **3.0 Design Criteria**

#### **3.1 Design Policy and Design Guidelines**

- a) This Plan includes Design Criteria which forms Design Policy for the Private Realm (Appendix A) and Design Guidelines for the Public Realm (Appendix B.) The intent of the Design Criteria is to promote an appropriate built form and public realm within the East Royalty Master Plan Area. The Design Criteria function as an implementation tool for successive development and approval processes that are required to implement this Plan, particularly zoning, and Preliminary Plans of Subdivision.

- b) All development within the Master Plan Area shall have regard for the Design Criteria attached to this Plan as Appendix A and B. Development in the private realm will have to generally conform to the design policy as stated in Appendix A. Adjustments and further refinements to the Design Guidelines related to the Public Realm are anticipated and shall not require an Amendment to this Plan, provided that the intent and general design approach inherent to the Design Guidelines are achieved to the satisfaction of the City.
- c) “Have regard for” means, “a careful consideration of the guidelines, not a dismissive one; a fair application of, and approach to the guidelines which applies them similarly to all similar situations, rather than one that allows frequent departure from the guidelines; and the exercise of reasonable discretion, that is departing from the requirements of the guidelines only when it would make more sense to depart from the guidelines than to comply with them.”

### 3.2 General Site Development Criteria

- a) The City shall ensure that the following general site development criteria are implemented in all new development:
  - i. Buildings shall be street-front oriented and provide direct street access for pedestrians.
  - ii. Large scale automobile parking areas shall generally be sited to the side or rear of buildings, or, preferably below grade. The softening of the impact of the large areas of surface parking through building orientation, boulevard landscaping treatments and landscapes islands is required.
  - iii. Compatibility between different land uses and scales of buildings shall be achieved through appropriate siting, design and landscape treatment. Compatible Development shall be defined as follows:

*“Compatible development is development that is not necessarily the same, or even similar to existing development in the vicinity. Compatible development does, however, enhance the existing community character without causing any undue, adverse impacts on adjacent properties.”*
  - iv. The Zoning By-law will specify requirements for building setbacks, minimum landscaped areas, buffer strips, maintenance of existing trees, privacy screening and other appropriate measures to enhance the “greening” of the community which shall be applied in all new development.
  - v. High quality landscape treatment shall be provided throughout the East Royalty Master Plan Area.

- vi. High density development shall generally be adjacent to:
    - Arterial roads and/or Collector Main Streets, particularly when those roads are identified as part of the planned transit system.
    - Retail and service commercial uses;
    - Community facilities; and/or,
    - Public open space areas.
  - vii. Where a proposed non-residential use abuts or is proximate to an existing or proposed residential land use, fencing, landscaping, berming or a combination of those design elements will be utilized to ensure that there is adequate screening between the uses. It shall be the responsibility of the non-residential development to provide adequate screening.
  - viii. For development adjacent to St. Peter's Road, common/shared vehicular access and internal circulation including service lanes connecting abutting properties and/or developments shall be provided wherever possible, to the satisfaction of the City, and the Province.
  - ix. For all new development abutting an Arterial or Collector Road, as identified on Schedule 3, sidewalks of at least 1.8 meters in width shall be provided within the municipal right-of-way on both sides of the street. On Local Roads, sidewalks of a minimum of 1.5 meters in width shall be provided within the municipal right-of-way on at least one side of the street.
- b) To provide a land use distribution that minimizes land use conflict and achieves a compatible and aesthetically pleasing development pattern, appropriate impact mitigation measures will be used. These measures include, but are not limited to the following:
- i. Lot sizes, scale of development and intensity of use will be considered when integrating new and existing development.
  - ii. Every effort will be made to protect residential development from nuisances which may be generated from incompatible land uses located within the Master Plan Area. In this regard the following shall apply:
    - Residential development shall be located on the periphery of existing or proposed commercial development.

