
PLANNING ADVISORY COMMITTEE

November 20, 2024

Her Worship Mayor Donna Noade Reardon and
Members of Common Council

Your Worship and Councillors:



The City of Saint John

**SUBJECT: Section 59 Amendment
35 University Avenue (PID 55221717)**

On October 15, 2024, Common Council referred the above matter to the Planning Advisory Committee for a report and recommendation. The Committee considered the attached report at its November 19, 2024, meeting.

Doug Bannister of Plazacorp Property Holdings, the applicant, appeared before the Committee and agreed with Staff Recommendation.

Gina Wilkins, the property manager for the adjacent Candlewood Lane townhouse development, appeared before the Committee in opposition to the recommendation. She cited concerns with increased traffic and vehicle queues from the existing and the proposed development. She also expressed concerns with the site design for the proposal.

Reappearing before the Committee, Doug Bannister noted they looked at various building location options through the site design process.

Don Good of exp Services, the traffic engineer for the proponent, appeared before the Committee and noted the site design provides for an additional 8 vehicles to be queued on site beyond the 14-vehicle queue length required by the Zoning By-Law. He also noted that the double order box drive thrus, like the one proposed, provide for better management of vehicle queues.

Responding to questions from the Committee, Mr. Good noted that 50% of the traffic accessing the site would be pass-by traffic that already exists on the area's street network, with the other 50% of the site traffic being new trips on the roadway network. He noted approximately 190 vehicles would access the site in the AM Peak Hour.

Committee members questioned staff regarding safety aspects of Traffic Impact Studies with staff noting that Traffic Impact Studies conducted in Atlantic Canada

typically examine the impact of new developments on roadway capacity and vehicle delay.

Committee members enquired whether the provision of a cross-access agreement to provide an access onto Millidge Avenue, through the former fire station site, could be accelerated. Planning Staff noted this would involve discussion with City Service Areas including Growth and Community Services, Real Estate and the City's Traffic Engineer.

No other persons appeared before the Committee and four letters were received regarding the application.

The Committee adopted a motion to adopt Staff Recommendation with one nay vote.

As a separate recommendation to the Staff Recommendation provided below, the Committee also recommends that Common Council direct City Staff to investigate creating a temporary secondary access on former fire station site to serve the subject site and investigate a more permanent solution in advance of the sale of the former fire station site.

RECOMMENDATION:

1. That Common Council, rescind the conditions imposed on the June 13, 2016, rezoning of the property located at 35 University Avenue, also identified as PID Number 55221717.
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 approximate area of 1.5 hectares, located at 35 University Avenue, also identified as PID Number 55221717:
 - (a) 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:
 - i. Landscaping along the University Avenue and Millidge Avenue site frontages including retention of existing trees where possible;
 - ii. A 6-metre-wide treed buffer to be retained along the eastern boundary of the site adjacent to Candlewood Lane;

- iii. Landscaping along the boundary of the site with the adjacent property (PID 55024210) east of the pharmacy drive thru lane;
 - iv. Details of the proposed pedestrian amenity area located on the development site adjacent to the University Avenue/Millidge Avenue intersection.
- (b) That a cross-access agreement be provided between the subject site and the adjacent City owned fire station site (PID 55221709), at the discretion of City Staff, when the fire station site is redeveloped.
- (c) That the developer be responsible for the costs related to the design and construction of a left turn lane into the site from University Avenue as identified in the 2024 Traffic Impact Study completed for the drive-thru restaurant development. Design of the turn lane is subject to City approval.
- (d) That the developer provide a payment of \$60,000 to the City for previously installed crosswalk upgrades and future upgrades to the adjacent University Avenue/Millidge Avenue signalized intersection. This payment is to be in the form of certified cheque payable at the time of the application for the first Building Permit for the development.
- (e) That vehicular access not be provided between Candlewood Lane and the development site (PID 55221717);
- (f) That no development occur on the 6-metre-wide portion of the property along the eastern boundary of the site (PID 55221717) with Candlewood Lane and PID 00426411 and that the existing trees be retained in this 6-metre-wide area;
- (g) That servicing for electrical and telephone utilities be provided underground from existing facilities.

Respectfully submitted,



Brad Mitchell
Chair
Attachments



The City of Saint John

Date: November 14, 2024
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: November 19, 2024

SUBJECT

Applicant: Plazacorp Property Holdings Inc.
Landowner: Plazacorp Property Holdings Inc.
Location: 35 University Avenue
PID: 55221717
Existing Plan Designation: Local Centre
Existing Zoning: General Commercial (CG)
Application Type: Section 59 Amendment
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to Section 59 conditions. Common Council will consider the Committee's recommendation at a public hearing on **Monday December 9, 2024.**

EXECUTIVE SUMMARY

The applicant is seeking an amendment to the Section 59 conditions imposed on the 2016 rezoning of the site. Construction of a drive-thru restaurant is proposed in the northwestern corner of the site adjacent to the University Avenue and Millidge Avenue intersection.

Staff recommend amending the Section 59 conditions governing development on the site to allow for the construction.

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 - iii. Landscaping along the boundary of the site with the adjacent property (PID 55024210) east of the pharmacy drive thru lane;
 - iv. Details of the proposed pedestrian amenity area located on the development site adjacent to the University Avenue/Millidge Avenue intersection.
 - (b) That a cross-access agreement be provided between the subject site and the adjacent City owned fire station site (PID 55221709), at the discretion of City Staff, when the fire station site is redeveloped.
 - (c) That the developer be responsible for the costs related to the design and construction of a left turn lane into the site from University Avenue as identified in the 2024 Traffic Impact Study completed for the drive-thru restaurant development. Design of the turn lane is subject to City approval.
 - (d) That the developer provide a payment of \$60,000 to the City for previously installed crosswalk upgrades and future upgrades to the adjacent University Avenue/Millidge Avenue signalized intersection. This payment is to be in the form of certified cheque payable at the time of the application for the first Building Permit for the development.
 - (e) That vehicular access not be provided between Candlewood Lane and the development site (PID 55221717);
 - (f) That no development occur on the 6-metre-wide portion of the property along the eastern boundary of the site (PID 55221717) with Candlewood Lane and

PID 00426411 and that the existing trees be retained in this 6-metre-wide area;

- (g) That servicing for electrical and telephone utilities be provided underground from existing facilities.

DECISION HISTORY

On June 13, 2016, Common Council approved amendments to the Municipal Plan and the Zoning By-Law. Municipal Plan Amendment C. P. 106-13 redesignated the site from Low to Medium Density Residential to Local Centre and Zoning By-Law Amendment C.P. 111-25 rezoned the site from Neighbourhood Community Facility (CFN) to General Commercial (CG). The 2016 application supported the construction of the existing pharmacy on site.

Section 59 Conditions were imposed including a requirement that future development be subject to a Section 59 amendment, a requirement for area transportation improvements by the developer and standards conditions related to the preparation of detailed site, landscaping and building elevation plans, stormwater and servicing plans.

ANALYSIS

Proposal

The applicant is proposing a Section 59 amendment to allow for the construction of a 376 square metre drive-thru restaurant in the northwestern portion of the site, adjacent to the Millidge Avenue/University Avenue intersection. Site access will utilize the existing driveway from University Avenue.

Site and Neighbourhood

The subject property is situated in the southeast quadrant of the Millidge Avenue/University Avenue intersection in Millidgeville and has an area of 1.5 hectares. The site has frontage on both University Avenue and Millidge Avenue. A pharmacy with a drive-thru is located on the eastern portion of the subject site and will remain.

The neighbourhood surrounding the site contains a variety of land uses. Undeveloped private lands and a City-owned parcel containing a former fire station are located south of the site. Residential neighbourhoods are located to the east and west of the site. To the north of the property is a mixture of commercial and community uses including a self-storage facility, a Wendy's/Tim Horton's restaurant, a seniors housing and care facility, and the Charles Gorman Arena.

The subject property is currently zoned General Commercial (CG), with other area commercial uses having this zoning. Residential zoning in the area includes One-Unit Residential (R1), Two-Unit Residential (R2) and Mid-Rise Residential (RM). The seniors' facility and arena properties are zoned Major Community Facility (CFM).

Municipal Plan

The site is designated as a Local Centre in the Municipal Plan, intended to provide retail and service-oriented commercial uses, community-oriented development, and higher-density residential options to serve North End and Millidgeville residents.

An analysis of the proposal with respect to the relevant policies of the Municipal Plan is provided in Attachment 2. The proposed development conforms to the Municipal Plan, with the proposed landscaping along the frontages of the site and the development of the proposed pedestrian amenity area at the University Avenue/Millidge Avenue intersection aligning with key elements of the plan policies. Section 59 conditions are proposed for these specific elements.

Zoning

The site is zoned General Commercial which permits a drive-thru restaurant. The design of the site meets the standards of the Zoning By-Law, except for a portion of the parking lot circulation aisles. A variance to reduce their width from 6 metres to approximately 5.8 metres is required and will be processed as a Development Officer variance prior to building permit issuance.

Landscaped islands are provided within the parking and drive thru areas satisfying the Zoning By-Law requirement for landscaped areas within a parking lot. In addition to minimizing the scale of the parking area, these provide for traffic channelization promoting safer vehicle and pedestrian circulation on site.

