

| <p align="center">PROPOSED MUNICIPAL PLAN AMENDMENT</p> | <p align="center">PROJET DE MODIFICATION DU PLAN MUNICIPAL</p> |
|--|---|
| <p align="center">RE: POLICIES RELATED TO REGIONAL RETAIL CENTRES</p> | <p align="center">OBJET : POLITIQUES CONCERNANT AUX CENTRE RÉGIONAL DE COMMERCE DE DÉTAIL</p> |
| <p>Public Notice is hereby given that the Common Council of The City of Saint John intends to consider an amendment to the Municipal Development Plan which would include amendments to the Municipal Plan policies including those in subsections 2.3.2 Employment Areas, 3.5.2 Employment Areas and 4.3.5 Urban Design Principles for Employment Areas in addition to other relevant subsections and policies to provide for residential development within the Regional Retail Centre land use designation or a mix of commercial and residential land uses as part of a mixed use development proposal.</p> <p>A public presentation of the proposed amendment will take place at a regular meeting of Common Council on Monday, February 25, 2019 in the Ludlow Room, 8th floor of City Hall.</p> | <p>Par les présentes, un avis public est donné par lequel le conseil communal de The City of Saint John a l'intention d'étudier la modification du plan d'aménagement municipal, ce qui comprendrait la modification aux politiques du plan d'aménagement, y compris celles des sous-sections 2.3.2 Secteurs d'emploi, 3.5.2 Secteurs d'emploi et 4.3.5 Principes d'aménagement urbain applicables aux secteurs d'emploi, en plus des autres sous-sections et politiques pertinentes afin de prévoir l'aménagement urbain selon la désignation d'utilisation des sols pour un centre régional de commerce ou un mélange d'utilisations commerciales et résidentielles dans le cadre d'une proposition d'aménagement à utilisations mixtes.</p> <p>Une présentation publique du projet de modification aura lieu lors de la réunion ordinaire du conseil communal le lundi 25 février 2019 dans la salle Ludlow, 8^{ème} étage de l'hôtel de ville.</p> |
| <p>REASON FOR CHANGE: To provide for residential development within the Regional Retail Centre land use designation or a mix of commercial and residential land uses as part of a mixed use development proposal.</p> | <p>RAISON DE LA MODIFICATION : Prévoir l'aménagement résidentiel dans le cadre de la désignation d'utilisation des sols pour un centre régional de commerce ou un mélange d'utilisations commerciales et résidentielles dans le cadre d'une proposition d'aménagement à utilisations mixtes.</p> |
| <p>Written objections to the proposed amendment may be made to the Council, in care of the undersigned, by March 27, 2019. Enquiries may be made at the office of the Common Clerk or Growth and Community Development Services, City Hall, 15 Market Square, Saint John, N.B. between the hours of 8:30 a.m. and 4:30 p.m., Monday through Friday, inclusive, holidays excepted.</p> | <p>Veuillez faire part au conseil par écrit de vos objections au projet de modification au plus tard le 27 mars 2019 à l'attention du soussigné. Pour toute demande de renseignements, veuillez communiquer avec le bureau du greffier communal ou le bureau de service de la croissance et du développement communautaire à l'hôtel de ville au 15, Market Square, Saint John, N.-B., entre 8 h 30 et 16 h 30 du lundi au vendredi, sauf les jours fériés.</p> |
| <p>Jonathan Taylor, Common Clerk 658-2862</p> | <p>Jonathan Taylor, Greffière communale 658 2862</p> |

