



The City of Saint John

Date: July 15, 2022
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: July 19, 2022

SUBJECT

Applicant: exp on behalf of Impact Developments
Landowner: Historica Seven GP Inc. & Historica Seven Limited Partnership
Location: 170 Charlotte Street and 13-19 Queen Square North
PID: 00005140, 00003921, 00006668, 00361352
Plan Designation: Medium to High Density Residential
Existing Zoning: Mixed Commercial (CM) and Urban Centre Residential (RC)
Proposed Zoning: Integrated Development (ID)
Application Type: Zoning By-Law Amendment
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 or amendments to Section 59 conditions imposed on a property. Common Council will consider the Committee's recommendation at a public hearing on **Monday, August 22, 2022.**

EXECUTIVE SUMMARY

The applicant is proposing a mixed-use development at the northeast corner of Charlotte Street and Queen Square North that will incorporate up to 150 dwelling units and approximately 557 square metres of commercial space on the ground floor fronting onto Charlotte Street. The proposed development will infill a mostly vacant site and provide additional enclosure to Queen

Square. An existing heritage building, the Jewett Residence, will be retained and incorporated into the development. In addition to the rezoning process, the design of the project (including colour and material selection) will be subject to review and approval by the Heritage Development Board.

Staff have assessed the proposal against the applicable policies of the Municipal and Secondary Plans and are recommending approval of the application to rezone the site, from Mixed Commercial (CM) and Urban Centre Residential (RC) to Integrated Development (ID), subject to a series of Section 59 conditions.

RECOMMENDATION

1. That Common Council rezone a parcel of land having an area of approximately 1164 square metres, located at 170 Charlotte Street, also identified as PID Number 00005140, from **Mixed Commercial (CM)** to **Integrated Development (ID)**.
2. That Common Council rezone a parcel of land having an area of approximately 2684 square metres, located at 13-19 Queen Square North, also identified as PID Numbers 00003921, 00006668, and 00361352, from **Urban Centre Residential (RC)** to **Integrated Development (ID)**,
3. That the City, upon third reading at 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 3848 square metres, located at 170 Charlotte Street and 13-19 Queen Square North, also identified as PID Numbers 00005140, 00003921, 00006668, and 00361352, (collectively the “Rezoned Properties”):
 - a. That the development of the site be limited to the applicant’s proposal for a mixed-use development incorporating the following:
 - a maximum of 150 dwelling units;
 - approximately 557 square metres of commercial floor area with the ground floor commercial uses located in the portion of the development which fronts on Charlotte Street and a portion of Queen Square; and
 - a minimum of 36 underground and 10 surface parking spaces.
 - b. That the uses within the proposed development be limited to the following:
 - Artist or Craftsperson Studio;
 - Bakery;
 - Business Office;
 - Community Centre;
 - Community Policing Office;
 - Day Care Centre;
 - Dwelling Unit;
 - Financial Service;
 - Grocery Store;

- Health and Fitness Facility;
 - Home Occupation subject to section 9.9 of the Zoning By-Law;
 - Library;
 - Medical Clinic;
 - Personal Service;
 - Pet Grooming;
 - Place of Worship;
 - Restaurant;
 - Retail General;
 - Service and Repair, Household;
 - Veterinary Clinic; and
 - an access serving the parking areas for the adjacent properties to the east of the proposed development and serving the shared access to PID 00005439 (162 Charlotte Street).
- c. That the massing of the proposed development be generally as outlined on the plans submitted with the application.
- d. That the maximum heights of the proposed buildings be 22.5 metres as outlined on the plans submitted with the application.
- e. That the street wall along Charlotte Street and Queen Square North established by the proposed buildings on the development site be a maximum of 15.5 metres as outlined on the plans submitted with the application.
- f. 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.
- g. That a landscaping plan be prepared by the developer and submitted with the building permit application for the approval of the Development Officer illustrating the proposed site landscaping including the area at the front of the Jewett Residence and areas along the front of the proposed townhouses fronting onto Queen Square North.
- h. The plans referenced in conditions f) and g) are to be submitted with the building permit application.
- i. That electrical and telecommunications servicing for the development be provided underground.

- j. That the water and sewer demand for the development be limited to the equivalent combined water and sanitary sewer demand of 120 residential units and a 100-seat restaurant and that any changes to the number of residential units, commercial floor space or sanitary sewer flow and/or water demand be resubmitted by the developer to Saint John Water for modelling, review, and approval.
 - k. An engineered stormwater plan and design brief are required to be submitted by the developer to the City for review and approval. That the stormwater management plan submitted for the proposed development achieve a zero net increase from the site (i.e., limit post-development discharge to the existing pre-development discharge).
 - l. Prior to building permit submission, the developer's engineering consultant must resubmit information to the City to compare to model data and advise of any changes to the proposed development. Should there be any changes proposed to the developer's estimated water and sewer demands and/or phasing, the developer must submit the revised proposed demands to the City for review.
 - m. Should the location of the building sprinkler connections necessitate the installation of an additional fire hydrant, this hydrant installation will be at the expense of the developer.
 - n. If any municipal infrastructure improvements are required to service this proposal, it will be the owner/developer's full responsibility and cost to complete. Prior to determining this, detailed engineering plans and a design brief must be submitted by the owner/developer's engineering consultant to the City for review and approval by the City.
4. That Common Council amend Schedule G of the Zoning By-Law and increase the maximum building height from 14 metres and 21 metres to 22.5 metres for the parcel of land having an area of an area of approximately 4225 square metres, located at 170 Charlotte Street and 13-19 Queen Square North, also identified as PID Numbers 00005140, 00003921, 00006668, and 00361352.
5. That Common Council amend Schedule H of the Zoning By-law and increase the maximum street wall height from 14 metres to 15.5 metres for the parcel of land having an area of an area of approximately 4225 square metres, located at 170 Charlotte Street and 13-19 Queen Square North, also identified as PID Numbers 00005140, 00003921, 00006668, and 00361352.

DECISION HISTORY

There are no relevant past applications or approvals related to the subject application.

ANALYSIS

Proposal

The applicant is proposing an infill development on a portion of the subject site and the retention and incorporation of the existing Jewett Residence, located in the central portion of the site, into the proposed development. A mixed-use development is proposed incorporating the following elements:

- 150 units (varying from Studio units to 3-Bedroom units)
- Approximately 557 square metres of commercial space, and
- 36 underground parking spaces with over 10 additional surface parking spaces.

Three new buildings will be constructed on the site as follows:

- A six-storey building in the southwest corner of the site fronting on Charlotte Street and Queen Square North that would incorporate the commercial uses on the ground floor and residential units on the upper stories.
- A six-storey residential building in the eastern portion of the site.
- A four-storey residential building in the northern portion of the site.

The two six storey buildings will be connected through an underground parking area, a portion of which will be located under the front lawn of the Jewett Residence. The Jewett Residence will be retained for use as amenity space for the proposed development including a common room and gym.

A broad cross section of tenants is envisioned for the development including young families, retired Baby Boomers, students, and young professionals.

Site and Neighbourhood

The subject site is in the Uptown area of Saint John, at the northeast corner of Charlotte Street and Queen Square North and fronts onto Queen Square, a historic square, and important open space in the South End neighbourhood. The site is located within the Trinity Royal Heritage Conservation Area.

The site currently contains three buildings, a former service station at the corner of Charlotte Street and Queen Square North; the Jewett Residence, a two-storey building located immediately to the west of this; and a shed located in the northern portion of the site. A vacant parking lot is also part of the subject site and is located to the west of the Jewett Residence. The former service station is zoned Mixed Commercial (CM), with the remainder of the site zoned Urban Centre Residential (RC).

The neighbourhood fronting onto Queen Square is residential in nature and contains a mix of residential uses ranging from single unit to multiple unit dwellings having Urban Centre Residential (RC) zoning. Lands along Charlotte Street contain a mix of commercial and

residential uses, with commercial zoning north of Queen Square North and residential zoning to the south of this.

The subject site is located proximate to a variety of community spaces including Rainbow Park and Queen Square, which is the site of a popular farmers' market and cultural and recreational programming. Its location within the City provides it with access to many governmental services, community resources (including the library, aquatics centre and TD Station), schools, and diverse commercial options. The site is well served by the City's Transit System and options for active transportation.

Municipal Plan and Rezoning

Municipal Plan and Central Peninsula Secondary Plan (CPSP)

The site, and the surrounding area is designated as Medium to High Density Residential in the Municipal Plan. A range of housing typologies is encouraged in these areas with an emphasis on the provision of higher density housing. Mixed-use development, such as that proposed in the application, is also envisioned in these areas.

Development on the site is also governed by the Central Peninsula Secondary Plan (CPSP). Adopted in 2020, the CPSP guides development and investment to ensure the area continues to function as the Greater Saint John Region's major mixed-used centre. With regards to the Secondary Plan, the site is in the South End area, with the CPSP establishing key directions for development in this area including the following:

- Construction of low and mid-rise buildings with minimal setbacks to reinforce the South End as a dense, urban neighbourhood.
- Provision of affordable and market housing to facilitate a mixed-income, family-friendly neighbourhood.
- New infill in Heritage Conservation Areas to complement these historic areas.

Big Moves are also identified over the horizon of the CPSP for catalytic projects that would define key areas of the Central Peninsula. With respect to the proposed development, the CPSP identifies reinforcing the historic heart of the South End, Queen Square, as a Big Move involving the following initiative:

- *Complete the missing built form edge around Queen Square* – The existing built form creates a strong sense of enclosure around the south and east sides of the square, however there are gaps in this built form, including portions of the subject site. Development of the subject site as proposed will add to the quality and character of the surrounding residential pattern and character of Queen Square while increasing the population of the neighbourhood.

A detailed assessment of the proposal with respect to the policies of the Municipal Plan and CPSP is provided in Attachment 2. The proposed development aligns with the policies of the Municipal Plan and Secondary Plan providing infill of a key development site on the Central Peninsula and as such conforms to the Municipal Plan.

Rezoning

The applicant has requested a rezoning from the current zoning of the site, Urban Centre Residential (RC) and Mixed Commercial (CM) to Integrated Development (ID). The ID zone accommodates developments which consist of a combination of land uses, buildings, or structures in accordance with a specific development proposal described in a resolution or agreement in conjunction with Section 59 of the *Community Planning Act*.

The ID zone does not provide for a prescriptive list of permitted uses and detailed design standards such as height and setbacks. Instead, a specific development proposal, such as the one proposed for the site, would be accommodated through a suite of Section 59 conditions and/or agreements that would outline the permitted uses and standards for the proposal including setbacks, height, built form and parking.

The proposed development can be described as a specific proposal, meeting the intent of the ID Zone as it incorporates four buildings, including an existing Heritage Building, and a mix of uses within the existing and proposed buildings. Zoning By-Law and development considerations are discussed below with respect to the proposed development.

Proposed Uses

As the proposal is to rezone the site to Integrated Development (ID), the Section 59 conditions will need to define the nature of the commercial and residential uses permitted in the development. Currently the site has Mixed Commercial (CM) and Urban Centre Residential (RC) zoning and planning policy for the site supports a mixed-use development concept.

Most of the site will be developed with residential units with the three proposed buildings incorporating a mix of studio, and one, two and three-bedroom units. Initial designs prepared for the development indicate 120 dwelling units, but as the development is being refined and its financial feasibility reviewed, the developer has noted as many as 150 dwelling units could be provided. Eleven, two-storey townhouse units will be developed, with eight facing the front yard of the Jewett Residence and three fronting onto Queen Square North. Table 1.0 provides the number and type of dwelling units.

Table 1.0 – Existing Proposed Unit Breakdown	
2-storey townhome	11
1-bedroom unit/1 bed + den	41
2-bedroom unit	16
2 bedroom + den/3-bedroom unit	29
Studio	23
Total	120

The development is proposing a mix of residential unit sizes to correspond to diverse market segments.

A portion of the site is currently zoned Mixed Commercial (CM), which permits a range of commercial uses in addition to dwelling units. To develop a list of permitted uses for the site the permitted uses found in the General Commercial (CG) and Mixed Commercial (CM) zones were reviewed. Based on this, Staff are recommending a Section 59 condition limiting the use of the site to the uses outlined in Table 2.0. These include a dwelling unit and a range of appropriately scaled commercial uses.

Table 2.0 – Recommended List of Permitted Uses for the Site	
Artist or Craftsperson Studio	Home Occupation, subject to section 9.9 of the Zoning By-Law;
Bakery;	Library;
Business Office	Medical Clinic;
Community Centre;	Personal Service;
Community Policing Office;	Pet Grooming;
Day Care Centre;	Place of Worship;
Dwelling Unit	Restaurant;
Financial Service;	Retail General;
Grocery Store;	Service and Repair, Household;
Health and Fitness Facility;	Veterinary Clinic;

Staff also recommend a condition that limits the proposed commercial uses to a total gross floor area of 557 square metres and limits the location of these uses to the ground floor of the development which fronts on Charlotte Street and a portion of Queen Square North as shown in the applicant's proposal.

Setbacks

Consistent with the surrounding neighbourhood context, the proposed buildings have reduced setbacks from lot lines, with a zero-metre setback along Charlotte Street and portions of Queen Square North and portions of the rear (adjacent to properties along Queen Square North) and portions of the side lot lines. These reduced setbacks are consistent with the surrounding development pattern found in this portion of the Central Peninsula. It is also noted this framework of reduced yard setbacks is supported through zoning designations found around the development such as Urban Centre Residential (RC), Uptown Commercial (CU), and Mixed Commercial (CM) zones. The proposed Section 59 condition limiting the use of the site to the specific proposal provided in the application will provide for the setbacks as shown on the drawings submitted with the application. The Building Code implications of the proximity to the site property lines will be addressed in the design of the project and assessed by City Staff at the Building Permit review phase.

Height, Step back, and Street Wall

The site is subject to the Central Peninsula Overlay (CPO) Zone, which prescribes specific building height and massing provisions within the Central Peninsula Secondary Plan Area. Through Schedule G of the Zoning By-Law, the height of buildings on the site is limited to 21 metres for most of the site and 14 metres for the portion of the site where the "Red Sheds"

building will be located. The proposed buildings will be 22.5 metres in height. Although a mechanical penthouse will be located above this elevation, with the roof of this mechanical penthouse at an elevation of 25 metres, features such as mechanical penthouses are exempt from the height calculation under the By-Law provisions. It is also noted the mechanical penthouses are provided with an additional step back from the main walls of the floor immediately under the penthouse that further minimizes their visual impact.

The architect has noted the increased height from the permitted 21 metres to 22.5 metres is based on the historical context of the built form that has surrounded Queen Square and is also driven by historic floor to ceiling heights which are greater than those of current day construction. Given this, Staff are of the opinion the additional height is reasonable and support the amendment to Schedule G: Central Peninsula Maximum Building Heights of the Zoning By-Law to increase the maximum permitted building height on the site from 21 metres and 14 metres to 22.5 metres. Staff also recommend a Section 59 condition limiting the height to a maximum of 22.5 metres.