Section 59 Amendment

The 2016 rezoning of the site was subject to conditions imposed by Common Council. These conditions required that any additional development other than the existing pharmacy be approved via a Section 59 amendment and require an additional Traffic Impact Study to support the future development.

These conditions were intended to allow for a future development proposal to be reviewed through a public process involving the Planning Advisory Committee and Common Council. This provides for an assessment of the suitability of the site and building design and any required infrastructure improvements.

A complete listing and assessment of all the current Section 59 conditions is provided in Attachment 3.

In reviewing the Section 59 amendment application, Staff assessed two issues:

- Is the site and surrounding infrastructure suitable to support the proposed development?
- Are there existing Section 59 conditions that are no longer warranted or new conditions that are warranted?

Site Suitability and Traffic Impacts

The proposed restaurant meets the standards of the Zoning By-Law and conforms to the intent of the Municipal Plan. The main issue identified from the review of the Municipal Plan policies is

the need for high-quality landscaping along the site frontages to mitigate the views of the parking areas. This can be accomplished by a Section 59 condition requiring enhanced landscaping and formalizing the developer's construction of a pedestrian amenity area at the University Avenue/Millidge Avenue intersection as shown on the site plan.

An updated Traffic Impact Study¹ was completed to assess the traffic impacts of the proposed drive-thru restaurant. This included an analysis of traffic operations for two access scenarios for the site:

- Scenario 1 - Access via the existing Jean Coutu driveway
- Scenario 2 - Access via the existing Jean Coutu driveway and a new full access driveway onto Millidge Avenue.

The summary in Submission 3 presents key findings from the traffic study:

- The development is projected to generate 197 trips in the AM peak and 146 trips in the PM peak.
- Scenario 2 slightly improves overall traffic conditions, reducing vehicle delay at the University Avenue/Millidge Avenue intersection by 1 second, with minimal differences in delays for specific turning movements.
- Scenario 2 would reduce delays for vehicles exiting onto University Avenue, impacting only vehicles exiting the site driveway without significantly affecting adjacent street circulation.
- Although two access points could marginally improve traffic flow, adding an access on Millidge Avenue would require changes to the site layout and additional property acquisition. Therefore, the study recommends a single access point on University Avenue, along with a dedicated left-turn lane, to manage site traffic effectively.

The City's Transportation Engineer cautions PAC and Council on the potential for at least a perception from the community of unacceptable levels of congestion where the development accesses University Avenue. Shortly following the opening of the existing pharmacy, members of the community raised concerns with excessive traffic congestion related to the following:

- the high volume (Tim Horton's) driveway across University Avenue from the site;
- the queue for the Tim Horton's drive thru extending onto University Avenue;
- the proximity of the University/Millidge intersection;
- the location of a Transit shelter/stop in the vicinity of the site access; and
- traffic volumes accessing the Tim Horton's driveway coinciding with peak traffic periods on University Avenue.

The City mitigated these community concerns through a series of roadway improvements in the area and the level of community concern was subsequently reduced. However, the addition of

¹ exp Services Inc. Traffic Impact Study for a McDonald's restaurant on University Avenue – Saint John, NB. February 2024

another high-volume, peak-hour traffic generator on the subject site presents a concern for Traffic Engineering Staff. They note this increase in traffic will coincide with existing peak traffic on University Avenue and the Tim Horton's driveway, where mitigation options are already limited. Staff caution that the overlapping traffic flows could exacerbate congestion, making it difficult to manage the associated impacts effectively at this location. City staff concur it is difficult for the developer's traffic consultant to quantify public perception regarding site access delays, but there exists a degree of risk for increased congestion at the site access driveways that the Committee and Council should consider in its decision making.

With respect to an access onto Millidge Avenue, Staff note the adjacent fire station site has been declared surplus by the City and will be subject to a Request for Expression of Interest for development. Over the longer term, as the fire station site is developed, a cross-access agreement could be developed to provide for a shared access onto Millidge Avenue serving both the subject site and the adjacent city property. Given this, Staff recommend a new Section 59 condition for the subject site that such access be provided at the discretion of City Staff should the fire station site be developed.

A new Section 59 condition is also recommended requiring provision of the left turn lane into the site from University Avenue by the developer, subject to a design approved by the City.

Based on the results of the Traffic Impact Study completed in 2016, Section 59 conditions were imposed requiring the following work to be completed by the developer:

- The installation of crosswalk infrastructure at the Shannex Driveway/University Avenue intersection, or
- Enhancements to the signals at University Avenue/Millidge Avenue intersection (pedestrian signals on the east leg).

City-initiated improvements in the area to manage area traffic congestion issues included the installation of the crosswalk infrastructure at the intersection of the Shannex Driveway and University Avenue. Improvements to the University Avenue/Millidge Avenue intersection are still required to enhance pedestrian signals. It is anticipated these improvements will be coordinated with a capital project to reconstruct the intersection.

Given the City's expenditure on the crosswalk upgrades and continued need for upgrades at the adjacent signalized intersection, Staff recommend a Section 59 condition requiring the Developer to provide a \$60,000 contribution to traffic improvements in the area. This is based on the cost of the crosswalk upgrades being \$10,000 plus \$50,000 towards the eventual intersection reconstruction and traffic signal renewal. This will fulfill the Developer's requirements from the original traffic impact study recommendations and Section 59 conditions from the 2016 rezoning.

Applicability of Existing and Additional Section 59 Conditions

Staff have reviewed the existing Section 59 conditions, imposed on the 2016 rezoning and identified if they can be rescinded, retained or modified. This is summarized with the listing of existing Section 59 conditions in Attachment 3.

In addition to new conditions related to the cross-access agreement with the fire station site and developer responsibility for transportation system improvements, conditions related to the following elements are proposed to be retained or modified:

- site landscaping including along site frontages and adjacent to Candlewood Lane,
- a prohibition on vehicle access between Candlewood Lane and the development site, and
- underground electrical and communication servicing.

Conclusion

Approval of the application is recommended as it conforms to the Municipal Plan and Zoning By-Law. Revised Section 59 conditions are recommended.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternatives are proposed.

ENGAGEMENT**Public**

In accordance with the Committee's Rules of Procedure, notification of the application was sent to landowners within 100 metres of the subject property on November 5, 2024. Notice of the Public Hearing for the rezoning was posted on the City of Saint John website on November 13, 2024.

APPROVALS AND CONTACT

Author	Manager	Director
Mark Reade, P.Eng., MCIP, RPP	Jennifer Kirchner, MCIP, RPP	Pankaj Nalavde, MCIP, RPP

Contact: Mark Reade
Telephone: (506) 721-0736
Email: Mark.Reade@saintjohn.ca
Application: 24-249

