



SAINT JOHN

PLANNING ADVISORY COMMITTEE

Wednesday, May 20, 2020, 5:00 P.M.

8th Floor Common Council Chamber (Ludlow Room), City Hall

Pages

- | | | |
|-----|--|-----------|
| 1. | Adoption of the Agenda | |
| 2. | Adoption of the Minutes | 1 - 8 |
| 3. | Declaration of Conflict of Interest | |
| 4. | Ratification of PAC Rules of Procedure Changes | 9 - 11 |
| 5. | Applications | |
| 5.1 | <u>0 Katie Drive - Subdivision for LPP</u> | 12 - 37 |
| 5.2 | <u>4315 Loch Lomond Road - Subdivision for LPP</u> | 38 - 58 |
| 5.3 | <u>10-36 Arlington Crescent - Section 59 Amendment</u> | 59 - 105 |
| 5.4 | <u>7-19 Wellington Row - Variance</u> | 106 - 149 |
| 5.5 | <u>25 Lower Cove Loop - Variance</u> | 150 - 193 |
| 5.6 | <u>191 Red Head Road - Rezoning</u> | 194 - 222 |
| 5.7 | <u>251-361 Riverview Drive - Municipal Plan Amendment & Rezoning</u> | 223 - 260 |
| 6. | Other Business | |
| 7. | Next Meeting | |

Tuesday, June 16, 2020 at 5:00 pm.

8. Adjournment



SAINT JOHN

Planning Advisory Committee

February 19, 2019

The regular meeting of the Planning Advisory Committee was held in the Ludlow Room, 8th Floor of City Hall.

Present

Alex Weaver Crawford, Chair
Rick Stephen, First Vice-Chair
Gary Sullivan, Councillor
Anne McShane
Lourdes Clancy
Susan Baxter
Kris McIntyre

Ken Melanson, Community Planning Manager
Mark Reade, Senior Planner
Jody Kliffer, Planner
Aimee Burgess, Recording Secretary

Absent

Derrick Mitchell
Jason Dewar

Item 1: Adoption of Minutes

It was *MOVED AND SECONDED* that the minutes of the December 11, 2019 meeting be approved as amended.

CARRIED

RS/GS

**Item 2: Hughes Surveys & Consultants Inc.
On Behalf of Donna Silliker
99-101 Edgewater Lane**

Application Type: Land for Public Purposes

Mark Reade provided a brief update, via Power Point presentation, regarding the application. The landowner is proposing to subdivide the site, which contains two existing dwellings. The proposal requires the assent of Common Council for money-in-lieu of Land for Public Purposes, which is recommended by Staff.

Rick Turner, of Hughes Surveys & Consultants Inc. appeared before the Committee on behalf of the landowners, and spoke in favour of staff recommendation.

No letters were received regarding the application.

The Committee inquired to the location of the septic tanks, and Mr. Turner responded that they are behind the homes, which is shown on the tentative subdivision plan.

It was MOVED and SECONDED:

That Common Council authorize the acceptance of money-in-lieu of the required Land for Public Purposes for the proposed subdivision at 99-101 Edgewater Lane (PID 00290833).

CARRIED

RS/KM

**Item 3: Natural Forces
399 Burchill Road**

Application Type: REZONING

Jody Kliffer provided a brief update, via Power Point presentation, regarding the application. Natural Forces is seeking to rezone the subject site to facilitate the establishment of a windfarm of up to ten turbines. If approved, the energy produced by the turbines will feed into the electrical grid for the City, which is managed by Saint John Energy. In 2019 Council approved an amendment to the City's Municipal Plan to Policy NE-38 that provides direction to Council to "explore and encourage the development and use of alternative energy sources", which includes the harnessing of wind energy. The placement of the proposed wind turbines is in a remote area of the City adjacent to the Spruce Lake Industrial Park. The proposal requires the site to be rezoned to Green Energy (GE) in order for the use to be established. Staff recommend that Council rezone an area along Burchill Road where access to the site would be shared with the existing quarry operation to Special Zone #5 (SZ-5). "Special Zone 5" would effectively permit the operators of both the quarry and the windfarm to share equal use of the private access road. Staff recommend approval for the rezoning and Section 59 Amendment, as the proposed land use is in keeping with the direction offered by the Municipal Plan.

Amy Pellerin, of Natural Forces, appeared before the Committee and spoke in favor of staff recommendation. She gave a brief presentation of the overview of the project. She stated that the development of the proposed 10 turbines at the subject site requires an Environmental Impact Assessment (EIA) to be conducted prior to receiving a permit to operate. The EIA has been registered with the Province on February 18, 2020 and that additional bird and bat studies would be conducted by the end of February. Ms. Pellerin stated that a second open house would be held in March to review the information found in the EIA.

The Committee asked the applicant if Natural Forces is ISO registered. Ms. Pellerin responded that Natural Forces is not, but that the manufacturer of the turbines would be.

As questioned by the Committee, Ms. Pellerin clarified that ten turbines is the maximum amount of turbines that could be accommodated by the site and she stated that they plan to construct the site in one phase that would be completed by the end of 2021.

Brian Irving, of Develop Saint John, appeared before the Committee and spoke in favour of staff recommendation. He stated the windfarm is a great use of the property and that it is not offensive to the Lorneville neighbourhood.

One letter was received in support of the application.

The Committee considered staff recommendation, comments from the applicant and the public, and the letter.

It was MOVED and SECONDED:

- 1. That Common Council rezone parcel of land having an area of approximately 995.1 hectares, located at 399 Burchill Road, also identified as PID No. 00412189, from Heavy Industrial (IH), Pit and Quarry (PQ), Rural (RU), and Medium Industrial (IM) to Green Energy (GE);*
- 2. That Common Council rezone a parcel of land having an area of approximately 2.5 hectares, located at 399 Burchill Road, also identified as being a portion of PID No. 00412189, from Pit and Quarry (PQ) and Rural (RU) to Special Zone 5 (SZ-5);*
- 3. That Common Council rescind the Section 39 (now Section 59) conditions imposed on the 2011 rezoning of a parcel of land having an area of approximately 4143 square metres, located at 399 Burchill Road, also identified as a portion of PID No. 00412189, to Pit and Quarry (PQ) and*
- 4. That Common Council amend the City of Saint John Zoning By-law by:*
 - a. Adding the following to the list of Other zones in Section 2.2:*
“Special Zone SZ-5”
 - i. Uses: Adding the following as Section 14.10:*
“14.10 Special Zone No. 5 (SZ-5)
14.10 (1) Permitted Uses
Any Land, building, or structure may be used for the purpose of, and no other purpose than, the following uses:

- *An access road for a pit and/or quarry*
- *All uses permitted in Section 14.11*

ii. 14.10 (2) Zone Standards

Standards for development in Special Zone No. 5 shall be as set-out in subsection 12.4 (4) and Parts 4 to 9 where this zone shall be considered a Pit and Quarry (PQ) zone or a Green Energy (GE) zone, as the case may be."

CARRIED

GS/AMcS

Item 4: Other Business

There being no further business, the Chair called for a motion to adjourn the meeting at 7:40pm.

CARRIED

KM/RS

Alex Weaver Crawford
Chair

Aimee Burgess
Recording Secretary



SAINT JOHN

Planning Advisory Committee

April 21, 2020

A special meeting of the Planning Advisory Committee was held virtually via webex.

Present

Alex Weaver Crawford, Chair
Rick Stephen, First Vice-Chair
Councillor Gary Sullivan
Derrick Mitchell
Lourdes Clancy
Kris McIntyre
Susan Baxter

Kenneth Melanson, Community Planning Manager
Mark Reade, Senior Planner
Aimee Burgess, Recording Secretary

Absent

Jason Dewar

Item 1: Adoption of Agenda

It was moved and seconded to adopt the Agenda.

Carried RS/GS

Item 2: Rules of Procedure Update

Kenneth Melanson gave a verbal update to the committee members for the approval of some modifications to the Committees rules of procedure. He went through the changes being mostly around the meetings being virtual and the option to move the meeting locations.

The Committee discussed that the Committee members have not had their review for 2020 yet.

As questioned by the Committee, Staff responded that there are ways for the public to participate in the virtual meeting by getting in touch with the One Stop Development Shop and they can participate by phone or attend the virtual meeting. Staff clarified that the public can register to attend the meeting up until noon on the day of the meeting.

The Committee decided to ratify the changes to the rules of procedure at the May Committee meeting. The Committee wanted to amend section B subsection 2 to include present members.

It was Moved and Seconded to adopt the amended staff recommendation of the rules of procedures.

Carried AMcS/SB

Item 3: Virtual Meeting Protocol

Kenneth Melanson gave a verbal update of the protocols of PAC members, applicants, and members of the public. Mr. Melanson stated that the documents sent previously to the members are working documents and will be updated based on needs and lessons learned.

The Chair encouraged all the Committee members to watch the Council Virtual meetings before the next Planning Advisory Committee meeting to get a better understanding of how the public meeting in May will flow.

Mr. Stephen noted that a member of the public or an applicant can choose to bring forth new information.

It was moved and seconded to adopt the virtual meeting protocols that were included in the package previously delivered to the Committee members.

Carried JB/RS

Item 3: Discussion

Kenneth Melanson stated that there will be eight (8) applications for the May 20th, 2020 meeting and he recommends starting the public meeting at 5:00pm.

As questioned by the Committee, Staff responded that there are four (4) applications that are going to Public Hearings.

The Committee discussed the length of the May meeting and the proposed new start time and decided to wait for more information from City Staff.

Item 4: Other Business

The chair stated that herself, Rick Stephen and Anne McShane, will compose of the Rules of Procedure Review sub-committee and will be meeting in May to discuss the updated rules of procedure.

It was moved and seconded to adjourn the meeting 5:58 pm.

Carried RS/PP

Alex Weaver Crawford
Chair

Aimee Burgess
Recording Secretary



The City of Saint John

Date: May 15, 2020

To: Planning Advisory Committee

From: Growth & Community Planning
Growth & Community Development Services

Meeting: May 20, 2020

SUBJECT: **Planning Advisory Committee Rules of Procedure - Updates for virtual meetings – Ratification**

Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to create Rules and Procedures to govern Planning Advisory Committee meetings. The Rules of Procedure document outlines that 'non-application' discussions occur in a closed meeting of the Committee.

EXECUTIVE SUMMARY

Due to the declaration of a State of Emergency by the Province of New Brunswick and directions by the Chief Medical Officer of Health of New Brunswick, all in person gatherings exceeding 10 people have been prohibited due to the possible spread of COVID-19.

Revisions to the Committee's Rules of Procedure are required to provide for teleconference or web-based meetings of the City's Planning Advisory Committee. Committee discussed and voted on these recommendations at a closed meeting on April 21, 2020 however identified the need to ratify this decision in an open session to confirm this decision. May 20, 2020 is the first public meeting of the Committee where these updates could be ratified.

RECOMMENDATION

1. That the Committee ratify amendments the PAC Rules of Procedure, voted on in the closed meeting of April 21, 2020 as follows (Recommended revisions attached to report):

4) Business Meetings

Amending sections B, C and D to enable:

- web conference, teleconference or alternate venue meetings (outside of City Hall);
- potential for earlier start times;
- adjusting pre-meeting with staff due to earlier meeting start times.

5) Special Meetings

Amending section A to clarify that special meetings may occur at City Hall, via a web conference, via a teleconference or at an alternate venue to City Hall.

9) Meeting Decorum

Amending section C to clarify that rules of decorum apply to web conference and teleconference calls and that those attending, if not respecting the decorum of the meeting or being disrespectful, can be removed from the web conference/teleconference by direction of the chair.

10) Business Procedures

Amending section d (iv) to clarify that the public process for a web conference or teleconference.

16) Web Conference and Teleconference Meetings

Adding section 16 (Web Conference and Teleconference Meetings) to provide additional procedures for these types of meetings beyond the normal manner in which business is conveyed.

ANALYSIS

Due to the declaration of a State of Emergency by the Province of New Brunswick and directions by the Chief Medical Officer of Health of New Brunswick, all in person gatherings exceeding 10 people have been prohibited due to the possible spread of COVID-19.

Restoration of the Planning Advisory Committee process, along with Council Public Hearings, has been a primary concern as a number of applications requiring an approval of or recommendation from the Committee have stalled. In consultation with the City Solicitor, amendments to the PAC rules of procedure to enable virtual meetings were prepared and reviewed by committee in the closed meeting of April 21, 2020. These amendments also

included the ability to schedule meetings for alternative venues, as a means to plan for the future should an alternative venue be required.

PAC adopted the proposed amendments on April 21, 2020 in a closed meeting; however, the committee indicated a desire to ratify its decision on these rules in a public meeting at that time. This is similar to the process Common Council followed when making changes to their procedural by-law. Staff recommend that committee ratify the proposed Rules of Procedure as this helps ensure the committee can respond to changing meeting circumstances both related to the current COVID-19 situation but also into the future.

APPROVALS AND CONTACT

Author	Senior Planner
Ken Melanson , BA, MCIP, RPP	Mark Reade , P.Eng., MCIP, RPP

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Email: Ken.Melanson@saintjohn.ca

APPENDIX

Attachment 1: **Proposed Revisions to Rules of Procedure**

PAC Agenda - May 20, 2020

1. ADOPTION OF AGENDA
2. ADOPTION OF MINUTES
3. DECLARATION OF CONFLICTS OF INTEREST
4. RATIFICATION OF PAC RULES OF PROCEDURE CHANGES
5. APPLICATIONS
 - a. Subdivision for Land for Public Purposes: 0 Katie Drive
 - b. Subdivision for Land for Public Purposes: 4315 Loch Lomond Road
 - c. Section 59 Amendment: 13-36 Arlington Crescent
 - d. Variance: 7-19 Wellington Row
 - e. Variance: 25 Lower Cove Loop
 - f. Rezoning: 1941 Red Head Road
 - g. Municipal Plan Text Amendment and Rezoning: 251-361 Riverview Drive
6. OTHER BUSINESS
7. ADJOURNMENT





0 Katie Drive

Presentation to Planning Advisory Committee

2020 May 20



Growth & Community Planning Team
Growth & Community Development Services



Proposal

- Divest parcel of Lands for Public Purposes



Site Location



Site Photos



Site Photos



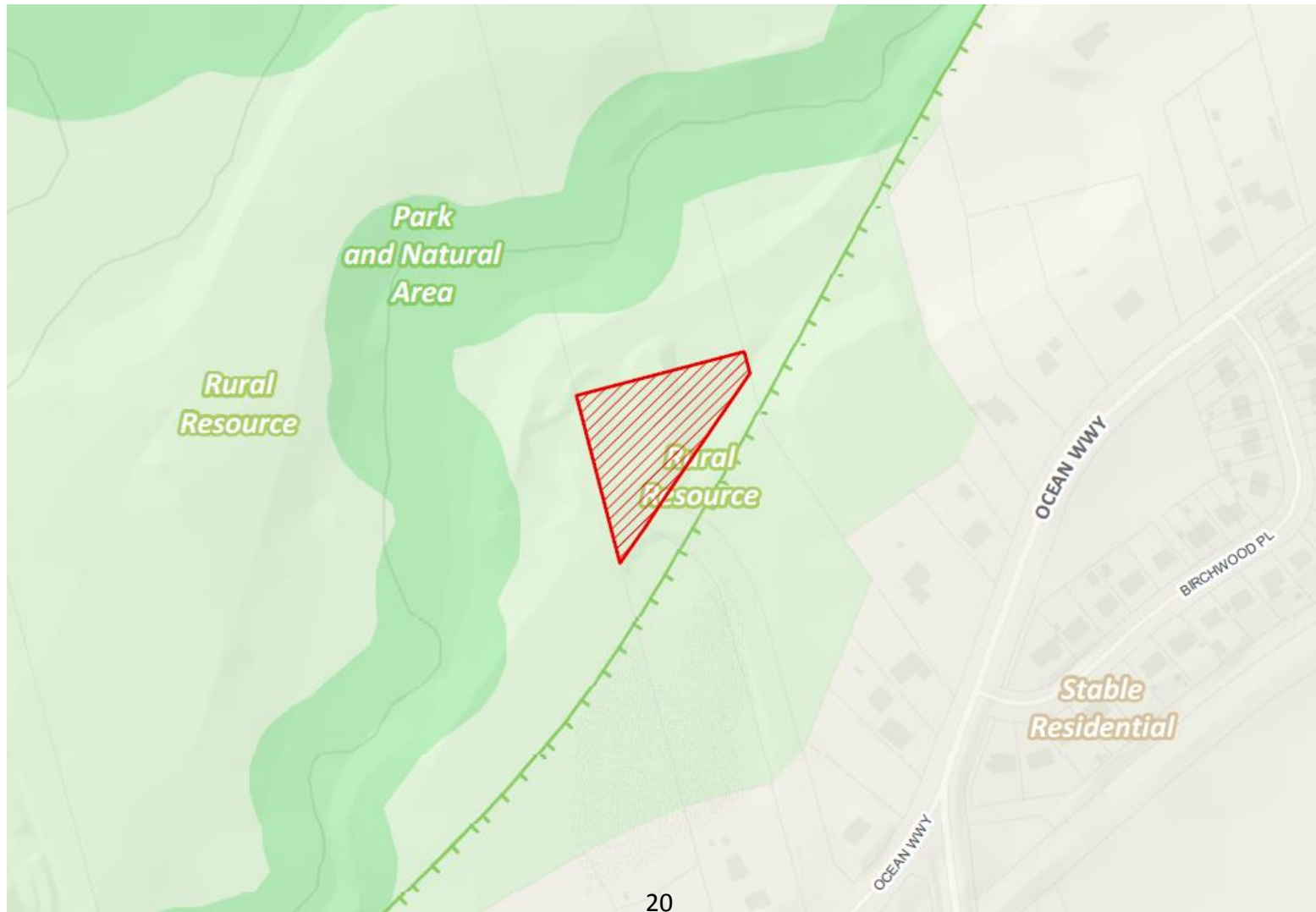
Site Photos



Site Photos



Future Land Use

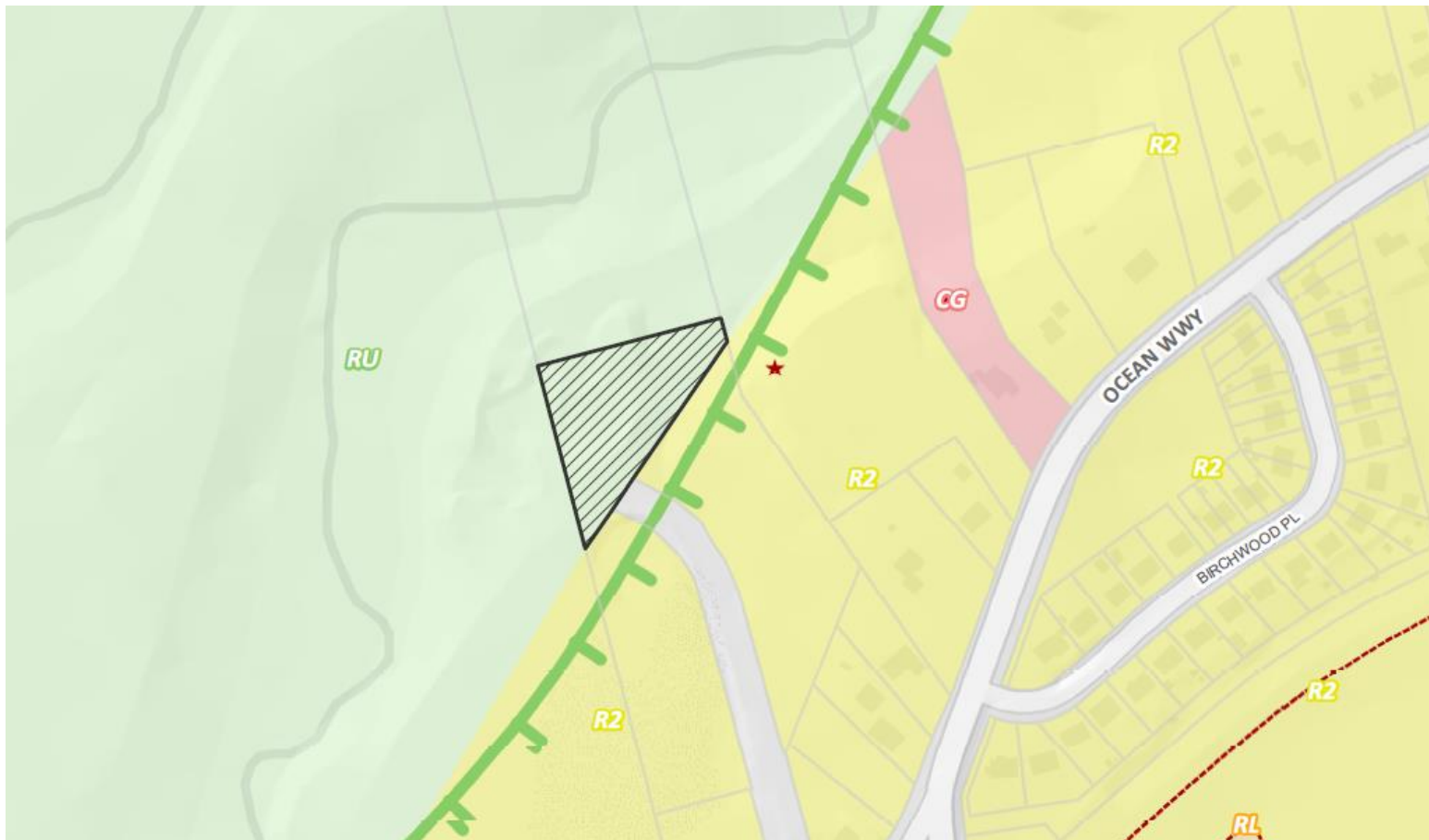


Future Land Use

- Rural Resource
- Indented to remain in natural state or be used for resource uses
- PlaySJ promotes divestment of surplus lands
- Meets intent of Municipal Plan



Zoning



- Site zoned Rural (RU)
- Never developed for recreational use
- City has no plans to develop the site

Public Engagement

- Letter to area landowners - March 5, 2020



Staff Recommendation

- Concur with the sale of the parcel of Lands for Public Purposes



Site Location





The City of Saint John

Date: May 15, 2020

To: Planning Advisory Committee

From: Growth & Community Planning
Growth & Community Development Services

Meeting: May 20, 2020

SUBJECT

Applicant: Hughes Surveys & Consultants Inc. on behalf of Galbraith Construction

Landowner: City of Saint John

Location: 0 Katie Drive

PID: 00369496

Plan Designation: Rural Resource

Existing Zoning: Rural (RU)

Application Type: Land for Public Purposes Release

Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to advise Common Council concerning the sale of land for public purposes.

EXECUTIVE SUMMARY

The subject site is land for public purposes acquired in 1975 in association with a proposed development. The adjacent landowner has approached Real Estate Services to purchase the property. City Staff have deemed the property surplus, and Common Council has resolved to seek the concurrence of the Planning Advisory Committee for the sale of the subject site.

The development outlined on the 1975 plan of subdivision did not occur, and these lands have remained in their natural, undeveloped state.

RECOMMENDATION

That the Planning Advisory Committee concur with Common Council regarding the sale of a City owned parcel, previously vested to the City as Land for Public Purposes (LPP), located at 0 Katie Drive, also identified as PID number 00369496.

DECISION HISTORY

The subject property was vested to the City in 1975 when it was designated land for public purposes (LPP) for the Kilkenny Court Subdivision. The proposed subdivision development included the construction of a Public Street (Katie Drive), with the LPP parcel and three lots on each side of Katie Drive. Subsequently, the Public Street right-of-way and LPP parcel were created, however the street construction and service extensions were never completed.

ANALYSIS

Proposal

Galbraith Construction, an adjacent landowner, has approached the City to acquire the LPP parcel. The company is reviewing options to provide an access through the site, via the undeveloped portion of Katie Drive to Ocean Westway. This would provide an alternate access route to their aggregate extraction operation to the northwest of the subject site. Should the access proposal proceed it would be subject to additional planning approvals including a rezoning.

At its January 13, 2020 meeting, Common Council resolved to seek the concurrence of the Planning Advisory Committee to divest the land, identified as being PID No. 00369496, from being "Land for Public Purposes" and if so, deem the subject property surplus to its needs.

Site and Neighbourhood

The 4378 square metre triangular-shaped site is wooded and is located at the northern terminus of Katie Drive, which is an undeveloped Public Street. A water transmission main passes through the southern portion of the site. As the original subdivision development never occurred, no recreational use has been developed on the site and the City has no requirement to retain this site for current or future recreational purposes.

The subject site is located in the City's Ocean Westway neighbourhood; an area characterized by low-density residential development consisting of single-unit dwellings along Ocean Westway. This section of Ocean Westway terminates approximately one kilometre to the west at the Spruce Lake Water Treatment Facility. The site and adjacent lands are zoned Rural (RU) with the properties along Ocean Westway zoned Two-Unit Residential (R2). A long-standing

quarry operation is located approximately 720 metres to the west and is zoned Pit and Quarry (PQ).

Municipal Development Plan and Zoning

The subject site is designated Rural Resource in the Municipal Plan. These are areas, which are intended to generally remain in their natural state, or, subject to regulation and required approvals, be used for appropriate resource uses.

The Municipal Plan also promotes a strategic approach to parkland development, and encourages the development of “a strategy to repurpose or divest of surplus parks” (Policy CF-6). To implement this policy, Common Council endorsed The City of Saint John Parks and Recreation Strategic Plan (PlaySJ). PlaySJ promotes the divestment of surplus parks and greenspace through right sizing. This approach will enable the City to reinvest in existing parks and recreation assets in areas identified for growth in PlanSJ.

Based on this, sale of the subject parcel conforms to the policy direction established in the Municipal Plan.

The site is zoned Rural. It was never developed for a recreational use, and Parks and Public Spaces Staff have confirmed that they have no plans develop the site.

Conclusion

Staff recommend that the Committee concur with the sale of the subject site. Real Estate Services has determined the property is surplus and the Municipal Plan and PlaySJ support the divestment of surplus parkland. Parks and Public spaces confirmed the City has no plans to develop the site for a recreational purpose.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternatives were considered.

ENGAGEMENT

Public

In accordance with the Committee’s Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on March 5, 2020.

APPROVALS AND CONTACT

Author	Manager
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Application: 20-020

APPENDIX

Map 1: **Site Location**

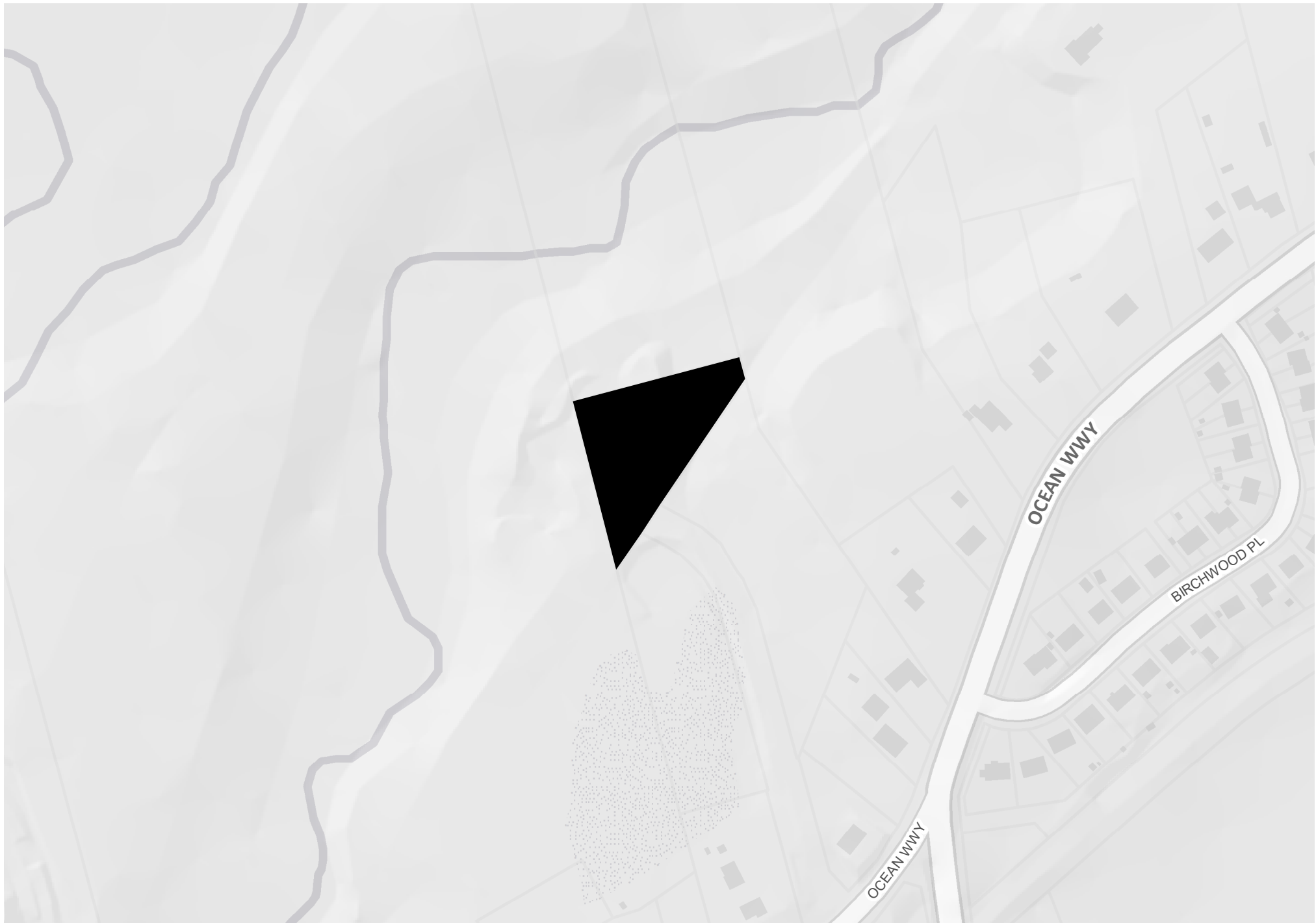
Map 2: **Future Land Use**

Map 3: **Zoning**

Map 4: **Aerial Photography**

Attachment 1: **Site Photography**

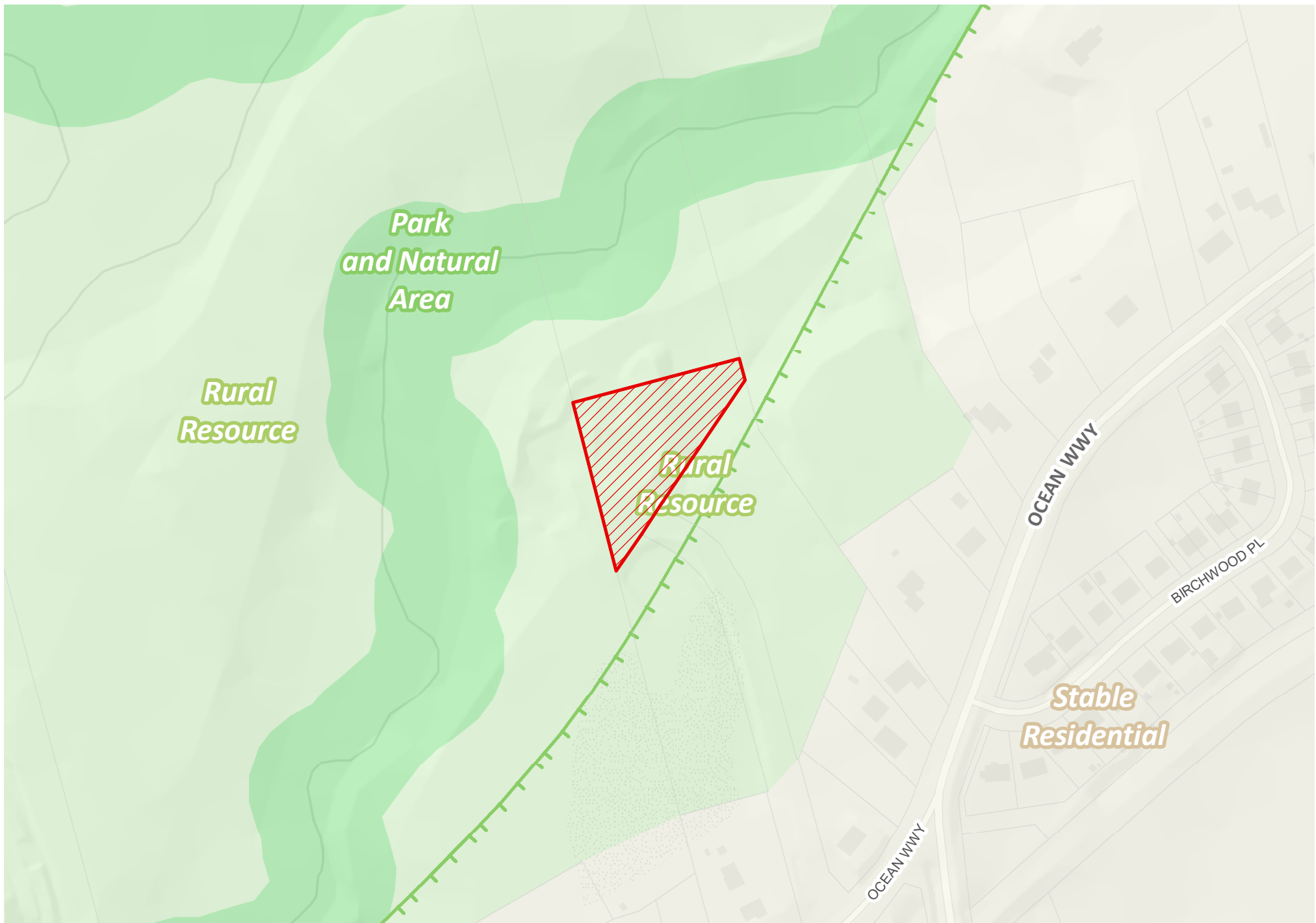
Attachment 2: **1975 Subdivision Plan – Kilkenny Court Subdivision**



Map 1 - Site Location

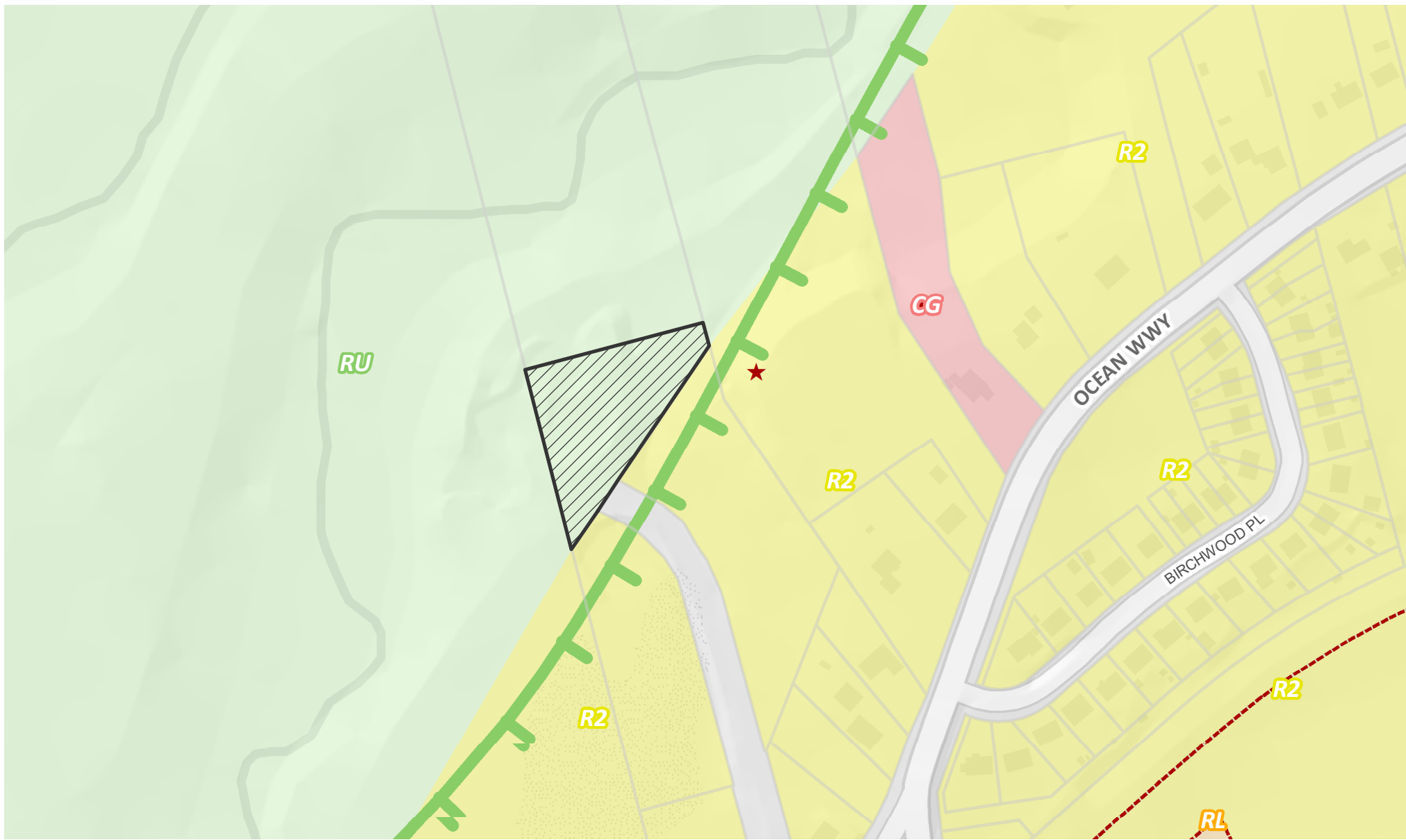
Hughes Surveys and Consultants - 0 Katie Drive





Map 2 - Future Land Use
Hughes Surveys and Consultants - 0 Katie Drive





(CG) General Commercial
 (R2) Two-Unit Residential
 (RL) Low-Rise Residential
 (RU) Rural

★ Section 59 Conditions

Map 3 - Zoning

Hughes Surveys and Consultants - 0 Katie Drive





Map 4A - Aerial Photography

Hughes Surveys and Consultants - 0 Katie Drive

34

The City of Saint John
Date: February 12, 2020

0 50 m







View of site from water main access looking north



View of site from water main access looking east



View of site looking east



View of adjacent lands looking west

Key Plan Scale 1"=2640'

Signature of Owner
[Signature]
 Registration
 Book 777 Page 45, No. 25049

NOTE: Azimuths Refer To The New Brunswick Grid Co-Ordinate System
Paul C. Jordan
 Of The City Of Saint John N.B. New Brunswick, Licensed Surveyor
 1985-1986, 1987-1988, 1989-1990, 1991-1992, 1993-1994, 1995-1996, 1997-1998, 1999-2000, 2001-2002, 2003-2004, 2005-2006, 2007-2008, 2009-2010, 2011-2012, 2013-2014, 2015-2016, 2017-2018, 2019-2020, 2021-2022, 2023-2024, 2025-2026, 2027-2028, 2029-2030, 2031-2032, 2033-2034, 2035-2036, 2037-2038, 2039-2040, 2041-2042, 2043-2044, 2045-2046, 2047-2048, 2049-2050, 2051-2052, 2053-2054, 2055-2056, 2057-2058, 2059-2060, 2061-2062, 2063-2064, 2065-2066, 2067-2068, 2069-2070, 2071-2072, 2073-2074, 2075-2076, 2077-2078, 2079-2080, 2081-2082, 2083-2084, 2085-2086, 2087-2088, 2089-2090, 2091-2092, 2093-2094, 2095-2096, 2097-2098, 2099-2100, 2101-2102, 2103-2104, 2105-2106, 2107-2108, 2109-2110, 2111-2112, 2113-2114, 2115-2116, 2117-2118, 2119-2120, 2121-2122, 2123-2124, 2125-2126, 2127-2128, 2129-2130, 2131-2132, 2133-2134, 2135-2136, 2137-2138, 2139-2140, 2141-2142, 2143-2144, 2145-2146, 2147-2148, 2149-2150, 2151-2152, 2153-2154, 2155-2156, 2157-2158, 2159-2160, 2161-2162, 2163-2164, 2165-2166, 2167-2168, 2169-2170, 2171-2172, 2173-2174, 2175-2176, 2177-2178, 2179-2180, 2181-2182, 2183-2184, 2185-2186, 2187-2188, 2189-2190, 2191-2192, 2193-2194, 2195-2196, 2197-2198, 2199-2200, 2201-2202, 2203-2204, 2205-2206, 2207-2208, 2209-2210, 2211-2212, 2213-2214, 2215-2216, 2217-2218, 2219-2220, 2221-2222, 2223-2224, 2225-2226, 2227-2228, 2229-2230, 2231-2232, 2233-2234, 2235-2236, 2237-2238, 2239-2240, 2241-2242, 2243-2244, 2245-2246, 2247-2248, 2249-2250, 2251-2252, 2253-2254, 2255-2256, 2257-2258, 2259-2260, 2261-2262, 2263-2264, 2265-2266, 2267-2268, 2269-2270, 2271-2272, 2273-2274, 2275-2276, 2277-2278, 2279-2280, 2281-2282, 2283-2284, 2285-2286, 2287-2288, 2289-2290, 2291-2292, 2293-2294, 2295-2296, 2297-2298, 2299-2300, 2301-2302, 2303-2304, 2305-2306, 2307-2308, 2309-2310, 2311-2312, 2313-2314, 2315-2316, 2317-2318, 2319-2320, 2321-2322, 2323-2324, 2325-2326, 2327-2328, 2329-2330, 2331-2332, 2333-2334, 2335-2336, 2337-2338, 2339-2340, 2341-2342, 2343-2344, 2345-2346, 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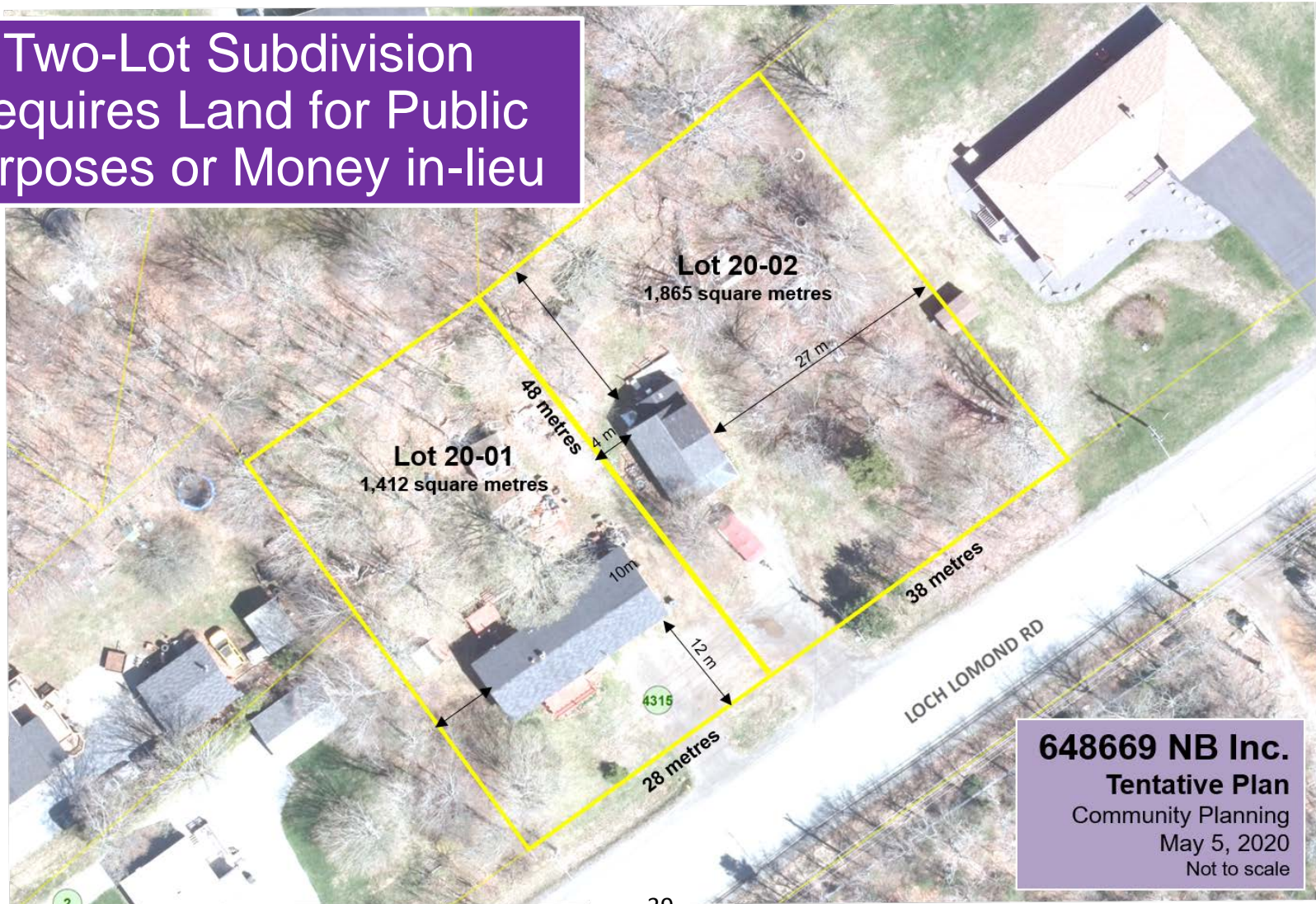
4315 Loch Lomond Road

Planning Advisory Committee

May 20, 2020

Proposal

Two-Lot Subdivision
Requires Land for Public
Purposes or Money in-lieu



648669 NB Inc.
Tentative Plan
Community Planning
May 5, 2020
Not to scale

Site & Neighbourhood



4315 Loch Lomond Road
Treadwell Lake Area
East Saint John

Site & Neighbourhood



Municipal Plan

Rural Settlement Designation
Policies LU-101&102 Support

Rural
Settlement

Rural
Resource

Park and
Natural
Area

Land for Public Purposes



The City of Saint John
Subdivision By



LPP for pedestrian walkways and
Trails & Bikeways Strategic Plan;
otherwise, money in-lieu.



GrowSJ

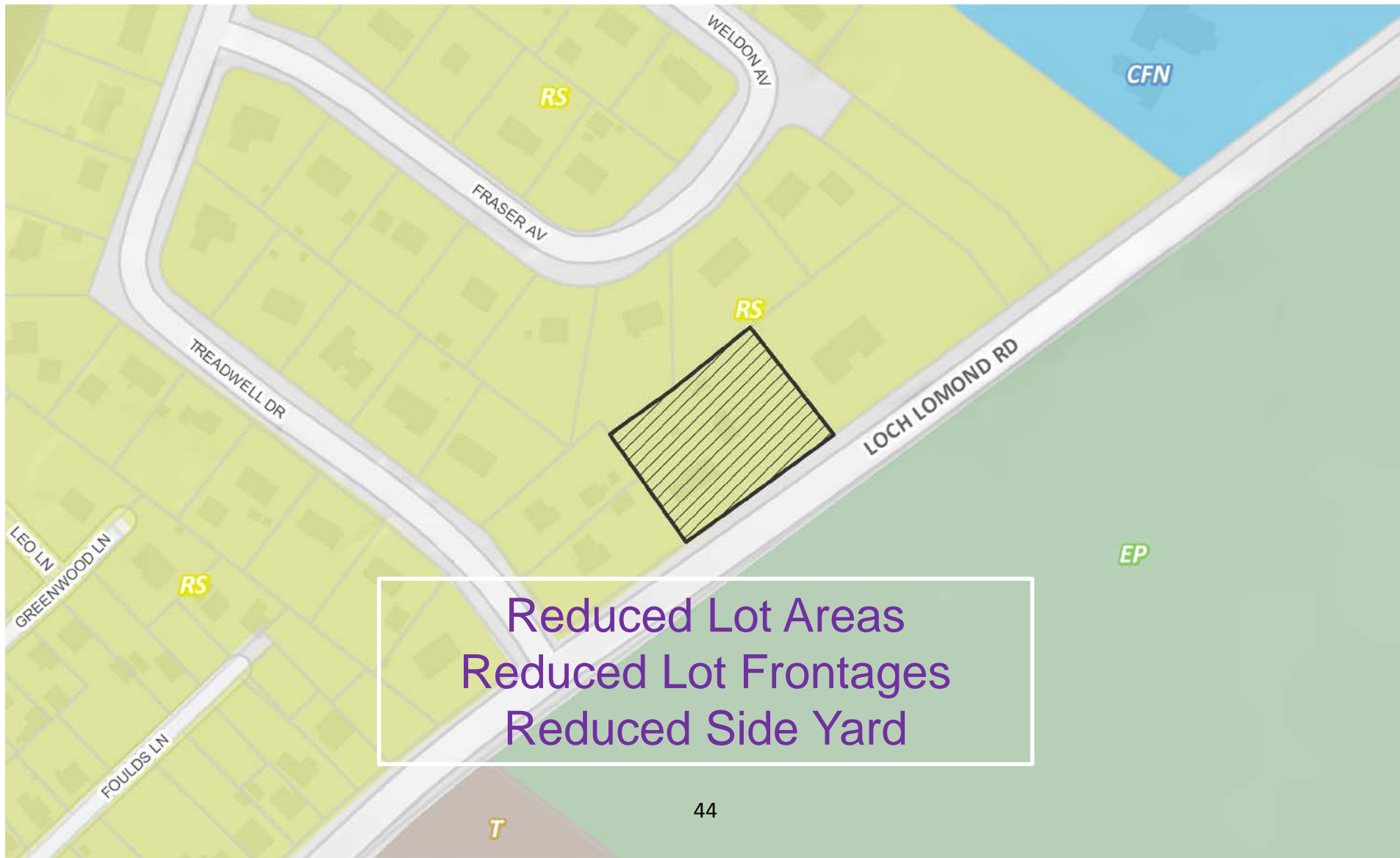


The City of
Saint John
Parks and Recreation Strategic Plan

Exp project number - FRE-00202814-A0
November 19th, 2013



Zoning & D.O. Variances



Engagement

Letters sent to all property owners within 100 metres of the subject property on May 8, 2020.

No responses have been received to date.



Staff Recommendation

That Common Council accept a money in-lieu of Land for Public Purposes for the proposed subdivision.





47
Based on the February 2, 2020 application submitted by 648669 NB Inc. (Philip Beckwith).
All dimensions are approximate.



The City of Saint John

Date: May 15, 2020
To: Planning Advisory Committee
From: Growth & Community Planning
Growth & Community Development Services
Meeting: May 20, 2020

SUBJECT

Applicant: 648669 NB Inc. (Philip Beckwith)
Landowner: 648669 NB Inc.
Location: 4315 Loch Lomond Road
PID: 00351296
Plan Designation: Rural Settlement
Zoning: Rural Settlement Residential (RS)
Application Type: Subdivision
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to advise Common Council concerning the acceptance of money in-lieu of Land for Public Purposes dedications.

