35 University Avenue - Air Photo

2024-10-21

Subject Site

Property Parcels

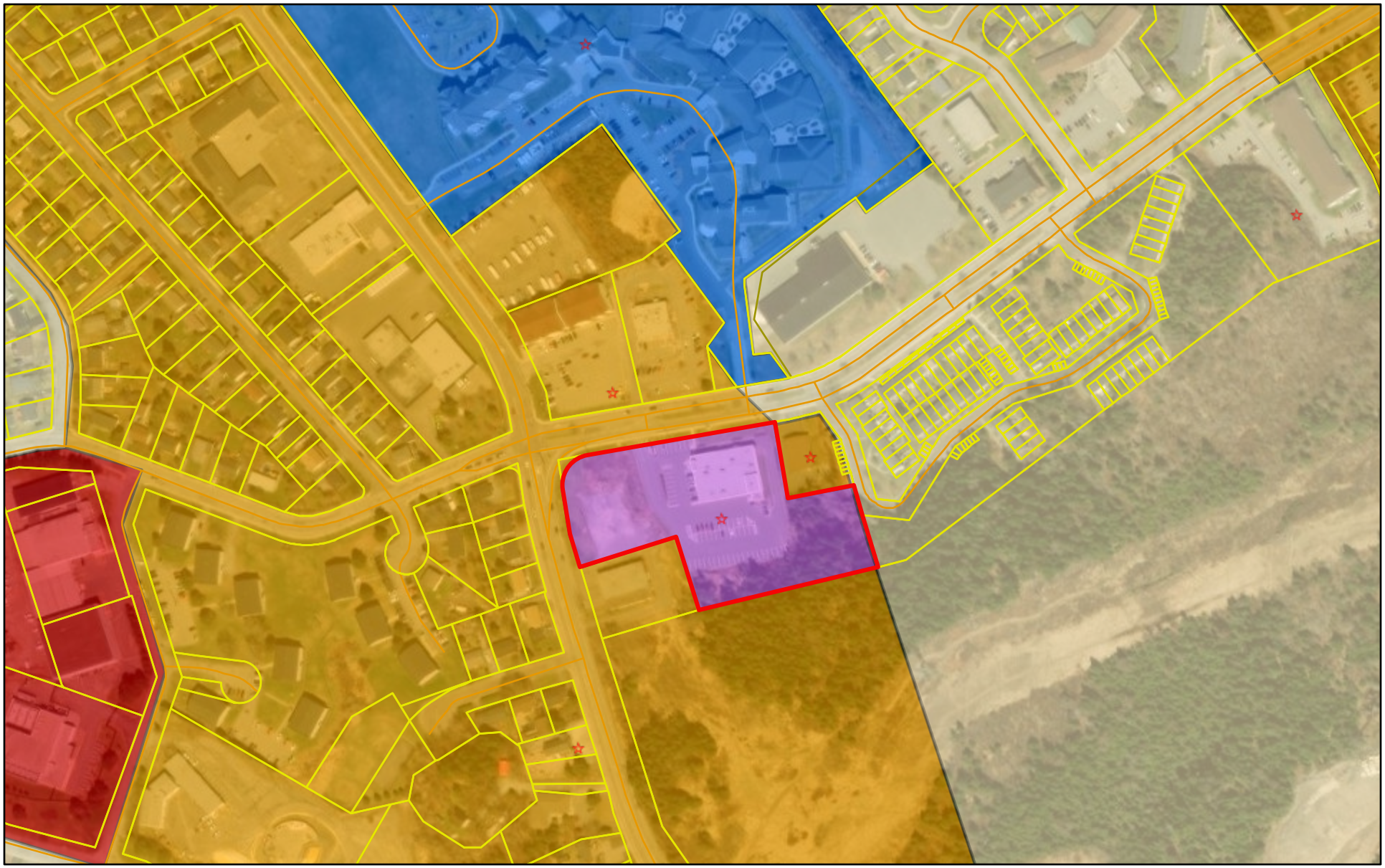
1:4,000

0 0.02 0.04 0.09 mi

0 0.04 0.07 0.15 km

Maxar

35 University Avenue - Future Land Use



2024-10-21

- Subject Site
- Property Parcels
- Conditional Zoning
- Conditional Zoning Boundaries
- Street Centrelines

Future Land Use

- Low to Medium Density Residential
- Local Centre
- Business Centre
- Major Community Facility
- Stable Residential

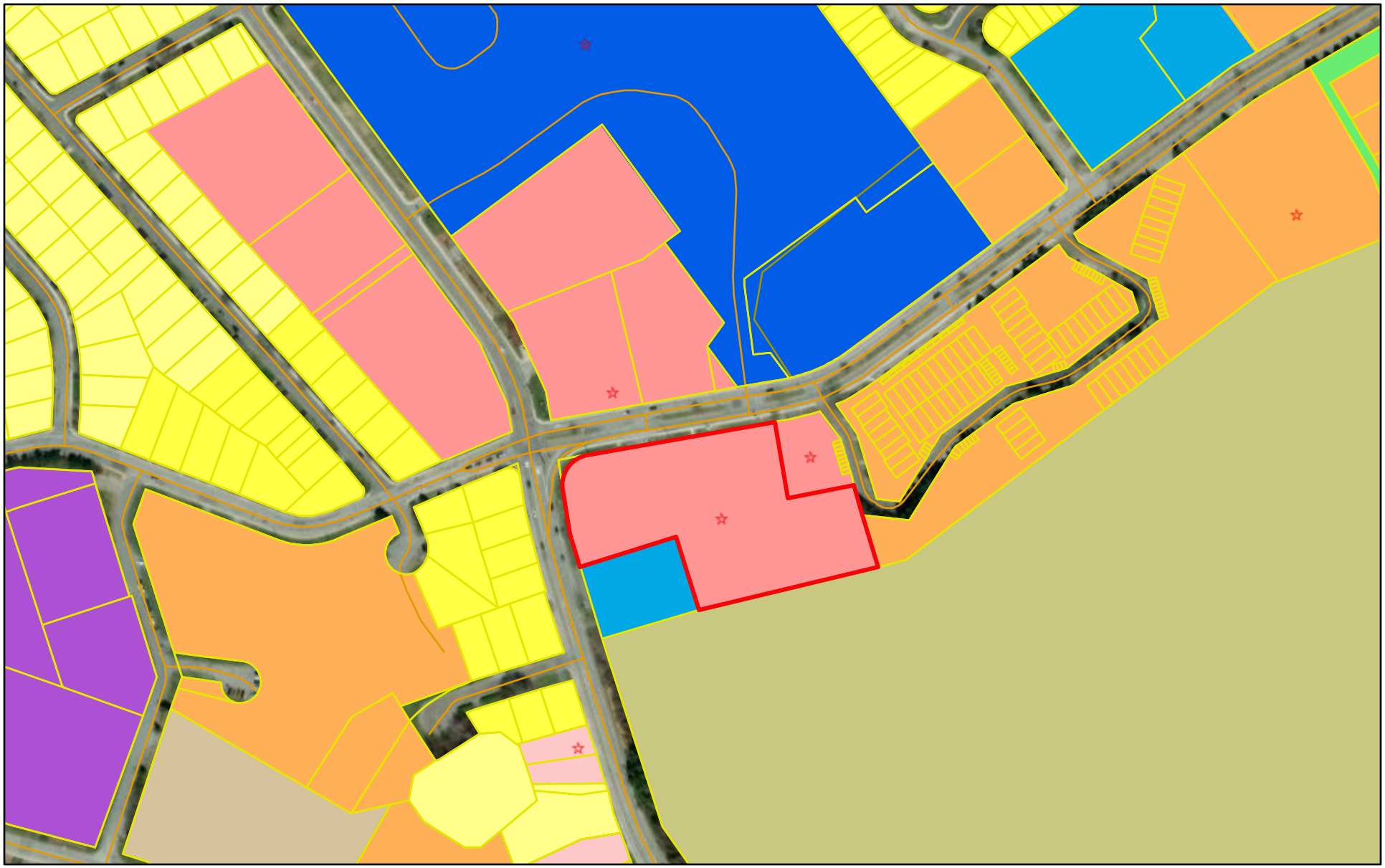
1:5,000

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Maxar

35 University Avenue - Zoning



2024-10-21

Subject Site
Property Parcels
Conditional Zoning
Conditional Zoning Boundaries
Street Centrelines

Zoning
RM
R2
R1
CG
CL
CBP
US
CFM
CFN
P
FD

1:5,000

0 0.03 0.06 0.12 mi

0 0.05 0.1 0.19 km

Maxar

View of site from University Avenue / Millidge Avenue.