| LOCATION | CIVIC ADDRESS : Retail Drive 40, 85-89, 310 | PID # : 55230544, 55122212, 55196166 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| STAFF USE | HERITAGE AREA: Y / N INTENSIFICATION AREA: Y / N FLOOD RISK AREA: Y / N APPROVED GRADING PLAN: Y / N | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | APPLICATION #: 19-31 DATE RECEIVED: Feb. 6, 2019 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| APPLICANT INFORMATION | RECEIVED BY: Aimee + Ken | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | APPLICANT Horizon Management Ltd. EMAIL jwheatley@horizonmgt.ca PHONE 506-634-5717 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MAILING ADDRESS PO Box 1289 Saint John, NB E2L 4G7 POSTAL CODE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | CONTRACTOR EMAIL PHONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MAILING ADDRESS POSTAL CODE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | OWNER East Point Inc. EMAIL PHONE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | MAILING ADDRESS PO Box 1289 Saint John, NB E2L 4G7 POSTAL CODE | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PRESENT USE: Regional Commercial PROPOSED USE: addition of residential | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| CHECK ALL THAT APPLY | <table border="1"> <thead> <tr> <th>BUILDING</th> <th>PLANNING</th> <th>INFRASTRUCTURE</th> <th>HERITAGE</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> INTERIOR RENOVATION</td> <td><input type="checkbox"/> NEW CONSTRUCTION</td> <td><input type="checkbox"/> VARIANCE</td> <td><input type="checkbox"/> STREET EXCAVATION</td> </tr> <tr> <td><input checked="" type="checkbox"/> EXTERIOR RENOVATION</td> <td><input type="checkbox"/> ACCESSORY BLDG</td> <td><input type="checkbox"/> PLANNING LETTER</td> <td><input type="checkbox"/> DRIVEWAY CULVERT</td> </tr> <tr> <td><input type="checkbox"/> ADDITION</td> <td><input type="checkbox"/> POOL</td> <td><input checked="" type="checkbox"/> PAC APPLICATION</td> <td><input type="checkbox"/> DRAINAGE</td> </tr> <tr> <td><input type="checkbox"/> DECK</td> <td><input type="checkbox"/> DEMOLITION</td> <td><input checked="" type="checkbox"/> COUNCIL APP</td> <td><input type="checkbox"/> WATER & SEWERAGE</td> </tr> <tr> <td><input type="checkbox"/> CHANGE OF USE</td> <td><input type="checkbox"/> SIGN</td> <td><input type="checkbox"/> SUBDIVISION</td> <td><input type="checkbox"/> OTHER</td> </tr> <tr> <td><input type="checkbox"/> MINIMUM STANDARDS</td> <td><input type="checkbox"/> OTHER</td> <td><input type="checkbox"/> OTHER</td> <td><input type="checkbox"/> HERITAGE DEVELOPMENT</td> </tr> <tr> <td></td> <td></td> <td></td> <td><input type="checkbox"/> HERITAGE SIGN</td> </tr> <tr> <td></td> <td></td> <td></td> <td><input type="checkbox"/> HERITAGE INFILL</td> </tr> <tr> <td></td> <td></td> <td></td> <td><input type="checkbox"/> HERITAGE DEMO</td> </tr> <tr> <td></td> <td></td> <td></td> <td><input type="checkbox"/> OTHER</td> </tr> </tbody> </table> | | BUILDING | PLANNING | INFRASTRUCTURE | HERITAGE | <input type="checkbox"/> INTERIOR RENOVATION | <input type="checkbox"/> NEW CONSTRUCTION | <input type="checkbox"/> VARIANCE | <input type="checkbox"/> STREET EXCAVATION | <input checked="" type="checkbox"/> EXTERIOR RENOVATION | <input type="checkbox"/> ACCESSORY BLDG | <input type="checkbox"/> PLANNING LETTER | <input type="checkbox"/> DRIVEWAY CULVERT | <input type="checkbox"/> ADDITION | <input type="checkbox"/> POOL | <input checked="" type="checkbox"/> PAC APPLICATION | <input type="checkbox"/> DRAINAGE | <input type="checkbox"/> DECK | <input type="checkbox"/> DEMOLITION | <input checked="" type="checkbox"/> COUNCIL APP | <input type="checkbox"/> WATER & SEWERAGE | <input type="checkbox"/> CHANGE OF USE | <input type="checkbox"/> SIGN | <input type="checkbox"/> SUBDIVISION | <input type="checkbox"/> OTHER | <input type="checkbox"/> MINIMUM STANDARDS | <input type="checkbox"/> OTHER | <input type="checkbox"/> OTHER | <input type="checkbox"/> HERITAGE DEVELOPMENT | | | | <input type="checkbox"/> HERITAGE SIGN | | | | <input type="checkbox"/> HERITAGE INFILL | | | | <input type="checkbox"/> HERITAGE DEMO | | | | <input type="checkbox"/> OTHER |
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| <input type="checkbox"/> MINIMUM STANDARDS | <input type="checkbox"/> OTHER | <input type="checkbox"/> OTHER | <input type="checkbox"/> HERITAGE DEVELOPMENT | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
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| DESCRIPTION OF WORK | refer to attached | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

☐ I consent to the City of Saint John sending to me commercial electronic messages, from time to time, regarding City initiatives and incentives.