EXECUTIVE SUMMARY

The property owner is proposing to subdivide the property at 4315 Loch Lomond Road into two residential lots. The acceptance of a money in-lieu of Land for Public Purposes dedication is recommended.

RECOMMENDATION

That Common Council accept a money in-lieu of Land for Public Purposes dedication for the proposed 648669 NB Inc. Subdivision at 4315 Loch Lomond Road.

ANALYSIS

Proposal

The property owner is proposing to subdivide the property at 4315 Loch Lomond Road into two residential lots (Submission 1). There is an existing dwelling on each of these proposed lots served by on-site servicing. However, the dwelling on proposed Lot 20-02 will require the installation of a new well acceptable to the Province of New Brunswick.

Site and Neighbourhood

The property is in the Treadwell Lake area in East Saint John. There are two dwellings on the property. A long-existing rural residential subdivision is located to the north and west of the property. The Saint John Airport is to the south and the St. Joseph's Catholic Church and Hope Centre (community centre) is to the northeast at 4349 Loch Lomond Road. The general area is bounded by the Treadwell Lake to the west, the Loch Lomond Lake to the north, and the Robertson Lake (Reservoir) to the east.

Municipal Plan

The Municipal Development Plan (Municipal Plan) has designated the property as Rural Settlement. The Treadwell Lake area is one of only three areas outside of the Primary Development Area (PDA) where new rural residential subdivision development is encouraged¹.

Plan Policies LU-101 & LU-102 support new residential subdivision development that is consistent with the surrounding neighbourhood and involve lot sizes less than four hectares (Attachment 2). In comparison, the Municipal Plan discourages the creation of new residential lots outside the PDA that are less than four hectares, except for up to two new lots in an existing Rural Residential designation.

Land for Public Purposes

The Subdivision By-law requires ten percent of the area of a proposed subdivision to be vested to the City as Land for Public Purposes (LPP). Such land dedications must be assented to by Common Council (Council). However, at the discretion of Council, a money in-lieu of LPP dedication may be accepted.

The Subdivision By-law encourages the assent of proposed LPP dedications that involve a pedestrian walkway between streets or land required to support the City's Trails and Bikeways Strategic Plan.

¹ The other two Rural Settlement areas are in the Martinon-Ketepec and Lorneville areas.

Otherwise, the Subdivision By-law encourages the acceptance of money in-lieu of LPP dedications for subdivisions that do not offer these benefits. This approach is supported by The City of Saint John Parks and Recreation Strategic Plan (PlaySJ) and the Parks and Recreation service area.

Since the proposed subdivision does not meet the land dedication requirements of the Subdivision By-law, staff is recommending the acceptance of a money in-lieu of LPP dedication.

The *Community Planning Act* (Act) requires that money in-lieu of LPP dedications represent eight percent of the market value of the unimproved land at the time of subdivision. In the case where both lots have already been developed, this amount will be determined based on the estimated unimproved land value of the proposed new lot (Lot 20-02).

The Act also requires that money in-lieu dedications be deposited into a special account and that Common Council expend the money for “acquiring or developing land for public purposes² and for no other purpose.”

Zoning and Development Officer Variances

The subject property is zoned Rural Settlement Residential (RS). The proposed subdivision requires the consideration of the following variances from the Zoning By-law:

- (1) A reduction to the minimum lot area requirement of 5,350 square metres to approximately 1,412 square metres and approximately 1,865 square metres for proposed Lots 20-01 & 20-02, respectively;
- (2) A reduction to the minimum lot frontage requirement of 60 metres to approximately 28 metres and approximately 38 metres for proposed Lots 20-01 & 20-02, respectively; and
- (3) A reduction to the minimum side yard requirement of 4.5 metres to approximately 4 metres for the existing dwelling on proposed Lot 20-02.

The Development Officer will process the above variances based upon the context of the neighbourhood, as supported by Plan Policies LU-101 & LU-102.

Conclusion

The Subdivision By-law encourages the acceptance of a money in-lieu of LPP dedication for the proposed subdivision, which is being recommended by staff.

ALTERNATIVES AND OTHER CONSIDERATIONS

No other alternatives were considered.

² Land for public purposes means land, other than streets, for the recreational or other use or enjoyment of the general public (*Community Planning Act*, 2018).

ENGAGEMENT**Public**

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on May 8, 2020.

APPROVALS AND CONTACT

Author	Manager	Commissioner
Mark O'Hearn, CPT	Ken Melanson , BA, MCIP, RPP	Jacqueline Hamilton, MCIP, RPP

Contact: Mark O'Hearn
Telephone: (506) 649-6075
Email: Mark.OHearn@saintjohn.ca
Application: 20-0019

APPENDIX

Map 1: **Site Location**
Map 2: **Future Land Use**
Map 3: **Zoning**
Map 4: **Aerial Photography**
Attachment 1: **Site Photography**
Attachment 2: **Municipal Plan Policies LU-101 & LU-102**
Submission 1: **Tentative Subdivision Plan**



Map 1 - Site Location

648669 NB Inc. (Philip Beckwith) - 4315 Loch Lomond Road

52

The City of Saint John
Date: April 21, 2020

0 50m





Map 2 - Future Land Use

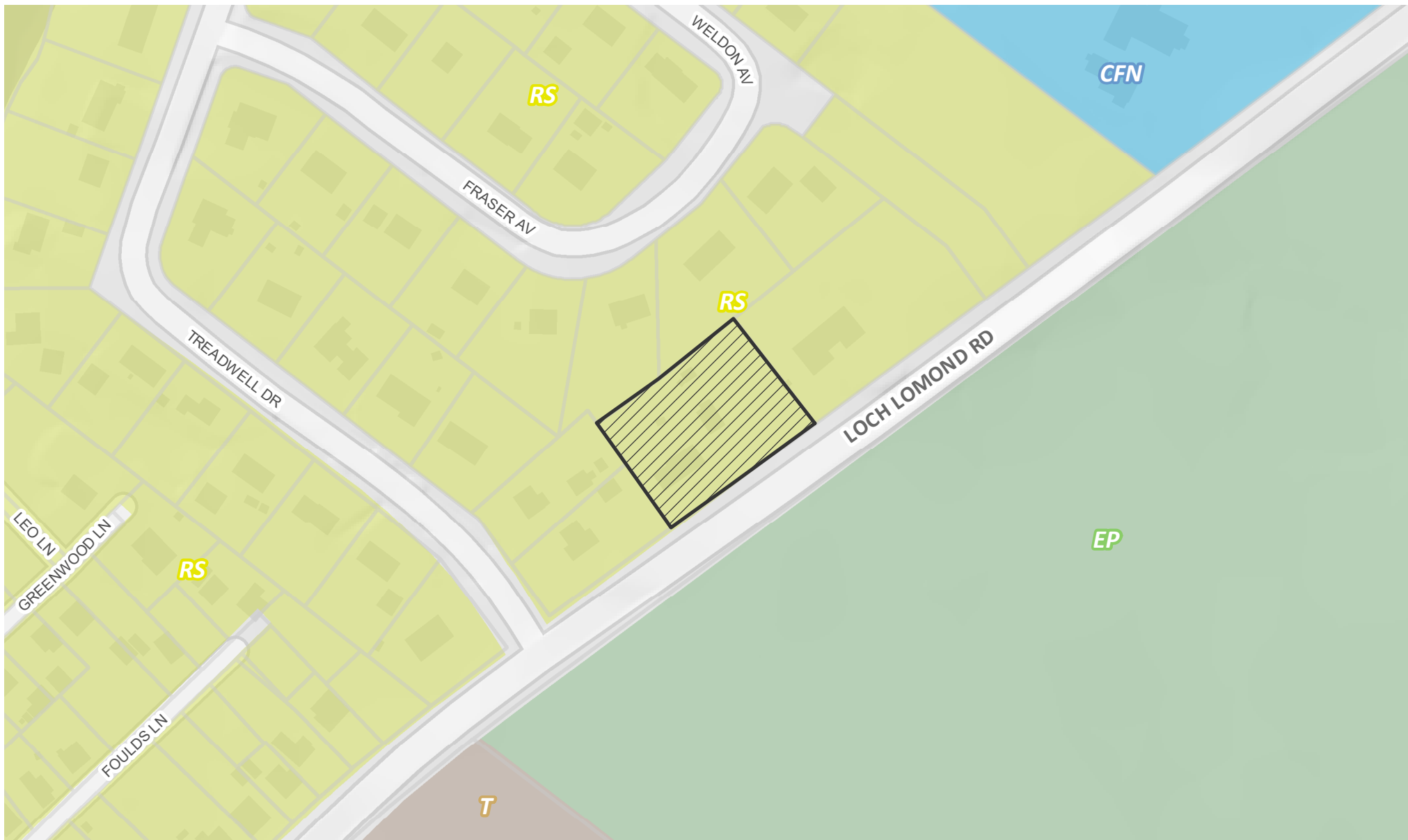
648669 NB Inc. (Philip Beckwith) - 4315 Loch Lomond Road

53

The City of Saint John
Date: April 21, 2020

0 50 m





(CFN) Neighbourhood Community Facility

(EP) Environmental Protection

(RS) Rural Settlement Residential

(T) Transportation

★ Section 59 Conditions

Map 3 - Zoning

648669 NB Inc. (Philip Beckwith) - 4315 Loch Lomond Road

54

The City of Saint John
Date: April 21, 2020





Map 4 - Aerial Photography
648669 NB Inc. (Philip Beckwith) - 4315 Loch Lomond Road





Attachment 1: Site Photography

648669 NB Inc. (Philip Beckwith) - 4315 Loch Lomond Road

The City of Saint John
Date: May 5, 2020





Based on the February 2, 2020 application submitted by 648669 NB Inc. (Philip Beckwith).
All dimensions are approximate.

Attachment 2: Municipal Plan Policies – 4315 Loch Lomond Road

Policy	Staff Comment
<p>Policy LU-101 Create the Rural Settlement Area designation on the Future Land Use map (Schedule B).</p> <p>Council intends that lands within the Rural Settlement Area designation are to be developed in a way that is consistent with the character and form of the existing community. The development of low-density housing with private on-site water and wastewater systems is permitted, as are appropriate commercial uses, community facilities, home occupations and parks.</p> <p>Policy LU-102 Permit the creation of new lots that have a minimum lot area of less than four (4) hectares (40,000 square metres) subject to compliance with the provisions in the Zoning By-law.</p>	<p>The property is designated Rural Settlement.</p> <p>The area of proposed Lot 20-01 is only 6.43 percent less than the median area of the twenty-three residential properties abutting Treadwell Drive and the area of proposed Lot 20-02 exceeds this median by 23.59 percent.</p> <p>Proposed Lots 20-01 & 20-02 exceed the lot frontage median of the properties at 4283 to 4291 Loch Lomond Road by 89.83 percent and 157.63 percent, respectively.</p> <p>The Zoning By-law requires a minimum side yard of 4.5 metres. The existing dwelling on proposed Lot 20-01 would have an approximate side yard of 10 metres, but the dwelling on proposed Lot 20-02 would have an approximate side yard of 4 metres. There are other properties in the area with a similar side yard, especially in the older portion of the adjoining rural subdivision.</p> <p>It must also be mentioned that according to a registered subdivision plan (James F. Russell Estate Subdivision, Hughes Surveys & Consultants Ltd., February 9, 1983), a common lot boundary had previously existed at this location separating these two dwellings.</p>



10-36 Arlington Crescent

Presentation to Planning Advisory Committee

May 20, 2020



Growth & Community Planning Team
Growth & Community Development Services



Proposal

- The application is a Section 59 amendment to enable a proposed 5 storey, 89-unit multi-residential building off Arlington Crescent in Millidgeville



Site Location



5,119 m2 Proposal at
10-36 Arlington Crescent

55197594	55197651
55197602	55197669
55197610	55197677
55197628	55197685
55197636	55197693
55197644	55197701

4.8 Ha Undeveloped
Residential lands

55190201	55197966
55197719	55197974
55197727	55197982
55197735	55197990
55197743	55198063
55197750	55198071
55197768	55198089
55197776	55198097
55197909	55212088
55197917	55212096
55197925	55212104
55197933	55212112
55197941	55219349
55197958	

Site Plan



Site Photos – Subject Site



Site Photos – Subject Site



Site Photos – Subject Site

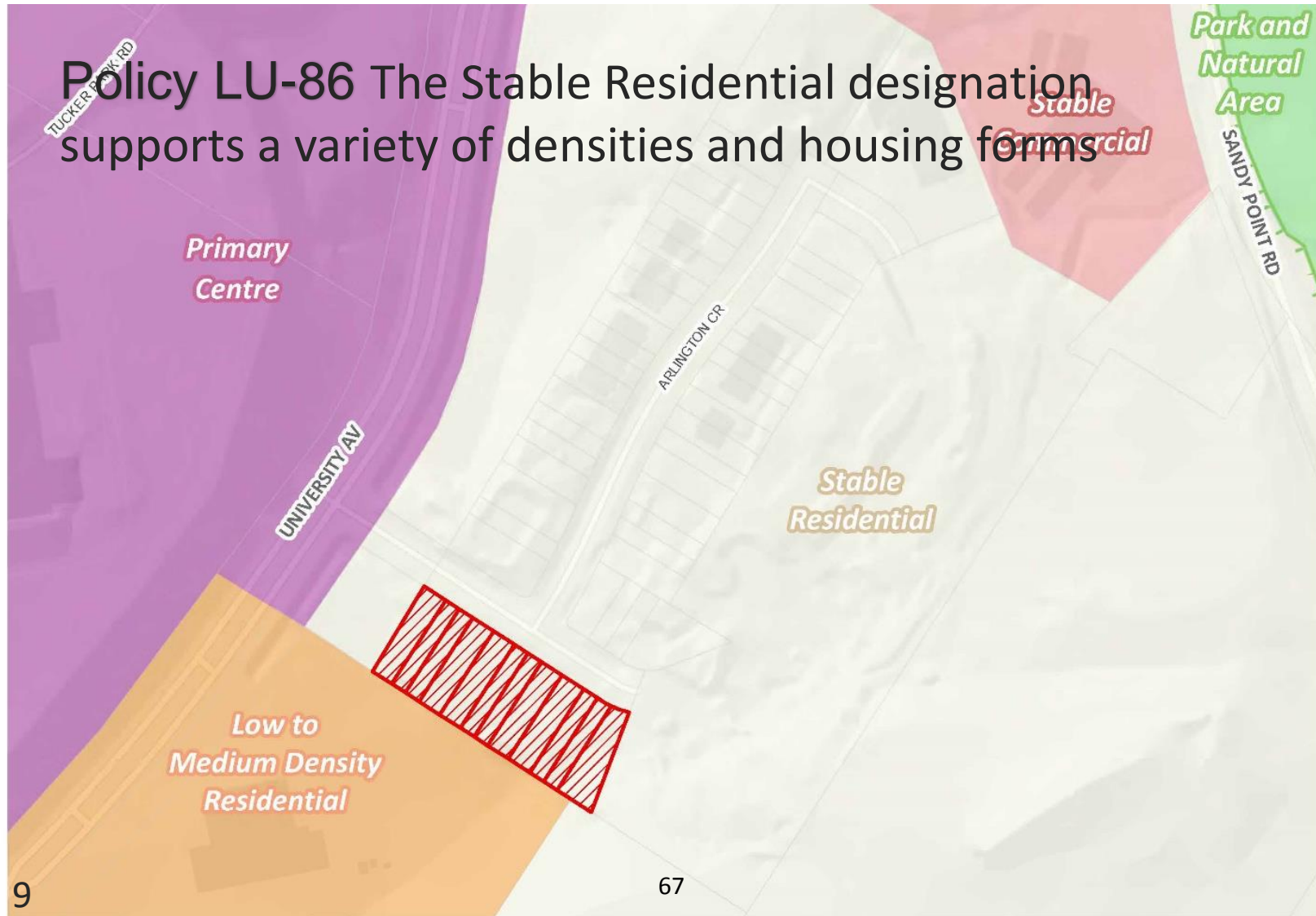


Site Photos – Existing Neighbourhood



Future Land Use

Policy LU-86 The Stable Residential designation supports a variety of densities and housing forms



Policy LU-88

Land Use - Desirable residential land use and positive contribution to the neighbourhood.

Compatibility with surrounding land uses and can be accommodated by the Mid-Rise Residential Zone

Servicing – Necessary wastewater can be provided up to 89 units, development in close proximity to transit, schools, and major employers

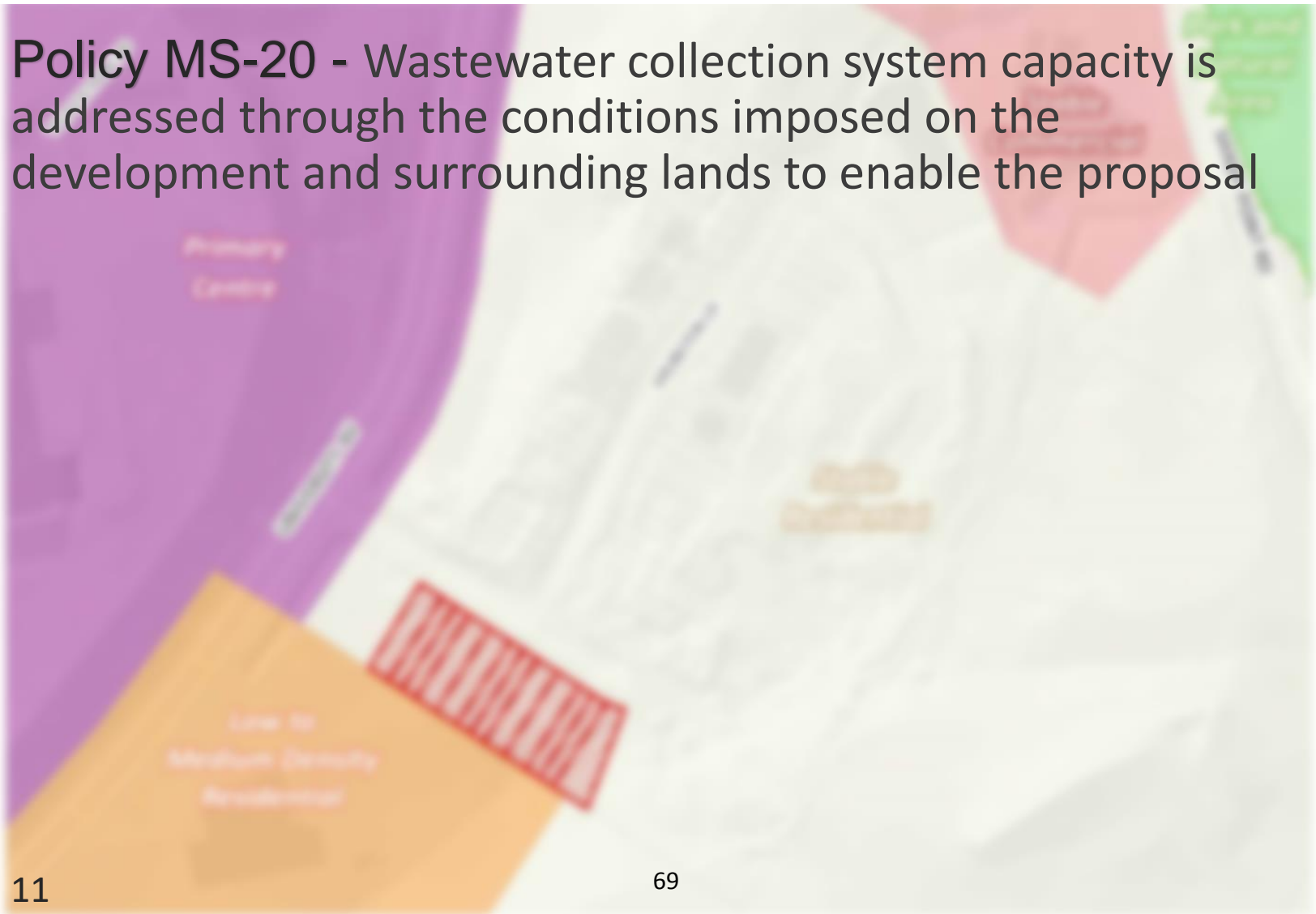
Site Design Features – All landscaping and stormwater management must be incorporated

High Quality Exterior Design – Building is consistent with urban design principles, features indoor parking and amenity space

Location – Proposal is located off a Primary Corridor (University Avenue).

Future Land Use

Policy MS-20 - Wastewater collection system capacity is addressed through the conditions imposed on the development and surrounding lands to enable the proposal



Zoning



- (CFM) Major Community Facility
- (CG) General Commercial
- (FD) Future Development
- (P) Park
- (RH) High-Rise Residential
- (RM) Mid-Rise Residential
- (RU) Rural



Zoning (Section 59 conditions)

- Amend the April 28, 2008 Common Council resolution by adding conditions (c) and (d).

New Conditions

(c) i. The subject site at 10-36 Arlington Crescent be developed to a maximum of 89 units unless the developer receives written opinion that servicing capacity can accommodate additional units; ii. The development is in accordance with a detailed site plans; and, iii. The site plans are attached to the permit application.

(d) Prior to development, the remaining undeveloped lands of Phase 1 (currently owned by Timberstone) also receives a written opinion regarding servicing capacity.



Infrastructure Constraints

- Detailed analysis is currently underway on sanitary sewer system and flow capacity availability
- Once results are known, planning may begin on improvements to increase service in the area
- The conditions proposed in this report will enable the proposal to move forward in the interim of any improvements



Staff Recommendation

Pursuant to the provisions of Section 59 of the *Community Planning Act*, impose the proposed conditions contained on Page 3 of the Staff report with this rezoning.







The City of Saint John

Date: May 15, 2020

To: Planning Advisory Committee

From: Growth & Community Planning
Growth & Community Development Services

Meeting: May 20, 2020

SUBJECT

Applicant: 048367 N.B. Inc.

Landowner: Timberstone Developments Inc.

Location: 10-36 Arlington Crescent and surrounding land

PIDs: 55197594, 55197602, 55197610, 55197628, 55197636,
55197644, 55197651, 55197669, 55197677, 55197685,
55197693, 55197701; 55190201, 55197719, 55197727,
55197735, 55197743, 55197750, 55197768, 55197776,
55197909, 55197917, 55197925, 55197933, 55197941,
55197958, 55197966, 55197974, 55197982, 55197990,
55198063, 55198071, 55198089, 55198097, 55212088,
55212096, 55212104, 55212112, 55219349

Plan Designation: Stable Residential

Existing Zoning: Mid-Rise Residential (RM)

Application Type: Section 59 Amendment

Jurisdiction: Common Council has requested the views of the Planning Advisory Committee concerning proposed amendments to the Section 59 conditions of the subject property. Council will consider

the Committee recommendation at a public hearing on **Monday, June 15, 2020.**

EXECUTIVE SUMMARY

This application is to enable the development of a 5 storey, 89-unit apartment building within Phase 1 of the Arlington Crescent subdivision by amending a 2008 Common Council resolution that provided for a larger 9.2-hectare proposal of residential and commercial lands. Staff are supportive of amending the resolution to add greater flexibility and enable the proposed development. While the Municipal Plan and Zoning By-law can accommodate this application, due to sanitary sewer limitations on University Avenue, staff recommend a number of conditions to ensure that the subject site and future proposals in the surrounding lands can be adequately serviced. In addition, prior to building permit application a number of variances will be required, which will be considered by the Development Officer.

RECOMMENDATION

That Common Council adopt the following resolution:

THAT WHEREAS Common Council of the City of Saint John on the 28th day of April, 2008 adopted a resolution pursuant to s. 39 of the Community Planning Act, c. C-12 R.S.N.B. 1973 (the "Act"), imposing terms and conditions upon the development of land identified at the time by PID No. 55165781, 55173918 and 55159925 (the "Lands"); and

WHEREAS the aforesaid resolution anticipated both commercial and residential development of the Lands; and

WHEREAS only a portion of the Lands have been developed in accordance with the April 28, 2008 resolution; and

WHEREAS a proposal for the development of a part of the yet undeveloped portion has been submitted to the City; and

WHEREAS accommodation of the proposal referred to in the immediately preceding recital will require amendment of the April 28, 2008 resolution;

NOW THEREFORE BE IT RESOLVED THAT the resolution adopted by Common Council of The City of Saint John, pursuant to s. 39 of the Act, on the 28th day of April, 2008 with respect to land identified therein by PID 55165781 is hereby amended, pursuant to the provisions of Section 59 of the Community Planning Act, SNB 2017, c 19:

By adding the following:

“c) the area of land known as Civic No. 10-36 Arlington Court currently identified by PID Nos. 5197594, 55197602, 55197610, 55197628, 55197636, 55197644, 55197651, 55197669, 55197677, 55197685, 55197693 and 55197701 and comprising approximately 5,119 square metres (which area forms part of the Lands subject to the Common Council resolution of April 28, 2008) shall be subject to the following conditions:

- i. The land shall be developed to a maximum of 89 residential units unless the developer has first obtained the City’s written opinion that its municipal infrastructure including, but without limiting the generality of the foregoing, storm and sanitary services as well as water services, has adequate capacity to accommodate a stipulated number of additional residential units;”
- ii. That the development and use of the parcel of land be in accordance with detailed building elevation and site plans, prepared by the proponent and subject to the approval of the Development Officer, illustrating the design and location of buildings and structures, garbage enclosures, outdoor storage, driveway accesses, vehicle and bicycle parking, loading areas, landscaping, amenity spaces, signs, exterior lighting, and other such site features; and
- iii. That the above elevation and site plans be attached to the permit application for the development of the parcel of land.

d) any and all development of the area of land currently identified by PID Nos. 55190201, 55197719, 55197727, 55197735, 55197743, 55197750, 55197768, 55197776, 55197909, 55197917, 55197925, 55197933, 55197941, 55197958, 55197966, 55197974, 55197982, 55197990, 55198063, 55198071, 55198089, 55198097, 55212088, 55212096, 55212104, 55212112 and 55219349 is subject to the condition that prior to the commencement of any such development, the developer must obtain the City’s written opinion that its municipal infrastructure including, but without limiting the generality of the foregoing, storm and sanitary services as well as water service, has adequate capacity to accommodate such proposed development.”

DECISION HISTORY

On April 27 & May 4, 2009, Common Council rescinded a 2002 resolution regarding dealing with a proposed subdivision plan for a public street. This resolution also authorized the filing of a subdivision plan to create a public street of 675 square metres, PID 55197446, and amended the resolution of April 28, 2008 regarding improvements on this parcel of land. The resolution also authorized the Solicitor or his designate to petition the Provincial Government to remove

from the terms and conditions contained in the will of the late James Tucker the land of the same parcel identified above and to permit usage as a public street.

On April 28, 2008, Common Council (see Attachment 3):

- Gave third reading and approved an application by Caliber Consulting Ltd. to rezone 9.2 hectares of property located at 1060 Sandy Point Road to permit a commercial and residential development;
- Resolved pursuant to Section 39 (now 59) of the Community Planning Act to subject the commercial portion of the property (2.06 hectares) to a number of conditions and the residential portion of the property (7.14 hectares) to a condition regarding consultation respecting any blasting on site.
- Assented to create a new public street; and,
- Authorized the preparation of a Section 101 agreement between the City and Caliber Consulting Ltd. regarding improvements to the adjacent City owned parkland property on University Avenue, PID No. 00469486. This agreement was never finalized.

Prior to 2008, a similar residential proposal was enabled through a rezoning and Municipal Plan amendment, which also included a garden centre off Sandy Point Road. Concern was raised during this time by the neighbouring Canadian Blood Services property and as a result a blasting condition was included in the approval.

ANALYSIS

Proposal

The application is an amendment to a Common Council April 28, 2008 resolution regarding 9.2 hectares of residential and commercial land in the Arlington Crescent neighbourhood. The application applies specifically to a 0.5-hectare portion of undeveloped lands for the purposes of enabling “the Proposal.” The Proposal is a 5 storey 89-unit multiple dwelling located on southwest side of Arlington Crescent. The building’s bottom two storeys contain a mixture of dwelling units and indoor parking, making full use of the slope on Arlington Crescent. An exterior courtyard area is provided on the base of the parking structure on the third floor. Amenity space consists of balconies attached to each unit with a gym and common room provided within the building. The main pedestrian entrance and lobby is accessed at the foot of Arlington Crescent. In exchange for the amenity of indoor parking, the proposal occupies a larger percentage of the property and as a result requires a number of variances.

Site and Neighbourhood

The 0.5-hectare site is located off the southwest side of Arlington Crescent. Site preparation work was done in 2009, including rock breaking, clearing, grading, and installation of utility boxes. The site is located 100 metres perpendicular to existing dwellings off Arlington Crescent. The built out portion of the Arlington Crescent neighbourhood is situated on a small plateau and slopes up an average of 8% from the site. Phase 1 of the subdivision is in a state of semi-completion, consisting of 14 townhouse/semi-detached dwelling units and a 24-unit condominium at the northern end, which backs onto a garden centre. The subsequent phase

has yet to be subdivided but in concept consisted of the completion of the Arlington Crescent street right-of-way and further residential development. Together these lands make up 7.14 hectares of residentially zoned land. Further to the north, between Sandy Point Road and University Avenue are located 2.06 hectares of vacant commercial and high density residential lands. All together, the lands comprise 9.2 hectares that were subject to the April 28, 2008 Common Council resolution (See Attachment 3).

Arlington Crescent is serviced by University Avenue, an arterial street to the northeast. The site and neighbourhood are buffered from University Avenue by a treed parcel of land, entrusted to the City of Saint John as park land. To the southeast, the site abuts a future phase, which terminates in a gravelled turnaround area. According to Provincial mapping, Alder Brook runs through the northwest portion of the site and therefore the Proposal will require a Wetland and Watercourse alteration permit. A blood bank is immediately adjacent to the south of the site and the hospital and university complex is located on a higher plateau to the east. University Avenue features a variety of housing forms including single family, row, and multi-unit residential.

Municipal Development Plan

Schedule A of the Municipal Plan identifies the site within a Primary Corridor and on the edge of the UNBSJ Plateau / Regional Hospital Primary Centre. Schedule B of the Municipal Plan designates the area as Stable Residential. These neighbourhoods have the potential to accommodate additional development and feature a variety of densities and housing forms. The proposal is compatible with the following City Structure and Land Use Goals of the Plan:

- Offers a compact development on a vacant property to revitalize an existing neighbourhood;
- Uses the land efficiently to provide additional housing choice without compromising the character of the neighbourhood;
- High quality built form and design; and,
- Proximity of the Proposal to the UNBSJ Plateau / Regional Hospital Primary Centre and a Low to Medium Density Residential Intensification Area further offers opportunity to mix land uses within walking distance of each other.

Policy LU-88 of the Plan outlines requirements with which the Proposal shall adhere (See Attachment 2). Overall the Proposal is compatible with the immediate area and the land use will make a positive contribution to the neighbourhood.

The April 28, 2008 resolution included a condition that any blasting be in accordance with a program developed with representatives of Canadian Blood Services. No additional blasting is anticipated as a result of this development, as intensive site preparation work has already been completed.

Policy MS-20 of the Plan states that new development is contingent upon wastewater collection system capacity. These servicing considerations are addressed below.

Servicing and Infrastructure

From 2008 to 2012, development approvals in the Arlington Crescent Phases 1 & 2 subdivision consisted of 52 single family townhouse units, one 32 unit building and one 24 unit building. To date, an overall 38 units have been constructed and 70 units remain undeveloped. The newly proposed 89-unit multiple dwelling proposal results in similar sanitary sewer flows to what was approved by Saint John Water in 2008 and 2012. Due to similar sanitary sewer flows exiting the Arlington Crescent development previously being approved in 2008 & 2012, the proposal can be serviced but only in exchange for temporarily restricting development on the undeveloped surrounding land (the 70 units remaining in Phases 1 & 2 consisted of 38 townhouse units and one 32 unit building) until excess flow capacity availability is determined.

It is therefore recommended that a condition be placed on all future development within Arlington Crescent Phase 1, 2 and 3 that requires written authorization from Saint John Water prior to development. This applies both to the subject area of the Proposal and surrounding lands. While the Proposal currently consists of 89 units, the applicant has indicated interest in pursuing a 97-unit option that would place an additional 8 units on the second floor.

It should be noted that there are no permits currently being processed for the undeveloped lots and no development activity has occurred since 2012. Once Saint John Water completes their detailed analysis, which is currently underway, on the downstream sanitary sewer system and excess flow capacity availability is determined, additional development in the neighbourhood can once more be considered, subject to authorization from Saint John Water. Within the broader context of University Avenue, while there have been recent improvements to the sanitary sewer system, additional improvements may be required. The analysis currently underway will determine if upgrades are required and if capital work needs to be done. This condition is an interim condition until sanitary flow capacity availability is determined and necessary upgrades are implemented if required and would exclusively effect Timberstone Developments Inc. (TDI), who is in agreement with the restriction.

Zoning By-law

The subject site is zoned RM (Mid-Rise Residential), which is the most appropriate zone for the Proposal. The RM Zone accommodates a range of serviced medium density residential development in various forms including townhouses, apartments, and condominiums.

To enable the Proposal, a number of variances from RM Zone Standards are required. These are outlined below and would be subject to Development Officer review at the time of Building Permit.

	Requirement		Proposal	Comment
1	Minimum Lot Area	Required: 12,920 m ²	Lot Area: 5,112 m ²	The proposal makes efficient use of the lot and topography by containing all tenant and visitor parking within two floors of the building, therefore reducing the size of lot required, but requiring added density. The topography of the land helps with mitigating density, as there is a

				grade differential of approximately 10 metres from the bottom end of the property to the top. The proposal is adjacent to undeveloped parkland, a parking lot, and vacant land, providing adequate buffers without negative impacts. The Municipal Plan encourages additional density in this area and the variance is reasonable for the development of the parcel.
2	Minimum Front Yard	Required: 6 m	Proposed: 5 m	The proposal is capable of maintaining a 5 metre landscaped front yard, which is generally in keeping with the neighbourhood character. There is no existing development to reference southwest of Arlington Crescent to align to and this variance represents a reasonable one to accommodate the footprint of the building.
3	Minimum Rear Yard	Required: 6 m	Proposed: 2.82 m	A reduction in the rear yard setback is required to accommodate the footprint of the building and topography of the land, which slopes down towards the adjacent blood bank, thereby reducing the amount of excavation required in the front yard.
4	Maximum Building Height	Required: 14 m	Proposed: 17.6 m	The Zoning By-law defines building height as the vertical distance from average grade. From top of the hill, the building appears as a three storey building (12.8 m) and meets the By-law standard. At the bottom of the hill, the height is 19.7 metres. The proposal takes advantage of the slope of Arlington Crescent, making the average grade 17.6 metres, here measured from the midpoint of the front and rear elevation drawings. The variance of approximately 1 storey is supportable as it is only for a portion of the building. The highest point of the building will be buffered by and adjacent to park land while the lowest point at three storeys is capable of providing adequate transition to any future subdivision.
5	Maximum Lot Occupancy	Required: 50%	Proposed: 72%	This variance is reasonable given the provision of indoor parking and exceedance of amenity space within the proposal.

Conclusion

The application will enable a proposed apartment building to make use of an area of the City that has been vacant for over a decade. Conditions from the previous 2008 are recommended

to be modified to enable greater flexibility to consider the Proposal while formally recognizing servicing constraints and that any additional units within the neighbourhood will require authorization prior to development.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternatives are proposed.

ENGAGEMENT

Proponent

A public meeting was initially planned by the developer but later was cancelled due to the state of emergency declared in New Brunswick, causing social distancing measures to be put into effect. A postcard was mailed to neighbours on May 15th, 2020.

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on May 8, 2020.

The rezoning was posted on the City of Saint John website on May 26, 2020.

APPROVALS AND CONTACT

Author	Manager	Commissioner
Andrew Reid , MCIP, RPP	Ken Melanson , BA, MCIP, RPP	Jacqueline Hamilton , MCIP, RPP

Contact: Andrew Reid
Telephone: (506) 658-4447
Email: Andy.Reid@saintjohn.ca
Application: 20-14

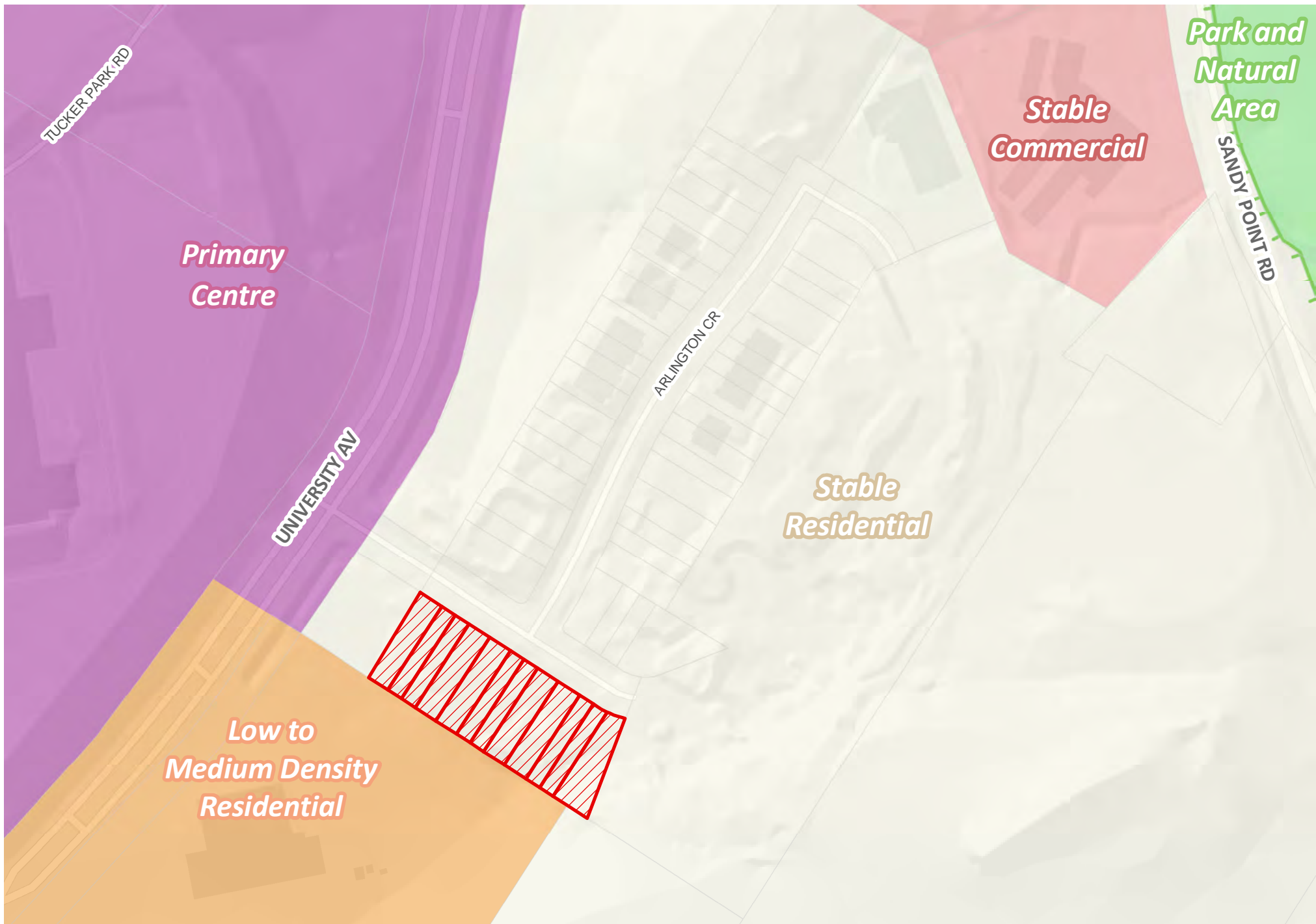
APPENDIX

Map 1: **Site Location**
 Map 2: **Future Land Use**
 Map 3: **Zoning**
 Map 4: **Aerial Photography**
 Attachment 1: **Site Photography**
 Attachment 2: **Municipal Plan Policy Review**
 Attachment 3: **2008 Council Resolution and Report**
 Proponent Submission 1: **Rendering**
 Proponent Submission 2: **Site Plan**
 Proponent Submission 3: **Elevation Plan**
 Proponent Submission 4: **Floor Plan**



Map 1 - Site Location
048367 N.B. Inc - 10-36 Arlington Crescent

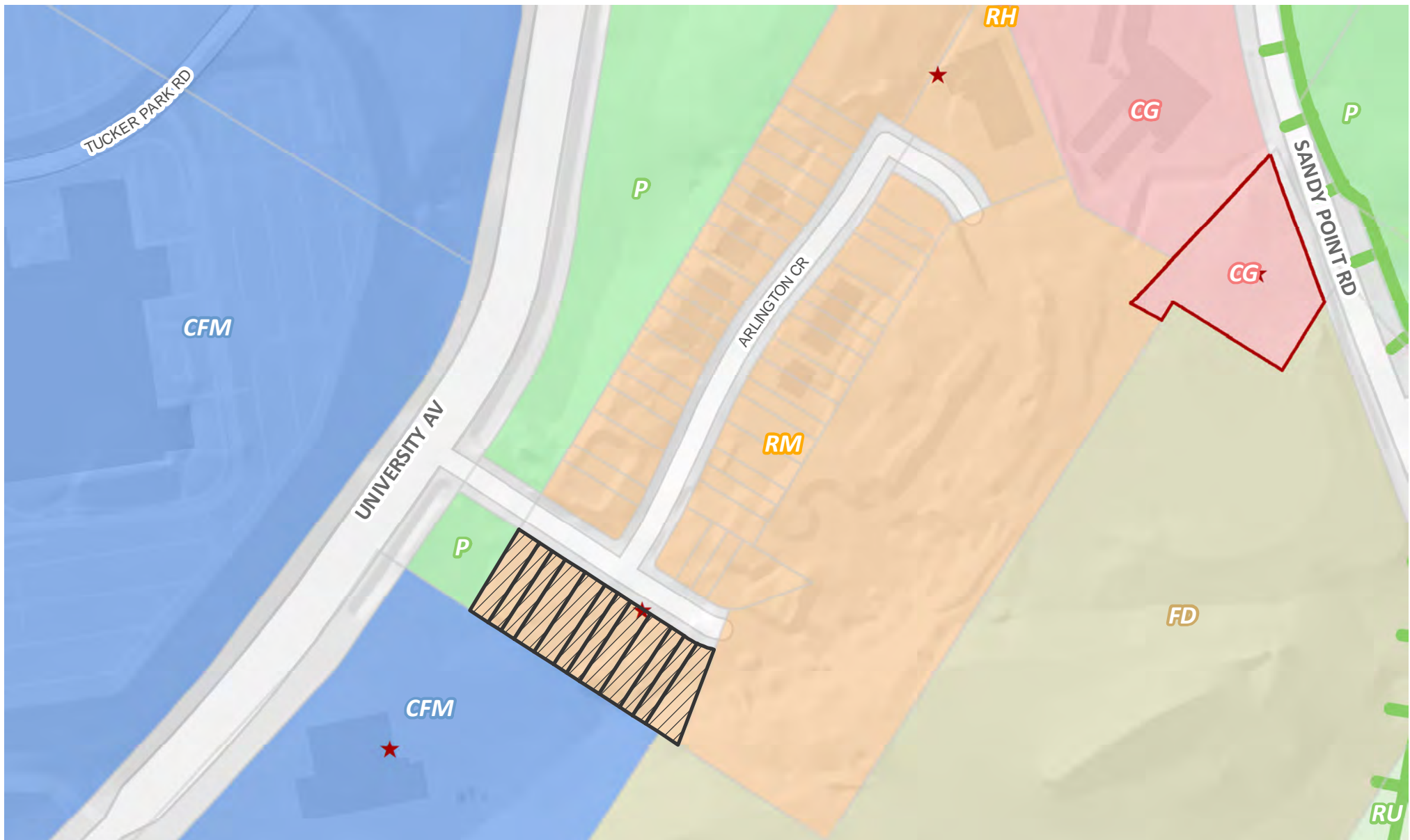




Map 2 - Future Land Use

048367 N.B. Inc - 10-36 Arlington Crescent



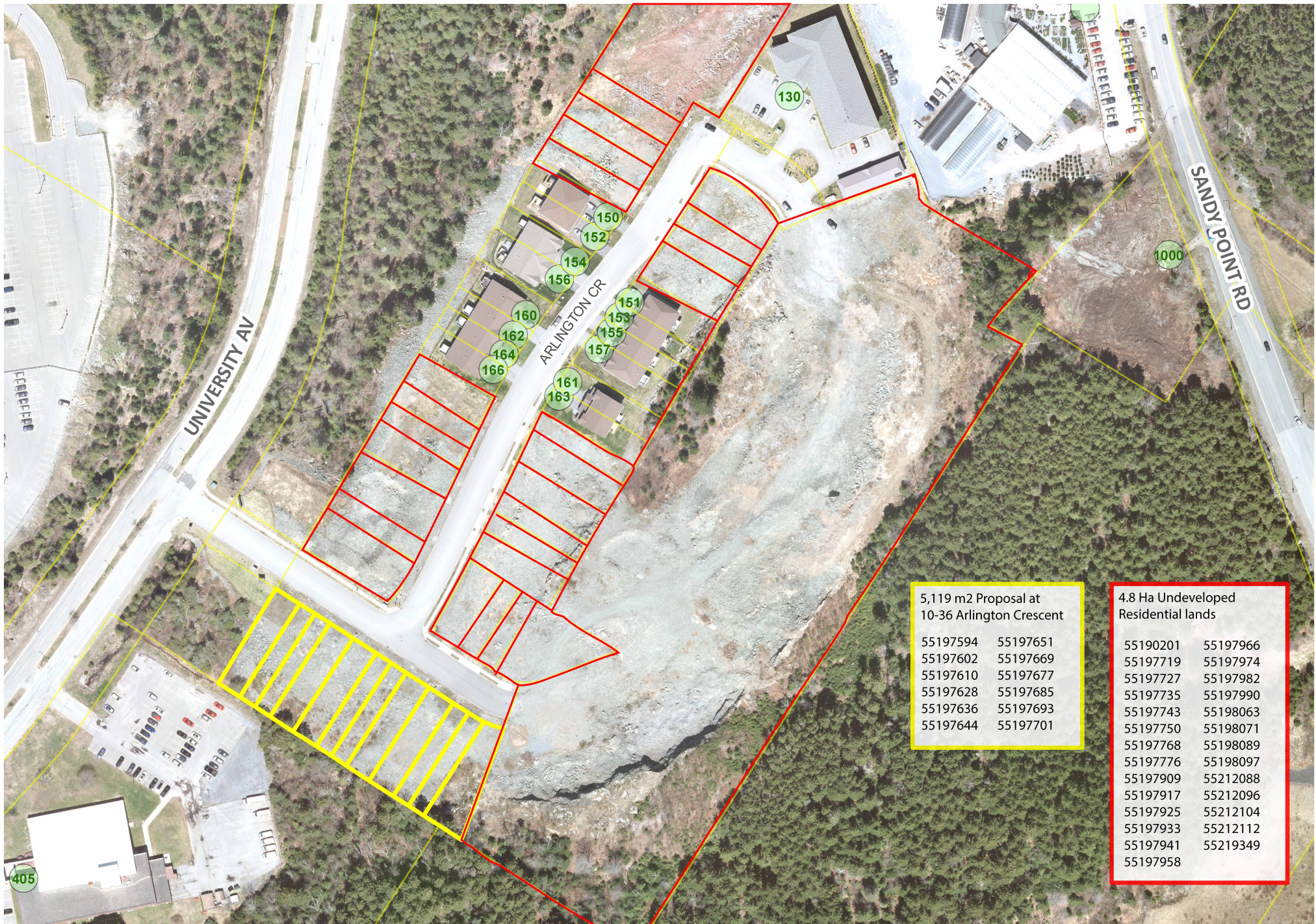


(CFM) Major Community Facility (RM) Mid-Rise Residential
 (CG) General Commercial (RU) Rural
 (FD) Future Development
 (P) Park
 (RH) High-Rise Residential

★ Section 59 Conditions

Map 3 - Zoning

048367 N.B. Inc - 10-36 Arlington Crescent



5,119 m2 Proposal at
10-36 Arlington Crescent

55197594	55197651
55197602	55197669
55197610	55197677
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55197776	55198097
55197909	55212088
55197917	55212096
55197925	55212104
55197933	55212112
55197941	55219349
55197958	



Northwest - Arlington Crescent towards University Avenue



Southeast - Arlington Crescent



Arlington Crescent Neighbourhood



Arlington Crescent Neighbourhood

Policy LU-87	
Intend that the areas designated Stable Residential will evolve over time from a land use and built-form perspective but that new and redeveloped land uses are to reinforce the predominant community character and make a positive contribution to the neighbourhood.	The Proposal is compatible with the Municipal Plan goals and suitable as an additional housing form

Policy LU-88	
Criteria	Response
a. The proposed land use is desirable and contributes positively to the neighbourhood;	The proposal makes use of property that is prepared for development but has remained vacant over the past decade. The land use is desirable for this area, consistent with past proposals, and will make a positive contribution to the neighbourhood while utilizing existing infrastructure.
b. The proposal is compatible with surrounding land uses;	The neighbourhood contains a variety of residential and commercial land uses of various intensities. The proposal is compatible with these surrounding land uses. As the previous proposal completed much of the site preparation, no blasting is anticipated. Rock breaking to facilitate excavation in certain areas may be required where rock did not fracture properly.
c. The development is in a location where all necessary water and wastewater services, parks and recreation services, schools, public transit and other community facilities and protective services can readily and adequately be provided;	The development is located in close proximity to the University/Hospital cluster which provides amenities and employment. Transit services are available on University Avenue and protective services are nearby. The development is capable of being serviced; however, there are limitations on further development due to existing sanitary sewer capacity constraints off University Avenue. As a result, it is recommended that any additional units to the already approved 89 require authorization from Saint John Water. This applies both to the remaining Timberstone Development Inc. lands and any alterations to the Proposal.
d. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated;	The proposal will be required to conform to all access, buffering, and landscaping requirements as per the Zoning By-law. Grading and stormwater management policies must be met prior to issuance of a Building permit.

Attachment 2 – Municipal Plan Review

e. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan; and	The proposal conforms to the General Urban Design Principles of the Municipal Plan. The proposal appears to have high quality finishes and landscaping and contains other attractive features such as underground parking and an interior courtyard area.
f. The proposal is on a property identified as a Corridor on the City Structure map (Schedule A) or does not detract from the City's intention to direct the majority of new residential development to the Primary Centres, Local Centres, and Intensification Areas.	The proposal is situated off University Avenue, which is identified as a Primary Corridor on Schedule A of the Municipal Plan.

Policy MS-20	
Make the approval of new development contingent upon available reserve capacity in the City's wastewater collection system and treatment facilities.	Saint John Water has determined sufficient capacity for the proposal; however, this approval will affect already approved vacant lots. As a result, a condition is being recommended to restrict development of these lots until capacity is available.

