
PLANNING ADVISORY COMMITTEE



The City of Saint John

June 28, 2023

Her Worship Mayor Donna Noade Reardon and
Members of Common Council

Your Worship and Councillors:

**SUBJECT: Proposed Rezoning and Subdivision
460 Milford Road**

On May 15, 2023, Common Council referred the above matter to the Planning Advisory Committee for a report and recommendation. The Committee considered the attached report at its June 20, 2023 meeting.

Yeva Mattson, Planner with Growth and Community Services, appeared before the Committee and provided an overview of the proposed rezoning and subdivision.

Peter Mackenzie, architect and representative of the applicant Seale Excavation Ltd., appeared before the Committee and expressed agreement with the staff recommendation. Mr. Mackenzie expanded on details of the design, including measures taken to lower cost such as above ground parking. He also agreed with the staff report that the massing and scale is appropriate for the neighborhood.

Responding to questions from the Committee, Mr. Mackenzie explained that his client would be developing the site and that they will develop the first building and seek to lease it prior to construction of other two proposed buildings. He expanded on neighborhood consultation, indicating his client went door-to-door and spoke with many residents and left information packages, with the project being very well received.

Matthew DaLuz questioned why they had not chosen lower-density development like townhouses to fit the surrounding neighbourhood context, Mr. Mackenzie explained that the apartments were the highest and best use of the land as well as being more manageable for development.

One member of the public, Monica Gould, appeared to ask if the project would be financed locally but did not express opposition or support of it. Mr. Mackenzie responded to the question by indicating it would be financed locally and that his client is a local Saint John developer.

No other members of the public appeared to speak in favor or opposition.

Following consideration of the presentations, the Committee adopted Staff Recommendation. The Committee also approved the access to the proposed lots via the private access for the proposed development of land. This approval by the Committee is conditional on the approval of the rezoning by Common Council and incorporation of the appropriate notations on the Final Plan of Subdivision.

RECOMMENDATION:

1. That Common Council rezone a portion of a parcel of land having an area of approximately 1.76 hectares, located at 460 Milford Road, also identified as PID Number 00405381, from **Two-Unit Residential (R2)** to **Mid-Rise Residential (RM)**.
2. That Common Council, pursuant to the provisions of Section 59 of the *Community Planning Act*, impose the following conditions on the parcel of land having an area of approximately 1.76 hectares, located at 460 Milford Road, also identified as PID Number 00405381:
 - a. That the development of the site be limited to three, three-storey, multi-unit residential buildings, as identified in the submitted site plan and associated renderings, and that the footprint, height and massing of the applicant's development be in substantial conformity with the plans submitted with the rezoning application;
 - b. 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;
 - i. That the proposed development incorporate walkways connecting the multi-unit buildings with the public sidewalk located on Milford Road.
 - c. The above elevation and site plans be attached to the building permit application for the development of the parcel of land;
 - d. That the parcel of land be developed and maintained in accordance with an engineering storm water drainage plan and

- design report, prepared by a professional engineer on behalf of the proponent and subject to the approval of the Chief City Engineer, and that such approved plan and report be attached to any development and/or building permit for the proposed development;
- e. Should any municipal infrastructure improvements be required to service this proposal, it will be the owner/developer's full responsibility and cost to complete. Prior to determining the requirement for any municipal infrastructure improvements, detailed engineering plans and a design brief must be submitted by the owner/developer's engineering consultant to the City for review and approval;
 - i. Should the proposed unit count of 78 increase by over 10%, an updated Traffic Study will be required from the developer prior to the issuance of a building permit.
 - f. The landscaping plan mentioned in condition (b) must incorporate plantings and landscaping illustrated on the site plan that accompanied the application, which incorporates the following;
 - i. That the front and flankage yards of the site be landscaped in accordance with the front yard landscaping requirements for commercial developments as required by Section 6.2 (c) of the Zoning By-Law.
 - ii. That PID 55221428, which is to be developed by the proponent as access to the property, contains a landscape buffer between the proposed roadway and adjacent residential properties.
3. That Common Council assent to one or more subdivision agreements, in one or more phases in general accordance with the site design and Tentative Plan of Subdivision for the proposed development with respect to any required Local Government Services Easements and Municipal Drainage Easements to be determined during detailed design for the proposed subdivision.
 4. That Common Council assent to money in lieu of Land for Public Purpose
 5. That Common Council authorize a City/Developer Subdivision Agreement

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'AWC', with a long horizontal line extending to the right from the end of the signature.

Alex Weaver Crawford
Chair, Saint John Planning Advisory Committee

Attachments



The City of Saint John

Date: June 15, 2023
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: June 20, 2023

SUBJECT

Applicant: Seale Excavation Ltd.
Landowner: Seale Excavation Ltd.
Location: 460 Milford Road
PID: 00405381
Plan Designation: Stable Residential
Existing Zoning: Two-Unit Residential (R2)
Proposed Zoning: Mid-Rise Residential (RM)
Application Type: Rezoning and Subdivision

Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Zoning By-law. Common Council will consider the Committee's recommendation at a public hearing on **Monday, July 10, 2023**.

The Subdivision By-Law authorizes the Planning Advisory Committee to approve other accesses suitable for the passage of motor vehicles as being advisable for the development of land.

EXECUTIVE SUMMARY

The applicant is proposing to rezone 460 Milford Road from Two-Unit Residential (R2) to Mid-Rise Residential (RM) to allow for the construction of three, 3-storey multi-unit buildings; two 24-unit buildings and one 30-unit building. The proposal also includes an application to subdivide the site into multiple lots to facilitate the development of the three apartment buildings. The attached plans show the location and extent of the proposed development.

Staff recommend approval of the rezoning as well as the approval of the subdivision which involves proposed lots that do not abut a Public Street.