A 14-metre maximum street wall height is also established along the Charlotte Street and Queen Street North frontages of the site in the Central Peninsula Overlay Zone (Schedule H: Trinity Royal Maximum Street Wall Heights). A street wall height of 15.5 metres is provided at the fourth story along the Charlotte Street and Queen Square North façades with a 3-metre step back provided at the 15.5 metre elevation along the Charlotte Street façade. The 15.5 metre height is measured from the existing grade at the intersection of Charlotte Street and Queen Square North and because of topography the street wall height decreases moving northward along Charlotte Street and eastward along Queen Square North.

The provision of a 3-metre step back above the fourth storey (15.5 metre elevation) along the Charlotte Street façade conforms to the intent of Section 15.3 c) of the Zoning By-Law. Along the Queen Square North façade, the 3-metre step back is not provided uniformly along the façade. Staff note the intent of the street wall height and step back requirements are to minimize the impacts of the massing of the building on the public realm. Along Queen Square North, the façade design employs the following design elements to reduce the effects of the building massing as shown in Figures 1.0 through 3.0:

- Retaining the setback of the Jewett Residence and associated green space to provide a break in the massing.
- Retaining a break in the massing between the proposed development and the Cushing Residence located to the east of the development.
- Portions of the Queen Square North façade employ a step back above the fourth storey.
- The eastern portion of the Queen Square North façade incorporates elements from the adjacent residential dwellings to the east including a front yard setback, front entry stairs, bay windows, and articulation in the upper stories and roofline.

Staff are of the opinion these features along the Queen Square North façade meet the intent of the step back above the fourth storey required by the Zoning By-Law to minimize the massing of the development. In addition, the large open space provided by Queen Square

allows for a greater amount of massing than would be appropriate along a street with buildings on all sides.



Figure 1.0 Development massing viewed from southeast.



Figure 2.0 Queen Square North façade looking west.



Figure 3.0 - View from Charlotte Street along Queen Square North.

Staff recommend an amendment to Schedule H of the Zoning By-Law (Trinity Royal Maximum Street Wall Heights) to allow for a 15.5 metre street wall along the Charlotte Street and Queen Square North frontages of the site. A Section 59 condition is also recommended requiring the massing of the buildings be in conformity with the drawings submitted with the application.

Shadows along the Charlotte Street public realm are not expected to increase given the orientation of the building and site with respect to the path of the sun.

Exterior Design

While certain zones within the Zoning By-Law such as the Uptown Commercial (CU) and Urban Centre Residential (RC) zones have requirements related to building façade design, this site is within the Trinity Royal Heritage Conservation Area and the proposed development will be subject to the review and approval by the City's Heritage Development Board. This will include the approval of cladding materials and colour selection. The building design incorporates entrances, window openings, and massing which align with the Urban Design policies of the Municipal and Secondary Plans. Given this, the required conformance with the City's Heritage Conservation By-Law, and the jurisdiction of design being approved through the issuance of a Heritage Permit, Section 59 conditions related to the façade design are not recommended.

Parking

The site is within the Uptown Parking Exemption Area established on Schedule C of the Zoning By-Law and as a result vehicle and bicycle parking is not required. The developer is proposing to provide 36 underground parking spaces with over 10 additional surface parking spaces. The underground spaces are accessed from Queen Square North and the surface spaces are accessed from Charlotte Street. The surface spaces are located to the side/rear of the building conforming to Municipal Plan policy and the intent of the Zoning By-Law. The provision of

underground parking also conforms to the policy direction established in the Municipal Plan. The proposed access from Charlotte Street will also serve parking areas for adjacent properties to the east of the site that are owned by the applicant and zoned Urban Centre Residential in addition to a privately owned adjacent parcel to the north of the site. Specific reference to this access is included in the Staff Recommendation as a permitted land use for the site.

As with other urban environments, and other areas within the City's developed core, there is not sufficient parking in this area to accommodate all the extra residents that will require on-street parking. This parking zone has 300 spaces available for on-street parking and currently 232 of these 300 available spaces are assigned through the City's on-street parking program with additional residential passes currently being sold. Parking would also be available through other City owned lots and garages.

Continued investment in transit and active transportation, such as the planned conversion of Charlotte Street to a Complete Street incorporating improved cycling and pedestrian facilities, will provide alternate transportation modes beyond the private automobile. These improvements, in alignment with MoveSJ and the CPSP, will serve residents of this development, the broader Central Peninsula, and City.

A proposed new on-street loading zone is required to serve this development and other area businesses and will be a component of the Complete Street. Provision of this on-street loading area through a future amendment to the City's Traffic By-Law, will be an additional demand on limited roadway space that will have to be balanced with other components of the Complete Street design including on-street parking, vehicle travel lanes, bicycle lanes, pedestrian and green spaces, and winter snow storage.

As the Uptown and City continue to develop, alternative travel modes beyond the personal, and often single-occupant vehicle such as transit, walking and cycling, will require increased reliance to meet future travel demand. The City encourages the use of other modes of transportation beyond the personal vehicle.

Amenity Space and Landscaping

The site is within the Uptown Parking Exemption Area established on Schedule C of the Zoning By-Law and as a result amenity space is not a specific requirement. Although not required, the development will be providing amenity space within the Jewett Residence. The site is across from Queen Square, a major open space on the City's Central Peninsula which provides urban outdoor amenity for area residents. The site is also located in proximity to Rainbow Park which features a playground and splash pad.

The area in front of the Jewett Residence will be landscaped and a portion of the site along Queen Square North, in front of three of the proposed townhouse units also has the potential to incorporate a small area of landscaping. Staff recommend a Section 59 condition requiring the preparation and submission of a landscaping plan for the site at the building permit stage for the approval of the Development Officer.

The design of the project has the height of the two, six-storey buildings stepping down to the Jewett Residence to provide a transition in built form. In addition, while the front yard setback of the Jewett Residence does provide a break in the massing along Queen Square North, the introduction of townhouse units on either side of this front yard area also aids in the height transition between the Jewett Residence and the upper stories of the new buildings. Existing street trees within the right-of-way in front of the Jewett Residence will also aid in softening the transition in height between the new buildings and the Jewett Residence.

Servicing and Traffic

An engineering study reviewing traffic, water, and sanitary sewer servicing¹ was prepared for the development. Vehicle access to the site will be via Charlotte Street and Queen Square North. Given the limited amount of parking provided in the development, traffic impacts are expected to be minimal as the proposed 36 underground parking spaces accessed from Queen Square North are of a similar magnitude to the existing 33 parking spaces on site accessed from Queen Square North.

Infrastructure Development is supportive of the proposed development and recommends Section 59 conditions to address the following:

- That water and sewer demand for the development be limited to the equivalent combined water and sanitary sewer demand of 120 residential units and a 100-seat restaurant and that any changes to the number of residential units, commercial floor space or sanitary sewer flow and/or water demand be re-submitted by the developer to Saint John Water for modelling, review, and approval.
- An engineered stormwater plan and design brief are required to be submitted by the developer to the City for review and approval. That the stormwater management plan submitted for the proposed development achieve a zero net increase from the site (i.e., limit post-development discharge to the existing pre-development discharge).
- Prior to building permit submission, the developer's engineering consultant must re-submit information to the City to compare to model data and advise of any changes to the proposed development. Should there be any changes proposed to the developer's estimated water and sewer demands and/or phasing, the developer must submit the revised proposed demands to the City for review.
- If any municipal infrastructure improvements are required to service this proposal, it will be the owner/developer's full responsibility and cost to complete. Prior to determining this, detailed engineering plans and a design brief must be submitted by the owner/developer's engineering consultant to the City for review and approval by the City.

While the recommended Section 59 conditions do provide for the possible construction of 120 dwelling units plus the commercial space from a zoning perspective. Any increase above the 120 dwelling units will require the review and approval of Saint John Water.

¹ Queen Square Development Traffic Impact Statement, Water and Sanitary Sewer Demands, exp, May 10, 2022.

Fire and Emergency Services

Fire and Emergency Management Services is supportive of the overall concept and notes the development must meet or exceed all requirements of the 2015 National Building and Fire Codes. Fire safety plans will be required for the construction and occupancy stages of the project and the building design is subject to review and approval by the Provincial Office of the Fire Marshall as required by the provincial *Fire Prevention Act*. The following design elements were noted:

- Prior to final design or installation, the Fire Department must be consulted on the location(s) of Fire Department Sprinkler Connections and Fire Alarm Panel location(s). The location of building sprinkler connections may necessitate the installation of an additional fire hydrant at the expense of the developer if the proposed sprinkler connections are not within 45 metres of an existing fire hydrant. A Section 59 condition is recommended related to the provision of an additional fire hydrant if required.
- After preliminary design work is completed, the developer should reach out to the Fire Department to validate Fire Department access to the building.
- For firefighting access, the Queen Square North frontage is to be kept clear of overhead power lines. Planning Staff recommend a Section 59 condition requiring electrical and telecommunications servicing for the development to be provided underground.

Other Recommended Section 59 Conditions

Staff recommend the standard Section 59 conditions related to the submission of detailed building elevations and site plans at the Building Permit Stage for Development Officer approval and the requirement that any municipal infrastructure improvements required to service this proposal, be the developer's full responsibility and cost to complete.

Conclusion

Staff recommend approval of the application as it conforms to the overall intent of the Municipal Plan and Secondary Plan and supports intensification of a strategic development site in the Central Peninsula.

Given the analysis provided in this report, the rezoning is recommended along with an amendment to the Maximum Height and Street Wall Height maps. Appropriate Section 59 conditions are also recommended.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternatives were assessed.

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 July 8, 2022. Notice of the Public Hearing will be posted on the City of Saint John website on or before August 8, 2022.

APPROVALS AND CONTACT

Author	Manager/Senior Planner	Director
Mark Reade , P.Eng., MCIP, RPP	Jennifer Kirchner , MCIP, RPP	Phil Ouellette , MCIP, RPP

Contact: Mark Reade
Telephone: (506) 721-0736
Email: Mark.Reade@saintjohn.ca
Application: 22-0139

APPENDIX

Map 1: **Aerial Photography**

Map 2: **Future Land Use**

Map 3: **Zoning**

Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan Policy Review**

Submission 1: **Applicant's Submission**

Submission 2: **Survey Plan**

Submission 3: **Traffic and Servicing Study**

170 Charlotte Street and 13-19 Queen Square North - Future Land Use



2022-07-15

— Street Centrelines

■ Subject Site

□ Property Parcels

World Imagery

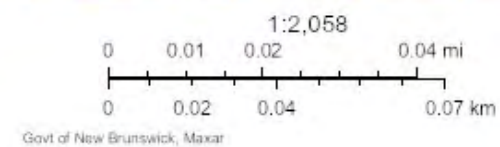
Low Resolution 15m Imagery

High Resolution 60cm Imagery

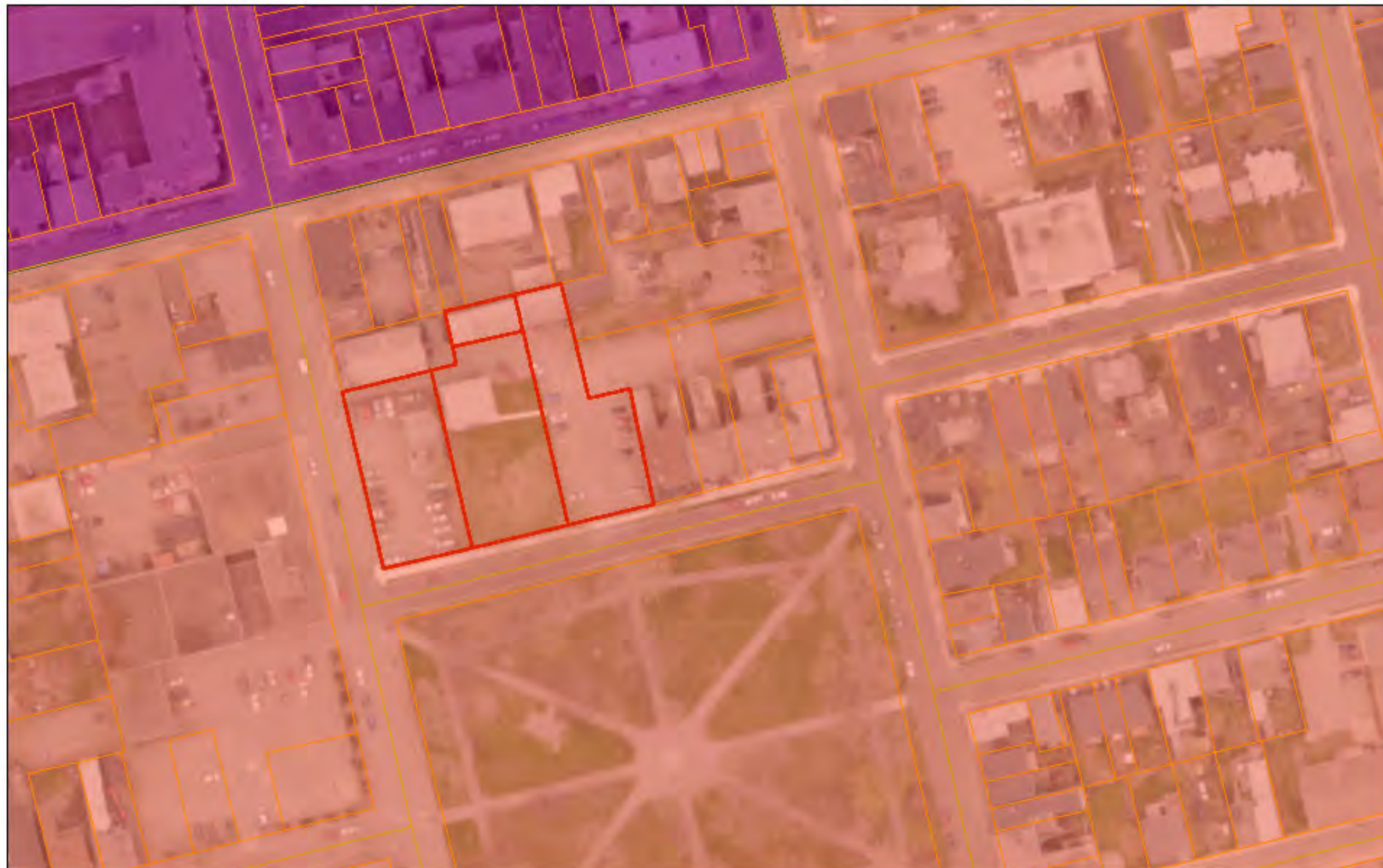
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Citations