General Collection Statement

This information is being collected in order for the City of Saint John to deliver an existing program / service; the collection is limited to that which is necessary to deliver the program / service. Unless required to do so by law, the City of Saint John will not share your personal information with any third party without your express consent.

The legal authority for collecting this information is to be found in the Municipalities Act and the Right to Information and Protection of Privacy Act. For further information or questions regarding the collection of personal information, please contact the Access & Privacy Officer:

City Hall Building
 8th Floor - 15 Market Square
 Saint John, NB E2L 1E8
 commonclerk@saintjohn.ca
 (506) 658-2862



I, the undersigned, hereby apply for the permit(s) or approval(s), indicated above for the work described on plans, submissions and forms herewith submitted. This application includes all relevant documentation necessary for the applied for permit(s) or approval(s). I agree to comply with the plans, specifications and further agree to comply with all relevant City By-laws and conditions imposed.

Horizon Management Ltd.

Applicant Name

Applicant Signature

Feb 5, 2019

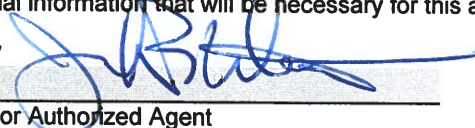
Date

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| CIVIC ADDRESS | Retail Drive | APPLICATION # | | FEE PAID | Y | N |
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| TYPE OF APPLICATION | | |
|---|--|---|
| <input type="checkbox"/> Land for Public Purposes Release Service Fee: \$300 | <input type="checkbox"/> Non-Conforming Use Service Fee: \$200 | <input type="checkbox"/> Satisfactory Servicing Service Fee: \$200 |
| <input type="checkbox"/> Section 39 Amendment Service Fee: \$2,500 | <input type="checkbox"/> Zoning By-law Amendment Service Fee: \$2,500 | <input checked="" type="checkbox"/> Zoning By-law Amendment with a Municipal Plan Amendment Service Fee: \$3,500 |

| DETAILED DESCRIPTION OF APPLICATION |
|--|
| Where applicable, indicate the changes to existing Section 39 conditions, zoning, or Municipal Plan designation being requested. Attach site plans, building elevations, floor plans, and other documentation to fully describe the application. The submission of a preliminary proposal and a Pre-Application Meeting is encouraged prior to seeking approval. Please contact the One-Stop Development Shop at (506) 658-2911 for further information. |
| Refer to attached |
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| ENCUMBRANCES |
|---|
| Describe any easements, restrictive covenants, and other encumbrances affecting the land. |
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| AUTHORIZATION | |
|--|--------------------------------------|
| As of the date of this application, I, the undersigned, am the registered owner of the land described in this application or the authorized agent thereof, and I have examined the contents of this application and hereby certify that the information submitted with the application is correct insofar as I have knowledge of these facts, and I hereby authorize the applicant to represent this matter and to provide any additional information that will be necessary for this application. | |
| John Wheatley  Registered Owner or Authorized Agent | _____ Additional Registered Owner |
| BEB 5, 2019 Date | _____ Date |
| The information contained in this application and any documentation, including plans, drawings, reports, and studies, provided in support of this application will become part of the public record. | |

Residential Component

Zoning By-law Amendment with a Municipal Plan Amendment

February 5, 2019

Horizon Management Ltd.. is requesting an amendment to the zoning by-law, with a municipal plan amendment, to allow for the construction of residential units at the East Point development. We are proposing that one of the existing permitted uses outlined in Zone SJ Section 11.6(1), “Accommodations”, be broadened to include residential accommodations, or alternatively that “Dwellings” be added to the list of permitted uses.

The City of Saint John is facing a challenge to increasing its property tax base:

A January 7, 2019 CBC news article headlined “Quispamsis and Rothesay growth rate catching up to Saint John” - Over the past year, driven largely by multi-unit residential apartments the two communities posted a combined \$112 million increase in assessment while the much larger Saint John showed a \$126 million increase.