View of portion of site from Milledge Avenue.

View of site from Jean Coutu parking area.

View of exisitng site driveway.

Attachment 2: Municipal Plan Policy Review for 35 University Avenue

Municipal Plan Policy	Assessment
Policy LU-36 Create the Local Centre land use designation on the Future Land Use map (Schedule B) for the lands adjacent to Somerset Street between Churchill Boulevard/Samuel Davis Drive and Millidge Avenue. The Local Centre designation is intended to encourage the development of a mix of urban land uses that support the development of a high quality streetscape and transit corridor, with an emphasis on community-scale commercial uses. Council will also encourage the development of complementary medium and high density residential development and institutional and community facilities.	The site was redesignated to Local Centre in 2016 to allow for the existing pharmacy and for future commercial development. The designation provides for additional commercial uses at the University Avenue/Millidge Avenue intersection to provide for a broader mix of uses to support the needs of surrounding residential and institutional areas. The proposed commercial use aligns with the policy.
Policy LU-124 Guide the design, layout and other spatial standards pertaining to gas bars/service stations/vehicle repair shops and drive-through restaurants through appropriate standards in the Zoning Bylaw and the following criteria: a. The use is located on a collector or arterial street, as defined on the Transportation map (Schedule C) of the Municipal Plan; b. The development is sited to minimize its effect on any adjoining residential uses; c. The site shall not be located in the Stable Residential Area designation; and d. Appropriate site design features including landscaping and adequate buffering from adjoining properties is incorporated into the development.	a. The site is located at the intersection of a collector (University Avenue) and arterial (Millidge Avenue) Street. b. The proposed drive thru restaurant is not adjacent to a residential use. c. The site is designated Local Centre in the Municipal Plan. d. Landscaping is proposed along the street frontages of the restaurant and adjacent properties.
Policy UD-9 Ensure all development proposals generally conform to the following General Urban Design Principles: a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings entrances, building massing, architectural style and building materials. Specifically, the built form of new development shall be designed to achieve the following objectives for specific areas of the City:	Policies UD-9 and UD-12 provide broad design policy for all parts of the City; and criteria for areas such as Local Centres. Specific design criteria include incorporating natural features and topography and providing landscaping to buffer adjacent sites. The building layout (based on the concept plan) provides front, rear and side yards that meet the standards of the Zoning By-Law and provide buffering from adjacent properties and development.

ii. In the Primary Centre and Neighbourhood Intensification Areas, as identified on the City Structure map (Schedule A), new development will be located and organized to frame and support the surrounding public realm and massed to fit harmoniously into the surrounding environment, including appropriate transitions in height and massing to areas of lower intensity development, as set out in Policy UD-11; b. Locating building entrances facing the public street; c. Designing sites to incorporate existing natural features and topography; d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings; e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage; f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm; g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions; h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building; i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings; j. Directing high-rise buildings to appropriate areas and ensuring their design is sensitive to the neighbourhood and/or heritage context; k. Encouraging sustainability in design by: i. Utilizing reused, recycled, renewable or local building materials where possible; ii. Using green building or neighbourhood standards; iii. Designing for energy efficiency and alternative sources of energy;	The proposed development has a clearly articulated building entrance facing University Avenue and walkways are provided to the site from the adjacent streets. Pedestrian amenities are proposed at the University Avenue/Millidge Avenue intersection. The building design is of a contemporary nature. Based on the proposed elevation and site plans, the massing, building design and materials support the existing neighbourhood context. The building was sited to manage queueing from the drive thru and minimize the potential for drive thru traffic queues to spill onto the adjacent street. This has resulted in the parking being located between the building and the street. The landscaping requirements of the Zoning By-Law require yards along the street frontages to be landscaped will provide buffering to mitigate the views of the parking area resulting from the building placement. The proposed restaurant is setback between 37.5 metres and 41 metres from University Avenue and 26.4 metres from Millidge Avenue. These setbacks meet the requirements of the Zoning By-law and align with the existing setbacks of commercial and residential development in the neighbourhood. Existing development in the area has the following front yard setbacks along University Avenue: 630 Millidge Avenue: Residential Building 49.5 m - 56.5 m Tim Hortons/Wendys 38.4 m Gorman Arena 19.3 m - 22.5 m 73-93 University Avenue: Townhouses 9 m The site and building design incorporate bicycle racks and an outdoor terrace area.

iv. Designing for water conservation and on-site stormwater management; v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees; vi. Designing sites and buildings to work with, rather than against, the natural environment by designing according to the topography, hydrology, ecology and natural drainage patterns of the site and taking advantage of passive solar gain and natural light; and vii. Using native vegetation for landscaping where appropriate. 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. **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,	Driveway access for the site is shared with the existing pharmacy.

where appropriate. In particular, 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; 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; i. Designing sites and buildings that are barrier-free, convenient and have clear signage;	

j. Promoting pedestrian comfort with appropriate landscaping, furniture, weather protection and buffers from vehicular traffic; 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; m. Designing sites and buildings for visual interest and maximum use in different seasons and at different times of the day; n. Including a variety of uses in buildings and/or sites to allow for a diversity of uses and users; and o. Encouraging shared elements between uses such as parking, entrances, landscaping and amenity spaces.	
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: 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;	Driveway access for the site is shared with the existing pharmacy. The site design incorporates bicycle racks and pedestrian connectivity to the adjacent streets. The Zoning By-Law requires tree planning along the frontages of the site which will provides visual screening of the parking and drive-thru areas.

g. Integrating service connections, vents, mechanical rooms and equipment within the architectural treatment of the building where possible; and **h.** 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.	
Policy TM-4 Consider the following transportation matters when evaluating new development proposals: a. A street hierarchy should be identified and designed to accommodate traffic within the development and provide connections to adjacent areas; b. The capacity of adjacent streets should be sufficient to accommodate the forecasted traffic generated by the new development; c. Vehicular access points to arterial and collector streets should be minimized where possible by encouraging shared access driveways, appropriately controlling access from corner lots, or other appropriate measures; d. The street layout should be designed to facilitate effective transit system operations; e. Amenities such as benches and shelters should be provided along transit routes; f. Pathway connections between streets should be provided in locations where the safety and convenience of pedestrians can be enhanced; g. Active transportation infrastructure should be encouraged to support alternative modes of travel within the development; h. The design of residential streets should provide a safe, convenient and livable environment for residents, motorists and pedestrians; and **i.** Pedestrian connectivity and circulation to public sidewalks and between adjoining neighbourhoods should be encouraged.	Driveway access for the site is shared with the existing pharmacy. The site design incorporates bicycle racks and pedestrian connectivity to the adjacent streets. A Traffic Impact Study was completed for the proposed development which found that capacity existed on adjacent streets.

Attachment 2: Municipal Plan Policy Review for 35 University Avenue

Policy TM-5 Ensure developers contribute to the cost of on and off site transportation improvements made necessary as a direct result of a development proposal.	A Section 59 condition is recommended to obtain a developer cost contribution towards future improvements at the MIllidge Avenue/University Avenue intersection.
Policy TM-39 Emphasize streetscaping along Arterial Streets and Collector Streets by utilizing such means as: a. Landscaping; b. Street trees; c. Limiting curb cuts and left turns; d. Burying overhead utilities; e. Controlling signage on fronting properties; f. Street lighting and furnishings; and **g.** Sidewalks, bicycle lanes and medians where appropriate.	The Zoning By-Law requires front and flankage yard landscaping requiring the planting of a set number of trees and shrubs. In addition, a pedestrian amenity area is proposed at the University Avenue/Millidge Avenue intersection.
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: 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: 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.	The proposed development will be located on existing commercial property which is serviced by existing City infrastructure including water, sanitary and transportation networks. Section 59 conditions are proposed to address cost contribution towards future improvements at the Millidge Avenue/University Avenue intersection.

c. Appropriate controls are placed on any proposed development where necessary to reduce any conflict with adjacent land uses by reason of: 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; vi. Signs; and vii. 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; and f. The proposal meets all necessary public health and safety considerations.	