RECOMMENDATION

1. That Common Council rezone a portion of a parcel of land having an area of approximately 1.76 hectares, located at 460 Milford Road, also identified as PID Number 00405381, from **Two-Unit Residential (R2)** to **Mid-Rise Residential (RM)**.
2. That Common Council, pursuant to the provisions of Section 59 of the *Community Planning Act*, impose the following conditions on the parcel of land having an area of approximately 1.76 hectares, located at 460 Milford Road, also identified as PID Number 00405381:
 - a. That the development of the site be limited to three, three-storey, multi-unit residential buildings, as identified in the submitted site plan and associated renderings, and that the footprint, height and massing of the applicant's development be in substantial conformity with the plans submitted with the rezoning application;
 - b. 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;
 - i. That the proposed development incorporate walkways connecting the multi-unit buildings with the public sidewalk located on Milford Road.
 - c. The above elevation and site plans be attached to the building permit application for the development of the parcel of land;
 - d. That the parcel of land be developed and maintained in accordance with an engineering storm water drainage plan and design report, prepared by a professional engineer on behalf of the proponent and subject to the approval of the Chief City Engineer, and that such approved plan and report be attached to any development and/or building permit for the proposed development;
 - e. Should any municipal infrastructure improvements be required to service this proposal, it will be the owner/developer's full responsibility and cost to complete. Prior to determining the requirement for any municipal infrastructure improvements, detailed engineering plans and a design brief must be submitted

- by the owner/developer's engineering consultant to the City for review and approval;
- i. Should the proposed unit count of 78 increase by over 10%, an updated Traffic Study will be required from the developer prior to the issuance of a building permit.
- f. The landscaping plan mentioned in condition (b) must incorporate plantings and landscaping illustrated on the site plan that accompanied the application, which incorporates the following;
- i. That the front and flankage yards of the site be landscaped in accordance with the front yard landscaping requirements for commercial developments as required by Section 6.2 (c) of the Zoning By-Law.
 - ii. That PID 55221428, which is to be developed by the proponent as access to the property, contains a landscape buffer between the proposed roadway and adjacent residential properties.
3. That Common Council assent to one or more subdivision agreements, in one or more phases in general accordance with the site design and Tentative Plan of Subdivision for the proposed development with respect to any required Local Government Services Easements and Municipal Drainage Easements to be determined during detailed design for the proposed subdivision.
 4. Council assent to money in lieu of Land for Public Purpose
 5. Council authorization of City/Developer Subdivision Agreement
 6. That, conditional on Common Council giving Third Reading to the proposed rezoning, the Planning Advisory Committee approve the access to the proposed lots via the private access for the proposed development of land. This approval by the Committee is subject to the condition that the Final Plan of Subdivision incorporates a notation to the satisfaction of the Development Officer stating that the lots are served by a private access and that this private access is not maintained by the City of Saint John.

DECISION HISTORY

In 1988, the site was sold by the City to a developer who applied to develop the property into 11 lots for one- and two-family dwellings. The application, including the location of a new street, was approved by Common Council in May 1988 but the development was not pursued.

ANALYSIS **Proposal**

The applicant is proposing to subdivide and construct three multi-unit, three-storey residential buildings at 460 Milford Road. This would be a phased development, with development of the access and construction of the first building on Lot 1 starting in Spring 2024. The second phase would include Lot 2 and the third phase would involve Lot 3 and the construction of the largest multi-unit building. A rezoning from Two-Unit Residential (R2) to Mid-Rise Residential (RM) is required to provide for the development of two 24-unit apartment buildings and a 30-unit

apartment building. The Committee's approval of the proposed access to Lots 2 and 3 on the Tentative Plan of Subdivision is also required.

Site and Neighbourhood

The subject site is located in the community of Milford, just north of Milford Road. The 1.76-hectare site is currently undeveloped and was owned by the City until the late 1980's, when the land was sold to a developer for a proposed development which was never undertaken. The new owner is proposing to develop the site as a series of multi-unit buildings with large setbacks from the adjacent residential properties. This proposal includes the creation of an access along an existing parcel identified as PID 55221428, which is an undeveloped city street. This would also serve as a new access for 452 and 454 Milford Road, which have been accessed through the undeveloped city street. The development of the undeveloped city street will require the developer to enter into a City-Developer Subdivision Agreement.

The surrounding neighbourhood contains a mix of low-density residential development along Milford Road, Green Head Road, and River Hill Drive, which is largely zoned One-Unit Residential (R1) and Two-Unit Residential (R2). The site itself is zoned Two-Unit Residential (R2). Bordering the proposed location of the new residential development is land owned by the City to the north and northwest, with Milford Estates Mobile Home Park located to the east. The remainder of the site is bordered by lands zoned Two-Unit Residential (R2). Land uses along Milford Road include one-unit, two-unit, and mini-home dwellings as well as St. Rose church, a few local businesses, and Lou Murphy Park.

The wider area contains a mixture of uses and zoning including varying densities of residential uses, along with institutional, industrial, and some small-scale commercial development. The property is within proximity to a variety of community assets and services, which will provide future residents with access to the Dennis Morris Community Centre, schools, churches, health services, and other service-based uses. Of note, is the site's proximity to Dominion Park, one of the City's larger parks which is currently undergoing a variety of enhancement projects.

The property is within proximity to the commercial node located along Main Street West and Manawagonish Road and is also serviced by the extensive commercial area located along Fairville Boulevard. The site is also located in proximity to major employment nodes. The Moosehead Brewery, the pulp mill, and the Logistics Park, are all major employers in the city, are located in the West Side of Saint John.

The subject site is served by the City's public and active transportation networks. The site is served by the City's new Flex bus service where riders use an app or call to schedule a ride with no fixed stops. In addition, the property is located on the north side of Milford Road, which features a sidewalk that links the property to the City's broader pedestrian network including connections to Green Head Road, Dever Road, Manawagonish Road, and Main Street West.

Municipal Plan and Rezoning

Municipal Plan

The site is designated as Stable Residential in the Municipal Plan. An analysis of the proposal with respect to the relevant policies of the Municipal Plan is provided in Attachment 2. The proposal is considered infill development of a vacant parcel of land and conforms to the policies established within the Municipal Plan.

While a density target is not provided for Stable Residential Areas, housing of almost every form and density may be found. Development proposals located within existing neighbourhoods should take into account the existing neighbourhood context and should reinforce the predominant community character and make a positive contribution to the existing neighbourhood. Despite the proposed multi-unit dwellings on the proposed site being in the higher range of density for the area, they are still within policy direction for the Stable Residential designation.

The proposed development is compatible with the vision established within the Municipal Plan, as the proposed development:

- Provides densification in an area with existing municipal services.
- Is compatible with surrounding land uses given the variety of existing building typologies and dwelling types found within the area, including other properties zoned RM in the wider neighbourhood at the end of Green Head Road.
- Does not detract from the densification of Intensification Areas as it seeks to expand an established (but incomplete) neighbourhood.

With respect to Urban Design principles, Policy UD-10 requires that new development in Stable Areas be designed to respect and reinforce the physical character and uses of the surrounding neighbourhood. This is applicable to the proposed subdivision, as criteria of this policy require that the proposed development have regard for:

- The height, scale and massing of nearby buildings.
- The setback of buildings from the street.
- The pattern of rear and side yard setbacks.