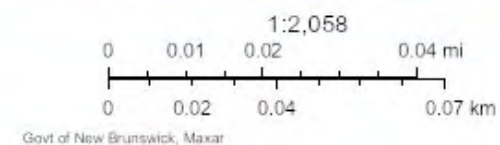
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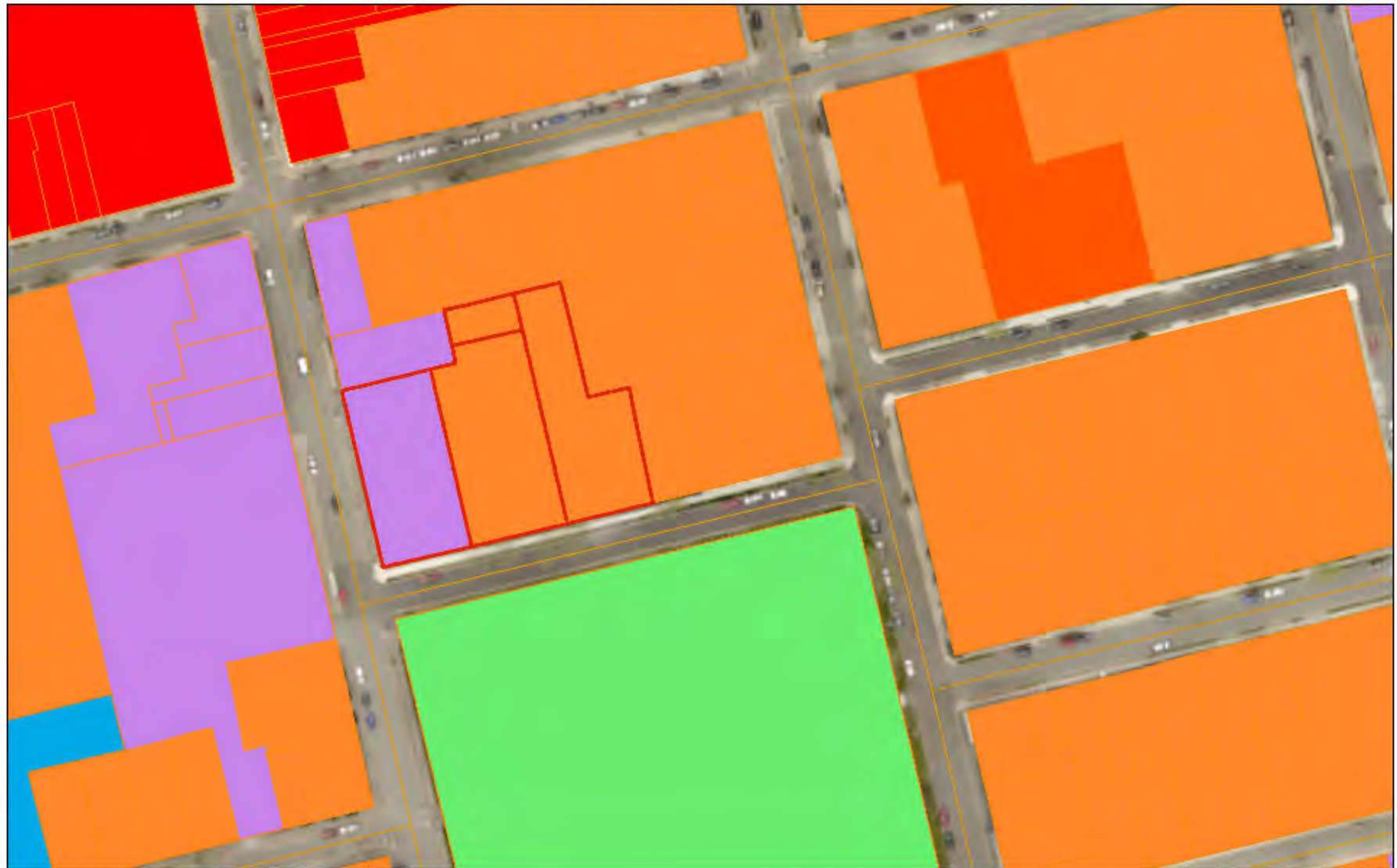
170 Charlotte Street and 13-19 Queen Square North - Future Land Use



2022-07-15



170 Charlotte Street and 13-19 Queen Square North - Zoning



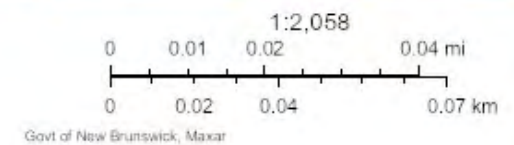
2022-07-15

- ★ Conditional Zoning
 Property Parcels
 RC
 CFN
- Street Centrelines
 CU
 P
- Subject Site
 CM
 Primary Development Area
- RH

World Imagery

Low Resolution 15m Imagery

High Resolution 60cm Imagery





View of site from Charlotte Street/Queen Square North intersection.



View along Queen Square North looking east.



View of Jewett Residence from Queen Square North..



View of existing parking lot at 17-19 Queen Square North.

Site Photography – 170 Charlotte Street and 13-19 Queen Square North
exp

City of Saint John
July 14, 2022

CPSP Policy	170 Charlotte Street and 13-19 Queen Square North Assessment
<p>SE-1 Reinforce Queen’s Square as the heart of the South End.</p>	<p>The proposal will complete the missing built form edge at the northwest corner of Queen’s Square and provide density to support the development of Charlotte Street as a complete street including improvements to pedestrian infrastructure.</p>
<p>BD-4 Consider proposals for development that exceed the Zoning Bylaw provisions for height on the Central Peninsula through an amendment to the Zoning Bylaw. In evaluating such proposals consideration shall be given to the following criteria:</p> <ul style="list-style-type: none"> • The proposed height variance does not negatively impact 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 Bylaws is maintained. 	<p>The Zoning By-Law provides for a maximum height of 21 metres for most of the site and 14 metres in the northern portion of the site where the Red Sheds will be located. The proposed buildings will be 22.5 metres in height excluding the mechanical penthouse.</p> <p>The height and location of the building will not impact sun exposure and wind speed on the pedestrian realm given its location.</p> <p>Heritage impacts will be reviewed by the Heritage Development Board (HDB) when they assess the proposal. It should be noted that the existing heritage home on the property will be maintained and incorporated into the overall building design. The HDB has the authority over the design of the building including materials and colours.</p> <p>The proposed development will provide infill of a vacant and underutilized site on the north side of Queen Square which responds to the general direction established in the Municipal and Secondary Plans.</p>
<p>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 minimizing wind.</p>	<p>The height and location of the building will not impact sun exposure and wind speed on the pedestrian realm given its location relative to the path of the sun.</p>
<p>BD-10 Consider proposals for development that exceed the Zoning Bylaw provisions for Street wall height in the Trinity Royal Heritage Conservation Area through an amendment to the Zoning By-law. In evaluating such proposals consideration shall be given to the following criteria:</p> <ul style="list-style-type: none"> • The proposed increase to the height of the street wall does not negatively impact pedestrian street conditions 	<p>The Zoning By-Law establishes a street wall height of 14 metres along the sections of Charlotte Street and Queen Square North bordering the site. The proposed street wall height is 15.5 metres.</p> <p>The proposed street wall height of 15.5 metres supports interior spaces that are in keeping with the scale of 19th century brownstone residences and gives consideration to the historical context of the site. This street wall height is a maximum height measured from the existing grade at the corner of Charlotte</p>

<p>and sun exposure and wind impacts are considered through design.</p> <ul style="list-style-type: none"> • That the proposal does not adversely impact the character of the City's Heritage Conservation areas; • The general intent and purpose of the Municipal Plan, this Secondary Plan and supporting By-laws is maintained. 	<p>Street and Queen Square North. This street wall height will decrease moving northward along Charlotte Street and will decrease as the elevation above Sea Level increases. Similarly, along Queen Square North, the street wall height decreases travelling eastward to Sydney Street.</p> <p>The height and location of the building will not impact sun exposure and wind speed on the pedestrian realm given its location relative to the path of the sun.</p> <p>Heritage impacts will be reviewed by the HDB, who has jurisdiction over the design of the proposed development. The existing heritage home on the site will be maintained and incorporated into the design.</p> <p>The proposed development will provide infill of a vacant and underutilized site on the north side of Queen Square which responds to the general direction established in the Municipal and Secondary Plans.</p>
<p>BD-15</p> <p>Strive to infill streetscapes while enhancing heritage character through compatibly scaled and designed developments.</p>	<p>The massing and height of the proposed development respond to the surrounding residential properties to the east along Queen Square North. The HDB will undertake further review, as the proposed development is subject to the regulations within the <i>Heritage Conservation Areas By-law</i> and the City's Heritage Permit process.</p>
<p>BD-16</p> <p>Protect the community value of built heritage through administering the infill development process outlined in the Heritage Conservation Areas By-law ensuring development is compatible with the existing character of heritage areas while providing flexibility for high quality, modern architecture.</p>	<p>Heritage impacts will be reviewed by the HDB when they assess the proposal for Heritage Permit issuance.</p>

Municipal Plan Policy Review

<p>Policy LU-45</p> <p>Within the Medium to High Density designation, permit a range of housing types with an emphasis on the provision of higher density housing forms such as apartment, condominium, and townhouse units. Nothing in the Municipal Plan, however, shall be interpreted to prohibit lower density forms of residential development in this designation, provided that minimum residential density targets have been met for the Intensification Area as a whole. Other compatible uses may be permitted in the Medium to High Density designation without amendment to the Municipal Plan including, but not limited to convenience stores, home occupations, neighbourhood retail uses, parks, and community facilities</p>	<p>The proposed development of the site for multiple unit residential development and ground floor commercial conforms to this policy.</p>
<p>Policy LU-46</p> <p>Achieve a minimum gross residential density per hectare in lands designated Medium to High Density of 45 units per net hectare. Density shall not be calculated on a property by property basis but shall be calculated in the Intensification Area as a whole.</p>	<p>The density of the proposed development will support this policy and increase the overall neighbourhood density towards the target established in the Municipal Plan.</p>
<p>Policy LU-48</p> <p>Consider proposals to establish mixed-use development in the Medium to High Density designation through a rezoning process.</p> <p>Proposals must demonstrate conformance with the following requirements:</p> <ul style="list-style-type: none"> a. The property is located on a collector or arterial street as illustrated on the Transportation map (Schedule C) of the Municipal Plan or is consistent with mixed-use development as described in a Secondary Plan; 	<ul style="list-style-type: none"> a. The site has frontage on Charlotte Street, a collector street in the City's Central Peninsula. b. The location of the site allows for walkability within the Uptown Core, through the extensive sidewalk network and proximity to Harbour Passage. This section of Charlotte Street is served by Transit Route 21 South End/St. Joseph's which provides service to the site between 7:40 AM and 5:40 PM on Monday to Saturday inclusive. The site is also within 350 metres of a transit stop located on King Square served by other major transit routes providing more extensive weekday and weekend service to destinations in eastern and western areas of the City.

<ul style="list-style-type: none"> b. The property is located in close proximity to a public transit route and is easily accessible by a range of transportation modes; c. The ground floor frontage of buildings facing collector and arterial streets is generally devoted to retail and commercial uses; and d. Residential development is generally located on the upper floors of buildings. 	<ul style="list-style-type: none"> c. The ground floor area facing Charlotte Street is designed for commercial uses, which is compatible with the broader neighbourhood. d. Residential development will be located on the upper stories of the buildings on the Charlotte Street portion and on ground floor stories facing Queen Square South.
<p>Policy UD-9 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"> 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; 	<ul style="list-style-type: none"> a. The proposed building setbacks conform to the surrounding context of the Uptown Core which has buildings located with a reduced setback from the property lines. Massing of the building incorporates a step back along the Charlotte Street façade and design elements along the Queen Square North façade to reduce the scale of the massing. The height and location of the building will not impact sun exposure and wind speed on the pedestrian realm given its location relative to the path of the sun. Heritage impacts will be reviewed by the HDB when they assess the proposal as part of the Heritage Permit process. The existing heritage residence has been incorporated into the design of the project. The proposed development will provide infill of a vacant and underutilized site on the north side of Queen Square which responds to the general direction established in the Municipal and Secondary Plans. b. Building entrances will face Charlotte Street and Queen Square North. c. The open space to the front of the Jewett Residence will be retained in the design of the project. d. The proposed height and massing will not have an impact on view corridors. In addition, the design will establish a view corridor to ensure that the Jewett Residence is visible from Queen Square North.

Attachment 2: CPSP and Municipal Plan Review - 170 Charlotte Street and 13-19 Queen Square North

<ul style="list-style-type: none"> 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: <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; 	<ul style="list-style-type: none"> e. The detailed design of the exterior façades is subject to review and approval by the HDB. f. Ground floor commercial uses will provide transparency and animation of the public realm along the Charlotte Street frontage and the Charlotte Street/Queen Square North intersection. g. The site incorporates residential and commercial uses and parking to support the development. In addition, the Jewett Residence will be retained as amenity space for the proposed development. h. The detailed design of the exterior façades is subject to review and approval by the HDB. i. The design of the façades will incorporate commercial uses along Charlotte Street and a portion of Queen Square North. Further to the east along Queen Square North, the proposed massing and façades will relate to the existing residential buildings along Queen Square North. The retention of the Jewett Residence and associated open front yard also provides for the retention of a historical building and landscape. j. The proposed height relates well to the context established in the CPSP and implemented through the Zoning By-Law. The height is also subject to the review of the HDB. k. Staff note the orientation of the building provides for solar gain and stormwater management requirements will result in post-development stormwater flows being limited to the pre-development flow from the site. l. The development will provide additional “eyes on the street” onto Queen Square and this section of Charlotte Street. m, n & q. Parking is provided underground and to the rear and side of the building meeting the direction established in the Municipal Plan. The development will also involve the development of existing parking areas with buildings adding to the sense of enclosure along the north
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<p>v. 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</p> <p>vi. Using native vegetation for landscaping where appropriate.</p> <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 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>side of Queen Square and at the Charlotte Street/Queen Square North intersection.</p> <p>o & p. The preliminary designs provide for entrances along Queen Square North and Charlotte Street.</p>
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Policy UD-11

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. Development will demonstrate due consideration to:

- 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 shall be strongly encouraged at the ground floor of buildings with a high degree of transparency at grade to animate the public realm;
- e. Strongly encourage new development to provide ground floor ceiling heights that are consistent with the ground floor ceiling heights of adjacent buildings;

- a. The proposed design aligns with this requirement having setbacks that relate to the surrounding neighbourhood context.
- b & d. See previous comments regarding street level activation.
- c. The detailed design of the exterior façades is subject to review and approval by the HDB.
- f. Massing of the proposed development conforms to the direction established in the CPSP and Municipal Plan and establishes a street wall along vacant portions of Queen Square North and Charlotte Street.
- g. The location of the building will not affect sun exposure to Queen Square North or Charlotte Streets.
- h. The building will have entrances onto the adjacent Public Streets.
- k. The site is located along Charlotte Street which is served by transit and slated for development as a Complete Street as outlined in the CPSP.
- l. The proposed ground floor commercial uses along Charlotte Street provides for interaction between the development and the public realm.
- n. Both residential and commercial uses are proposed providing a diversity in land uses and users.
- o. Entrances and parking will be shared between the residential and commercial uses.