"A" 

"RESOLVED that pursuant to the provisions of Section 39 of the Community Planning Act:

(a) commercial development occurring on the proposed "B-2" portion of Lot 08-1001, having an approximate area of 2.06 hectares (5.09 acres), also identified as PID No. 55165781, be subject to the following conditions:

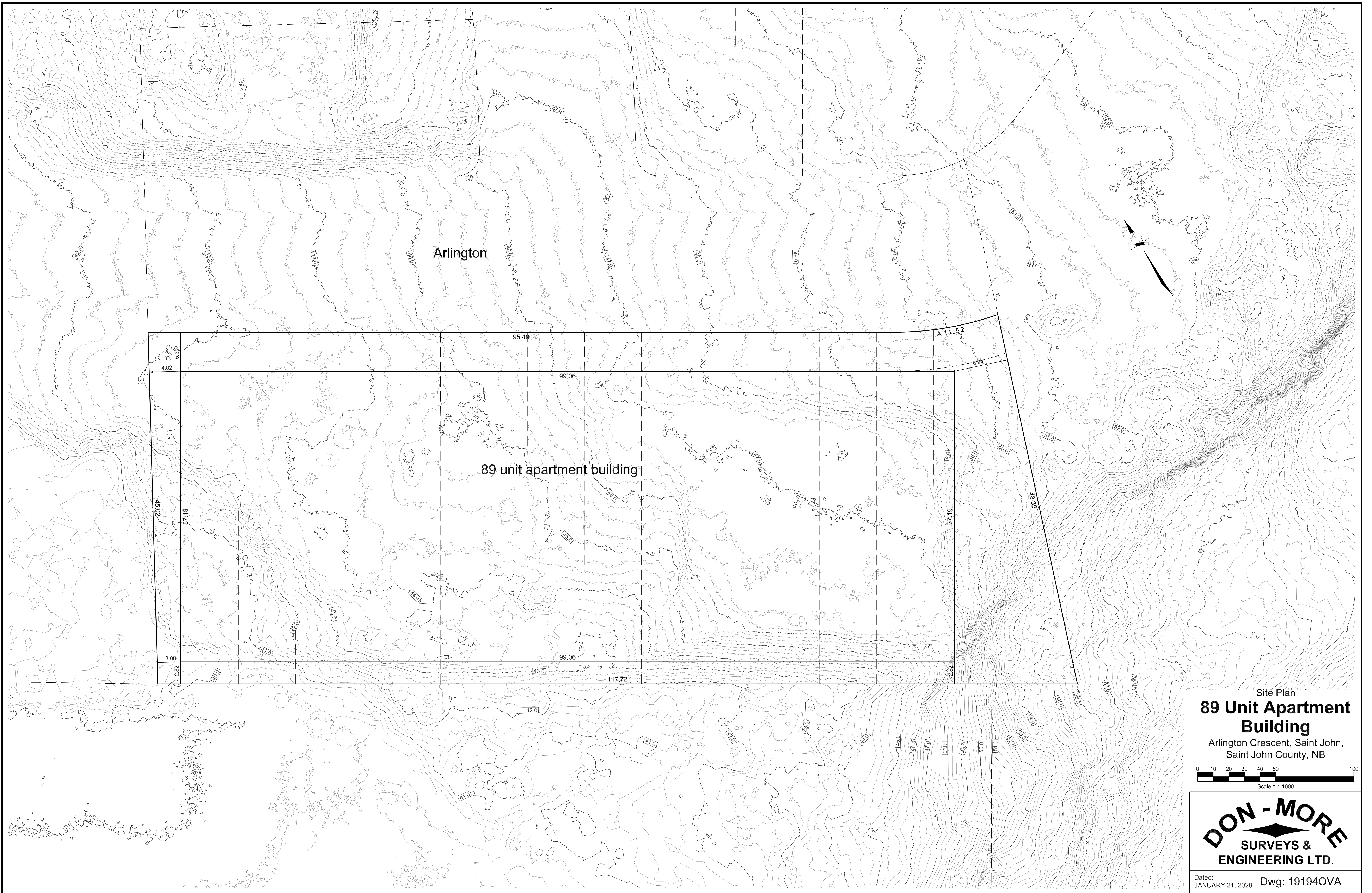
- (i) The following land uses shall be prohibited: a beverage room, club or lounge, a gasoline bar, car sales lot or a mobile home or travel trailer sales lot, a repair garage or service station, a car wash and/or truck wash, or an office or parking area for a taxi business;
- (ii) Development shall be in accordance with a detailed site plan approved by the Development Officer illustrating an asphalt parking area and driveway enclosed by continuous concrete curbing;
- (iii) Development shall be in accordance with a detailed drainage plan, subject to the approval of the Chief City Engineer, including the installation of any necessary catch basins;
- (iv) All main buildings shall be serviced by municipal water and sewer and underground public utilities;
- (v) The façades of all main buildings shall be constructed in accordance with a detailed elevation plan approved by the Development Officer;
- (vi) All areas not occupied by buildings, parking areas and driveways shall be landscaped within six (6) months from the issuance of a building permit for the commercial development;
- (vii) There shall be no vehicular access constructed to University Avenue, and except as otherwise provided in the Section 101 Agreement (see below), that the existing treed area must remain undisturbed in the area governed by the Tucker Park Trust; and

(b) residential development occurring on the remainder of the subject land, having an approximate area of 7.14 hectares (17.64 acres), be subject to a condition that any blasting be in accordance with a program developed with representatives of Canadian Blood Services (CBS), which among other matters will determine beforehand the exact times of blasting and acceptable seismographic impacts (if any) on the immediately adjoining CBS property at 405 University Avenue (PID No. 00437566).

Further that upon rezoning the subject area, the land and any building or structure thereon must be developed and used in conformity with the proposal and conditions identified herein."



ARLINGTON PLACE



Site Plan
89 Unit Apartment Building
 Arlington Crescent, Saint John,
 Saint John County, NB

0 10 20 30 40 50 100
 Scale = 1:1000

DON - MORE
 SURVEYS &
 ENGINEERING LTD.

Dated:
 JANUARY 21, 2020 Dwg: 19194OVA

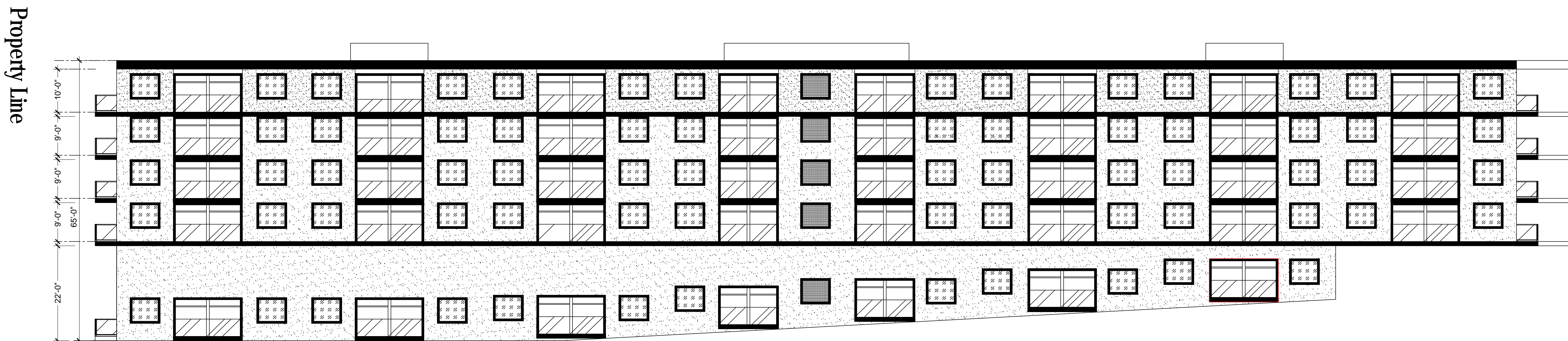
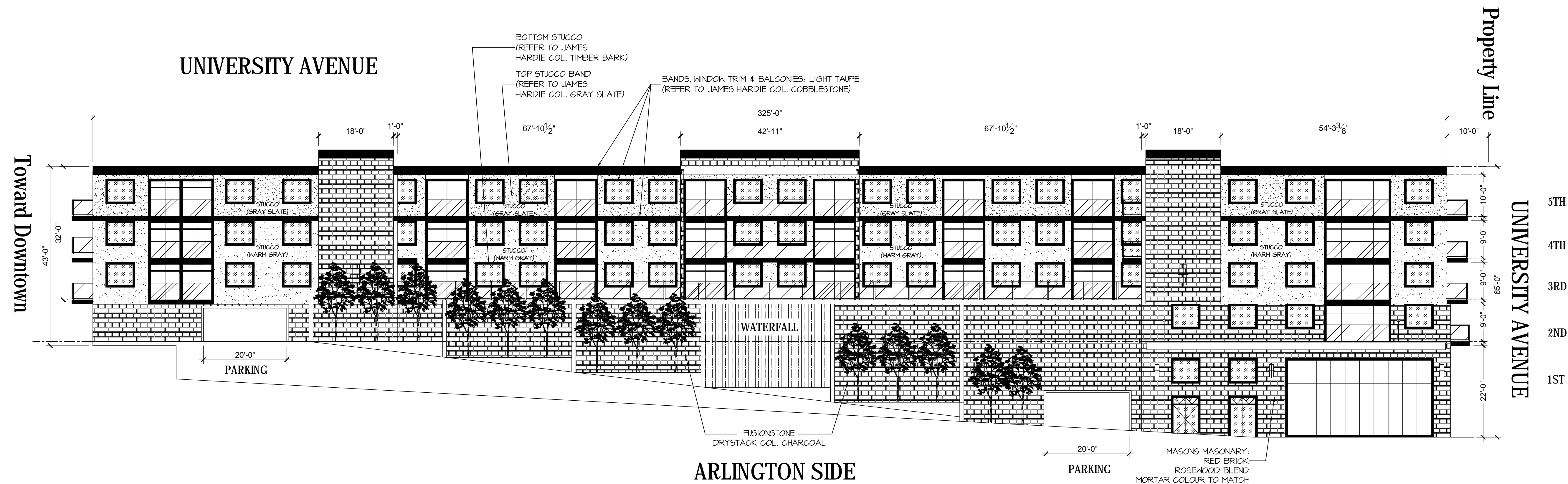
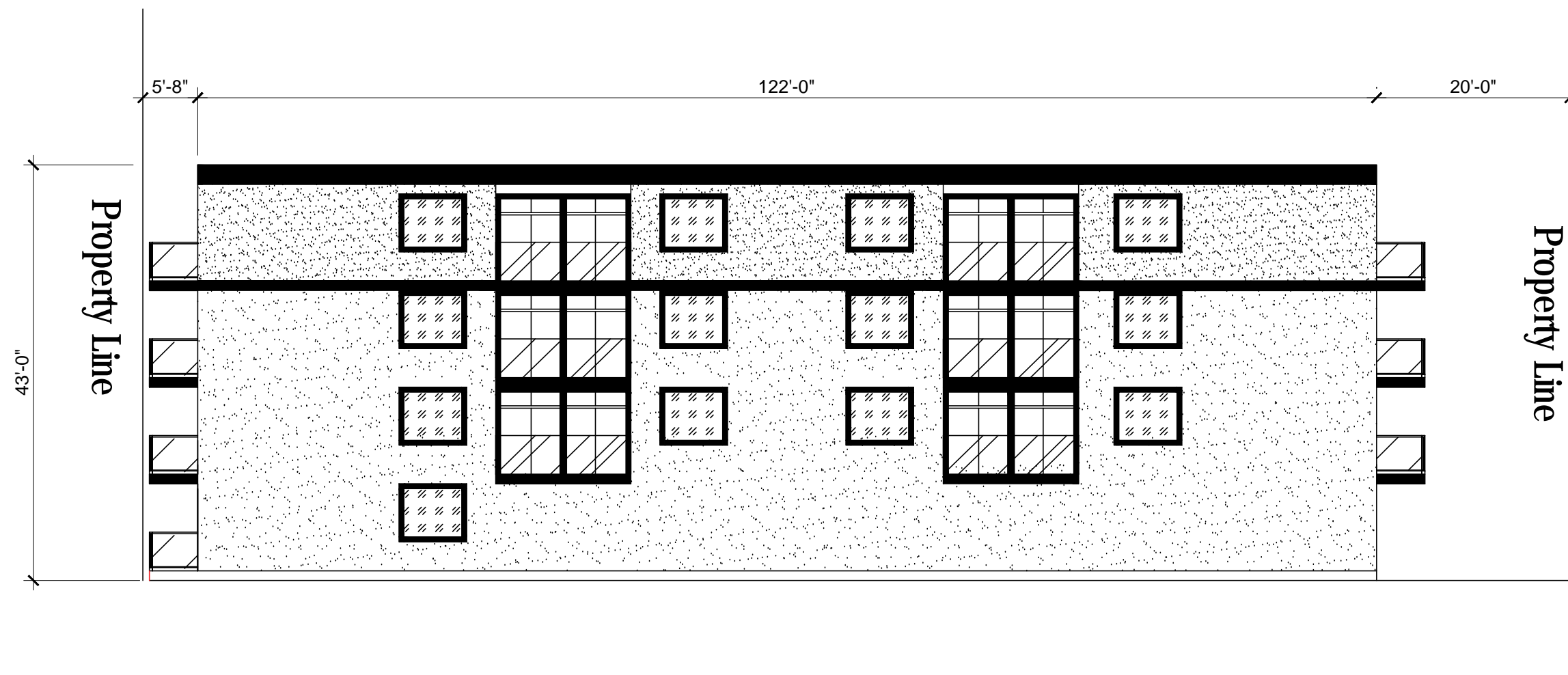
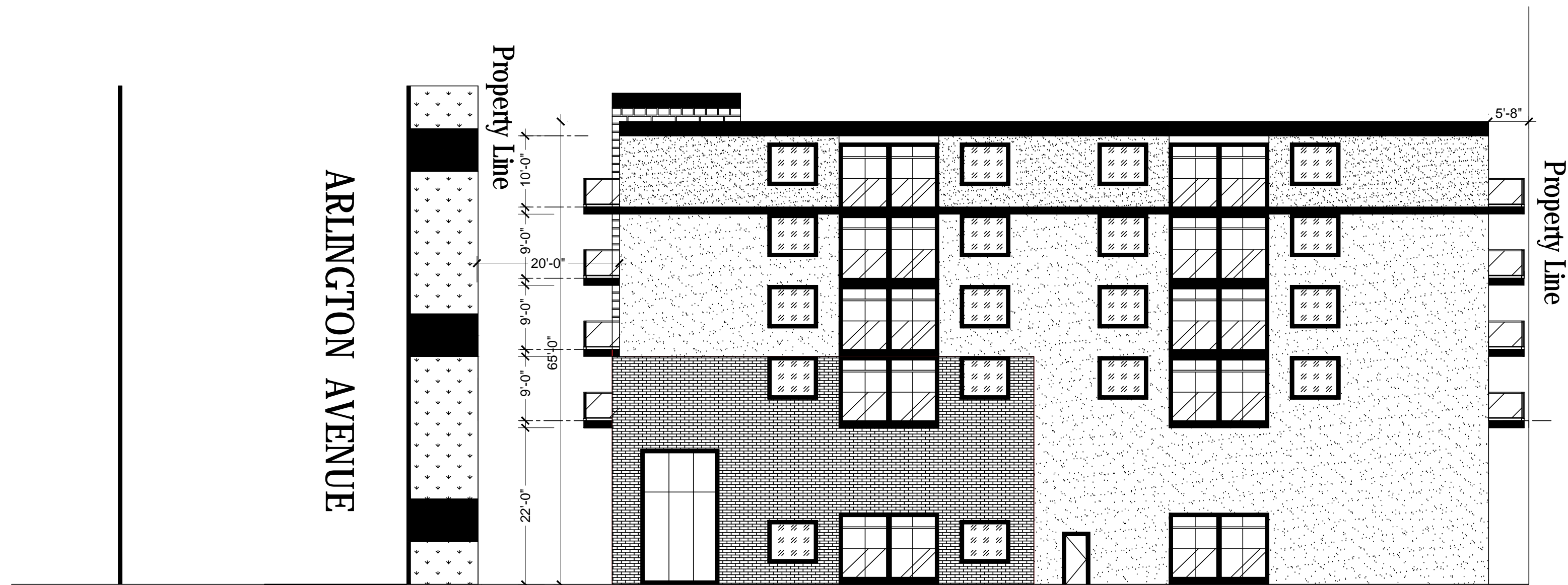


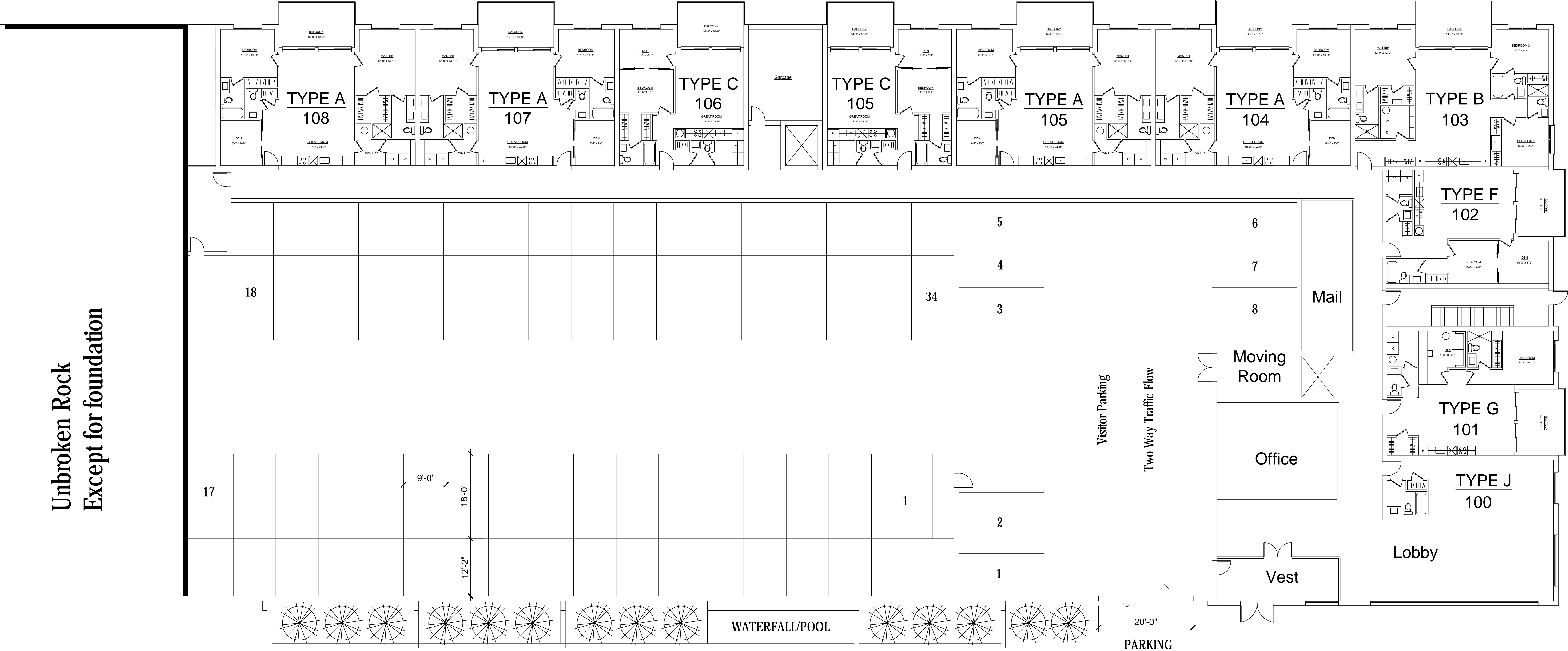
Site Plan
89 Unit Apartment Building
Arlington Crescent, Saint John,
Saint John County, NB

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Scale = 1:1000

DON - MORE
SURVEYS &
ENGINEERING LTD.

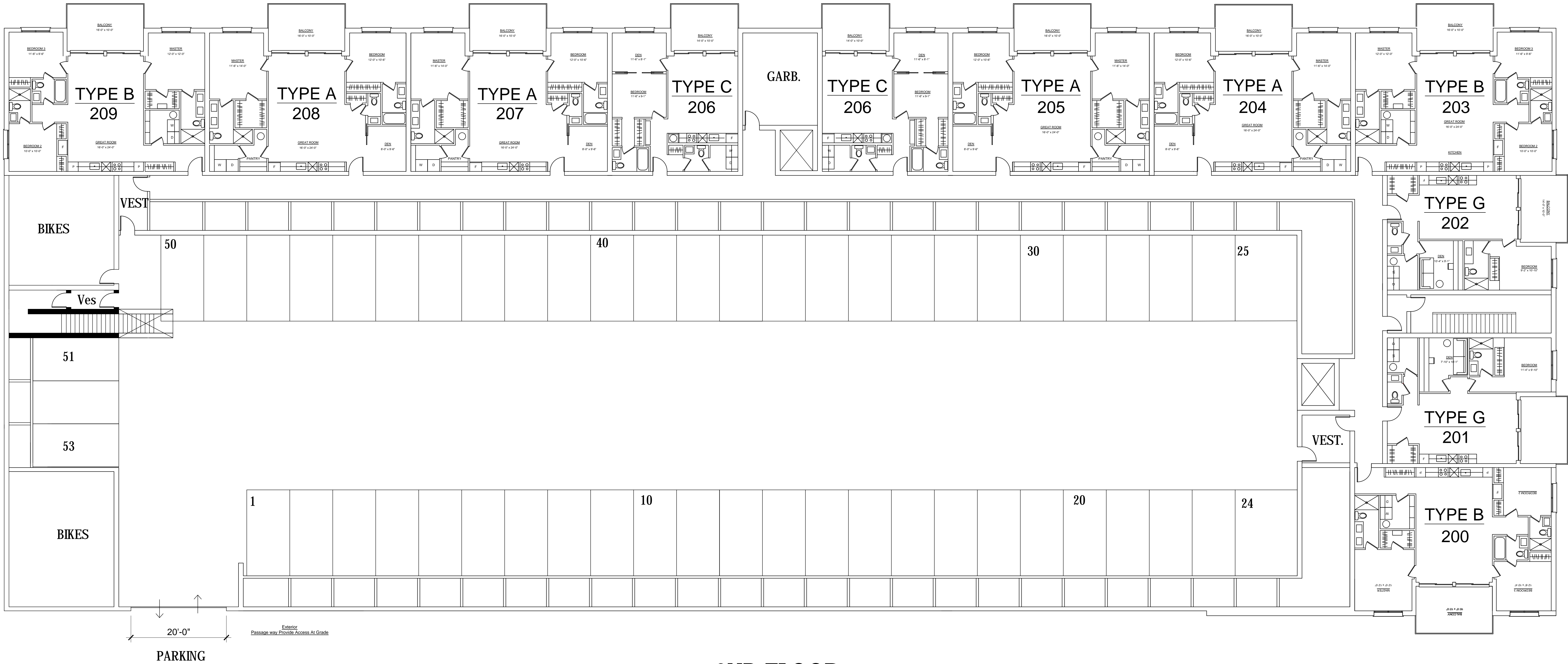
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JANUARY 21, 2020 Dwg: 19194OVA





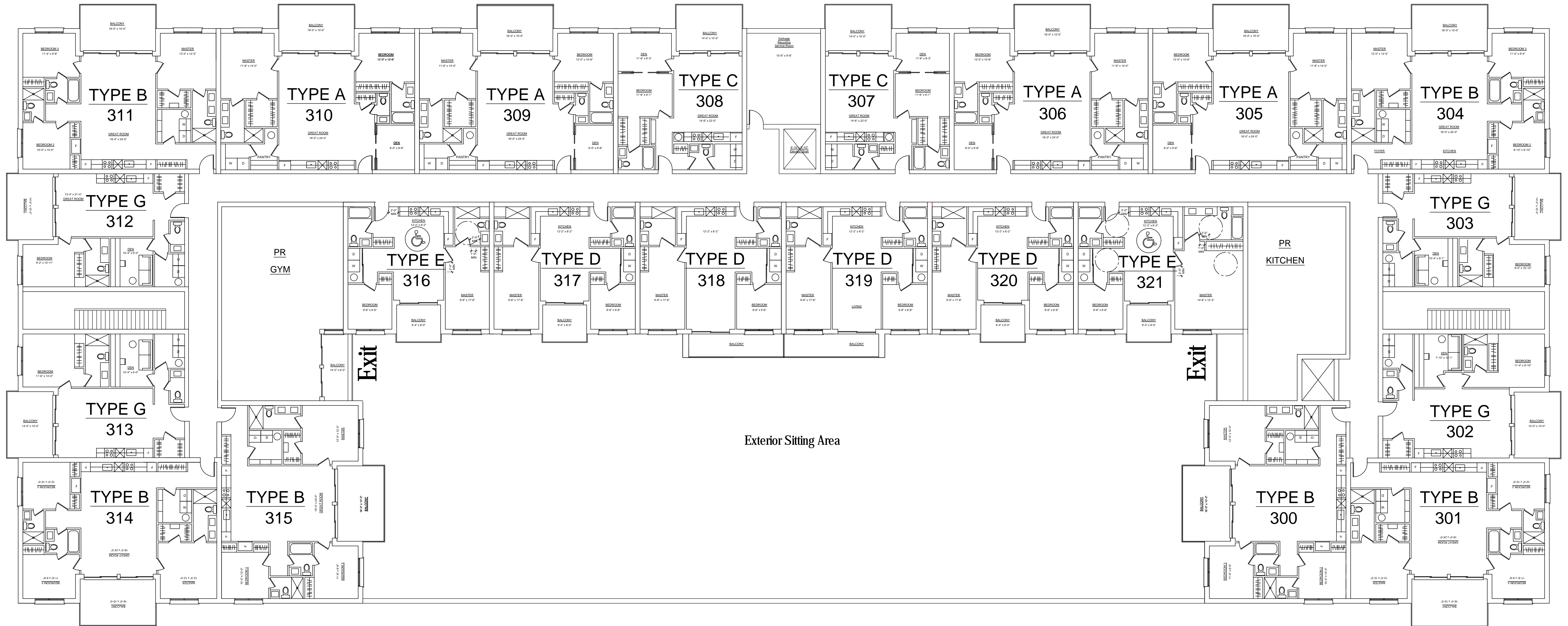
1ST FLOOR

- TYPE A: 2 bedrooms + den = 4
- TYPE B: 3 bedrooms = 1
- TYPE C: 1 bedroom + den = 2
- TYPE F: 1 bedroom = 1
- TYPE G: 1 bedroom + den = 1
- TYPE J: Guest suite = 1



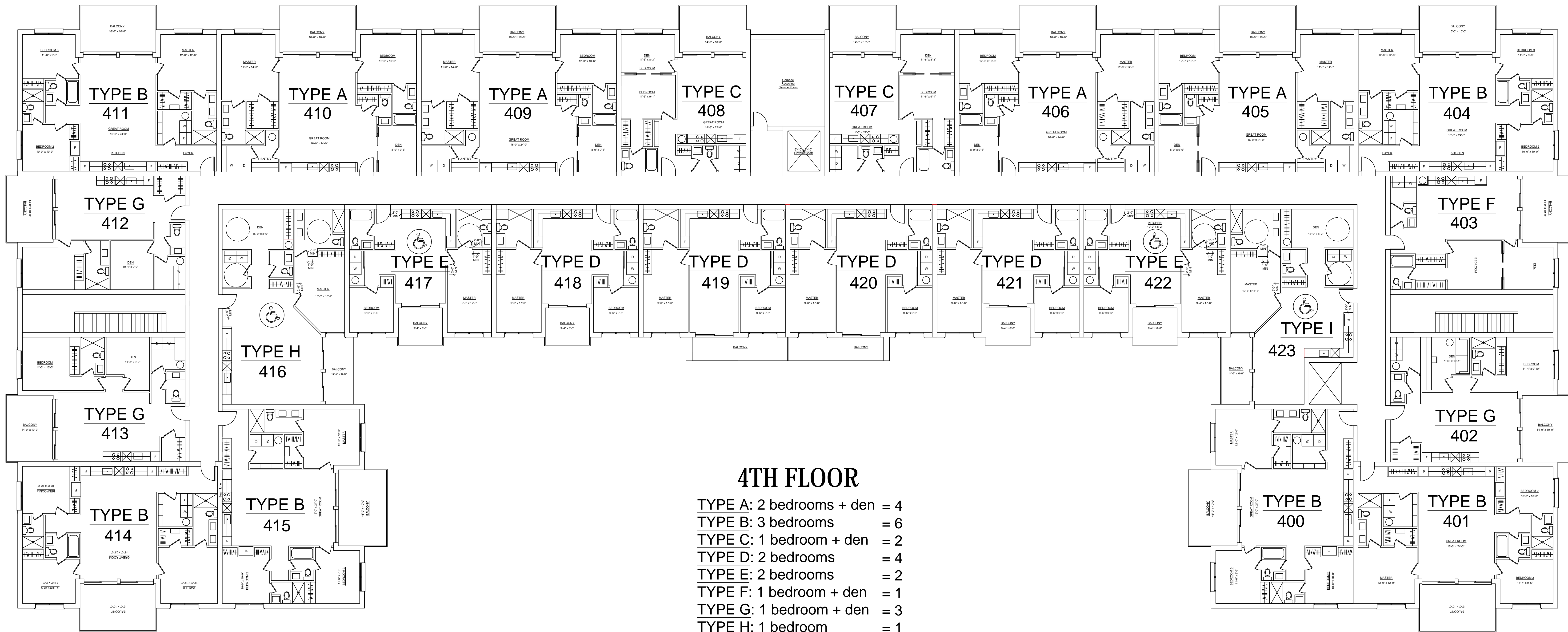
2ND FLOOR

- TYPE A: 2 bedrooms + den = 4
- TYPE B: 3 bedrooms = 3
- TYPE C: 1 bedroom + den = 2
- TYPE G: 1 bedroom + den = 2

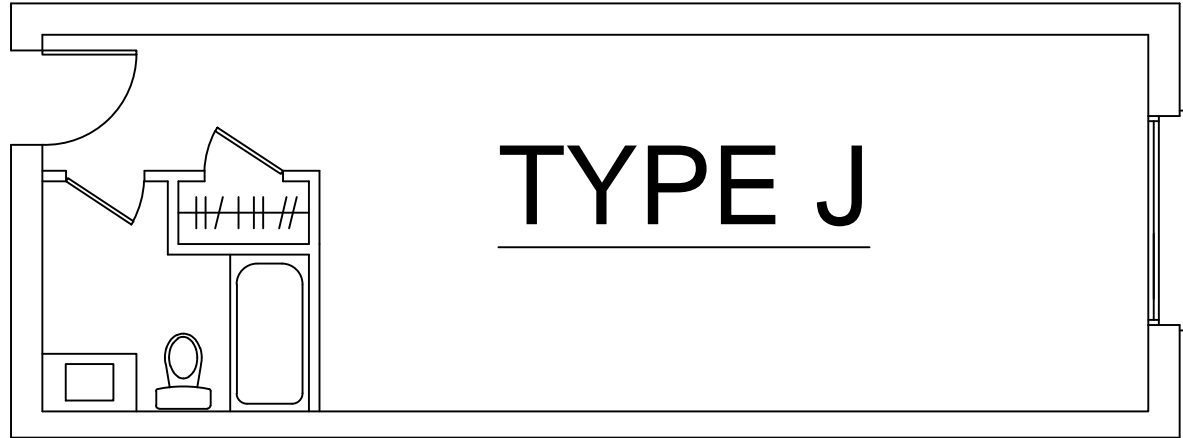
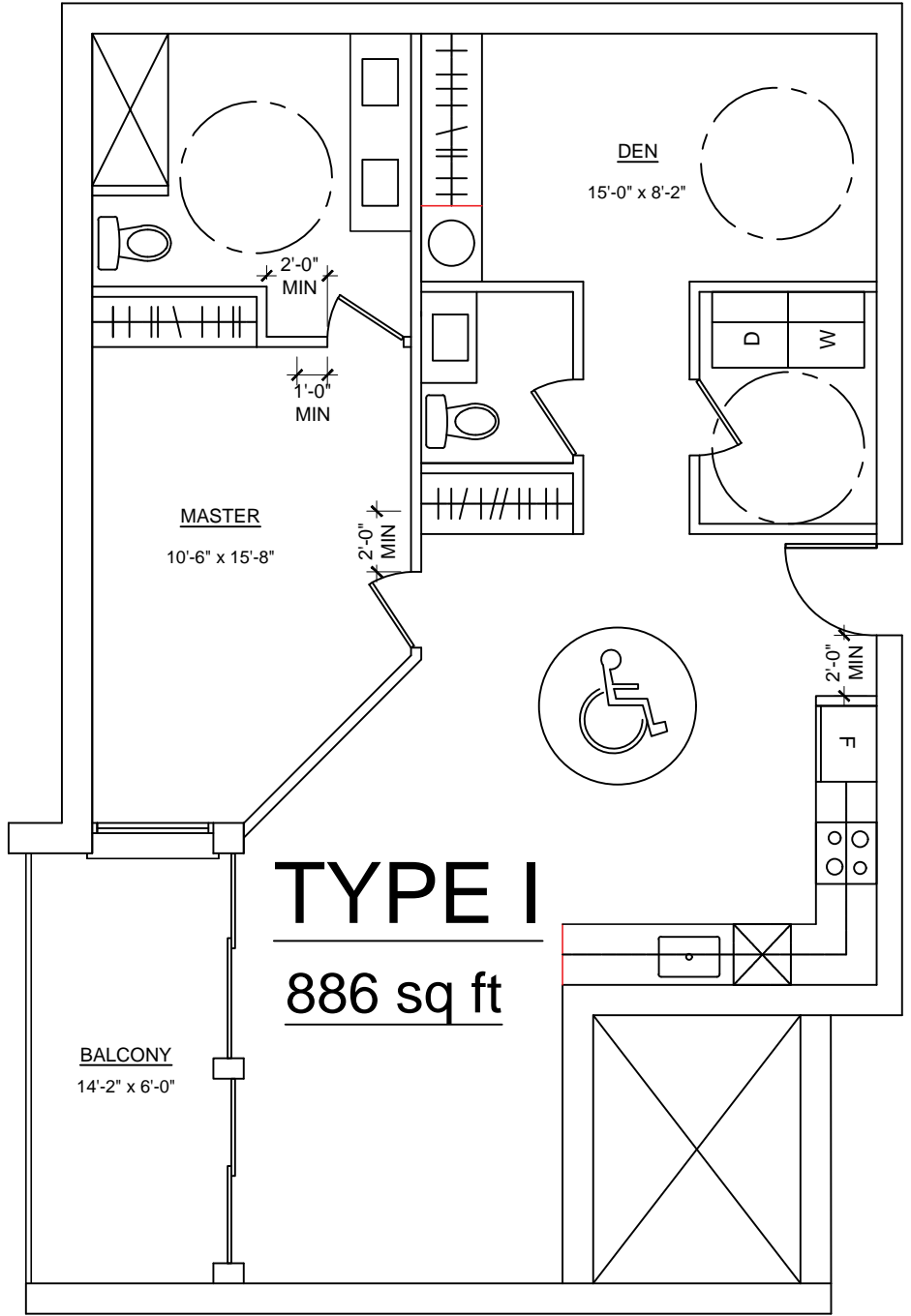
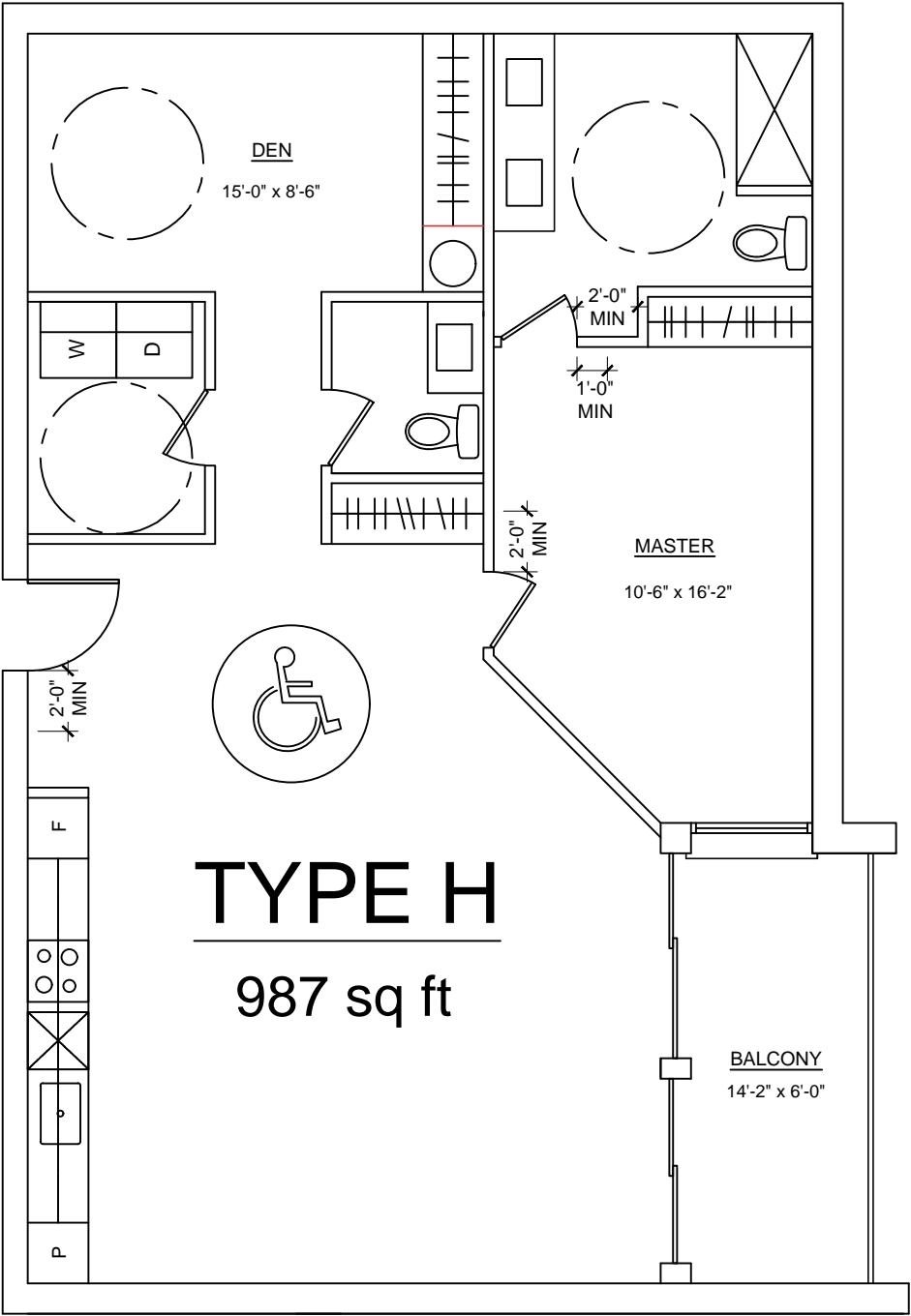
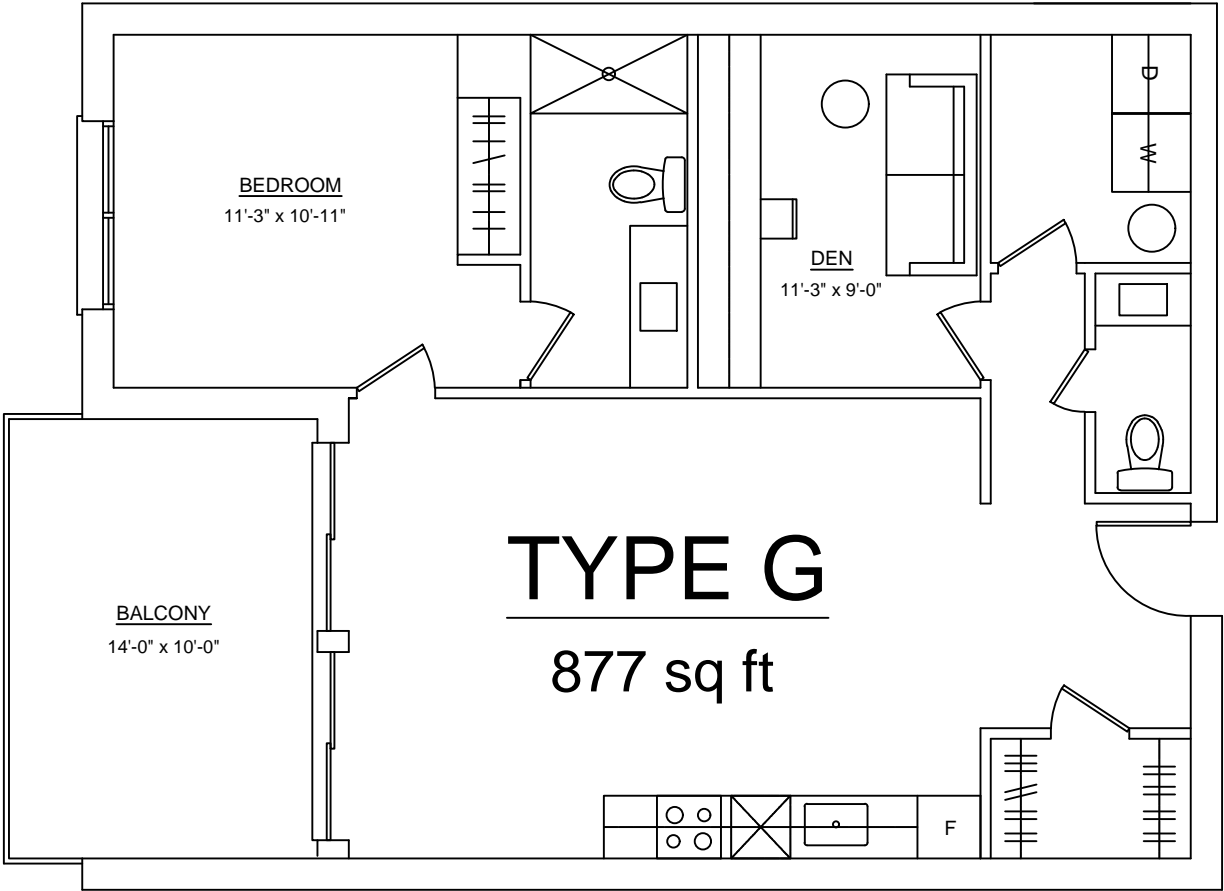
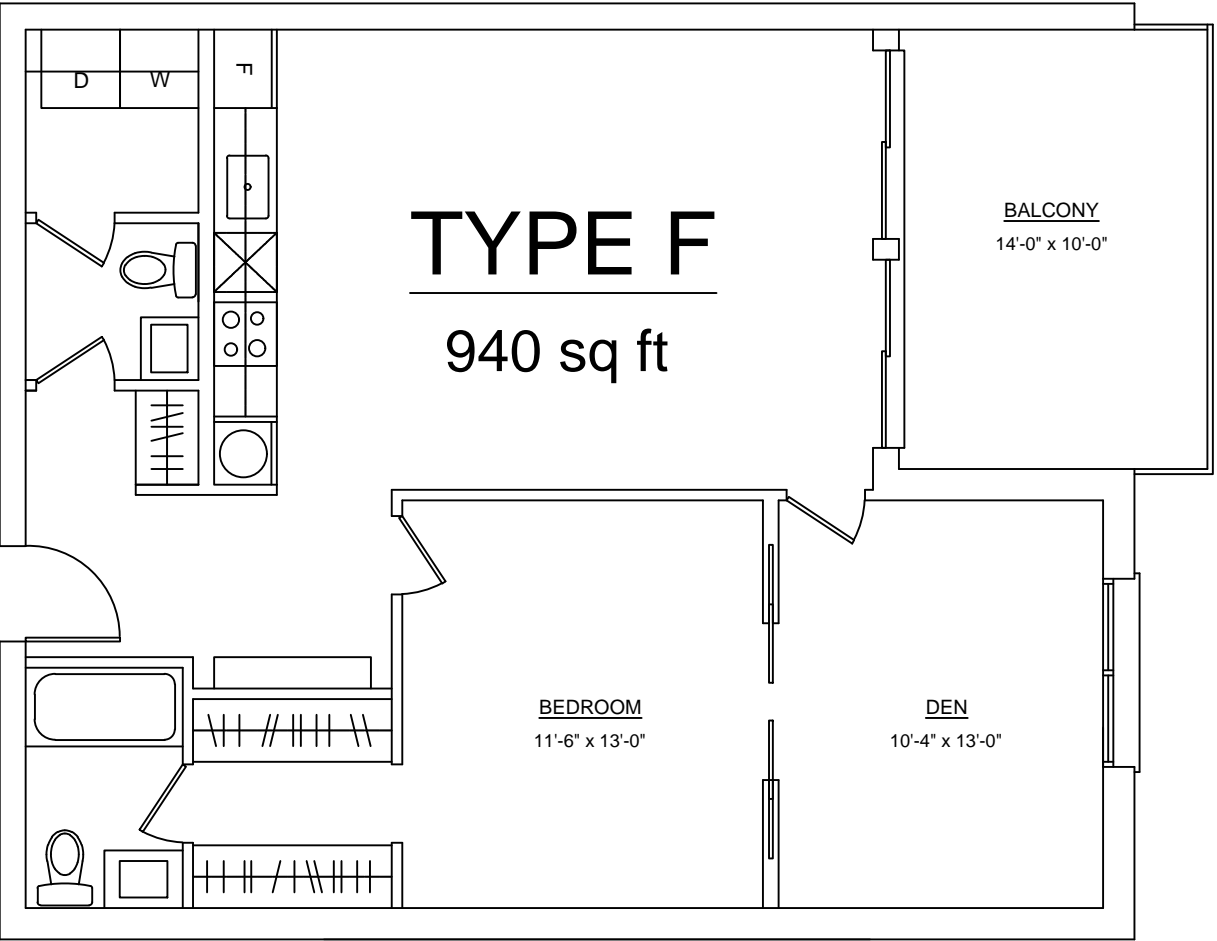
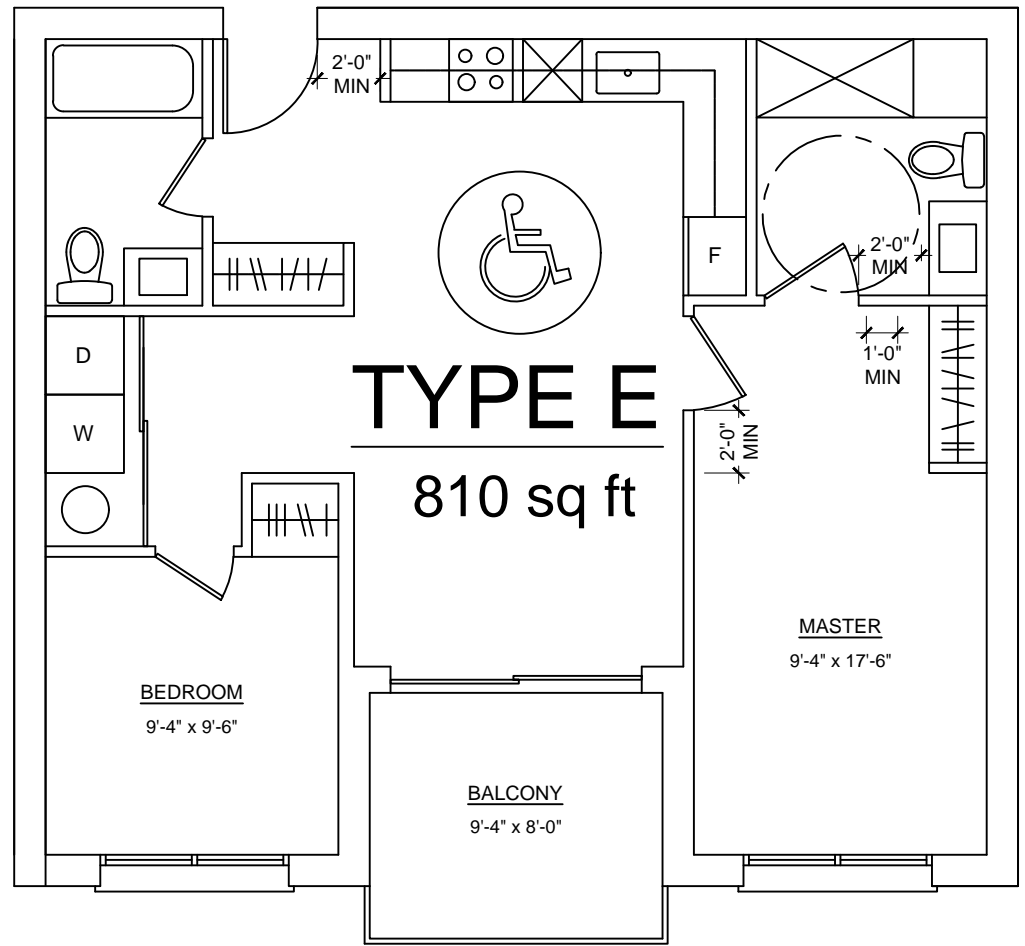
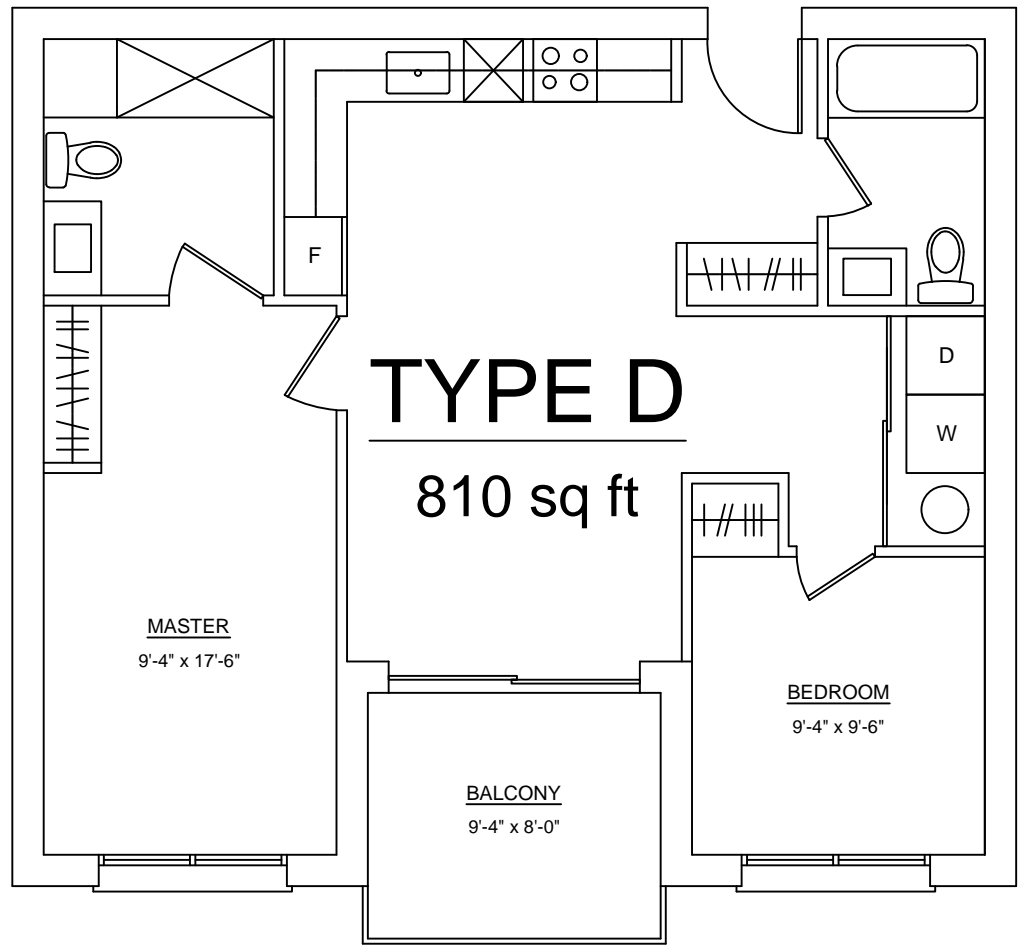
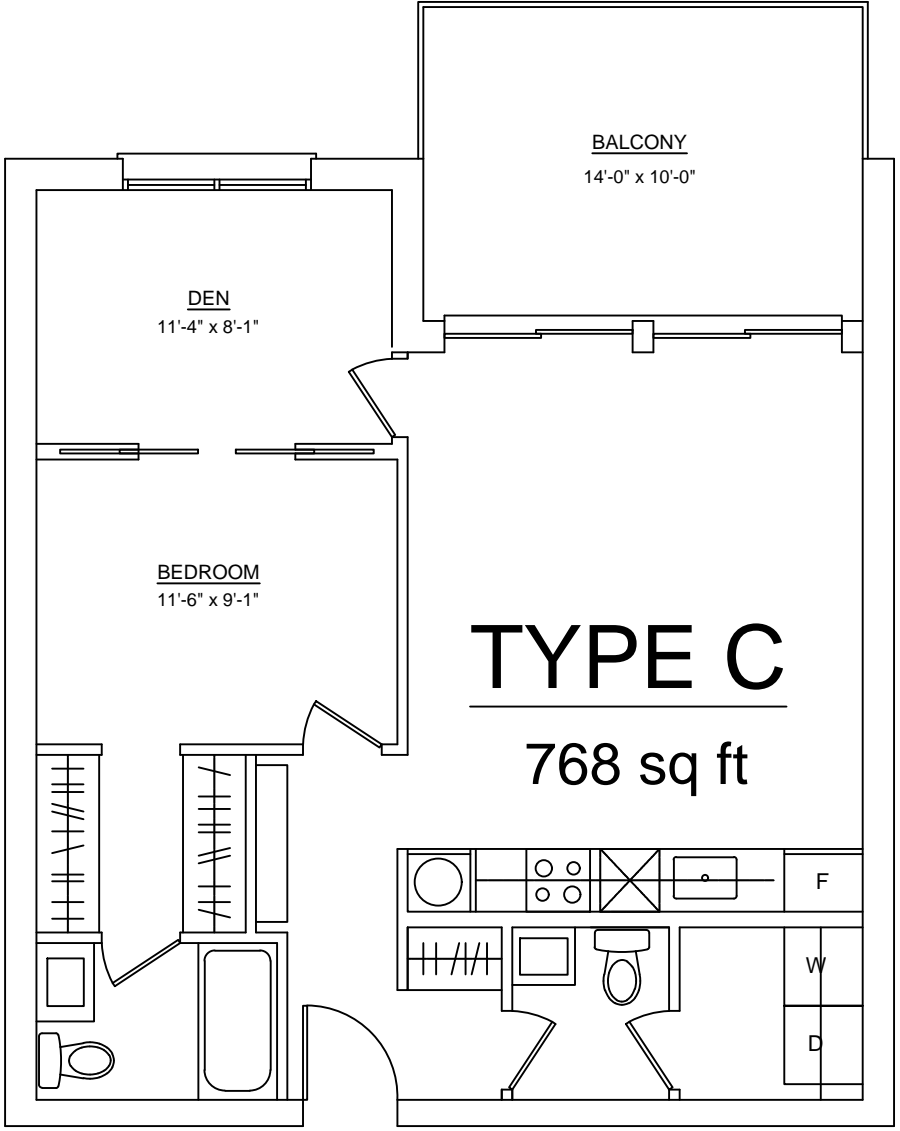
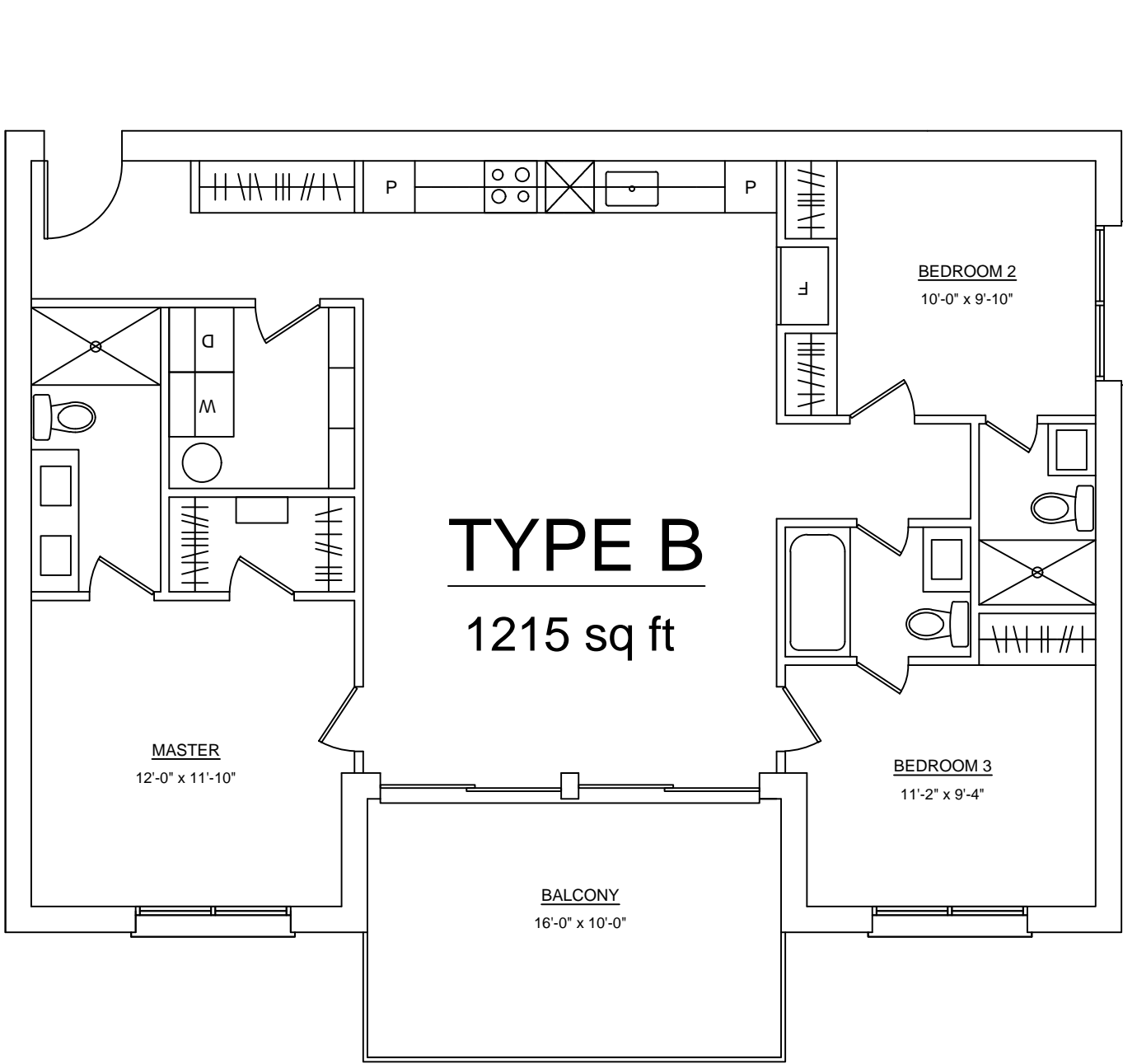
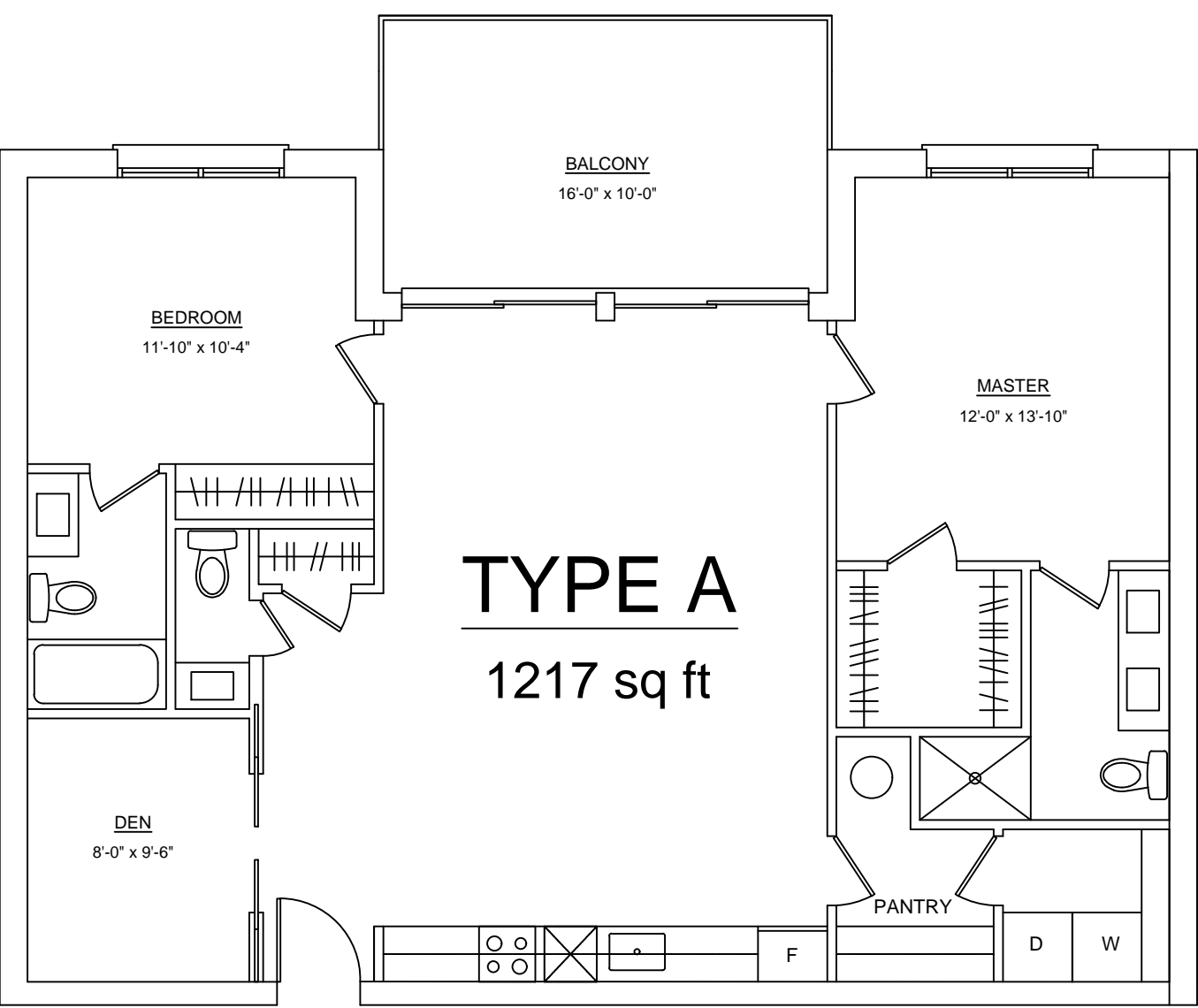