Attachment 3: Existing Section 59 Conditions - 35 University Avenue

Existing Section 59 Conditions	**Assessment**
a) Any development of the site be in accordance with a detailed site plan and building elevations, to be prepared by the proponent and subject to the approval of the Development Officer, indicating the location of all buildings, structures, parking areas, driveways, loading areas, signs, exterior lighting, outdoor storage areas, landscaped areas, areas of existing tree retention, pedestrian circulation elements and crosswalks and other site features, exterior building materials, entrances and finishes, and relevant site statistics including lot coverage. The development of the site must include a pedestrian walkway from University Avenue and appropriate crosswalk markings and signage where the walkway crosses the drive thru lane;	Rescind condition. Incorporate pedestrian walkway requirement for new development into the revised landscaping condition.
b) Any development of the site shall be in accordance with a detailed landscaping plan, to be prepared by the proponent and subject to the approval of the Development Officer. This detailed landscaping plan must include the following: • a 6 m treed buffer to be retained along the eastern boundary of the site and along the southern site boundary; • details regarding the landscaped island in front of the building along the eastern side of the entrance aisle; • landscaping along the University Avenue and Millidge Avenue site frontages including retention of existing trees where possible; and • landscaping along the boundary of the site with the adjacent St. John Ambulance property adjacent to the drive thru lane.	Revise into a new landscaping condition related to landscaping along the frontages of the site, the proposed pedestrian amenity space at the Millidge Avenue/University Avenue intersection and the retention of the treed boundary adjacent to Candlewood Lane The existing conditions referenced as part of a detailed landscaping plan refer to the Jean Coutu Development located on the same property.
c) An engineering water and sewer analysis must be completed by the applicant's engineering consultant and submitted to the City for review and approval in order to determine the impact this development (capacity requirements, peak flows, fire flows, etc.) will have on the existing water and sewer infrastructure and also to ensure that this proposal does not exceed the current capacity of the existing systems. If any upgrades to existing infrastructure are necessary, this will be the responsibility of the developer. Any decommissioned municipal services to the existing building on-site must be properly capped and abandoned at the property line by the developer. Detailed engineering plans	Rescind condition. This requirement has been assessed through the Section 59 Amendment process and the condition has been met.

must be submitted by the developer's engineering consultant to the City prior to determining this;	
d) The applicant's engineering consultant must submit a detailed storm water drainage plan and design report indicating how storm water collection and disposal will be handled to the City for review and approval. If any infrastructure improvements are required to service this proposal, it will be the applicant's responsibility and cost to complete. No stormwater is to be directed to adjacent lands;	Rescind condition. This is a requirement of the City's Drainage By-Law.
e) The proposed driveway onto University Avenue must be located so that it is directly across from the existing Tim Horton's driveway. The installation of the proposed driveway is the full responsibility of the developer and any existing drop sections in the curb/sidewalk on University Avenue not being utilized as driveway access for this proposed development must be removed and replaced with full-height curb/sidewalk. Costs associated with any required modifications to University Avenue, including the existing medians, will be the responsibility of the developer;	Rescind condition. The driveway has been constructed as per the original Section 59 condition. Rescinding the condition also provides design flexibility for changes to driveway locations for future intersection reconstruction.
f) The developer, subject to the approval of the Chief City Engineer, shall be responsible for either: i) the design, supply and installation of a RA-5 pedestrian crosswalk at the proposed crosswalk crossing University Avenue at the Shannex driveway; or ii) enhancements to the existing traffic signals at University Avenue/Millidge Avenue intersection consisting of the design, supply and installation of pedestrian signals on the east leg (University Avenue) of the intersection;	Rescind condition and replace with a condition requiring a $60,000 contribution from the Developer towards transportation system improvements.
g) That the plans mentioned in conditions (a) and (b) above must be attached to the application for a building permit for the development and that no permits, other than site preparation permits, be issued until the Development Officer has approved the Plans. All work shown on these plans must be complete within 12 months following the issuance of the building permit;	Rescind condition.
h) That vehicular access not be provided between Candlewood Lane and the proposed development;	Retain condition.

Attachment 3: Existing Section 59 Conditions - 35 University Avenue

i) That no development occur on the 6 metre wide portion of the property along the eastern boundary of the site with Candlewood Lane and PID 00426411 and that the existing trees be retained in this 6 metre wide area;	Retain condition.
j) That servicing for electrical and telephone utilities be provided underground from existing facilities;	Retain condition.
k) That the construction of any additional buildings on the site, including the covenanted lands, beyond the current proposal only be permitted through a Section 39 Amendment to these conditions to assess the suitability of the site and building design and any infrastructure requirements; and	Rescind condition. This condition is being met through the current application process.
l) The developer is required to prepare an additional traffic impact study for any future development on the site beyond the current proposal.	Rescind the condition. The Developer has completed the required Traffic Impact Study.

Submission 1: Site Plans

mra architecture + design

TITLE
PROPOSED SITED PLAN
(aerial plan - Prototype R3-65)

