40 Mountain View Drive (Calabria Estates)

Presentation to Common Council

April 8, 2019

Growth & Community Planning Team
Growth & Community Development Services

SAINT JOHN

Proposal

- 126 unit residential development served by private streets
- Phase One: six storey multiple dwelling unit (78 units)

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Conceptual Layout Plan

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Proposal

1. Amend Municipal Plan Designations
   - Schedule B – Generalized Future Land Use
2. Rezone Property from RH and R2 to ID
3. Amend Section 59 Conditions
   - Staff recommend discharge existing (Appendix A) and apply conditions (a) through (i).
4. Assent to one or more Subdivision Plans and grant Local Government Service Easements

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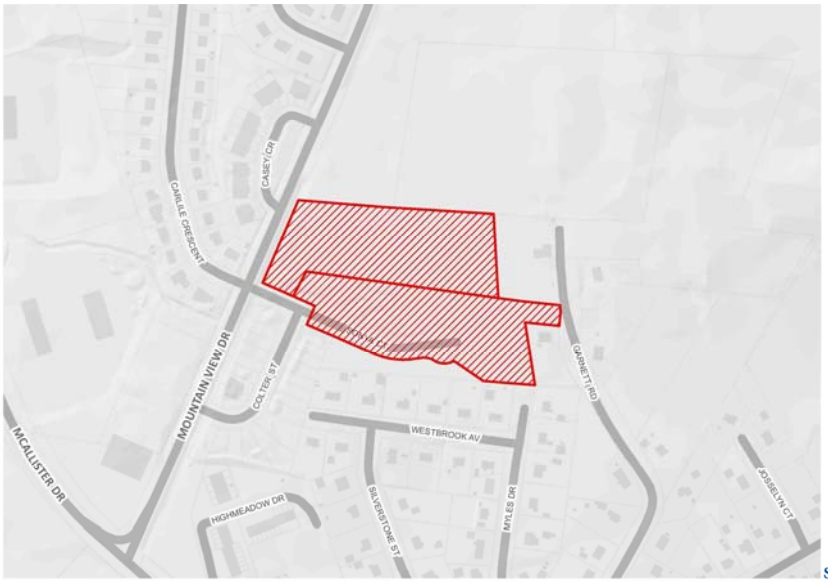
Site Location



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Site Aerial

SAINT JOHN

Site Photos - Aerial

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Site Photos - Aerial

SAINT JOHN

Site Photos

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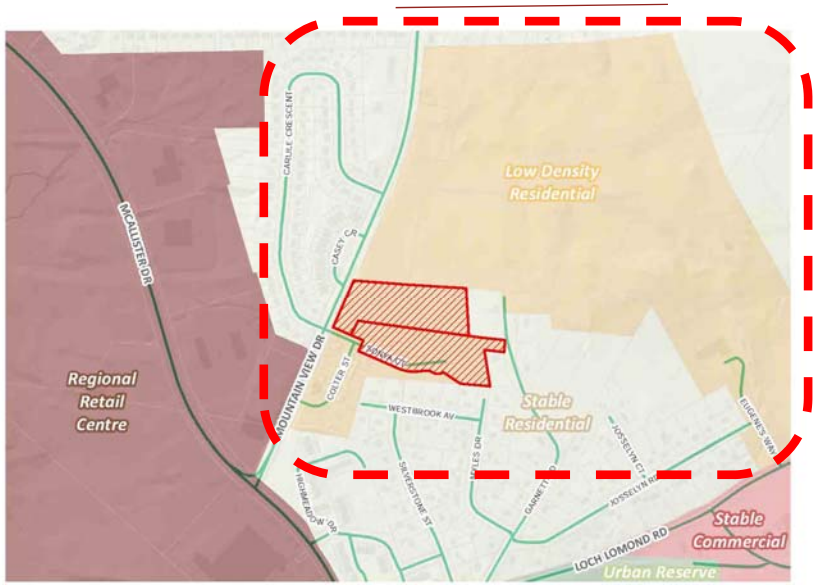
Future Land Use