3RD FLOOR

- TYPE A: 2 bedrooms + den = 4
- TYPE B: 3 bedrooms = 6
- TYPE C: 1 bedroom = 2
- TYPE D: 2 bedrooms = 4
- TYPE E: 2 bedrooms = 2
- TYPE G: 1 bedroom + den = 4







From: [onestop](#)
To: [Melanson, Ken](#); [Reid, Andy \(Planning\)](#)
Cc: [Burgess, Aimee](#)
Subject: FW: Arlington Apartment Development Questions/Comments
Date: May 14, 2020 9:43:43 AM

Paula Hawkins
One Stop Development Shop
Permitting & Inspection Services
10th floor – City Hall
Saint John, NB E2L 4L1
(506)658-2911
paula.hawkins@saintjohn.ca
onestop@saintjohn.ca

From: Nicholas Plourde <nc256522@dal.ca>
Sent: May 14, 2020 9:30 AM
To: onestop <onestop@saintjohn.ca>; Reid, Andy (Planning) <andy.reid@saintjohn.ca>
Cc: depippomonique@gmail.com
Subject: Arlington Apartment Development Questions/Comments

Hi,

As an owner on Arlington Crescent, I have a few questions for the committee about the new proposed apartment complex:

1. Has water pressure and septic/sewer been investigated and is it sustainable with this many new residences?
2. How much parking will be available? Does every unit have an assigned parking spot and how much guest parking will be available for residences?
3. Who is the builder/owner of this building?
4. Will these units be converted to condominiums or remain as apartments? ie. what is the intention of this project? What is the targeted demographic for this complex?
5. What is the time frame for this project?
6. Will there be blasting involved for construction? Who will be responsible for surrounding blasting damage, if any?
7. Has an evaluation been done with respect to flooding the market with too many units during uncertain times? Wouldn't want a white elephant sitting down the street from us.
8. Will this be the only apartment development on the street or are there additional plans to add more on Arlington Crescent?

Andy, in addition, can I please get the committee meeting information for Wednesday May

20?

Thanks,
Nick

From: [onestop](#)
To: [Melanson, Ken](#)
Cc: [Burgess, Aimee](#)
Subject: FW: Proposed Section 59 Amendment and Variance Application 10 - 36 Arlington Cres
Date: May 14, 2020 8:41:23 AM

Paula Hawkins
One Stop Development Shop
Permitting & Inspection Services
10th floor – City Hall
Saint John, NB E2L 4L1
(506)658-2911
paula.hawkins@saintjohn.ca
onestop@saintjohn.ca

From: Inblax@gmail.com <Inblax@gmail.com>
Sent: May 13, 2020 10:39 PM
To: onestop <onestop@saintjohn.ca>
Subject: Proposed Section 59 Amendment and Variance Application 10 - 36 Arlington Cres

Planning Advisory Committee
c/o City of Saint John
Growth & Community Development Services
P.O. Box 1971, Saint John, NB, E2L 4L1

Re: Proposed Section 59 Amendment and Variance Application 10 – 36 Arlington Cres.

To Whom it Concern,

I support the above mentioned Variance Application. The only concern I have is adequate parking for the residents. I would assume half of the units would have two vehicles and I am hoping the developer takes that into consideration when planning the size of their parking lot outside of what appears to be an underground parking garage. The reason why I bring this to your attention is because there is an apartment building at the top of Arlington Cres and they have more cars then parking spaces, to alleviate the issue, tenants/owners park their vehicles on the street or the vacant land near the building. It's currently not an issue at that building, however it would be an issue with the proposed Arlington Place, especially in the winter months.

As mentioned, I do support this development and I hope the developer ensures there is enough off-street parking for all of the tenants and their guest.

Regards
Dave Arsenault
160 Arlington Cres

Saint John, NB E2K 0G2

From: [onestop](#)
To: [Melanson, Ken](#)
Cc: [Burgess, Aimee](#)
Subject: FW: Development of apartment units 10-36 Arlington Cres
Date: May 14, 2020 8:46:10 AM

Paula Hawkins
One Stop Development Shop
Permitting & Inspection Services
10th floor – City Hall
Saint John, NB E2L 4L1
(506)658-2911
paula.hawkins@saintjohn.ca
onestop@saintjohn.ca

-----Original Message-----

From: Bev Gaston <bev.k.gaston@gmail.com>
Sent: May 13, 2020 6:01 PM
To: onestop <onestop@saintjohn.ca>
Subject: Development of apartment units 10-36 Arlington Cres

Planning Advisory Committee
City of Saint John
Growth & Community Development Services.
We live at 130 Arlington Crescent Condo 19.

We have the following concerns with this development which we need answered before we can support it :

We are concerned about water pressure to our building at times we experience a drop in pressure and would want assurances this would not get greater with this 89 unit apartment project going on line.

The changes required to lot size front and rear , how will this effect closeness to the road and is there sufficient parking for 89 units ?

Is there a land usage change required for this project from (residential home , town house , Condo) To multi unit apartments? and how will this effect the zoning of the rest of the vacant land around Arlington Cres?

We require answers to these issues to support this project.

Bev & Linda Gaston
130 Arlington Cres
Saint John.
Phone 506-476-4318
Or via this e-mail

Sent from my iPhone



7–19 Wellington Row Variance Application

Presentation to Planning Advisory Committee

May 20, 2020



Growth & Community Planning Team
Growth & Community Development Services



Proposal



Site Location

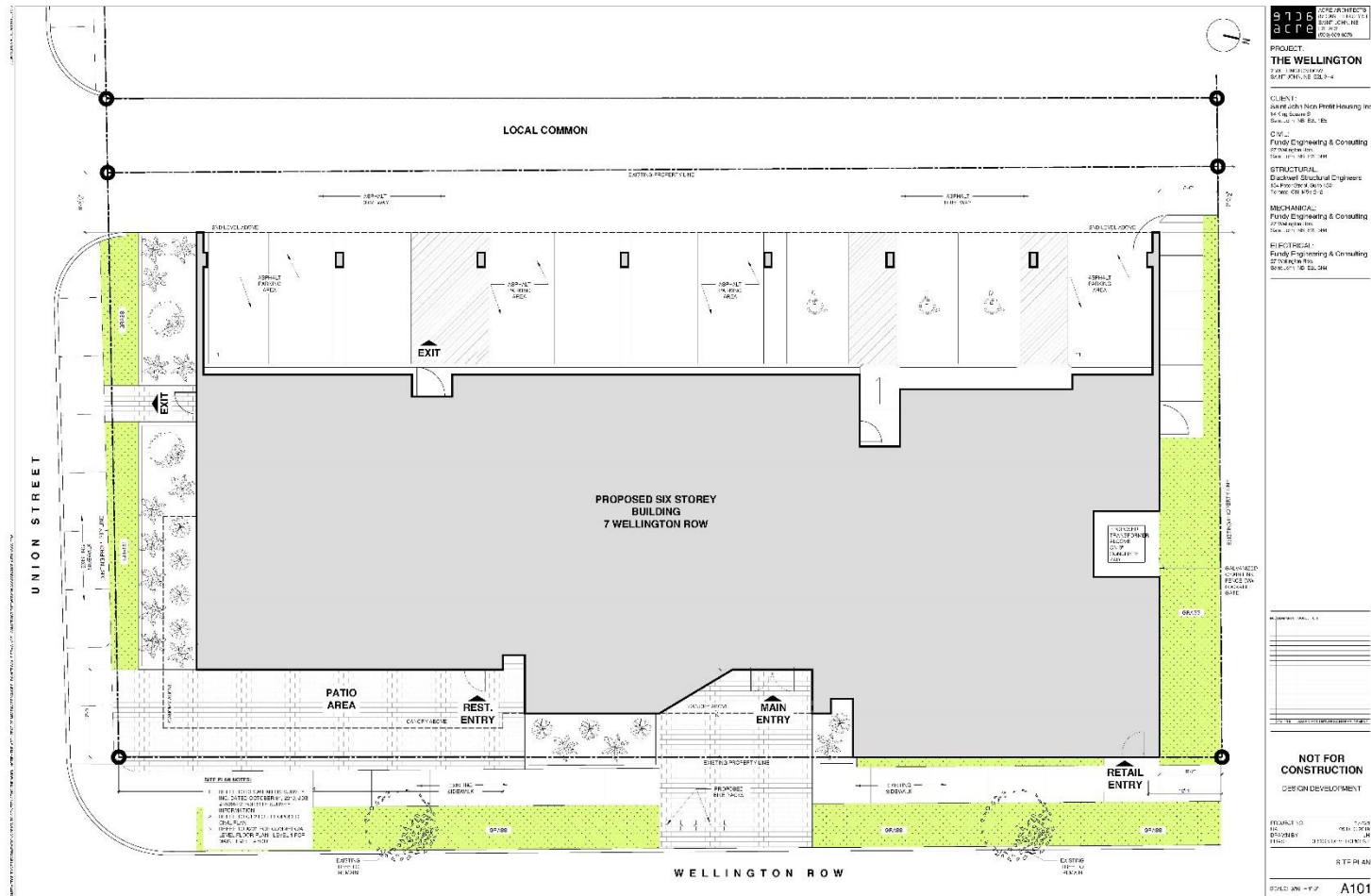


Map 4 - Aerial Photography
Acre Architects - 7-19 Wellington Row

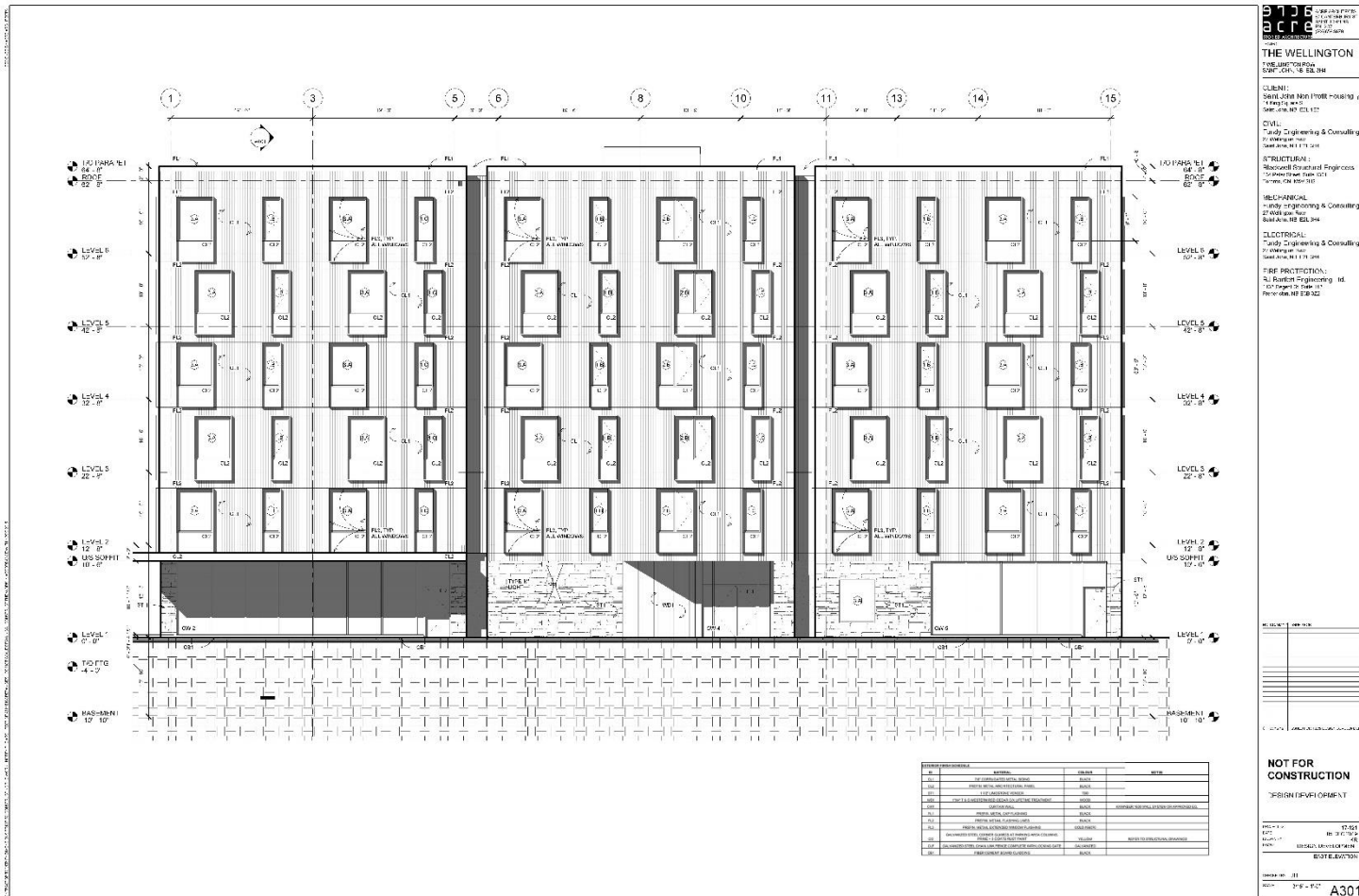
The City of Saint John
Date: February 20, 2020



Site Plan



Building Elevations



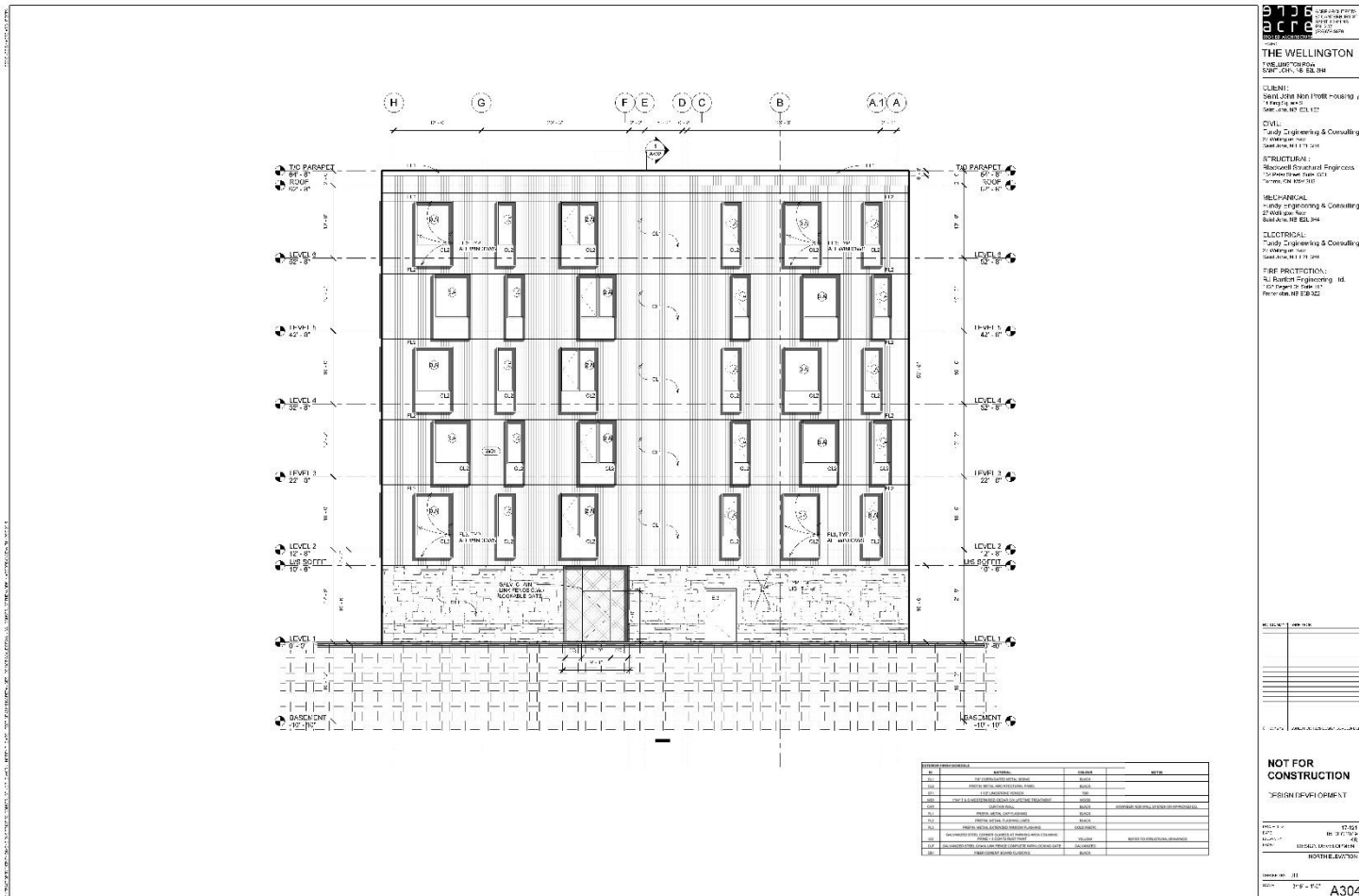
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7



Building Elevations



Site Photos



Site Photos



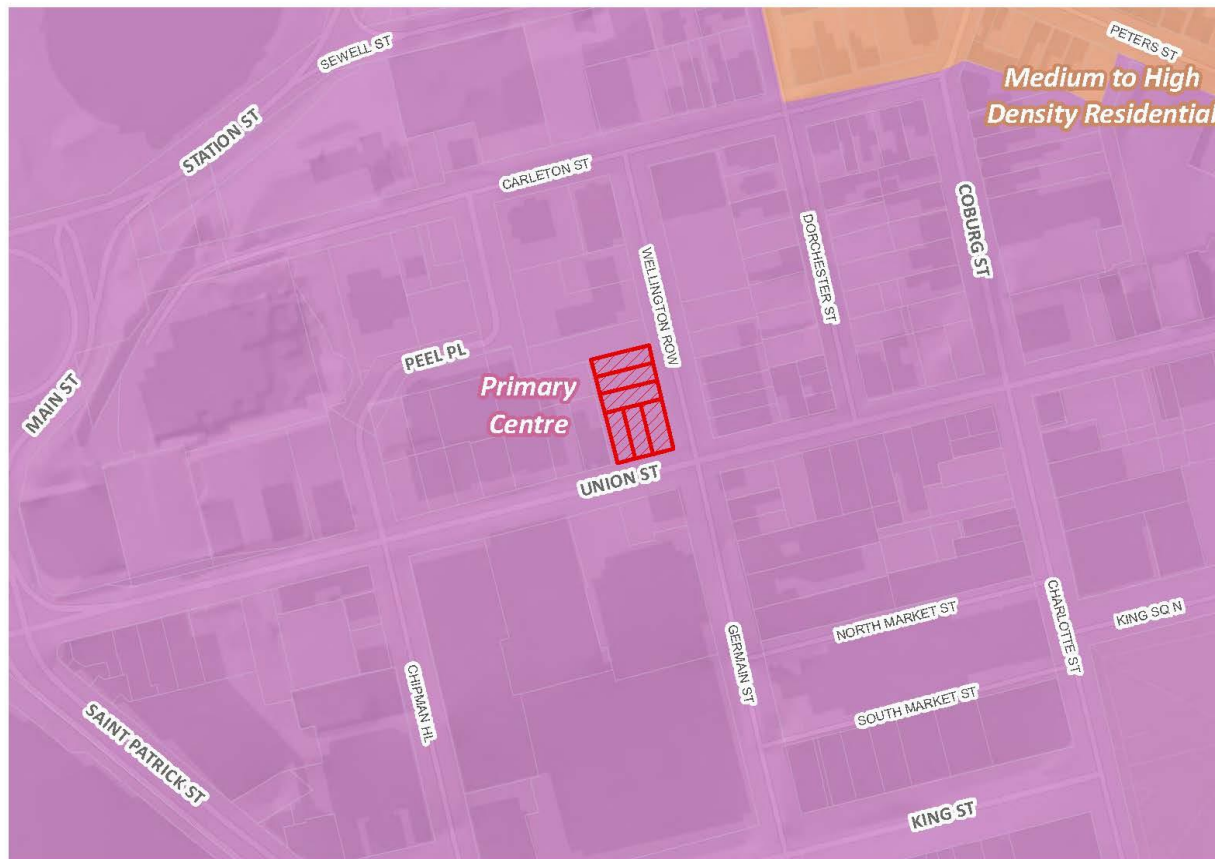
Site Photos




Site Photos



Future Land Use



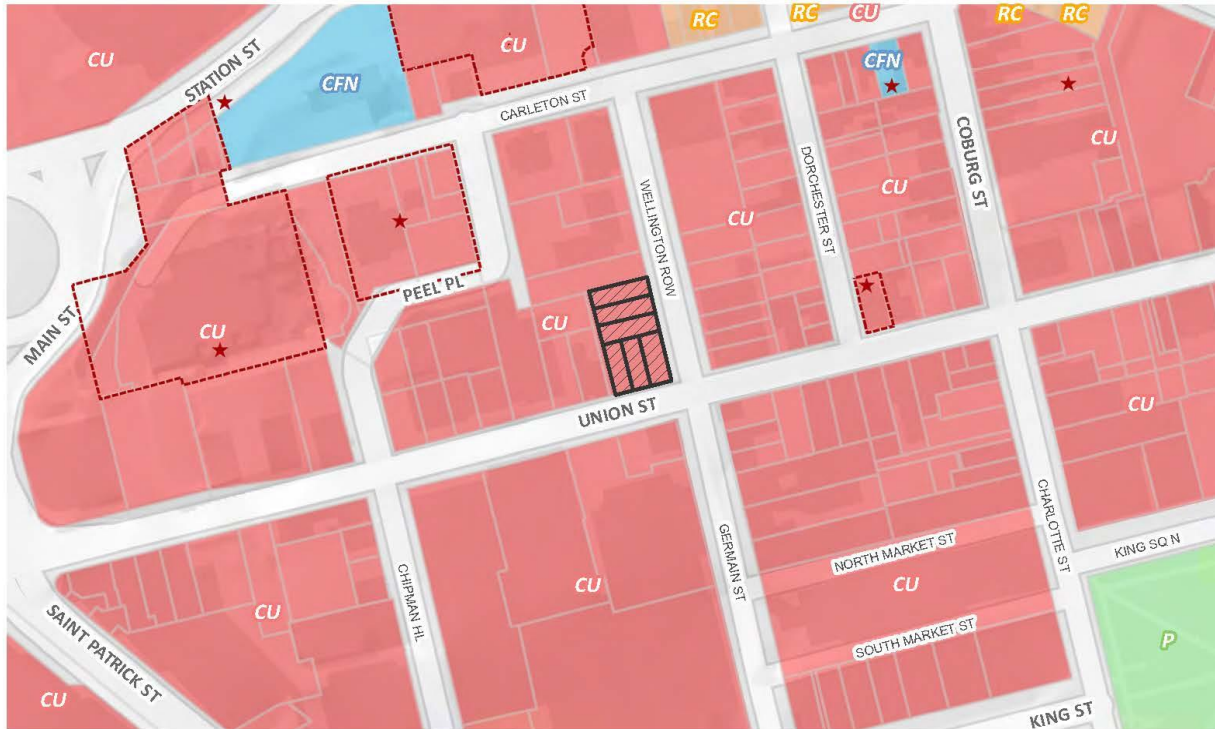
Map 2 - Future Land Use
Acre Architects - 7-19 Wellington Row

The City of Saint John
Date: February 19, 2020
0 50 m 

- Supported by Municipal Plan
 - ✓ Primary Centre is home of highest intensity mixed-use development in the City. High density residential uses are strongly encouraged. (Policy LU-11, LU-13)
 - ✓ Encourage redevelopment of lands in the Uptown Primary Centre (Policy LU-15)
- Supported by Central Peninsula Secondary Plan
 - ✓ “Outside of the Trinity Royal Heritage Conservation Area, ensure street wall heights maintain a comfortable, human scaled street enclosure, generally a maximum of five storeys in commercial areas and two storeys in residential neighbourhoods.”

- Supported by Municipal Plan
 - ✓ Primary Centre is home of highest intensity mixed-use development in the City. High density residential uses are strongly encouraged. (Policy LU-11, LU-13)
 - ✓ Encourage redevelopment of lands in the Uptown Primary Centre (Policy LU-15)
- Supported by Central Peninsula Secondary Plan
 - ✓ “Outside of the Trinity Royal Heritage Conservation Area, ensure street wall heights maintain a comfortable, human scaled street enclosure, generally a maximum of five storeys in commercial areas and two storeys in residential neighbourhoods.”

Zoning



(CFN) Neighbourhood Community Facility
 (CU) Uptown Commercial
 (P) Park
 (RC) Urban Centre Residential

★ Section 59 Conditions

Map 3 - Zoning
 Acre Architects - 7-19 Wellington Row

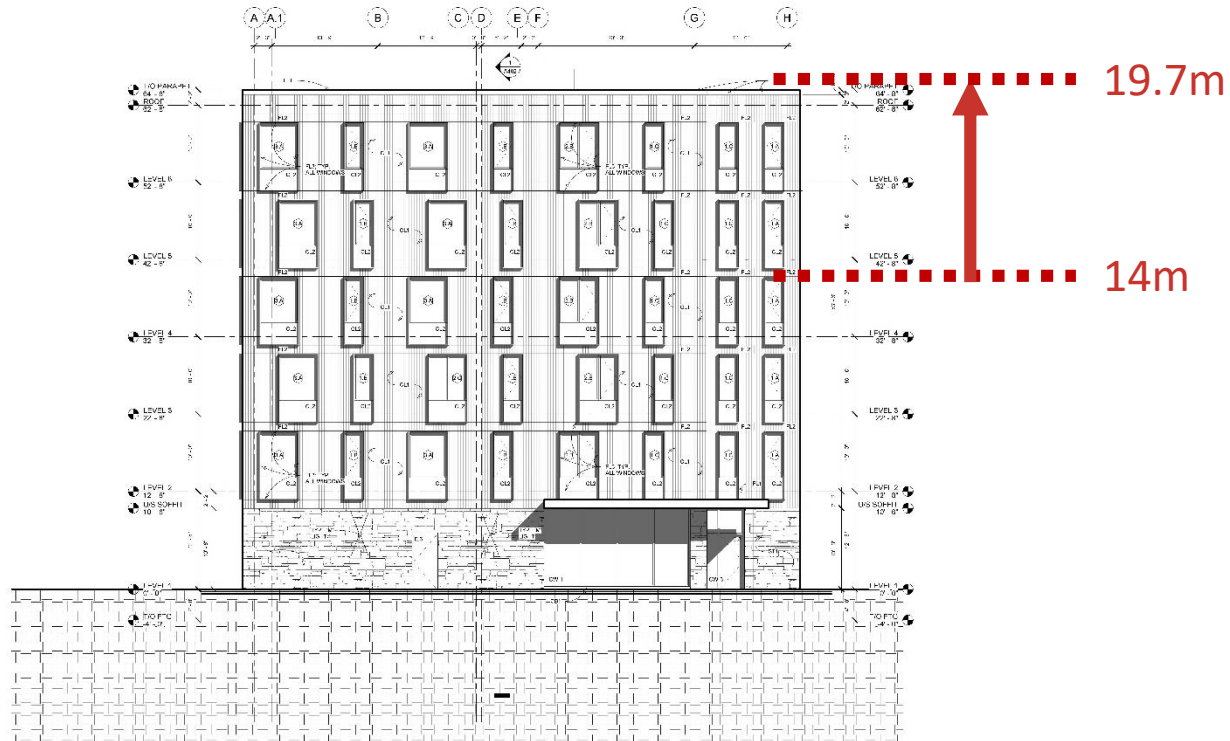
The City of Saint John
 Date: February 19, 2020



Zoning



PAC Variance



Zoning Summary of Variances

1. Section 15(2)a of the Zoning By-law requires that buildings step back at an elevation of 14 metres for any additional storey to a minimum depth of 3 metres away from the street facing front façade (Union Street).
 - Increase to 19.7 metres. **PAC Variance**
2. Section 11.1(4)e and 11.1(4)i of the Zoning By-law requires that the maximum front and flankage yard set back be no greater than 3 metres.
 - Increase front/flankage yards to 3.28m and 3.7m respectively.
3. Section 4.1(2)(j)(ii) requires that no access be used closer to a lot line than 1.5 metres of a side and rear lot line.
 - Reduce lot line setback from an access to nil.

Staff Recommendation

That the Committee:

- Increase the location of the required step back on the front façade of the building from an elevation of 14 metres to the top of the building (approximately 19.7 metres).



Public Engagement

As per the Committee Standards of Procedure, neighbours within 100 metres of the Proposal were notified of the application on February 28, 2020.

Neighbours who responded to the letter or planned to attend were notified of the meeting's cancellation and all neighbours within 100 metres were re-notified on May 8, 2020.



Proposal





The City of Saint John

Date: May 15, 2020

To: Planning Advisory Committee

From: Growth & Community Planning
Growth & Community Development Services

Meeting: May 20, 2020

SUBJECT

Applicant: Acre Architects

Landowner: Saint John Non-Profit Housing Ltd.

Location: 7-19 Wellington Row and 115-119 Union Street

PID: 00037358, 00037341, 00037333, 00037770, 00037788,
00037796

Plan Designation: Primary Centre

Zoning: Uptown Commercial (CU)

Application Type: Variance

Jurisdiction: The *Community Planning Act* authorizes the Committee to grant a reasonable variance from the requirements of the Zoning By-law. Terms and conditions can be imposed.

EXECUTIVE SUMMARY

The Proposal for an infill apartment on Union and Wellington Row has been in the design development stage for the past few years. A number of variances are required to enable the Proposal to move forward, including a variance from the front façade step back requirement, which was recently introduced with the implementation of the Central Peninsula Secondary

Plan. The design and articulation of the building and the neighbourhood context provide reasonable grounds for the Committee to vary this requirement.

RECOMMENDATION

That the Planning Advisory Committee grant a variance to reduce the depth of the required step back from 3 metre to nil.

DECISION HISTORY

There are no relevant past decisions with respect to the property.

ANALYSIS

Proposal

The proposed development is a 47-unit apartment complex, “The Wellington,” with the first floor containing commercial uses and five levels of residential above. 24 of the units are one-bedroom affordable units and the remaining 23 are two-bedroom market rentals. The development utilizes mass timber construction and has been designed to passive house energy efficiency standards. Eleven parking stalls are provided on-site, with access off Union Street and a main entrance located on Wellington Row.

Site and Neighbourhood

The site is located at the corner of Union Street and Wellington Row in the City’s uptown neighbourhood. The site is 1,136 square metres and has been vacant over the past two years. To the north, the subject block consists of a number of office buildings, including the repurposed former synagogue and a single family residence. A local common is situated between the site and properties to the west, which consists of a converted dwelling and Peel Plaza complex. To the east, crossing Wellington Row, facing onto Union Street is a liquor store and a number of other small scale commercial buildings. Crossing Union Street to the south, the site abuts the commercial core of the City, which contains the tallest buildings in the City and provides access through the pedway system to a broad range of services and amenities.

Municipal Plan and Central Peninsula Secondary Plan

The proposal is strongly supported by both the Municipal Plan and Secondary Plan. As with much of the neighbourhood, the property is designated Primary Centre (Map 2 – Future Land Use). Policies LU-11 and LU-13 intend this area to be the home of the highest intensity mixed-use development in the City and encourage high density residential uses. Furthermore, Policy LU-15 encourages the redevelopment of lands within the Uptown Primary Centre. A full review of Municipal Plan Urban Design policy is provided in Attachment 2.

The proposal is situated on the Union Street Corridor within the Uptown Neighbourhood according to the Central Peninsula Secondary Plan. The proposal fulfills much of the vision for new infill development in this neighbourhood. The building is mixed use and of high quality

design, with an emphasis on creating a pedestrian-oriented environment and animated public realm. The proposal fulfills Policy US-1 by providing infill of a vacant lot and improving pedestrian conditions on Union Street through the creation of an active ground floor use. In terms of the building design, Policy BD-11 of the Secondary Plan states that street wall heights in commercial areas are generally a maximum of five storeys. The overall height of the Proposal is six storeys and well within this generally range for this area of the City.

Zoning By-law and Variances

- 1) Section 15(2)a of the Zoning By-law requires that buildings step back at an elevation of 14 metres for any additional storey to a minimum depth of 3 metres away from the street facing front façade (Union Street).

The applicant is requesting that the step back requirement be eliminated. A variance from this requirement is reasonable because of the design of the building and neighbourhood context. The building is articulated to differentiate the ground floor from the top of the building through a difference in materials and transparent areas (Submission 2 – Elevation Plans). Furthermore, the building is located on a prominent corner and designed in a way to open the corner of Union/Wellington Row with an exterior space for the ground floor commercial use. This patio area ensures a 1:1 street to building height ratio is maintained and that the height of the building will have no adverse effect on the public realm.

The property is zoned Uptown Commercial (CU) (Map 3 – Zoning). The maximum building height prescribed by Schedule G of the Zoning By-law is 28 metres. Within the vicinity of the subject property there are a variety of building forms, ranging from low-rise two to three storey commercial to mid-rise buildings such as a 20 metre parking garage, 20 metre justice complex, and 70 metre high rise. The proposal will make a positive contribution to the character of the neighbourhood in terms of introducing a new building form that adds vibrancy to the street through an active ground floor use and enhanced landscaping.

Development Officer Variances

In addition to the above-mentioned variance sought from the Committee, there are a number of minor variances from the Zoning By-law required to enable the proposal:

- 2) Section 11.1(4)e and 11.1(4)i of the Zoning By-law requires that the maximum front and flankage yard set back be no greater than 3 metres.

The applicant is requesting that the front yard set back be increased to 3.28 metres and the flankage yard set back be increased to 3.7 metres. These variances are reasonable and complement the height of the building and step back variance sought. The applicant has indicated that these variances serve to:

- (1) open up the corner to maintain a visual to the Loyalist House,

- (2) provide pedestrians at the corner clear lines of sight for a safer crossing,
- (3) provide an exterior space, and
- (4) align the Union Street façade with the neighbouring building and police station.

- 3) Section 4.1(2)(j)(ii) requires that no access be used closer to a lot line than 1.5 metres of a side and rear lot line.

The applicant is requesting to vary this standard. The access provided off Union Street utilizes a local common and is necessary to and desirable for the development of the land. In addition to the applicant, the adjacent owner to the west and the City of Saint John have a right to the local common by way of a grant dating back to 1842. All other parties have been notified of the Proposal.

Conclusion

The variance to the step back is reasonable by virtue of the design of the building and surrounding neighbourhood context. The development provides affordable housing, urban design excellence, green building design, adds density to an intensification area, and reinforces the adjacent commercial core through its ground floor use. Staff recommend approval of the step back variance to enable the Proposal.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternatives were considered.

ENGAGEMENT

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on February 28, 2020. In addition, neighbours affected by Development Officer variances were notified via letter. With the re-scheduling of the meeting from March 17th to May 20th, 2020, neighbours were re-notified of the meeting on May 8th, 2020.