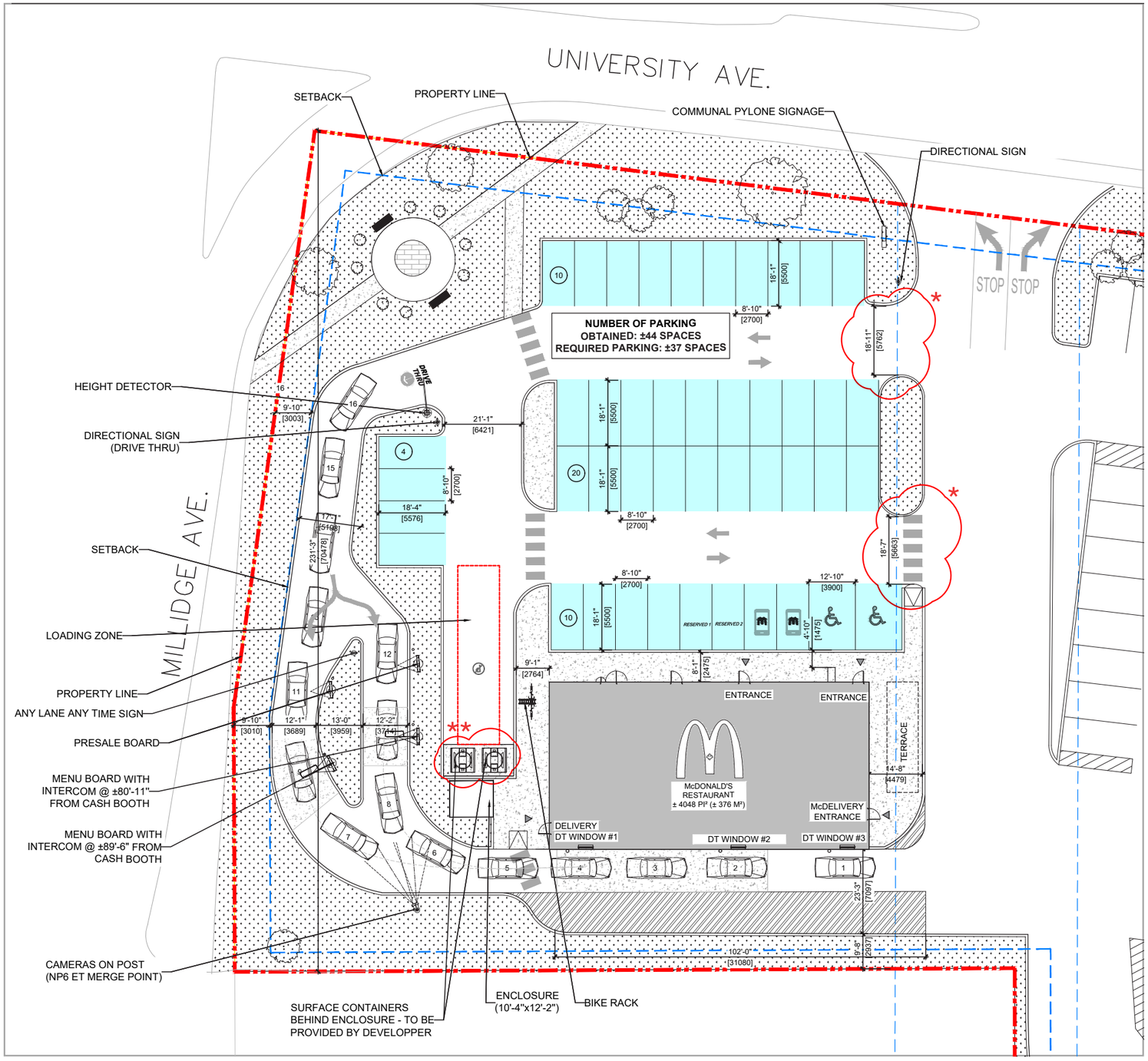
SCALE
N/A

PROJECT
McDONALD'S RESTAURANT

ADDRESS
MILLIDGE AVE. AND UNIVERSITY AVE. ,
MILLIDGEVILLE, ST-JOHN'S , NB

DATE
2023-03-08

CLIENT



* THE ENTRY OF THE TWO CIRCULATION LANES IS NOT COMPLIANT AFTER THE MODIFICATIONS DONE BY THE DEVELOPER TO THE PLAN. THE MINIMUM WIDTH IS 6'-0"
** THE SEMI-BURIED CONTAINERS WILL BE REPLACED BY SURFACE CONTAINERS BEHIND AN ENCLOSURE BY THE DEVELOPER. THE DETAIL OF THE ENCLOSURE IS PROVIDED BY THE DEVELOPER. ENSURE VISUAL CONTINUITY BETWEEN THE TWO ENCLOSURES.

CITY OF SAINT JOHN
ADDRESS : MILL
ZONING: COMMERCIAL GENERAL (CG)

THE FOLLOWING SITE ANALYSIS IS BASED ON THE CITY OF SAINT JOHN ZONING BYLAW 2014 CONSOLIDATED MAY 2023

SITE ANALYSIS
11.7 (4) | ZONING STANDARDS: • MIN. FRONT YARD: 3.0 M • MIN.REAR YARD: 3.0 M • MIN. SIDE YARD: 1.5 M • MIN. FLANKAGE YARD: 1.5 M
4.2 (3) | PARKING SPACE AND AISLE DIMENSIONS (90°) • AISLE WIDTH (MIN.): 6.0 M • PARKING STALL WIDTH (MIN.): 2.70 M • PARKING STALL LENGTH (MIN.): 5.50 M
4.3| GENERAL LOADING PROVISIONS: • LENGTH (MIN.): 15 M • WIDTH (MIN.): 3.5 M AT LEAST ONE LOADING SPACE IS REQUIRED IF THE GROSS FLOOR AREA IS BETWEEN 301 SQ.M. AND 2000 SQ.M
4.4 | DRIVE-THRU FACILITIES: • INBOUND QUEUING (MIN.): 14 VEHICLES • OUTBOUNG QUEUING (MIN.): 1 VEHICLES
STATISTICS
CALCULATION OF REQUIRED PARKING SPACES:
4.2 | MIN. NUMBER OF REQUIRED PARKING SPACES: 1 STALL/ 10 SQ.M OF GROSS FLOOR AREA. GFA = 348 SQ.M 348 SQ.M / 10 SQ.M = 35 STALLS 4.2 (4) | BARRIER- FREE PARKING SPACES: 2 STALLS
NUMBER OF PROPOSED PARKING SPACES: STANDARD: 42 STALLS BARRIER-FREE: 2 STALLS BICYCLE: 1 UNIT OF 7 SPACES

GENERAL NOTES:

- The zoning map is taken from the City of Saint John's ZoningSF Interactive Map,June 2024.
- Cadastres, elevations and public utilities must be verified by a surveyor.
- The regulatory analysis is to be completed on the site and adjustments are to be expected on this drawing;
- This plan must not be used for construction purposes. The final adjustments will have to be made on the execution plans by the professionals who have been mandated.

mra architecture + design

TITLE
PROPOSED SITE PLAN AND ZONING PARAMETERS

SCALE
1/32" = 1'-0"

NOT FOR CONSTRUCTION

KEY
- LOT LINE
- SETBACK
- PEDESTRIAN CROSSING
- BARIER-FREE PARKING STALLS
- PAINTED LINES
- GRASS
- CONCRETE
- RESERVED PARKING FOR THE RESTAURANT

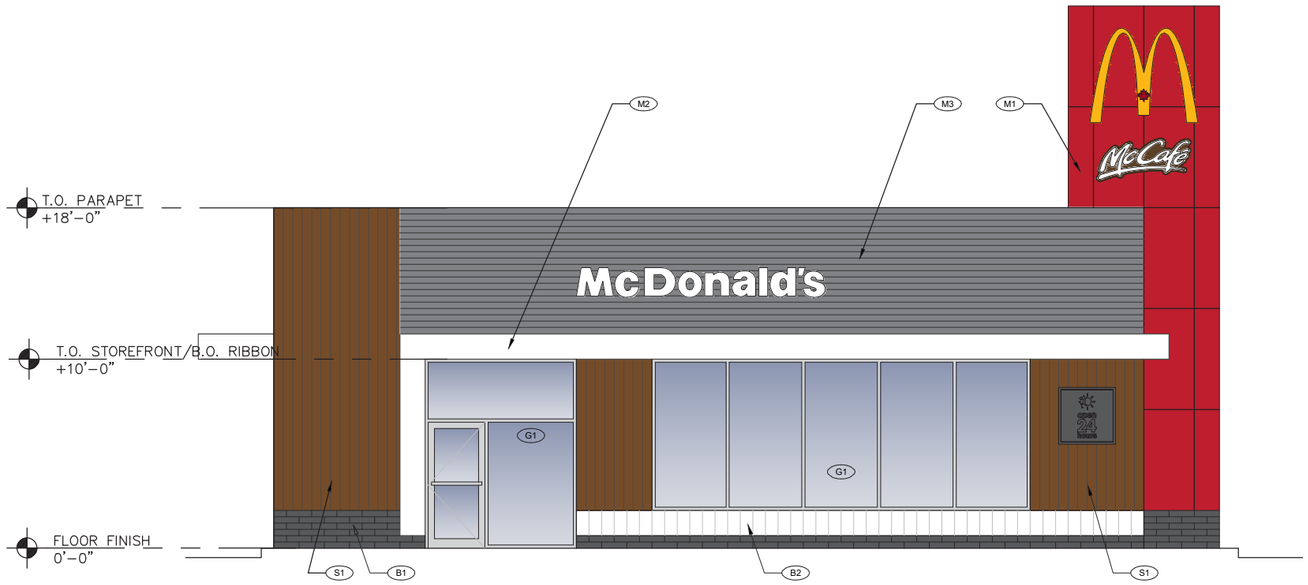
PROJECT :
McDONALD'S RESTAURANT

ADDRESS :
MILLIDGEVILLE / UNIVERSITY,
SAINT JOHN, NB.