<ul style="list-style-type: none"> f. Creating appropriate transitions in scale and height to areas of lower intensity; 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; h. Generally locating building entrances to connect directly to the public street network and clearly articulating the building entrance; 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; 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; n. Including a variety of uses in buildings and/or sites to allow for a diversity of uses and users; o. Encouraging shared elements between uses such as parking, entrances, landscaping and amenity spaces. 	
<p>Policy UD-12 Ensure that in Neighbourhood Intensification Areas and Primary Centres, new development and significant redevelopment will locate and organize vehicle parking, access, and service areas to minimize their impact on surrounding properties and the public realm by:</p>	<p>The design meets this condition, largely through providing internal parking and locating the parking to the rear and side of the buildings.</p>

Attachment 2: CPSP and Municipal Plan Review - 170 Charlotte Street and 13-19 Queen Square North

<ul style="list-style-type: none">a. Sharing services, including public and private driveways, parking, and service areas wherever possible and where zoning permits.b. Sharing and minimizing the width of driveways and curb cuts across sidewalks;c. Providing vehicle service areas within buildings where possible;d. Providing underground parking where possible;e. Generally locating surface parking to the side or rear of buildings;f. 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;g. Integrating service connections, vents, mechanical rooms, and equipment within the architectural treatment of the building where possible; andh. Ensuring that parking areas, lobbies, service areas and stairwells are well-lit and visible from other locations, and clearly signed if they are not visible from the public street.	
<p>Policy HS-2 Support the development of a wide range of housing types and forms of tenure in Neighbourhood Intensification Areas to redevelop and revitalize these neighbourhoods, in accordance with good land use planning principles.</p>	<p>The proposed building provides a mix of unit sizes and types of units to bolster the rental housing market in the South End Intensification Area.</p>

<p>Policy I-2</p> <p>In considering amendments to the Zoning Bylaw or the imposition of terms and conditions, in addition to all other criteria set out in the various policies of the Municipal Plan, have regard for the following:</p> <ul style="list-style-type: none">a. The proposal is in conformity with the goals, policies and intent of the Municipal Plan and the requirements of all City bylaws;b. The proposal is not premature or inappropriate by reason of:<ul style="list-style-type: none">i. Financial inability of the City to absorb costs related to development and ensure efficient delivery of services, as determined through Policy I-7 and I-8;ii. The adequacy of central wastewater or water services and storm drainage measures;iii. Adequacy or proximity of school, recreation or other community facilities;iv. Adequacy of road networks leading to or adjacent to the development; andv. Potential for negative impacts to designated heritage buildings or areas.c. Appropriate controls are placed on any proposed development where necessary to reduce any conflict with adjacent land uses by reason of:<ul style="list-style-type: none">i. Type of use;ii. Height, bulk or appearance and lot coverage of any proposed building;iii. Traffic generation, vehicular, pedestrian, bicycle or transit access to and from the site;iv. Parking;v. Open storage;	<p>These are addressed through proposed Section 59 conditions.</p>
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Attachment 2: CPSP and Municipal Plan Review - 170 Charlotte Street and 13-19 Queen Square North

<ul style="list-style-type: none">vi. Signs; andvii. Any other relevant matter of urban planning.d. The proposed site is suitable in terms of steepness of grade, soil and geological conditions, locations of watercourses, wetlands and susceptibility of flooding as well as any other relevant environmental consideration;e. The proposal satisfies the terms and conditions of Policy I-5 related to timeframes and phasing of development; andf. The proposal meets all necessary public health and safety considerations.	
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July 06, 2022

PLANNING SUBMISSION R2

R2 Project No. : SNB-21013763-A0

Queen Square

Infill Development

Uptown Saint John, NB





INTRODUCTION

The Concept

By looking to the past, design for the proposed development seeks to *put back* what has been erased and in doing so, completing the neighbourhood.

LEFT
QUEEN SQUARE N. CIRCA 1910

RIGHT
MASSING STUDY OF PROPOSED DEVELOPMENT



The proposed mixed-use development at Queen Square takes a playful approach to mixing heritage with modern residences to delight the future residents of Uptown Saint John. Conceptual design for the project leverages existing urban and historical context established through archival research and field analysis; the outcomes of which are detailed throughout this application package.

The design concept for this proposed development celebrates its site with a building strategy that honours its history all the while being of its own time and place. Under this concept, the historic Jewett Residence is on full display; taking centre stage framed by new wings of development that overlook Queen Square. By looking to the past, design for the proposed development also seeks to “put back” what has been erased and in doing so, completing the neighbourhood.

The proposed development is composed of four distinct massing components -

The Jewett Residence

This existing building is the anchor of the development and will be home to community amenities such as a party room, gym, etc.

Charlotte Street Block

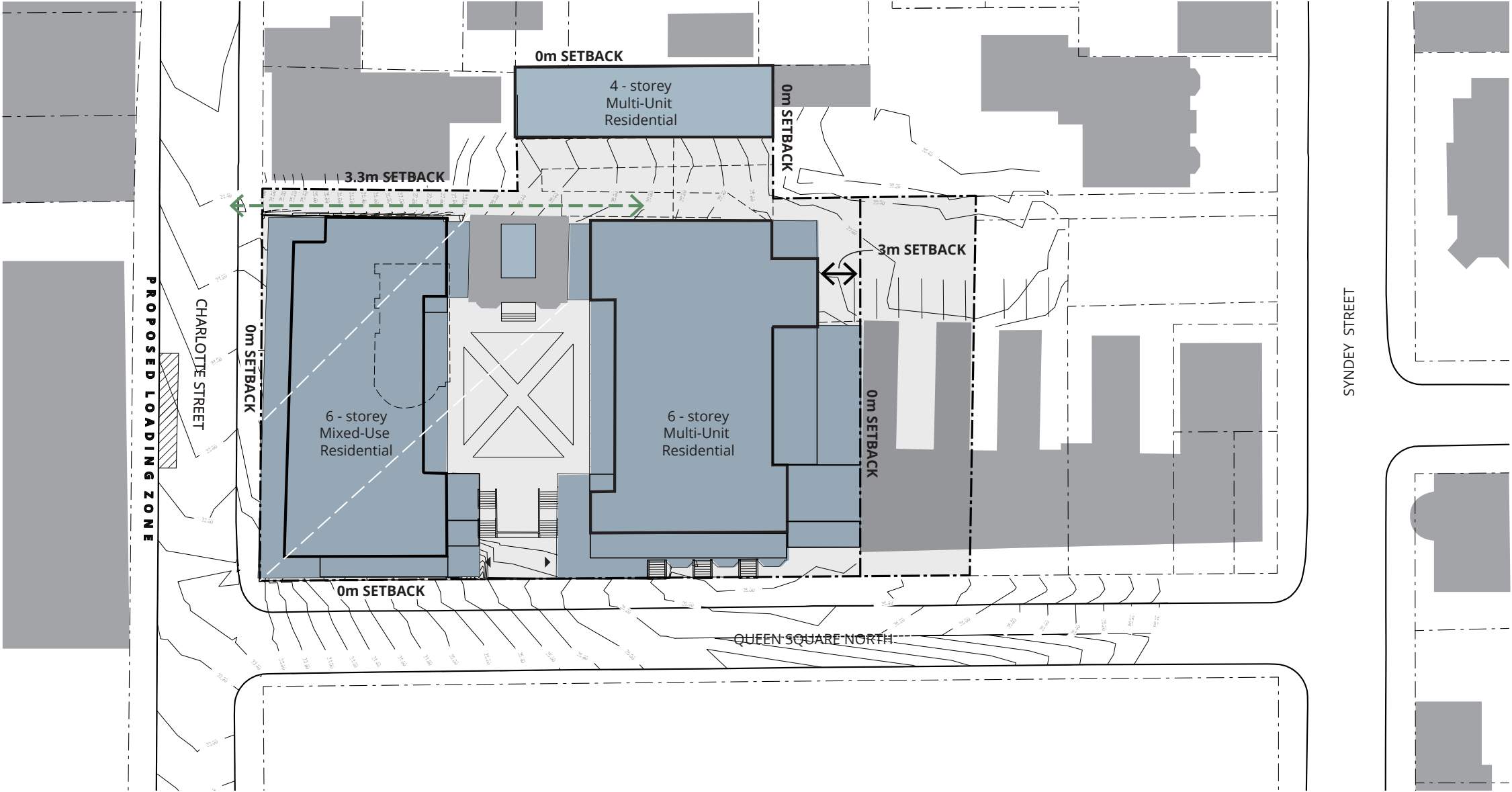
This section of the development fronts Charlotte Street and intends to reinforce the neighbourhood retail corridor and fulfill the vision for Charlotte Street as a “complete street.”

Queen Square North Block

This block abuts the historic row of brownstones that line Queen Square and takes design cues from the Second Empire style of its neighbours.

The Red Sheds

This laneway block of residences leverages the existing storage building footprint to maximize density of the site while creating a unique and highly marketable block of residential units.



Project Summary

The proposed development infills two presently underutilized properties – that of a 1950’s service station and site of the former Lieutenant Governor General Residence (which is currently used for parking). In doing so, and as a 6-storey construction, the site will regain the density and scale it once enjoyed, and that was fitting of the neighbourhood. Arguably, the site(s) in their present usage not only undermines the urban framing of Queen Square, but the historic commercial corridor of Charlotte Street as well. Facing this challenge head on, the development incorporates commercial at grade along its Charlotte Street façade, transitioning to residential town homes along Queen Square North.

Considering the residential context of the neighbourhood, the development will cater to a broad cross section of tenants – from young families, to retired Baby Boomers, to students and young professionals and more. On site amenities and unit design will focus on attracting this broad resident base. The development stats based on preliminary concept design are as follows –

- 120 units (varying from Studio units to 3-Bedroom units)
- +/- 6000 square feet of commercial space
- 36 underground parking spaces with over 10 additional surface parking spaces

Architecturally, the development intends to honor the history of the site by thoughtfully integrating the Jewett Residence into design and adopting a modern take on the Second Empire architectural style. This contextual approach to design aims to foster architectural synergy across the neighbourhood; clearly rooted in the history of the site, but of its own time and place as well.



CONTEXT ANALYSIS

The Lost Buildings

The Jewett Residence is contextually unique in the neighbourhood for two reasons; it is one of only handful of wood framed homes located on the Square, and it is significantly set back from the street compared to any other building lining the Square.

LEFT
LIEUTENANT GOVERNOR GENERAL'S RESIDENCE
RIGHT
CUSHING RESIDENCE ELEVATION DRAWING



The site of the proposed development includes the lands formerly occupied by the Church and Lieutenant Governor General's Residence which used to flank the historic Jewett Residence.

The Queen Square Methodist Church (formerly known as Germain Street Methodist Church) was a Gothic structure of red freestone accented by grey freestone and replaced a small wooden church that was destroyed by the Great Fire. The larger scale of the new church was typical for the churches rebuilt after the Fire; it is noted that their replacements were "much larger and grander in scale than those they replaced" (Rebuilding Saint John, page 26). Little information on the architecture of the Church could be located – only a few contemporary images which illustrate the scale of the building relative to the rest of the neighbourhood. It is known that

this Church was the sister parish of the church known to the community as the Gothic Arches. Considering this, it is fair to think of Queen Square Methodist Church as having a scale like the Gothic Arches, and St. Andrew and St. David United Church, making it a standout in the otherwise residential context of the neighbourhood.

It is not clear precisely when Queen Square Methodist Church was demolished, but, given the prototypical 1950's style of the service station that now occupies the site, it's likely it was demolished between 1930-1945 after the parish was amalgamated with that of the Gothic Arches.

The stately Honourable John Boyd Residence was originally built as New Brunswick's Lieutenant Governor General official residence. At the time, Saint John was to be the provincial capital and Queen Square the site of the provincial legislature. While this plan never came full circle, the Lieutenant Governor General's

residence was completed and for a brief time was home to the Honorable John Boyd. Like Queen Square Methodist Church, very little information on the residence is available today save for a few contemporary images. It was a very grand home in the Second Empire architectural style and dwarfed the neighbouring block of brownstones that line the eastern end of Queen Square North. While the building was demolished sometime in the 1950's-1960's, a small trace is visible today. Freestone quoins that would have framed the corner of the building can be seen at the left hand (Western) corner of the neighbouring George S. Cushing Residence. This section of stone represents the height of only the first two storeys of the residence, on top of which sat a significantly tall cornice line, and third storey. Based on photographic evidence, the Lieutenant Governor General's residence was over a full storey taller than the adjacent Cushing Residence.



Today, all that remains in place is the historic Jewett Residence. The site for the proposed development is used largely as surface parking for the neighbouring brownstones. The Jewett residence itself has been converted into apartments, and much of its Italianate architectural detailing stripped away. At the back edge of the site remains a brick carriage house type building which is currently used as storage. This building has also seen modern intervention; having had a large extension built onto the western end



Urban Context

Located at the intersection of Queen Street North and Charlotte Street is the site for the proposed Queen Square infill development. Looking back at the history of this site, like much of Saint John, New Brunswick, the impact of the 1877 Great Fire greatly shaped the urban fabric and streetscapes that remain today.