PlanSJ



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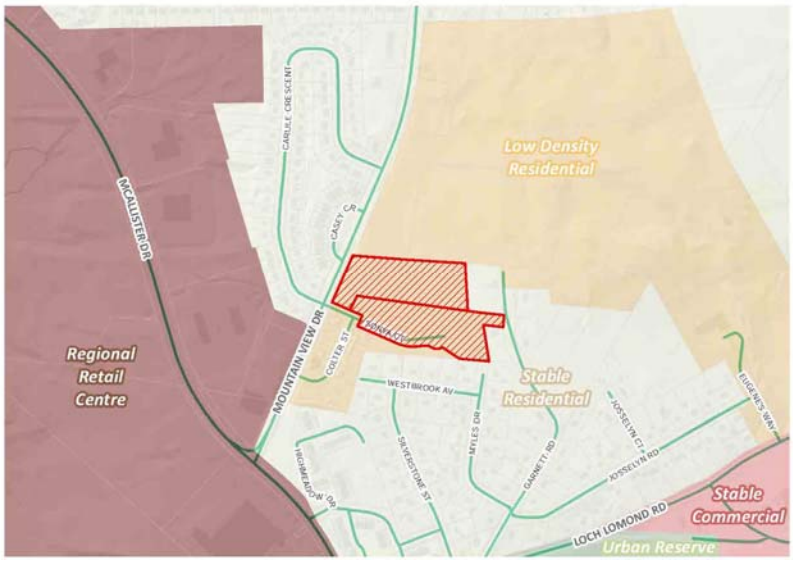
Future Land Use



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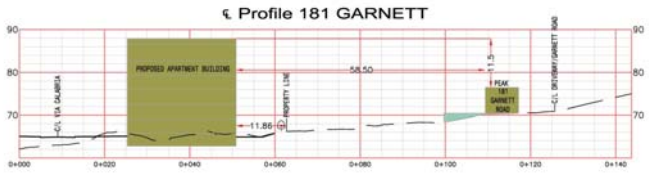
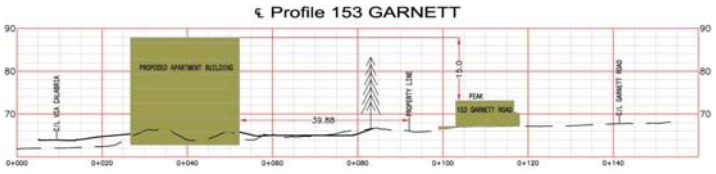
Future Land Use





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Future Land Use PlanSJ

- **Policy LU-4: Council shall not consider changing designation unless proposal meets criteria a-g.**

LU-4 Policy Criteria	Staff Comment
a) Consistent with intent of Municipal Plan	✓
b) Necessary by virtue of land designated to accommodate the development	✓
c) Enhances community and quality of life	✓
d) Efficiently uses infrastructure	✓
e) Does not negatively impact use and enjoyment of adjacent lands	✓
f) Appropriate use within designation being sought and consistent with its policies	✓
g) Adequately addresses and mitigates environmental impacts	✓

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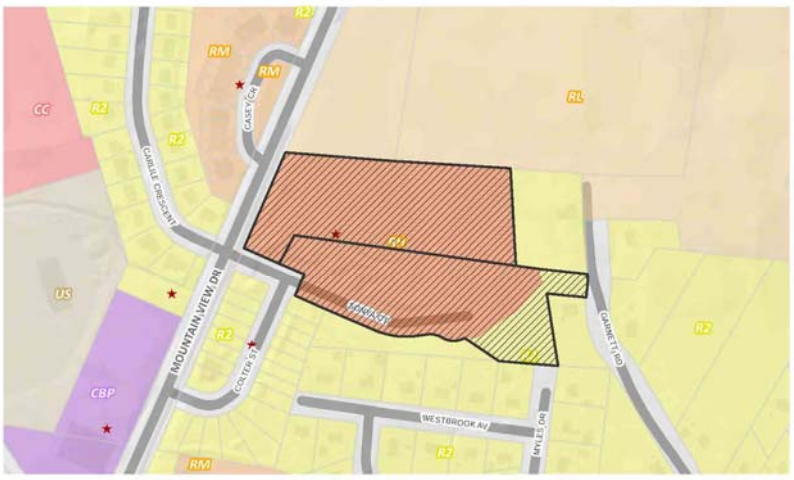
Zoning ZoneSJ



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Zoning ZoneSJ

LU-51 Policy Criteria	Staff Comment
a) Property near a collector/arterial street and transit routes	✓
b) Property located at periphery of low density residential neighbourhoods	✓
c) Appropriately designed for area and encouraged in suitable sites for infill	✓
d) Compatible with surrounding land uses	✓
e) Sufficient on-site parking and green space	✓
f) Site design features address safe access, buffering, landscaping, grading, and stormwater management	✓
g) High quality building design consistent with Urban Design Principles of the Municipal Plan	✓