APPENDIX

Map 1: **Aerial Photography**

Map 2: **Future Land Use**

Map 3: **Zoning**

Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan Policy Review**

Attachment 3: **Existing Section 59 Conditions**

Submission 1: **Site Plans**



Submission 2: **Building Elevations**

Submission 3: **Traffic Impact Study Conclusions and Recommendations**

35 University Avenue - Air Photo

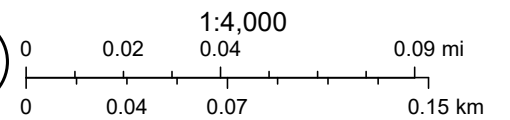


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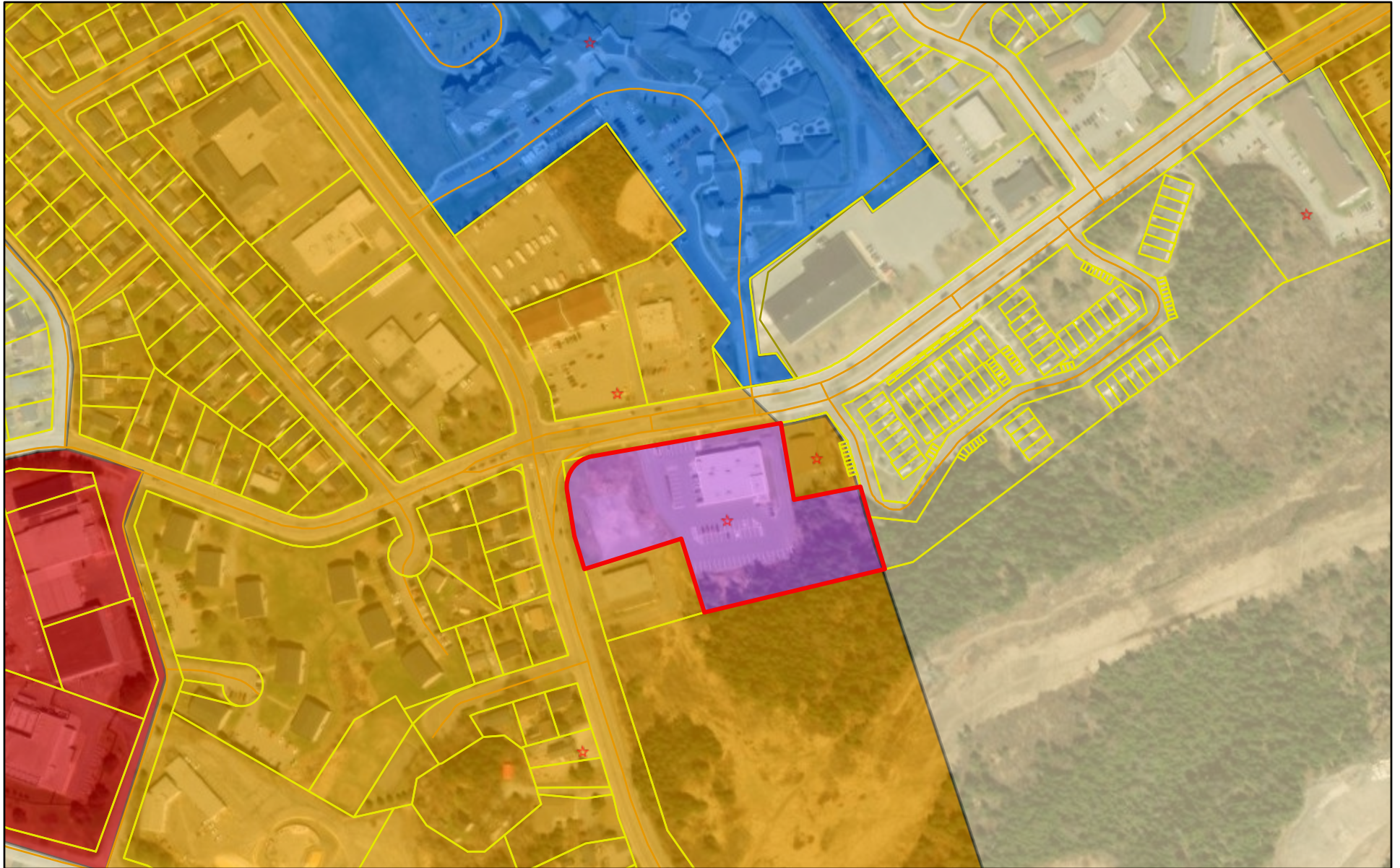
-  Subject Site
-  Property Parcels



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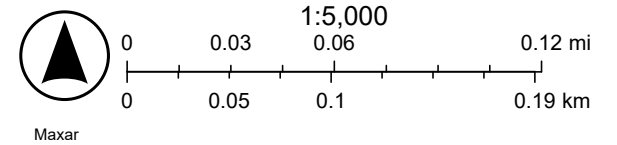


35 University Avenue - Future Land Use

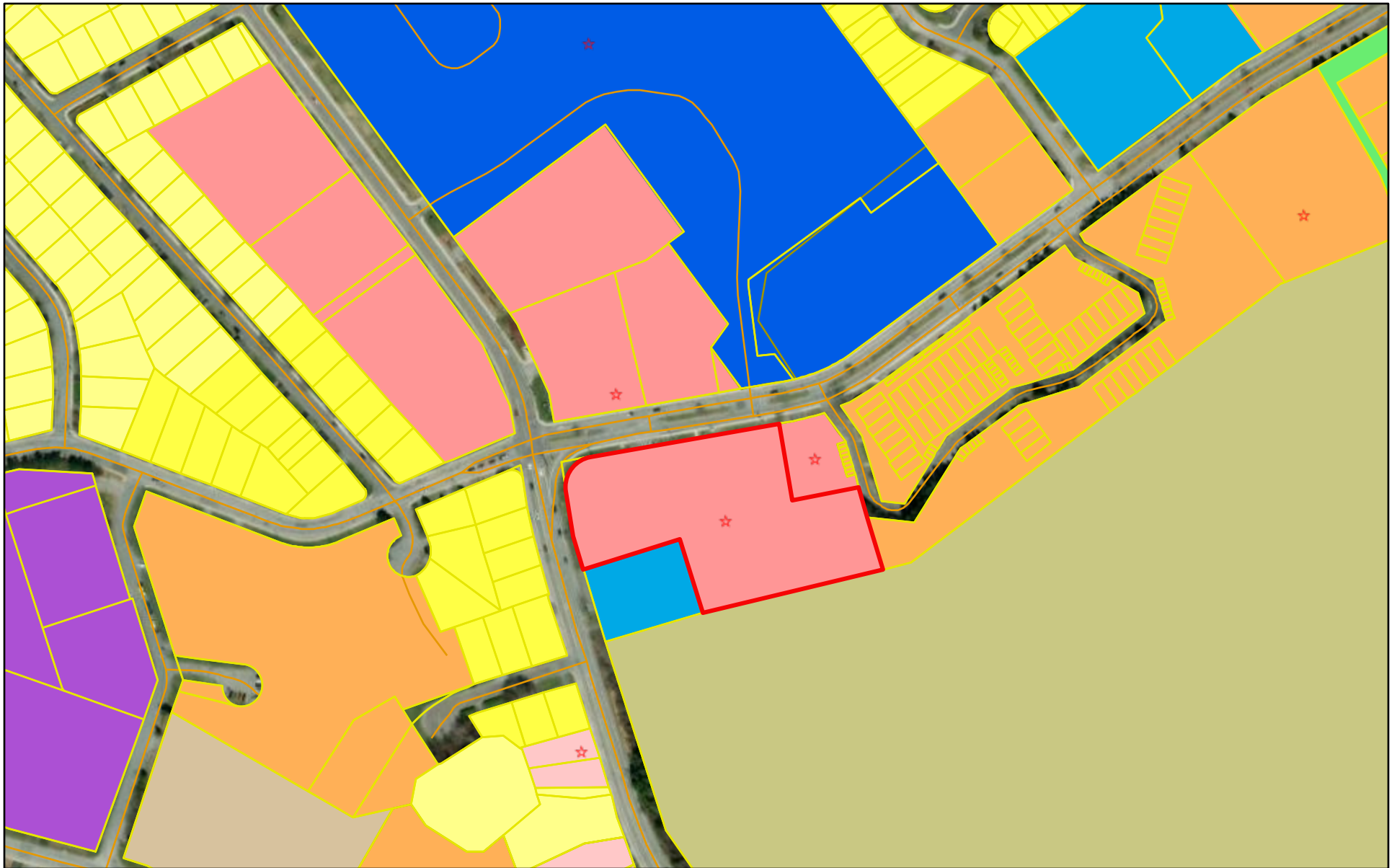


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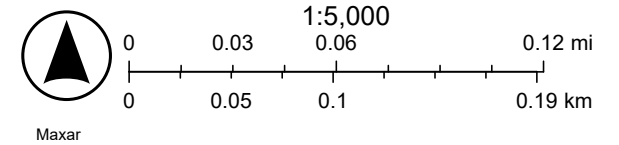
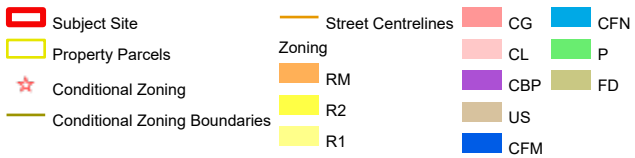
- Subject Site
- Property Parcels
- Conditional Zoning
- Conditional Zoning Boundaries
- Street Centrelines
- Low to Medium Density Residential
- Local Centre
- Business Centre
- Major Community Facility
- Stable Residential



35 University Avenue - Zoning



2024-10-21





View of site from University Avenue / Millidge Avenue.



View of portion of site from Millidge Avenue.



View of site from Jean Coutu parking area.



View of existing site driveway.

Attachment 2: Municipal Plan Policy Review for 35 University Avenue

Municipal Plan Policy	Assessment
<p>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.</p>	<p>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.</p>
<p>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:</p> <ul style="list-style-type: none"> 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. 	<ul style="list-style-type: none"> 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.
<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: 	<p>Policies UD-9 and UD-12 provide broad design policy for all parts of the City; and criteria for areas such as Local Centres.</p> <p>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.</p>

<ul style="list-style-type: none"> ii. In the Primary Centre and Neighbourhood Intensification Areas, as identified on the City Structure map (Schedule A), new development will be located and organized to frame and support the surrounding public realm and massed to fit harmoniously into the surrounding environment, including appropriate transitions in height and massing to areas of lower intensity development, as set out in Policy UD-11; b. Locating building entrances facing the public street; c. Designing sites to incorporate existing natural features and topography; d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings; e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage; f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm; g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions; h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building; 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; 	<p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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:</p> <table data-bbox="1163 1149 1871 1284"> <tr> <td>630 Millidge Avenue: Residential Building</td> <td>49.5 m - 56.5 m</td> </tr> <tr> <td>Tim Hortons/Wendys</td> <td>38.4 m</td> </tr> <tr> <td>Gorman Arena</td> <td>19.3 m - 22.5 m</td> </tr> <tr> <td>73-93 University Avenue: Townhouses</td> <td>9 m</td> </tr> </table> <p>The site and building design incorporate bicycle racks and an outdoor terrace area.</p>	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
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Gorman Arena	19.3 m - 22.5 m								
73-93 University Avenue: Townhouses	9 m								