- Residential development shall be located on the periphery of existing or proposed industrial development.
  - Residential development shall be separated from any identified contaminated areas in accordance with the policies of the *Environmental Protection Act*.
- c) To enhance the attractiveness of the East Royalty Area and its surroundings by taking advantage of existing natural and built features in the area.
- i. Medium density residential shall be appropriately integrated into the neighbourhood by avoiding undue concentrations and encouraging their location adjacent to schools, parks, open spaces, commercial areas and other community facilities.
  - ii. Locate housing types to enhance the physical and living environments of the community. This will especially be the case for multiple attached housing so as to increase their desirability and viability as alternative forms of accommodation to the single-detached dwelling.
  - iii. Design subdivision and development proposals in such a manner to achieve a variety of visual effects which may be created by a curved road pattern, existing vegetation and the provision of landscaped areas as an integral part of all development.
  - v. Subdivision designs will be encouraged to optimize the use of open spaces by providing linkages through the community.
  - vi. Develop a pedestrian scale community of buildings to encourage walking and decreasing the reliance on the automobile.

### **3.3 Sustainable Design/Green Building**

- a) Energy conservation measures should be incorporated in the design of subdivisions through effective use of natural vegetation, the design of road patterns and the orientation of buildings to take advantage of sun exposure.

## **4.0 Land Use Designations**

### **4.1 Introduction**

- a) Land use is divided into eleven categories, as shown on Schedule 2 – Land Use, with policies established for each category. The categories include:
- i. The Residential Neighbourhoods
    - Mature Neighbourhood
    - Low Density Residential
    - Medium Density Residential
    - High Density Residential
    - Mobile Home Residential
  - ii. The Commercial Areas
    - Village Centre Commercial
    - Commercial
  - iii. The Employment Area
  - iv. Community/Institutional
  - v. Greenlands System
    - Environmental Open Space
    - Parks/Open Space
  - vi. Future Development Area
  - vii. Comprehensive Development Area
- b) The boundaries of land use designations and/or the location of symbols, as shown on Schedule 2 – Land Use, are intended to be general and approximate, unless they coincide with a road, lot line, utility corridor or prominent physical feature. Adjustments to the approximate location of land use boundaries and symbols may be permitted without the need for an Official Plan Amendment, provided the general intent of this Master Plan is maintained. Similarly, adjustments may be made in the location of streets, and parks provided the general intent of this Master Plan is maintained.

## **4.2 The Residential Neighbourhoods**

### **4.2.1 Intent**

- a) The East Royalty Master Plan establishes a variety of Residential Neighbourhoods, as identified on Schedule 1 – East Royalty Area Structure Plan. Within each neighbourhood, it is the intent of the City to promote the development of complete neighbourhoods through an appropriate housing mix, access to retail and service commercial uses, and pedestrian-oriented street design, and a transit-supportive urban structure. The Neighbourhoods will be connected to each other through the Arterial and Collector Road network, and will also be connected to the Greenlands System. All of the neighbourhoods will be developed within a safe, healthy and functional environment.

### **4.2.2 Mature Neighbourhood Designation**

- a) The Mature Neighbourhood designation is generally intended to recognize existing development within the neighbourhoods of East Royalty, which primarily exists in the form of Low Density residential.
- b) New development within the Mature Neighbourhood designation shall be consistent with the predominant character and built form of existing adjacent and nearby development.
- c) The Mature Neighbourhood designation shall be implemented through the existing categories of the Zoning By-law that apply to these designated properties.
- d) The implementing Zoning By-law further refines the permitted, conditional and/or prohibited land uses for the applicable Zone categories that pertain to the Mature Neighbourhood designation.

#### ***Development Policies***

- e) Development within the Mature Neighbourhood designation resulting from changes or modifications to existing development and infill development shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone categories that pertain to the Mature Neighbourhood designation.

### **4.2.3 Low Density Residential Designation**

- a) The Low Density Residential designation is intended to accommodate development in East Royalty in the form of single detached dwellings, **amend by adding the following words ... semi-detached and duplex dwellings** with a variety of lot sizes and frontages in accordance with the Zoning By-law.
- b) The implementing Zoning By-law further refines the permitted, conditional and/or prohibited land uses for the applicable Zone categories that pertain to the Low Density Residential designation.