Staff note the proposed development is setback from adjacent properties by larger setbacks than those required in the RM zone. The enhanced setbacks will provide a greater separation between the proposed buildings and the existing adjacent development. Most of the existing residential in the area is between one and three stories tall, which is compatible with the proposed development height of three stories. Paired with the enhanced setbacks, the appearance of the massing will be minimized and be respectful of the existing built context.

The proposal represents an opportunity to introduce additional density into a suburban context which will help the City meet the demands of future population growth and the evolving housing needs in this neighbourhood and the broader community. The Milford proposal meets one of the main goals of the Municipal Plan which is to encourage a more compact pattern of development

in core areas with good access to transit and community facilities. This proposal helps create diverse housing to meet the needs of the changing demographics of the community, including an aging population.

From the analysis of conformance with the Municipal Plan Policies (Attachment 2), staff are of the opinion that the proposed development achieves the intent of the Municipal Plan based on the density, the proposed uses, and the building forms in the proposed development.

Rezoning

The site is currently zoned Two-Unit Residential (R2) and the applicant has proposed to rezone the property to Mid-Rise Residential (RM), in order to facilitate the construction of the three proposed buildings. The proposal, as presented, conforms to the standards of the RM zone including parking requirements, amenity space, access, and building setbacks.

Section 59 Conditions and Affordable Housing

City Staff are recommending some standard Section 59 conditions including the requirement for site plans to be presented to the Development Officer for approval. Other recommended conditions include creating pedestrian access to the Milford Road sidewalk.

Common practice in the City of Saint John has been to include a Section 59 condition that limits proposed rezonings to a maximum number of dwelling units. The unit number caps have always been tied to the specific proposal presented as part of the rezoning process and have been used to tie a rezoning to a very specific development proposal. This trend has resulted in an increased number of Section 59 amendment applications being submitted to allow increases to the unit count within existing developments and occasionally in advance of new construction projects. These increases are often minimal in nature and are typically the result of design changes to the size of the proposed dwelling units as opposed to the expansion of the existing or proposed building footprint. With the adoption of the City's Affordable Housing Action Plan, staff are looking at amending previous practices to "permit/encourage various innovative housing models to help expand the supply of housing". Staff are recommending no unit cap as this will allow for flexibility in the future.

The proposed buildings have a large footprint and based on the standards of the RM zone, they would have the size capacity to contain more dwelling units than the proposed 78, depending on the size of the units including the number of bedrooms being included. Based on the onsite parking, staff has determined that the property could theoretically accommodate more dwelling units than proposed, especially if affordable units are added. If the applicant were to increase the unit count above the proposed 78, it would be subject to the standards established in the RM zoning, as well as the requirements of the National Building Code of Canada.

In relation to the proposed development, staff are proposing an approach that will tie the development to the massing, footprint and height proposed on the drawings submitted with the application. This type of condition will limit the massing and scale of the development while maintaining the flexibility of altering the unit count as final floor layouts for the buildings are

prepared. In the past Section 59 conditions were utilized to tie a development to a specific proposal and have involved some of these elements such as height, number of buildings and the number of units in the overall development and within specific buildings in the development. The approach proposed by staff specifically focuses on the built form of the development as opposed to the number of units. This will serve to strike a balance between providing security to the existing neighbourhood about the intent of the project, the flexibility needed for applicants to change unit sizes/unit count during the detailed design phase and the City's need to increase our housing supply.

Affordable Housing

The applicant has acknowledged the need for affordable units but have indicated while they have not yet looked at the details of incorporating this into the development via the various available funding programs, the proposed development will create an additional 78 apartment units in the City. This will provide for additional housing options for residents and will increase the housing diversity within the broader neighbourhood.

Infrastructure and Protective Services

The proposed development has been reviewed by the City's Infrastructure Development Service Area and Saint John Water with respect to water and sanitary sewer servicing and stormwater management. Consistent with By-Law requirements, a site servicing plan, completed by a Professional Engineer, is required at or prior to the building permit submission detailing the water and sanitary sewer servicing for the site. A storm water management plan is also a requirement detailing the plan achieve a zero net increase from the site.

The developer is responsible for costs related to any off-site infrastructure improvements required to service this proposal. The developer's consultant is required to submit the following information for City approval as part of the building permit approval process:

- An engineering water and sewer analysis to allow for the City to determine the impact this development will have on the existing municipal water and sewer infrastructure.
- Detailed storm water management plan and design report indicating how storm water will be managed for full build-out of the development. In accordance with the City's Storm Drainage Design Criteria Manual and the Drainage By-law, the stormwater design on site will need to achieve a net zero impact.

The applicant/owner will also be responsible for obtaining all necessary municipal permits including those for any work within existing Public Street rights-of-way or connections to existing water, sanitary sewer or storm sewer infrastructure.

Since access to the site would be limited to one access from Milford Road, and access to the wider neighborhoods would be through Green Head Road, a Traffic Study was required as part of the application. Infrastructure Development has reviewed the Traffic Impact Statement

submitted by the applicant as part of this proposal and had no concerns. Should the unit count of 78 increase by 10% or more, an updated Traffic study will be required.

Fire and Emergency Management Services is supportive of the overall concept and note 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*.

Subdivision

A subdivision of the site is proposed which will result in the creation of three separate lots for the proposed multi-unit buildings. It is recommended that Council assent to any necessary Local Government Service Easements and Municipal Drainage Easements should such easements be required for municipal piped infrastructure or surface drainage as identified through the detailed design process.

With the provision of separate lots for each building in the development, only one of the proposed lots abuts a Public Street. The Subdivision By-Law requires that every lot abut either a Public Street or such other access suitable for the passage of motor vehicles subject to the approval of the Committee. In this case, the Committee's approval of the access to Lots 2 and 3 is required. Staff recommend the Committee grant this approval subject to the condition that the Final Plan of Subdivision incorporates a notation to the satisfaction of the Development Officer stating that the lots are served by a private access and that this private access is not maintained by the City of Saint John. This approval of the access is only effective should Common Council give Third Reading to the rezoning.

The site is accessed from Milford Road via a section of undeveloped Public Street. To accommodate the necessary work in this section of Public Street authorization of a City/Developer Subdivision Agreement is required.

Consistent with the direction established by the Subdivision By-Law, Staff recommend that Common Council exercise its discretion and accept money-in-lieu of Land for Public Purposes.