<ul style="list-style-type: none">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; andvii. 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; andm. 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; andq. 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>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,</p>	<p>Driveway access for the site is shared with the existing pharmacy.</p>
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| <p>where appropriate. In particular, development will demonstrate due consideration to:</p> <ul style="list-style-type: none">a. Designing sites and buildings for people as the primary focus and with setbacks that are generally consistent with those of adjacent buildings;b. Creating animated, active streetscapes with interesting façades and human scale buildings and setbacks, particularly at the street level. Within the Uptown and other Urban Neighbourhood Intensification Areas, development should generally establish a human scale street wall with an appropriate ratio between the street wall height of the building and the width of the street;c. Where appropriate, ensure heritage streetscapes and Heritage Conservation Areas are reinforced with compatibly scaled and designed development;d. Providing active ground floor uses and avoiding blank façades. Along commercial streets in the Uptown Primary Centre in particular, commercial uses 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; | |
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Attachment 2: Municipal Plan Policy Review for 35 University Avenue

<ul style="list-style-type: none"> 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. 	
<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> <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; 	<p>Driveway access for the site is shared with the existing pharmacy.</p> <p>The site design incorporates bicycle racks and pedestrian connectivity to the adjacent streets.</p> <p>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.</p>

Attachment 2: Municipal Plan Policy Review for 35 University Avenue

<ul style="list-style-type: none"> 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. 	
<p>Policy TM-4 Consider the following transportation matters when evaluating new development proposals:</p> <ul style="list-style-type: none"> 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. 	<p>Driveway access for the site is shared with the existing pharmacy.</p> <p>The site design incorporates bicycle racks and pedestrian connectivity to the adjacent streets.</p> <p>A Traffic Impact Study was completed for the proposed development which found that capacity existed on adjacent streets.</p>

Attachment 2: Municipal Plan Policy Review for 35 University Avenue

<p>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.</p>	<p>A Section 59 condition is recommended to obtain a developer cost contribution towards future improvements at the Millidge Avenue/University Avenue intersection.</p>
<p>Policy TM-39 Emphasize streetscaping along Arterial Streets and Collector Streets by utilizing such means as:</p> <ul style="list-style-type: none"> 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. 	<p>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.</p>
<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. 	<p>The proposed development will be located on existing commercial property which is serviced by existing City infrastructure including water, sanitary and transportation networks.</p> <p>Section 59 conditions are proposed to address cost contribution towards future improvements at the Millidge Avenue/University Avenue intersection.</p>

Attachment 2: Municipal Plan Policy Review for 35 University Avenue

<ul style="list-style-type: none">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;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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Attachment 3: Existing Section 59 Conditions - 35 University Avenue

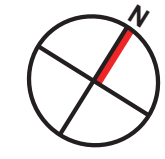
Existing Section 59 Conditions	Assessment
<p>a) Any development of the site be in accordance with a detailed site plan and building elevations, to be prepared by the proponent and subject to the approval of the Development Officer, indicating the location of all buildings, structures, parking areas, 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;</p>	<p>Rescind condition.</p> <p>Incorporate pedestrian walkway requirement for new development into the revised landscaping condition.</p>
<p>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:</p> <ul style="list-style-type: none"> • 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. 	<p>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</p> <p>The existing conditions referenced as part of a detailed landscaping plan refer to the Jean Coutu Development located on the same property.</p>
<p>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</p>	<p>Rescind condition.</p> <p>This requirement has been assessed through the Section 59 Amendment process and the condition has been met.</p>

Attachment 3: Existing Section 59 Conditions - 35 University Avenue

<p>must be submitted by the developer’s engineering consultant to the City prior to determining this;</p>	
<p>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;</p>	<p>Rescind condition. This is a requirement of the City’s Drainage By-Law.</p>
<p>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;</p>	<p>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.</p>
<p>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;</p>	<p>Rescind condition and replace with a condition requiring a \$60,000 contribution from the Developer towards transportation system improvements.</p>
<p>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;</p>	<p>Rescind condition.</p>
<p>h) That vehicular access not be provided between Candlewood Lane and the proposed development;</p>	<p>Retain condition.</p>

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.



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

SCALE
N/A

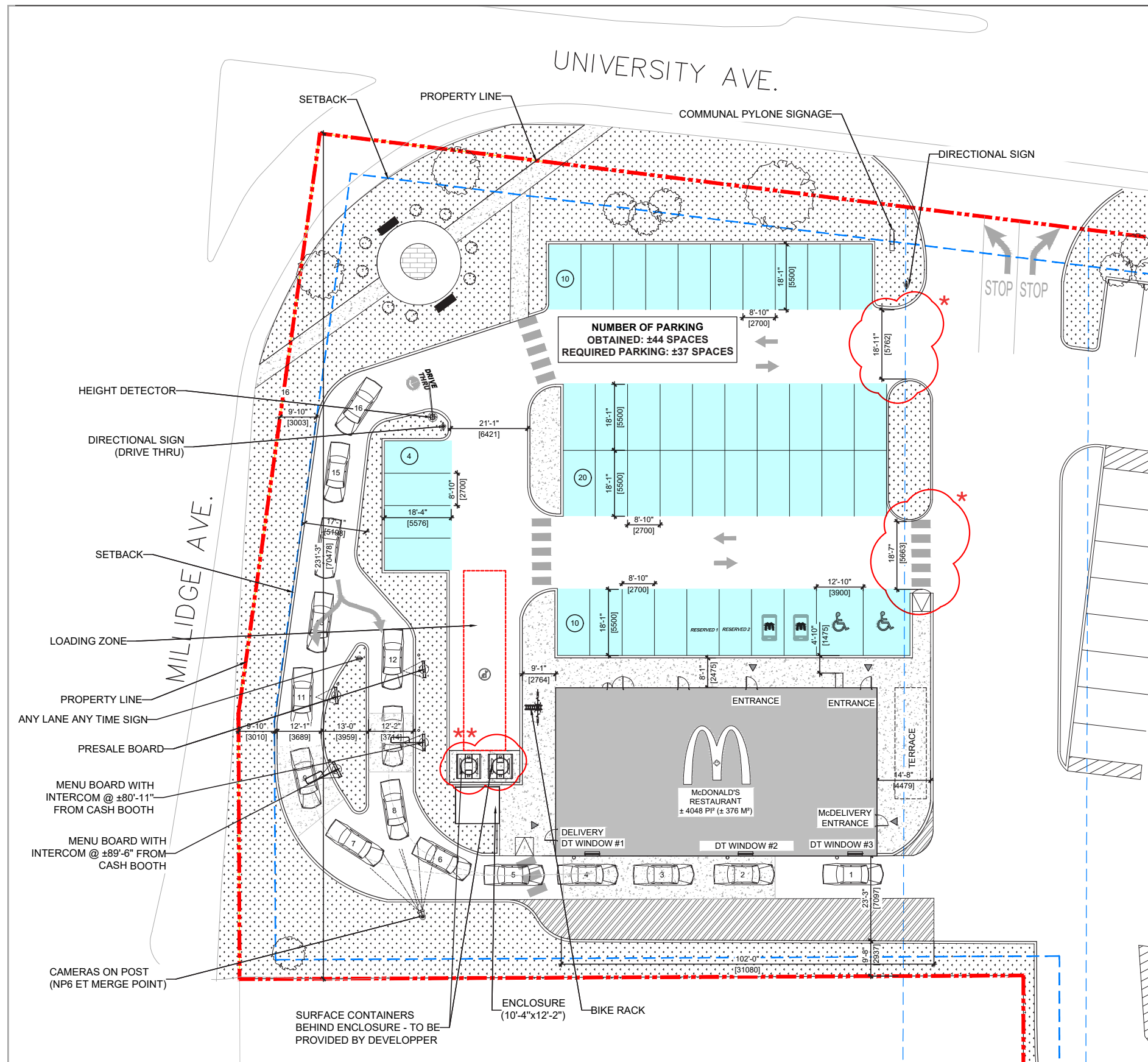
PROJECT
McDONALD'S RESTAURANT

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
- OUTBOUNING 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.