Four years of rebuilding the City post Great Fire gifted Saint John a dramatically new architectural look; gone were the wood framed colonial structures, replaced by fashionable masonry constructions. Queen Street North was now framed by the Germain Street Methodist Church (located at the corner of Queen Square north and Charlotte Street), the Honorable John Boyd Residence (colloquially known as the Lieutenant Governor General's Residence), and an impressive block of brownstones which includes -

The Cushing Residence

The Cruikshank Residence

Judge Palmer's Residence

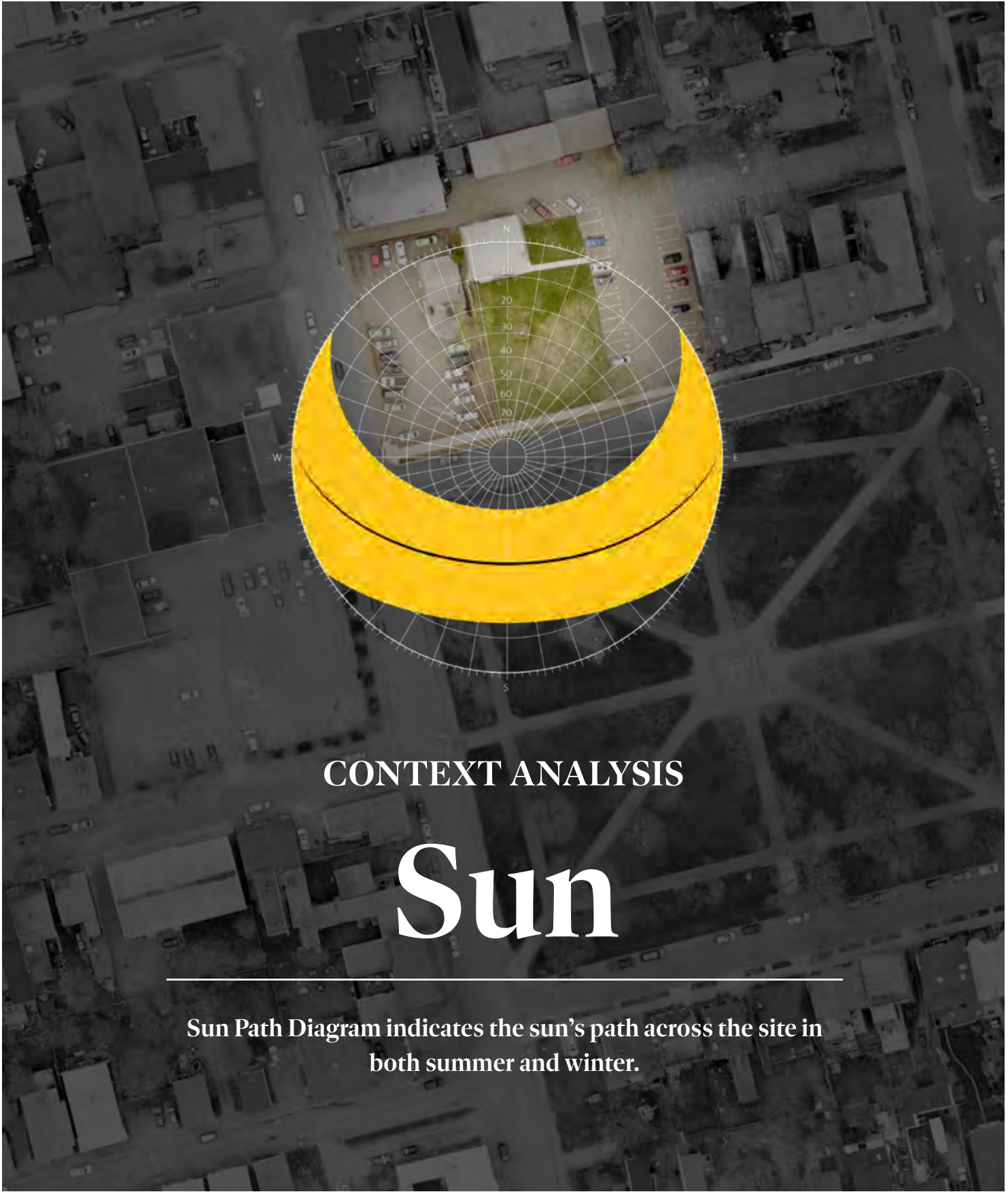
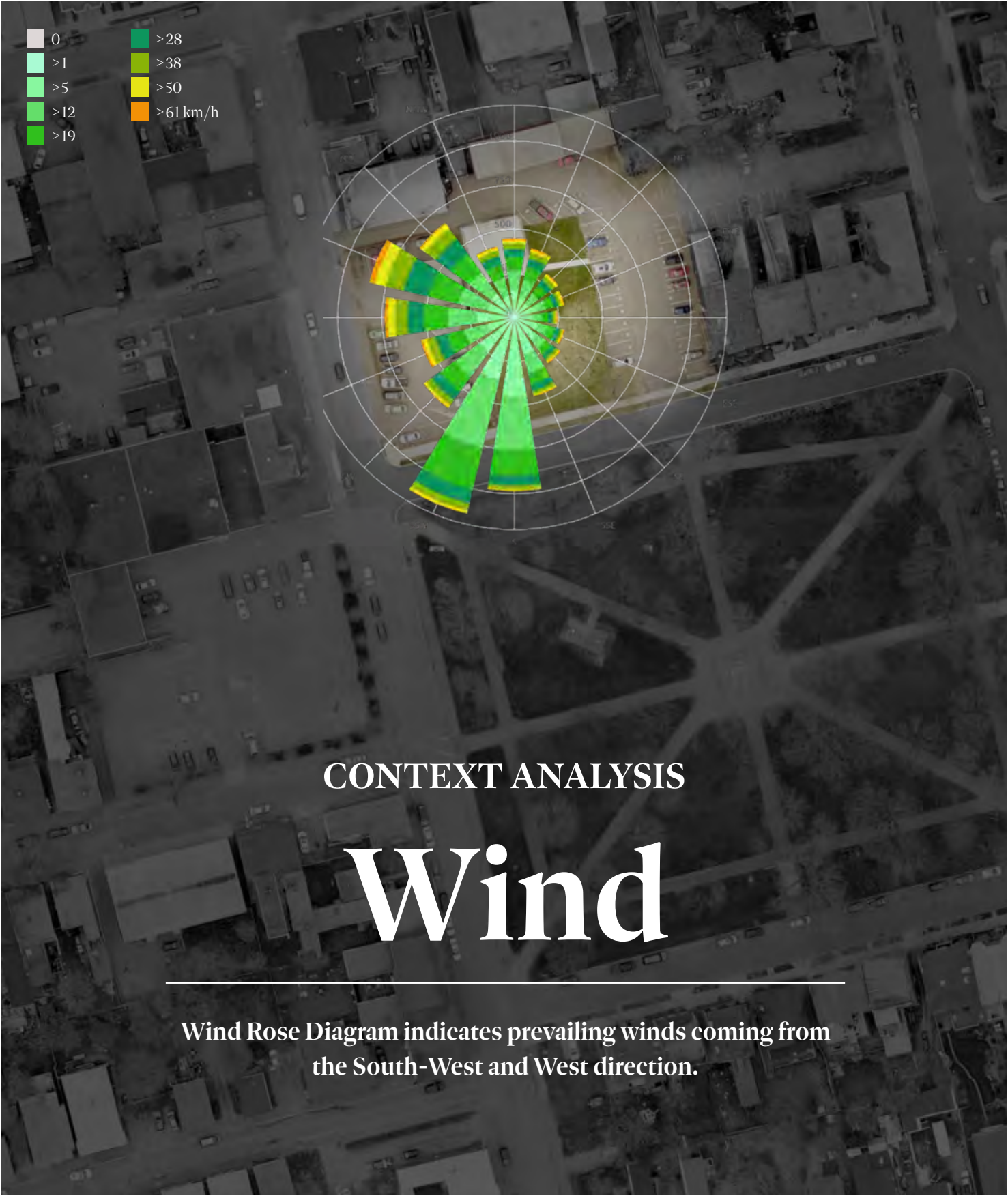
Col. Matthew Boyd Edwards Residence

Edward L. Jewett Residence





ABOVE
CONTEXT MAPPING OF NEIGHBOURHOOD



THE PROPOSAL

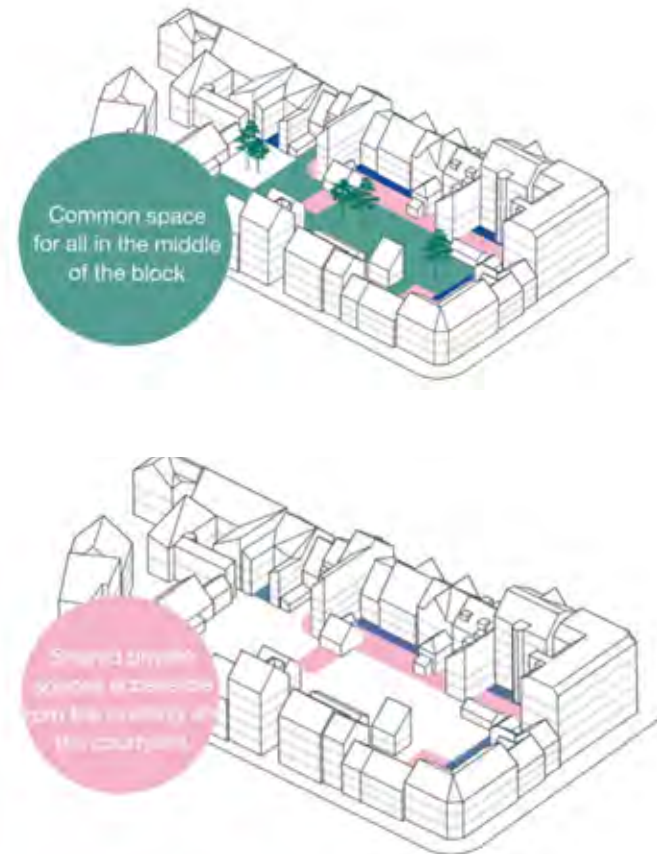
Planning Requirements

Under the Municipal Plan, the site is designated as Medium to High Density Residential (LU-44) on the future land use map and the proposed development supports the associated Municipal Plan policies relating to this land use designation.

Policy LU-45

Within the Medium to High Density designation, a range of housing types with an emphasis on the provision of higher density housing forms such as apartment, condominium, and town house units is permitted. Nothing in the Municipal Plan, however, shall be interpreted to prohibit lower density forms of residential development in this designation, provided that minimum residential density targets have been met for the Intensification Area as a whole. Other compatible uses may be permitted in the Medium to High Density designation without amendment to the Municipal Plan including, but not limited to convenience stores, home occupations, neighbourhood retail uses, parks, and community facilities.

As previously stated, the proposed development will offer a variety of unit types that support density on the site. The Charlotte Street corridor will be home to neighbourhood retail at grade as supported by policy LU-48.



ABOVE & RIGHT
KEY PLANNING CONCEPTS LEVERAGED BY THE
DESIGN CONCEPT

The site presently consists of several PID's that will be consolidated pending planning approvals. The PID's making up the site are zoned Mixed Commercial (CM) (PID 00005140 - 120 Charlotte Street) and Urban Centre Residential (RC) (PIDs 00003921, 00006668, and 00361352). To facilitate development of the site as proposed, rezoning of the site is necessitated. This application requests the consolidated property be rezoned to a site-specific Integrated Development Zone (ID).

Policy LU-48 of the Municipal Plan supports rezoning proposals that intend to establish mixed-use. In consideration of the requirements of the policy, please refer to the context map as well as the concept floor plans provided in this application package which illustrates adherence to the following –

The property is located on a collector or arterial street as illustrated on the Transportation map (Schedule C) of the Municipal Plan or is consistent with mixed-use development as described in a Secondary Plan;

The property is located in close proximity to a public transit route and is easily accessible by a range of transportation modes;

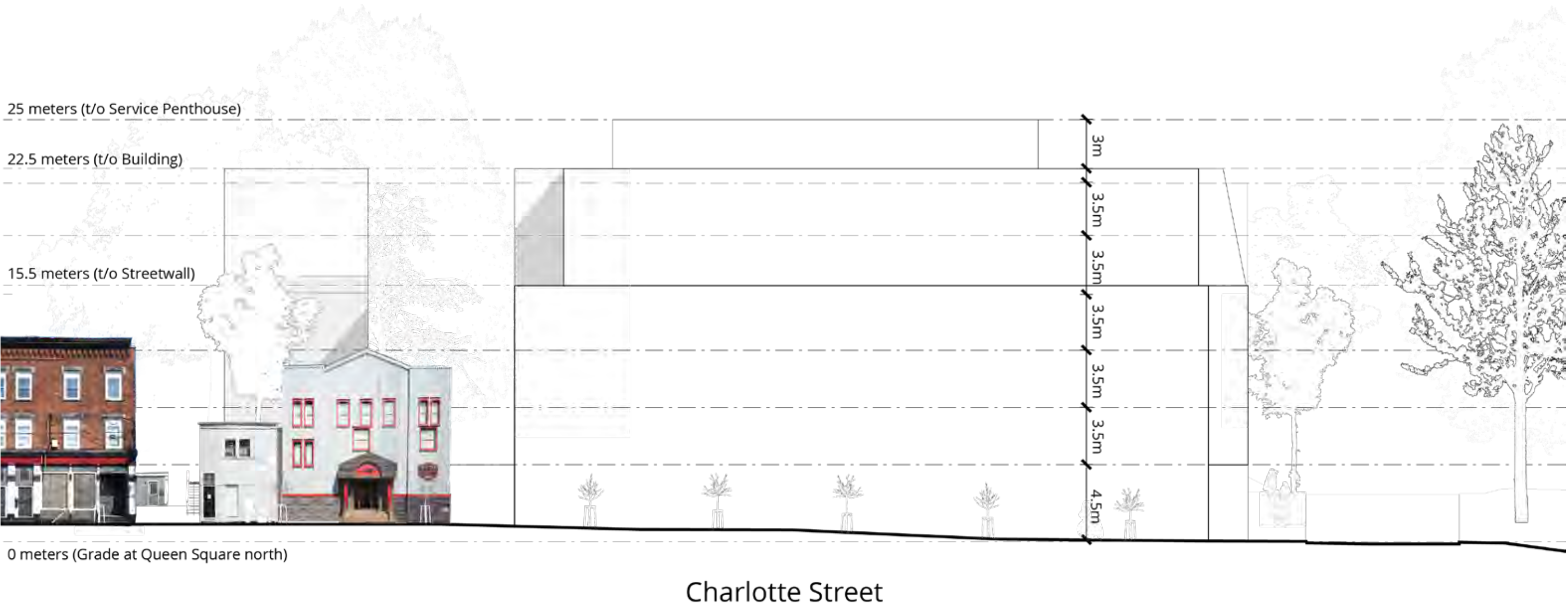
The ground floor frontage of buildings facing collector and arterial streets is generally devoted to retail and commercial uses; and

Residential development is generally located on the upper floors of buildings.

The exception to the requirements noted above is - Residential development is generally located on the upper floors of buildings. While this is true of the Charlotte Street facing portion of the proposed development, in consideration of the historically residential block along Queen Square North, it is proposed all floor levels be dedicated to residential facing Queen Square.



The exception to the policy LU-48 requirements noted is - Residential development is generally located on the upper floors of buildings. While this is true of the Charlotte Street facing portion of the proposed development, in consideration of the historically residential block along Queen Square North, it is proposed all floor levels be dedicated to residential facing Queen Square.





The site is located within the Parking Exemption Area as outlined on Schedule C of the Zoning By-Law. Parking, while not required for the development is a key consideration to increase marketability. As noted previously, the proposed development will provide a mix of both surface/ outdoor parking and underground parking for tenants.



It is understood the site is subject to the Central Peninsula Overlay Zone (CPO).