Conclusion

The proposed multi-building residential development is supported by the Municipal Plan and represents the infill development of a vacant parcel within an existing neighbourhood. The rezoning of 460 Milford Road will establish new housing options for residents of the West Side of Saint John and the broader community. Staff recommend approval of the proposed rezoning from Two-Unit Residential (R2) to Mid-Rise Residential (RM) and that Common Council grant all necessary assents related to the subdivision including money-in-lieu of LPP and Local Government Services Easements. In addition, staff recommend that subject to third reading of the proposed rezoning, that PAC approval be granted to allow for the creation of the proposed lots that will not be fronting onto a public street.

ALTERNATIVES AND OTHER CONSIDERATIONS

No other alternatives were considered.

ENGAGEMENT**Public**

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on June 5, 2023. Notice of the rezoning will be posted on the City of Saint John website on June 15, 2023.

The developer also conducted community engagement and delivered information packages door-to-door to neighbouring residents.

APPROVALS AND CONTACT

Manager	Commissioner
Jennifer Kirchner, RPP, MCIP	Jacqueline Hamilton, MCIP, RPP

Contact: Yeva Mattson
Telephone: (506) 721-8453
Email: yeva.mattson@saintjohn.ca
Application: 23-0040

APPENDIX

Map 1: **Site Location**

Map 2: **Future Land Use**

Map 3: **Zoning**

Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan Policy Review**

Submission 1: **Site Plan**

Submission 2: **Design Concept**

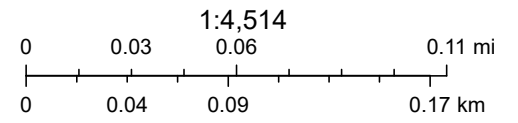
Submission 3: **Tentative Plan of Subdivision**

460 Milford Road - Site Location



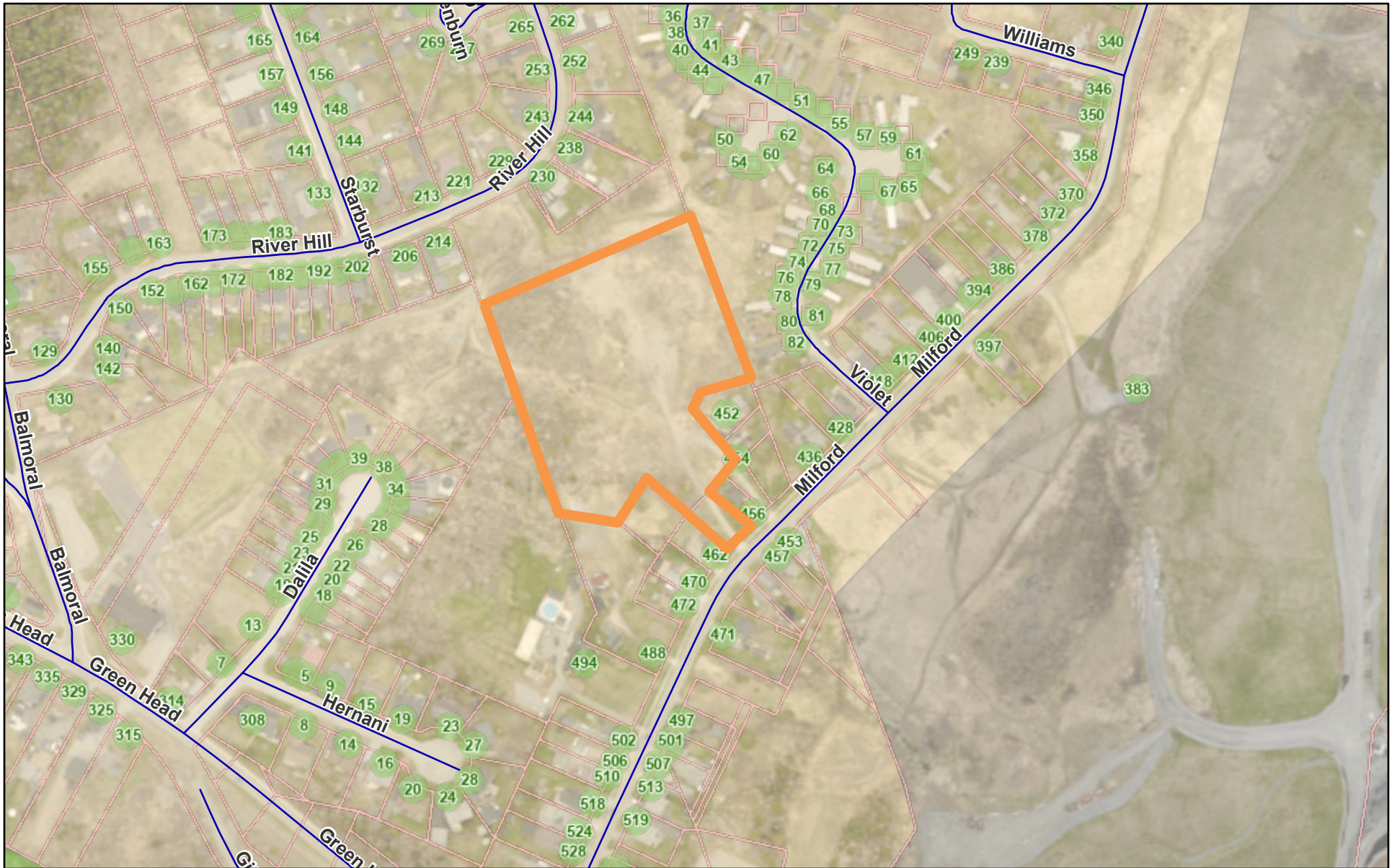
5/31/2023, 8:41:09 AM

-  Subject Site
-  Official Civic Addresses
-  Property Assessment
-  Property Parcels



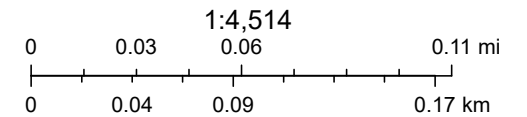
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