TITLE
 PROPOSED SITE PLAN AND ZONING
 PARAMETERS

SCALE
 1/32" = 1'-0"

NOT FOR CONSTRUCTION

KEY

- LOT LINE
- SETBACK
- ||||| PEDESTRIAN CROSSING
- ♿ BARRIER-FREE PARKING STALLS
- ▨ PAINTED LINES
- ▨ GRASS
- ▨ CONCRETE
- RESERVED PARKING FOR THE RESTAURANT

PROJECT :
 McDONALD'S RESTAURANT

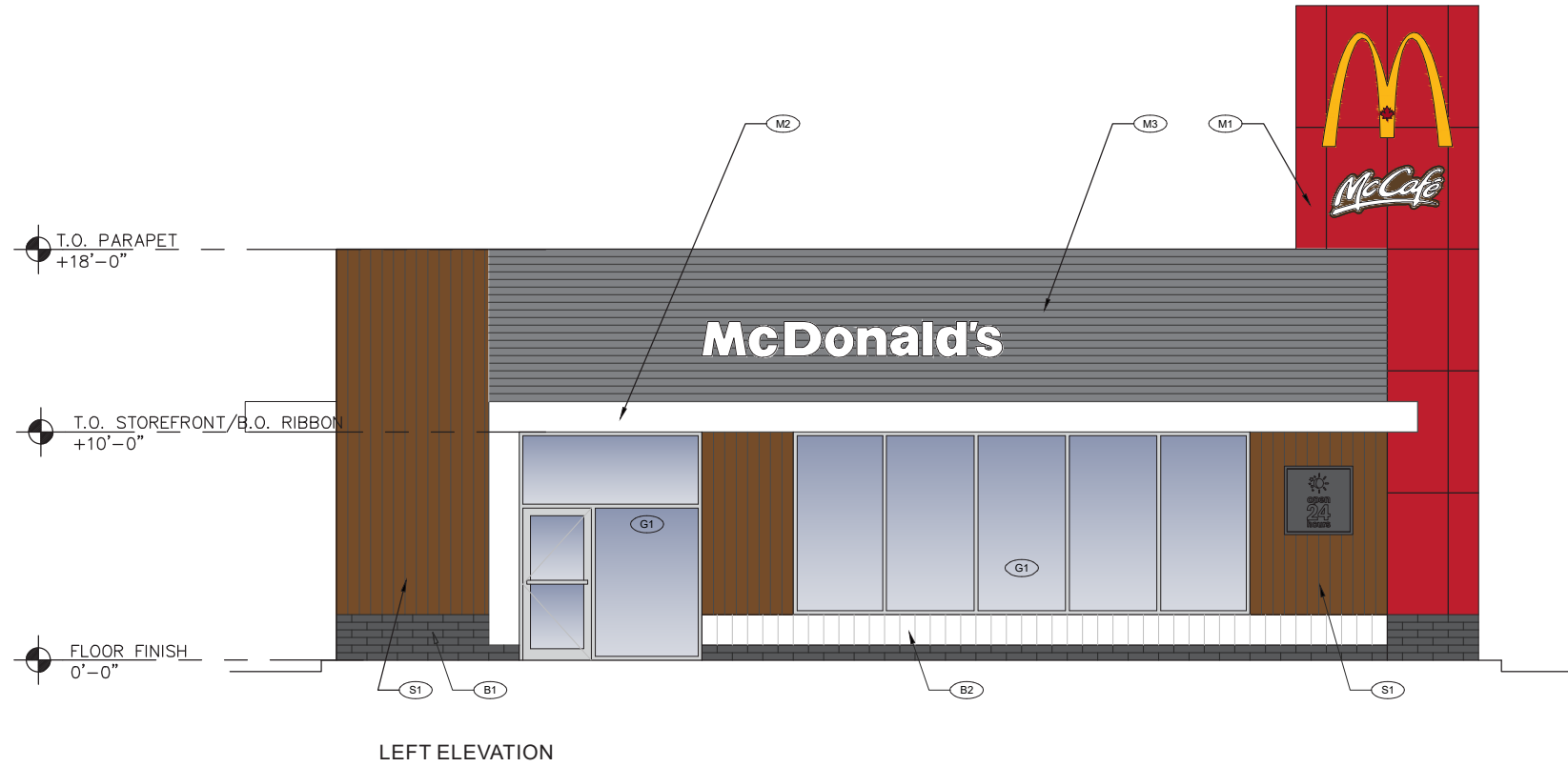
ADDRESS :
 MILLIDGEVILLE / UNIVERSITY,
 SAINT JOHN, NB.

DATE:
 2024-10-22

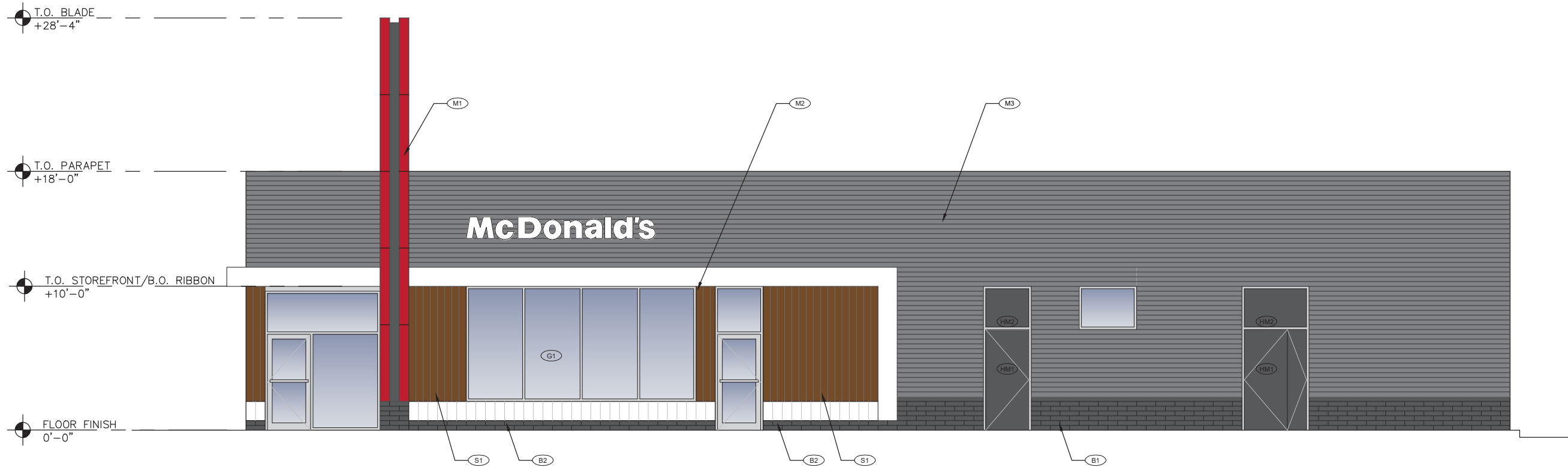
CLIENT



Submission 2: Building Elevations



LEFT ELEVATION



FRONT FACADE - UNIVERSITY AVENUE

CALCULATION FOR MAXIMUM FACE AREA OF ALL SIGNS

LOT FRONTAGE	LENGTH
	± 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.	
MAXIMUM SIGN FACE AREA=	± 49.3 M ²

TABLE OF AREAS FOR BUILDING SIGNS

	PROPOSED SIGN AREA	QUANTITY
McDONALD'S 18"	± 3.8 M ²	3
M LOGO + McCAFÉ	± 5.0 M ²	2
TOTAL :		± 21.4 M²



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



TITLE
ELEVATIONS

SCALE
1/8" = 1'-0"