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Subdivision GrowSJ

- Section 14(8) of Subdivision By-law limits the use of Private Streets to following criteria
  1. Development located in the PDA
  2. Development consists of cluster townhouse dwellings
  3. Development serviced by Municipal Water, Sanitary Sewer and Storm sewer
- Proposal meets intent of the use of private streets under the Subdivision By-law
- Planning Advisory Committee approved use of Private Streets (Required under Community Planning Act)

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Design of Private Streets

1. “Via Calabria Street”

- Remains private
- Reconfigures cul-de-sac
- Extends north
- Built to City’s General Specifications

2. “Lamezia Lane”

- Intersects Via Calabria Street
- Built to City’s General Specifications for private streets

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Traffic Circulation

- 2008 Traffic Report for prior proposal of 190 units resulted in installation of signalized intersection
- No adverse traffic impacts anticipated as a result. The proposal is for 126 units.

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Emergency Access

- Controlled Emergency access connection initially recommended by staff for added public safety and connectivity at Myles Drive.
- No requirement for connection in Subdivision By-law
- PAC recommended to remove access.
- Staff have reviewed and are satisfied with PAC recommendation.

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Public Engagement

- Website ad (Municipal Plan) – January 18, 2019
  - 7 letters received in response
- Applicant Neighbourhood Meeting – February 19, 2019
  - 20 Residents in attendance in support of application but opposed to idea of dog park on adjacent LPP and any form of connection to adjacent neighbourhood
- Letter to area landowners – March 15, 2019
- Website ad (Public Hearing) – March 18, 2019
- PAC Meeting – March 26, 2019
  - 16 Members of Public in attendance
  - 4 Letters received in advance of meeting

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Staff Recommendation

1. Plan Amendment
2. Rezoning
3. Section 59 Conditions
   - Approve conditions a – i. (i) "creation of a controlled access between the development and Myles Drive with suitable entry mechanism for emergency vehicles."
4. Municipal Service Easements
5. Approval of using private streets and authorizing street names
6. Grant necessary variances from subdivision by-law.

- Staff have reviewed PAC's amendment to remove condition 3(i) with SJ Fire and are in agreement the amendment will have no adverse effect and recommend approval.

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PAC Recommendation – Plan Amendment and Rezoning

1. Change designation in Municipal Plan from *Low Density Residential* to *Low to Medium Density Residential*.

2. Rezone property from High-Rise Residential (RH) and Two-Unit Residential (R2) to Integrated Development (ID).

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PAC Recommendation – Section 59 Conditions

3. That Common Council discharge existing Section 39 conditions and impose the following new Section 59 conditions

a) Limit maximum units to 167

b) Require a detailed site plan

c) Limit permitted uses to those allowed in existing zone

d) Limit development to Part 9 of the Zoning Bylaw (Uses Permitted in Other Zones)

e) Stormwater system remain private and developer's responsibility

f) Engineered site service plan and stormwater submission for Phase One

g) Right-of-way access to the existing stormwater pond and Land for Public Purpose parcel adjacent to the development.

h) Any gated accesses shall provide a suitable entry mechanism for emergency vehicles and operational vehicles of the City.

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PAC Recommendation – Service Easements

4. That Common Council assent to one or more subdivision plans, in one or more phases, in general accordance with the Conceptual Layout attached for Calabria Estates Subdivision at 40 Mountain View Drive, and with respect to the vesting of any Local Government Services Easements to be determined during detailed design.

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PLANNING ADVISORY COMMITTEE

The City of Saint John

March 26, 2019

His Worship Mayor Don Darling and
Members of Common Council

Your Worship and Councillors:

SUBJECT: **Municipal Plan Amendment, Rezoning, and Section 59 Amendment**
40 Mountain View Drive (Calabria Estates)

On March 11, 2019 Common Council referred the above matter to the Planning Advisory Committee for a report and recommendation. The Committee considered the attached report at its March 26, 2019 meeting.

Rick Turner, of Hughes Surveys, was in attendance on behalf of the applicant. Mr. Turner was generally in agreement with the staff recommendation but noted opposition to Part 3(i) of the staff recommendation, regarding the provision of a connection from the development to Myles Drive, and requested that the Committee remove this condition. He noted that at a neighbourhood engagement meeting held by the proponent, adjacent landowners were unanimously opposed to the connection, although in support of the development as a whole.

There were approximately 16 residents in attendance respecting the application. Ms. Darlene Hersey, of Silverstone Drive, appeared before the Committee. Ms. Hersey noted she was not in opposition to the development but raised strong concern regarding staff's recommendation to Council regarding a connection to Myles Drive. She noted that the connection, albeit controlled and provided for emergency access only, may introduce additional vehicular traffic into the neighbourhood. Ms. Hersey referenced a prior development proposal and Council's decision in 2008 to impose a condition that restricted access for development exclusively to Mountain View Drive.