The development of residential housing units at the East Point site will increase the City of Saint John’s offering of quality housing options in order to remain competitive in the regions housing market. Located on available land, the development would utilize existing city infrastructure adding significant new tax base with little or no capital investment by the city. Studies conducted by Exp Services and Fundy Engineering has confirmed that the cost impact on existing city infrastructure is inconsequential.

The addition of a residential component to the development will support a number of key objectives of Plan SJ:

- Densification – infill existing developed & serviced areas
- Infrastructure utilization – utilize existing roads & pipes
- Reverse out-migration – another alternative to suburban living
- Greater reliance on active transportation – located on existing transit route and serviced by sidewalks
- Improve housing stock – new residential construction
- Adapt to a changing age demographic – adjusting to market demand from seniors and younger singles & families

The property is currently zoned Regional Commercial (CR) with Section 59 conditions including a maximum floor plan footprint area of 600,000 sq. ft. The 80-acre site currently has 13 buildings with a combined footprint area of ~460,000 sq. ft. The proposed mixed-use retail/residential component could be located on PID's #55230544, #55122212 and/or #55196166. The footprint of the planned residential units is less than 10% of the approved development area.

While the traffic and services studies conducted for the site established a capacity for some 400 residential units, the preliminary site proposal includes three buildings with a combined footprint of 44,000 sq. ft. containing some 200 units.

The residential units would be located on multiple levels above a ground floor of retail. The three proposed buildings would be located on a 10-acre site (Site 3) bounded by Retail Drive, Fashion Drive, Indigo Way and East Point Way and would share the site with complimentary retail, accommodation and food service establishments. Site 6A (0.9 acres) and Site 9 (1.7 acres) would also be potential sites for a residential component. Sites 3, 6A and 9 are part of the larger 80-acre East Point development. A proposed building layout is shown on the attached Turner Fleischer drawings A1-612 & A1-612.1 (Appendix "C") as buildings Res.K.1, 4 & 5 on Site 3.

The current municipal plan, Plan SJ, was developed nearly 10 years ago and was adopted by the city in 2011. In the relatively short time period since then, we are today seeing significant changes taking place in age demographics, people's life styles and the retail shopping experience. Traditional retail developments across North America are evolving. The industry is quickly adjusting to the new reality of changing consumer living habits and shopping trends by transforming developments to a more mixed-use model. In order to maintain vibrant and economically healthy retail centers, developers and operators are quickly shifting towards meeting the new demands of today's changing demographic that are increasingly looking for a wider mix of services where they can live, work, shop and play.

Our aging demographic are quickly moving to smaller, simpler accommodations, more likely to be apartment or condo units as compared to more spacious suburban properties. Many younger people are raising smaller families, and increasingly no families, reducing as well the demand for the larger detached homes with big back yards.

The City of Saint John must be in a position to offer a quality supply of housing options to these two rapidly growing demographics in order to remain competitive in the regions housing market. It should be noted that the town of Quispamsis, after several years with very little apartment construction, have already approved 170 units for 2019 – they have a new strategy in place. The Town of Rothesay currently have two major new condo/apartment projects underway – condominiums on Rothesay Road and an apartment building on Millennium Drive.

Today's consumers are looking for a more comprehensive shopping and living experience embracing lifestyle components including food, services and entertainment, active transportation and new residential options, replacing the older and more traditional shopping experience. This consumer shift applies equally to the younger generation who are adopting new approaches to living as well as the more senior generation who are looking to downsize and simplify their lives.

East Point is, fortunately, well positioned to adapt to this changing trend. A small portion of the development is available and well located to be utilized as a mixed-use retail/residential component. Centrally located, this to date undeveloped portion of the property is within easy access to a wide range of consumer needs – grocery & beverage, financial institutions, medical & personal services, women's & men's apparel, home décor, restaurant, entertainment and hospitality. The proposed location is also currently served by public transit and excellent pedestrian access; all in all an excellent location for a "one stop" residential living location.

The proposed retail/residential component would include multi-family housing, located over retail, that could be rental units or resident owned. The proposed multi-story buildings would offer amenities and landscaping features to make them attractive for all ranges of the age demographic. Ample parking areas are available immediately adjacent to the proposed buildings.