460 Milford Road - Future Land Use



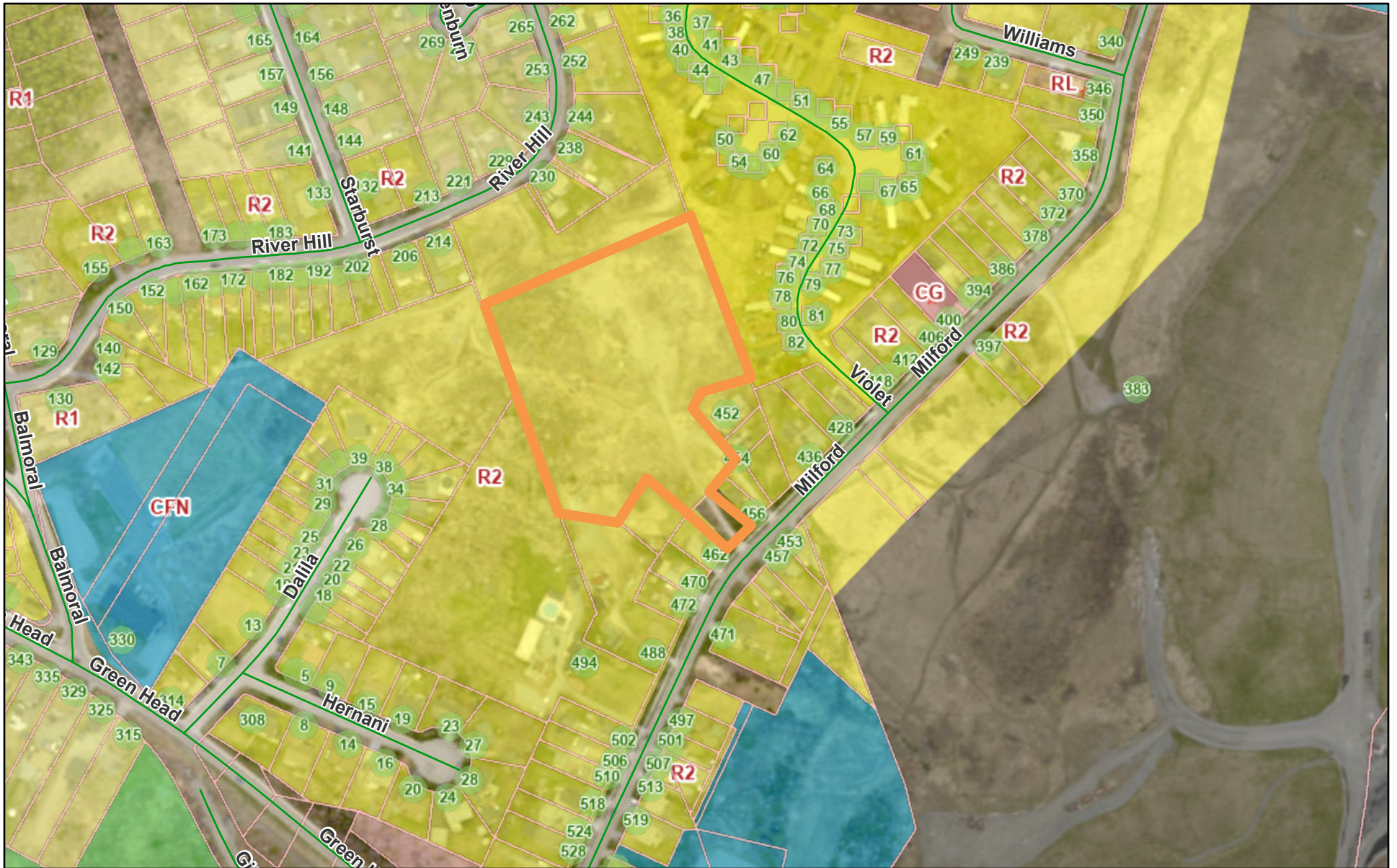
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- Override 1
- Property Parcels
- Park and Natural Area
- Official Civic Addresses
- Future Land Use
- Stable Residential
- Property Assessment
- Heavy Industrial



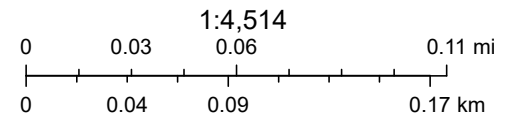
Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

460 Milford Road - Zoning



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|--------------------------|--------------------|----|----|-----|
| Override 1 | Property Parcels | RP | CG | CFN |
| Official Civic Addresses | Conditional Zoning | R2 | CL | P |
| Property Assessment | Zoning | R1 | IH | |
| | RL | | | |



Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

Attachment 1: Site Photography



Subject Site looking North from Undeveloped City Street – treed area in the background is adjacent City owned land



Subject Site looking North East (towards Milford Estates)



Access to subject site from Milford (undeveloped city street)



Looking East at entrance to subject site – towards Milford Estates and adjacent residential