Mr. Larry Fournier requested clarification regarding details of sewage flow and site servicing, which staff noted would be worked out during the detailed design phase.

Following questions of clarification from the applicant and staff, the Committee considered the report and staff's recommendation. It was clarified from staff that the access connection was of additional benefit to public safety but not a requirement by law. The Committee voted to amend the staff recommendation, thereby removing condition 3(i) respecting Council imposing a condition that there by a controlled emergency access connecting the development to the Myles Drive neighbourhood to the south.

RECOMMENDATION:

1. That Common Council redesignate on Schedule B of the Municipal Development Plan, land with an area of approximately 3.25 hectares, located at 40 Mountain View Drive, also identified as PID Nos. 00313429 and 00426452, from *Low Density Residential* to *Low to Medium Density Residential.*

2. That Common Council rezone land with an area of approximately 3.25 hectares, located at 40 Mountain View Drive, also identified as PID Nos. 00313429 and 00426452, from High-Rise Residential (RH) and Two-Unit Residential (R2) to Integrated Development (ID).

3. That Common Council pursuant to the provisions of Section 59 of the *Community Planning Act (SNB 2017, c.19),* hereby discharges the agreement dated the 21st day of January, 2010 between North Star Holdings Ltd., and the City of Saint John, respecting the property identified in the said agreement by PID numbers 00313429 and 00426452 and which agreement was made pursuant to the provisions of Section 39 of the *Community Planning Act* in effect at that time (Chapter C-12, *RSNB 1973);* and,

   Further Be It Resolved that Common Council hereby imposes pursuant to the provisions of Section 59 of the *Community Planning Act* the following condition upon the Property having an area of approximately 3.25 hectares, located at 40 Mountain View Drive, also identified as PID numbers 00313429 and 00426452, the following conditions upon the development and use of the land:

   a. That any development of the site shall be limited to a maximum of 167 units and generally adhere to the Conceptual Layout, Context, Landscaping Plans, and Elevation Plans attached to this report.

   b. That any development of the site be in accordance with a detailed site plan to be prepared by the developer 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, amenity areas, pedestrian circulation elements and other site features. This final site plan is to be attached to the application for the building permit for the respective part or phase of the proposed development.

c. That the permitted uses of the Integrated Development (ID) Zone be limited to those outlined in the High-Rise Residential (RH) Zone of the Zoning By-law.

d. That any development of the site shall be subject to Part 9 of the Zoning By-law regarding Uses Permitted in Other Zones.

e. That the owner, developer and/or successors shall maintain ownership of all proposed stormwater ponds and associated stormwater collection systems (sewer mains, manholes, catch basins, etc). All stormwater related infrastructure shall be considered private.

f. That an engineered site servicing plan and stormwater submission shall be submitted for the full build out of the development with the Building Permit for "Phase One" of the development, which consists of the six storey multiple unit dwelling. Phase One shall comprise the full inclusive build out of the underground infrastructure and street construction of the proposed Private Street "Via Calabria Street", and the proposed stormwater ponds.

g. That the owner, developer and/or successors shall enter into an agreement with the City to provide right-of-way access to the existing stormwater pond and Land for Public Purpose parcel adjacent to the development.

h. That any gated accesses shall provide a suitable entry mechanism for emergency vehicles and operational vehicles of the City.

4. That Common Council assent to one or more subdivision plans, in one or more phases, in general accordance with the Conceptual Layout attached for Calabria Estates Subdivision at 40 Mountain View Drive, and with respect to the vesting of any Local Government Services Easements to be determined during detailed design.

Respectfully submitted,

Rick Stephen
Vice Chair

Attachments

1 – Staff Presentation
2 – Report to Planning Advisory Committee dated March 22, 2019

3 - Letters to Planning Advisory Committee

The City of Saint John

Date:	March 22, 2019
To:	Planning Advisory Committee
From:	Growth & Community Planning Growth & Community Development Services
For:	**Meeting of Wednesday, March 26, 2019**

SUBJECT

Applicant:	Hughes Surveys & Consultants Inc.
Owner:	048367 N.B. Ltd.
Location:	40 Mountain View Drive
PID:	00313429 and 00426452
Plan Designation:	Low Density Residential
Proposed Designation:	Low to Medium Density Residential
Existing Zoning:	High-Rise Residential (RH) and Two-Unit Residential (R2)
Proposed Zoning:	Integrated Development (ID)
Application Type:	Municipal Plan Amendment, Rezoning, Section 59 Amendment, and Variance
Jurisdiction:	The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Municipal Development Plan and Zoning By-law. The Subdivision By-law authorizes the Planning Advisory Committee to approve the creation of a lot with access other than a public street and authorize new street names. The

Committee recommendation will be considered by Common Council at a public hearing on **Monday, April 8, 2019**.