As such, the maximum building height shall be determined by Schedule G: Central Peninsula Maximum Building Height

LEFT
MASSING STUDY AT CORNER OF QUEEN SQUARE N.
RIGHT
MASSING STUDY ALONG CHARLOTTE STREET



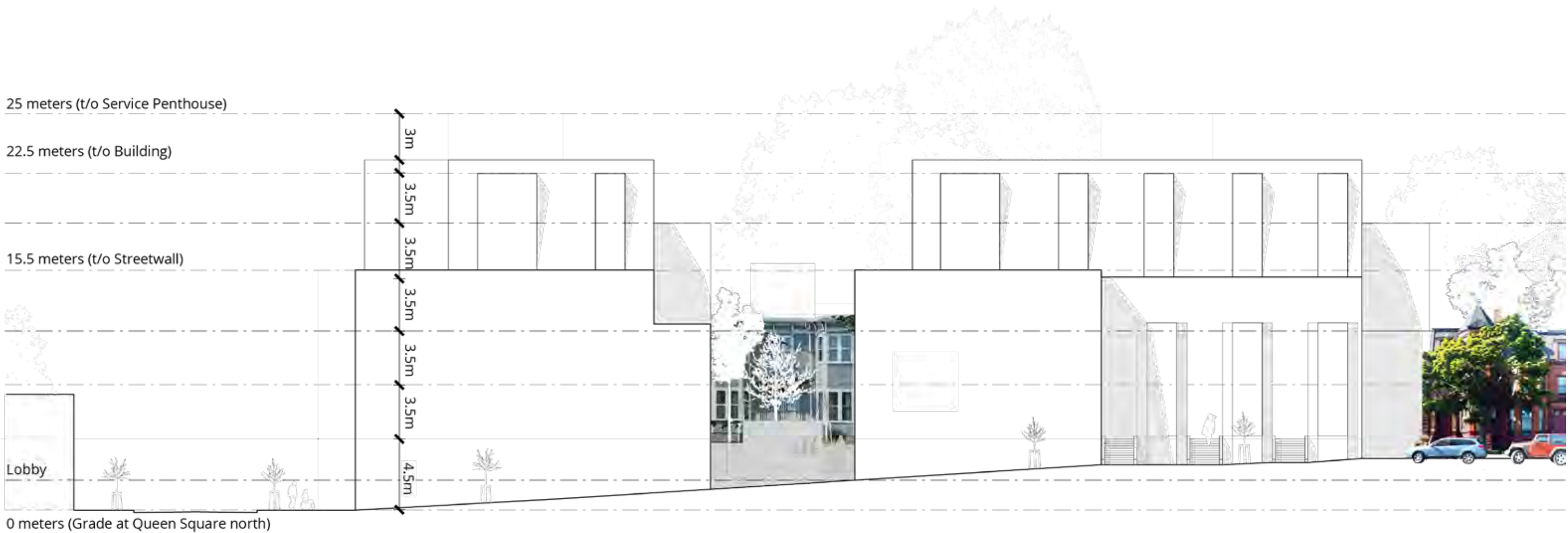
Per Schedule G, building height on the site is limited to 21 meters and 14 meters; the 14-metre restriction applies to PID 00361352, which contains the proposed “Red Sheds” building. Additionally, it is understood the Queen Square North and Charlotte Street frontages are subject to a 14-metre street wall height as outlined on Schedule H of the Zoning By-Law.

However, the zoning bylaw restrictions on height do not consider historic development once present on the site. As previously noted, the site for the proposed development was home to two significant structures – Queen Square Methodist Church and the Lieutenant Governor General’s Residence. As contemporary images of the neighbourhood illustrate, these structures were

significantly grander in scale and mass than the rest of the adjacent block.

Additionally, it is important to note floor to floor heights of 19th century residences were much taller than standards today. As such, a 3-storey Victorian brownstone could easily average 11-12 meters in height compared to 8-10 meters today (based on 2.4m ceiling heights). The difference is roughly an extra storey of building height for a building with the same number of floor levels. Contextual review of floor elevations at the adjacent Cushing Residence reinforces this point (refer to elevational drawings of the Cushing Residence included in this application package).

Elevation of floors levels at the neighbouring Cushing Residence were reviewed to find alignment of floor elevations across the proposed development. This is particularly important considering the proposed townhome units along Queen Square North, as well as window patterning and material datum development as it relates to the Heritage Development approvals process for infill projects.



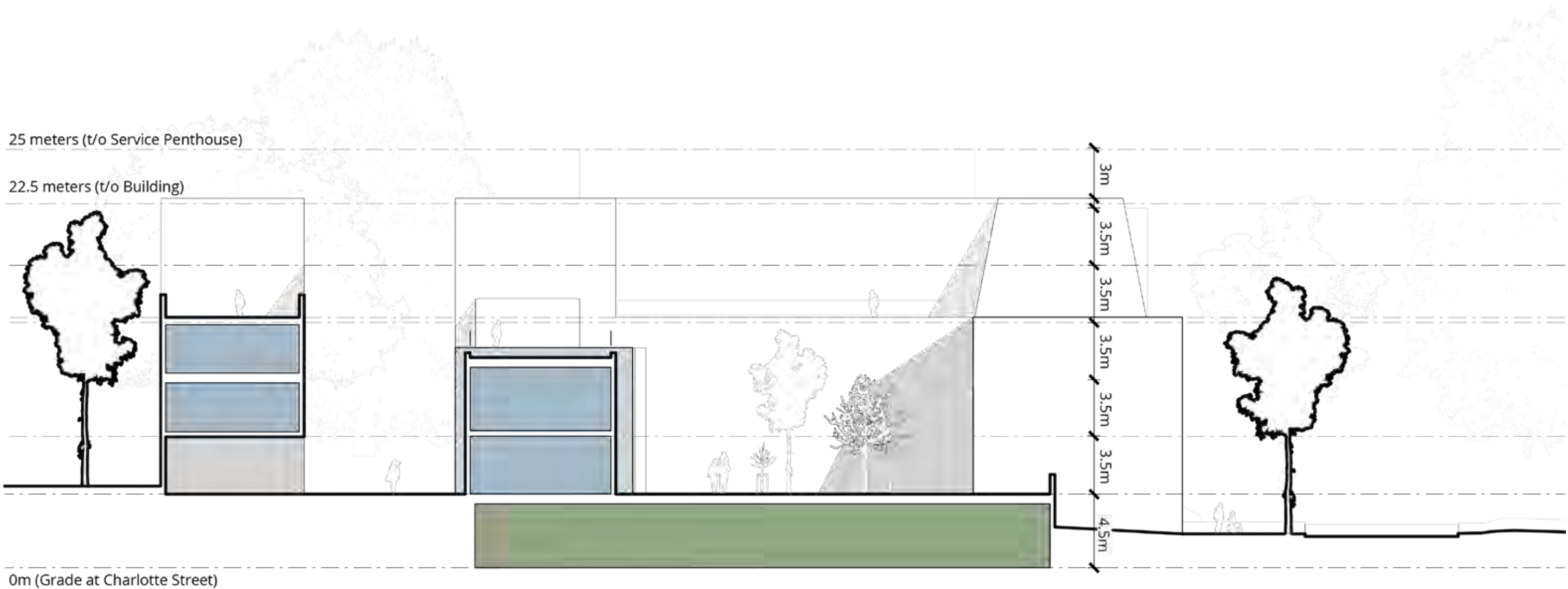
Queen Square North

Where the front yard of the Jewett Residence is proposed to become a courtyard space for the proposed development, finding alignment with this elevation is a crucial consideration for barrier free accessibility as well as the townhomes that are proposed to line the courtyard (see also concept floor plans).



Section through Courtyard

In consideration of marketability of units as well as window patterning and material datum development noted above, leveraging historic floor to floor heights supports interior spaces that are in keeping with the scale of 19th Brownstone residences.



Section through *The Red Shed* / Courtyard



To further minimize building height, a “break” in the massing is proposed where the development abuts the Cushing Residence.

LEFT
MASSING STUDY ALONG QUEEN SQUARE N.
RIGHT
MASSING STUDY AT THE RED SHEDS

This “break” not only steps the street wall back slightly to honor the remains of the Lieutenant Governor General’s Residence but attempts to re-create the height and mass of the residence as well; a ghost of what was once there. In doing so, the overall building height steps down to meet the Cushing Residence travelling eastward along the block.



As a result of these key considerations, building height of the development is a proposed 25 meters. It is important to note this height facilitates service penthouse space, as well as provides rooftop access to private terrace space. This partial storey is set back significantly from all sides of the building to eliminate the perception of added height. Similarly, at the fourth storey along Charlotte Street, a 3-meter step back has been integrated into the proposed massing to minimize the impacts of building height at the street level. This step back intends to adhere to the requirements of the Central Peninsula Overlay Zone (CPO)

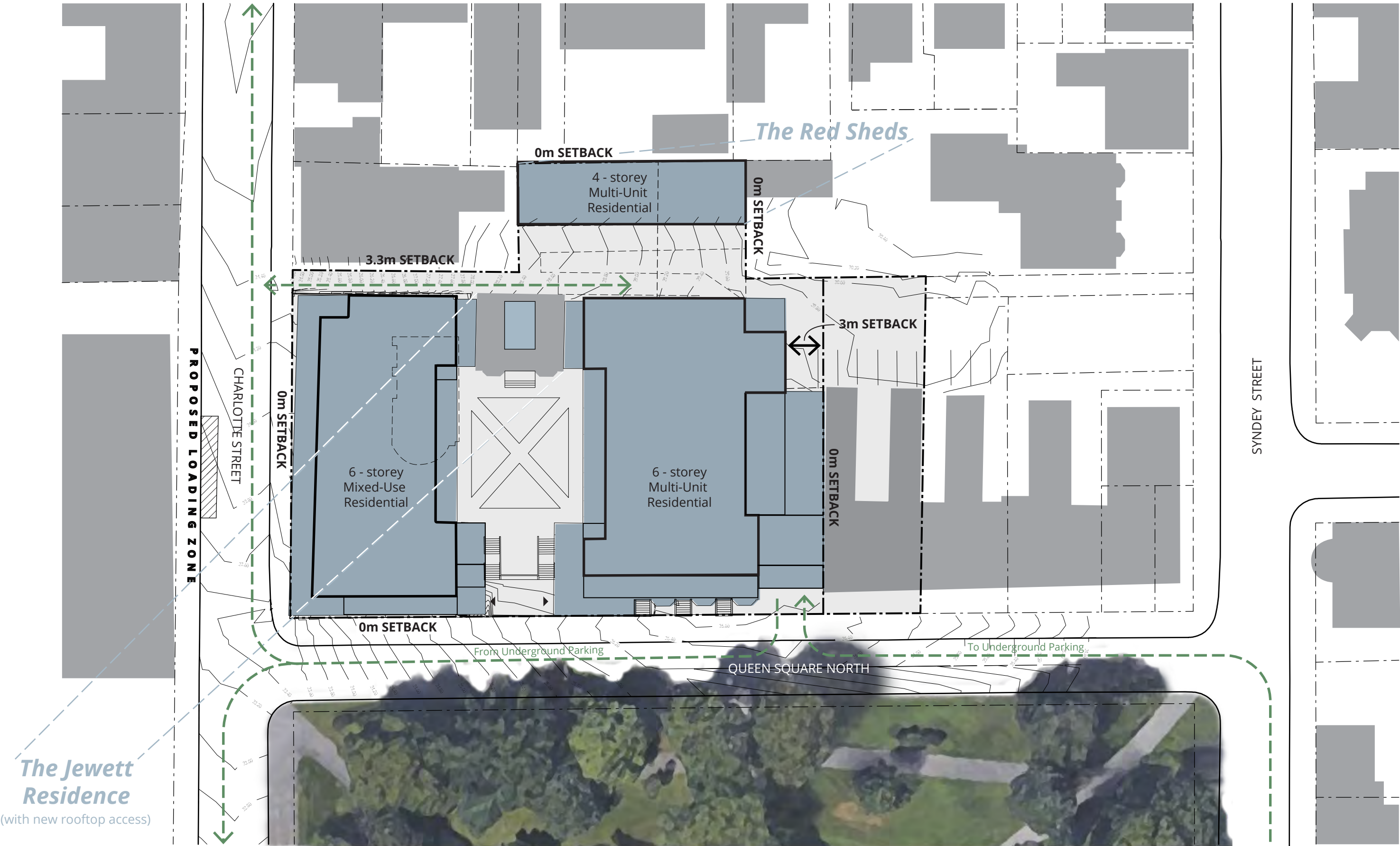
Like the overall building height limitations, conformity to the 14m maximum street wall height does not consider the historical context as noted above. As such, the maximum street wall height is a proposed 15.5 meters. It is important to note this is a maximum height taken from existing grade at the corner of Charlotte Street and Queen Square North. As such, the street wall height travelling northward along Charlotte Street will decrease as elevation above Sea Level increases. Similarly, along Queen Square North, the street wall height decreases travelling eastward to Sydney Street.

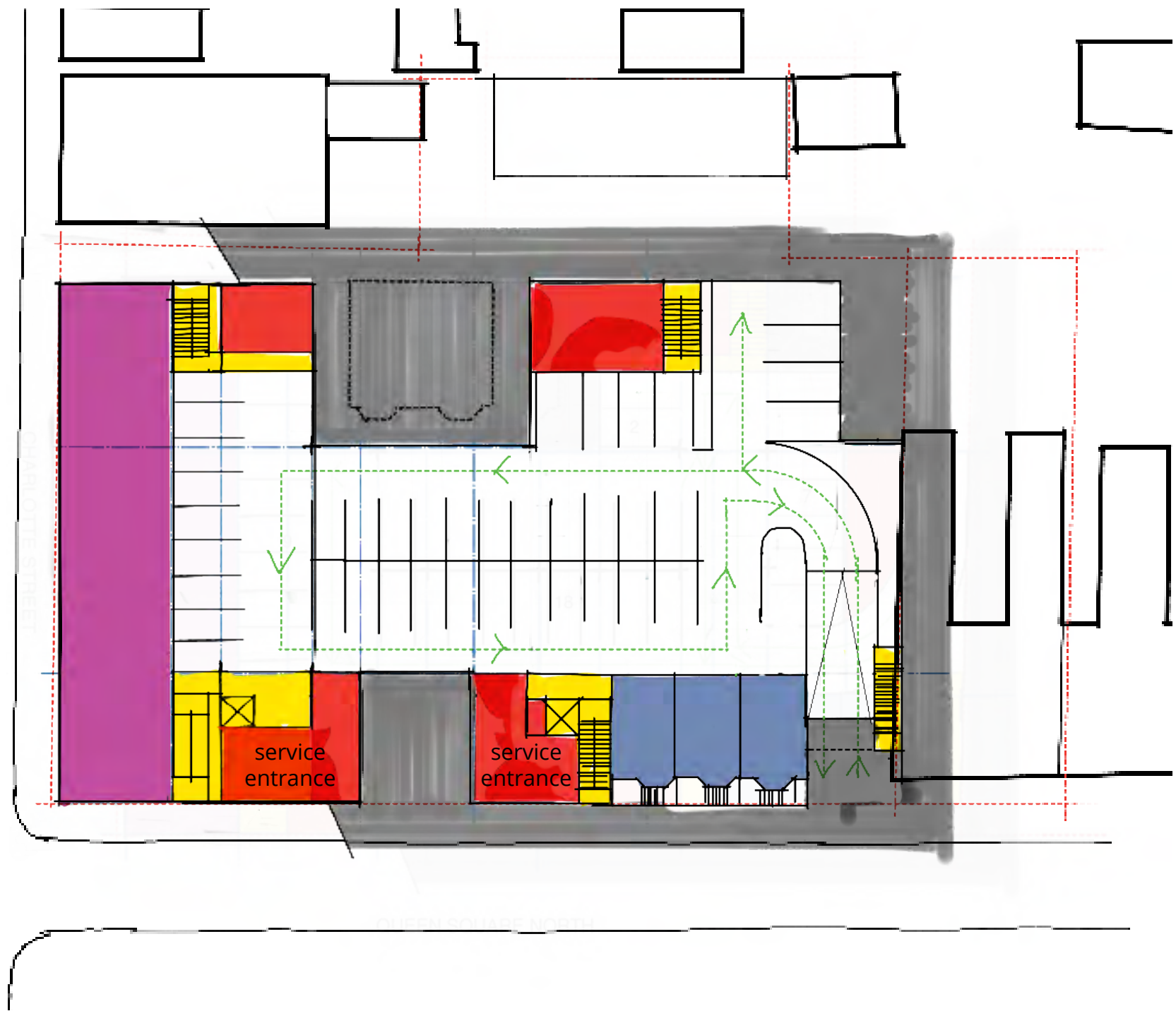


By completing the block along Queen Square North, the proposed development acts as a gateway to taller, more dense development travelling north toward King Square.