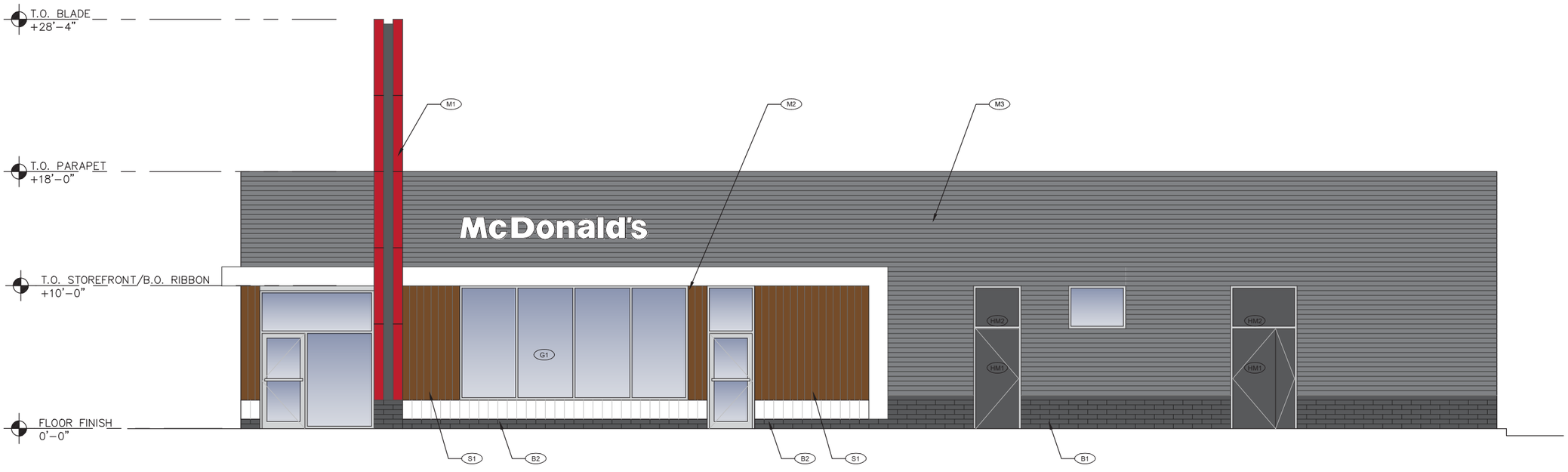
DATE:
2024-10-22

CLIENT

Submission 2: Building Elevations



LEFT ELEVATION



FRONT FACADE - UNIVERSITY AVENUE

CALCULATION FOR MAXIMUM FACE AREA OF ALL SIGNS

	LENGTH
LOT FRONTAGE	± 70.5 M

ARTICLE 7.9: WALL SIGNS
COMMERCIAL GENERAL ZONE (CG) MAXIMUM SIGN FACE AREA:
0,7 M^2 PER METER OF LOT FRONTAGE.

MAXIUM SIGN FACE AREA= **± 49.3 M^2**

TABLE OF AREAS FOR BUILDING SIGNS

	PRPOSED SIGN AREA	QUANTITY
McDONALD'S 18''	± 3.8 M^2	3
M LOGO + McCAFÉ	± 5.0 M^2	2
TOTAL :	**± 21.4 M^2**	

mra architecture + design

TITLE
ELEVATIONS

SCALE
1/8" = 1'-0"

NOT FOR CONSTRUCTION

PROTOTYPE: R4

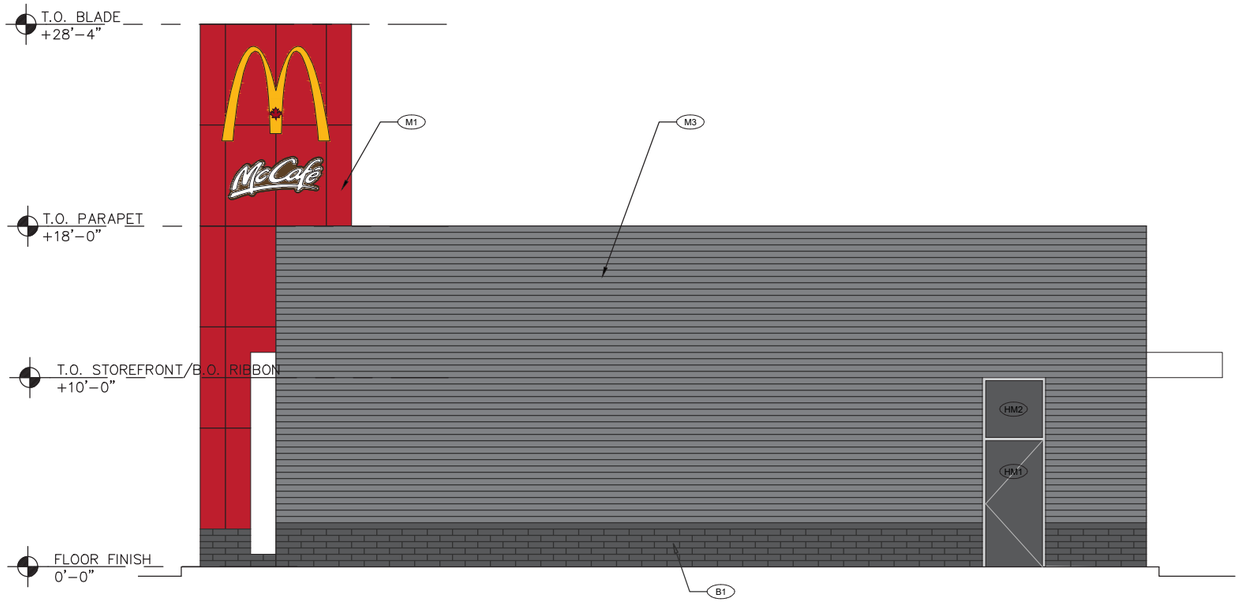
MATERIAL SCHEDULE		
#	DESCRIPTION	COLOUR
M1	MITSUBISHI 4mm ALPOLIC METAL CLADDING	RON RED
M2	MITSUBISHI 4mm ALPOLIC METAL CLADDING	BONE WHITE
M3	VICWEST CORRUGATED METAL SIDING CL7040	DEEP GREY 55174
B1	RICHVALE YORK CAMBRIDGE SERIES CONCRETE BLOCK	ONYX
B2	RICHVALE YORK CAMBRIDGE SERIES CONCRETE BLOCK	ARCTIC WHITE
S1	LONGBOARD TONGUE & GROOVE SIDING	LT. NATIONAL. WALNUT
G1	STOREFRONT GLAZING SYSTEM	CLEAR ANODIZED
G2	QUIK-SERV DRIVE THRU WINDOW	CLEAR ANODIZED
G3	SPANDREL PANEL	SOLAR GREY
HM1	HOLLOW METAL DOORS	CHARCOAL GREY
HM2	HOLLOW METAL PANEL	CHARCOAL GREY

PROJECT :
McDONALD'S RESTAURANT

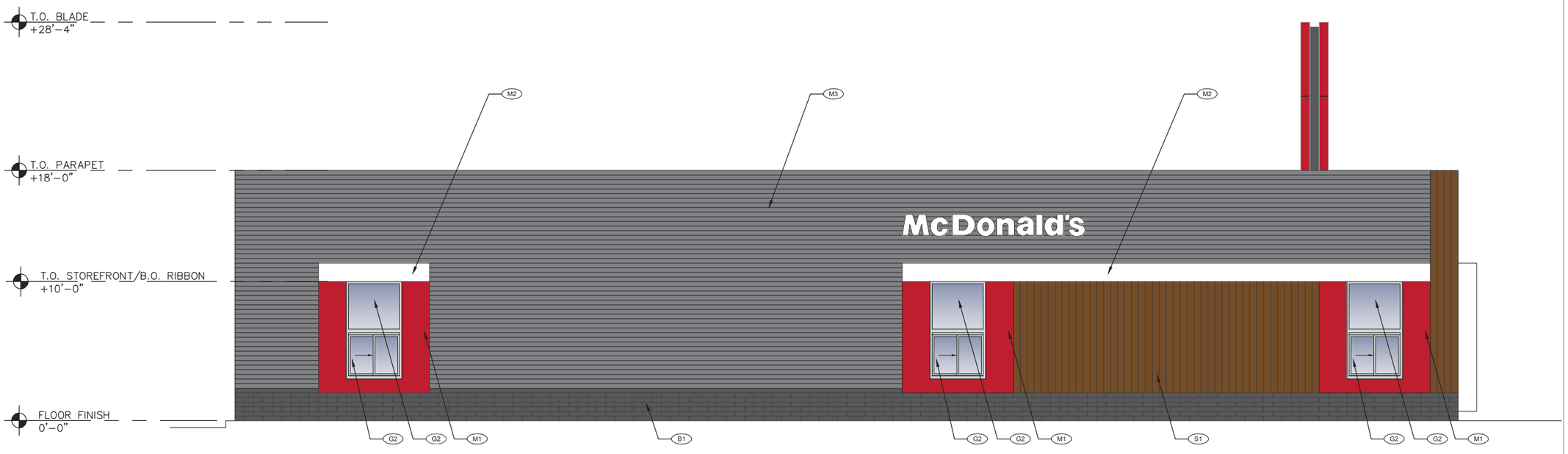
ADDRESS :
MILLIDGEVILLE / UNIVERSITY,
SAINT JOHN, NB.