APPROVALS AND CONTACT

Author	Manager	Commissioner
Andrew Reid , MCIP, RPP	Ken Melanson , BA, MCIP, RPP	Jacqueline Hamilton , MCIP, RPP

Contact: Andrew Reid
Telephone: (506) 658-4447
Email: Andy.Reid@saintjohn.ca
Application: 20-0030

APPENDIX

Map 1: **Site Location**

Map 2: **Future Land Use**

Map 3: **Zoning**

Map 4: **Aerial Photography**

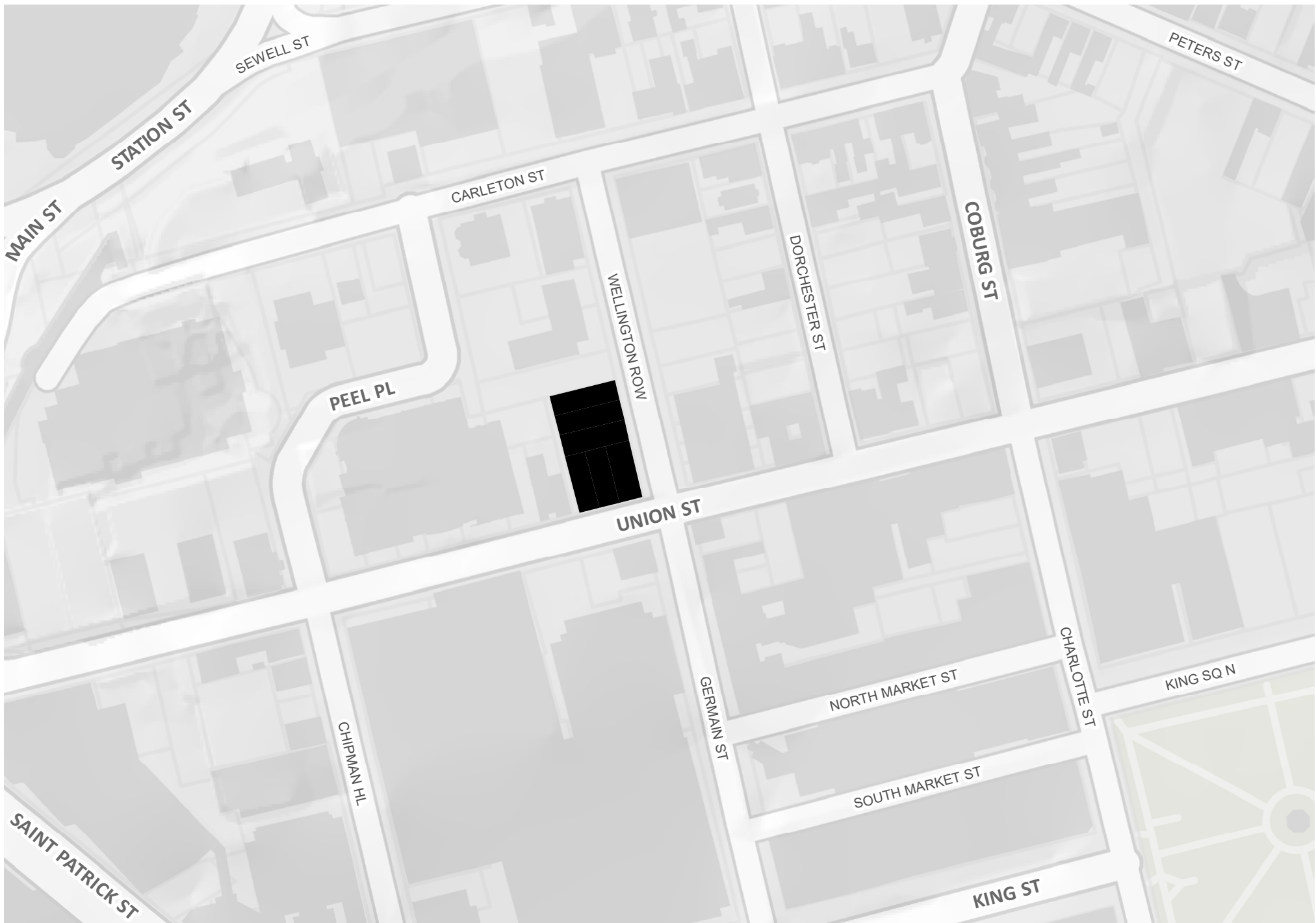
Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan Policy Review – Urban Design**

Submission 1: **Site Plan**

Submission 2: **Elevation Plans**

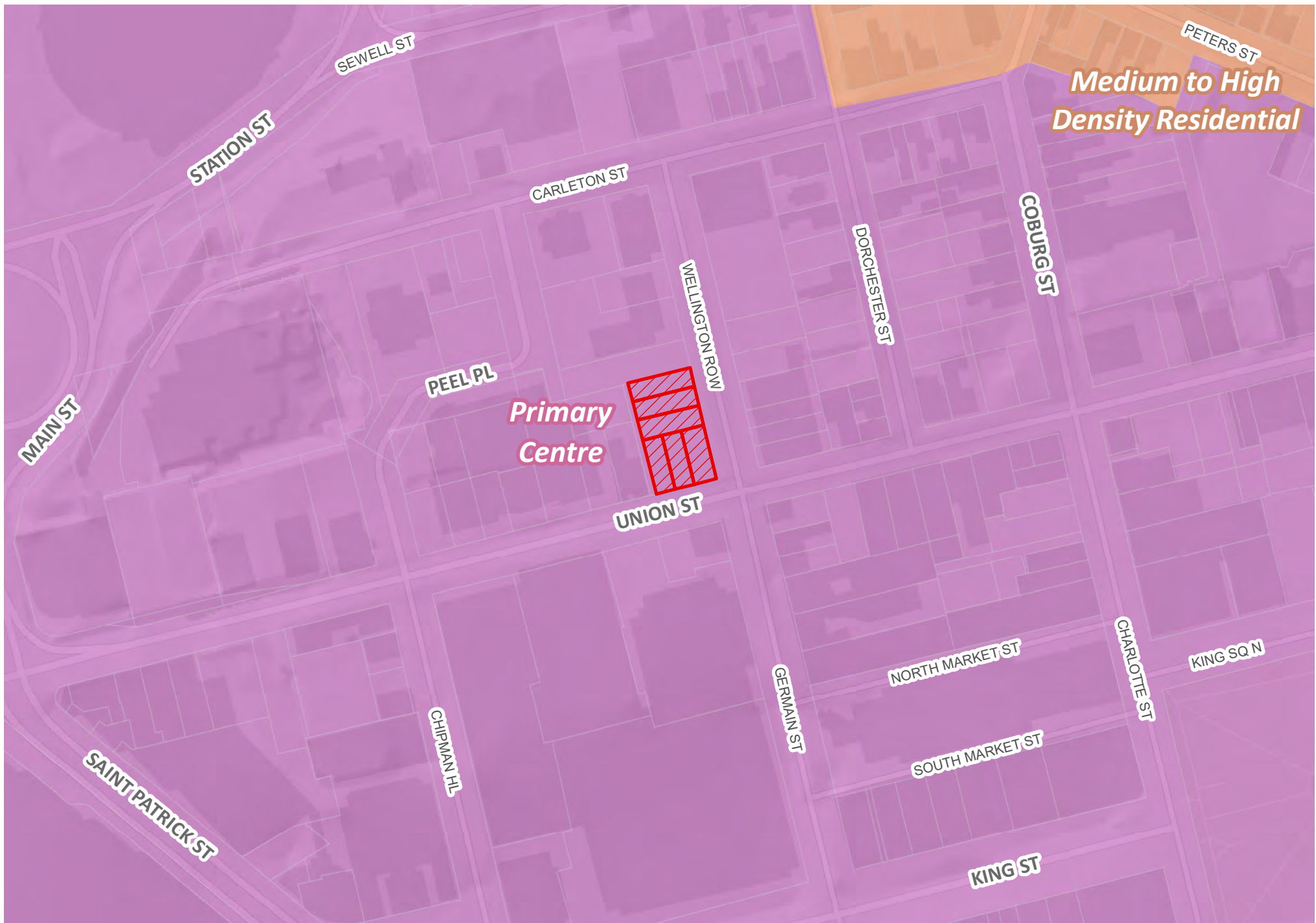
Submission 3: **Rendering**



Map 1 - Site Location

Acre Architects - 7-19 Wellington Row

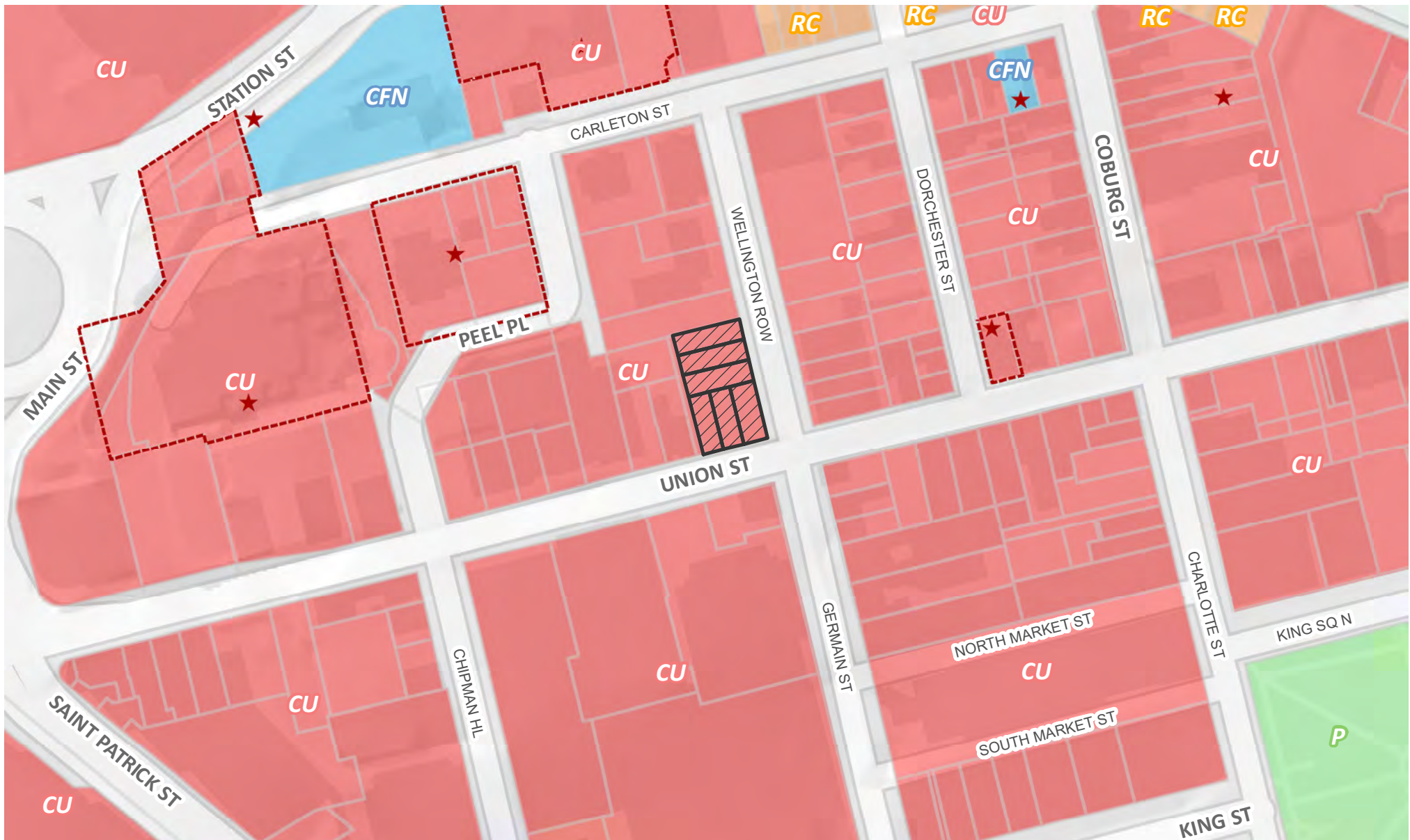




Map 2 - Future Land Use

Acre Architects - 7-19 Wellington Row





(CFN) Neighbourhood Community Facility

(CU) Uptown Commercial

(P) Park

(RC) Urban Centre Residential

★ Section 59 Conditions

Map 3 - Zoning

Acre Architects - 7-19 Wellington Row





Map 4 - Aerial Photography

Acre Architects - 7-19 Wellington Row





Attachment 1: Site Photography

Acre Architects - 7-19 Wellington Row



Policy UD-9

Ensure all development proposals generally conform to the following General Urban Design Principles:

- a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings entrances, building massing, architectural style and building materials. Specifically, the built-form of new development shall be designed to achieve the following objectives for specific areas of the City:
 - i. In the Primary Centre and Neighbourhood Intensification Areas, as identified on the City Structure map (Schedule A), new development will be located and organized to frame and support the surrounding public realm and massed to fit harmoniously into the surrounding environment, including appropriate transitions in height and massing to areas of lower intensity development, as set out in Policy UD-11;
- b. Locating building entrances facing the public street;
- c. Designing sites to incorporate existing natural features and topography;
- d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings;
- e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage;
- f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm;
- g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions;
- h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building;
- i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings;
- j. Directing high-rise buildings to appropriate areas and ensuring their design is sensitive to the neighbourhood and/or heritage context;
- k. Encouraging sustainability in design by:
 - i. Utilizing reused, recycled, renewable or local building materials where possible;
 - ii. Using green building or neighbourhood standards;

- a. The proposal is set back to align with the massing of the adjacent building. Appropriate landscaping will add to the attractiveness of Union Street. The building entrances are consistent with the neighbourhood (Submission 1 – Site Plan). The building massing, architectural style, and materials introduces new elements to the neighbourhood. Use of metal panels and other contemporary materials are not unprecedented in the area and can also be found in the Peel Plaza development. In addition, there are a variety of building forms in the area. Overall, the design of the proposal fully utilizes the Union Street and Wellington Row corner to create an attractive contemporary building.
- i. The horizontally-stepped massing of the building protects views to Loyalist House from the north and the Stone Church from the south. There are a variety of mid to high rise buildings within the vicinity.
- b. Primary entrances face onto Wellington Row.
- c. n/a
- d. As discussed in part (i).
- e. The proposal is innovative in its use of building materials (mass timber) and energy efficiency standard sought through passive house design.
- f. A high level of transparency is achieved at grade on both Union and Wellington Row that will help reinforce the public realm on an important corner.
- g. The building and site have been designed in an integrated approach with all available space utilized.
- h. The materials selected are of a durable quality and are consistent in application throughout.
- i. The building is massed in a horizontally-stepped pattern to ensure important views to historic buildings are maintained. Furthermore, differentiation in building materials separates the at grade commercial ground floor from the upper storeys. Each storey is further separated by datum lines.
- j. n/a
- k. Sustainability and energy efficiency is a key aspect of the proposal. The building is designed to passive house

<ul style="list-style-type: none"> iii. Designing for energy efficiency and alternative sources of energy; iv. Designing for water conservation and on-site stormwater management; v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees; vi. Designing sites and buildings to work with, rather than against, the natural environment by designing according to the topography, hydrology, ecology and natural drainage patterns of the site and taking advantage of passive solar gain and natural light; and vii. Using native vegetation for landscaping where appropriate. <p>l. Designing sites and buildings according to the Crime Prevention through Environment Design (CPTED) principles to promote safety and security, in balance with other urban design goals; and</p> <p>m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas;</p> <p>n. Limit surface parking between the front of a building and the public street or sidewalk;</p>	<p>standard, which aims to deliver large reductions in energy for heating and cooling of the building by maximizing the building's thermal shell.</p> <p>l. The proposal makes use of a vacant lot and will add new residents to provide "eyes on the street."</p> <p>m. Parking will be screened from street view as it is provided in the side yard and within the shell of the building.</p> <p>n. See above.</p>
<p>Policy UD-11</p> <p>Ensure that new development and significant redevelopment in Neighbourhood Intensification Areas and Primary Centres will be designed to enhance the surrounding public realm and to complement the existing context while providing opportunities for intensification, where appropriate. In particular, development will demonstrate due consideration to:</p> <ul style="list-style-type: none"> a. Designing sites and buildings for people as the primary focus and with setbacks that are generally consistent with those of adjacent buildings; b. Creating animated, active streetscapes with interesting façades and human scale buildings and setbacks, particularly at the street level. Within the Uptown and other Urban Neighbourhood Intensification Areas, development should generally establish a human scale street wall with an appropriate ratio between the street wall height of the building and the width of the street; c. Where appropriate, ensure heritage streetscapes and Heritage Conservation Areas are reinforced with compatibly scaled and designed development; d. Providing active ground floor uses and avoiding blank façades. Along commercial streets in the Uptown Primary Centre in particular, commercial uses 	<ul style="list-style-type: none"> a. The proposal includes a patio area that will make full use of a prominent corner and contribute positively to the public realm. The front and flankage yard setbacks are consistent with the neighbouring property. b. The proposal establishes a human scale through the at-grade treatment of the building. The street wall to road ratio is an appropriate one due to the front yard setback (1:1 ratio) and the building height will not create an adverse effect on the public realm. c. n/a d. The building features a high degree of transparent areas. An active ground floor use is provided to animate Union Street and Wellington Row. e. There are few comparable precedents adjacent to the proposal. Along Union Street and Wellington Row, the first storey is a "walk up." The proposal's ground floor to ceiling height is generally consistent (3.2m).

<p>shall be strongly encouraged at the ground floor of buildings with a high degree of transparency at grade to animate the public realm;</p> <p>e. Strongly encourage new development to provide ground floor ceiling heights that are consistent with the ground floor ceiling heights of adjacent buildings;</p> <p>f. Creating appropriate transitions in scale and height to areas of lower intensity;</p> <p>g. Defining appropriate standards for above grade step-backs and separation distances of buildings to ensure adequate street level conditions with respect to minimizing wind and maximizing sun penetration and sky exposure;</p> <p>h. Generally locating building entrances to connect directly to the public street network and clearly articulating the building entrance;</p> <p>i. Designing sites and buildings that are barrier-free, convenient and have clear signage;</p> <p>j. Promoting pedestrian comfort with appropriate landscaping, furniture, weather protection and buffers from vehicular traffic;</p> <p>k. Designing for active and alternative modes of transportation by providing convenient access to buildings from transit stops, including bicycle parking and end-of-trip facilities where appropriate, and mid-block pedestrian connections where possible;</p> <p>l. Designing sites and buildings to facilitate social interaction by including patios, courtyards, plazas and sidewalk amenity space wherever possible to enliven the public or semi-public realm;</p> <p>m. Designing sites and buildings for visual interest and maximum use in different seasons and at different times of the day;</p> <p>n. Including a variety of uses in buildings and/or sites to allow for a diversity of uses and users; and</p> <p>o. Encouraging shared elements between uses such as parking, entrances, landscaping and amenity spaces.</p>	<p>f. The building is not situated within an area of lower density and its massing of the building is not anticipated to have an adverse effect on neighbouring properties.</p> <p>g. The building is not anticipated to have a negative effect on street level conditions in terms of wind or loss of sun penetration. There would be increased shadowing in the parking lot to the north. Overall, the building should add vibrancy to the street level experience.</p> <p>h. The building location is clearly articulated through use of materials, landscaping, and amenities such as bike racks.</p> <p>i. The building features three barrier free parking stalls.</p> <p>j. Weather protective elements include an awning on the corner of the building.</p> <p>k. Bicycle parking is not a requirement within this area; however, parking stalls are provided in the flankage yard. The proposal is situated within 200 metres of a public transit stop.</p> <p>l. A covered patio area is proposed to occupy the corner of the front/flankage yard and will help enliven the public realm.</p> <p>m. The building is of a contemporary design and features a number of points of visual interest in its articulation, without detracting from the neighbourhood context and view plains.</p> <p>n. The building will contain a mixture of uses.</p> <p>o. n/a</p>
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LOCATION MAP



Setbacks:

FRONT: NIL
SIDE: NIL
REAR: NIL
FLANKAGE: NIL

Architect: Acre Architects Inc.

Contractor: TBD

Map / Lot: PID'S: 00037358, 00037341, 00037333,
00037770, 00037788, 00037796

Project Address: 7 Wellington Row
Saint John, NB E2L 3H4

Zoning: UPTOWN COMMERCIAL (CU) ZONE

Building Codes: 2010 NBCC + 2015 PART 3

Building SF: 806 SM (8682 SF) TYP. FLOOR

Occupancy: GROUP A DIV 2, E & D (MAIN LVL),
GROUP C (2ND-6TH LVLS)

Max Building Height (Zoning): 60 M (197 F)

Setbacks: FRONT: NIL
SIDE: NIL
REAR: NIL
FLANKAGE: NIL

A001 CODE AND FIRE SEPARATIONS
A002 LIMITING DISTANCE AND PERCENTAGE OF
ALLOWABLE OPENINGS
A003 FOUNDATION AND EXTERIOR WALL ASSEMBLIES
A004 PARTITION TYPES, FLOOR AND ROOF ASSEMBLIES
A101 SITE PLAN
A200 BASEMENT FLOOR PLAN
A201 COMMERCIAL LEVEL FLOOR PLAN - LEVEL 1
A202 RESIDENTIAL FLOOR PLAN - LEVEL 2
A203 RESIDENTIAL FLOOR PLAN - LEVEL 3
A204 RESIDENTIAL FLOOR PLAN - LEVEL 4, 5 & 6
A205 ROOF PLAN
A220 REFLECTED CEILING PLAN - BASEMENT
A221 REFLECTED CEILING PLAN - LEVEL 1
A222 REFLECTED CEILING PLAN - LEVEL 2
A223 REFLECTED CEILING PLAN - LEVEL 3
A224 REFLECTED CEILING PLAN - LEVEL 4, 5 & 6
A301 EAST ELEVATION & EXTERIOR FINISH SCHEDULE
A302 SOUTH ELEVATION & EXTERIOR FINISH SCHEDULE
A303 WEST ELEVATION & EXTERIOR FINISH SCHEDULE
A304 NORTH ELEVATION & EXTERIOR FINISH SCHEDULE
A401 WHOLE BUILDING SECTIONS
A402 WHOLE BUILDING SECTIONS
A501 WALL SECTIONS
A601 WINDOW AND DOOR DETAILS
A602 SECTION DETAILS
A603 SECTION DETAILS
A701 ENLARGED UNIT PLAN TYPE 'A' & 'B'
A702 ENLARGED UNIT PLAN TYPE 'C' & 'C.1'
A703 ENLARGED UNIT PLAN TYPE 'D'
A704 ENLARGED UNIT PLAN TYPE 'E'
A705 ENLARGED UNIT PLAN TYPE 'F'
A706 ENLARGED UNIT PLAN TYPE 'G'
A707 ENLARGED UNIT PLAN TYPE 'H'
A708 ENLARGED UNIT PLAN TYPE 'I'
A709 ONE BEDROOM UNIT MILLWORK
A710 TWO BEDROOM UNIT MILLWORK
A711 BATHROOM VANITY MILLWORK
A801 CURTAIN WALL & WINDOW ELEVATIONS & SCHEDULE
A802 DOOR ELEVATIONS & SCHEDULE
A901 INTERIOR FINISH SCHEDULES

OVERALL AREAS AND UNIT COUNT					
FLOOR LEVEL	ONE BEDROOM AFFORDABLE (UNIVERSAL)	ONE BEDROOM ACCESSIBLE	TWO BEDROOM MARKET	TOTAL PER FLOOR	SQUARE FOOT AREA
MAIN COMMERCIAL LEVEL	0	0	0	0	5,808
LEVEL 2	3	3	4	10	8,682
LEVEL 3	6	0	4	10	8,682
LEVEL 4	4	0	5	9	8,682
LEVEL 5	4	0	5	9	8,682
LEVEL 6	4	0	5	9	8,682
TOTALS	21	3	23	47	49,218

E0	SITE LAYOUT, ELECTRICAL LEGEND AND DETAILS
E1	BASEMENT FLOOR PLANS AND DETAILS
E2	LIGHTING LAYOUT COMMERCIAL LEVEL
E3	FIRST FLOOR POWER, FIRE ALARM AND COMMUNICATIONS LAYOUT
E4	LIGHTING LAYOUT CORRIDOR TYPICAL FLOOR (2ND TO 6TH)
E5	TYPICAL FLOOR (2ND – 6TH) POWER, FIRE ALARM AND COMMUNICATIONS LAYOUT
E6	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'A' & TYPE 'B'
E7	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'C' & TYPE 'C1'
E8	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'D'
E9	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'E'
E10	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'F'
E11	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'G'
E12	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'H'
E13	LIGHTING, POWER AND HEATING LAYOUT – TYPE 'I'
E14	ROOF LAYOUT ELECTRICAL SYSTEMS
E15	POWER RISER, PANEL SCHEDULES AND LOAD CALCULATIONS
E16	COMMUNICATIONS RISER
E17	FIRE ALARM RISER
E18	LOAD SCHEDULE 1
E19	LOAD SCHEDULE 2