Attachment 2: Municipal Plan Policy Review

Municipal Plan Policy	460 Milford Assessment
<p>Policy LU-86 Within the Stable Residential designation, housing of almost every form and density may be found and both the existing neighbourhood context and compatibility with the Municipal Plan goals will determine suitability of new proposals. Other compatible uses that may be found in the Stable Residential designation include convenience stores, home occupations, parks, and community facilities which are permitted in the designation without amendment to the Municipal Plan.</p>	<p>This proposal aligns with the goal of higher density and intensification in the Municipal Plan. This would introduce new mid-rise residential development and diversify housing options for the neighbourhood.</p>
<p>Policy LU-87 Intend that the areas designated Stable Residential will evolve over time from a land use and built-form perspective but that new and redeveloped land uses are to reinforce the predominant community character and make a positive contribution to the neighbourhood.</p>	<p>This new development in the Stable Residential area will establish housing on a large vacant piece of land within the Milford neighbourhood. It will provide more diverse housing options, which will contribute to the livability of the area.</p>
<p>Policy LU-88 Ensure that significant new development and redevelopment in areas designated Stable Residential shall generally be permitted only through a rezoning process where compliance is demonstrated with the following requirements:</p> <ol style="list-style-type: none"> a. The proposed land use is desirable and contributes positively to the neighbourhood; b. The proposal is compatible with surrounding land uses; c. The development is in a location where all necessary water and wastewater services, parks and recreation services, schools, public transit and other community facilities and protective services can readily and adequately be provided; d. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated; e. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan. 	<ol style="list-style-type: none"> a. The proposed land use would add density and diverse housing options to the surrounding neighbourhood, creating housing opportunities for a variety of lifestyles. In addition, the development will utilize a large vacant parcel of land, which will help complete the neighbourhood development. b. The proposed rezoning and residential development conforms to the overall residential nature of the surrounding land uses. c. The proposed development can be supported by existing neighbourhood and city infrastructure and community and protective services. d. Section 59 conditions have been recommended to address matters such as pedestrian circulation. The included site plan incorporates landscaping and buffering, particularly in areas adjacent to neighbouring properties. e. The applicant has provided design concepts for the buildings that conform with the surrounding neighbourhood and is a contemporary exterior design.
<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 Stable Areas, as identified on the City Structure map (Schedule A), new development will be designed to respect and reinforce the physical character of the established neighbourhood, as set out in Policy UD-10; b. Locating building entrances facing the public street; c. Designing sites to incorporate existing natural features and topography; 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; 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"> a. The proposed multi-unit buildings will be compatible with the neighbourhood through the incorporation of a high-quality design including features such as the use of different cladding materials and architectural design, such as the roof lines, which have similarities to the existing dwellings in the area. A sample building design provided with the application indicates the units will have balconies and patios which will provide a degree of relationship to the Public Realm. The proposed buildings would exceed the required setbacks and the applicant has proposed landscaping that aligns with the Zoning By-law and is respectful of the existing neighbourhood. b. Due to the shape of the lot, the proposed development will establish a private access with lots oriented based on the private road network. The existing property prevents the creation of lots that front onto a public street. c. The building is located on a portion of the site that has an equivalent elevation to Milford Road. The site plan incorporates large areas of green space which s as it already exists. e/h. The proposed building is of a typical design for suburban multi-unit development. <ul style="list-style-type: none"> a. The proposed balconies and patios provide a degree of animation towards the “semi-public” private circulation area. A pedestrian access through the development will also provide of animation with the public realm. b. Some integration is provided with a Section 59 condition requiring pedestrian access through the development linking to the adjacent Public Street network. <ul style="list-style-type: none"> i. The use of decks and balconies on the buildings provide façade articulation and dimension to the structures. k. The proposed buildings will be required to meet the energy efficiency standards established in the Building Code of Canada. The engineered
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<ul style="list-style-type: none"> v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees; vi. Designing sites and buildings to work with, rather than against, the natural environment by designing according to the topography, hydrology, ecology and natural drainage patterns of the site and taking advantage of passive solar gain and natural light; and vii. Using native vegetation for landscaping where appropriate. <ul style="list-style-type: none"> l. Designing sites and buildings according to the Crime Prevention through Environment Design (CPTED) principles to promote safety and security, in balance with other urban design goals; and m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas; n. Limit surface parking between the front of a building and the public street or sidewalk; o. Design safe and direct access to buildings for pedestrians, cyclists and transit users by providing walkways from the public street, transit stops, and parking p. Design sites and building accesses that are barrier-free, convenient and have clear signage; and 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>storm water management plan will also need to achieve a zero net increase from the site.</p> <ul style="list-style-type: none"> l. The provision of a completed street, combined with the orientation of the multi-unit buildings provides a degree of security and “eyes on the street.” m. Appropriate screening will be enforced by the relevant sections of the Zoning By-Law between sites. The developer has proposed appropriate landscaping near the closest adjacent residential properties. n/q. Due to site challenges, including a New Brunswick Power easement, the location of the parking is restricted to certain parts of the site. Landscaping will provide screening as a visual separation with the adjacent existing residential development. o. A section 59 condition will enforce good pedestrian access to the wider sidewalk network. p. Site design would be subject to the appropriate provisions of the National Building Code and Provincial Barrier Free Regulation.
<p>Policy UD-10 Ensure that new development and redevelopment in Stable Areas is designed to respect and reinforce the physical character and uses of the surrounding neighbourhood, having regard for:</p> <ul style="list-style-type: none"> a. The local pattern of lots, streets and blocks; b. The size and configuration of lots; c. Nearby building types; 	<ul style="list-style-type: none"> a/b. The size and configuration of the site compares favourably with other lots in the wider neighbourhood. As the lots are proposed for multi-unit residential development, its size is larger than those in the lower-density residential development adjacent of the site. c/d. The proposed buildings are 3 storeys compared to the surrounding 1-2 storey buildings. Through the use of increased building setbacks and enhanced screening, it will help create reasonable scale and massing compared with adjacent properties.

<ul style="list-style-type: none"> d. The height, scale and massing of nearby buildings; e. The setback of buildings from the street; f. The pattern of rear and side yard setbacks; g. Building materials which contribute to the successful integration of the development into its context 	<ul style="list-style-type: none"> e. The building has an appropriate setback from adjacent residential dwellings as well as Milford Road. f. Side and rear setbacks seek to provide separation between the proposed buildings and adjacent residential and adjacent vacant lots. g. Detailed design of the exterior of the building has yet to be finalized. Information provided with the application indicated the buildings will share a similar design to those found in other suburban areas of the City.
<p>Policy I-2 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; and v. 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; 	<ul style="list-style-type: none"> a. This proposal aligns with the goal of higher density and intensification in the Municipal Plan. The proposal also conforms to all relevant Zoning By-laws. b. The proposal is timely as the proposed development utilizes existing infrastructure and benefits from proximity to community facilities. In addition, the development will increase the supply of rental housing available in the City's West side and will help to address the housing needs of the City. c. Landscaping required by the zoning bylaw would help limit the impact of the proposed higher density development on neighborhood by creating buffers and ensuring high quality of design and landscaping. d. The proposed site is suitable for development as it is largely level and mainly cleared. A storm water management plan will be required. f. The proposed residential project will be done in phases. The first phase involves the subdivision and construction of the first lot. g. No issues have been identified through the circulation of the application to City Service Areas and external agencies.

<ul style="list-style-type: none">v. Open storage;vi. Signs; andvii. Any other relevant matter of urban planning. <p>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;</p> <p>e. The proposal satisfies the terms and conditions of Policy I-5 related to timeframes and phasing of development; and</p> <p>f. The proposal meets all necessary public health and safety considerations.</p>	
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SITE PLAN/MASTER PLAN
PROPOSED RESIDENTIAL DEVELOPMENT
 460 MILFORD ROAD, SAINT JOHN, NB



Sketch Showing
460 Milford Road
City of Saint John
Saint John County, NB



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ENGINEERING LTD.