SUMMARY

The proposal is to rezone 3.25 hectares of land north of Sonya Court (to be renamed) to Integrated Development (ID) for the purpose of constructing an approximately 126 unit residential development consisting of a mixture of townhouses and multiple unit dwellings, including one six storey building. To enable a height of six storeys, a Municipal Plan Amendment is required to change the designation of the subject property from *Low Density Residential* to *Low to Medium Density Residential*, as the former designation limits multiple dwellings to four storeys in height. The development will be serviced by private streets and therefore requires variances from the Subdivision By-law. In addition, Section 59 amendments are required to set out new conditions as part of the Integrated Development (ID) Zone. Staff recommend approval of the application based on the proposal's alignment with the goals and applicable policies of the Municipal Plan and City By-laws. The proposal is well suited for the neighbourhood, a key suburban intensification designated in PlanSJ, the City's Municipal Plan.

RECOMMENDATION

1. That Common Council redesignate on Schedule B of the Municipal Development Plan, land with an area of approximately 3.25 hectares, located at 40 Mountain View Drive, also identified as PID Nos. 00313429 and 00426452, from *Low Density Residential* to *Low to Medium Density Residential*.

2. That Common Council rezone land with an area of approximately 3.25 hectares, located at 40 Mountain View Drive, also identified as PID Nos. 00313429 and 00426452, from High-Rise Residential (RH) and Two-Unit Residential (R2) to Integrated Development (ID).

3. That Common Council pursuant to the provisions of Section 59 of the *Community Planning Act (SNB 2017, c.19),* hereby discharges the agreement dated the 21st day of January, 2010 between North Star Holdings Ltd., and the City of Saint John, respecting the property identified in the said agreement by PID numbers 00313429 and 00426452 and which agreement was made pursuant to the provisions of Section 39 of the *Community Planning Act* in effect at that time (Chapter C-12, *RSNB 1973);* and,

   Further Be It Resolved that Common Council hereby imposes pursuant to the provisions of Section 59 of the *Community Planning Act* the following condition upon the Property having an area of approximately 3.25 hectares, located at 40 Mountain View Drive, also identified as PID numbers 00313429 and 00426452, the following conditions upon the development and use of the land:

a. That any development of the site shall be limited to a maximum of 167 units and generally adhere to the Conceptual Layout, Context, Landscaping Plans, and Elevation Plans attached to this report.

b. That any development of the site be in accordance with a detailed site plan to be prepared by the developer 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, amenity areas, pedestrian circulation elements and other site features. This final site plan is to be attached to the application for the building permit for the respective part or phase of the proposed development.

c. That the permitted uses of the Integrated Development (ID) Zone be limited to those outlined in the High-Rise Residential (RH) Zone of the Zoning By-law.

d. That any development of the site shall be subject to Part 9 of the Zoning By-law regarding Uses Permitted in Other Zones.

e. That the owner, developer and/or successors shall maintain ownership of all proposed stormwater ponds and associated stormwater collection systems (sewer mains, manholes, catch basins, etc). All stormwater related infrastructure shall be considered private.

f. That an engineered site servicing plan and stormwater submission shall be submitted for the full build out of the development with the Building Permit for “Phase One” of the development, which consists of the six storey multiple unit dwelling. Phase One shall comprise the full inclusive build out of the underground infrastructure and street construction of the proposed Private Street “Via Calabria Street”, and the proposed stormwater ponds.

g. That the owner, developer and/or successors shall enter into an agreement with the City to provide right-of-way access to the existing stormwater pond and Land for Public Purpose parcel adjacent to the development.

h. That any gated accesses shall provide a suitable entry mechanism for emergency vehicles and operational vehicles of the City.

i. That a controlled emergency access shall be created between the parking area south of the multiple unit dwelling and Myles Drive. This is to be a controlled access to prohibit vehicular circulation and shall be the responsibility of the developer to maintain and provide a suitable entry mechanism for emergency vehicles and operational vehicles of the City. The controlled emergency access connection shall be built to a City standard to the satisfaction of the City Chief Engineer or designate.