**Development Policies**

- c) Development within the Low Density Residential designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone categories that pertain to the Low Density Residential designation.

**4.2.4 Medium Density Residential Designation**

- a) The Medium Density Residential designation is intended to accommodate new development within the neighbourhoods of East Royalty in the form of **amend by removing the following words ~~semi-detached dwellings and~~** street and block townhouses with some variety of lot sizes and frontages in accordance with the Zoning By-law. The Medium Density Residential designation also permits the uses and unit types permitted in the Low Density Residential designation.
- b) The implementing Zoning By-law further refines the list of permitted, conditional and/or prohibited land uses for the applicable Zone categories that pertain to the Medium Density Residential designation.

**Development Policy**

- c) Development within the Medium Density Residential designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone categories that pertain to the Medium Density Residential designation.
- d) Where buildings are proposed within the Medium Density Residential designation that abuts any other lower density residential designation, the medium density development shall be designed to ensure development compatibility such that the amenity of the lower density residential area is maintained or protected. Site design considerations may include:
  - i. Increased setbacks;

- ii. Provision of landscaped buffers;
- iii. Angular planes of buildings or other mechanisms that control the scale of development;
- iv. The requirement for structured parking and/or the provision of parking areas that do not dominate the site physically and visually;
- v. The location, pattern, and style of entranceways, windows, balconies, and other architectural details; and,
- vi. The location, pattern, and style of loading bays, and refuse containers.

#### **4.2.5 High Density Residential Designation**

- a) The High Density Residential designation is intended to accommodate new development within the neighbourhoods of East Royalty in the form of higher density residential forms of development, including stacked townhouses and apartments, in accordance with the Zoning By-law. The High Density Residential designation also permits the uses and unit types permitted in the Medium Density Residential designation.
- b) The implementing Zoning By-law further refines the permitted, conditional and/or prohibited land uses for the applicable Zone categories that pertain to the High Density Residential designation.

#### **Development Policies**

- f) Development within the High Density Residential designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone categories that pertain to the High Density Residential designation.
- g) Where buildings are proposed within the High Density Residential designation that abut any other lower density residential designation, the high density development shall be designed to ensure development compatibility such that the amenity of the lower density residential area is maintained or protected. Site design considerations may include:
  - i. Increased setbacks;
  - ii. Provision of landscaped buffers;
  - iii. Angular planes or other mechanisms that control of the scale of development;

- iv. The requirement for structured parking and/or the provision of parking areas that do not dominate the site physically and visually;
- v. The location, pattern, and style of entranceways, windows, balconies, and other architectural details; and,
- vi. The location, pattern, and style of loading bays, and refuse containers.

**4.2.6 Amend by removing the following words...*Mobile Home Residential Designation* and replacing with...*Manufactured Housing Residential Designation***

- a) The Mobile Home Residential designation is intended to accommodate mobile home, mini home or manufactured **amend by removing the following words ...house trailers and replace with... homes** within the East Royalty Area neighbourhood.

**Development Policies**

- b) New areas for **amend by removing the following words ~~Mobile~~ and replacing with *Manufactured* Home Residential, mini home or **amend by removing the following words...manufactured ~~house~~ and replacing with...homes remove the following word... trailers** shall only be permitted by amendment to the Zoning By-law implementing this Plan and provided the following requirements are met:
 
  - i. Shall be located within designated areas which shall not be less than 3.0 hectares in size and which shall not have a density greater than 20 units per hectare;
  - ii. Shall be provided with full municipal services;
  - iii. Shall have direct access to a an Arterial or Collector Road;
  - iv. Shall provide adequate parking for both residents of **amend by removing the following words...~~Mobile Home Residential~~ and replacing with...mini-home residential** and manufactured **amend by removing the following words...~~house trailers~~ and replacing with... homes** and visitors;
  - v. Commercial uses such as convenience stores, coin-operated laundries, or personal service uses shall not occupy more than 10% of the total area of any **amend by removing the following words... ~~Mobile Home~~ and replacing with... *Manufactured* Residential site, and shall be secondary to the main residential use and character of the area;****