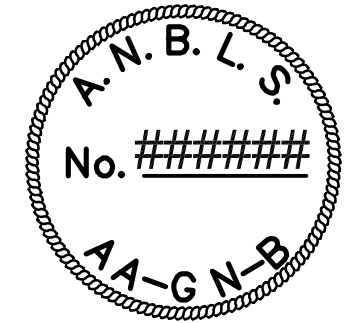
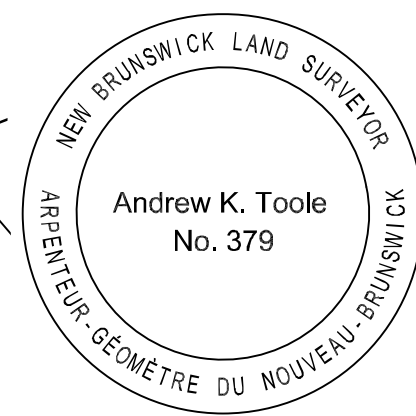
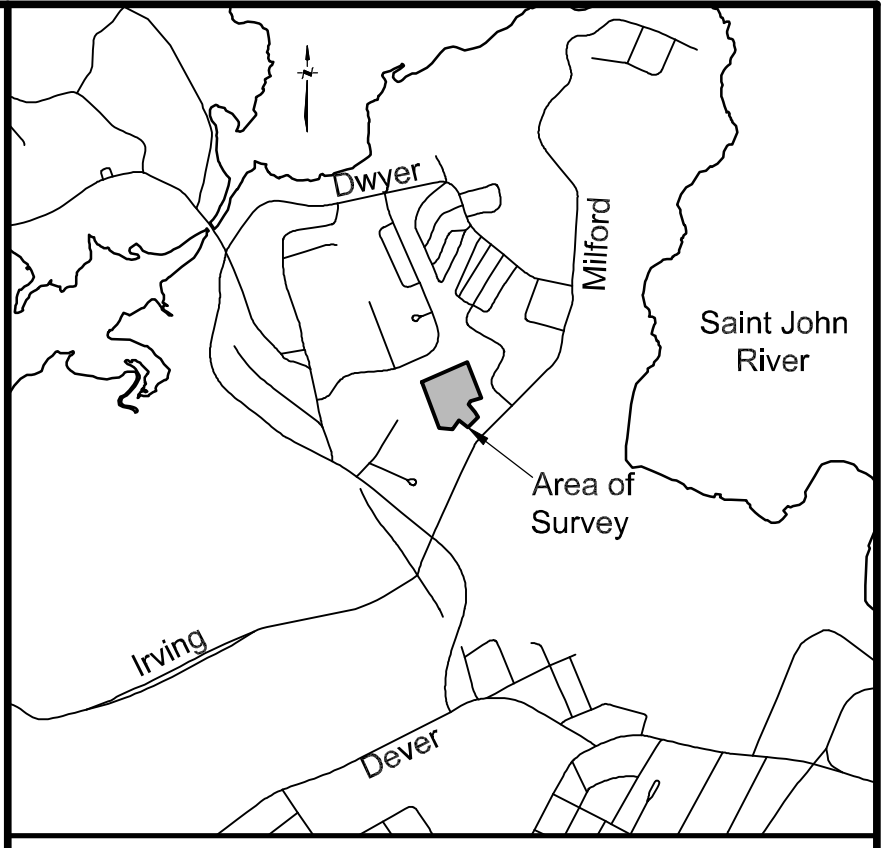
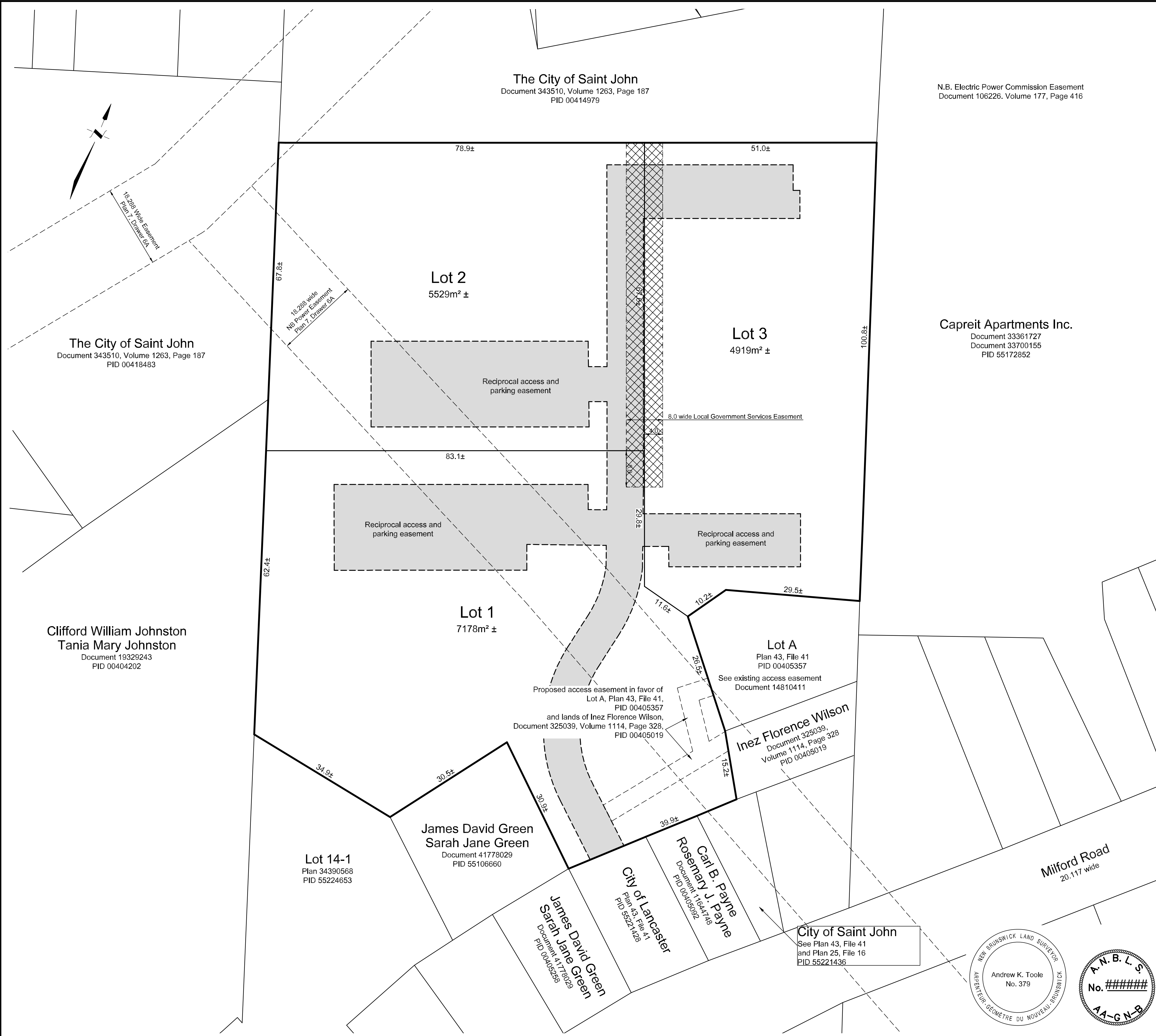
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Dated: 2023-02-23