DATE:
2024-10-22

CLIENT



SECONDARY FRONT FACADE - MILLIDGE AVENUE



REAR ELEVATION

CALCULATION FOR MAXIMUM FACE AREA OF ALL SIGNS

	LENGTH
LOT FRONTAGE	± 70.5 M

ARTICLE 7.9: WALL SIGNS
COMMERCIAL GENERAL ZONE (CG) MAXIMUM SIGN FACE AREA:
0,7 M^2 PER METER OF LOT FRONTAGE.

MAXIUM SIGN FACE AREA= **± 49.3 M^2**

TABLE OF AREAS FOR BUILDING SIGNS

	PRPOSED SIGN AREA	QUANTITY
McDONALD'S 18"	± 3.8 M^2	3
M LOGO + McCAFÉ	± 5.0 M^2	2

TOTAL : **± 21.4 M^2**

mra architecture + design

TITLE
ELEVATIONS

SCALE
1/8" = 1'-0"

NOT FOR CONSTRUCTION

PROTOTYPE: R4

MATERIAL SCHEDULE		
#	DESCRIPTION	COLOUR
M1	MITSUBISHI 4mm ALPOLIC METAL CLADDING	RON RED
M2	MITSUBISHI 4mm ALPOLIC METAL CLADDING	BONE WHITE
M3	VICWEST CORRUGATED METAL SIDING CL7040	DEEP GREY 55174
B1	RICHVALE YORK CAMBRIDGE SERIES CONCRETE BLOCK	ONYX
B2	RICHVALE YORK CAMBRIDGE SERIES CONCRETE BLOCK	ARCTIC WHITE
S1	LONGBOARD TONGUE & GROOVE SIDING	LT. NATIONAL. WALNUT
G1	STOREFRONT GLAZING SYSTEM	CLEAR ANODIZED
G2	QUIK-SERV DRIVE THRU WINDOW	CLEAR ANODIZED
G3	SPANDREL PANEL	SOLAR GREY
HM1	HOLLOW METAL DOORS	CHARCOAL GREY
HM2	HOLLOW METAL PANEL	CHARCOAL GREY

PROJECT :
McDONALD'S RESTAURANT

ADDRESS :
MILLIDGEVILLE / UNIVERSITY,
SAINT JOHN, NB.

DATE:
2024-10-22

CLIENT

9 Summary of Findings

It should be noted that the analysis of traffic operations with the development in place was based on two scenarios:

1) Access via the existing Jean Coutu driveway, and
2) Access via the existing Jean Coutu driveway and an additional full turning movement driveway on Millidge Avenue. The City requested an analysis of this scenario.

9.1 Existing 2023 Conditions

Both Study Area intersections (University Avenue/Millidge Avenue and University Avenue/Tim Hortons-Jean Coutu) are operating efficiently with overall levels of service C or better. Individual turn movements are operating at LOS D or better. However, an 87 m (AM) and 86 (PM) 95th percentile queue length on the University Avenue/Millidge Avenue intersection westbound approach results in the queue at times extending past the University Avenue/ Tim Hortons-Jean Coutu Driveway intersection.

9.2 Future 2030 Conditions without Development

Under future 2030 conditions without development, both intersections operate similarly to existing (2023) conditions, but with slight decreases in operability. The 95th percentile queue length has also increased to 93 m in both peak travel periods, which at times continues to extend past the University Avenue/ Tim Hortons-Jean Coutu Driveway intersection.

9.3 Trip Generation and Assignment

The 11th edition has various residential land uses and the closest use to a McDonald's development is a fast-food restaurant with drive-thru. It is estimated the development will generate 197 trips to and from the development in the AM peak and 146 in the PM peak.

The generated trips have been assigned to the Study Area streets and intersections for each of the two driveway scenarios based on existing traffic distribution on University Avenue and Millidge Avenue during the peak travel periods. It should be noted that fast food stores generally are comprised of new trips and pass-by trips, with pass-by trips comprising 50 percent of the total trips. This means that 50 percent of the trips make an intermediate stop at the fast food development as part of an overall trip and are not new to the surrounding streets.

Scenario 1-Existing Driveway Only

Figure 4 shows the trips generated at the University Avenue/ Milidge Avenue and the University Avenue/ Tim Hortons-Jean Coutu Driveway intersections during the AM and PM peak periods for **Scenario 1 – Existing Driveway only**. **Figure 5** illustrates the total AM and PM traffic volumes at the Study Area intersections with the development in place for the 2030 horizon year.

Scenario 2-Existing Driveway and Millidge Avenue Driveway

With this scenario (**Scenario 2-Millidge Avenue Driveway and Existing Driveway**) the distribution of the generated trips at the Study Area intersections (including the driveways) is shown in **Figure 6. Figure 7** summarizes the 2030 total trips for the AM and PM peak travel periods with the development in place.

It is recommended the City consider changing the dedicated pedestrian phase to improve overall intersection efficiency and reduce queuing on the approaches.

9.4 Horizon Year 2030 Conditions with Development

Scenario 1-Existing Jean Coutu Driveway

At the University Avenue/ Millidge Avenue intersection, both peak periods are projected to continue to operate at an overall good LOS C, with all individual turning movements operating at LOS D or better. The westbound through movement 95th percentile queue extends beyond the University Avenue/ Tim Hortons-Jean Coutu Driveway intersection at times. **These operational characteristics are similar to those without development.**

The northbound left turn movement at the Jean Coutu driveway is projected to operate at an acceptable LOS E with average delays per vehicles of 38 seconds and a v/c ratio of 0.47.

Scenario 2-Existing Driveway Plus a Driveway on Millidge Avenue

The Study Area intersections are projected to operate at good levels of service with no significant delays. These operational conditions are slightly better than those projected for **Scenario 1.**

9.5 Left Turn Lane Requirements

The Ontario methodology for left turn lane warrants has been utilized in this study. The methodology is based on a set of nomographs for various variables. As input the methodology requires the design speed, the percent of left turns in the advancing volume, the advancing volume and the opposing volume for the AM and PM peak travel periods.

Under Scenario 1 traffic conditions with only the existing driveway available for access to the proposed development, a left turn lane is warranted on University Avenue. The storage length required is 15 m plus taper. Under Scenario2 with both a driveway on Millidge Avenue and the existing Jean Coutu driveway, a left turn lane is warranted on Millidge Avenue (15 m plus taper), but not on University Avenue.

Currently on Millidge Avenue adjacent to a potential driveway to the proposed development, there is a two-way, left turn lane (TWLTL). This could remain as is to accommodate left turns into the development or a short dedicated left turn lane with taper could be provided.

9.6 Site Plan Review

The proposed site plan shown in **Figure 1** and included in **Appendix 1** is based on access to and from the development via the existing Jean Coutu driveway. If a second driveway is incorporated into the design, this would impact both the number of available parking spaces, available queue lengths at the drive-thru and site circulation.

The proposed site plan meets the Saint John Zoning By-Law requirements for the number of parking spaces, parking space dimensions and available queuing spaces at the drive-thru. Access to, from and within the site appears to be available for the design vehicles.

9.7 Comparison of Driveway Scenarios

Section 5 summarized the operational characteristics of the two driveway scenarios to accommodate the proposed development, while **Section 6** summarized the left turn lane requirements. The following comparisons are made based on the analysis.