- vi. Amend by removing the following words... ~~Mobile Home~~ and replacing with **Manufactured Home** Residential shall be landscaped according to good design principles to complement the residential nature of the community and the Design Guidelines in Appendix A of this Plan; and,
- vii. No less than 5% of the total site area of any ~~amend by removing the following words Mobile~~ and replacing with **Manufactured Home Residential** ~~are~~ shall be used exclusively for children’s playground purposes.
- c) The implementing Zoning By-law shall provide the standards for minimum lot frontage, building height and massing, and placement of accessory buildings, parking and access.
- d) Site design considerations may include:
  - i. Increased setbacks; and/or,
  - ii. Provision of landscaped buffers.
- e) Amend by removing the following words... ~~Mobile~~ and replacing with... **Manufactured Home Residential** shall be designed on the basis of a plan of subdivision, and shall be subject to a Roads & Services Agreement.
- f) All development proposals within this designation may be required, at the discretion of the City, to be subject to the Site Plan Approval process, as established by the City.

### **4.3 The Commercial Areas**

#### **4.3.1 Intent**

- a) The East Royalty Area will generate increased demands for a range of new or enhanced commercial uses to provide for a more complete community.
- b) The primary types of commercial facilities, which will be required to serve new residents, will largely be of a neighbourhood commercial and service commercial nature. Other, larger scale commercial facilities may also be required to serve both a City-wide and Regional function.
- c) It is the intent to enable the establishment of a compact “Village Centre” on St. Peters Road in the general area between Macrae Drive and MacWilliams Road.
- d) The Village Centre is intended to become a vibrant, mixed-use centre within the community that promotes pedestrian-oriented retail and service commercial uses, medium and high density residential uses as well as other employment, community and

institutional uses in order to bring greater activity to the area both during the day and at night. The Village Centre shall be oriented to pedestrians, cyclists and users of transit, but shall also accommodate access to the area by private automobiles.

- e) On the Village Centre lands, it is the intent of the City to promote a variety of small and medium scale retail and service commercial facilities, office and institutional uses, and community uses in a form that mixes those uses within the community, as well as specifically on or within individual sites or buildings and on the site. Stand-alone and mixed-use buildings will be both permitted. Larger scale commercial facilities with extensive surface parking are discouraged from locating within the Village Centre, but
- f) It is also the intent of the City that the Village Centre will:
  - i. Ensure a vibrant, inviting and appealing atmosphere on these lands and within the public realm that will attract residents and new businesses, encourage walking and cycling and resonate positive image of East Royalty with local residents and visitors alike;
  - ii. Facilitate the development of a new shopping, entertainment, dining and employment area or destination in the area; and,
  - iii. Ensure that development within the Commercial Area is comprehensively planned to ensure that the impacts of servicing, access, loading and parking can be adequately addressed.
- g) In addition to the vision intended for the Village Centre, additional commercial uses will be encouraged and provided for at various other locations along St. Peters Road, which is subject to Provincial approval. These other commercial locations will enable more traditional forms of commercial uses, which will allow larger scale, space extensive retail uses more focused on access by private automobiles.
- h) The following two commercial land use designations are provided for within the East Royalty area:
  - i. Village Centre Commercial; and,
  - ii. Commercial.
- i) The implementing Zoning By-law further refines the list of permitted, conditional and/or prohibited land uses for the applicable Zone categories that pertain to the Village Centre Commercial and Commercial designations.