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UNIT 601    UNIT TYPE 'E'
UNIT 602    UNIT TYPE 'H'
UNIT 603    UNIT TYPE 'F'
UNIT 604    UNIT TYPE 'C'
UNIT 605    UNIT TYPE 'G'
UNIT 606    UNIT TYPE 'C'
UNIT 607    UNIT TYPE 'I'
UNIT 608    UNIT TYPE 'C'
UNIT 610    UNIT TYPE 'D'
```

[illegible]

NOT FOR
CONSTRUCTION
DESIGN DEVELOPMENT

PROJECT NO. 17-121
DATE: 05 DEC 2019
DRAWN BY: JH
PHASE: DESIGN DEVELOPMENT

COVER

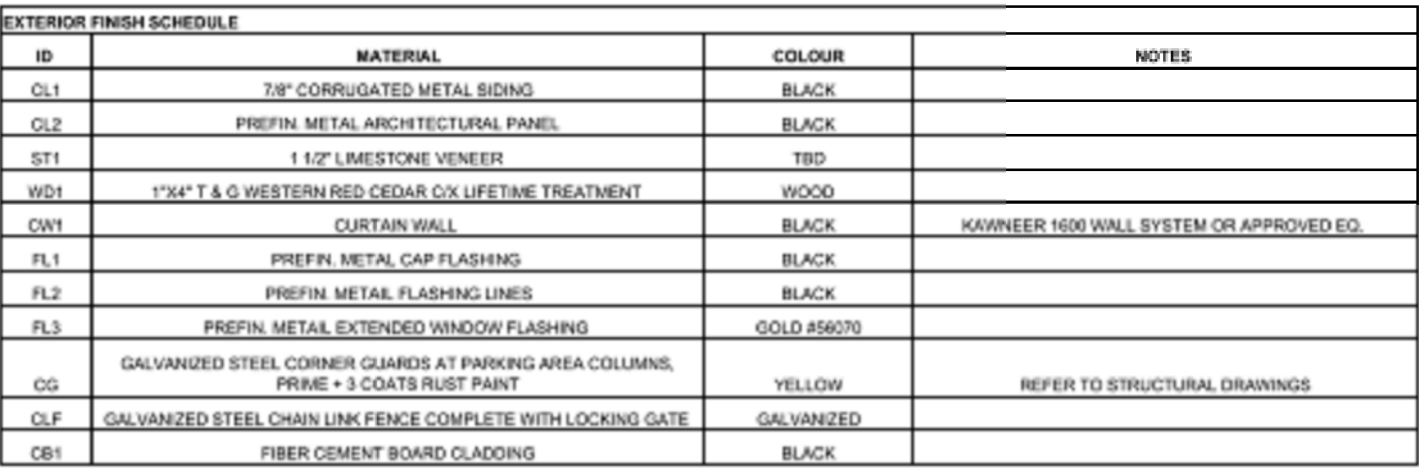
SCALE: NTS

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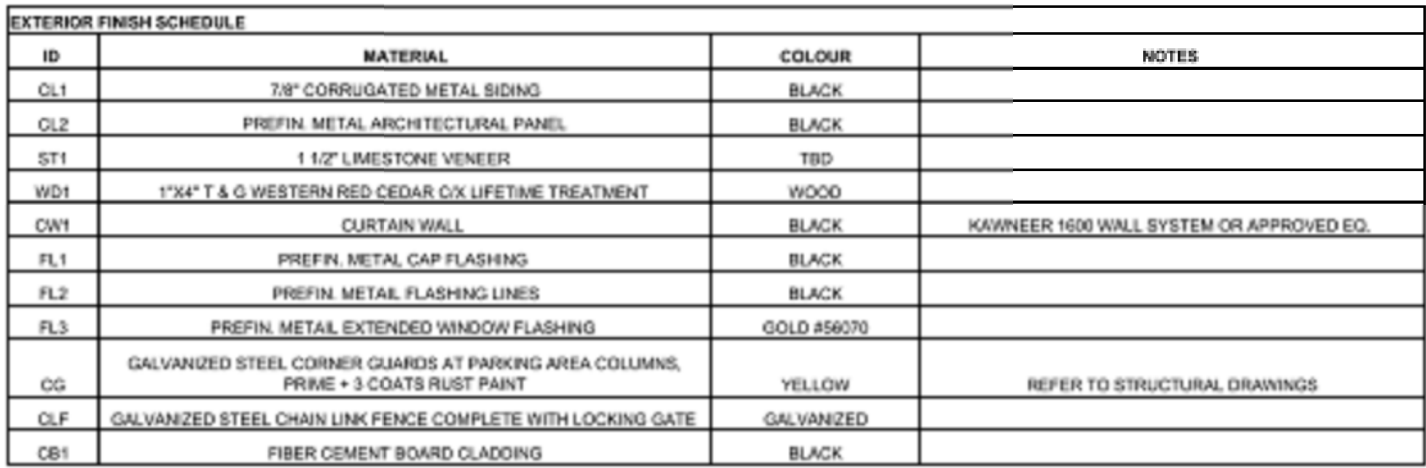


PROJECT NO. 17-121
DATE: 05 DEC 2019
DRAWN BY: JH
PHASE: DESIGN DEVELOPMENT

SCALE: 3/16" = 1'-0" **A101**



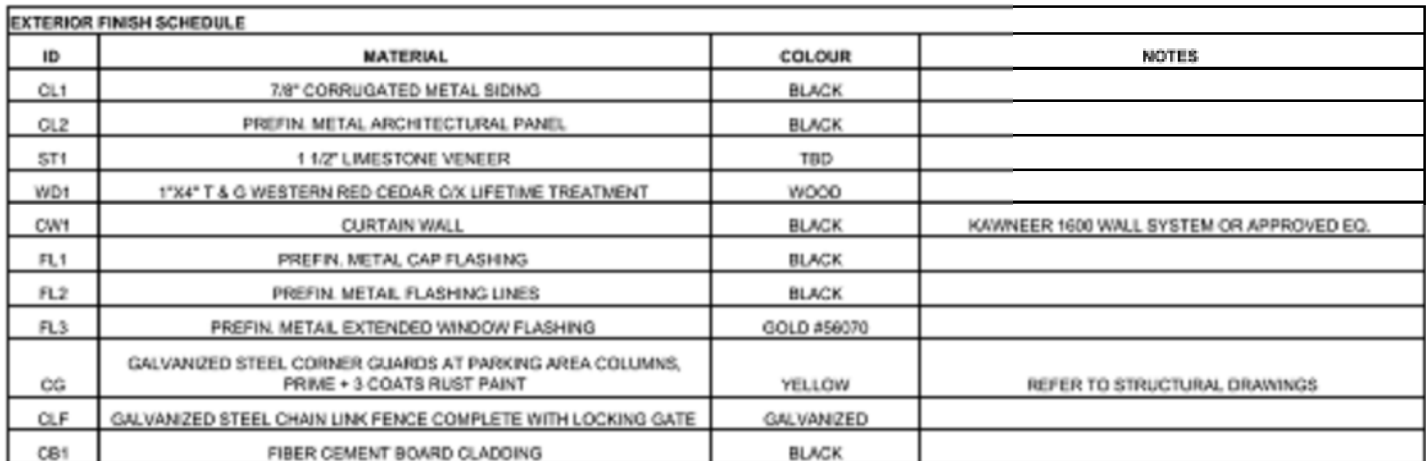
SCALE: 3/16" = 1'-0" **A 301**





CHECKED BY: JH

SCALE: 3/16" = 1'-0" A 0000



NOT FOR CONSTRUCTION	
DESIGN DEVELOPMENT	
<hr/>	
PROJECT NO:	17-121
DATE:	05 DEC 2019
DRAWN BY:	KR
PHASE:	DESIGN DEVELOPMENT
<hr/>	
NORTH ELEVATION	



From: [onestop](#)
To: [Melanson, Ken](#); [Reid, Andy \(Planning\)](#)
Subject: FW: Planning Department-city Growth and Community Development Services
Date: March 16, 2020 9:29:59 PM

Paula Hawkins
One Stop Development Shop
Permitting & Inspection Services
10th floor – City Hall
Saint John, NB E2L 4L1
(506)658-2911
paula.hawkins@saintjohn.ca
onestop@saintjohn.ca

From: Kathy Wilson <wilsokat2467@gmail.com>
Sent: March 16, 2020 4:46 PM
To: onestop <onestop@saintjohn.ca>
Subject: Planning Department-city Growth and Community Development Services

Hi again Andrew,.

I sent you comments on the proposed 6 story building across from Loyalist House. One further comment. The building's height will cast a shadow. The Loyalist House is a wood structure that is old. The wood could develop mould, green algae and/or mildew due to lack of sunlight, or a shortened period of sunlight.

I will try to come to City Hall tomorrow to look at the new plans for the proposed structure on Union St.

Kathy Wilson
738-8182

From: [onestop](#)
To: [Reid, Andy \(Planning\)](#); [Melanson, Ken](#)
Cc: [Burgess, Aimee](#)
Subject: FW: Proposed Building on corner of Wellington Row and Union Streets
Date: March 16, 2020 1:14:53 PM

Paula Hawkins
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Permitting & Inspection Services
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onestop@saintjohn.ca

From: Kathy Wilson [mailto:wilsokat2467@gmail.com]
Sent: March 16, 2020 9:57 AM
To: onestop <onestop@saintjohn.ca>
Subject: Proposed Building on corner of Wellington Row and Union Streets

Andy Reid.

I just have seen the proposed by-law changes for the proposed building on the corner of Union and Wellington and wanted to make a few comments.

The set back of the proposed building allowing for more lawn area and perhaps a few park benches in this area would be welcomed. I wish to make four points.

1. The proposed six storied building could possibly create a wind tunnel effect and cause damage to the Loyalist House, a 210 year old wood frame building across the street from the proposed new build. We are affected by another wind tunnel effect from the Brunswick Square building which has twisted the coach house. We do not need another wind tunnel effect on the Loyalist House.
2. The other new buildings on Union St.. that have been built in the last decade or so, including the Police Dept. and the N.B. Liquor Store have kept the height of their buildings lower than 6 stories so as not to dominate the streetscape. The Liquor Store made an attempt to 'fit in' to the heritage of the other surrounding buildings. It used brick, it has fake windows--covered over, placed like the oldest brick building in Saint John --just across Union St. It even made the roof two storeys high so as to fit into the normal height of the other buildings. They accomplished this by raising the roof a second storey higher and on the interior the open air ceiling rises to the second floor.
3. While there is one set of flashing lights for citizens to cross Union St. from the Liquor Store to Germain St., the other corner crossings on Wellington Row and Germain St streets do not have these lights. Pedestrians often find car drivers are courteous and wave them to cross the street but at busy times the pedestrian is waved on by one driver while another does not stop as they too are watching all the intersections. I have personally seen people texting or reading their cell phone messages with heads down and stepping off the sidewalk without looking. The peak hours of the day are especially difficult for pedestrians to cross.
4. The proposed building could incorporate the use of some architectural features to help it fit

in and to represent the Jelly Bean Buildings. The builder may also wish to put a few solar panels on the flat roof. These panels could generate enough energy to light up the sitting area outside on the lawn or the entrances of the buildings to make it more environmentally friendly and could claim the use of green energy.

Submitted by Kathy Wilson
President of the New Brunswick Historical Society,
owner of Loyalist House



25 Lower Cove Loop

Presentation to Planning Advisory Committee

2020 May 20



Growth & Community Planning Team
Growth & Community Development Services



Proposal

- Develop a 29 unit building
- PAC variances
 - Step-back at 14 metre height – reduce from 3 metres to nil
 - Garage Door location – closer to street than main entrance



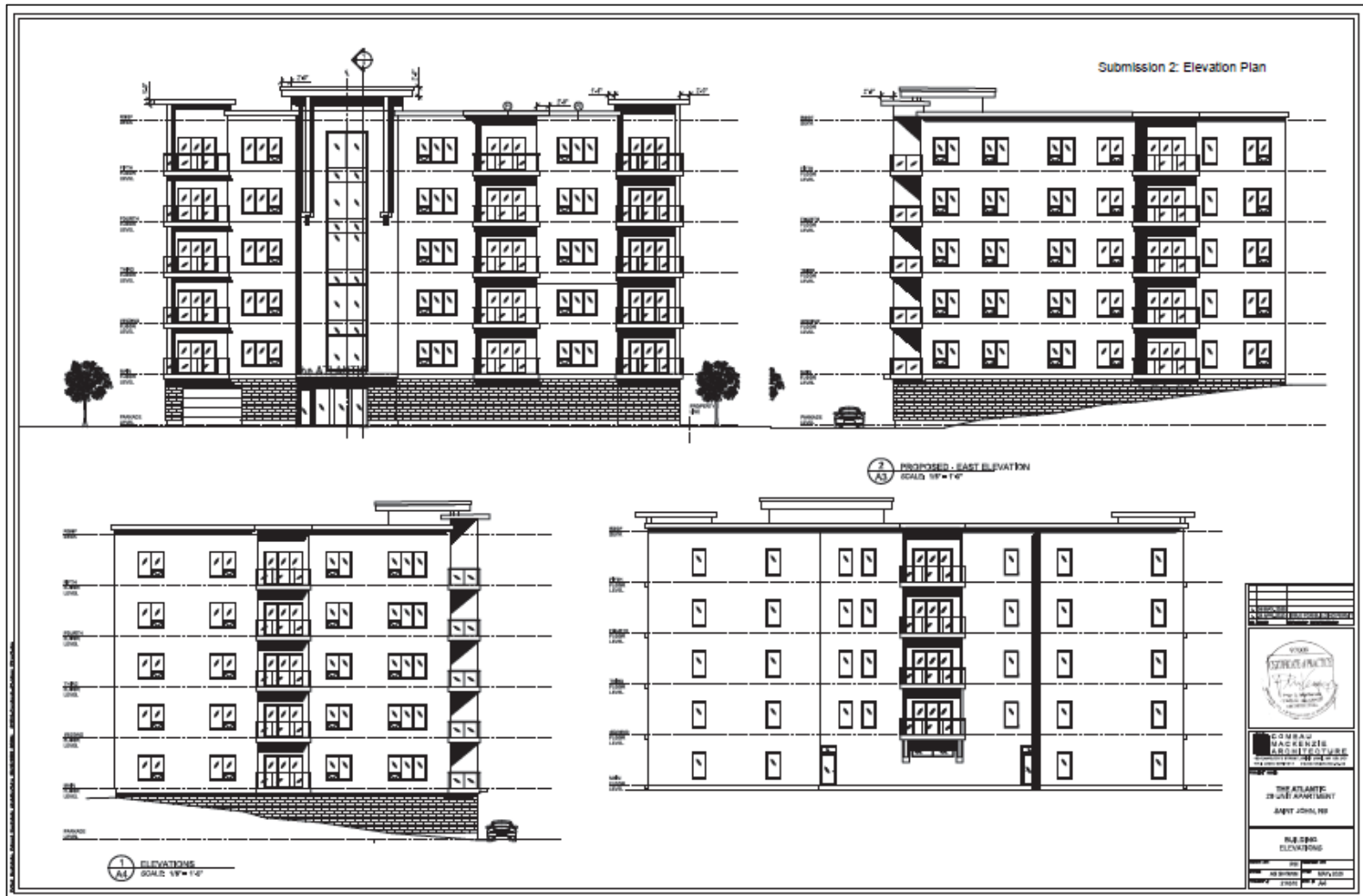
Location



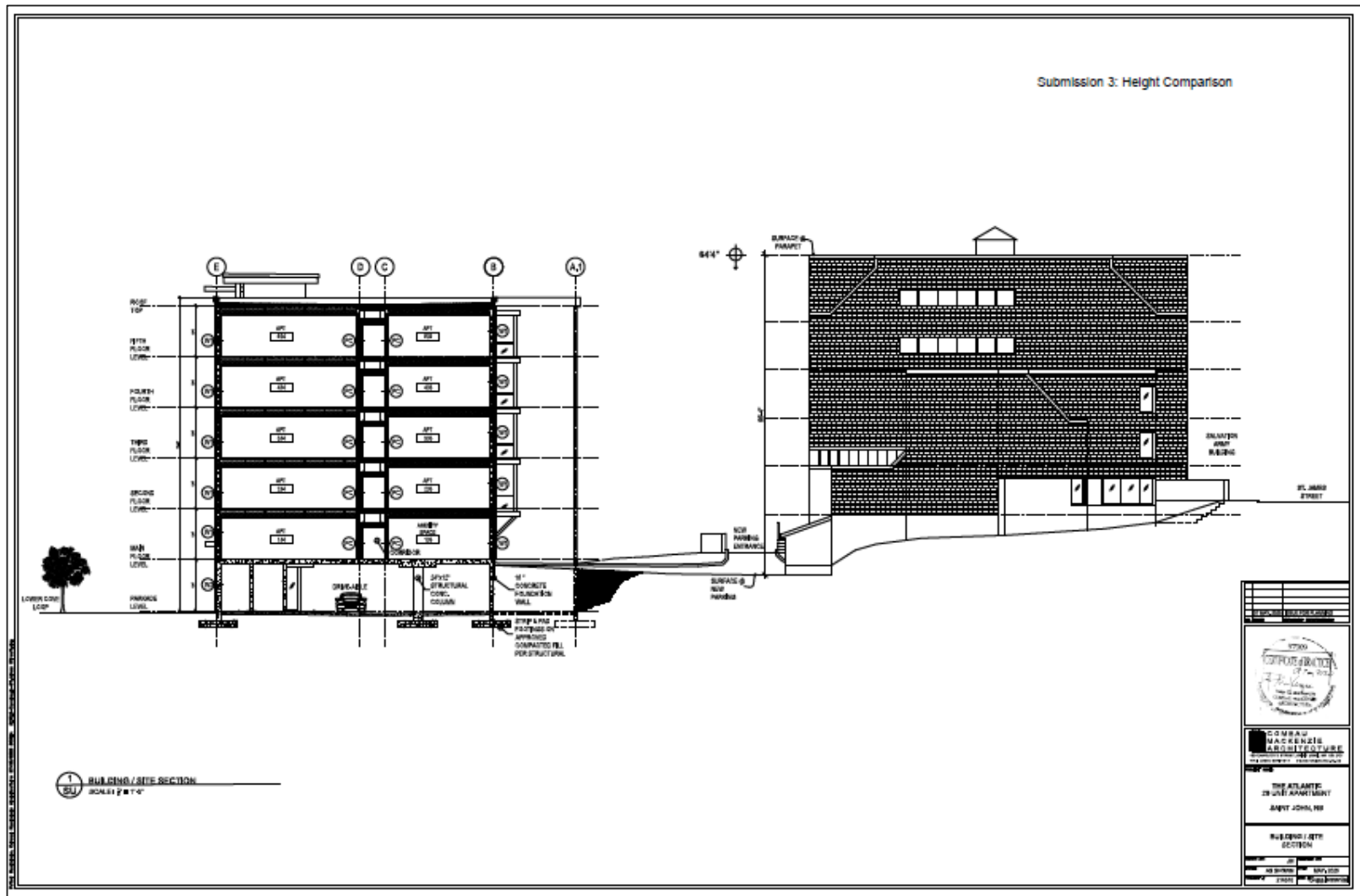
4



Elevation Plans



Elevation Plans



Site Photos



Site Photos



Site Photos



Site Photos



Future Land Use



Future Land Use and CPSP

- Medium to High Density Residential
- Policy LU-45 - permit a range of housing types with an emphasis on the provision of higher density housing forms
- Urban Design Policies UD-9 and UD-11
- CPSP Policies BD-3, BD-5, and BD-7
 - Site is location of a taller building
 - Minimal solar and wind impacts on pedestrian realm
 - Surrounding neighbourhood context
- Meets intent of Municipal Plan and CPSP

Zoning



- Zoned Urban Centre Residential (RC)
- Proposed development generally meets the standards of the zone
- Step-back at 14 metres – mitigate effects of massing
 - Neighbourhood context
 - No built form south of Lower Cove Loop
 - Limited taller buildings compared to other areas of Peninsula
 - Topography of site
 - Building materials

- Garage Door on Lower Cove Loop facade
 - Projects beyond main entrance
 - Main entrance is actually recessed
 - Mitigate appearance of long blank wall
 - Emphasis of main entrance
- Development Officer variances required for:
 - Overall building height
 - Minimum front / flankage yard
 - Parking aisle width and number of stalls

Public Engagement

- Letter to area landowners - May 8, 2020
- No Letters Received as of May 14



Staff Recommendation

- Approve variances to:
 1. reduce the required step-back at 14 metres in height to nil, whereas the Zoning By-law requires a three-metre step-back at a 14 metre height, and
 2. permit a garage door to project beyond the plane of the primary entrance.



The City of Saint John

Date: May 15, 2020
To: Planning Advisory Committee
From: Growth & Community Planning
Growth & Community Development Services
Meeting: May 20, 2020

SUBJECT

Applicant: Mike Cavanagh
Landowner: Mike Cavanagh Homes, Inc.
Location: 25 Lower Cove Loop
PID: 00001677, 00001685, 00001669, 00001750
Plan Designation: Medium to High Density Residential
Existing Zoning: Urban Centre Residential (RC)
Application Type: Variance
Jurisdiction: The *Community Planning Act* authorizes the Committee to grant a reasonable variance from the requirements of the Zoning By-law. Terms and conditions can be imposed.

EXECUTIVE SUMMARY

The applicant is proposing the construction of a 29-unit residential development at the foot of Germain Street where it abuts Lower Cove Loop. The proposed development, would be six-storeys in height with access provided from Lower Cove Loop and Canterbury Street (see

attached Site Plan – Submission 1). The Central Peninsula Secondary Plan (CPSP), adopted by Council in early 2020, introduced architectural design standards to help integrate new development. The applicant is seeking a variance related to the step-back at 14 metres in height required for taller buildings (the step-back being 3.0 metres from the façade). The proposed building is located in an area of the Peninsula where there is little context in the existing built environment for a new development to reference and so the proposed step-back variance would have minimal impact to the surrounding buildings.

The design of the building also incorporates a main entrance, recessed into the main building facade along Lower Cove Loop. As this façade also incorporates a garage door to the parkade, a variance is also required to permit the garage door to be located closer to the street than the main entrance door.

RECOMMENDATION

That the Planning Advisory Committee approve the proposed variances that:

1. reduce the required step-back at 14 metres in height to nil, whereas the Zoning By-law requires a three-metre step-back at a 14 metre height, and
2. permit a garage door to project beyond the plane of the primary entrance.

DECISION HISTORY

On June 4, 2018, Common Council rezoned the site, which includes the former Salvation Army Building, from Major Community Facility (CFM) to Urban Centre Residential (RC) and imposed the following Section 59 conditions:

- a. That any development of the site be in accordance with a detailed site plan to be prepared by the proponent and subject to the approval of the Development Officer, indicating: the location of all buildings and structures, vehicular parking areas & driveways, bicycle parking, loading areas, signage, exterior lighting, outdoor storage areas, landscape and amenity areas, and other site features. The site plan is to be attached to the application for the building permit for the proposed development and all site improvements illustrated on the plan must be completed within one year of completion of the development.
- b. That the proposed development be constructed in accordance with detailed elevation plans prepared by the developer and approved by the Development Officer. These building elevation plans must be attached to the application for the building permit for the proposed development.
- c. Notwithstanding paragraph 10.1(3) of the Zoning By-law, the height of building be limited to the existing building height at maximum elevation.

ANALYSIS

Proposal

Mike Cavanagh Homes, Inc. (the applicant) is proposing to construct a new 29 unit multi-residential building. As part of the Zoning By-law updates for the CPSP, a 3 metre step-back at a height of 14 metres is required along the front façade for buildings over 14 metres in height. The applicant is seeking a variance of this requirement to nil, which would occur along the Germain Street façade. This request is based on the compact nature of the site, which limits the available footprint and floor plate area available to provide a sufficient number of units to justify the project given the site layout and provision of underground and shared parking, an approach encouraged by the Municipal Plan. In addition, the height of the building requires an elevator, which further reduces the floor area available for dwelling units.

The maximum building height along the Lower Cove Loop façade is 21.4 metres, measured to the highest point an architectural projection above the front entrance, although the building height along this facade is generally 19.6 metres measured to the top of the facade. Along the east (Germain Street) and west facades, the height ranges from 20.6 metres to 17.1 metres due to the sloping site. The height measured along the rear elevation is 16.7 metres. The height ranges from six stories along Lower Cove Loop to five stories at the rear of the building.

The variance for the garage door setback relates to the need to provide horizontal relief along the Lower Cove Loop façade to avoid a long, blank wall and provide a degree of visual interest to the adjacent Public realm.

Site and Neighbourhood

The site is a vacant lot situated at the corner of Germain Street and Lower Cove Loop. This area of the South End is characterized predominantly by multi-unit residential dwellings, with a complement of commercial and light industrial uses in the vicinity. The site slopes several metres from St. James Street to the bottom of the lot where it abuts Lower Cove Loop. The adjacent building previously owned by the Salvation Army was recently re-developed into a 20 unit dwelling by the applicant. If approved, the two buildings would share a parking area (Submission 1).

Municipal Plan and Zoning

The property is located in the Medium to High Density Residential land use designation of the City's Municipal Plan. This designation corresponds with the highest-density urban areas of the City, including areas throughout the South End, Waterloo Village, and North End neighbourhoods. These areas are associated with the financial, cultural, and educational centres of the City, and are supported by a surrounding context of high-density residential land uses. Within the Medium to High Density Residential land use designation, Policy LU-45 of the Municipal Plan seeks to permit a range of housing types with an emphasis on the provision of higher density housing forms such as the proposed multiple unit dwelling.

The Municipal Plan also provides guidance on the Urban Design of new development. In this case, Policies UD-9 and UD-11 provide general urban design principles for new developments and direction for development located in Intensification Areas such as the subject site. The proposed building conforms to Policies UD-9 and UD-11 as summarized in Attachment 2 and achieves the intent of the Medium to High Density Land Use designation.

The subject lot is located in the Urban Centre Residential (RC) zone, which is a zone designed for the urban context that permits the development of multi-unit dwellings.

Central Peninsula Secondary Plan (CPSP)

Common Council adopted the CPSP in January of this year. The Plan envisions the Central Peninsula area to be the key growth area of the City over the next 25 years. The Plan also includes guidelines for infill development that help ensure that new developments in these neighbourhoods are of high quality design and complement the existing built context.

The subject area neighbourhood is envisioned to retain its current residential focus over the horizon of the plan with additional density added through appropriately scaled development on key sites. An important design direction of the CPSP is designing new low and mid-rise buildings with setbacks that reinforce the existing dense, urban neighbourhood context. A proposal of the Plan seeks to extend Germain Street to connect with Lower Cove Loop to re-establish the prevailing grid pattern. The proposed development conforms to this broad direction and specific proposal as it provides a building with sufficient massing to anchor a reconfigured intersection. Attachment 2 summarizes conformance with specific policies of the plan. The proposed development generally conforms to the plan.

Step-Back Variance at 14 metre height

The Plan requires any new building taller than 14 metres (generally five stories or greater) include a three-metre step-back at a 14 metre height. The step-back is required for the “street-facing **front** façade”, which in this case, is Germain Street. While the main and parkade entrances to the building are from Lower Cove Loop, the site is a corner lot with frontage on both Germain Street and Lower Cove Loop. The Zoning By-law defines the front lot line for corner lots as the shorter of the two lot lines fronting onto a street. In this case, the Germain Street frontage is 30.5 metres and the Lower Cove Loop frontage is 37 metres, resulting in the Germain Street frontage being the front lot line.

A step-back is an architectural detail that reduces the massing of a large building by introducing visual relief at a height that suits the context of the surrounding neighbourhood. Large buildings that do not step back may potentially dominate the streetscape, creating uninviting streetscapes that do not feel open or pedestrian oriented, or affect shadows and sunlight on the Public realm and area properties. Providing a step-back helps to create human and historic scales of the City’s urban core, and allows an infill project to blend into the surrounding built environment in a manner that contributes positively to the existing streetscape.

The site presents some unique characteristics due to the surrounding neighbourhood context, proposed building design, and site topography that create challenges to implementing the step-back, as detailed:

- **Surrounding neighbourhood context** - The application of the step-back works best in areas where existing commercial or residential dwellings have established a built form pattern that defines the street frontage and continuous street wall. The policy direction related to the introduction of the step-back perceives the massing of any new developments to be naturally referencing these buildings and, through the new step-back standards, ensuring continuity of this fabric. This site, and the surrounding area have smaller buildings that are two and three storeys in height (with the exception of the former Salvation Army Building being five storeys) which creates an inconsistent street wall and built form context.

The proposed building has a maximum height of 21.4 metres along the Lower Cove Loop facade, measured to the highest point (the architectural projection over the main entrance), with the overall building height along this façade generally being 19.6 metres measured to the top of the façade. Along the east (Germain Street) and west façade, the height ranges from 20.6 metres to 17.1 metres due to the sloping site. The height measured along the rear elevation is 16.7 metres. In terms of number of floors, the height ranges from six stories along Lower Cove Loop to five stories at the rear of the building.

Staff also note the nature of the surrounding neighbourhood with vacant lots, such as the one on the opposite side of Germain Street, and the open parking / laydown area on the port lands south of Lower Cove Loop provide a lack of buildings that would give further reference for the massing and height of the proposed development.

Given this, the proposed building would not appear out of place, as it would further reinforce the built form present on the north side of Lower Cove Loop. Provision of a setback at the 14-metre elevation would have little impact on mitigating this massing given the lack of a sizable structure on the south side of Lower Cove Loop to provide a reference for any relationship or comparison in massing and height.

- **Proposed Building Design** – The building has a compact floor plate given the size and configuration of the site. This limits the building area available to provide a sufficient number of units to justify the project given the site and building layout and provision of underground parking, an approach encouraged by the Municipal Plan. In addition, the height of the building requires an elevator, which further reduces the floor area available for dwelling units, reducing the feasibility of the step-back. In addition, the proposed building will be of concrete wall construction (insulated concrete forms) which would present additional structural design considerations requiring additional interior columns and supports if a step-back was introduced.

The design incorporates a stone finish on the first storey and cementitious panels on the upper stories, with this differentiation in materials providing emphasis to the first storey and softening the overall building height in relationship to the pedestrian realm. The building also incorporates recessed balconies, which provide horizontal relief to reduce the massing of the building.

- **Site Topography** - The topography of the area also influences the perception of heights of neighbouring buildings. The proposed building is at a lower elevation compared to surrounding buildings along Germain Street and St. James Street with the former Salvation Army building being the tallest of these adjacent buildings. Submission 3 provides a comparison of the Salvation Army building and the proposed building. The sloping nature of the site and Germain Street serves to mitigate the height and massing of the proposed building.

Staff also note the proposed building will not have a significant shadow impact on Germain Street, as the adjacent Salvation Army building and current built form has an existing shadow impact.

The recent rezoning for a new residential project on Wentworth Street involved an independent design review of the height and step back of that proposed project. The design review is not a specific requirement for new developments in the Central Peninsula. In that case, there were specific considerations that guided the use of a design review process for the Wentworth Street project, which included the introduction of a new taller building into an area that had a more consistent built form pattern of lower height. The site of the current application is different from the Wentworth Street site in that there is established height and massing on the site with the former Salvation Army building. While not seeking a design review for this application, the principles of the review were considered as part of this application.

Given the above analysis regarding the proposed building and surrounding neighbourhood context, Staff recommend approval of the variance as it is reasonable in the context of the surrounding neighbourhood and is within the general intent of the Zoning By-law and Municipal Plan and CPSP.

Garage Door Variance

Access to the building is provided along the Lower Cove Loop façade of the building, which is the flankage façade. A garage door, located in the western portion of the façade, will provide access to the parkade level with a pedestrian entrance located in the centre portion of the building. The Urban Centre Residential (RC) zone requires that the garage door not project beyond the plane of the primary building door entrance (i.e. be closer to the front / flankage lot line than the primary pedestrian entrance) for front and flankage façades of new buildings which incorporate a garage door. In this case, the garage door is closer to the flankage lot line as the result of the pedestrian entrance being recessed into the building by approximately 1.2 metres. Staff note the wall of the building along Lower Cove Loop is approximately 35 metres long and the recessing of the building entrance serves to mitigate the massing of the building on the

pedestrian realm along Lower Cove Loop through providing horizontal relief along the façade. Given this, Staff recommend approval of the variance to permit a garage door to project beyond the plane of the primary entrance.

Development Officer Variances

The proposed building also requires the following variances that will be processed by the Development Officer:

- **Lot Area Variance** – The lot area of the development site is 2486 square metres, and contains an existing building in addition to the proposed building. The existing building has 15-2 bedroom units and 5-1 bedroom units, which requires a lot area of 1200 square metres. The proposed building will have 20-2 bedroom units and 9-1 bedroom units requiring additional lot area of 1705 square metres, with both buildings having a total lot area requirement of 2905 square metres. The site is undersized by 419 square metres. Staff support the variance as the proposed development provides interior and surface parking, contains interior amenity and parking space, and has setbacks consistent with the surrounding neighbourhood. Infrastructure Development staff are assessing the anticipated water and sewer flows of the development and the potential exists to require the implementation of any required infrastructure upgrades as a condition of this variance, should that be a requirement.
- **Height Variance** – The height of building is 19.35 metres as defined by the average height from grade in accordance with the by-law. This exceeds the allowable height standard of the Urban Centre Residential (RC) zone which is 14 metres. Staff note from information provided by the applicant, the height of the building is reasonable when considered in relationship to the existing Salvation Army Building located to the north. The building height is influenced by the incorporation of a lower level parkade at the base of the proposed building. An existing Section 59 condition, adopted on the 2018 rezoning, limits the height of the adjacent Salvation Army Building to its current geodetic height of the existing Salvation Army Building that is at a geodetic elevation of 28.9 metres. The proposed building would be approximately 3.2 metres lower than this (geodetic elevation 25.7 metres). Staff also note that on the height map prepared for the CPSP, the area across Germain Street from the development site has an allowable height of 21 metres, which provides additional support for the height variance.
- **Minimum front / flankage yard variance** – The Urban Centre Residential (RC) zone requires a minimum front / flankage yard of 1.5 metres. The proposed front and flankage yards are 0.6 metres. Staff note the reduced setback fits within an urban context, which is encouraged by the CPSP. Given this, Staff support the requested variance.
- **Parking Variance** – The proposed development requires 39 parking spaces including the 20% credit for the project's location in an Intensification Area. Twenty-one spaces will be provided via a surface lot to the rear of the building and an indoor parkade. Staff

note the site is located just outside of the Parking Exemption Area where no parking would be required for new development. Given the proximity to the Uptown Core, proximity to transit and active transportation facilities and the availability of on-street parking permits, Staff support the variance for reduced parking spaces.

- **Reduced Parking Aisle Width.** – The rear parking area will be accessed via one-way traffic flow from Canterbury Street to Germain Street. The Zoning By-law requires that a one-way parking lot aisle be 3.5 metres in width. The 3.19 metre width indicated on the site plan is a reduction from the Zoning By-law requirement. Staff support the variance given the low traffic volume and low speeds that will be associated with the surface parking area.

Conclusion

Staff recommend approval of the proposed variances to enable a new multi-residential development on an undeveloped vacant lot in the South End, in a key neighbourhood identified for intensification in the CPSP. The proposed variances are reasonable given the site constraints, site topography, and requirements to provide parking, an elevator and amenity space. The proposed building will positively contribute to the streetscape and public realm of the area.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternate considerations are recommended for this application.

ENGAGEMENT

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on May 8, 2020.

APPROVALS AND CONTACT

Author	Manager	Commissioner
Jody Kliffer , MCIP, RPP and Mark Reade , P.Eng., MCIP, RPP	Ken Melanson , BA, MCIP, RPP	Jacqueline Hamilton , MCIP, RPP

Contact: Mark Reade
Telephone: (506) 721-0736
Email: Mark.Reade@saintjohn.ca
Application: 20-045

APPENDIX

Map 1: **Site Location**

Map 2: **Future Land Use**

Map 3: **Zoning**

Map 4: **Aerial Photography**

Attachment 1: **Site Photography**

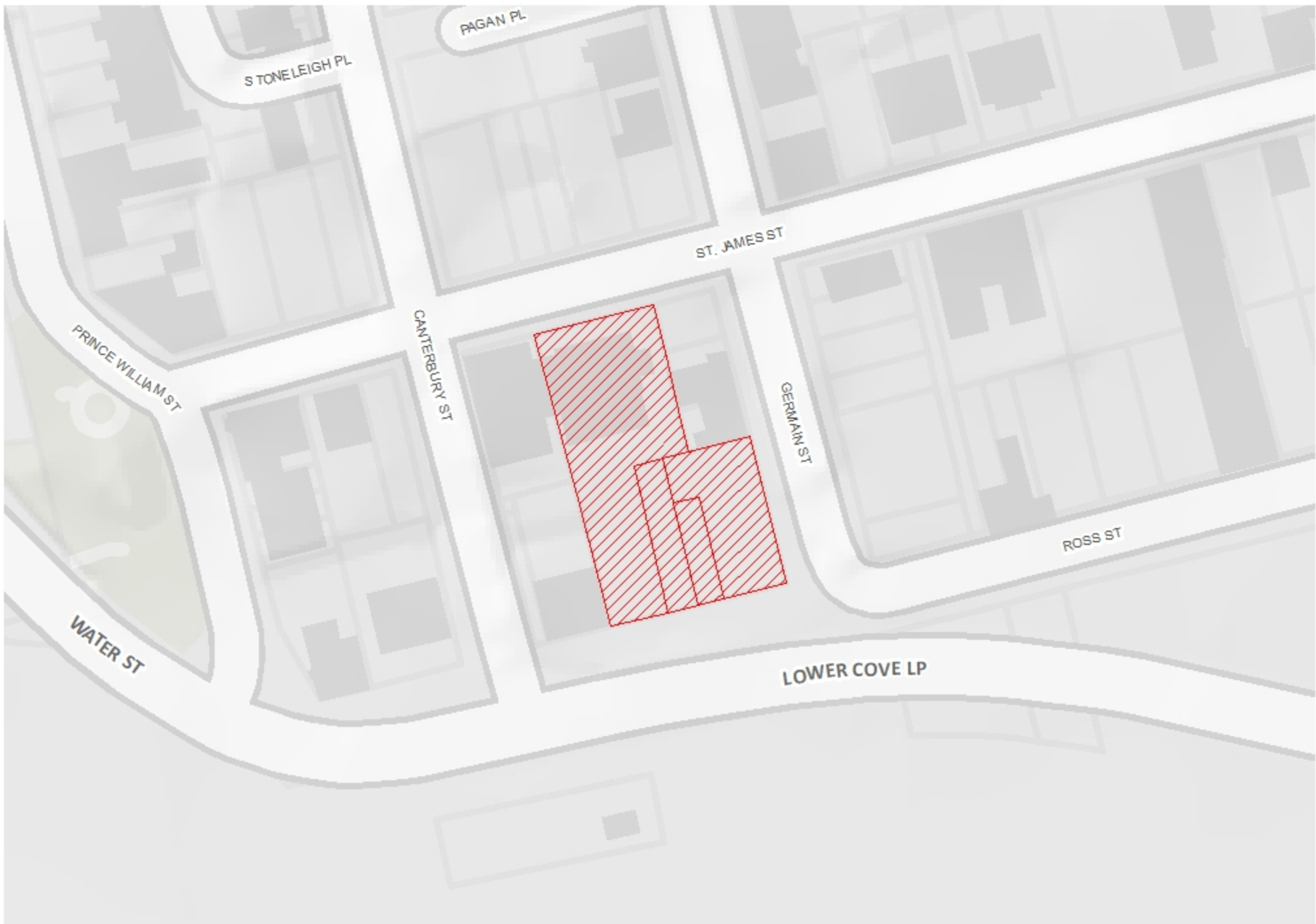
Attachment 2: **Municipal Plan and Secondary Plan Policy Analysis**

Submission 1: **Site Plan**

Submission 2: **Elevation Plan**

Submission 3: **Height Comparison**

Submission 4: **Floor Plans**



Map 1 - Site Location

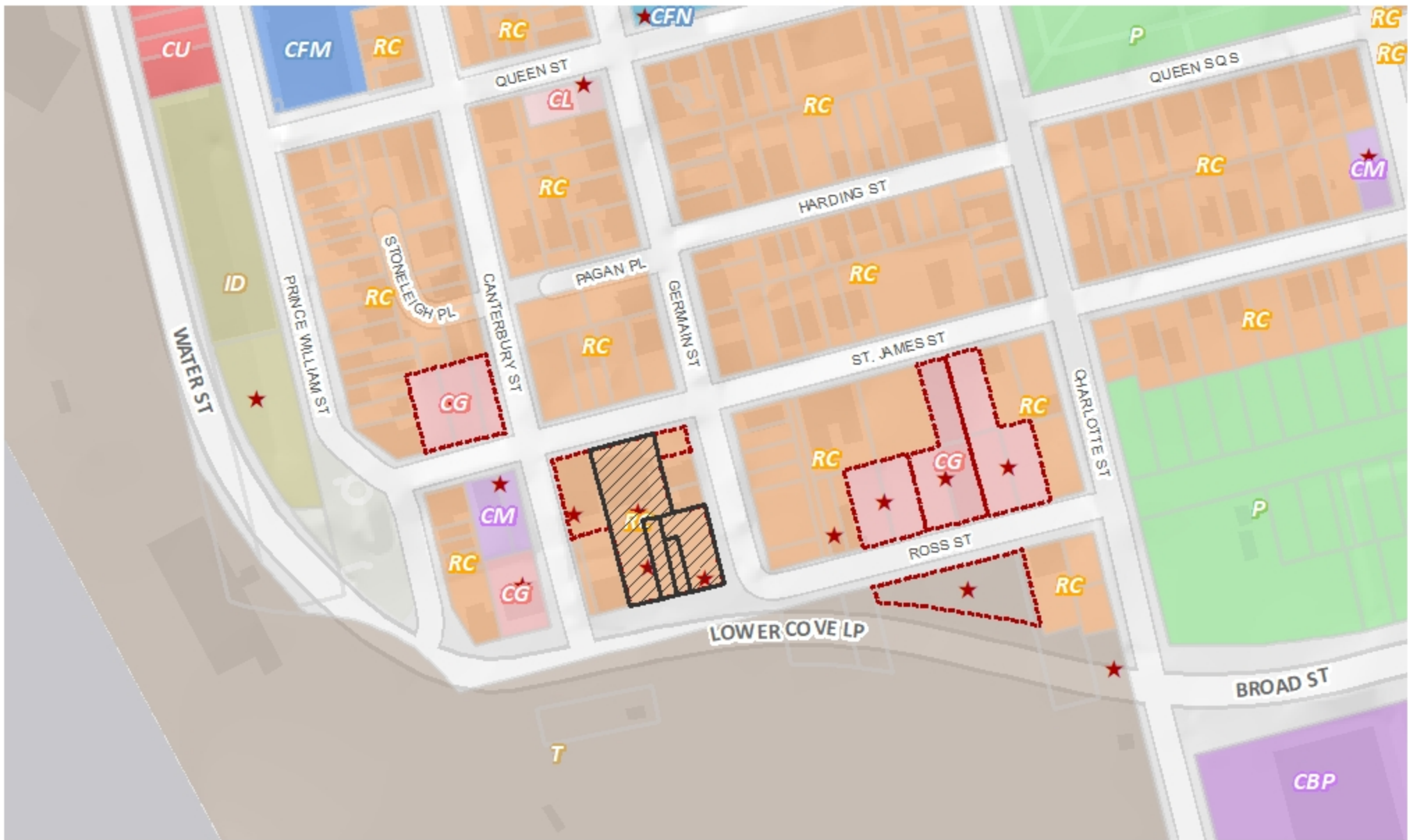
Mike Cavanagh Homes, Inc. - 25 Lower Cove Loop





Map 2 - Future Land Use
Mike Cavanagh Homes, Ltd. - 25 Lower Cove Loop





- | | | |
|--|-------------------------------|--------------------|
| (CBP) Business Park Commercial | (CM) Mixed Commercial | (T) Transportation |
| (CFM) Major Community Facility | (CU) Uptown Commercial | |
| (CFN) Neighbourhood Community Facility | (ID) Integrated Development | |
| (CG) General Commercial | (P) Park | |
| (CL) Local Commercial | (RC) Urban Centre Residential | |

★ Section 59 Conditions

Map 3 - Zoning

Mike Cavanagh Homes, Ltd. - 25 Lower Cove Loop





Map 4 - Aerial Photography
 Mike Cavanagh Homes, Ltd. - 25 Lower Cove Loop



View of site from Lower Cove Loop



View of adjacent buildings along Germain Street



View of site and area on opposite side of Germain Street



View of south side of Lower Cove Loop from Germain Street

Attachment 2: Municipal Plan and Secondary Plan Policy Analysis – 25 Lower Cove Loop

<p>Municipal Plan Policy UD-9</p> <p>Ensure all development proposals generally conform to the following General Urban Design Principles:</p> <ul style="list-style-type: none"> a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings entrances, building massing, architectural style and building materials. Specifically, the built-form of new development shall be designed to achieve the following objectives for specific areas of the City: <ul style="list-style-type: none"> ii. In the Primary Centre and Neighbourhood Intensification Areas, as identified on the City Structure map (Schedule A), new development will be located and organized to frame and support the surrounding public realm and massed to fit harmoniously into the surrounding environment, including appropriate transitions in height and massing to areas of lower intensity development, as set out in Policy UD-11; b. Locating building entrances facing the public street; c. Designing sites to incorporate existing natural features and topography; d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings; e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage; f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm; g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions; h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building; 	<p>Municipal Plan Policy UD-9</p> <ul style="list-style-type: none"> a. The proposal is set back to align with the adjacent buildings along Germain Street and Lower Cove Loop. The massing, although larger than immediately adjacent buildings relates favourably to the former Salvation Army building located on the same site to the north. The proposed building materials (stone and cementitious panels) introduce new elements to the neighbourhood. b. The primary entrance is onto Lower Cove Loop. c. Although the building is taller than surrounding buildings, the sloping site mitigates the impacts of building height, especially along the Germain Street and west facade. d. The front and flankage facades respect view planes along Germain Street and Lower Cove Loop and the building height respects the existing view planes from areas to the north. e. The proposal introduces new materials into the existing neighbourhood. f. The stone facade along the first floor provides emphasis to the pedestrian scale. g. The building shares exterior parking and access with the former Salvation Army building located to the north of the site. h. The exterior design incorporated stone and cement panels. i. Differentiation in building materials separates the at grade parkade from the upper stories. The balconies and primary entrance along Lower Cove Loop provide horizontal relief. j. Although a six-storey building, the sloping site mitigates the height to five stories. k. vi. See above l. The proposal makes use of a vacant area and will add new residents to provide “eyes on the street.” m. Parking will be screened from street view as it is provided in the rear yard and within an internal parkade. n. See above.
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Attachment 2: Municipal Plan and Secondary Plan Policy Analysis – 25 Lower Cove Loop