Appendix

SITE PLAN
CONCEPT BLOCK PLANS





Level 01

CHARLOTTE STREET

QUEEN SQUARE NORTH

- 2-storey townhome
- 1-bedroom unit / 1 bed + den
- 2-bedroom unit
- 2 bed + den / 3 bedroom unit
- Studio
- Mech. / Elec.
- Circulation
- Amenities
- Commercial

Level 1.5 - Entrance Lobbies

CHARLOTTE STREET

QUEEN SQUARE NORTH



- 11 2-storey townhome
- 1 1-bedroom unit / 1 bed + den
- 2 2-bedroom unit
- 5 2 bed + den / 3 bedroom unit
- 7 Studio
- Mech. / Elec.
- Circulation
- Amenities
- Commercial

Level 02



- 0 2-storey townhome
- 3 1-bedroom unit / 1 bed + den
- 2 2-bedroom unit
- 7 2 bed + den / 3 bedroom unit
- 8 Studio
- Mech. / Elec.
- Circulation
- Amenities
- Commercial

Level 03



- 0 2-storey townhome
- 7 1-bedroom unit / 1 bed + den
- 5 2-bedroom unit
- 9 2 bed + den / 3 bedroom unit
- 3 Studio
- Mech. / Elec.
- Circulation
- Amenities
- Commercial

Level 04



Level 05



- | | |
|----|------------------------------|
| 0 | 2-storey townhome |
| 14 | 1-bedroom unit / 1 bed + den |
| 4 | 2-bedroom unit |
| 4 | 2 bed + den / 3 bedroom unit |
| 1 | Studio |
| | Mech. / Elec. |
| | Circulation |
| | Amenities |
| | Commercial |

Level 06

NB Grid Coordinate Values

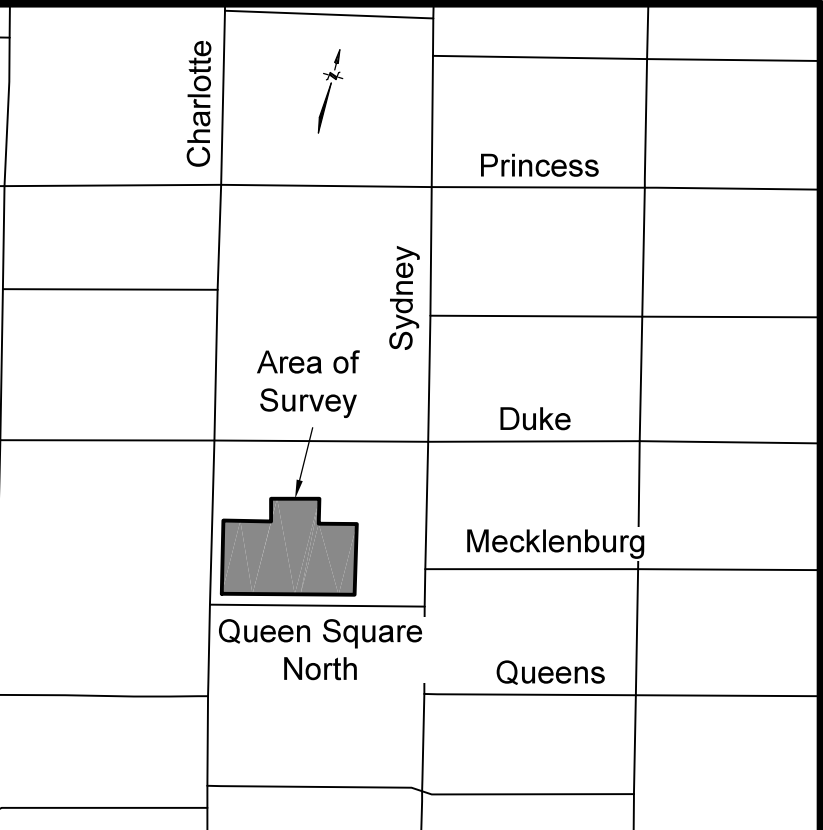
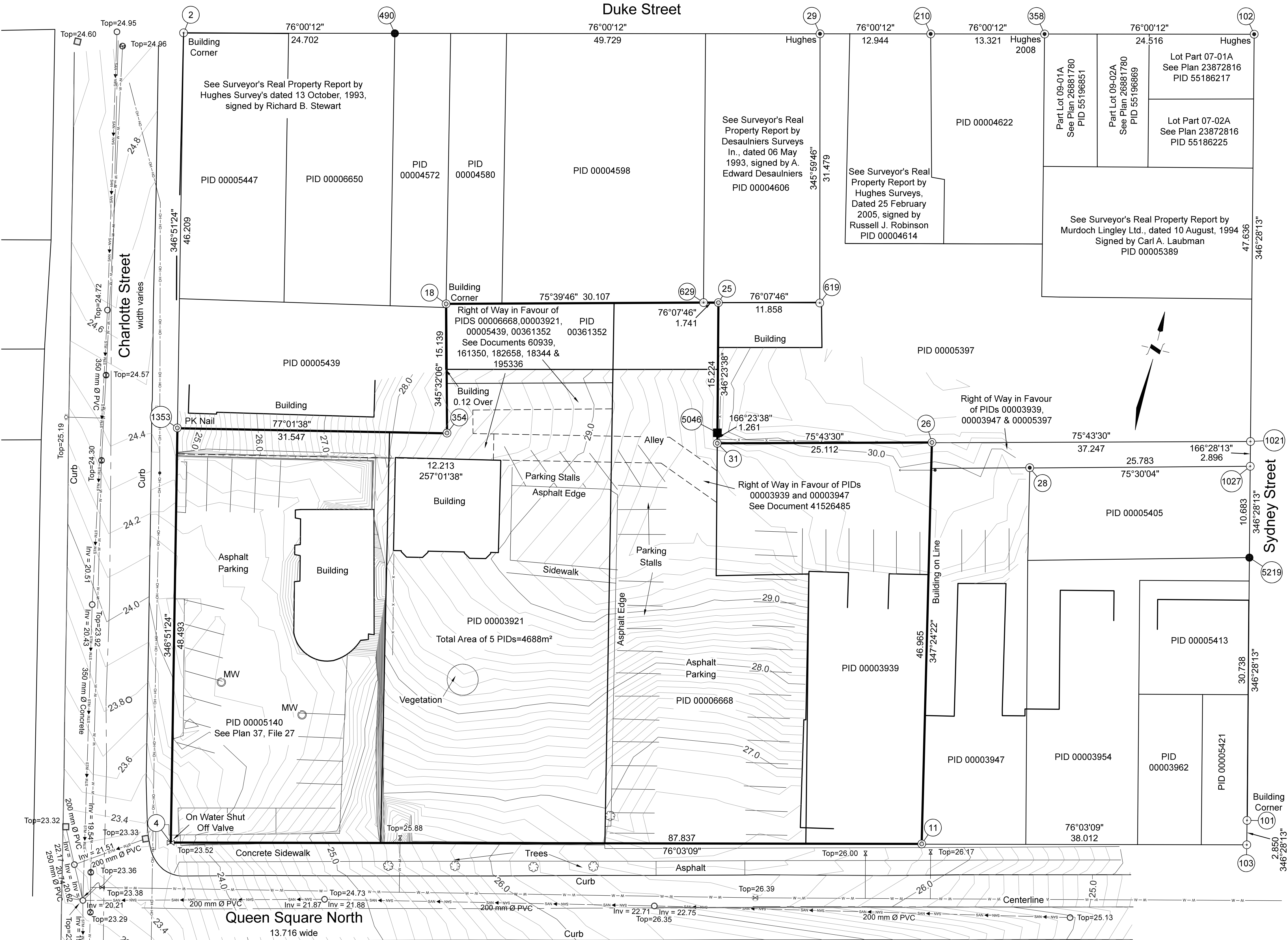
Point	Easting	Northing	Remarks
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4	2534724.299	7363340.206	CALC
11	2534809.547	7363361.378	SMS
18	2534740.232	7363409.170	SMS
25	2534771.092	7363417.043	SMS
26	2534799.306	7363407.213	SMS
28	2534811.120	7363407.127	SMF
29	2534774.986	7363450.429	SMF
31	2534774.970	7363401.021	SMS
101	2534845.772	7363373.311	Bldg. Cor.
102	2534824.260	7363462.711	SMF
103	2534846.438	7363370.540	CALC
210	2534787.546	7363453.560	SMF
354	2534744.014	7363394.511	SMS
358	2534800.472	7363456.782	SMF
490	2534726.734	7363438.402	RIB
619	2534782.604	7363419.886	CALC
629	2534769.402	7363416.626	CALC
1021	2534835.404	7363416.398	CALC
1027	2534836.081	7363413.582	CALC
1353	2534713.272	7363387.429	SMS (PK Nail)
5046	2534774.673	7363402.247	IBF
5219	2534838.581	7363403.196	RIB
25504	2534661.488	7363004.416	NBCM
25505	2534600.979	7363245.326	NBCM
28156	2534232.573	7362095.001	NBCM (Active Control Station)

Legend

- SMS - Standard survey marker set
- SMF - Standard survey marker found
- CALC - Calculated point
- RIB - Round iron bar found
- SQIB - Square iron bar found
- N - Tabulated coordinate reference

- Lands dealt with by this plan
- ⊗ WSO-Water Shut off Valve
 - ⊠ Bldg. Cor.-Building Corner
 - NAD83(CSRS)-North American Datum of 1983 (Canadian Spatial Reference System)
 - CGG2013a-Canadian Gravimetric Geoid of 2013, version A
 - GNSS-Global Navigation Satellite System

Title Document Table			
Document	Owners	Registered	PID
40585292	Historica Seven GP Inc. Historica Seven Limited Partnership	2020-10-20	0005140 0003921 00006668 00361352
40585367	Historica Six GP Inc. Historica Six Limited Partnership	2020-10-20	00003939 00003947
369861 Volume 1495, Page 140	Lawrence H. Anderson Ruby Muriel Anderson	1991-05-09	00005397
36158732	Mohammed Aslam	2016-07-25	00004606
21399119	Madras Investments (2005) Inc.	2005-12-01	00004598
36976851	Trevor Ronald Breen Joseph Nazaire Brideau	2017-05-12	00005439
19242248	Susan Marie Colwell Robert John Alden Legassie	2004-10-07	00004580 00004572



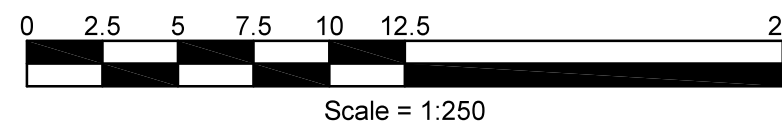
Key Plan

Scale = 1:5,000

Notes

- All computations performed and coordinates shown are based on the NB stereographic double projection and the NAD83(CSRS) ellipsoid as realized by Service New Brunswick's Active Control System.
- All distances shown are grid distances calculated using a combined scale factor utilizing geoid model CGG2013a.
- All directions are NB grid azimuths established using GNSS.
- Document and plan numbers referred to are those of the land titles or county registry office.
- Certification is not made as to legal title, being the domain of a lawyer, nor to the zoning & setback by-laws or regulations, being the domain of a development officer.
- Certification is not made as to covenants set out in the document(s) and the location of any underground services and/or fixtures permanent or otherwise.
- Peripheral information and adjacent owner information was derived from Service New Brunswick records.
- Field survey was completed in July, 2021.
- Elevations shown are ground elevations except where noted.
- Elevations are derived using geoid model CGG2013a.
- Contour interval is 0.1 metres with index contours shown at 1.0 metre intervals.
- Underground gas line locations from Enbridge Gas New Brunswick record drawings.
- Underground communications line locations from Bell Canada record drawings.
- Underground power line locations from Saint John Power Corporation record drawings.
- Underground water and wastewater services from a combination of field measurements and City of Saint John record drawings.
- Could not set a survey market at Point 4 due to it's location on a water shut off valve.
- This plan makes reference to City of Saint John Survey Sheet No.8, dated 01 March 1923, signed by Gilbert Murdoch

Lands Owned by
Historica Six GP Inc.
Historica Six Limited Partnership
Historica Seven GP Inc.
Historica Seven Limited Partnership
Queen Square North/Charlotte Street
City of Saint John
Saint John County, NB

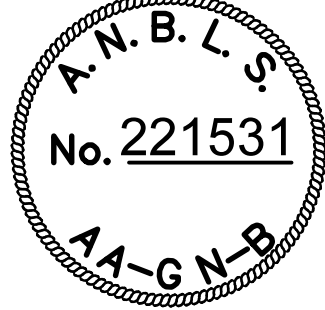
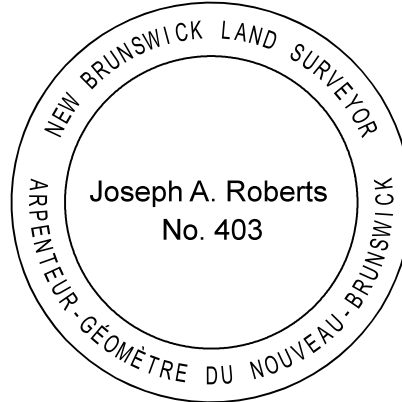


DON - MORE
SURVEYS &
ENGINEERING LTD.

Dated:
03 August 2021

Joseph A. Roberts
Joseph A. Roberts, NBLS # 403

Dwg: 21324TSP1





May 10, 2022

SNB-21013763-A0

Subject: Proposed Queen Square Development – Traffic Impact Statement, Water and Sanitary Sewer Demands

PROJECT UNDERSTANDING

It is our understanding that proposed development is being planned on three (3) lots on the corner of Charlotte Street and Queen Square North. The three PID's are 00005140, 00003921, 00006668.

The proposed development is intended to have residential units, commercial space on the main floor, underground parking as well as a few surface parking spaces.