NOT FOR CONSTRUCTION

PROTOTYPE: R4

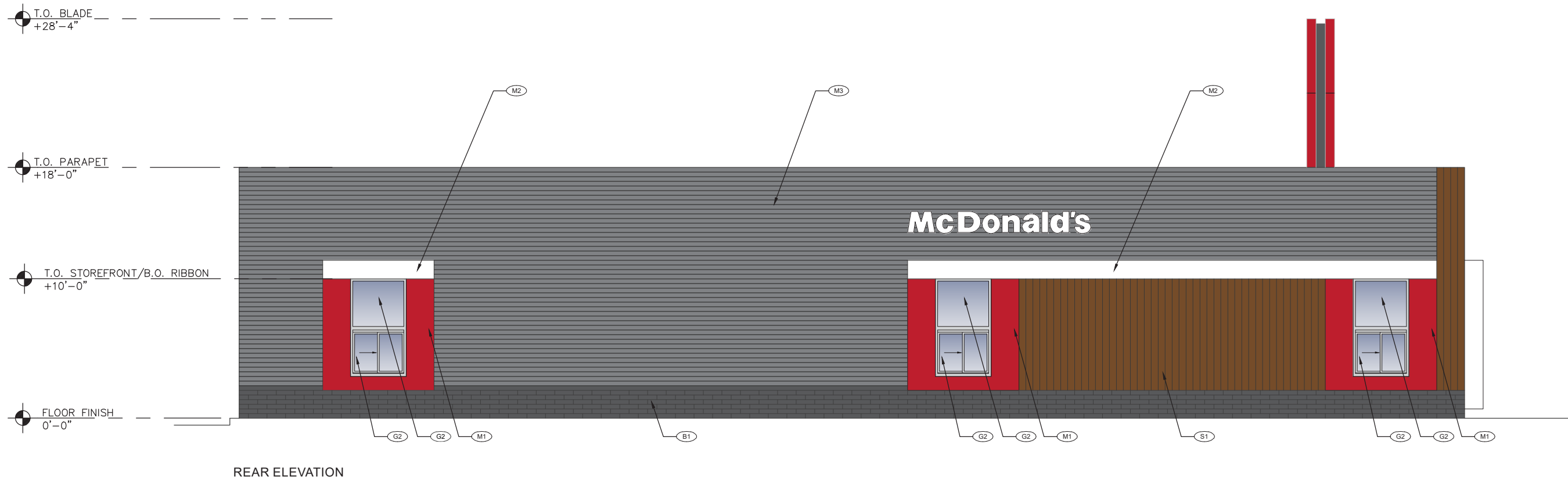
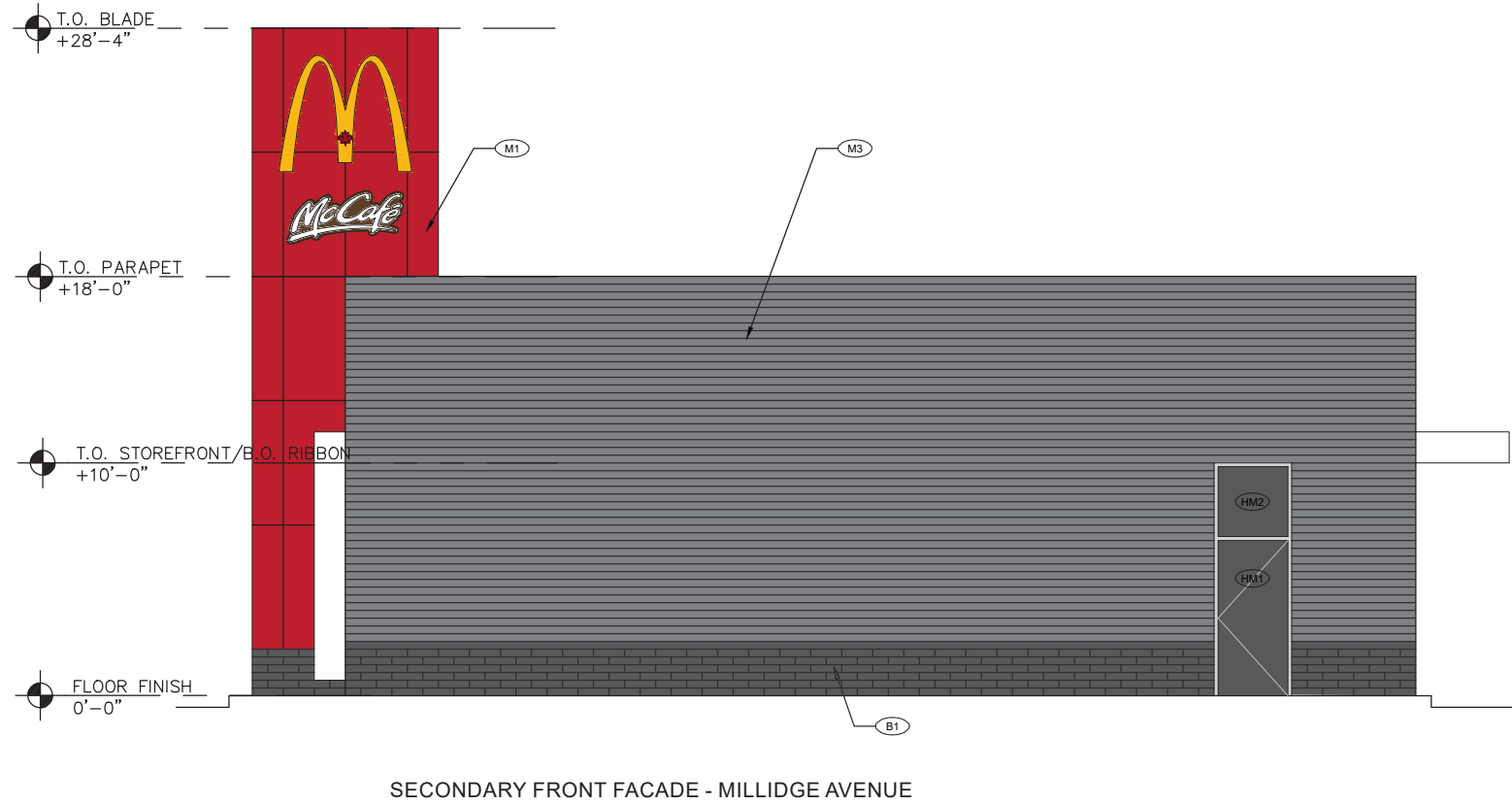
MATERIAL SCHEDULE		
#	DESCRIPTION	COLOUR
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G1	STOREFRONT GLAZING SYSTEM	CLEAR ANODIZED
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G3	SPANDREL PANEL	SOLAR GREY
HM1	HOLLOW METAL DOORS	CHARCOAL GREY
HM2	HOLLOW METAL PANEL	CHARCOAL GREY

PROJECT :
McDONALD'S RESTAURANT

ADDRESS :
MILLIDGEVILLE / UNIVERSITY,
SAINT JOHN, NB.

DATE:
2024-10-22

CLIENT



CALCULATION FOR MAXIMUM FACE AREA OF ALL SIGNS	
LOT FRONTAGE	LENGTH ± 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

Submission 3: Traffic Impact Study Conclusions and Recommendations

FRE-23015229-A0

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/ Millidge 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 Scenario 2 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.