3) **Scenario 2** results in slightly better operational conditions at the University Avenue/Millidge Avenue intersection than **Scenario 1**. The overall delay at the intersection is reduced by less than 1 second. Individual turn movements are very similar.
4) The northbound left turn movement from the Jean Coutu driveway for the PM peak is improved to a satisfactory LOS D with **Scenario 2,** versus an acceptable LOS E with **Scenario 1.** This results in a 13 second reduction in delay per for vehicles making this movement. However, this additional delay would

be experienced by vehicles on site and would not impact traffic circulation significantly on University Avenue or Millidge Avenue.

5) Movements from the Tim Hortons driveway are improved to LOS C from LOS D during both the AM and PM peak travel periods under **Scenario 2.**
6) With **Scenario 1** a separate left turn lane on University Avenue for turns into the Jean Coutu driveway is warranted. Under **Scenario 2** a left turn lane is warranted on Millidge Avenue but not on University Avenue.
7) If a second access is provided on Millidge Avenue, this would impact both the number of available parking spaces, available queue lengths at the drive-thru and site circulation.

Based on the above summary it is recommended that Scenario 1 be implemented for the proposed development. Although slightly better operational characteristics would be experienced with Scenario 2, the impact on the site layout and circulation would be significant without additional property. It is also recommended that a 15 metre plus taper separate left turn lane on University Avenue be constructed for vehicles turning left into the site.