The existing site currently has:

- Service Station (no longer operating) with 20 parking spaces;
- Jewett Residence (which has 4 apartment units);
- Red Sheds (which were used as storage/ warehouse); and,
- Paid parking lot with 33 spaces.

The Proposed Development is anticipated to have two 6-storey buildings, one 4- storey building, with an approximate total of 120 residential units (varying from studio units to 3-bedroom units), 36 underground parking spaces, 10 surface parking spaces, and 6,000 sq.ft of commercial space.

TRAFFIC IMPACT STATEMENT

An estimate of the vehicle trips that are expected to be generated by the proposed development was developed using the Institute of Transportation Engineers (ITE) "Trip Generation" Web-based App.

The 11th Edition (latest edition) was utilized to provide estimates of vehicles trips for the residential development only. Since the parking spaces that are proposed on-site are only for residential tenants, the projected vehicle trips entering/ exiting the site are estimated for the residential land use only.

It is expected that any new commercial vehicle trips generated by the development would utilize the roadway network adjacent to the site (where parking is available) but these vehicle trips would not "turn into" the site driveways but would rather become pedestrian/walking trips.

Table 1: Vehicle Trips

Land Use Group	Code/ Description	Size/ No. of Units	Time of Day*	In	Out	Total
Residential	(221) Multi-Family Housing (Mid-Rise), Dense Multi-Use Urban	120 units	AM	5	30	35
			PM	21	8	29

** Weekday Peak Hour of Adjacent Street Traffic*

Access Points/ Driveways

The site currently has five (5) vehicle access points: three (3) on Charlotte Street, one (1) on Queen Square North, and one (1) on Sydney Street. These are shown (numbered 1 through 5) in the figure below.



Figure 1: Existing Site Access

Since the Sydney Street property access is not currently zoned with the same use as the main portion of the development property, it is unclear at this time whether the Sydney Street access would be permitted and/or continued to be used. Because of this unknown, the access points for the new development are currently proposed to rely solely on access via two (2) locations: access on Charlotte Street (via the existing ramp) (Access No.1) for the 10 surface parking spaces and access on Queen Square North (Access No.4) for the 36 underground parking spaces.

The proposed site circulation plan is shown in **Figure 1**.

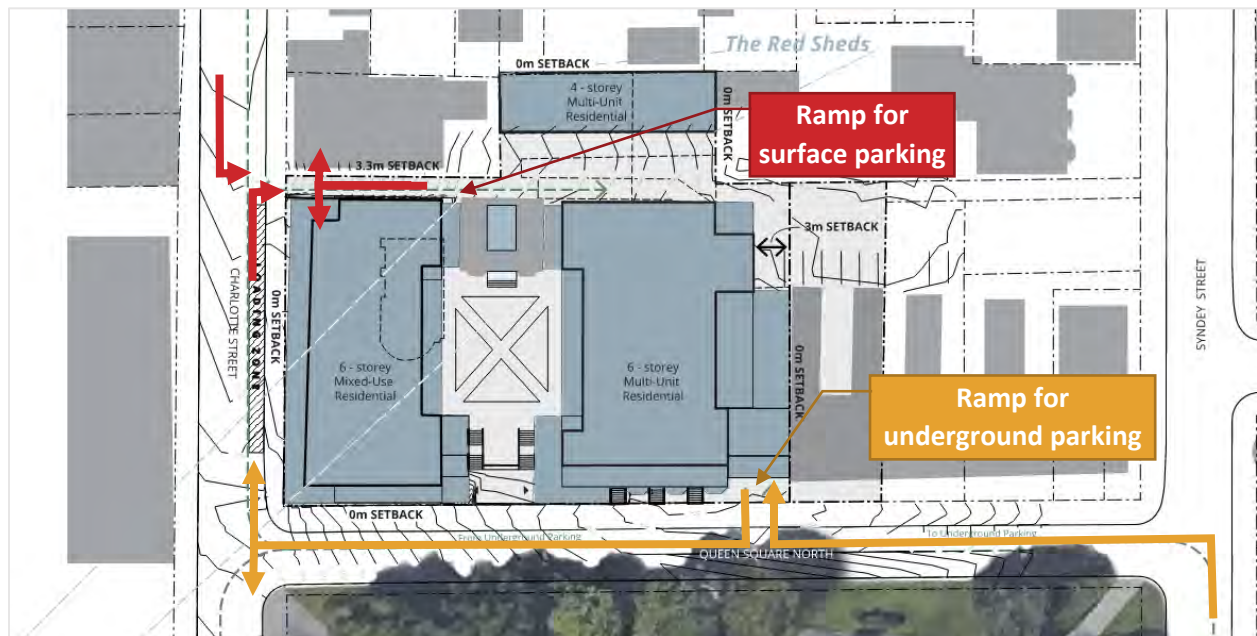


Figure 2: Proposed Vehicle Site Circulation

Overall, the impacts on vehicle traffic circulating in the area are anticipated to be minimal. The following comments are provided with regards to vehicle circulation:

- Ramp for Surface Parking:
 - The proposed ramp for the surface parking already exists and is currently used by vehicles to access the site.
 - The proposed number of parking spaces will be similar to the existing number of spaces provided; therefore, the increase to the roadway network would be minimal.
 - The ramp is proposed to be used for two-way vehicle. However, the width may not be wide enough to allow two vehicles to go by each other. The width of the ramp and sight lines should be verified at the detail design phase to determine if there are improvements that are needed to help reduce conflict points between vehicles at the top of the ramp as well as at the bottom of the ramp. Conflict points with pedestrians at the Charlotte Street access should also be verified to determine if improvements could be made to reduce conflicts with pedestrians.
 - A proposed loading zone on Charlotte Street is depicted on the plans. The proposed location for this loading zone should be verified at the detail design phase and may need to be setback from the ramp; so that parked vehicles do not block sight lines for vehicles exiting the site.
- Ramp for Underground Parking:
 - The proposed entrance and exit vehicles to the underground parking would utilize the Queen Square North access. This is an existing access point (driveway) for the site and is currently used by vehicles to access the parking lot.

- The proposed 36 underground parking spaces are similar in size to the existing 33 surface parking spaces which occupy that specific parking lot. Therefore, the increase of vehicle traffic on the roadway network is anticipated to be negligible.
- The details of the entrance and exit width should be verified at the detail design phase to ensure that vehicle traffic entering the underground parking is not impeded by vehicles exiting. As well, the sight lines should also be verified to ensure safety of pedestrians and reduce potential conflict points.
- The proposed vehicle trips generated by the development in the morning peak hour are estimated to be 30 vehicles leaving the site in the morning peak hour. This could represent approximately 1 vehicle every 2 minutes in the peak hour; which is a low number of exiting vehicles.

Pedestrians

The primary pathways for pedestrians are proposed to be on Queen Square North with two main lobbies along that roadway.

The commercial tenants would have direct access onto Charlotte Street, where pedestrians would utilize the existing sidewalk to access the main entrances. Although it was observed that most of the existing pedestrian walkways are asphalted, it is recommended that the pedestrian zones be of different surface texture whenever possible to help distinguish the path for pedestrians with vision impairments.

It is expected that pedestrians leaving the site would utilize the City's existing sidewalks and cross, if needed, at either end of Queen Square North (Charlotte Street or Sydney Street). No additional pedestrian crossings are required at this time.

WATER AND SANITARY SEWER SERVICING

The proposed water and sanitary sewer demands were calculated based on:

- Atlantic Canada Wastewater Guidelines;
- Atlantic Canada Guidelines for the Supply, Treatment, Storage, Distribution and Operation of Drinking Water Supply Systems.

The theoretical calculations are provided on two sheets in Appendix of this documents.

The proposed locations for the new service laterals have not been finalized, but preliminary location would be likely be near the intersection of Charlotte Street and Queen Square North Street. The new water service lateral is currently proposed to be on Charlotte Street since that watermain is a larger diameter watermain than that on Queen Square North. The sanitary sewer connection has not been determined yet. The preliminary locations are shown in **Figure 2**.

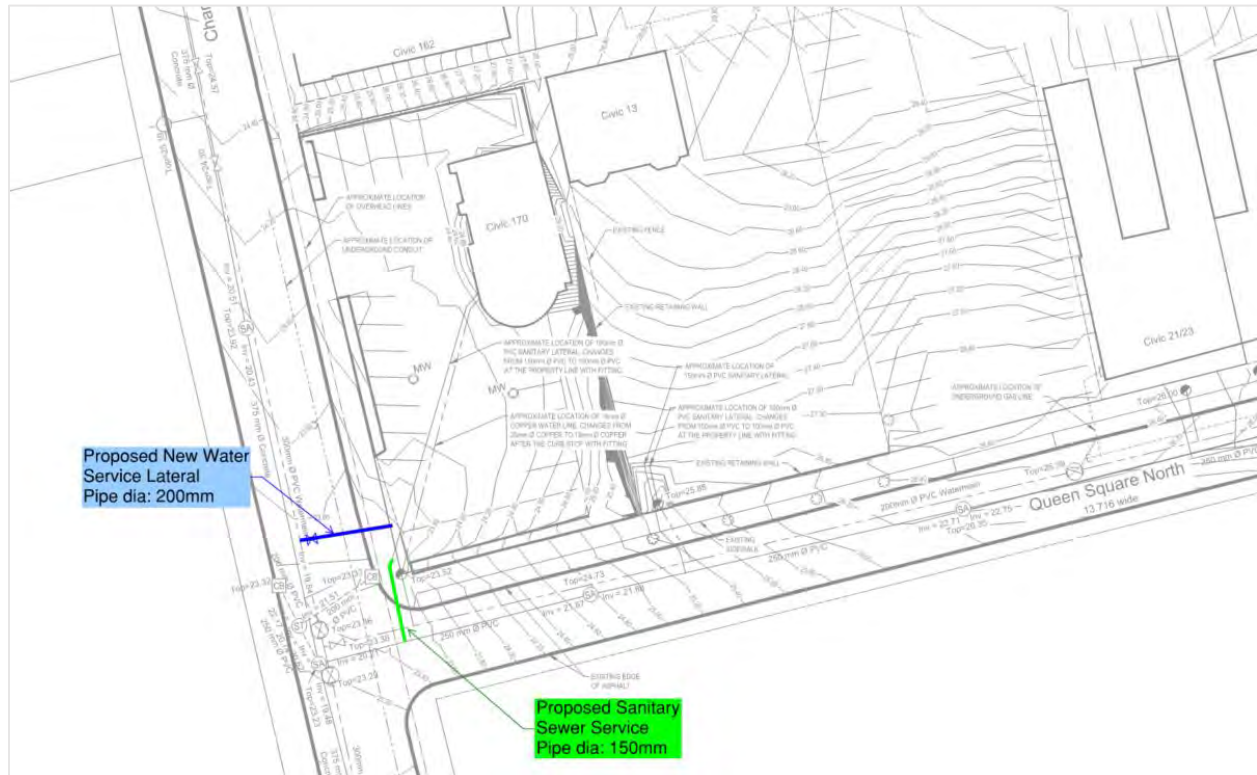


Figure 3: Proposed Locations for Water and Sewer Service Laterals

CLOSING

This reported was prepared by:

Mia Laforge Vautour, P.Eng.
Senior Transportation/Civil Engineer
EXP Services Inc.

Appendix: Theoretical Calculations for Water Demands (WATER) (1 page)
Theoretical Calculations for Wastewater Flows (SANITARY) (1 page)

Queen Square Infill Development

Theoretical Water Demands (WATER)			
Residential			
Population Based Calculation			
Number of Units	<i>n</i>	120	units
Population Density	<i>p</i>	2.5	persons / unit
Population Density	<i>P</i>	300	persons
Domestic Flow Allowance	<i>q</i>	340	L/person/day
Average Daily Demand (ADD)		102,000	L/day
ADD converted to L/min		70.8	L/min
Maximum Day Factor	MDF	2.75	
Maximum Day Demand (MDD)		280,500	L/day
MDD converted to L/min		194.8	L/min
Peak Hour Factor	PHF	4.13	
Peak Hourly Demand (PHD)		292.5	L/min

Theoretical Water Demands (WATER)			
Commercial			
Assumed tenants to be Restaurants			
Number of Seats	<i>n</i>	100	seats
Domestic Flow Allowance	<i>q</i>	225	L/seat/day
Number of Employees	<i>n</i>	50	employees
Domestic Flow Allowance	<i>q</i>	100	L/employee/day
Total Average Daily Flow		27,500	L/day
Average Daily Demand (ADD)		27,500	L/day
ADD converted to L/min		19.1	L/min
Maximum Day Factor	MDF	2.75	
Maximum Day Demand (MDD)		75,625	L/day
MDD converted to L/min		52.5	L/min
Peak Hour Factor	PHF	4.13	
Peak Hourly Demand (PHD)		78.9	L/min
Total Demand			
(Residential + Commercial)			
Average Daily Demand (ADD)		89.9 L/min	
Maximum Day Demand (MDD)		247.3 L/min	
Peak Hourly Demand (PHD)		371.4 L/min	

prepared by: Mia Laforge Vautour
last printed on: March 30, 2022
EXP Project #: SNB-21013763-A0

Queen Square Infill Development

Theoretical Wastewater Flow (SANITARY)			
Residential			
<i>Population Based Calculation</i>			
Serviceable Area	<i>A</i>	0.37	ha
Number of Units	<i>n</i>	120	units
Population Density	<i>p</i>	2.5	persons / unit
Population Density	<i>P</i>	300	persons
Harman Peaking Factor	<i>M</i>	4.1	
Domestic Flow Allowance	<i>q</i>	340	L/person/day
Domestic Dry Weather Flow	<i>Q</i>	4.81	L/s
Extraneous Flow Allowance	<i>i</i>	0.28	L/s/ha
Extraneous Wet Weather Flow	<i>I</i>	0.10	L/s
Peak Design Flow (Residential)	PDF	4.92	L/s
$PDF = \frac{P \cdot Q \cdot M}{86.4} + I \cdot A$ <p>Peak Design Flow</p> $M = 1 + \frac{14}{4 + P^{0.5}}$ <p>Harman Formula</p>			

Theoretical Wastewater Flow (SANITARY)			
Commercial			
<i>Assumed tenants to be Restaurants</i>			
Number of Seats	<i>n</i>	100	seats
Domestic Flow Allowance	<i>q</i>	225	L/seat/day
Number of Employees	<i>n</i>	50	employees
Domestic Flow Allowance	<i>q</i>	100	L/employee/day
Total Average Daily Flow		27,500	L/day
Operational Hours		12.0	hours per day
Wastewater flows Factored based on Operational Hrs		55,000	L/day
Daily Wastewater flows converted to L/s		0.64	L/s
Peaking Factor for Restaurant		3	
Peak Design Flow (Commercial)	PDF	1.91	L/s
Commercial Space = 6000 sq.ft.			

Total Peak Design Flow			
Residential + Commercial	PDF	6.83	L/s

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