#### **4.3.2 General Policies**

- a) Within the Village Centre area, the City may prepare, either independently or in conjunction with major landowners or relevant development interests, a Village Centre Master Plan, which shall include the following components:
  - i. Road, Block and Land Use Plan - The Road, Block and Land Use Plan will identify the conceptual layout of the Village Centre, including a more specific distribution of land uses, potential building envelopes and heights, parking and loading areas, and parks and landscaped areas;
  - ii. Streetscape and Open Space Plan - The Streetscape and Open Space Plan will identify the function, design and treatment of all the internal road types, location of all public sidewalks, on-street bikeways, and the various components of the open space system, and the integration of these facilities with existing, proposed and future land uses; and,
  - iii. Design Guidelines - The Design Guidelines will provide more detail attached to this Plan as Appendix A, and any other applicable policies of this Plan. These Guidelines will articulate building height, massing and form, building setbacks, the arrangement of buildings on lots and the treatment of on-site parking.
- b) In order to improve the economic viability of commercial centres, consolidation of properties is encouraged to ensure functionally obsolete structures are renovated or removed and a more efficient and intensive utilization of land is achieved.
- c) Development and redevelopment shall be oriented towards the street in the form of plazas and multi-unit buildings to ensure orderly development, which is integrated with adjacent properties, and to achieve economic stability. Single use buildings shall be developed on a comprehensive scale where no land use conflicts would occur or where an expansion of an existing single use would allow for improved design and functions of the site such that it is integrated with adjacent development.
- d) Prior to considering an application for new development within the Village Centre Commercial designation, the City shall be satisfied that:
  - i. Adequate parking for automobiles and bicycles and loading facilities are provided on the site;
  - ii. Buildings are of size, height and overall massing that provides for an appropriate and desirable scale to in relation to the vision for the Centre and the overall community;
  - iii. New or redeveloping uses incorporate landscaping to enhance the site, the street and the surrounding properties and areas;

- iv. Outdoor storage areas if/where permitted, are substantially screened from view from passing traffic; and,
- v. All options respecting shared access from the road are reviewed and implemented, if feasible.

#### **4.3.3 Village Centre Commercial**

##### **Permitted Uses**

- a) Buildings within the Village Centre Commercial designation are encouraged to accommodate an array of uses. This mixture of uses is encouraged not just within the designation in general, but also on individual development sites, and within individual buildings.

High activity uses that animate the streetscape and encourage foot traffic, such as retail uses, are encouraged at-grade and/or along the Arterial and Collector Road frontages, with uses such as offices, recreational, cultural and residential uses on second floors and above and/or behind the street-related facade.

Office and other appropriate employment uses shall be encouraged above grade in mixed-use buildings located throughout the Village Centre Commercial designation.

- b) The implementing Zoning By-law shall distinguish the list of permitted and/or prohibited land uses within the Village Centre Commercial designation.

##### **Development Policies**

- c) Development within the Village Centre Commercial designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone categories that pertain to the Village Centre Commercial designation.
- d) It is recognized that the establishment of the Village Centre as envisioned by this Plan may happen over a relatively long period of time. Achievement of the final vision for the Village Centre is not likely to occur within the first phases of development. As such, it is acknowledged that the vision may be achieved incrementally and that initial phases may be considered to be inconsistent with the long term vision for the Centre. This phased approach is acceptable, provided that such interim or transitional uses or forms of development do not preclude the achievement of the long term vision for the Centre from being achieved.

#### **4.3.4 Commercial**

##### **Permitted Uses**

- a) The Commercial designation within the East Royalty Area is intended to accommodate the more traditional commercial uses or buildings that would locate outside of the Village Centre designation on the basis of their size or requirements for parking, access or other considerations. However, the Commercial designation is still intended to accommodate an array of uses within the designation in general, as well as on individual development sites and within individual buildings. In addition, high activity uses that animate the streetscape and encourage foot traffic, such as retail uses, are encouraged to locate at-grade and/or along the Arterial and Collector Road frontages, with uses such as offices, recreational, cultural and residential uses on second floors and above and/or behind the street-related facade. Parking is encouraged to locate to the rear and to the side of any building, away from the street frontage.
- b) The implementing Zoning By-law shall distinguish the list of permitted and/or prohibited land uses within the Commercial designation.

##### **Development Policies**

- c) Development within the Commercial designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone categories that pertain to the Commercial designation.