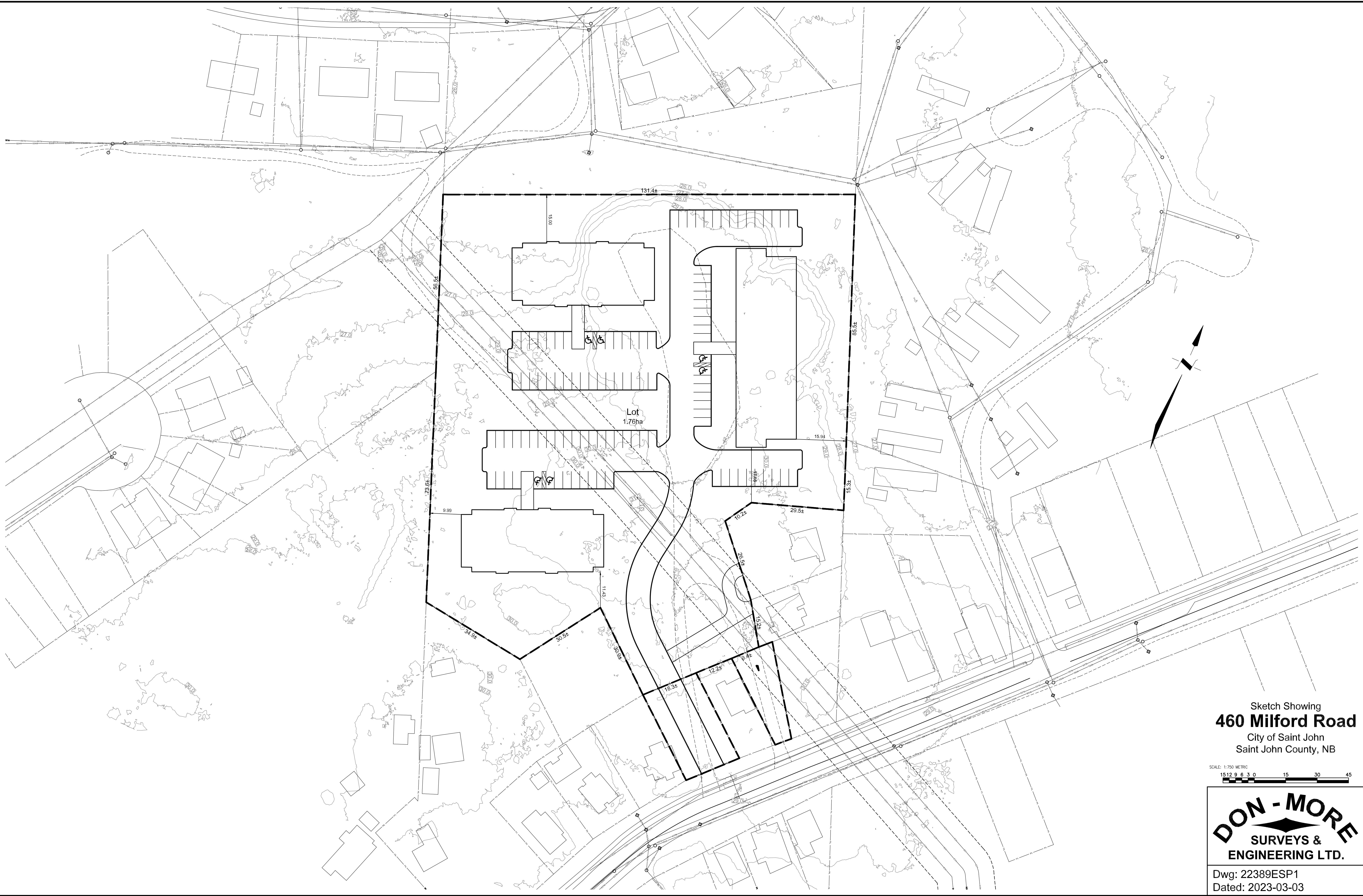


PROPOSED RESIDENTIAL DEVELOPMENT

460 MILFORD ROAD, SAINT JOHN, NB

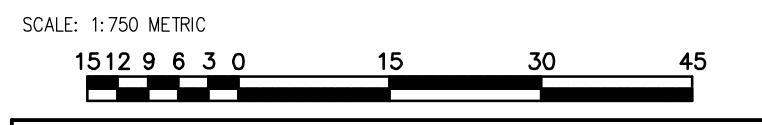
Approvals





Lot
1.76ha

Sketch Showing
460 Milford Road
City of Saint John
Saint John County, NB



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Dwg: 22389ESP1
Dated: 2023-03-03

From: [OneStop](#)
To: [Mattson, Yeva](#)
Subject: FW: rezoning for 460 Milford Road
Date: June 15, 2023 11:51:32 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image006.png](#)
[image007.png](#)
[image008.png](#)

From: Linda O'Neill
Sent: Thursday, June 15, 2023 11:44 AM
To: OneStop <onestop@saintjohn.ca>
Subject: rezoning for 460 Milford Road

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Good Morning

Our Head Office in Ontario received a letter/invitation to a meeting in regards to the proposal for buildings being constructed at this site. The letter was forwarded to me as I manage the Mini Home Community that it would affect.

We have no issues with this and in fact welcome the growth in rental opportunities for the area.

Thank you.

Linda O'Neill

Community Manager



3 Violet Street, Saint John NB E2M 5N4 [506-300-0460](tel:506-300-0460) www.capreit.ca

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From: deborah raynes
Sent: Thursday, June 15, 2023 3:21 PM
To: OneStop <onestop@saintjohn.ca>
Subject: Rezoning Application for 460 Milford Road

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To Whom this may concern

I am a resident of Milford Road and think that this will not only ruin the neighborhood but lower the value of the residents property.

This will increase traffic in an otherwise quiet place to live.Cause more crime and noise related issues.

The buildings they plan on building should not be allowed that close to power lines to begin with. The land that they plan on building on is also just to fill the ovetop of swamp land.

People that have lived in the area for years will not only lose the value of their property but their privacy and peace of mind.My mother is an eighty two year old woman who lives alone right next to where they plan on building.

The thought of that many people and cars traveling through her driveway everyday scares her.

I do not agree that they should be allowed to build on this property as it is not suited for this type of community..

This is a very quiet peaceful area and having that much more population will only cause grief for everyone in the area.

We do not want this to be our community.

Sincerely

Inez F Wilson
454 Milford Road