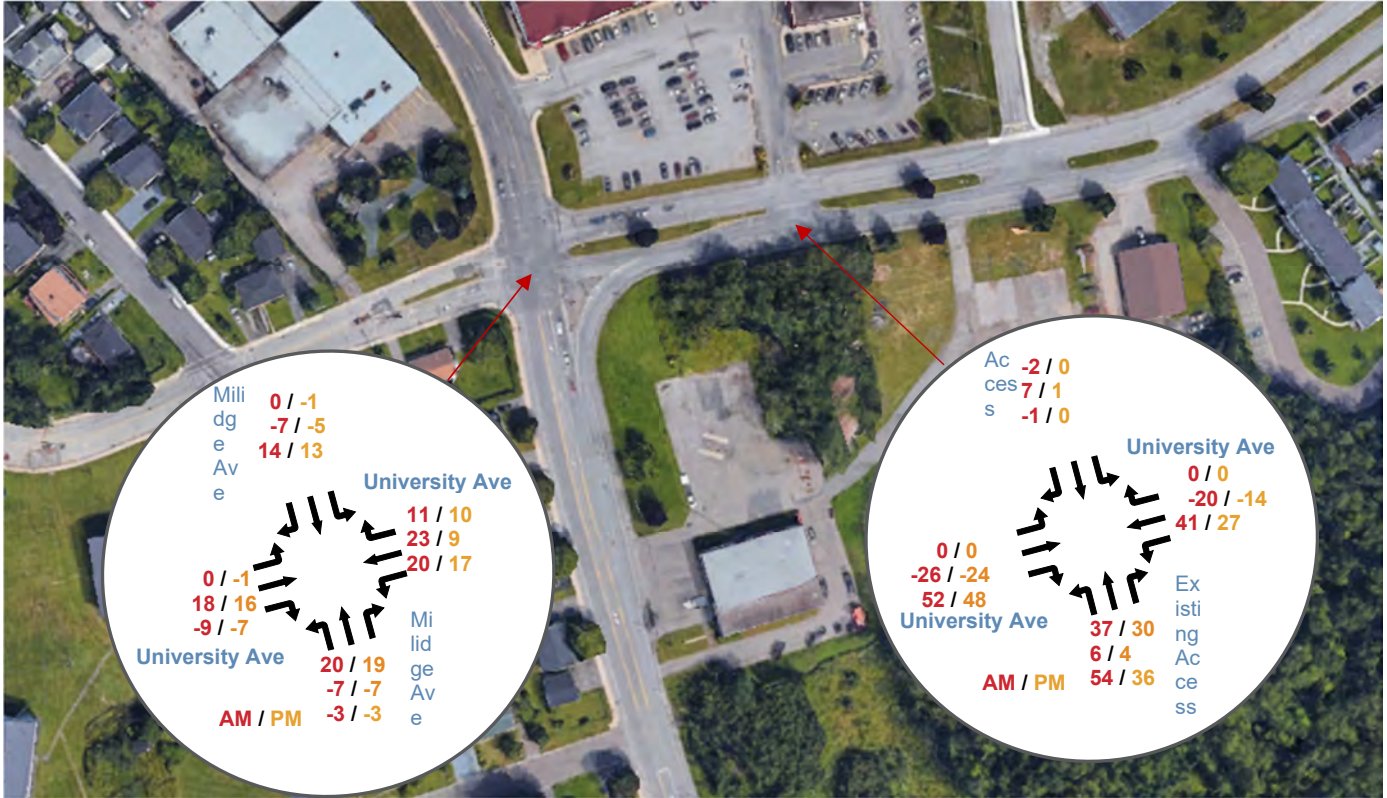


Figure 4: Trip Assignment-Scenario 1

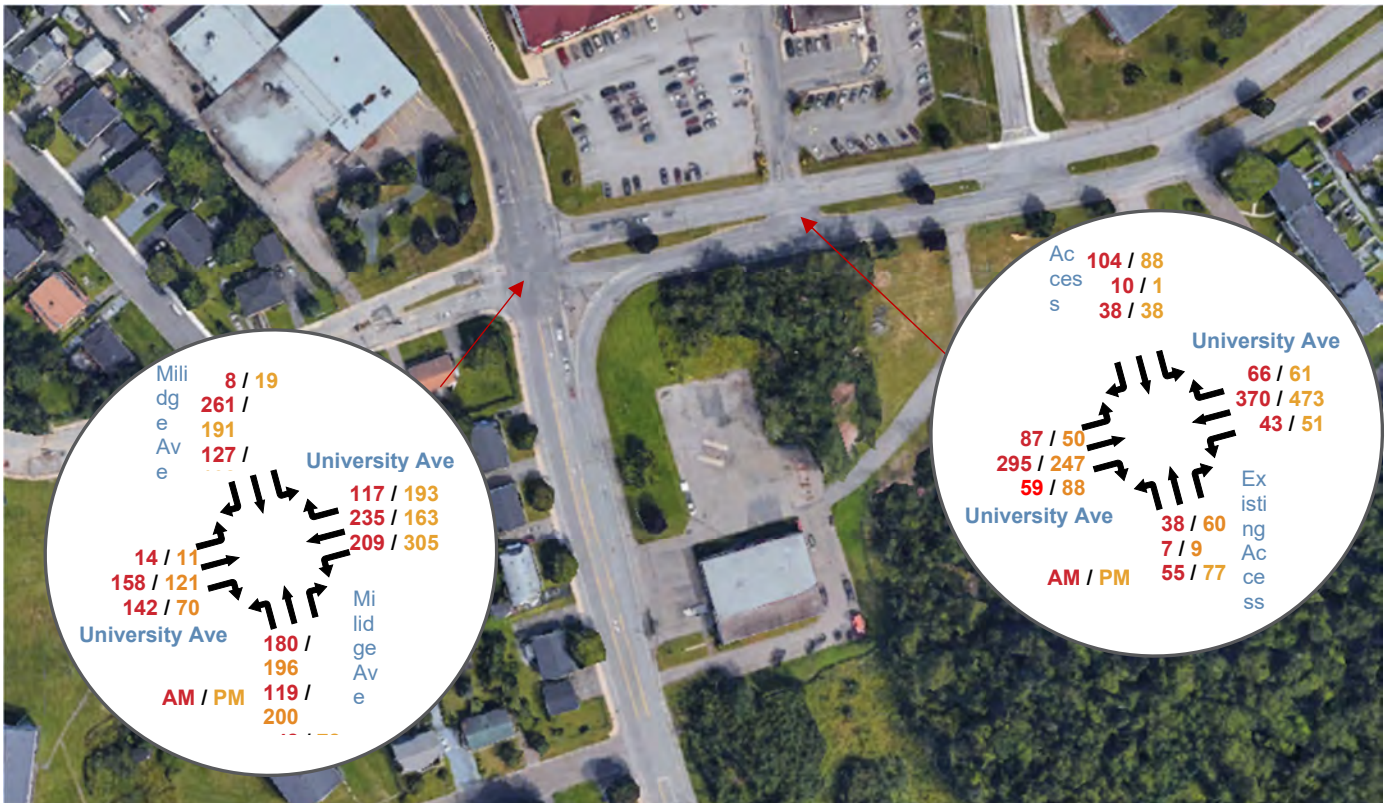


Figure 5: Summary of Future 2030 Traffic Volumes with Development-Scenario 1

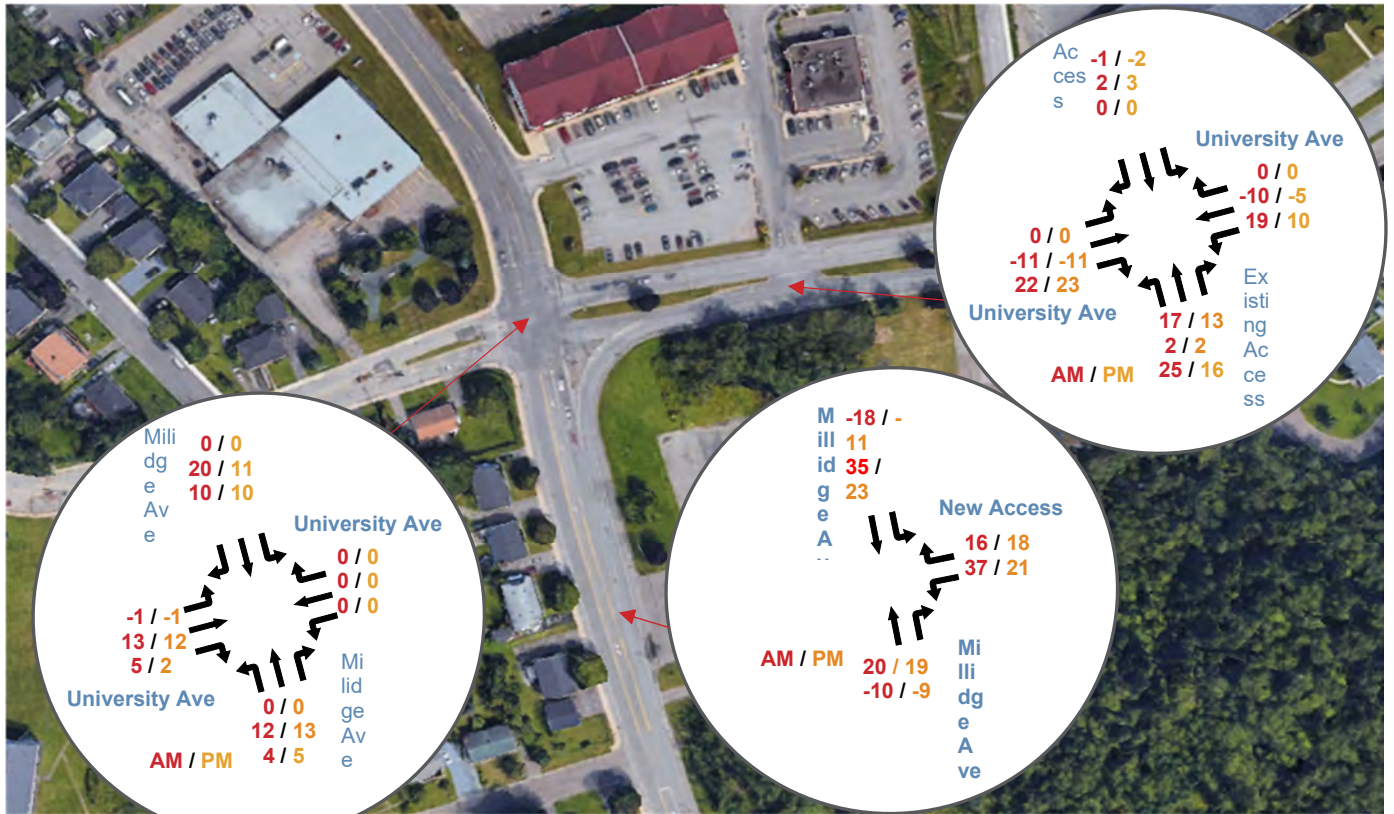


Figure 6: Trip Assignment-Scenario 2

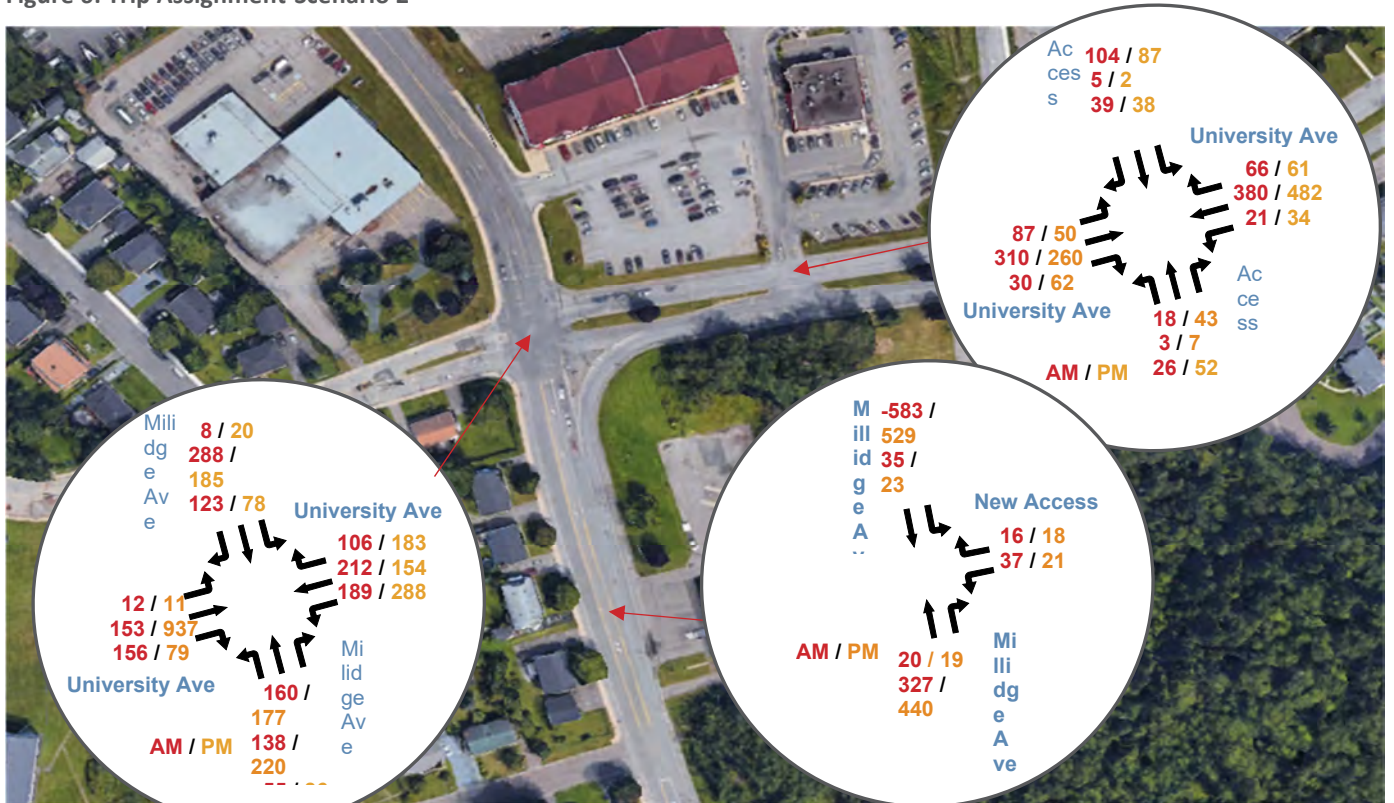


Figure 7: Summary of Future 2030 Traffic Volumes with Development-Scenario 2

From: [Feiyu Han](#)
To: [OneStop](#)
Subject: Section 59 Amendment Application , 35 University Ave (PID 55221717)
Date: November 14, 2024 4:54:02 PM