#### **4.4 The Employment Area**

##### **4.4.1 Intent**

- a) The Employment Areas identified on Schedule 2 of the Master Plan represent existing and/or planned employment lands or facilities. The East Royalty Master Plan promotes further development of these Employment Areas for a variety of industrial and business park uses. These designations will be aimed at broadening the number, variety and type of employment opportunities to create jobs and to complement various economic and employment development strategies and initiatives.
- b) Retail and service commercial uses intended to serve the local employment uses. Such uses shall be limited in size, and shall be incorporated into the buildings that accommodate other permitted uses; and,

- c) The implementing Zoning By-law shall distinguish the list of permitted and/or prohibited land uses within the Business Park designation.

***Development Policies***

- d) Development within the Employment Area designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone category that pertains to the Business Park designation.

**4.4.2 Community/Institutional**

- a) It is the intent of this Plan that the East Royalty Master Plan Area be well served by a full array of institutional and community uses.

***Development Policies***

- b) The implementing Zoning By-law shall distinguish the list of permitted and/or prohibited land uses within the Community/Institutional designation.
- c) Ancillary retail and commercial uses, where permitted, shall be located on the ground floor in mixed use buildings.
- d) All development shall be consistent with the Design Criteria attached as Appendix “A” and/or the Design Guidelines for the Public Realm attached to this Master Plan as Appendix “B”.

**4.5 The Greenlands System**

**4.5.1 Intent**

- a) In the development of the East Royalty Area, every effort will be made to ensure that sufficient lands are provided in appropriate locations for parks, schools and other facilities to meet neighbourhood and community needs. Parks will be located in such a manner which will provide all residents with convenient accessible recreation and education opportunities. Other facilities not shown on Schedule 2 should be connected to accessible locations on major roadways.
- b) It is the intent of the City to establish a linked Greenlands System that also acts as a fundamental element of the urban structure of the East Royalty Area.

- c) The inclusion of all the associated elements and related activities into an interconnected Greenlands System will protect and enhance identified significant natural heritage features and their associated functions and expand the recreational opportunities available to all residents of the East Royalty Area.
- d) The primary land uses in Greenlands System shall be for active and passive recreation purposes, public parks, playing fields, recreation facilities, playgrounds, nature trails, conservation, viewing areas and existing uses. Limited commercial uses, which are ancillary to, and support the permitted uses shall also be permitted.
- e) The Greenlands System is more fully articulated by the following designations on Schedule 2:
  - i. Environmental Open Space; and,
  - ii. Parks/Open Space

Although potential locations of existing or proposed Stormwater Management Facilities are shown conceptually on Schedule 2 and are allowed in any land use designation within East Royalty, they functionally form part of the overall linked Greenlands System.

#### **4.5.2 Environmental Open Space**

- a) This designation and associated policies are designed to identify, protect and enhance the environmental features and functions that will form a strong and permanent Greenlands System.
- b) Development or site alteration is not permitted within the Environmental Open Space designation.
- c) The removal or destruction of natural features within the Environmental Open Space designation by unauthorized development or site alteration is prohibited. Such removal or destruction will not provide the rationale for the removal of these lands from the Environmental Open Space designation. Restoration, to the satisfaction of the Authority having Jurisdiction will be required.
- d) Infrastructure and road design and construction shall be sensitive to the features and functions within the Environmental Open Space designation, and shall include content sensitive design and innovative technologies to minimize impacts and enhance the Greenlands System.
- e) Where lands within the Environmental Open Space designation are held in private ownership, nothing in this Plan requires that these lands be free and available for public

use. Similarly, City Council is not obligated to purchase and/or obtain lands identified as part of the Environmental Open Space designation.

#### **Permitted Uses**

- f) Uses permitted on those lands designated Environmental Open Space shall include the following and may be subject to Provincial and/or Federal regulations:
  - i. Forest, fish and wildlife management;
  - ii. Infrastructure and roads;
  - iii. Low intensity recreational uses that require very little terrain or vegetation modification and few, if any, buildings or structures, including but not limited to:
    - non-motorized trail use;
    - natural heritage education and appreciation; and,
    - passive park use on public and institutional land.