Integrating a residential component is an excellent utilization of currently available and serviced land and will increase the density of the development and contribute to a larger tax base for the city without the need to add additional city infrastructure. The synergy of co-locating commercial and residential uses in a single location where commercial supports residential and residential supports commercial is a win-win situation.

The proposed mixed-use retail/residential area will contribute to the realization of the vision of the City's Municipal Plan through the further build out of the East Point development. Continuing the new standard for quality, design and experience for retail, and applying this to a mixed-use component, East Point is well positioned to provide a greater diversity and quality of life for residents, while strengthening the areas use as an important Regional Retail Center.

This proposed mixed-use residential component represents less than 10% of the site and is located adjacent to the main Saint John Retail hub and the high-density residential area along Ellerdale Street. The incorporation of residential into this area is a natural fit, supporting this transition. This will also strengthen the local retail market and enhance the strategic advantages for the location of retail within East Saint John over competing commercial areas outside of the city.

Plan SJ Policies

The proposed addition of a residential component to the development is in line with many key policies of the municipal plan, specifically:

1. **Policy LU – 2** *“Provide sufficient land to accommodate the projected demands for residential, commercial, industrial and other land uses over the planning period, and provide for a limited range of compatible uses to occur within the land use designations ...”*

The addition of a small component of residential housing to the development will not detract from East Point’s capacity to provide for further retail/commercial development. It will at the same time add capacity to the city’s residential housing stock to meet future market demands and support the City’s desire to grow its residential tax base. The proposed housing will be located above already planned retail space and offer a new option for city living within the city.

Residential housing located over retail has become not only a compatible use but a very desirable use for those individuals looking to live adjacent to many lifestyle services, including food, entertainment, medical & travel services and retail, in a non-suburban environment. A great example is the recent rezoning at Dartmouth Crossing in Halifax that provides for construction of residential housing within that development.

2. **Policy LU – 4** *“Not consider changing the designation of lands on the Future Land Use map (Schedule B) through a Municipal Plan amendment, unless ...”*

This application is not requesting a change in the designation of the property from Regional Retail Centre (CR). This request is asking that one of the existing permitted uses outlined in Zone SJ Section 11.6(1), “Accommodations”, be broadened to include residential accommodations, or alternatively that “Dwellings” be added to the list of permitted uses.

Permitting residential accommodations in the CR zone is consistent with the general intent of the Municipal Plan including directing the majority of growth within the Primary Development Area, directing the majority, but not all, of new housing to Primary, Local and Mixed Use Centres. The moderate size of this proposal would not threaten the desire to encourage residential building in intensification areas identified in the Plan SJ.

There are limited opportunities outside of the downtown core to provide the

residential over retail option to home seekers in the City of Saint John. An undeveloped portion of the development is available and well located to be utilized as such a mixed-use retail/residential component. East Point is, fortunately, well positioned to adapt to this changing trend and to create an area of integrated mix of land uses in one of the city's Centres. This is in line with the Plan SJ objective of establishing policies to foster high quality, attractive and functional development in the public and private realm.

Developing a residential option in a regional commercial centre will enhance the city's offerings of quality of life locations offered to residents. It will most certainly increase the efficient use of city infrastructure; will not negatively impact the enjoyable use of adjacent lands or neighborhoods and will not result in any significant environmental impacts.

3. **Policy LU – 60** *"Acknowledge that each Regional Retail Centre in the city is unique and will evolve differently to serve the needs of the community."*

Plan SJ recognizes that the needs of the city and its residents do evolve and change over time and provides the flexibility for change. This flexibility is essential in order to maintain the economic vitality of retail centers, in light of a rapidly changing shopping environment, and to offer a wide range of housing choices for those people who wish to maintain or relocate their homes to the city. Retail centres are very significant employers and economic drivers for the city and their continued prosperity is critical to a thriving economy. Similarly the city's tax base is driven in large part by residential construction and the city needs to offer a variety of living options to both retain and attract new residents.

Incorporating a residential component located over retail will in no way impact on East Point's, or Saint John's main regional retail hub's, ability to function as a key regional retail centre for Saint John and the region. In fact by contributing to the vitality and economic prosperity of East Point it will contribute to the long-term success of this centre as a key employment driver for the region.