You don't often get email from yagangx@hotmail.com. [Learn why this is important](#)

[External Email Alert] **Please note that this message is from an external sender. If it appears to be sent from a Saint John employee, please forward the email to spamsample@saintjohn.ca or contact the IT Service Desk.**

We as the owners of 15-17 Sproul court in favour of this project. Thanks.

Yagang Xie & Feiyu Han

From: [Serge Parfonoff](#)
To: [OneStop: Gina Wilkins](#)
Subject: Section 59 Amendment Application (PID 55221717).
Date: November 15, 2024 2:00:12 PM

You don't often get email from parfonovacanada@gmail.com. [Learn why this is important](#)

[External Email Alert] **Please note that this message is from an external sender. If it appears to be sent from a Saint John employee, please forward the email to spamsample@saintjohn.ca or contact the IT Service Desk.**

Dear City Council Representative

I am writing to express my concerns about the proposed establishment of a McDonald's near my residence at 87 University Avenue. While I understand the benefits of economic development, I believe the placement of a fast-food outlet in this location poses several challenges that could negatively impact our community.

- 1. Increased Traffic and Noise:** A McDonald's is likely to attract significant traffic, particularly during peak hours. This would increase congestion on local roads and create noise, disrupting the peaceful atmosphere of our residential neighborhood.
- 2. Litter and Environmental Impact:** Fast-food establishments often lead to an increase in litter in the surrounding area. This could degrade the cleanliness and natural beauty of our neighborhood and strain local waste management resources.
- 3. Potential for Late-Night Disturbances:** If the McDonald's operates late at night, it could result in disturbances from patrons or delivery vehicles, further affecting the quality of life for residents.
- 4. Saturation of Fast-Food Options:** Our neighborhood already has several similar fast-food establishments. Adding another one would be redundant and unnecessary, further contributing to the issues mentioned above.
- 5. Damage to Local Wildlife:** The proposed location is situated near natural green spaces that include deer paths and other wildlife habitats. Increased human activity, noise, and litter could disrupt these ecosystems, forcing wildlife to relocate or perish. Such development risks losing an essential natural feature of our community.
- 6. Necessary Road Infrastructure Updates:** The increased traffic from a McDonald's would require significant updates to road infrastructure to handle the influx safely. Without such updates, congestion, safety risks, and noise levels would escalate, further burdening our neighborhood.

I kindly request the city to reconsider the location of this establishment and explore alternative sites better suited for a commercial venture of this scale, such as areas with existing commercial zoning.

Thank you for taking the time to consider my concerns. I hope the city will prioritize the well-being and character of our neighborhood in making this decision.

Sincerely,
Serhii Parfonov

From: [cindy.kilpatrick](#)
To: [OneStop](#)
Cc: [Gina Wilkins](#)
Subject: Proposed McDonalds drive thru
Date: November 17, 2024 1:17:17 PM

You don't often get email from ckilpat@hotmail.com. [Learn why this is important](#)

[External Email Alert] **Please note that this message is from an external sender. If it appears to be sent from a Saint John employee, please forward the email to spamsample@saintjohn.ca or contact the IT Service Desk.**

To: Saint John Planning Advisory Committee

I live in Millidgeville and just heard about plans to allow a McDonalds drive thru restaurant at 35 University avenue.

I live just off University avenue on Candlewood lane and can look directly at this location. I have noted in the past few years an obvious increase in traffic and accidents. This is a very busy corner that already has a busy drive thru with a Tim Hortons - Wendys restaurant directly across the street. There is a bike lane on each side. There is a bus stop. There is a Jean Coutu pharmacy with a drive thru. Across the street just past the Tim Hortons there is a lane for staff going to the Shannex Nursing home. There are several pedestrian crosswalks.

The worst problem is the many vehicles crossing the median there to go to the other side. Over the years, retail and other organizations and buildings have been added to this area increasing the traffic a lot. Just up the street is the Gorman arena that has many vehicles coming and going all day and night until 11.30 pm.

Consequently, because of the increase in commercial locations there are hundreds of customers, employees and delivery trucks all in the same area.

But, the worst type of business for increased traffic problems is one that has a drive thru because of the constant crossing back and forth to the other side of the median and the line ups of waiting cars. There are often collisions.

Drive thru restaurants are usually open long hours from early morning to late night. They often get deliveries and have garbage trucks coming very early in the day. There is always noise from drive thru speakers, smell of cooking food and litter.

The residential neighbourhood here is being crowded out by commercial business. People who have lived here for years are seeing University avenue become busier and noisier. At this end of University avenue often zoning has been changed to accommodate more and more business. A change to zoning for a drive thru restaurant does not even follow your own Active Transportation initiative plan. It increases cars. An increase in traffic interferes with bike lanes, pedestrians and neighbours who have to negotiate through this congestion. Why is there so little separation between the residential and commercial zoning?

For these reasons I oppose this plan for a drive thru restaurant at 35 University avenue and the planned zoning changes to accommodate it.

Cindy Kilpatrick

60 Candlewood Lane
Millidegeville

Sent from my Bell Samsung device over Canada's largest network.

From: [Anne Kilfoil](#)
To: [OneStop](#)
Cc: [City of Saint John Mayor's Office; MacKenzie, John](#)
Subject: RE: Section 59 Amendment Application, 35 University Avenue (PID 55221717)
Date: November 17, 2024 9:45:48 PM

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November 17, 2024

Planning Advisory Committee, City of Saint John

Growth & Community Services

PO Box 1971, Saint John NB E2L 4L1

[RE: Section 59 Amendment Application, 35 University Avenue \(PID 55221717\)](#)

I am a resident of the University Avenue/Candlewood Lane town homes community. I would like to communicate my strong objection to the proposed re-zoning of the 35 University Avenue site for the construction of a drive through restaurant.

Our community has already been compromised over the past several years with the commercial development of Jean Coutu and increased development of the Parkland complex which resulted in developing a new street (Bloom Street) opening into University Avenue – all of this within several hundred yards of the proposed McDonalds development. The increasing commercial developments have a significant impact on the quality of life, health and property values of the people living in this

residential townhome community.

There are 64 residences in this community. The proposed McDonald's development would affect us as follows:

- § Increased traffic and noise. Entry into and out of the Tim Horton's/Wendy's drive through and Jean Coutu, as well as the new Bloom Street, all within a few hundred yards, have already created a treacherous situation ripe for traffic and pedestrian accidents. Another drive through entrance would jam up the traffic flow even more. The ability of ambulances from the nearby regional hospital and other emergency vehicles to navigate the traffic congestion must also be considered. There are many who share this concern, including many, many others commenting on a recent Facebook post from Saint John Newschaser.
- § Compromised water and sewage; surface water issues.
- § The greasy smells from the proposed properties 24/7 would be horrendous for residents.
- § Noise pollution - the sound of the drive through window would carry into the homes of the residents.
- § As well, the loud clanging of the private garbage disposal trucks at 5:00am and other heavy delivery trucks throughout the day causing even more noise pollution.
- § The significant amount of litter and garbage that currently ends up on our properties from Tim Hortons/Wendys would be doubled.
- § Potential foundation damage from blasting and construction.
- § Establishments that deal in food bring increased rodents into the neighborhood.
- § And perhaps, most importantly, the decreased resale value of our homes we have spent our lives working for.
- § Please ask yourself - would you want the home that you have worked years and years for to be placed next to a fast food drive through?

We are paying high property taxes in this neighborhood, and we hope that in return we receive respect from our City. Our townhouse community has been established here for more than 50 years, creating a community that the City of Saint John should be proud of. Should you decide to prioritize a commercial venture over the needs of 64 established residents and move forward with this development you will be harming our quality of life and diminishing the value of our homes that we have spent so many years working for. Please hear our voices.

Respectfully submitted,

Anne Kilfoil

4 Candlewood Lane

Cc: Mark Reade, Senior Planner

Donna Noade Reardon, Mayor

John MacKenzie, Ward 2, Deputy Mayor