#### **4.5.3 Parks/Open Space**

- a) Development within the Parks/Open Space designation shall occur on the basis of the standards and provisions of the implementing Zoning By-law for the City of Charlottetown for the applicable Zone category that pertains to the Parks/Open Space designation.
- b) The policies applicable to the lands designated Parks/Open Space on Schedule 2 – Land Use are found in Sections of the Official Plan. In addition to the policies of the Official Plan, the following policies apply within the East Royalty Master Plan Area:
  - i. Public Parkland will be obtained through the parkland dedication provisions of the Planning Act, Zoning By-law and will be distributed throughout the neighbourhood within a 5-minute walking distance of the majority of residents.
  - ii. Where possible, Parks/Open Space should form part of the broader Greenlands System comprised of watercourses, stormwater management facilities, hydro corridors and protected woodlands.
  - iii. Parks/Open Space should be widely distributed throughout the Master Plan Area to ensure easy access and multiple opportunities for rest, relaxation and visual interest. It is understood that some parkettes will cater to primarily a local resident population, while others will have a broader range of users and activities.

Development Policies

- c) The implementing Zoning By-law shall distinguish the list of permitted and/or prohibited land uses within the Parks/Open Space designation. Permitted Uses

#### **4.5.4 Parks/Open Space in the Residential Neighbourhoods**

- a) The following policies apply to the establishment of Parks/Open Space throughout the Residential Neighbourhoods:
  - i. A park shall have substantial frontage on the abutting sidewalk and shall be developed generally consistent with the Design Guidelines attached to this Plan as Appendix A;
  - ii. Parks shall be designed to reinforce a high quality formalized relationship with its adjacent building use, streetscape and/or component of the Greenlands System;
  - iii. Landscape elements and features within the parks shall be designed to define and articulate activity areas, circulation, entry points, seating and gathering areas.
- b) Where land designated Parks/Open Space is under private ownership, it is not intended that this land will necessarily remain so designated indefinitely, nor will this plan be construed as implying that these areas are free and open to the general public. In this regard, when an application is made requesting a change of land use for such lands and the Municipality or other public agency does not wish to acquire the lands in order to maintain the open Space, due consideration shall be given by Council as to the most desirable use.

#### **4.6 Future Development Area**

##### **4.6.1 Intent**

The Future Development Area identifies areas that are not serviced and that need further planning to determine the most appropriate uses. A plan amendment will be required to change the land use designation of these lands.

- a) Lands designated on Schedule 2 – Land Use as Future Development Area shall be deemed to be placed in a holding category until such land is adequately serviced or deemed appropriate for development.
- b) The implementing Zoning By-law and the Charlottetown Official Plan shall distinguish the process by which it is determined appropriate to release lands to be available for development within the Future Development land designation.

#### **4.7 Comprehensive Planning Area**

- a) The policies applicable to the lands designated Comprehensive Planning Area in Schedule 2 – Land Use are found in Sections of the Official Plan.
- b) The implementing Zoning By-law shall distinguish the regulatory process list of permitted and/or prohibited land uses within the Comprehensive Planning Area designation.

### **5.0 Infrastructure Policies**

#### **5.1 Stormwater Management**

- a) The policies applicable to Stormwater Management are found in the Official Plan.
- b) The following policies apply within the East Royalty Master Plan Area:
  - i. Stormwater management facilities shall be permitted in all land use designations within the East Royalty Master Plan Area, except for the Environmental Open Space designation.
  - ii. Stormwater management facilities may be permitted in an Environmental Open Space designation without the need for a further Amendment to this Plan.
  - iii. Stormwater management facilities will be key features within the community contributing to the appearance and ambience of the neighbourhood, while achieving functional objectives related to flow moderation and water quality.
  - iv. Stormwater management facilities will blend with the natural landscape.
  - v. Stormwater management facilities will not be fenced, but rather will be designed with trails, overlooks and interpretive signage so that they are an integral part of the East Royalty Greenlands System.
  - vi. Stormwater management facilities shall be designed generally consistent with the Design Guidelines attached to this Plan as Appendix A.