4. **Policy LU – 61** *"When considering development in the Regional Retail Centres:*
- a. *Ensure the specific land uses established in the Regional Retail Centre are appropriate and strengthen the role of the City's Primary Centres;*
 - b. *Strongly discourage new major professional offices and residential uses to locate;*
 - c. *Encourage quality urban design and where possible, more intense land use and development;*
 - d. *Require development applicants to demonstrate consideration of transit and pedestrian connectivity to the street and between retail locations;*

- e. *Ensure development contributes to a more pedestrian-oriented atmosphere by minimizing surface parking lots, encouraging shared parking, increasing landscaping and improving sidewalks and streetscaping; and*
- f. *Ensure infrastructure improvements made necessary by a development are generally the financial responsibility of the developer. "*

The proposed addition of a small residential component to the existing East Point development is in line with these policies outlined above

- a. Residential housing within retail centres is very quickly becoming the norm, not just in our region, but also across North America. A residential component will serve to strengthen the economic vitality of the existing retail development well in to the future.
- b. The proposed residential component is not a major addition to the site or to the housing stock of the City of Saint John. The footprint of the planned residential units is, less than 10% of the 600,000 sq. ft. of approved development area. The anticipated 200 to 400 residential units is less than one percent of Saint John's over 50,000 units of housing stock.
- c. The East Point development is recognized for its creative urban design approach with architectural features and landscaping not typically found in similar developments in the region. Locating residential units above retail spaces will certainly result in more intense land use.
- d. The location of the proposed housing units will give residents direct access to the sidewalks of East Point and will be located on an existing Saint John Transit route that currently services the East Point development.
- e. The units close proximity to a number of services including, grocery, entertainment, professional services and retail will encourage active transportation pedestrian oriented use.
- f. The proposed housing units are located on property currently serviced with excellent traffic access. The proponent has completed both a site services (domestic water, sewage, fire protection & storm water) and traffic impact studies to confirm that impacts on existing city infrastructure are minimal, if any.

5. Policy LU – 62 *“Require the preparation of a comprehensive stormwater management plan ...”*

The East Point development has been constructed in accordance with a comprehensive Storm Water Management Plan and the key physical components of that plan are in place including storm water retention infrastructure. The recently completed services study by Fundy Engineering confirms that the addition of residential units over already planned retail buildings will not negatively impact the existing storm water management capacity of the site.

6. Policy UD - 9 *“Ensure all development proposals generally conform to the following General Urban Design Principles...”*

The East Point development is recognized for its creative urban design that incorporates architectural features and landscaping not typically found in similar developments in the region. The proposed residential component will follow the developer’s standing approach to create a unique shopping experience by including architectural features that will support this objective and continue the quality of architectural design and construction found at the East Point development.

7. Policy I – 2 *“In considering amendments to the Zoning Bylaw ... have regard for the following:*

- a. Conformity with the goals, policies and intent of the Municipal Plan and the requirements of all City bylaws;*
- b. 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; ii. The adequacy of central wastewater or water services and storm drainage measures; iii Adequacy or proximity of school, recreation or other community facilities; iv. Adequacy of road networks leading to or adjacent to the development; and v. Potential for negative impacts to designated heritage buildings or areas.*
- c. Any conflict with adjacent land uses by reason of: Type of use; Height, bulk or appearance and lot coverage of any proposed building; Traffic generation, vehicular, pedestrian, bicycle or transit access to and from the site; Parking;v. Open storage;vi. Signs; and vii. Any other relevant matter of urban planning.*
- d. 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. Satisfies the terms and conditions of Policy I-5 related to timeframes and phasing of development; and*
- f. Meets all necessary public health and safety considerations.“*

The proponent feels, as outlined in this application, that the addition of a residential component to its East Point development respects these issues.

City Infrastructure

The applicant retained Fundy Engineering and Exp Services to conduct sites services and traffic impact studies to identify any potential impacts to city infrastructure, copies of which are attached.

Site Services Requirements (Report attached as Appendix "A")

The Fundy Engineering "Preliminary Site Services Requirements for Proposed Residential Development " report identified the following requirements, based on a maximum of 400 residential units:

- Domestic water flow peak requirements of 432 USGPM at minimum water pressure of 70 PSI
- Total sanitary drainage fixture unit (DFU) count of 1,636 DFU's and a total drainage fixture count of 6544 DFU's
- There are no additional parking areas nor an increase in building footprint square footage being proposed for this development, therefor there should be no impact on the current storm water management plan for the development.