4. That Common Council assent to one or more subdivision plans, in one or more phases, in general accordance with the Conceptual Layout attached for Calabria Estates

Subdivision at 40 Mountain View Drive, and with respect to the vesting of any Local Government Services Easements to be determined during detailed design.

5. That the Planning Advisory Committee approve the access to all proposed lots from the proposed private street network, suitable for the passage of motor vehicles, as being advisable for the proposed development of land. And further that the Committee authorize the approval of new street names “Lamezia Lane” and “Via Calabria Street.” This approval only comes into effect should Common Council give Third Reading to the proposed rezoning to the Integrated Development (ID) Zone; and,

6. That The Planning Advisory Committee grant the following variances from the Subdivision By-law:
    a. A variance to permit a Private Street serving a form of development other than a Cluster Townhouse Dwelling; and
    b. A variance from the requirements from subsections 14(8)(b)(i) and 22(1)(f) of the Subdivision By-law to allow for dwelling units in the proposed subdivision to be serviced by a storm sewer system other than a Municipal Storm Sewer System.

    These variances only come into effect should Common Council give Third Reading to the proposed rezoning to the Integrated Development (ID) Zone.

DECISION HISTORY

On August 18, 2008, Common Council gave second reading to the rezoning of 5.6 hectares of land that encompassed the subject property for the purposes of providing for a residential development which included three four storey condominiums. Council initially tabled the rezoning so staff could arrange a meeting between the applicant and rate payers’ associations in the surrounding area to address concerns raised at the public hearing. At third reading, Council approved Section 39 conditions that were introduced to address residents’ concerns relative to traffic, screening, and prohibiting vehicular access onto Westbrook Ave and Garnett Road.

Later on in 2010, Common Council approved amendments to the existing Section 39 conditions to increase the maximum number of buildings permitted on the property from three to four, with no increase to the number of units.

In 2012, Common Council directed the City Solicitor to prepare an agreement between the City and North Star Holdings Ltd. respecting the construction of municipal infrastructure, including a sanitary lift station for the subject property and larger 26.1 hectare area. The lift station was built as a result of the agreement.

Records of all Council decisions have been provided in Appendix A.

ANALYSIS

Proposal

The developer, 048367 N.B. Ltd., proposes to construct a residential development of approximately 126 units served by private streets off Mountain View Drive. The attached Conceptual Layout Plan indicates a 78 unit 6 storey multiple unit dwelling, an 8 unit multiple unit dwelling, and mix of townhouses. The townhouses will be clustered around an open space with a network of trails, landscaped and water features, with a private stormwater system managed by a stormwater pond located to the northwest, connecting to the smaller feature pond at the centre of the open space area.

The developer proposes that the development be divided into two large parcels, dividing the 6 storey multiple unit dwelling from the remainder of site to potentially facilitate being incorporated into respective condominium entities. The developer is further interested in implementing controlled accesses onto the premises to prohibit non-resident vehicles from entering. Construction of the six storey multiple unit dwelling will constitute the first phase of the project, with the remainder of the buildings shown on the Conceptual Layout Plan being built out in a succeeding phase two. The Integrated Development (ID) zone has been requested to provide flexibility with zoning and landscaping standards given the integrated nature of the development and its ownership.

Site and Neighbourhood

The subject property has been vacant since site preparations began in 2008 as part of a previous proposal. The site has been partially prepared included clearing of land and grading, with the Sonya Court cul-de-sac completed in 2015. Water and sewer mains were constructed along Sonya Court, but the street was never vested to the City and remains private property. A sanitary lift station was built to service the previous proposal and surrounding 26.1 hectare area. Traffic signals were installed at Mountain View Drive based on a traffic impact study completed in 2008.

To the south of the subject property is a 2,745 metre strip of Land for Public Purpose (LPP), which provides a buffer from residences along Westbrook Avenue. The LPP is forested and contains a small stormwater pond. Garnett Road runs to the east of the subject property. Two largely undeveloped parcels lie to the north of the property. The land is largely forested except for the parcel fronting Mountain View Drive, which was disturbed as part of the previous proposal. The area to southwest of the site, while not the subject of this proposal, has also been acquired by the developer. This area is zoned Two-Unit Residential (R2) and remains subject to existing Section 39 conditions that require landscaping and fencing between Residents of Westbrook Avenue and a berm between the property at Highmeadow Drive.

The subject property is serviced by public transit off Mountain View Drive, a collector street that is within easy access of the McAllister area regional commercial destination. PlaySJ, the City's Recreational Plan, proposes Mountain View Drive as a future trail and bikeway route. In terms of infrastructure and connectivity, Mountain View Drive is lacking in basic facilities such as piped stormwater and sidewalks.