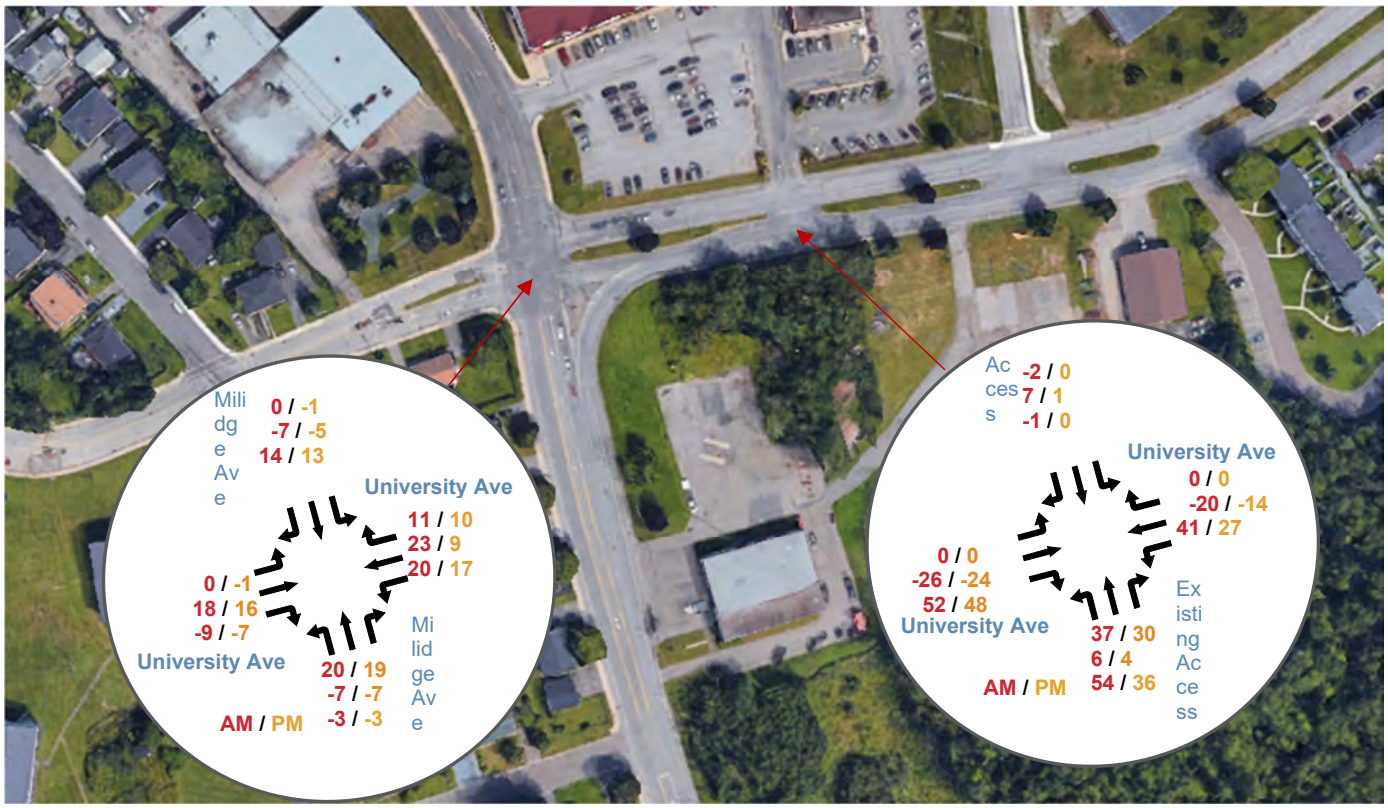


Figure 4: Trip Assignment-Scenario 1

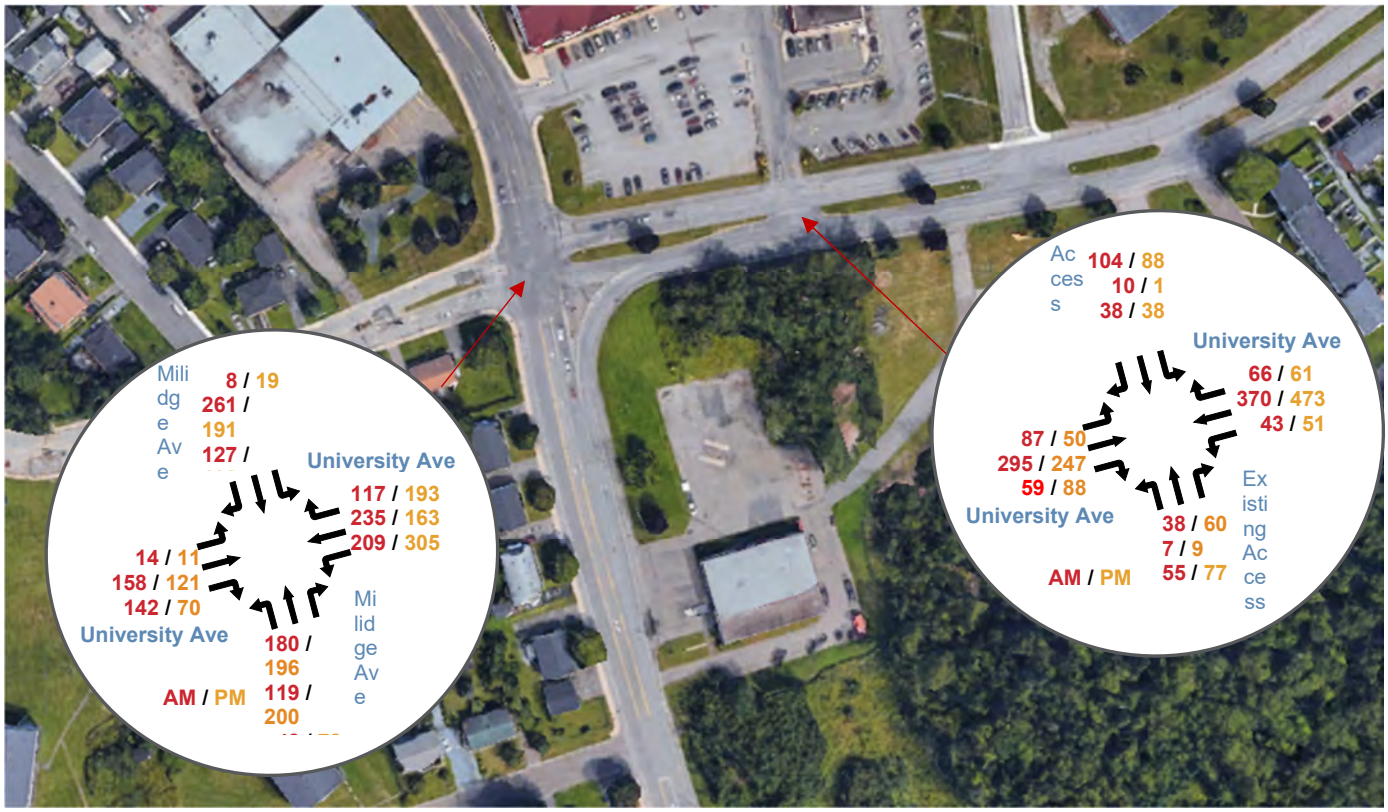


Figure 5: Summary of Future 2030 Traffic Volumes with Development-Scenario 1

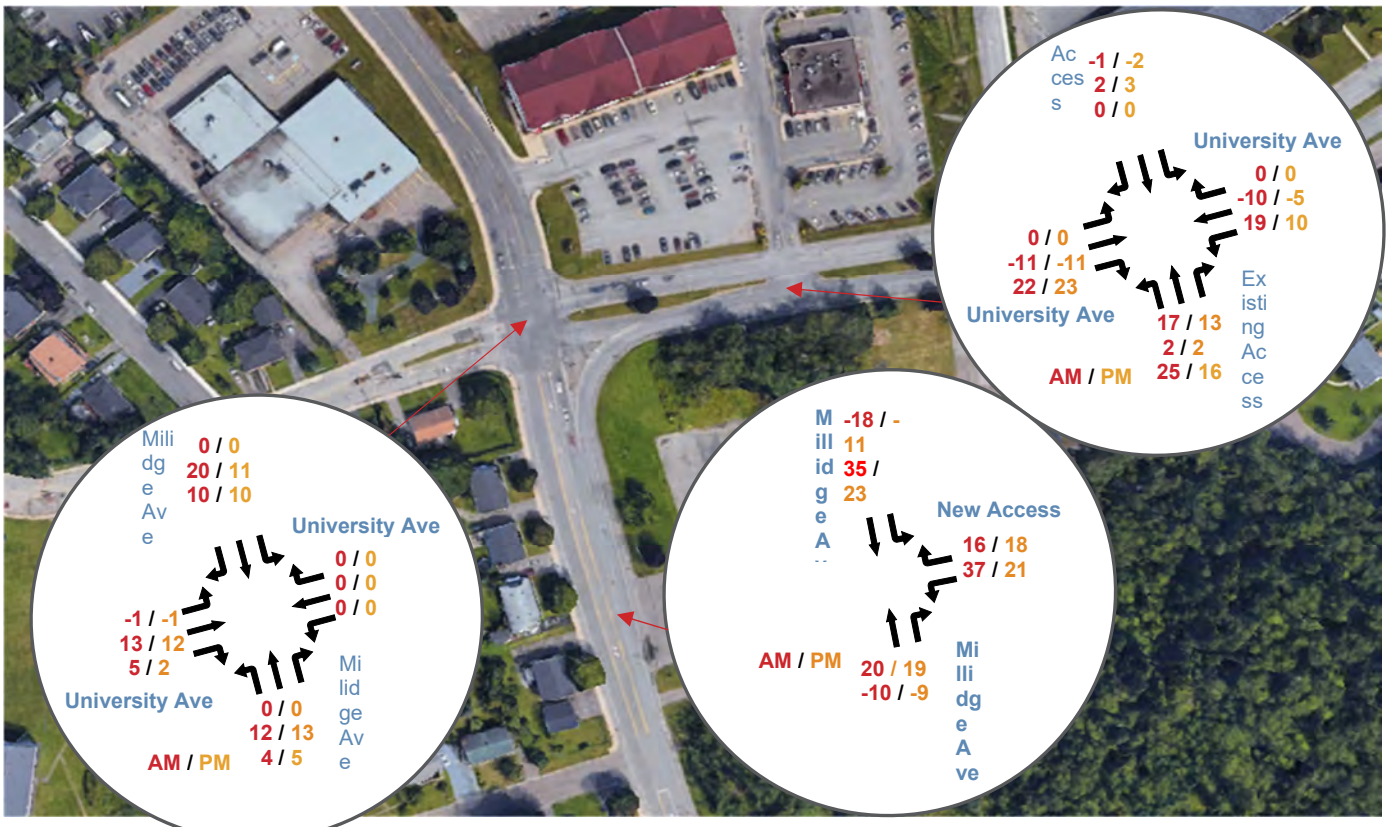


Figure 6: Trip Assignment-Scenario 2

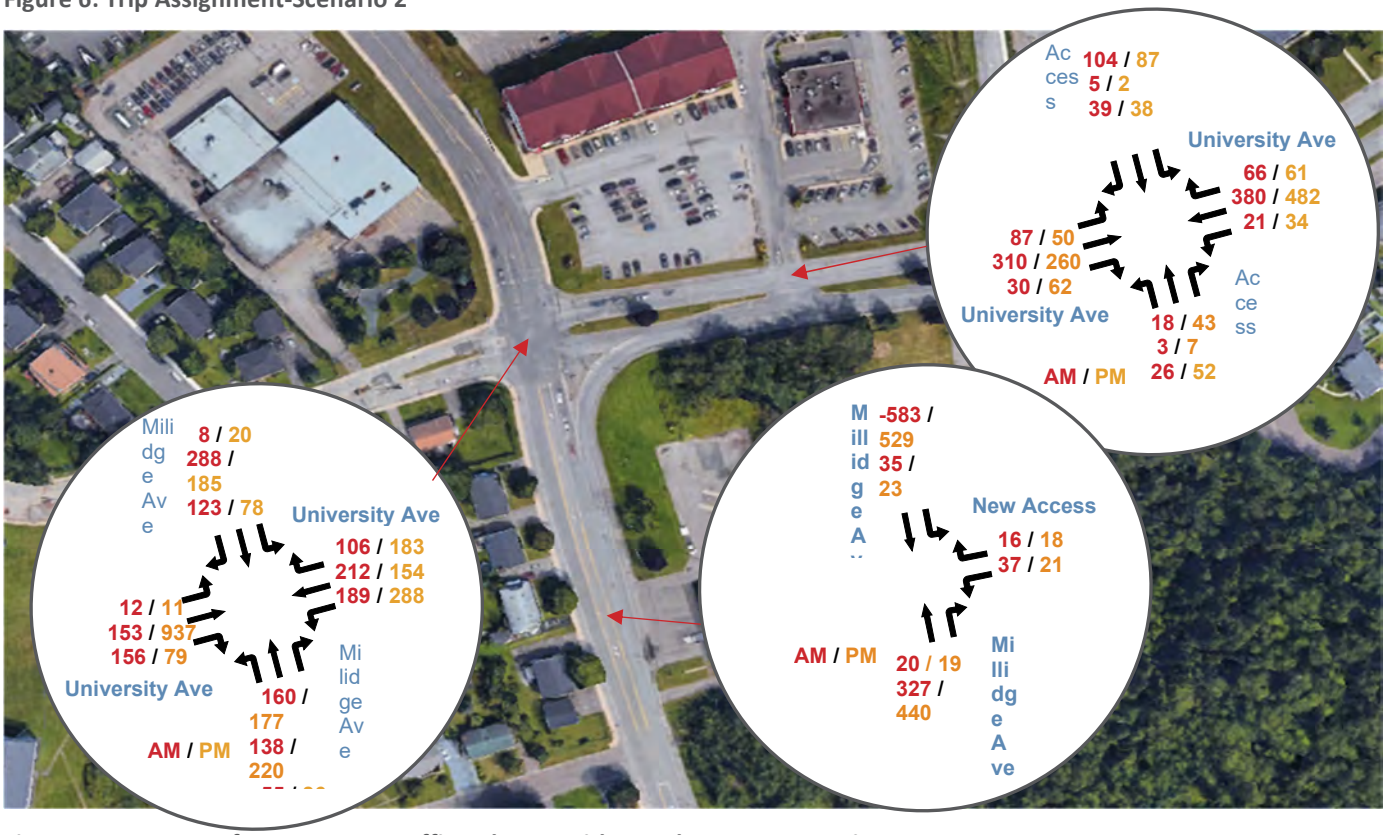


Figure 7: Summary of Future 2030 Traffic Volumes with Development-Scenario 2