Fundy Engineering is in discussions with city staff to confirm that the existing municipal water and sewer infrastructure servicing the site has sufficient capacity to service these requirements.

Traffic Impact Study (Report attached as Appendix "B")

The Exp "Residential Development Traffic Impact Study" report studied 6 intersections in the Retail Drive area between Westmorland Road and Rothesay Avenue and identified the following with the proposed residential development in place:

1. The Westmorland Road/Retail Drive intersection is projected to operate at an overall satisfactory level of service LOS-D.
2. No operational deficiencies were projected for the Retail Drive/East Point Way and Retail Drive Right In/Right Out intersections.
3. The Retail Drive/Fashion Drive and Retail Drive/Driveway intersections are projected to operate at an excellent level of service LOS-A.
4. Rothesay Avenue / Retail Drive / Ashburn Lake Road - Constructing up to 200 residential units will see the level of service remain at an acceptable level of service LOS-E. Currently operational deficiencies exist without the development in place. Proceeding with additional residential units would have an incremental negative impact on intersection service levels however the construction of 200 residential units would see the level of service remaining at an overall acceptable level of service LOS-E.
5. It is recommended to coordinate signals at the Westmorland Road/Retail Drive intersection with signals along Westmorland Road to reduce delays and queuing.
6. Consideration should be given, as we approach 2028, to implementing a double left turn from Retail Drive on to Westmorland Road

Appendix “A”

**Fundy Engineering Report: Preliminary Site Services Requirements for Proposed
Residential Development – East Point**

Forwarded Electronically

Appendix “B”

Exp Services Report: Residential Development Traffic Impact Study

Forwarded Electronically

Appendix “C”

Proposed Site Plan – Turner Fleischer Dwg. A1-612 and Dwg. A1-612.1



Quispamsis and Rothesay growth rate catching up to Saint John



Kennebecasis Valley communities close in on rate of growth in assessment base

Connell Smith · CBC News · Posted: Jan 07, 2019 5:00 AM AT | Last Updated: 2 hours ago



One of two 36-unit apartment buildings under construction on top of Merritt Hill in Quispamsis. (CBC)

Saint John's suburban neighbours in the Kennebecasis Valley are closing in on the city when it comes to growth.

Over the past year, the two communities posted a combined \$112 million increase in assessment while much larger Saint John showed a \$126 million increase.

That amounts to a 4.1 percent increase for Quispamsis, where Mayor Gary Clark says the town has been promoting multi-unit projects.

"It's residential," said Clark. "More people are moving into Quispamsis. We've approved several apartment buildings in the area."

Clark said those include two 36-unit buildings on Merritt Hill overlooking the Kennebecasis River, a 42-unit building on Hampton Road, and a mixed single-family townhouse and apartment building complex off Millennium Drive.