Municipal Plan

Under the Municipal Plan's Schedule A: City Structure, the subject property lies within the Forrest Hills / Lakeside Suburban Intensification Area, which follows Mountain View Drive to Lynn Avenue and comprises a significant portion of undeveloped land in the Primary Development Area targeted for development.

The proposal to amend the Municipal Plan's Schedule B: Future Land Use Map would resdesignate the property from *Low Density Residential* to *Low to Medium Density Residential*. This amendment is generally consistent with the policies and directions of the Municipal Plan to focus density within key growth areas in the City's Primary Development Area.

Building Height

Policy LU-58 of the Municipal Plan limits buildings within the *Low Density Residential* designation to a height not exceeding four storeys, unless permitted in a Neighbourhood Plan or Structure Plan. To ensure compatibility, building height of the proposal will be limited to the six storeys described in the Conceptual Layout and Site Context plans. The Site Context plan demonstrates how the profile of the multiple unit dwelling relates to the nearest homes off Garnett Road.

Increasing the density per hectare

The *Low to Medium Density Residential* designation aims to achieve a residential density of between 35-90 units per net hectare in the area as a whole. The change in designation should have no effect on density to the subject property as a Section 59 condition is being proposed to limit the maximum number of units to 167. This level of density is recommended as it strikes a balance between consistency with the adjacent neighbourhood and with previous servicing/traffic studies, while providing flexibility for the applicant.

Policy LU-4 of the Municipal Plan outlines the following criteria for Council to consider changing the designation of lands on the Future Land Use map (Schedule B) through a Municipal Plan Amendment:

Criteria	**Staff Comment**
a. Is consistent with the general intent of the Municipal Plan and further advances the City Structure;	The proposal is consistent with the goals of the Municipal Plan and advances the City Structure in terms of degree of change and density. The property lies within a suburban intensification area, which sets considerable growth goals described below.
b. Is necessary by virtue of a lack of supply of quality land already designated in the Municipal Plan to accommodate the development;	The Municipal Plan targets 40% of new growth and development to be accommodated within suburban intensification areas. Much of the growth to date has been in Stable Residential Areas and not Suburban Intensification Areas, making this a key area for development in view of Municipal Plan policy.
c. Enhances the community and the quality of life offered to residents of the City;	The proposal makes use of vacant land and an unoccupied street. In addition to deterring unwanted activities and putting more "eyes on the street," the proposal will offer an

	increased number of housing options in the area. The site plan and landscaping plan indicate how the property will be beautified. These enhancements are expected to provide benefits to the wider neighbourhood.
d. Efficiently uses available infrastructure;	The proposal lies within the Primary Development Area and can make ready use of existing infrastructure both in terms of the by-product of a previously unfinished development and existing neighbourhood and regional amenities such as transit.
e. Does not negatively impact the use and enjoyment of adjacent lands and neighbourhoods;	It is anticipated that the development will have no negative impact on adjacent lands. There is a significant buffer of forested Land for Public Purposes between the subject property and properties to the south.
f. Is an appropriate use within the land use designation being sought for the property, and the proposal is consistent with the specific policies regulating development in the designation; and	The proposal is suited for the Low to Medium Density Residential designation, which permits a range of low to higher density housing types as per Policy LU-51.
g. Adequately addresses and mitigates any significant environmental impacts.	There are no mapped watercourses or wetlands within the subject property or its vicinity.

Rezoning

Policy LU-51 of the Municipal Plan enables higher density buildings in the *Low to Medium Density Residential designation* through a rezoning process. In reviewing this policy, staff found the proposal to be in compliance with the relevant policy criteria:

Criteria	**Staff Comment**
a. Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;	The subject property is within close proximity of Mountain View Drive a collector street and is located on a transit route.
b. Subject lands are located at the periphery of low density residential neighbourhoods;	The property is located on the periphery of largely undeveloped lands and an existing low density residential neighbourhood.
c. Subject lands are appropriately designed for the area in which it is located and is encouraged in suitable sites for infill development;	The property is well suited for infill developed, with site preparation already undertaken and City investment already made, as per a prior proposal.
d. Subject lands are compatible with surrounding land uses;	Adequate measures have been taken to ensure appropriate distance from existing development and buffering is in place.
e. Sufficient on-site parking and green space is provided;	In accordance with the Conceptual Layout and Landscaping Plans, there is ample on-site parking and green space to be provided;
f. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated; and	Site design features will be completed in the detailed design. The attached conceptual designs upon review do not raise any concerns. All street and stormwater systems will be required to meet municipal standard.

g. An exterior building design of high quality is provided that is consistent with the Urban Design Principles of the Municipal Plan.	The proposed development achieves all of the Municipal Plans general objectives around Urban Design by providing significant park and amenity space for future residents around the site. The proposal clusters the townhouse units together and locates the multiple dwelling in a manner that buffers the impact of the taller building from the proposed townhouse units and adjacent neighbourhood. In addition, building entrances generally face the street and the proposed architectural design is of a high quality and creates a unified design approach to the community and is of a mid-rise, human scale in terms of massing.