#### **5.2 Transportation**

##### ***Intent***

- a) The existing and proposed transportation system for the East Royalty Area is shown on Schedule 3 – Transportation, to the Master Plan. All existing and future roads within the East Royalty Area shall be developed to be consistent with Schedule 3, as well as in conformity with the Official Plan.
- b) The proposed transportation system for the East Royalty Area shown on Schedule 3 – Transportation, is premised on a number of improvements in order to increase the efficiency, functionality and connectivity of the system and the permeability of the Community. These improvements propose construction or extension of several collector and local roads, new intersections, road realignments, and the re-opening of the Prom Acadian bridge crossing. The Master Plan also provides for improvements to the pedestrian and cycling routes, as well as providing for land use arrangements that also encourage greater usage of these alternative modes of transportation. The proposed transportation system will also offer enhancements to the public transit system by providing for a new bus route that loops through the south end of the community by way of re-opening of the Bridge Street crossing.

#### **Road Hierarchy**

- c) St. Peters Road is the major east to west Arterial Road that bisects the central part of the East Royalty Area. This road is the major thoroughfare through the heart of the Community and the proposed location for the Village Centre designation. The Charlottetown Perimeter Highway/Riverside Drive forms the west boundary of the East Royalty Area and provides access to St. Peters Road.
- d) Schedule 3 – Transportation, anticipates the extension or establishment of several new east to west Arterial, Collector and Local road connections, both north and south of St. Peters Road. The Plan also anticipates the extension of Acadian Drive/Murchison Lane to north and south, which requires a proposed re-opening of the bridge crossing Wright’s Creek/Hillsborough River. The extension of Acadian Drive as proposed will enable establishment of a proposed bus route loop to serve the East Royalty Area.
- e) The pattern of Local roads (existing and proposed) that will develop in the future will be identified as development proceeds and plans of subdivision are designed. Right-of-ways for these roads will be a minimum of 18.2 metres and a maximum of 20 metres. Key Local Roads are symbolically identified on Schedule 3 – Transportation to provide guidance for future development.
- f) Additional policies applicable to the provision of transportation services within the East Royalty Master Plan Area are found in the Official Plan.
- g) All roads within the East Royalty Master Plan Area shall be developed generally consistent with the Design Guidelines attached to this Plan as Appendix A.

## 6.0 Implementation

As part of the implementation process of this Master Plan, the Council of the City of Charlottetown shall prepare and adopt new Zoning and Subdivision Bylaws designed to support the policies of this Master Plan. Changes to the Zoning By-law in this area will be carried out through a similar public process to the adoption of this Master Plan.

The Design Criteria appended to this plan as Schedules “A” and Schedules “B” will function as an implementation tool for successive approval processes that are required to implement this Plan. This Design Criteria will guide developers, builders and the City to ensure that the expectation of design quality outlined in the East Royalty Neighbourhood Master Plan is both understood and achieved.

## 7.0 Conclusion

This Master Plan is intended to be the guiding document to direct growth and development in the East Royalty neighbourhood for decades to come. It is expected that change will occur incrementally as the vision of this plan is realized.

This plan recognizes the potential for East Royalty to grow and develop to be a vibrant, healthy, sustainable, life long neighbourhood. As East Royalty grows it is important that change occurs in a responsible manner and that East Royalty evolves into a neighbourhood that is diverse and able to meet the needs of its residents now and into the future. This plan sets out the policy and framework for responsible change to occur. Responsible change occurs only when there is clear direction. A direction that considers land use compatibility, amenities for its residents, timely servicing, a range of housing options, sustainability and facilities that support a healthy lifestyle.

In order for the vision of this plan to be realized partnerships will have to form between various levels of government, the development community, private landowners, residents and community groups. Investment, from both the private and public sector is essential. Strong partnerships between the public and private sector as well as investment will help to ensure that the vision of this plan is realized.

The lifespan of this plan is intended to be a 30 year period. Therefore, it is hard to anticipate all of the changes that will occur over the life of this plan. This plan is not meant to be a static document. As change occurs the plan should adapt. It is important that this master plan be reviewed from time to time to determine its effectiveness.