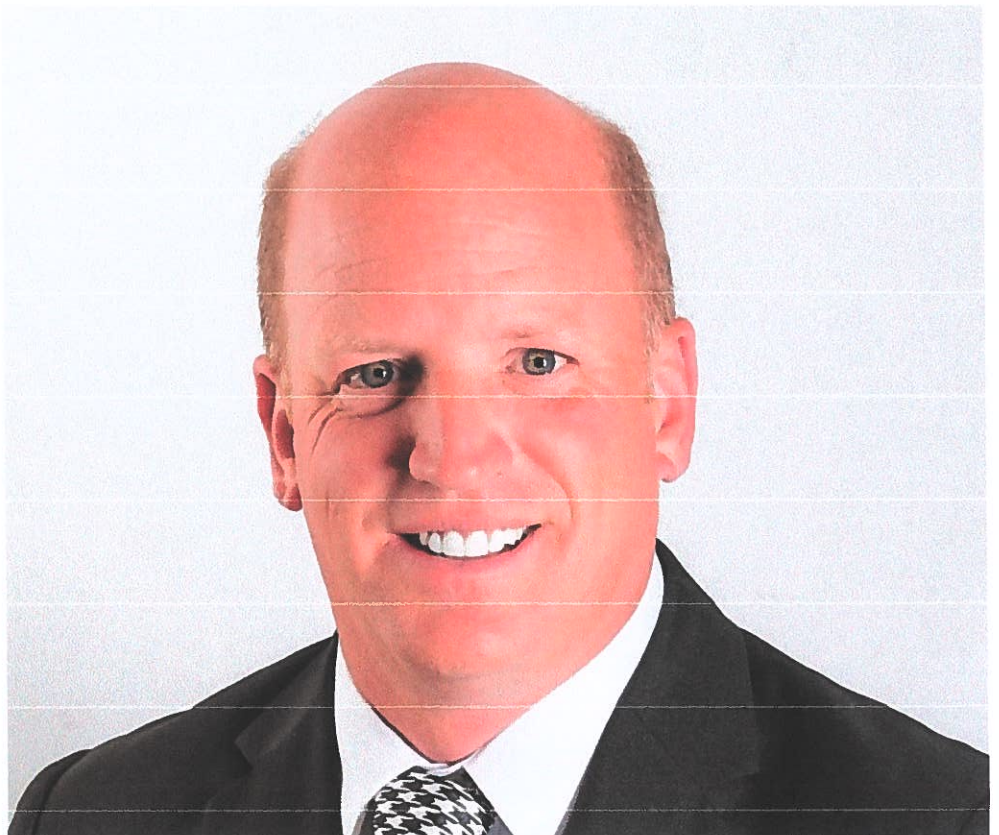
Total growth in the 2019 assessment base amounts to more than \$69 million.

In adjacent Rothesay, assessment growth for this year amounts to more than \$42 million, with a number of multi-unit projects expected to be completed in coming months.

Saint John Mayor Don Darling showed dismay at a December council meeting while comparing the valley's growth numbers with those of the city.

"Rothesay and Quispamsis had \$112 million. How is that even possible?" he asked.

Darling said the city would have the province's highest assessment base by far, the best roads and lowest taxes



if the system of local government operated as it should.

"We're out of balance," he said.

Clark said he's not apologizing for the town's success at attracting development.



Quispamsis Mayor Gary Clark. The town's assessment base grew by more than \$69 million over the past year. (Town of Quispamsis)

"We recognize that there are concerns in Saint John, we co-operate with our neighbours and will continue to do that in the future."

While pacing the city in terms of growth the two KV communities' combined assessment base of \$304 million remains well behind the city's \$6.7 billion.

And it's not yet clear how much the Kennebecasis Valley's assessment growth will translate into population growth.

As in Saint John, Rothesay's population declined slightly in the 2016 census.

A town official said growth in population will depend on whether buyers can be found for the homes soon to be vacated by those moving into the apartment buildings now under construction.

Quispamsis was one of the few Saint John-area communities that showed a increase in population in that latest census but it amounted to just 304 souls.



SAINT JOHN, NEW BRUNSWICK
05.110
SITE PLAN

DWG #: A1-612
2019-01-30
SCALE = 1 : 2500



| | |
|-------------------------------|---------------|
| SITE 3 STATISTICS | |
| TOTAL SITE 3 AREA | ±9.97 ACRES |
| TOTAL RETAIL AREA SITE 3 | ±33,890 S.F. |
| TOTAL HOTEL AREA SITE 3 | ±99,000 S.F. |
| TOTAL RESIDENTIAL AREA SITE 3 | ±226,500 S.F. |
| TOTAL GFA | ±359,390 S.F. |
| TOTAL RESIDENTIAL UNITS | 196 UNITS |
| TOTAL HOTEL UNITS | 100 UNITS |

| | |
|----------------------------------|----------------|
| PARKING PROVIDED | |
| RESIDENTIAL | 196 CARS |
| | 1.00 CARS/UNIT |
| RETAIL | 133 CARS |
| | 3.92/1000 S.F. |
| HOTEL | 100 CARS |
| | 1.00 CARS/UNIT |
| TOTAL PARKING | 429 CARS |
| TOTAL GROUND FLOOR AREA SITE 3 | ±80,830 S.F. |
| COVERAGE | 18.6% |
| NOTES: | |
| VISITORS WILL USE RETAIL PARKING | |



SAINT JOHN, NEW BRUNSWICK
05.110
ENLARGED PLANS

PRELIMINARY

DWG #: A1-612.1
2019-01-30
SCALE = 1 : 1000