<p>i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings;</p> <p>j. Directing high-rise buildings to appropriate areas and ensuring their design is sensitive to the neighbourhood and/or heritage context;</p> <p>k. Encouraging sustainability in design by:</p> <ul style="list-style-type: none"> i. Utilizing reused, recycled, renewable or local building materials where possible; ii. Using green building or neighbourhood standards; iii. Designing for energy efficiency and alternative sources of energy; iv. Designing for water conservation and on-site stormwater management; v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees; vi. Designing sites and buildings to work with, rather than against, the natural environment by designing according to the topography, hydrology, ecology and natural drainage patterns of the site and taking advantage of passive solar gain and natural light; and vii. Using native vegetation for landscaping where appropriate. <p>l. Designing sites and buildings according to the Crime Prevention through Environment Design (CPTED) principles to promote safety and security, in balance with other urban design goals; and</p> <p>m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas;</p> <p>n. Limit surface parking between the front of a building and the public street or sidewalk;</p> <p>o. Design safe and direct access to buildings for pedestrians, cyclists and transit users by providing walkways from the public street, transit stops, and parking areas to main building</p>	<p>o. and p. The building has at grade entrances onto Lower Cove Loop and from the rear of the building and provides an elevator.</p> <p>q. See above</p> <p>.</p>
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Attachment 2: Municipal Plan and Secondary Plan Policy Analysis – 25 Lower Cove Loop

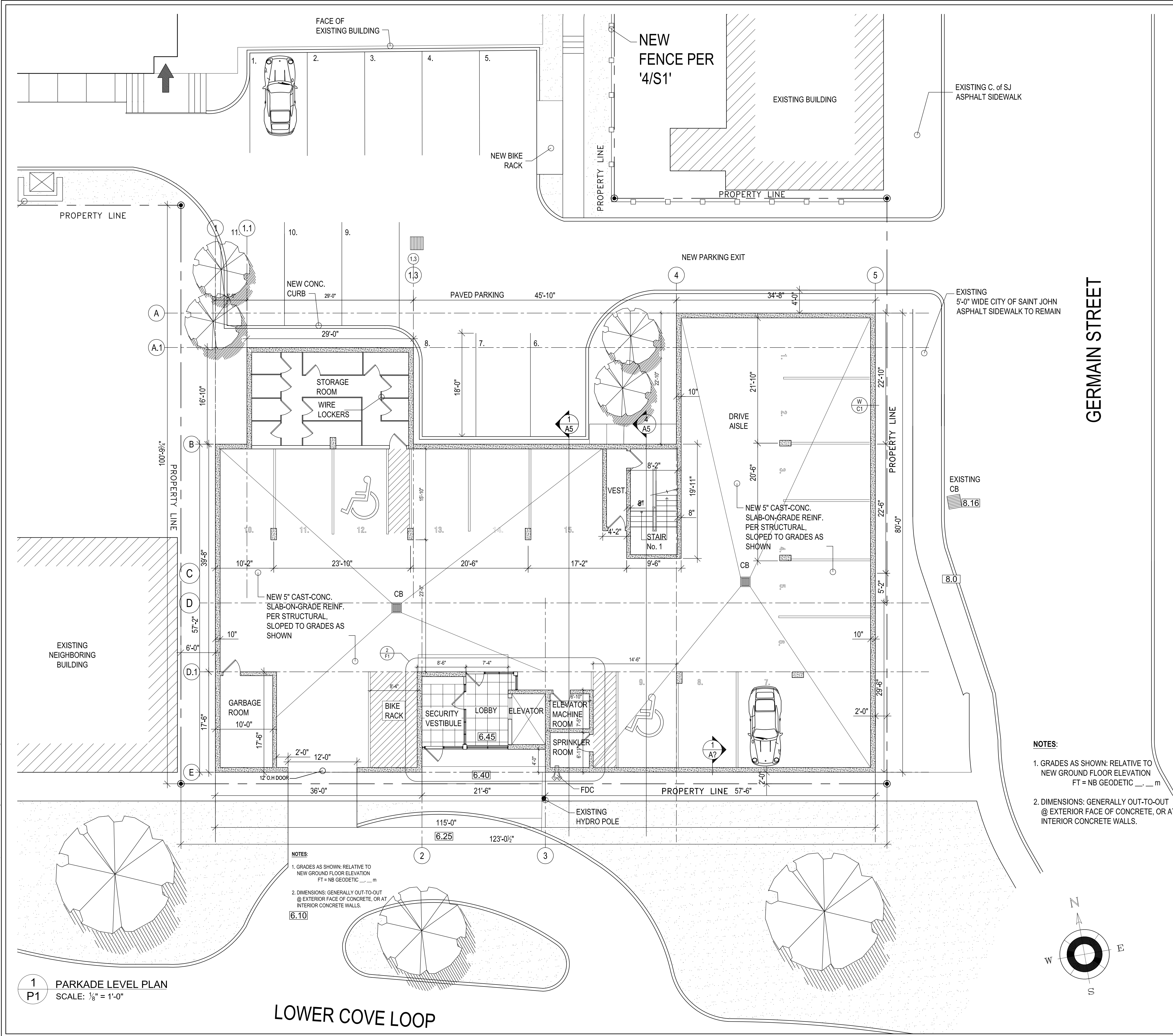
<p>entrances and including bike parking and end-of-trip facilities, where appropriate, and mid-block connections where possible;</p> <p>p. Design sites and building accesses that are barrier-free, convenient and have clear signage; and</p> <p>q. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and the public realm.</p>	
<p>Municipal Plan Policy UD-11</p> <p>Ensure that new development and significant redevelopment in Neighbourhood Intensification Areas and Primary Centres will be designed to enhance the surrounding public realm and to complement the existing context while providing opportunities for intensification, where appropriate. In particular, development will demonstrate due consideration to:</p> <p>a. Designing sites and buildings for people as the primary focus and with setbacks that are generally consistent with those of adjacent buildings;</p> <p>b. Creating animated, active streetscapes with interesting façades and human scale buildings and setbacks, particularly at the street level. Within the Uptown and other Urban Neighbourhood Intensification Areas, development should generally establish a human scale street wall with an appropriate ratio between the street wall height of the building and the width of the street;</p> <p>c. Where appropriate, ensure heritage streetscapes and Heritage Conservation Areas are reinforced with compatibly scaled and designed development;</p> <p>d. Providing active ground floor uses and avoiding blank façades. Along commercial streets in the Uptown Primary Centre in particular, commercial uses shall be strongly encouraged at the ground floor of buildings with a high degree of transparency at grade to animate the public realm;</p>	<p>Municipal Plan Policy UD-11</p> <p>a. The proposal conforms to the established set back of adjacent buildings along Germain Street and Lower Cove Loop.</p> <p>b. The stone finish on the first floor provides a relationship to the Public Realm. Sites on the opposite sides of Germain Street and Lower Cove Loop are vacant and do not provide a references for the 1:1 street wall. The building height will not create an adverse effect on the public realm.</p> <p>c. n/a</p> <p>d. n/a – Building is not located along a commercial street.</p> <p>e. The proposed ground floor to ceiling heights (3.5 metres) are generally consistent with that of the former Salvation Army Building (3.3 metres).</p> <p>f. The sloping site allows the height to be incorporated in relation to existing buildings.</p> <p>g. The lack of a proposed step back is not anticipated to have a negative effect on street level conditions in terms of wind or loss of sun penetration. There would be increased shadowing in the late day along Germain Street, however this would receive some shadowing currently due to the existing built form the neighbourhood.</p> <p>h. The building location is clearly articulated using materials and recessing.</p> <p>i. Barrier free parking stalls are provided in the parkade.</p> <p>j. The recessed main entrance provides protection from the elements.</p> <p>k. Bicycle parking is provided in the first storey parkade.</p>

Attachment 2: Municipal Plan and Secondary Plan Policy Analysis – 25 Lower Cove Loop

<p>e. Strongly encourage new development to provide ground floor ceiling heights that are consistent with the ground floor ceiling heights of adjacent buildings;</p> <p>f. Creating appropriate transitions in scale and height to areas of lower intensity;</p> <p>g. Defining appropriate standards for above grade step-backs and separation distances of buildings to ensure adequate street level conditions with respect to minimizing wind and maximizing sun penetration and sky exposure;</p> <p>h. Generally locating building entrances to connect directly to the public street network and clearly articulating the building entrance;</p> <p>i. Designing sites and buildings that are barrier-free, convenient and have clear signage;</p> <p>j. Promoting pedestrian comfort with appropriate landscaping, furniture, weather protection and buffers from vehicular traffic;</p> <p>k. Designing for active and alternative modes of transportation by providing convenient access to buildings from transit stops, including bicycle parking and end-of-trip facilities where appropriate, and mid-block pedestrian connections where possible;</p> <p>l. Designing sites and buildings to facilitate social interaction by including patios, courtyards, plazas and sidewalk amenity space wherever possible to enliven the public or semi-public realm;</p> <p>m. Designing sites and buildings for visual interest and maximum use in different seasons and at different times of the day;</p> <p>n. Including a variety of uses in buildings and/or sites to allow for a diversity of uses and users; and</p> <p>o. Encouraging shared elements between uses such as parking, entrances, landscaping and amenity spaces.</p>	<p>l. Balconies will provide a degree of interaction with the public realm.</p> <p>m. The building is of a contemporary design and features a number of points of visual interest in its articulation such as balconies.</p> <p>n. n/a The building is a single-use residential building.</p> <p>o. Parking and access points are shared with the adjacent building (former Salvation Army Building).</p>
<p>Municipal Plan Policy UD-7</p> <p>Establish a height and built form framework in the Zoning Bylaw to ensure the intent for design excellence as part of the future City Structure is implemented.</p>	<p>Municipal Plan Policy UD-7</p> <p>The CPSP established a height framework, which limits the height of a building on this site at 14 metres but allows for additional height through a variance. Staff note the site on the</p>

Attachment 2: Municipal Plan and Secondary Plan Policy Analysis – 25 Lower Cove Loop

	opposite side of Germain Street from the site has a permitted height of 21 metres. This provides support for increased height on this site as the increased height would relate favourably to the proposed neighbourhood context.
CPSP Policy BD-3 Establish specific provisions in the Zoning Bylaw to regulate the maximum height of development within the Central Peninsula to ensure clarity and predictability for investors, while ensuring future development is sensitive to the neighbourhood context. These provisions shall allow for minor variances in height in accordance with parameters in the Zoning Bylaw.	CPSP Policy BD-3 The provisions of the Zoning By-law provide for the required variances for height in accordance with the following criteria: <ul style="list-style-type: none"> • The proposed height variance does not negatively affect pedestrian street conditions and sun exposure and wind impacts are considered through the design. • That the proposal does not adversely impact the character of the City's Heritage Conservation areas; • The general intent and purpose of Plan SJ, this Secondary Plan, and supporting By-laws is maintained. Solar and wind impacts would not be affected by the proposal and the site is not within a Heritage Conservation area. The above review of Policies UD-9 and UD-11 of the Municipal Plan notes the proposal conforms to these policies.
CPSP Policy BD-5 Direct new tall buildings to areas where height currently exists, where height can be accommodated seamlessly, or where height is insulated from existing neighbourhoods due to topography or other site conditions.	CPSP Policy BD-5 The proposal conforms to Policy BD-5 of the Secondary Plan with respect to building heights, as the site is the location of one of the higher buildings (Salvation Army building) in this area of the Peninsula. In addition, the sloping topography of the site serves to insulate the height of the proposed building from the surrounding areas to the north.
CPSP Policy BD-7 Ensure the massing of buildings considers and protects the pedestrian street level experience; including sky views and sunlight penetration to the street while minimize wind.	CPSP Policy BD-7 The development and associated variances will not affect the pedestrian street level experience as the site is already exposed to wind given vacant lands south of Lower Cove Loop. Both the existing built form and the permitted as-of-right building envelope, regardless of the required variances, affect impacts on late day sun exposure.



Submission 1: Site Plan

- NOTES:
1. GRADES AS SHOWN: RELATIVE TO NEW GROUND FLOOR ELEVATION
FT = NB GEODETIC ____ m
 2. DIMENSIONS: GENERALLY OUT-TO-OUT
@ EXTERIOR FACE OF CONCRETE, OR AT INTERIOR CONCRETE WALLS.

- NOTES:
1. GRADES AS SHOWN: RELATIVE TO NEW GROUND FLOOR ELEVATION
FT = NB GEODETIC ____ m
 2. DIMENSIONS: GENERALLY OUT-TO-OUT
@ EXTERIOR FACE OF CONCRETE, OR AT INTERIOR CONCRETE WALLS.

1
P1 PARKADE LEVEL PLAN
SCALE: 1/8" = 1'-0"

LOWER COVE LOOP

1. 29 APR. 2020		ISSUE FOR BUILDING PERMIT
NO. DATE	REVISION	DESCRIPTION
COMEAU MACKENZIE ARCHITECTURE 183 CHARLOTTE STREET, SAINT JOHN, NB A1B 2G7 TEL: (506) 657-1611 mackarch@nbnet.nb.ca		
PROJECT NAME: THE ATLANTIC 29 UNIT APARTMENT SAINT JOHN, NB		
PARKADE / GROUND FLOOR LEVEL		
DRAWN BY: JM	CHECKED BY:	
SCALE: AS SHOWN	DATE: APR. 2020	
PROJECT # 219310	DWG # P1	

Submission 2: Elevation Plan



1. 29 APR. 2020		ISSUE FOR BUILDING PERMIT
NO.	DATE	REVISION DESCRIPTION



Peter G. Mackenzie
ARCHITECT
29 Apr 2020
97009

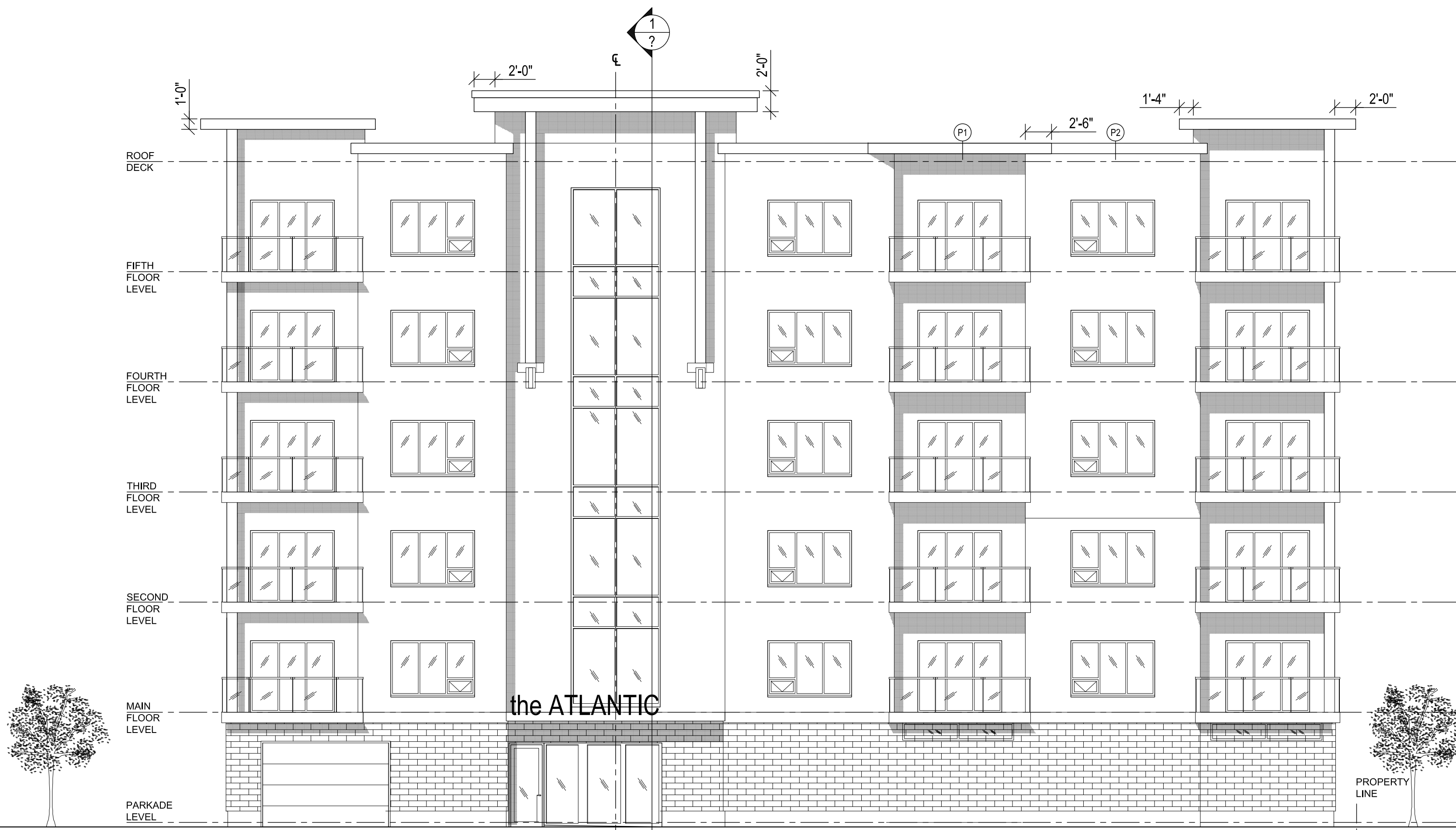
**COMEAU
MACKENZIE
ARCHITECTURE**
183 CHARLOTTE STREET, SAINT JOHN, NB E2L 0C7
TEL: (506) 657-1611 mackenzie@nbnet.ns.ca

PROJECT NAME:
**THE ATLANTIC
29 UNIT APARTMENT
SAINT JOHN, NB**

**BUILDING
ELEVATIONS**

DRAWN BY:	PM	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	APR. 2020
PROJECT #	219310	DWG #	A4

Submission 2: Elevation Plan



2 PROPOSED - EAST ELEVATION
A3 SCALE: 1/8" = 1'-0"



1 ELEVATIONS
A4 SCALE: 1/8" = 1'-0"

2 05 MAY, 2020	
1 29 APR, 2020	
ISSUE FOR BUILDING PERMIT	
NO.	DATE
REVISION DESCRIPTION	

97009

CERTIFICATE OF PRACTICE

Atkinson

Peter G. MacKenzie

COMEAU MACKENZIE ARCHITECTURE

ASSOCIATION OF NEW BRUNSWICK ARCHITECTS

COMEAU MACKENZIE ARCHITECTURE

183 CHARLOTTE STREET, SAINT JOHN, NB A1B 2G7

TEL: (506) 657-1611 mac@cmabn.ca

PROJECT NAME:

THE ATLANTIC

29 UNIT APARTMENT

SAINT JOHN, NB

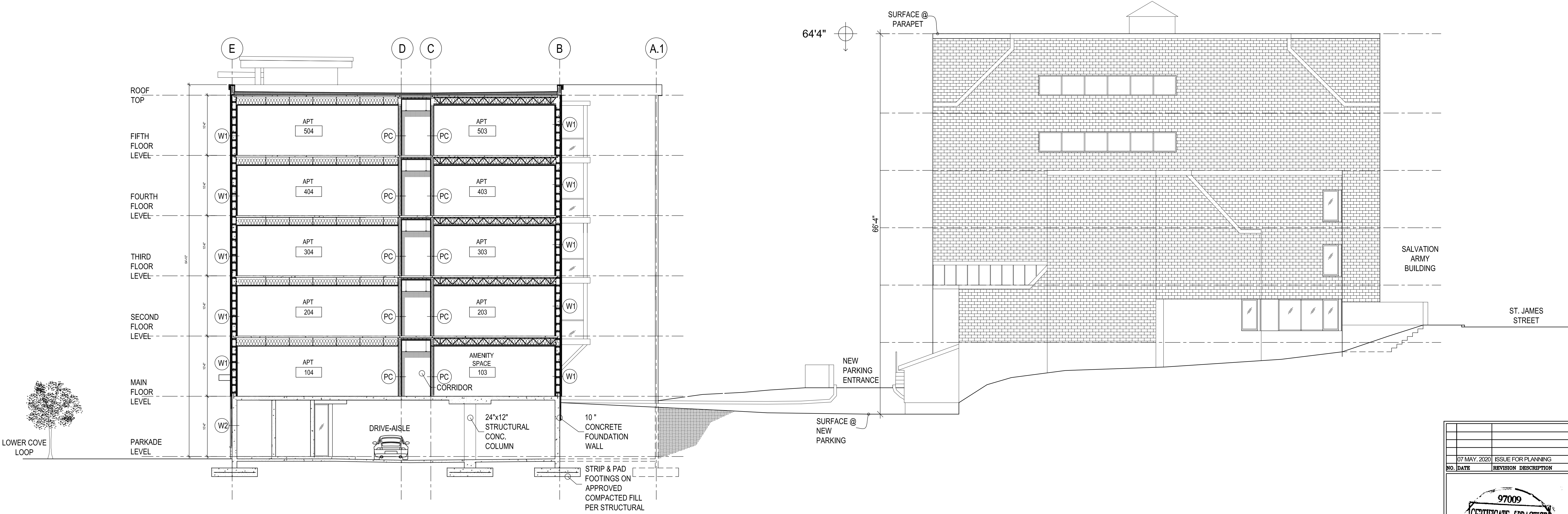
BUILDING ELEVATIONS

DRAWN BY: PM CHECKED BY:

SCALE: AS SHOWN DATE: MAY, 2020

PROJECT # 219310 DWG # A4

Submission 3: Height Comparison



1 SU BUILDING / SITE SECTION
SCALE: 1/8" = 1'-0"

07 MAY, 2020		ISSUE FOR PLANNING
NO.	DATE	REVISION DESCRIPTION

Peter G. Mackenzie
COMEAU MACKENZIE ARCHITECTURE
ARCHITECT

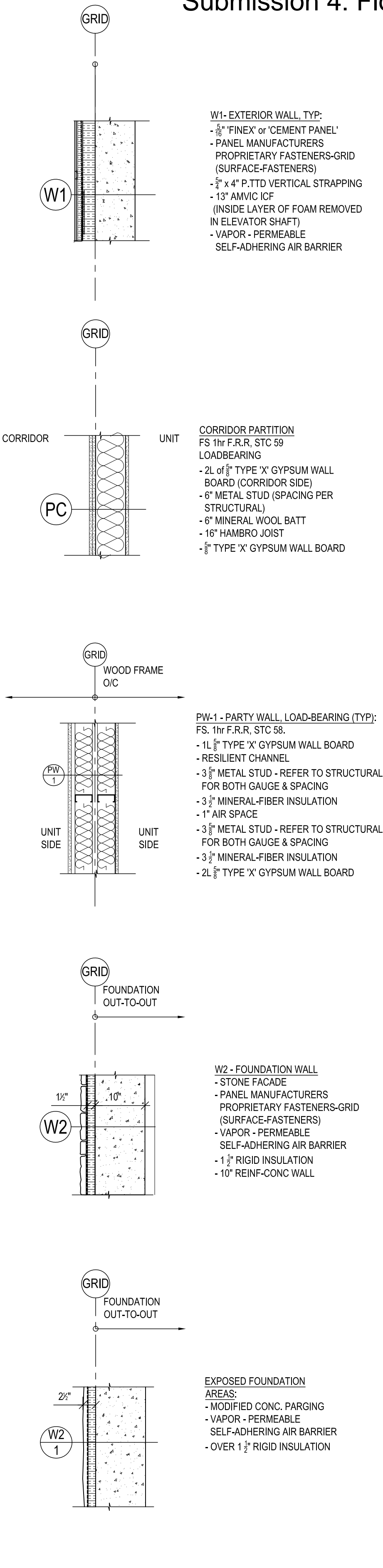
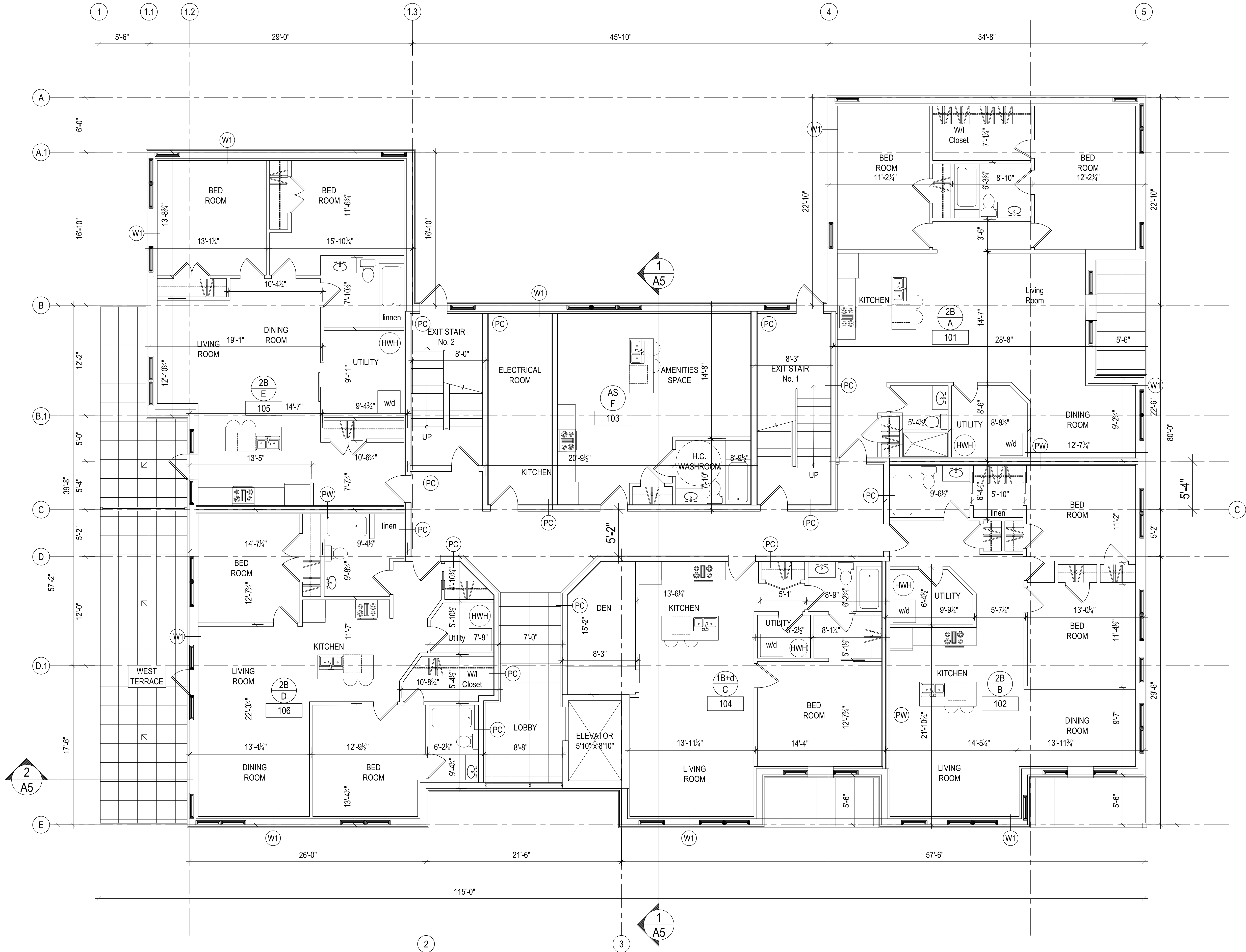
COMEAU MACKENZIE ARCHITECTURE
183 CHARLOTTE STREET, SAINT JOHN, NB A1B 2C7
TEL: (506) 657-1611 mackarch@nbnet.nb.ca

PROJECT NAME:
THE ATLANTIC
29 UNIT APARTMENT
SAINT JOHN, NB

BUILDING / SITE SECTION

DRAWN BY:	JM	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	MAY, 2020
PROJECT #	219310	DWG #	Supplemental

Submission 4: Floor Plans

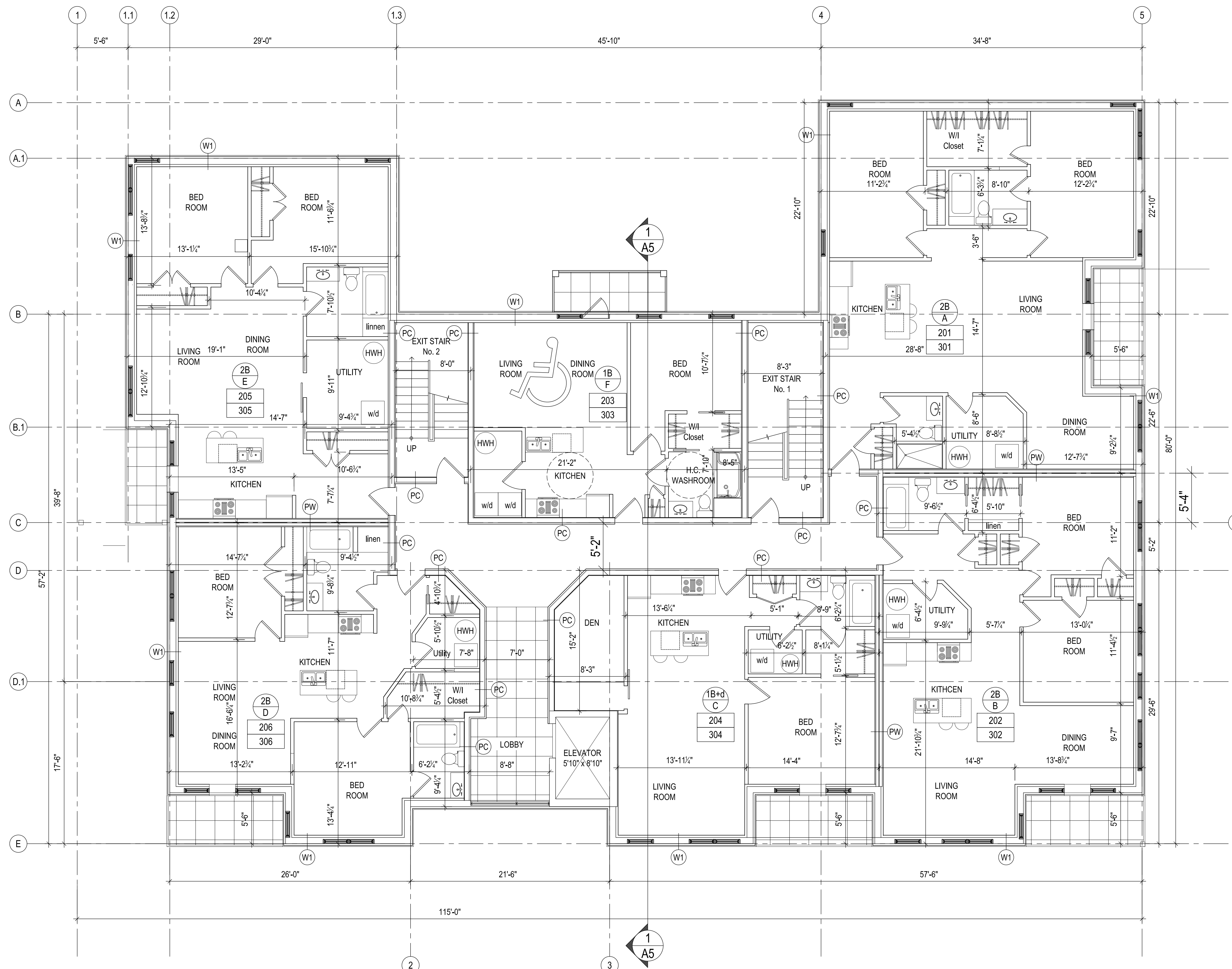


1
A1
MAIN FLOOR PLAN
SCALE: 1/8" = 1'-0"

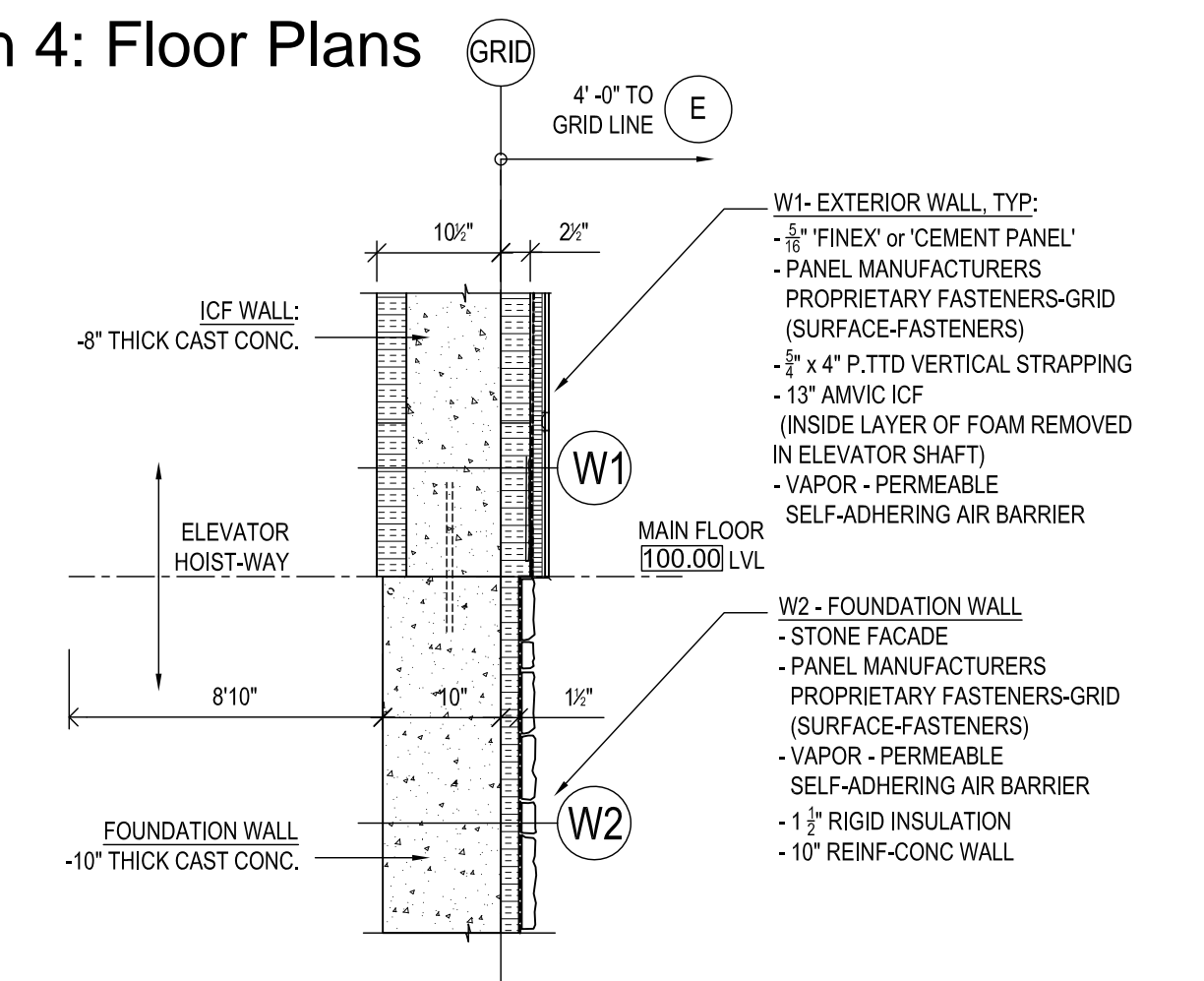
2
A1
WALL & PARTITION SCHEDULE
(ALSO SEE FINISH NOTES)
SCALE: 1/4" = 1'-0"

1. 29 APR. 2020		ISSUE FOR BUILDING PERMIT	
NO. DATE	REVISION	DESCRIPTION	
COMEAU MACKENZIE ARCHITECTURE 183 CHARLOTTE STREET, SAINT JOHN, NB A1B 2C7 TEL: (506) 657-1611 mackarch@nbnet.nb.ca			
PROJECT NAME: THE ATLANTIC 29 UNIT APARTMENT SAINT JOHN, NB			
MAIN FLOOR PLAN			
DRAWN BY: JM	CHECKED BY:		
SCALE: AS SHOWN	DATE: APR. 2020		
PROJECT # 219310	DWG # A1		

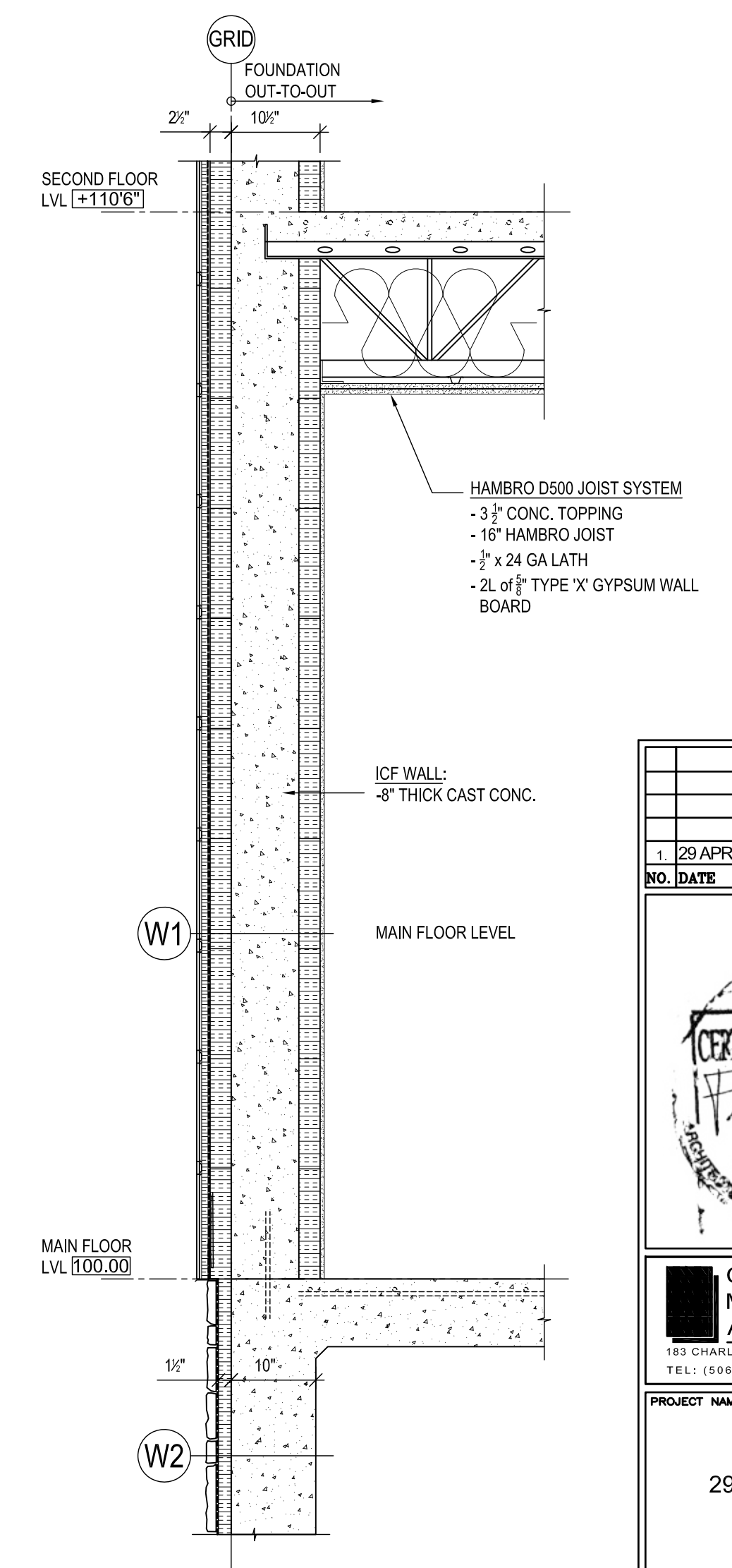
Submission 4: Floor Plans



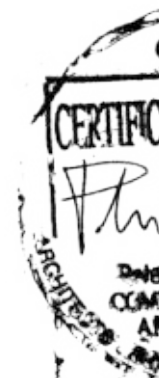

1 SECOND & THIRD FLOOR PLANS (ACCESSIBLE UNITS)
A2 SCALE: $\frac{3}{16}" = 1'-0"$



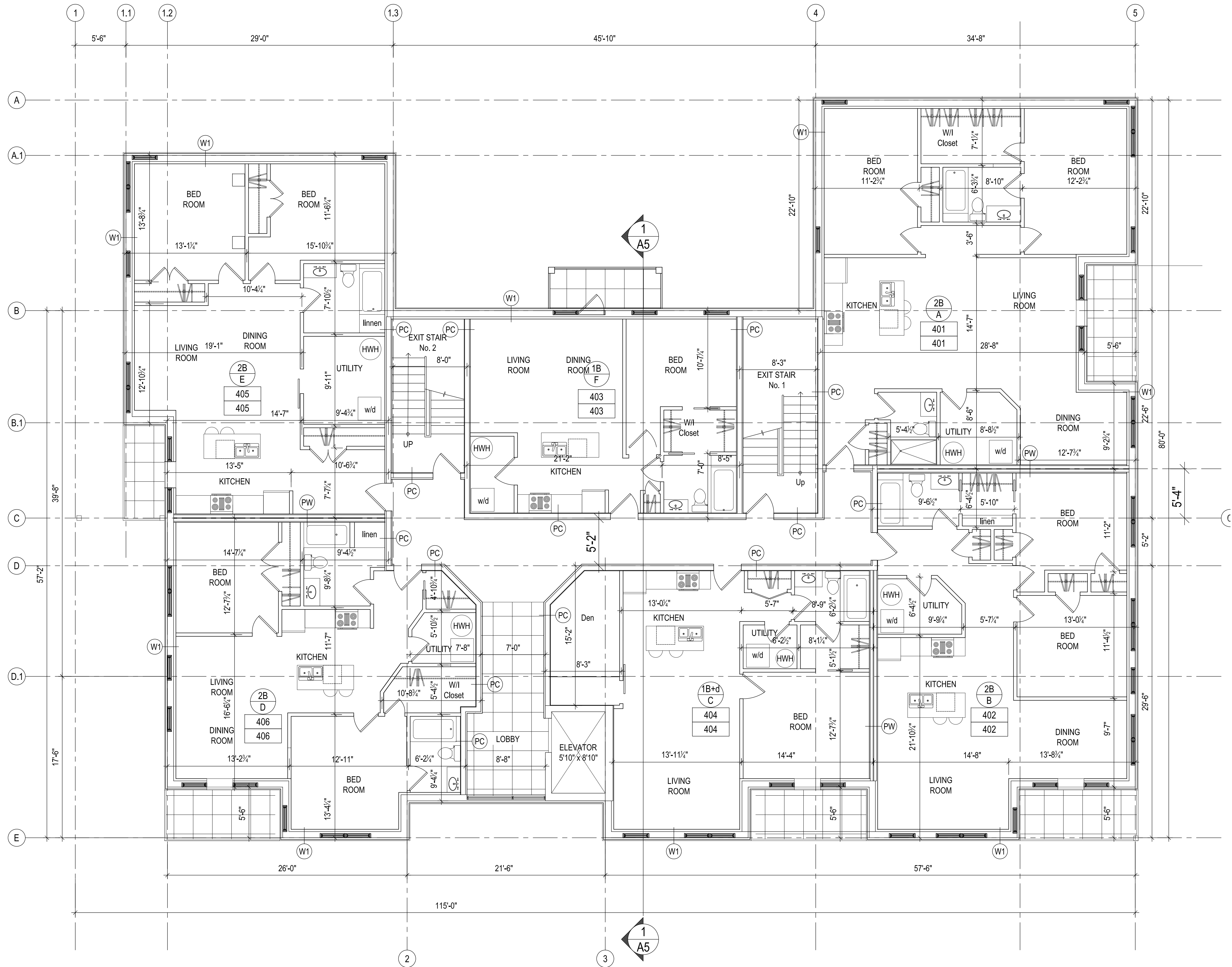
2 SECTION DETAIL: EXTERIOR WALL @ PARKADE FDN
A2 SCALE: $\frac{3}{4}" = 1'-0"$



SECTION DETAIL:
EXTERIOR MAINFLOOR WALL
SCALE: $\frac{3}{4}" = 1'-0"$

1.	29 April 2020	ISSUE FOR BUILDING PERMIT	
NO. DATE		REVISION DESCRIPTION	
			
 COMEAU MACKENZIE ARCHITECTURE 183 CHARLOTTE STREET, SAINT JOHN, NB E2L 0G7 TEL: (506) 857-1011 mackarch@nbnet.nb.ca			
PROJECT NAME:			
THE ATLANTIC 29 UNIT APARTMENT SAINT JOHN, NB			
SECOND & THIRD FLOOR PLAN			
DRAWN BY:		CHECKED BY:	
PROJECT # AS SHOWN		DATE: APR. 2020	
SCALE: 2193310		DWG # A2	

Submission 4: Floor Plans



1
A3
FOURTH & FIFTH FLOOR PLANS
SCALE: $\frac{3}{16}$ " = 1'-0"

1. 29 APR. 2020		ISSUE FOR BUILDING PERMIT
NO.	DATE	REVISION DESCRIPTION

Peter G. Mackenzie
ARCHITECT
29 Apr 2020

COMEAU
MACKENZIE
ARCHITECTURE
183 CHARLOTTE STREET, SAINT JOHN, NB A1B 2G7
TEL: (506) 657-1611 mackarch@smnet.nb.ca

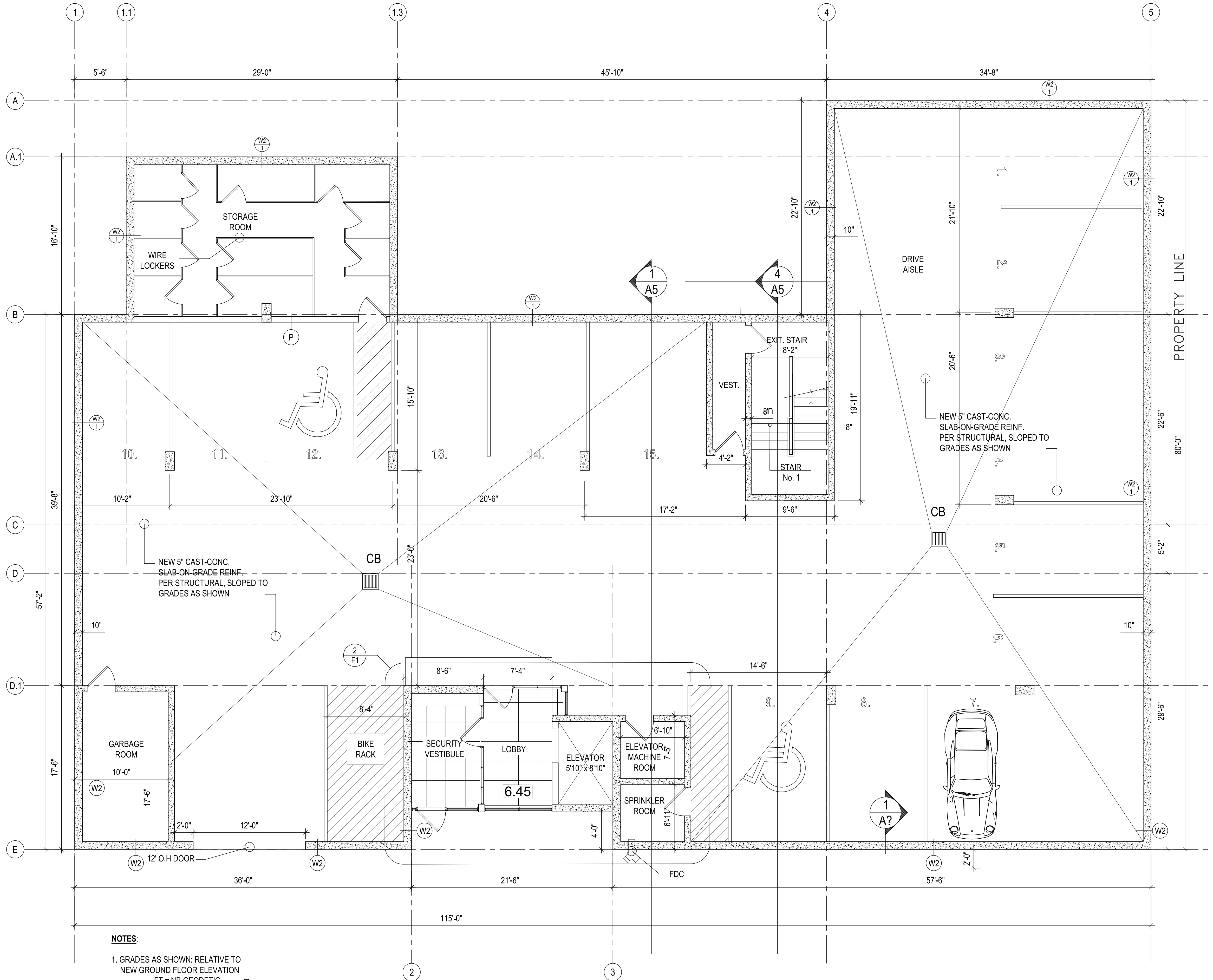
PROJECT NAME:

THE ATLANTIC
29 UNIT APARTMENT
SAINT JOHN, NB

**FOURTH & FIFTH
FLOOR PLAN**

DRAWN BY:	JM	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	APR. 2020
PROJECT #	219310	DWG #	A3

Peter Mackenzie, Comeau Mackenzie Architecture 29/04/2020 2:30pm 219310-Covington-Saint-Johns Streeting





191 Red Head Road

Presentation to Planning Advisory Committee

May 20, 2020



Growth & Community Planning Team
Growth & Community Development Services



Proposal

- To rezone the subject lot from 'Rural Residential' to 'Rural General Commercial'. The applicant is seeking to establish a car sales business on the subject site, in addition to the existing dwelling, up to a maximum of 5 vehicles.

Site Location



Map 1 - Site Location

Sandor Torok - 191 Red Head Road



Site Plan and Floor Plan

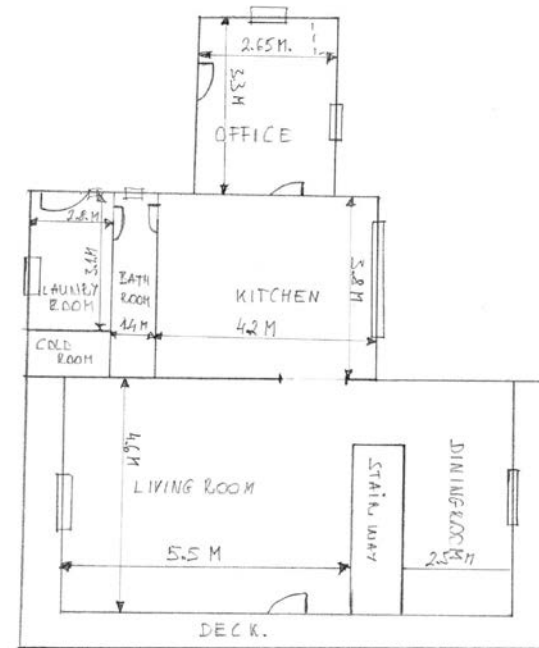
191 REDHEAD ROAD
E2P 133.

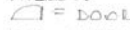



CAN LOT

SIG-N

191. REDHEAD ROAD
E2P 133.



SYMBOLS:
 = DOOR
 = WINDOW.

Site Aerial



Map 4 - Aerial Photography
Sandor Torok - 191 Red Head Road

The City of Saint John
Date: February 24, 2020



SAINT JOHN

Site Photos



Front Yard



Display area for car sales

Site Photos

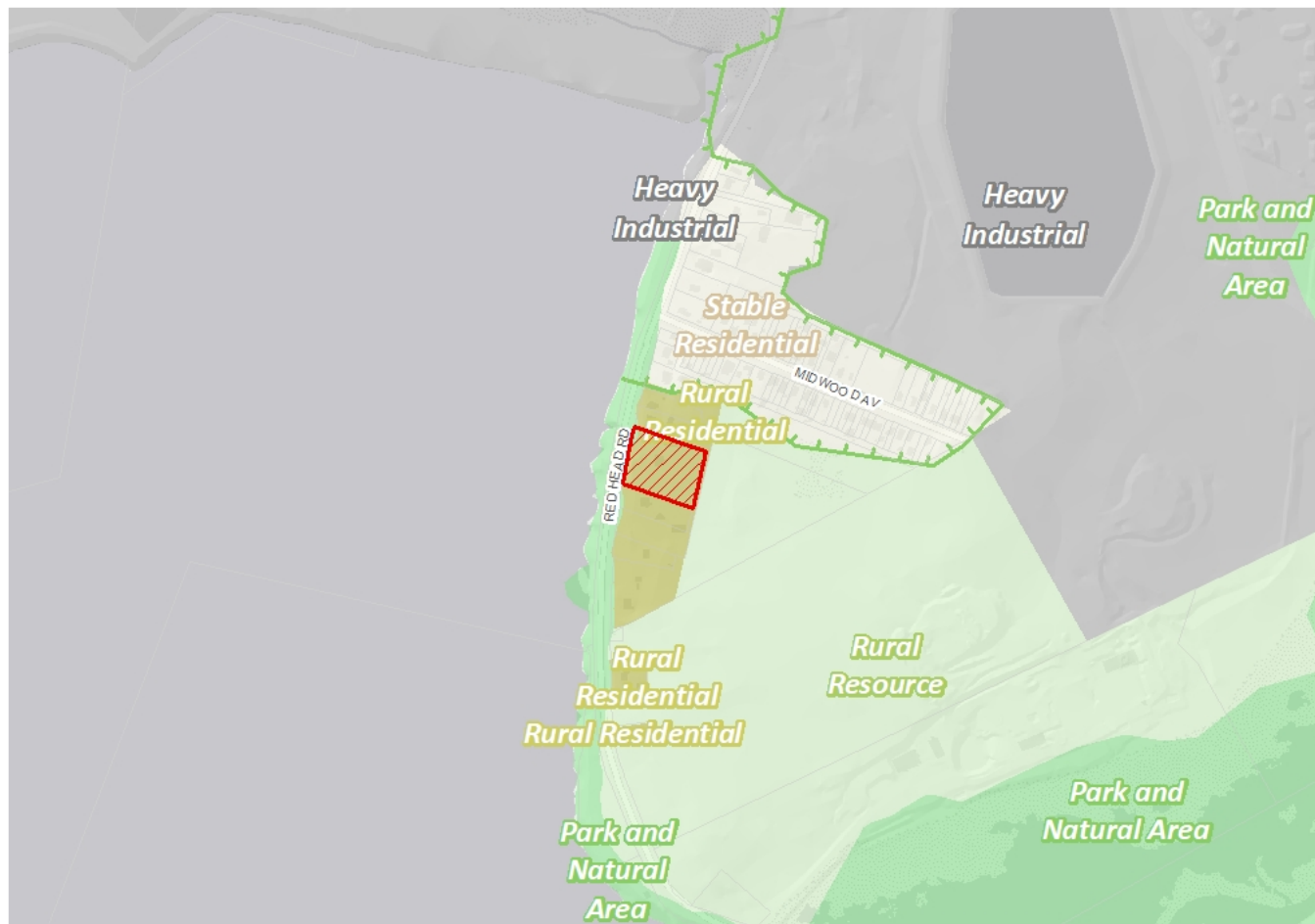


Garage and House




Red Head Road

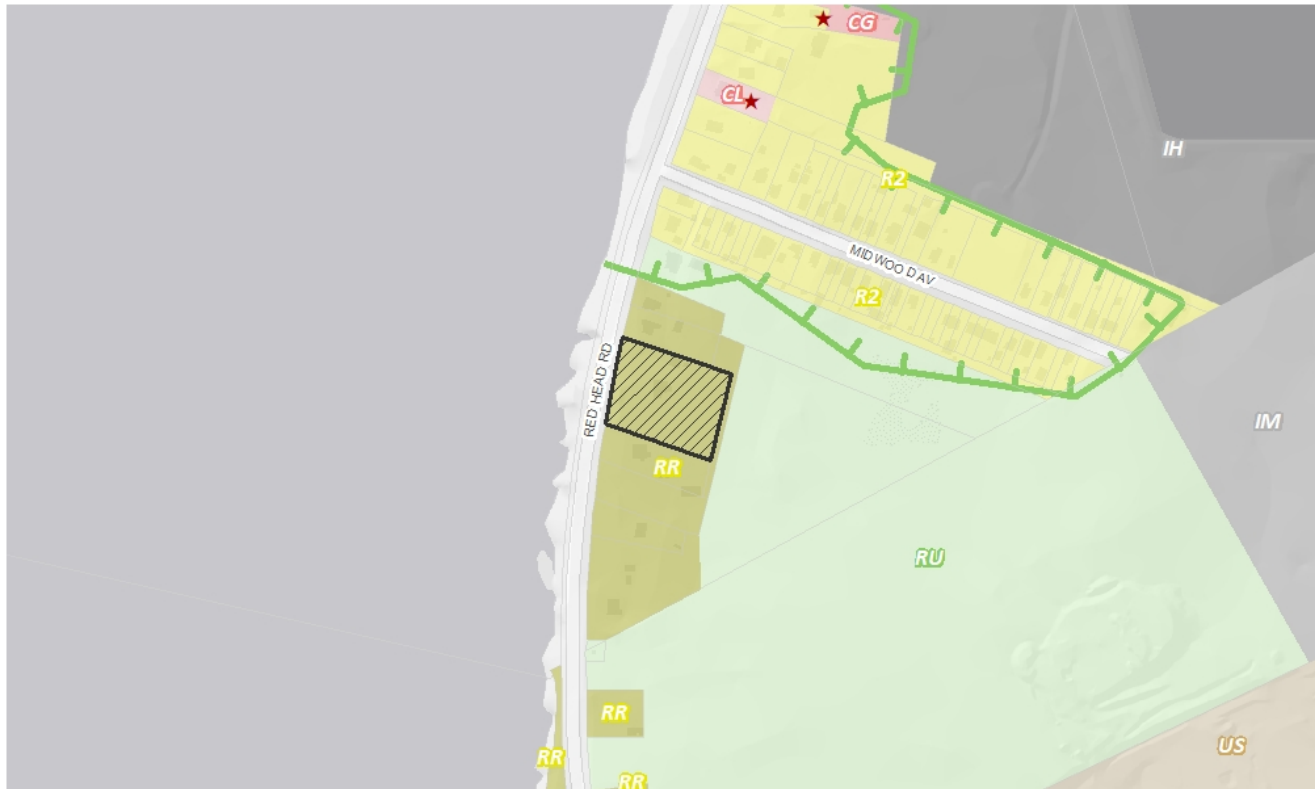
Future Land Use



Map 2 - Future Land Use
Sandor Torok - 191 Red Head Road

The City of Saint John
Date: February 21, 2020
0 150 m 

Zoning



(CG) General Commercial (RU) Rural
(CL) Local Commercial (RR) Rural Residential
(IH) Heavy Industrial (US) Utility Service
(IM) Medium Industrial
(R2) Two-Unit Residential

Map 3 - Zoning
Sandor Torok - 191 Red Head Road

★ Section 59 Conditions

The City of Saint John
Date: February 21, 2020

0 50 m



SAINT JOHN

Public Engagement

- One letter received in opposition to the proposal
- Three letters received in support of the proposal



Staff Recommendation

1. That Common Council rezone a parcel of land having an area of approximately 6574 square metres, located at 191 Red Head Road, also identified as PID Number 00344929, from Rural Residential (RR) to Rural General Commercial (CRG); and
2. That Common Council, impose the proposed Section 59 Conditions.



The City of Saint John

Date: May 15, 2020
To: Planning Advisory Committee
From: Growth & Community Planning
Growth & Community Development Services
Meeting: May 20, 2020

SUBJECT

Applicant: Sandor Torok
Landowner: Sandor Torok
Location: 191 Red Head Road
PID: 00344929
Plan Designation: Rural Residential
Existing Zoning: **Rural Residential (RR)**
Proposed Zoning: **Rural General Commercial (CRG)**
Application Type: Rezoning
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Zoning By-law. Common Council will consider the Committee recommendation at a public hearing on **Monday, June 8, 2020**.

EXECUTIVE SUMMARY

Sandor Torok (the applicant) is seeking to establish a small car sales lot on the subject property. Mr. Torok has lived at the site for several years. The proposed car sales business, if approved, would be secondary to the ongoing residential use of the lot. The applicant has illustrated a nine-metre area adjacent to the dwelling where the proposed vehicles would be located. He has also identified a small area at the rear of the existing dwelling that he would dedicate as office space for the proposed business.

The City's Municipal Plan contemplates limited small-scale commercial uses in the rural residential areas of the City, providing the residential character of these areas is preserved. Staff recommend approval for the proposed rezoning as the intended use will be secondary to the primary residential function of the property, and will be located at approximately 50 metres from Red Head Road. Further, Section 59 conditions have been proposed that will restrict the use of the lot to a list of uses identified in the Rural General Commercial (CRG) zone that would have no apparent negative impact on the surrounding community.

RECOMMENDATION

1. That Common Council rezone a parcel of land having an area of approximately 6574 square metres, located at 191 Red Head Road, also identified as PID Number 00344929, from **Rural Residential (RR)** to **Rural General Commercial (CRG)**.
2. That Common Council, pursuant to the provisions of Section 59 of the *Community Planning Act* impose the following condition upon the development and use of the parcel of land having an area of approximately 6574 square metres, located at 191 Red Head Road, also identified as PID Number 00344929:
 - (a) the parcel of land will be restricted to the following uses as identified in the Rural General Commercial (CRG) Zone of the City of Saint John Zoning By-law:
 - An artist or craftsperson studio;
 - Bed and breakfast;
 - Dwelling unit, subject to paragraph 11.11(3)(b) of the Zoning By-law;
 - Home occupation, subject to section 9.9 of the Zoning By-law;
 - Secondary suite, subject to section 9.13 of the Zoning By-law;
 - Supportive housing, subject to section 9.14 of the Zoning By-law;
 - Vehicles sales, incidental, with a maximum of five vehicles on the lot at any one time;
 - (b) only one of the above land uses mentioned in 2(a) can be established on the site, in addition to a residential dwelling, at any one time.

DECISION HISTORY

The City's property files, which date back to 1979, do not contain any information concerning the subject property.

ANALYSIS

Proposal

The applicant is seeking to rezone the subject site at 191 Red Head Road from Rural Residential (RR) to Rural General Commercial (CRG) in order to facilitate the establishment of a used car sales operation for up to five vehicles as a secondary use to the existing use of the lot as a single-unit dwelling.

The applicant has lived at the subject property for several years and is now seeking to establish a used car sales lot on a portion of the property, while retaining the residential component of the property as the primary function. The proposed zone, Rural General Commercial (CRG), permits "vehicle sales, incidental" for up to five vehicles. The submitted site plan illustrates an approximate nine-metre space between the dwelling and garage (Submission 1) that, if approved, would be dedicated to the sale of vehicles. The vehicles would be parked on a paved surface facing Red Head Road, which is approximately 50 metres from this area of the property.

The applicant has indicated that he plans to dedicate a small area in the rear of the existing dwelling as an 'office space' for the proposed business (Submission 2). This area would be an approximate nine square-metre space accessed from the rear entrance of the dwelling. Finally, the applicant is proposing to place a small sign in the front yard area to promote the business.

Site and Neighbourhood

There is a mixture of land uses in this part of the City, including residential, commercial, industrial, public utilities, and a provincially designated wetland area. The block of Red Head Road containing the subject site is characterized by low-density residential development with some dwellings dating back to the beginning of last century. Mid-sized to large lots are typical in this area, with most dwellings overlooking Courtenay Bay. The site is approximately 600 metres from the Bayside Drive and Red Head Road intersection.

The context for a small-scale vehicle sales business has been established previously in this area of Red Head Road. In 1992 the lot at 89 Red Head Road was rezoned to a local commercial zone to permit the establishment of a motorcycle sales and repair business. Originally established as a local convenience store in the mid-1970s, the property at 119 Red Head Road is also located in a commercial zone. Staff have no record of complaints submitted regarding the commercial operations of businesses at these properties in the past.

The site is accessed by a long, winding driveway that terminates at a large three-car garage. The house is situated in the middle of the large lot, setback approximately 33 metres from the

front property line, and elevated approximately 15 metres above sea level. The property includes a small shed adjacent to the garage, as well as several wooden pallets stored at the rear of the lot. In addition to the vehicles on the lot owned and used by the applicant, various other vehicles in differing states of repair are also located on the property.

Municipal Development Plan and Rezoning

The subject site is located in the Rural Residential (RR) zone, approximately 55 metres from the boundary of the Primary Development Area (PDA). The land use designation established by the City's Municipal Plan is *Rural Residential* as the property is an existing residential lot located outside the PDA. The Plan contemplates commercial land uses in the *Rural Residential* land use designation where they are able to complement the residential character of the neighbourhood.

The Plan directs Council to consider the need to protect the character of the rural residential areas of the City when new land uses are proposed. Introducing land uses that are fundamentally incompatible in the rural residential context can contribute to the slow deterioration of the residential fabric of these areas over time. Conversely, the inclusion of some commercial land uses can help strengthen a rural neighbourhood by introducing appropriate commercial options that are accessible to rural residents to serve their needs, or provide small-scale employment for residents. In this spirit, the Rural General Commercial (CRG) zone identifies several land uses that are able to complement an existing residential neighbourhood. The zone is designed to offer commercial opportunities in the rural neighbourhoods of the City without compromising the strength and sustainability of the commercial and mixed-use areas within in the PDA, which are identified as the focused areas for growth over the lifespan of the Plan.

Among the commercial uses in the zone, the establishment of a vehicle sales lot for up to five automobiles is listed as a permitted use. Limiting the number to five or fewer allows the principal use of the lot, which in this case would remain residential, to continue as the dominant use. At this scale, staff believe that the proposed business would have minimal impact on the quality of life for neighbouring residents.

The proposed area for the sale of vehicles is located at the top of the driveway, approximately 50 metres from Red Head Road. This part of the site is elevated approximately 15 metres from sea level and situated behind some natural features of the site. Locating the car sales operation to this area of the property further mitigates any potential visual impacts of the proposed use. The aesthetics of the property would remain residential in nature and would not lend an appearance of commercial encroachment into the neighbourhood.

The applicant has indicated that he intends on installing a free standing sign at the front of the property to promote the presence of the proposed car sales business. The Zoning By-law requires a minimum three-metre front yard setback for a free-standing sign in the Rural General Commercial (CRG) zone.

Staff recommend that Section 59 conditions be adopted that restrict use of the lot to an appropriate list of uses identified in the Rural General Commercial (CRG) zone. These uses, if established at some time in the future, would have no apparent negative impact on the surrounding neighbourhood.

Finally, staff are aware that there are some items on the property that should be removed to ensure the aesthetics of the site are reflective of the community standard, and in keeping with the surrounding context of a residential neighbourhood. Staff have been in discussions with the applicant regarding the need to remove some items from the lot prior to the establishment of the proposed vehicle sales operation, to which the applicant has indicated he is willing to comply. Historic aerial photos of the property suggest that the property has not been unsightly in the past, nor does there appear to have been vehicles stored on the site during these times. There is no record of complaints being issued against the property.

Conclusion

The Municipal Plan supports limited commercial land uses in the *Rural Residential* areas of the City, based on the ability of the proposed use to preserve the existing residential character of the neighbourhood. Staff believe that the scale of the proposed use, which is limited to a maximum of five cars for sale on the lot at any one time, would be non-disruptive to the surrounding area. The existing context of the area, with pre-established commercial uses in close proximity to the site also supports this proposal. Staff recommend conditions that limit the use of the site to a list of uses identified in the Rural General Commercial (CRG) zone that are in keeping with the residential context of the surrounding community.

ALTERNATIVES AND OTHER CONSIDERATIONS

That Common Council not give third reading to the rezoning until confirmation is received from staff that any unsightly items have been removed from the lot.

ENGAGEMENT

Proponent

The applicant visited residents living in the immediate area of the subject site in mid-February to advise them of his proposed rezoning application. As a result, staff have received three letters of support from neighbouring residents (Submission 3).

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on May 8, 2020. The rezoning was posted on the City of Saint John website on May 15, 2020.

APPROVALS AND CONTACT

Author	Manager	Commissioner
Jody Kliffer , MCIP, RPP	Ken Melanson , BA, MCIP, RPP	Jacqueline Hamilton , MCIP, RPP

Contact: Jody Kliffer
Telephone: (506) 658-4528
Email: Jody.Kliffer@saintjohn.ca
Application: 20-015

APPENDIX

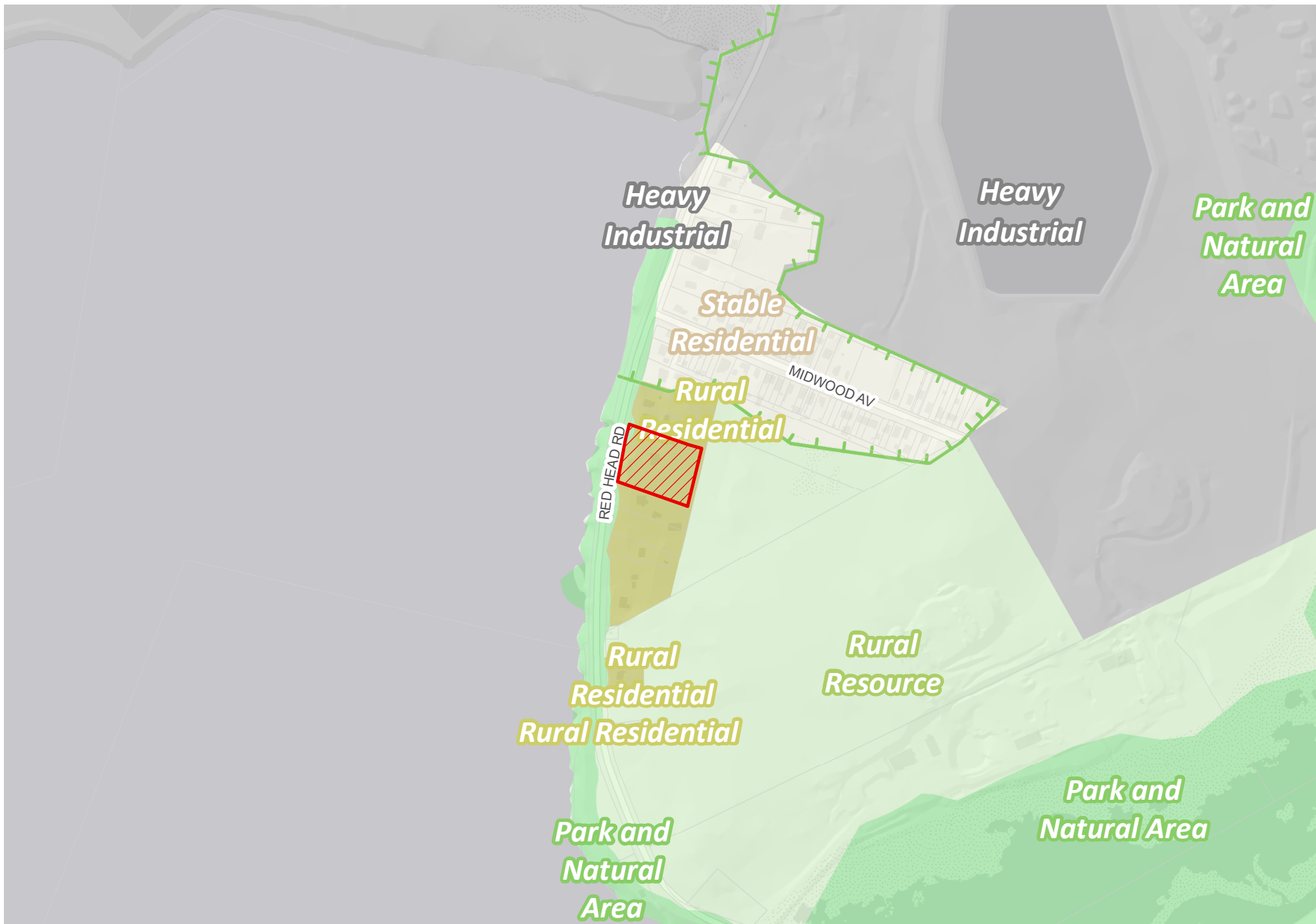
Map 1: **Site Location**
Map 2: **Future Land Use**
Map 3: **Zoning**
Map 4: **Aerial Photography**
Attachment 1: **Site Photography**
Attachment 2: **Municipal Plan Policy Review**
Submission 1: **Site Plan**
Submission 2: **Floor Plan**
Submission 3: **Letters of Support**



Map 1 - Site Location

Sandor Torok - 191 Red Head Road





Map 2 - Future Land Use

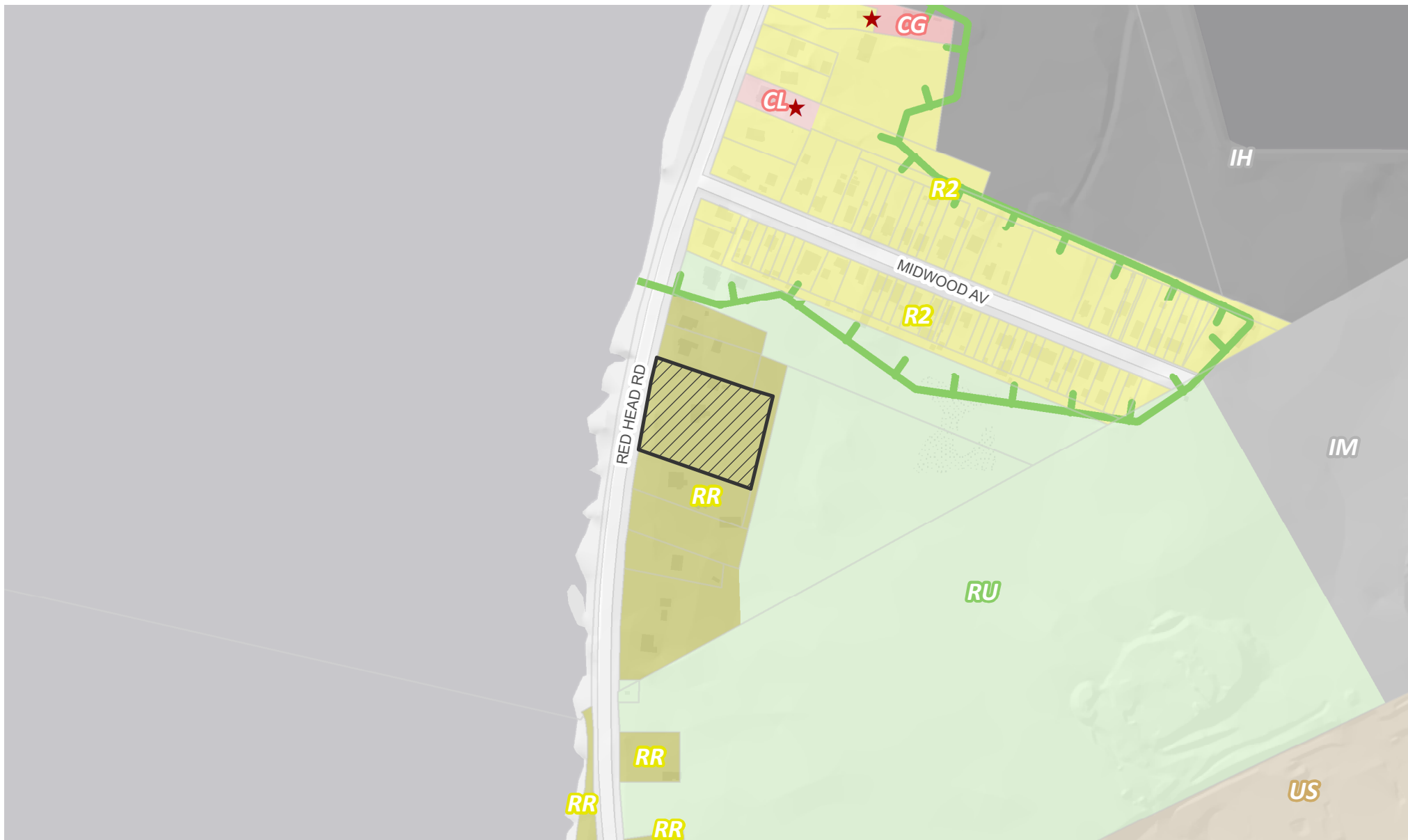
Sandor Torok - 191 Red Head Road

212

The City of Saint John
Date: February 21, 2020

0 150 m





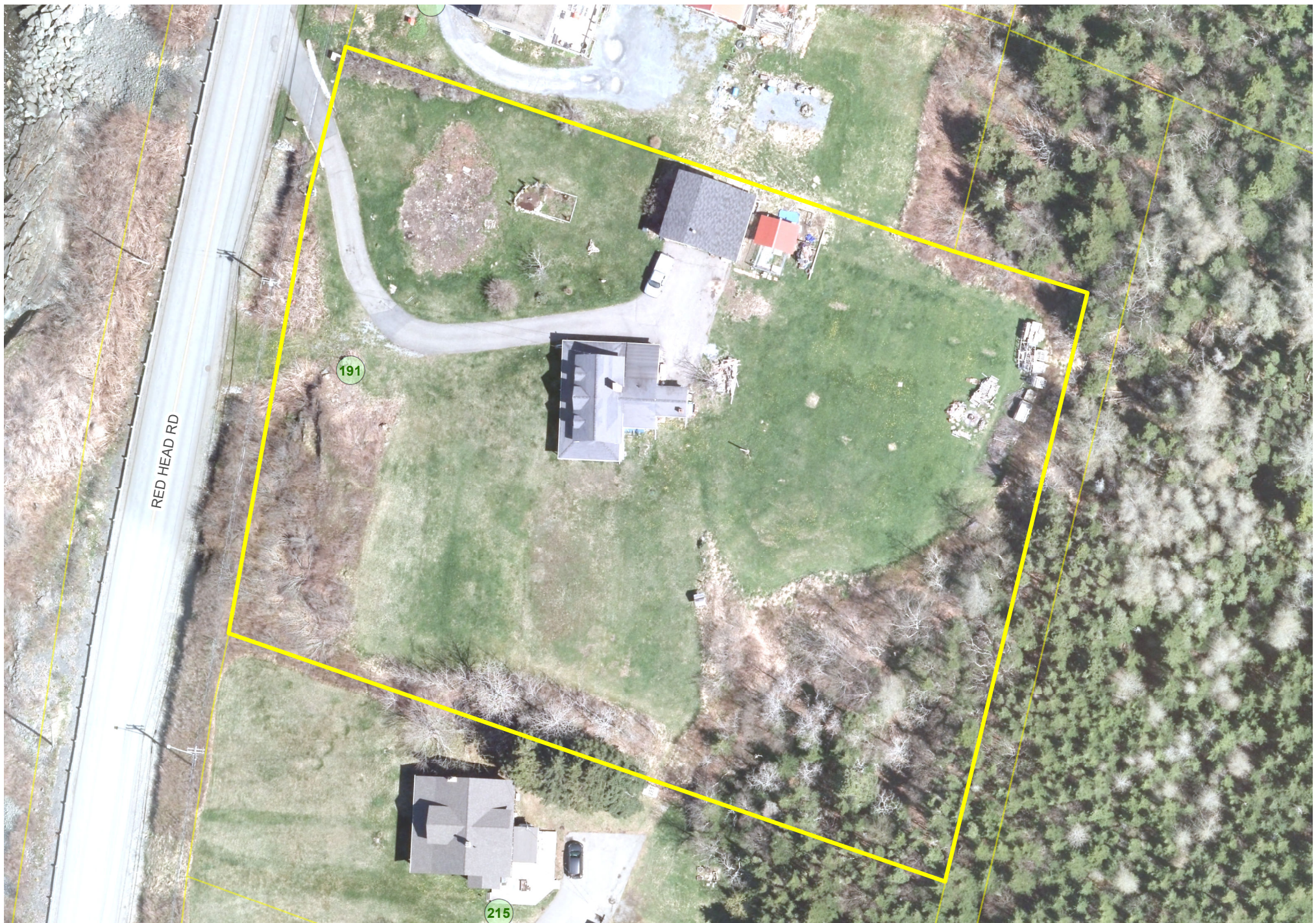
(CG) General Commercial (RU) Rural
 (CL) Local Commercial (RR) Rural Residential
 (IH) Heavy Industrial (US) Utility Service
 (IM) Medium Industrial
 (R2) Two-Unit Residential

★ Section 59 Conditions

Map 3 - Zoning

Sandor Torok - 191 Red Head Road





Map 4 - Aerial Photography

Sandor Torok - 191 Red Head Road

214

The City of Saint John
Date: February 24, 2020





Attachment 1: Site Photography

Sandor Torok - 191 Red Head Road

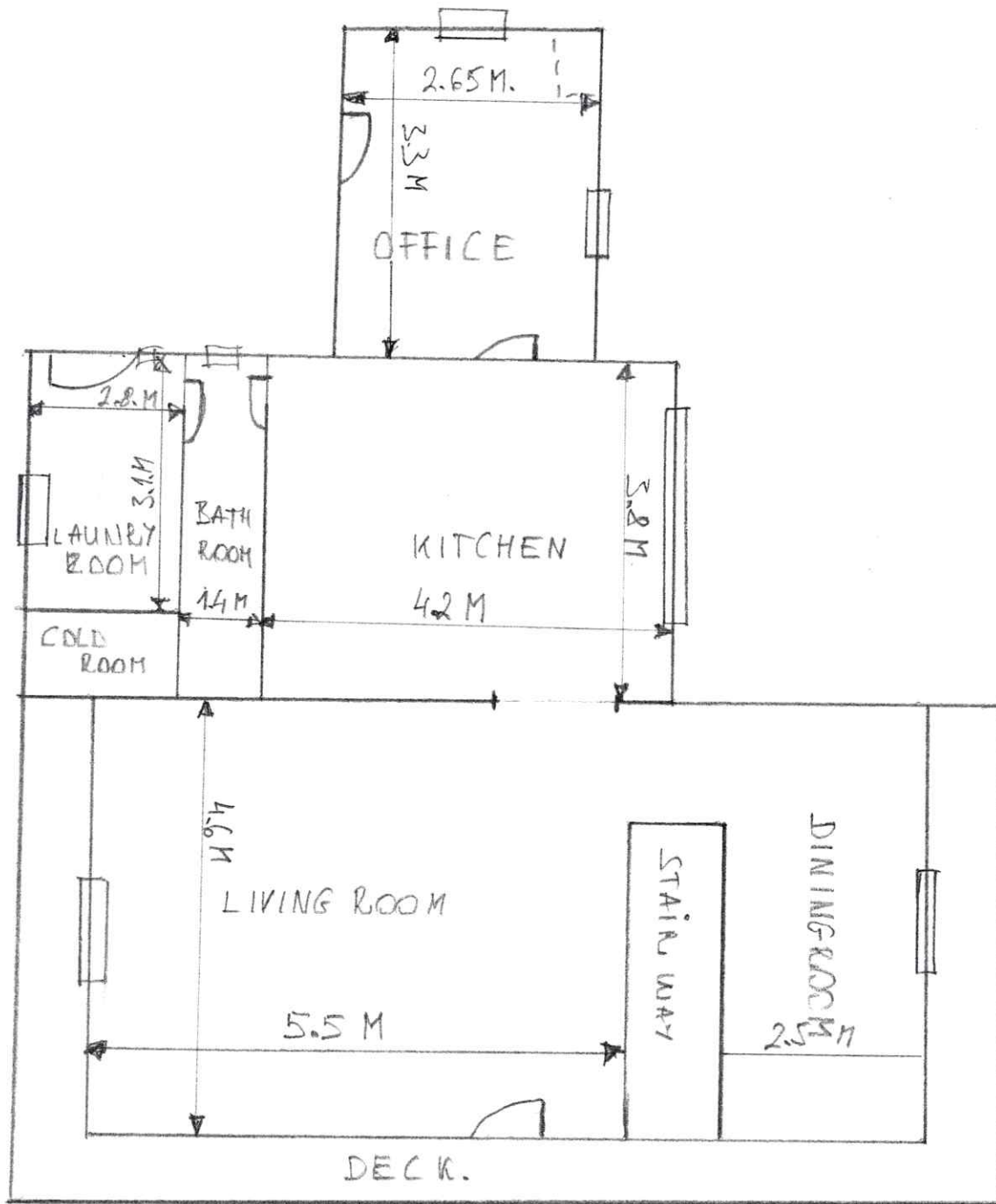


An aerial photograph of a residential property. The property features a large, light-colored house with a gabled roof on the right side. To its left is a smaller, darker building with a red roof. A paved driveway curves around the buildings, with a white car parked near the smaller building. A swimming pool is visible on the left side of the property. The surrounding area is mostly grass with some bare patches. A yellow circle with the number 151 is located in the bottom right corner of the image.

SIGN

191. REDHEAD. ROAD

E2P 133.



SYMBOLS:

— = DOOR

== = WINDOW

Chelsea Furlotte
171 Red Head Road
Saint John, NB
E2P 1J3

Development Services

To Whom it may concern;

I Chelsea Furlotte am writing about Sandor Torok who resides at 191 Red Head Road Saint John, NB E2P 1J3. I reside beside Mr. Torok, and are supporting his application for a Used Car Sales License at 191 Red Head Road, Saint John, NB.

Sincerely,

Chelsea Furlotte Chelsea Furlotte Date: Jan 20/2020

Denise Daigle & Paul W Elson

215 Red Head Road

Saint John, NB

E2P 1J3

Development Services

To Whom it may concern;

We Denise Daigle and Paul W Elson are writing about Sandor Torok who resides at 191 Red Head Road Saint John, NB E2P 1J3. We reside beside Mr. Torok, and are supporting his application for a Used Car Sales License at 191 Red Head Road, Saint John, NB.

Sincerely,

Denise Daigle		Date: <u>20/01/20</u>
Paul W Elson		Date: <u>20/01/20</u>

Michael Hanson
177 Red Head Road
Saint John, NB
E2P 1J3

Development Services

To Whom it may concern;

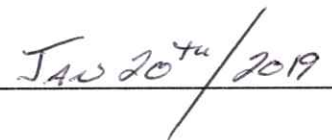
I Michael Hanson am writing about Sandor Torok who resides at 191 Red Head Road Saint John, NB E2P 1J3. I reside beside Mr. Torok, and are supporting his application for a Used Car Sales License at 191 Red Head Road, Saint John, NB.

Sincerely,

Michael Hanson



Date:



March 13 2020.

To Jody Kluffer;

In reply to your rezoning letter on 191 Red Head Rd. Saint John N.B.

We are very much against this, we have been living here for 20 years and enjoy the quite neighbourhood. People are friendly and care about the neighbourhood, keeping it clean.

At the time I was going to move to Red Head Rd I owned a empty lot. I applied to put a mobile home on it was refused because it was not zoned for mobile homes so I had to build a new house. (costing a lot more) because this was zoned for Rural Residential (R.R.) only.

I walked down the road the other day and looked around where this Car lot would be. 191 Red Head Rd.

The entrance to the property is quite steep making it hard to see traffic on main road. The entrance is on an angle to the main road also making it dangerous to drivers on main road.

Another thought is how many Car lot have only 1-5 cars. I sure you will agree with me, they will want to grow their business. making more traffic to the area.

I called David Merrithew 977-3854 and called Roy Strawbridge 977-2846 to date I have not received a reply about this application for rezoning Red Head Rd.

As you see we are against
this idea, keep our small a
Rural Residential Area for the
few people of Saint John N.B.
that live in their home and
enjoy this area very much.

Thank you
Mary Vass

ps. I live at 231 Red Head Road
my phone # is 214-2279
you can call me if you
need more information;



251-361 Riverview Drive

Presentation to Planning Advisory Committee

2020 May 20



Growth & Community Planning Team
Growth & Community Development Services



Proposal

- Develop three buildings with 11-townhouse units
 - Municipal Plan Amendment (2734 sq.m.)
 - Park and Natural Areas to Stable Residential
 - Rezoning (4614 sq.m.,)
 - Park (P), Two Unit Residential (RL) and unzoned areas to Low-Rise Residential (RL)
- Variances and Subdivision – Development Officer jurisdiction

Location



Site Plan



Elevation Plan



Site Photos



Site Photos



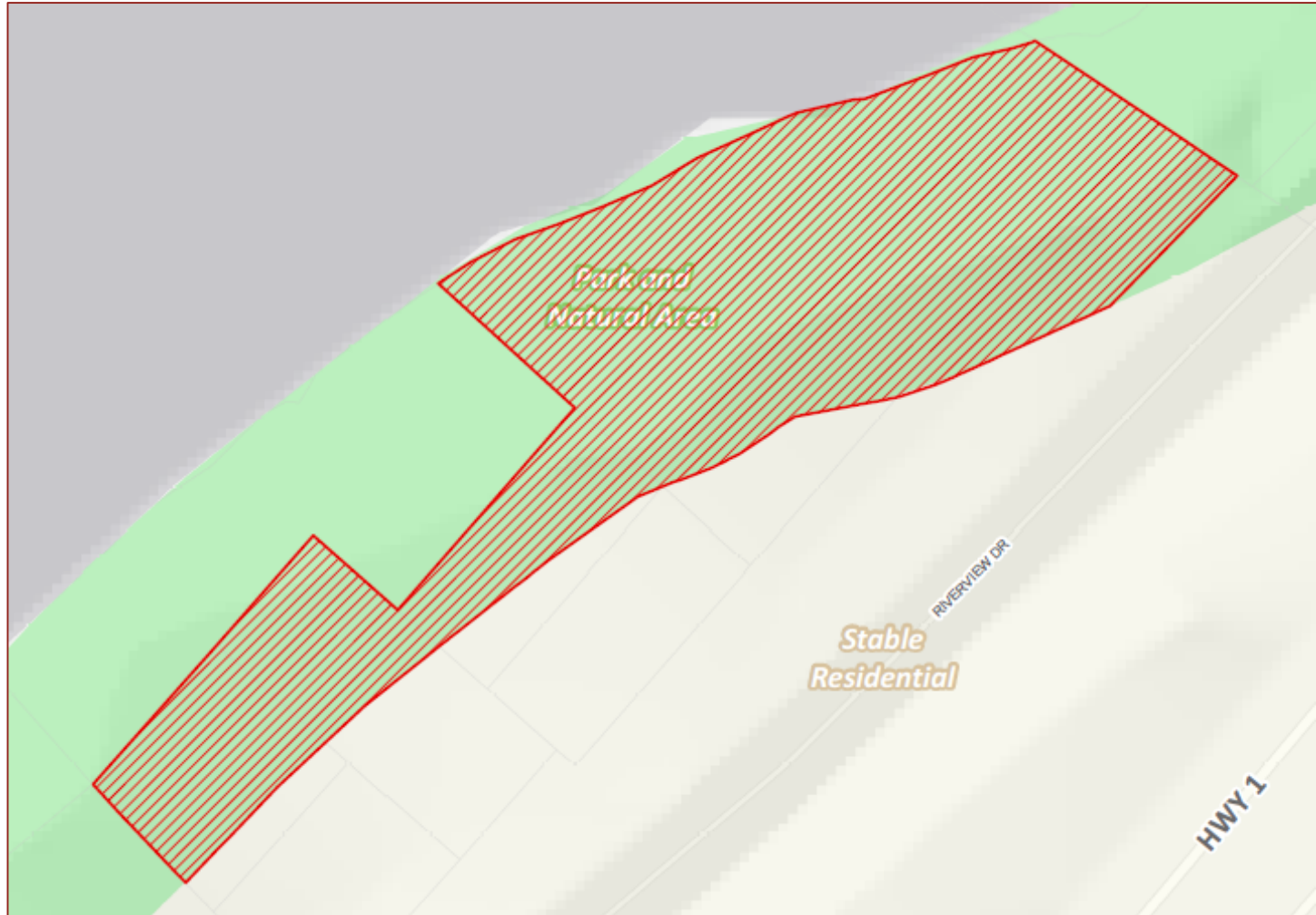
Site Photos



Site Photos



Future Land Use



Future Land Use

- Area adjacent to harbor designated as Park and Natural Area - includes areas that will be developed with buildings and the site access
- Steep slope adjacent to water in northeast portion of site – developed areas will be 12 m above water
- Development will be above peak flooding and projected sea rise levels
- Application circulated to NBDEGL – no Watercourse Alteration approval required
- Consistent with Neighbourhood Context
- Meets intent of Stable Residential Designation

Zoning



Zoning and Subdivision

- Rezone site to Low-Rise Residential (RL)
- Proposed development generally meets the standards of the Low-Rise Residential (RL) zone
- Development Officer variances required for:
 - Minimum front yard reduction
 - Minimum side yard reduction
 - Minimum lot depth
- Subdivision – boundary adjustment 7 parcels to 3 parcels
- Townhouse units on individual part-lots

Public Engagement

- Website advertisements
 - Public Presentation Municipal Plan Amendment
 - February 26, 2020
 - Public Hearing Municipal Plan Amendment and Rezoning
 - May 22, 2020
- Letter to area landowners - May 8, 2020
- No Letters Received as of May 14, 2020



Staff Recommendation

- Amend Municipal Plan
 - Re-designate 2734 square meter area from Parks and Natural Area to Stable Residential
- Amend Zoning By-law
 - Rezone 2594 square metre area from Two-Unit Residential (R2) to Low-Rise Residential (RL)
 - Rezone a 675 square metre area from Park (P) to Low-Rise Residential (RL)
 - Rezone a 1345 square metre area from being unzoned to Low-Rise Residential (RL)
- Recommended Section 59 conditions
 - Site and Building Elevation Plans for Development Officer approval



Location





The City of Saint John

Date: May 15, 2020

To: Planning Advisory Committee

From: Growth & Community Planning
Growth & Community Development Services

Meeting: May 20, 2020

SUBJECT

Applicant: Hughes Surveys and Consultants Inc.

Landowner: W & S Holdings Ltd, City of Saint John, and the New Brunswick Highway Corporation

Location: 251-361 Riverview Drive

PID: 00415992, 00393975, 55147540, 55226047, 55226054, 55206411 (portion), and an undeveloped portion of Algonquin Place

Existing Plan Designation: Park and Natural Areas and Stable Residential.

Proposed Plan Designation: Stable Residential

Existing Zoning: Two-Unit Residential (R2), Park (P) and Unzoned

Proposed Zoning: Low-Rise Residential (RL)

Application Type: Municipal Plan Amendment and Rezoning

Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Municipal Development Plan and Zoning By-law. Common Council

will consider the Committee recommendation at a public hearing on **Monday, June 15, 2020**.

EXECUTIVE SUMMARY

The applicant is proposing a development of the site at 251-361 Riverview Drive, which would involve the construction of eleven townhouse units. A Municipal Plan Amendment is required to re-designate a portion of the site from Park and Natural Area to Stable Residential. A rezoning is also required to rezone the site from Two-Unit Residential (R2), Park (P) and an un-zoned area to Low-Rise Residential (RL).

Staff recommend approval of the Municipal Plan Amendment and Rezoning as it conforms to the intent of the Municipal Plan and surrounding neighbourhood context.

RECOMMENDATION

1. That Common Council re-designate, on Schedule A of the Municipal Development Plan, a parcel of land with an area of approximately 2734 square metres, located at 251-361 Riverview Drive, also identified as portions of PID Nos. 55226054, 00415992, 55147540, 55206411 (an undeveloped portion of the New Brunswick Route 1 right-of-way), and an undeveloped portion of Algonquin Place, from **Park and Natural Area** to **Stable Area**
2. That Common Council re-designate on Schedule B of the Municipal Development Plan, a parcel of land with an area of approximately 2734 square metres, located at 251-361 Riverview Drive, also identified as portions of PID Nos. 55226054, 00415992, 55147540, 55206411 (an undeveloped portion of the New Brunswick Route 1 right-of-way), and an undeveloped portion of Algonquin Place, from **Park and Natural Area** to **Stable Residential**.
3. That Common Council rezone a parcel of land having an area of approximately 2594 square metres, located at 251-361 Riverview Drive, also identified as PID Numbers 00415992, 00393975, and 55147540, from **Two-Unit Residential (R2)** to **Low-Rise Residential (RL)**.
4. That Common Council rezone a parcel of land having an area of approximately 675 square metres, located at 251-361 Riverview Drive, also identified as PID Numbers 55226047, and 55226054, from **Park (P)** to **Low-Rise Residential (RL)**.
5. That Common Council rezone a parcel of land having an area of approximately 1345 square metres, located at 251-361 Riverview Drive, also identified as an undeveloped portion of Algonquin Place and a portion of PID 55206411 (an undeveloped portion of

the New Brunswick Route 1 right-of-way), currently **unzoned** to **Low-Rise Residential (RL)**.

6. That Common Council, pursuant to the provisions of Section 59 of the *Community Planning Act*, impose the following conditions on the parcel of land having an area of approximately 4614 square metres, located at 251-361 Riverview Drive, also identified as PID Numbers 00415992, 00393975, 55147540, 55226047, 55226054, a portion of PID 55206411 (an undeveloped portion of the New Brunswick Route 1 right-of-way) and an undeveloped portion of Algonquin Place:
 - (a) The development and use of the parcel of land be in accordance with detailed building elevation and site plans, prepared by the proponent and subject to the approval of the Development Officer, illustrating the design and location of buildings and structures, garbage enclosures, outdoor storage, driveway accesses, vehicle and bicycle parking, loading areas, landscaping, amenity spaces, signs, exterior lighting, and other such site features; and
 - (b) The above elevation and site plans be attached to the building permit application for the development of the parcel of land.

DECISION HISTORY

On October 10, 2006 Common Council denied an application to rezone a 2770 square metre portion of the site (PIDs 55147540, 55147540 and 00415992) from “Park (P)” Park to “R-2” One and Two Family Residential. The basis for the denial was a Staff recommendation related to the lack of sanitary sewer infrastructure serving the site.

ANALYSIS

Proposal

The applicant is proposing to construct an 11-unit townhouse development on the site, which would include three buildings (two-four unit buildings and one-three unit building). The townhouse units would front onto Riverview Drive and a private driveway would provide access to the rear of the units and site.

Site and Neighbourhood

The site totals 4614 square metres and is located on the northwest area of Riverview Drive on the Harbour side of the Throughway. The site includes land owned by the developer along with two City-owned parcels and a portion of a Public Street (Algonquin Place). The City-owned lands and Public Street are subject to a purchase and sale agreement, with the portion of Algonquin Place subject to a street closure process. The site also includes a parcel of land currently owned by the Province (New Brunswick Highway Corporation) that is subject to an agreement of purchase and sale between the developer and the Province. The site has approximately 130 metres of frontage on Riverview Drive. Current zoning of the site is mixed

with portions having Park (P) and Two-Unit Residential (R2) zoning along with unzoned portions (Algonquin Place and Provincial lands). A steep bank is located along the northern edge of the property adjacent to Saint John Harbour.

Most of the lots on Riverview Drive contain large, older dwellings and many of those overlooking the Saint John Harbour have water access traditionally and presently used for fishing and boating access. A mix of dwelling types including single unit, two-unit and multiple unit dwellings are found along the street. Lands along Riverview Drive are zoned Two-Unit Residential (R2) with a large area along the western portion of the street zoned Park (P).

Municipal Development Plan and Rezoning

Municipal Plan

A 2734 square metre portion of the site is currently designated as Park and Natural Area on Schedule B of the Municipal Plan. This area, at the rear of the site, adjacent to Saint John Harbour, has this designation due to its adjacency to the Harbour. This area includes portions of three parcels of land (PIDs 55226054, 00415992, and 55147540), an undeveloped portion of the New Brunswick Route 1 right-of-way (PID 55206411) and an undeveloped portion of Algonquin Place.

The area currently designated as Park and Natural Area includes portions of the site to be developed with buildings and the site access. This requires a re-designation to Stable Residential. An analysis of the proposal with respect to the relevant policies of the Municipal Plan is provided in Attachment 2. Key findings of this assessment are summarized as follows:

- The proposed re-designation along with the site and building design of the proposed development is consistent with the surrounding neighbourhood context, which has residential development along the north side of Riverview Drive adjacent to the Saint John Harbour.
- Development of the site is infill of a vacant parcel of land that makes use of existing municipal services, a key direction established in the Municipal Plan. The development connects to new sanitary sewer infrastructure installed in this area in conjunction with the Harbour Cleanup project. This eliminates servicing issues associated with the previous development application for the site.
- There is a minimum vertical separation of approximately 12 metres between the water and developed portions of the site. The proposed development is within an area where development is permitted in accordance with the Provincial Coastal Areas Policy as it is 30 metres inland of the Higher High Water Large Tide (HHWLT). The site is also at an elevation that is at least 6 metres higher than 2018 and 2019 flood levels and above sea rise elevations assessed in the City's Climate Change Plan.
- Building construction will be setback from the bank of the watercourse, which provides an undeveloped, landscaped area adjacent to the watercourse. This provides an open space area for habitat and a linkage along the Harbour.

From the above summary and the analysis of conformance with the Municipal Plan Policies (Attachment 2), Staff are of the opinion that the proposed development achieves the intent of the Municipal Plan. This is based on the proposed development respecting the intent of the Plan through providing an undeveloped area adjacent to the watercourse. This area contains a steep slope and will remain in its undeveloped state. In addition, the development proposal was circulated to the Provincial Department of Environment and Local Government and no Provincial approvals are required. The site and building design of the proposal also compliments the surrounding neighbourhood context.

Rezoning

A rezoning to Low-Rise Residential (RL) is required to permit the proposed townhouse units. The Low-Rise Residential (RL) zone permits a maximum of six townhouse units per lot, which would allow for the three and four-unit buildings, which are proposed to be on three separate lots. The immediate area along Riverview Drive includes single unit, two-unit and multiple dwellings of older housing stock. The proposed townhouses provide an additional housing form in the neighbourhood, enabling increased housing choice in an area that is close to central areas of the City and amenities.

The proposed development meets the Zoning By-law standards for parking, access and landscaping and generally meets the requirements of the Low-Rise Residential (RL) zone. Variances, to be processed through the Development Officer Variance process, are required from the zone standards to:

- Reduce the minimum front yard of the central building from 6 metres to between 2.16 metres and 2.7 metres, and the front yard for the northeast building from 6 metres to between 1 metre and 3.73 metres. Staff note this variance is within the built form context of the surrounding neighbourhood as buildings along Riverview Drive have front setbacks of this magnitude or less.
- Reduce the side yard of the southwest building from 2 metres to between 1.5 metres and 2 metres. As with the front yard setback variance, this reduction in side yard setback is within the context of the surrounding neighbourhood.
- Reduce the lot depth for a portion of the site from 30 metres to between 28.2 metres and 30 metres. Staff note this is reasonable given the configuration of the site.

Given the development's general conformance with the Zoning By-law standards, Staff recommend approval of the rezoning to Low-Rise Residential (RL). Staff recognize a previous application to accommodate residential development was not recommended and subsequently denied by Common Council in 2006. The 2006 application occurred at a time when this area was not serviced by the City's sanitary sewer collection system, as it currently is with the completion of the Harbour Clean Up project. An additional item raised during the 2006 rezoning process was the extension of Harbour Passage through this area. Staff note that since 2006 the City has completed the Trails and Bikeway Master Plan, which designates Riverview Drive as a

proposed Neighbourhood Route. Staff note the topography of the site and area, combined with multiple property owners and an existing built form, which includes many main buildings, accessory buildings and docks constructed in close proximity to the water, present constraints to a waterfront trail along the water's edge. As a result, the Master Plan designates Riverview Drive as an on street, Neighbourhood Route for active transportation providing the desired linkage to the waterfront.

Recommended Section 59 Conditions

A standard Section 59 Condition is recommended requiring that site and building plans be prepared by the proponent and submitted with the building permit application to demonstrate conformance with the proposal evaluated through the rezoning application and with the standards of the Zoning by-law.

Subdivision Considerations

The subdivision of the site into three separate lots for the three-townhouse buildings is an administrative subdivision, processed at the Development Officer level. No Lands for Public Purposes or money in lieu of Land for Public Purposes is required, as the consolidation of five separate parcels, former street right-of-way and Provincial lands into three parcels, combined with the creation of individual part lots for the townhouse units do not create any new lots requiring Lands for Public Purposes.

The proposed plans meet the standards of the Subdivision By-law. Staff note that a Local Government Services Easement is required for an existing storm sewer located on the site and the necessary easement documentation can be prepared in conjunction with the transfer of the City-owned land and portion of Algonquin Crescent.

Conclusion

An eleven-unit townhouse development is proposed for the site. The required Municipal Plan Amendment and Rezoning can be supported as the proposal meets the intent of the Municipal Plan and fits within the existing neighbourhood context. A review of the proposed development with respect to past flooding and projected sea level rise elevations did not identify any concerns with the proposed development. A standard Section 59 condition requiring detailed site and building elevation plans the building permit stage is recommended.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternate considerations are recommended for this application.

ENGAGEMENT

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on May 8, 2020. The Public Presentation

for the Municipal Plan Amendment was posted on the City's website on February 26, 2020. The rezoning is scheduled for posting on the City of Saint John website beginning on May 22, 2020.

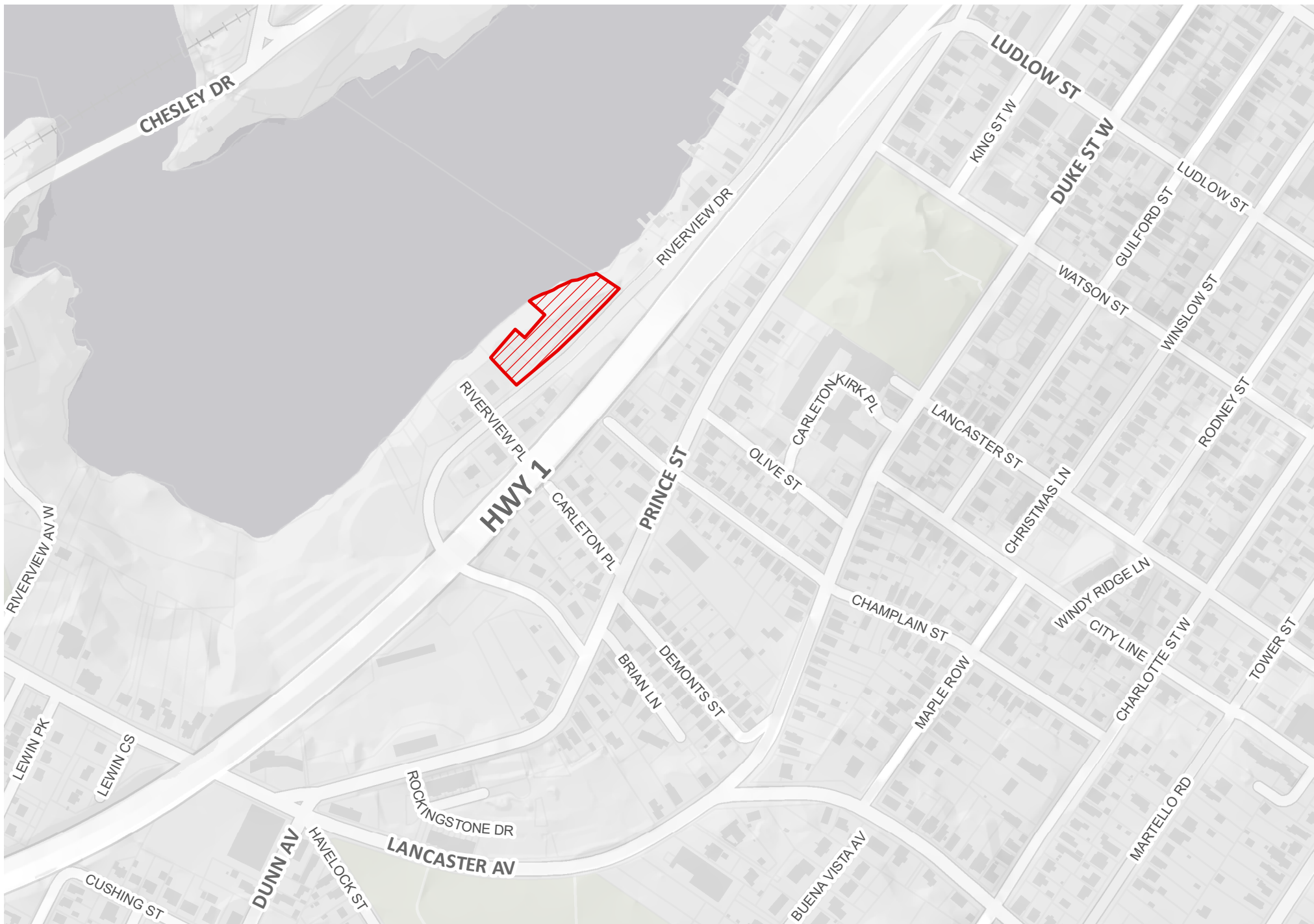
APPROVALS AND CONTACT

Author	Manager	Commissioner
Mark Reade , P.Eng., MCIP, RPP	Ken Melanson , P.Eng., MCIP, RPP	Jacqueline Hamilton , MCIP, RPP

Contact: Mark Reade
Telephone: (506) 721-0736
Email: Mark.Reade@saintjohn.ca
Application: 20-017

APPENDIX

Map 1: **Site Location**
Map 2: **Future Land Use**
Map 3: **Zoning**
Map 4: **Aerial Photography**
Map 5: **Topography**
Attachment 1: **Site Photography**
Attachment 2: **Municipal Plan Policy Review**
Submission 1: **Site Plan**
Submission 2: **Elevation Plan**



Map 1 - Site Location

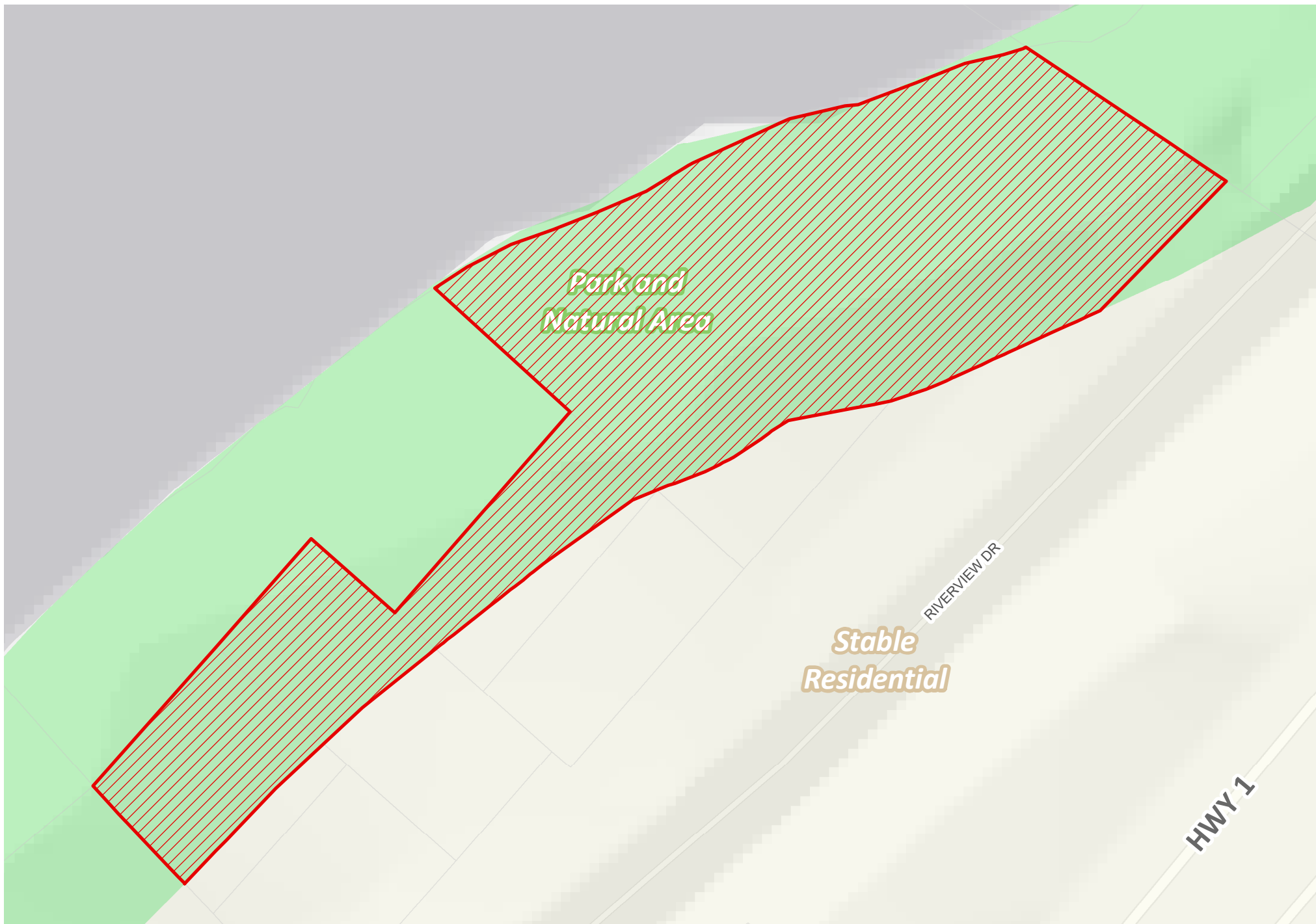
Hughes Surveys & Consultants Inc.- 251-361 Riverview Drive

246

The City of Saint John
Date: March 11, 2020

0 100





Map 2 - Future Land Use

Applicant Name Inc. - 123 Winchestertonfieldville Court²⁴⁷

The City of Saint John
Date: February 19, 2020





- (P) Park
- (R2) Two-Unit Residential
- (RM) Mid-Rise Residential

★ Section 59 Conditions





Map 4A - Aerial Photography
 Hughes Surveys & Consultants Inc.- 251-361 Riverview Drive

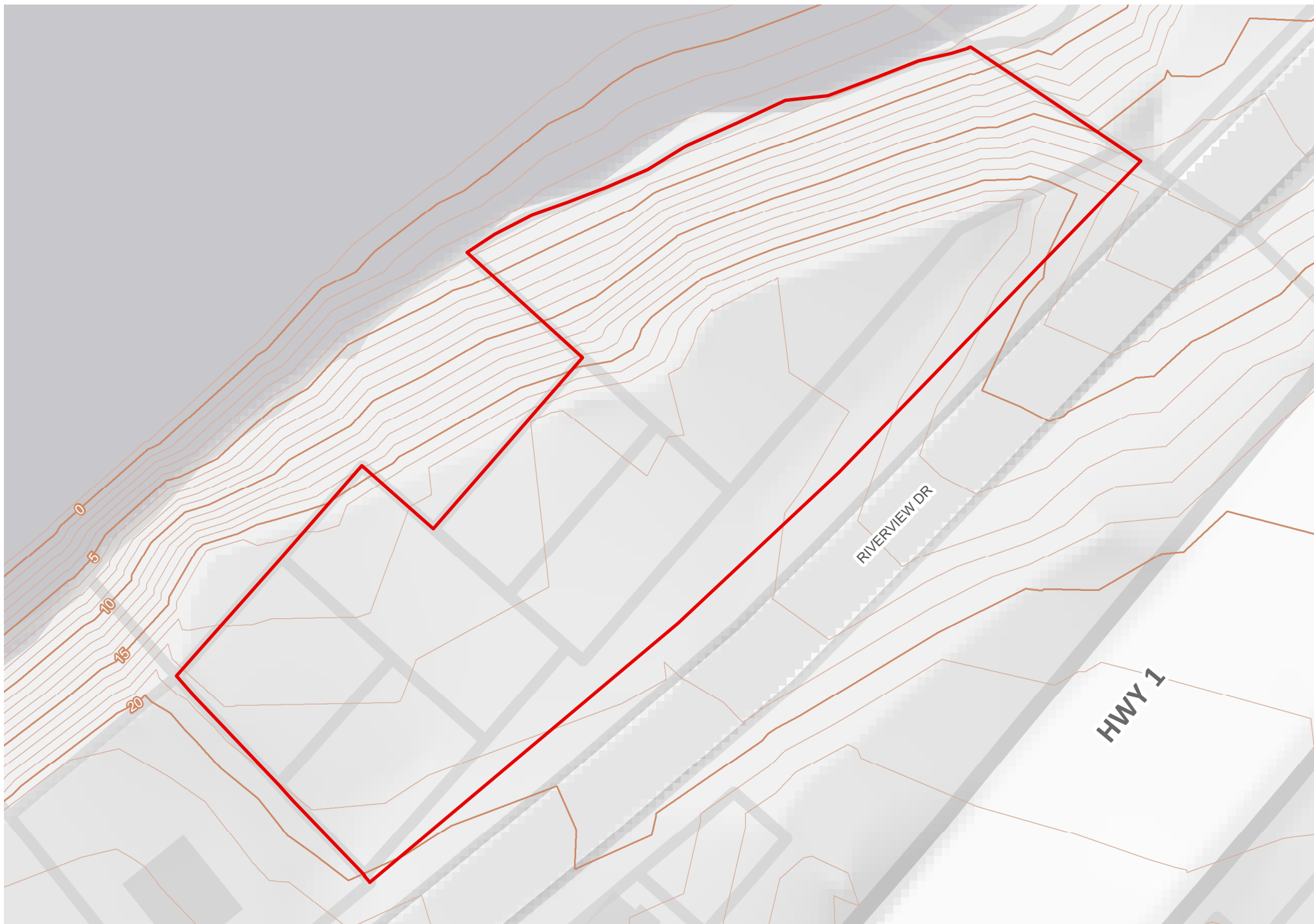




Map 4B - Aerial Photography
Hughes Surveys & Consultants Inc.- 251-361 Riverview Drive

The City of Saint John
Date: March 11, 2020





Map 5 - Site Topography

Hughes Surveys & Consultants Inc.- 251-361 Riverview Drive

251

The City of Saint John
Date: March 11, 2020





View of site from Riverview Drive looking northeast



View from site looking west



View from site looking east



View from top of bank along Harbour

Attachment 2: Municipal Plan Policy Review – 251-361 Riverview Drive

Policy/Policies and Subject Area	Staff Comment
<p>Policy LU-4 Not consider changing the designation of lands on the Future Land Use map (Schedule B) through a Municipal Plan amendment, unless the proposal:</p> <ul style="list-style-type: none"> a. Is consistent with the general intent of the Municipal Plan and further advances the City Structure; b. Is necessary by virtue of a lack of supply of quality land already designated in the Municipal Plan to accommodate the development; c. Enhances the community and the quality of life offered to residents of the City; d. Efficiently uses available infrastructure; e. Does not negatively impact the use and enjoyment of adjacent lands and neighbourhoods; f. Is an appropriate use within the land use designation being sought for the property, and the proposal is consistent with the specific policies regulating development in the designation; and g. Adequately addresses and mitigates any significant environmental impacts. 	<p>Policy LU-4 The change in designation from Parks and Natural Areas seeks to expand the developable area of the site, a portion of which is currently designated Stable Residential. This approach is consistent with the surrounding neighbourhood context, which has residential development along the north side of Riverview Drive adjacent to the Saint John Harbour.</p> <p>Staff note the development site is serviced and the proposed 11-townhouse units are not expected to have a significant impact to adjacent residential properties or the surrounding neighbourhood.</p> <p>The proposal also represents infill development of a vacant, serviced site.</p> <p>While the site is located adjacent to Saint John Harbour, there is a marked elevation difference from the portion of the site where the townhouse units will be developed and the water's edge, with the developed portions of the site being a minimum of 12 metres higher than the water. In addition, the New Brunswick Department of Environment and Local Government notes a Watercourse and Wetland Alteration Permit is not required.</p>
<p>Stable Residential Policies</p> <p>Policy LU-86 Create the Stable Residential designation on the Future Land Use map (Schedule B). Within the Stable Residential designation, housing of almost every form and density may be found and both the existing neighbourhood context and compatibility with the Municipal Plan goals will determine suitability of new proposals. Other compatible uses that may be found in the Stable Residential designation include convenience stores, home occupations,</p>	<p>Stable Residential Policies</p> <p>Staff note that while townhouse units are not currently found on this section of Riverview Drive, this area does not contain one homogeneous housing type, but instead a mix of single-unit, two unit and multiple unit dwellings. Staff also note the density of the proposed development is comparable to other housing forms and lot configurations found within the neighbourhood.</p>

Attachment 2: Municipal Plan Policy Review – 251-361 Riverview Drive

<p>parks, and community facilities that are permitted in the designation without amendment to the Municipal Plan.</p> <p>Policy LU-87 Intend that the areas designated Stable Residential will evolve over time from a land use and built-form perspective but that new and redeveloped land uses are to reinforce the predominant community character and make a positive contribution to the neighbourhood.</p> <p>Policy LU-88 Ensure that significant new development and redevelopment in areas designated Stable Residential shall generally be permitted only through a rezoning process where compliance is demonstrated with the following requirements:</p> <ul style="list-style-type: none"> a. The proposed land use is desirable and contributes positively to the neighbourhood; b. The proposal is compatible with surrounding land uses; c. The development is in a location where all necessary water and wastewater services, parks and recreation services, schools, public transit and other community facilities and protective services can readily and adequately be provided; d. Site design features that address such matters as safe access, buffering and landscaping, site grading and storm water management are incorporated; e. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan; and f. The proposal is on a property identified as a Corridor on the City Structure map (Schedule A) or does not detract from the City's intention to direct the majority of new residential development to the Primary Centres, Local Centres, and Intensification Areas. 	<p>The development of the proposed townhouse dwellings is subject to a rezoning process, which would result in the site being rezoned to Low-Rise Residential (RL).</p> <p>Staff note further residential development in the neighbourhood is desirable and the level of density is comparable to that currently found in the neighbourhood.</p> <p>The area's servicing has been improved with completion of the City's Harbour Clean-up Project which improved the sanitary sewer collection system. Riverview Drive is designated as a Neighbourhood Active Transportation Route in the City's Trails and Bikeways Master Plan.</p> <p>Section 59 conditions are recommended to ensure the constructed project conforms to the plans approved through the Municipal Plan Amendment and Rezoning process,</p> <p>The project is proposing townhouse units as a built form. Given the small scope of the project (11-units) and the recent focus on multiple unit residential projects in the Primary Centres and Intensification Areas, Staff are of the opinion the project will not detract from the focus of the Municipal Plan in directing development to the Primary Centres and Intensification Areas.</p>
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Attachment 2: Municipal Plan Policy Review – 251-361 Riverview Drive

<p>Re-designation of Park and Natural Areas</p> <p>Policy LU-110 Create the Park and Natural Areas designation on the Future Land Use map (Schedule B). Council intends that the Park and Natural Areas designation will permit a range of conservation and appropriate recreational land uses permitted in the City's major regional and community parks, environmentally sensitive or significant areas, lands that are located adjacent to watercourses, lands adjacent to the City's coastlines, estuarine areas, significant archaeological and geological sites, historic sites, designated heritage places and cemeteries. Council may permit commercial recreation uses in the Park and Natural Areas designation subject to appropriate standards in the Zoning Bylaw. Council may permit wind and solar energy development in the Park and Natural Areas designation outside of the Primary Development Area, subject to federal and provincial environmental approvals, conditions, and standards in the Zoning Bylaw. When reviewing an application for re-zoning, refer back to Policy LU-95.</p> <p>Policy LU-112 Regulate land use in and near environmentally sensitive or significant lands as well as lands adjacent to the City's watercourses and coastlines through appropriate regulation in the City's Zoning Bylaw, and is at a minimum consistent with Provincial standards.</p>	<p>Redesignation of Park and Natural Areas</p> <p>A portion of the site is currently designated as Park and Natural Area in the Municipal Plan as it is coastal land located along the edge of Saint John Harbour. While the site is located adjacent to Saint John Harbour, there is a marked elevation difference from the portion of the site where the townhouse units will be developed and the waters edge, with the developed portions of the site being a minimum of 12 metres higher than the water. In addition, the New Brunswick Department of Environment and Local Government (NBDELG) notes a Watercourse and Wetland Alteration Permit is not required.</p> <p>The proposed development is within an area where development is permitted (30 metres inland of the Higher High Water Large Tide HHWLT) under the New Brunswick Coastal Areas Protection Policy. NBDELG notes that proper construction practices such as the prohibition of the operation of heavy machinery below the ordinary high water mark, proper material and equipment storage, and the removal of any debris or construction material from coastal lands will be required.</p> <p>Planning Staff note the development is located above an elevation of 12 metres geodetic and that this is over 6 metres above the 2018 (5.73 metre) and 2019 (5.5 metre) peak flood levels. Projections completed for the City's Climate Change Plan provide an upper level projection for sea level rise of between 6.6 metres and 6.8 metres geodetic.</p>
<p>Urban Design</p> <p>Policy UD-9 Ensure all development proposals generally conform to the following General Urban Design Principles:</p> <p>a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings, entrances, building massing, architectural style and building materials. Specifically, the built-form of new development shall be designed to</p>	<p>Urban Design</p> <p>The proposed design of the development aligns with the criteria established in Policies UD-9 and UD-10 of the Municipal Plan through the following design elements:</p> <ul style="list-style-type: none"> • Building entrances, which face Riverview Drive. • A building design that responds to the sloping topography of the site through incorporation of walkout basements.

Attachment 2: Municipal Plan Policy Review – 251-361 Riverview Drive

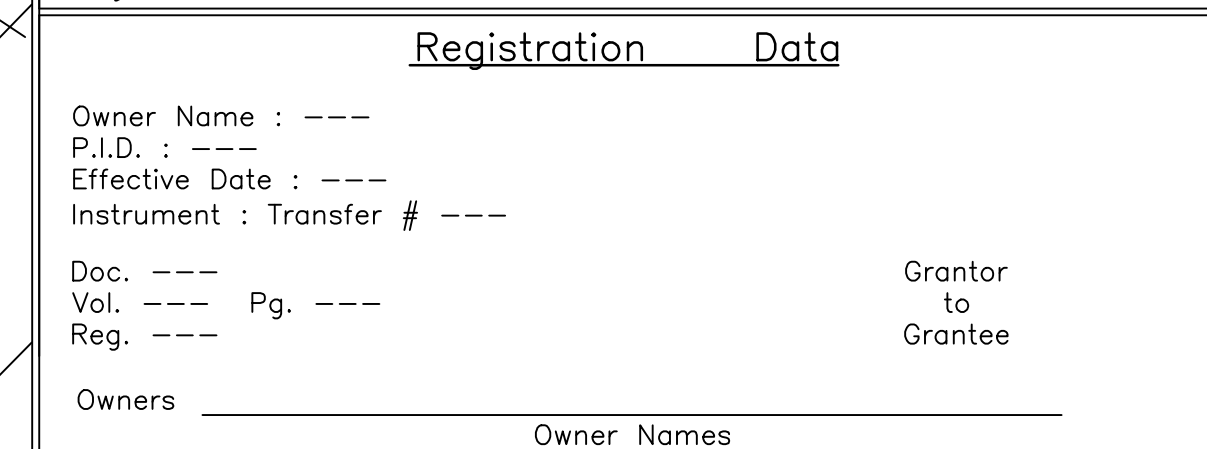
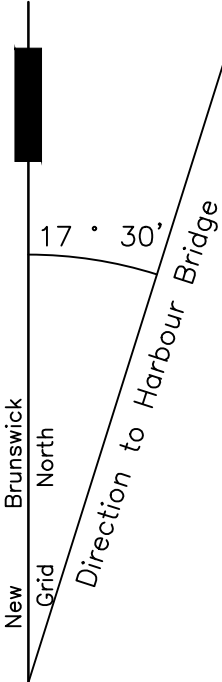
<p>achieve the following objectives for specific areas of the City:</p> <p>i. In Stable Areas, as identified on the City Structure map (Schedule A), new development will be designed to respect and reinforce the physical character of the established neighbourhood, as set out in Policy UD-10;</p> <p>b. Locating building entrances facing the public street;</p> <p>c. Designing sites to incorporate existing natural features and topography;</p> <p>d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings</p> <p>e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage;</p> <p>f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm;</p> <p>g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions;</p> <p>h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building;</p> <p>i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings;</p> <p>j. Directing high-rise buildings to appropriate areas and ensuring their design is sensitive to the neighbourhood and/or heritage context;</p> <p>k. Encouraging sustainability in design by:</p> <p>i. Utilizing reused, recycled, renewable or local building materials where possible;</p>	<p>These provide a two-storey elevation at the rear of the building.</p> <ul style="list-style-type: none"> • A single-storey elevation along the Riverview Drive frontage, which compliments the existing one and two storey buildings found along Riverview Drive. • Using materials and a residential building design which is similar to that found along Riverview Drive. • Providing vehicular access for the majority of units through a rear lane, which mitigates the impact on the Public Realm. <p>The proposed subdivision also responds to the established pattern of lots on Riverview Drive, in particular the long and narrow waterfront lots on along the north side of the street. The proposed front and side setbacks are also consistent with the context of the surrounding neighbourhood.</p>
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Attachment 2: Municipal Plan Policy Review – 251-361 Riverview Drive

<ul style="list-style-type: none"> ii. Using green building or neighbourhood standards; iii. Designing for energy efficiency and alternative sources of energy; iv. Designing for water conservation and on-site storm water management; v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees; vi. Designing sites and buildings to work with, rather than against, the natural environment by designing according to the topography, hydrology, ecology and natural drainage patterns of the site and taking advantage of passive solar gain and natural light; and vii. Using native vegetation for landscaping where appropriate. l. Designing sites and buildings according to the Crime Prevention through Environment Design (CPTED) principles to promote safety and security, in balance with other urban design goals; and m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas; n. Limit surface parking between the front of a building and the public street or sidewalk; o. Design safe and direct access to buildings for pedestrians, cyclists and transit users by providing walkways from the public street, transit stops, and parking areas to main building entrances and including bike parking and end-of-trip facilities, where appropriate, and mid-block connections where possible; p. Design sites and building accesses that are barrier-free, convenient and have clear signage; and 	
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Attachment 2: Municipal Plan Policy Review – 251-361 Riverview Drive

<p>q. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and the public realm.</p> <p>Policy UD-10 Ensure that new development and redevelopment in Stable Areas is designed to respect and reinforce the physical character and uses of the surrounding neighbourhood, having regard for:</p> <ul style="list-style-type: none"> a. The local pattern of lots, streets and blocks; b. The size and configuration of lots; c. Nearby building types; d. The height, scale and massing of nearby buildings; e. The setback of buildings from the street; f. The pattern of rear and side yard setbacks; g. Sensitive integration with and enhancement of adjacent heritage properties; and h. Building materials, which contribute to the successful integration of the development into its context. 	
<p>Natural Environment and Storm water Management</p> <p>Policy NE-22 Enhance natural areas within the City by:</p> <ul style="list-style-type: none"> a. Protecting and limiting development in environmentally sensitive areas including significant habitat areas, open spaces and areas with rich biodiversity; b. Minimizing the fragmentation of significant natural areas by limiting development in rural areas and linking natural areas, wherever possible, to maintain wildlife habitat and natural corridors; and c. Carefully analyzing and mitigating the impacts of resource uses on adjacent natural areas when considering development applications. 	<p>Natural Environment and Storm water Management</p> <p>The site design conforms to Policy NE-22 by providing an undeveloped area at the rear of the site adjacent to Saint John Harbour. This provides an open space area for habitat and a linkage along the Harbour. This area is proposed to remain in its undeveloped state given the steep topography.</p>

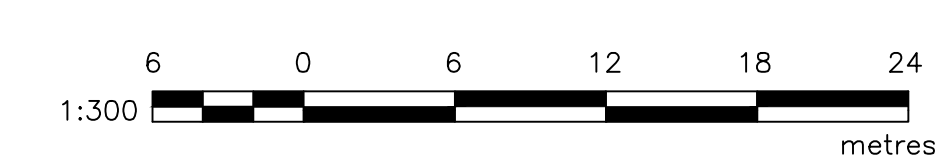


- | <div style="text-align: center;"> <u>Purpose Of Plan</u>
 Submitted for Municipal Approvals </div> | | | |
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| <div style="text-align: center;"> New Brunswick Grid Co-Ordinate Values </div> | | | |
| Sta. | X | Y | Rmks. |
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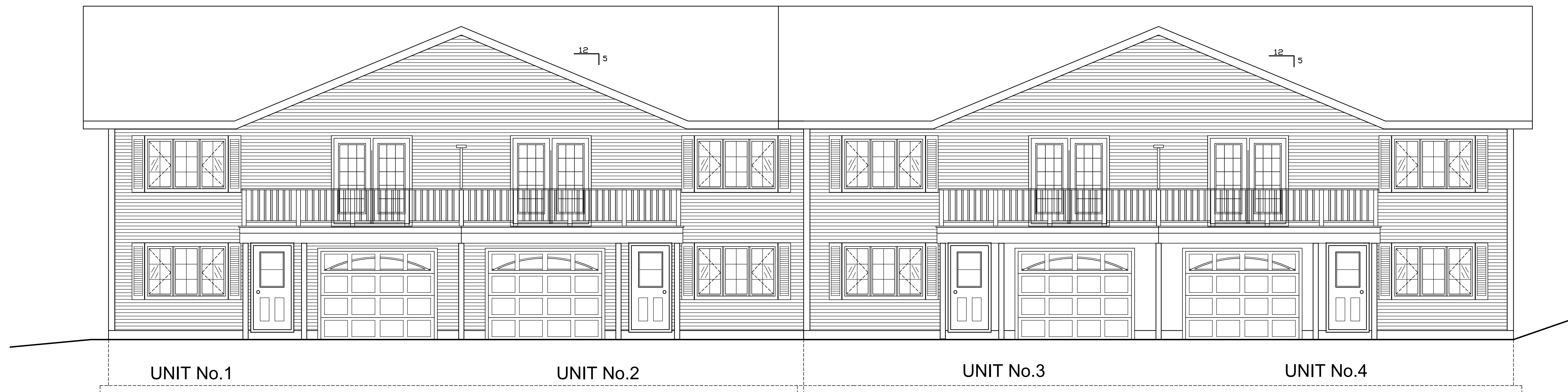
Site Plan
The Terraced Homes at Riverview Drive
 City of Saint John,
 Saint John County, New Brunswick.

Prepared by
HUGHES SURVEYS & CONSULTANTS INC.

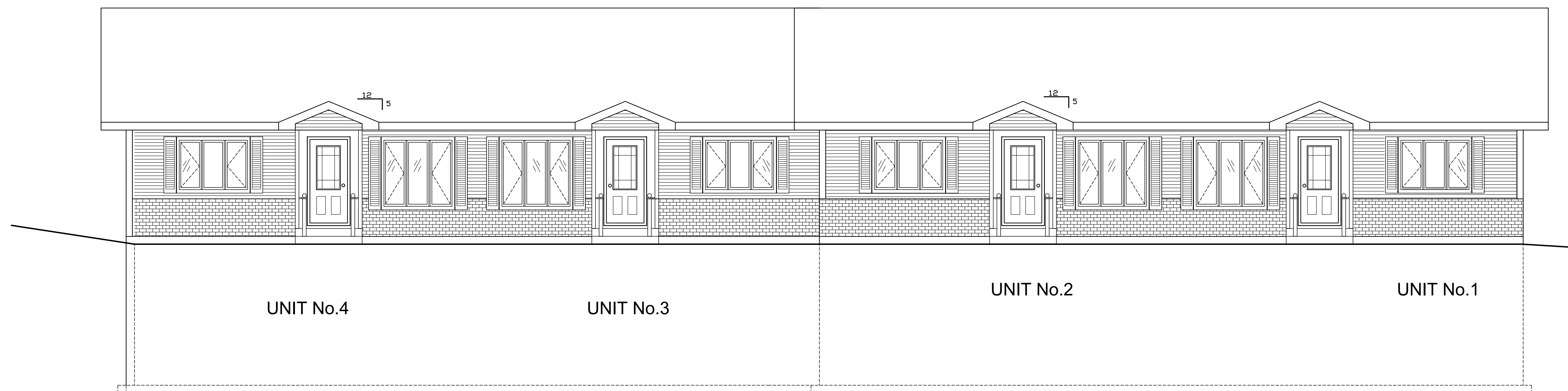
March 11, 2020
Date



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Dwn. by B.E.S.	Job No. Y15-044	Rev. No.	Map Ref. G/08-T2A,SW(3)



1
A-4 BUILDING ELEVATION - REAR



2
A-4 BUILDING ELEVATION - FRONT

AMBERCREST TOWNHOUSES
1491 MANAWAGONISH ROAD, SAINT JOHN, N.B.
SCALE 1/4" = 1'-0"

A-4