Integrated Development (ID) Zone

The Integrated Development (ID) zone has been sought to provide additional flexibility and to be developed in a manner that is integrated in terms of landscaping, setbacks, and amenity requirements. A staff review was conducted of the Conceptual Layout and found that the proposal is well aligned with the standards within the High-Rise Residential (RH) and Low-Rise Residential (RL) zones, with is sufficient shared amenity space concentrated in the rear yards of the properties.

As part of Section 59 conditions, it is recommended that the current uses in the High-Rise Residential (RH) zone be permitted within the Integrated Development (ID) zone, along with "Part 9 – Uses Permitted In All Zones," so to provide for minor changes of use without triggering a rezoning or Section 59 amendment process.

Traffic Circulation and Connectivity

In 2008, a traffic impact study was conducted by ADI Limited to determine existing problems as well as analyze a future development scenario for a 190 unit proposal on the subject property. As part of the findings of the report, the City paid for and installed traffic signals and a traffic island at the corner of Mountain View Drive and McAllister Drive. Given the fewer number of units contemplated under this proposal, no traffic circulation issues are anticipated as a result.

In terms of connectivity, staff propose that the development provide a controlled access from the southeast portion of the site to Myles Drive for emergency vehicles and municipal operations only. Council's policy under the Municipal Plan encourages overall improvement of connectivity of transportation systems.

Policy TM-8 states that Council shall "Endeavour to connect existing dead-end streets with new and existing streets to improve the overall connectivity of the transportation system." The Subdivision By-law Part 14(2) states that "Streets (both private and public) within a proposed Subdivision must connect to all Abutting Future Streets of any adjoining Subdivision."

In 2008, Council imposed a Section 39 condition that all access be oriented towards Mountain View Drive, as a result of concerns raised from area ratepayers' associations (further detailed in Appendix A).

While connectivity of subdivisions are desirable for enhancing access and optimizing operations, it is recognized that given the private nature of the development it would be inappropriate to require a vehicular connection.

The emergency access has been reviewed by the Saint John Fire Department and the preference is that two access routes be provided (Myles Drive and Mountain View Drive) for fire apparatus staging purposes. The access would allow for utilization of a fire hydrant off Myles Drive. This access is being proposed on the basis of addressing residents' concerns for vehicular circulation and providing for multiple approaches for emergency access vehicles for the purposes of enhancing public safety.

The emergency access would be of benefit to the neighbourhood but is not a requirement. As such, staff propose the connection be implemented by a Section 59 condition imposed by Council with the rezoning of the land.

Variances

Subdivision By-law

Under the Community Planning Act, it is the jurisdiction of the Planning Advisory Committee to consider authorizing access other than a public street. As the development is serviced entirely by private streets, this authorization is required. In addition to this, the following variances from private street parameters set out in the Subdivision By-law are required. With these variances, the proposal is still able to meet the intent of the Subdivision By-law.

Section 14(8) of the Subdivision By-law limits the use of Private Streets to the following criteria:

1. The development is located in the Primary Development Area;
2. The proposed development consists of cluster townhouse dwellings; and
3. The proposed dwellings are serviced by Municipal Water, Sanitary Sewer and Storm Sewer.

Access to Multiple Unit Dwelling

The site is located in the Primary Development Area; however, the proposed private streets serve a multiple unit building in addition to the townhouse dwellings. The intent of this requirement was to specifically permit private streets for forms of residential development which provide a higher density form of development and an ownership structure such as a condominium association, which would fund and maintain the ongoing operation and maintenance of the private streets. In this case, the intent of the by-law is met through the provision of a higher density housing form in an urban area of the city. This is also justification for approval of the lot(s), block(s) or parcel(s) of land which do not abut a Public Street in accordance with Subsection 15(2) of the Subdivision By-law.

Private Stormwater System

Subsection 14(8)(b)(i) of the Subdivision By-law allows for Private Streets to be developed where Municipal Water, Municipal Sanitary Sewer and Municipal Storm Sewer is provided. This is also a requirement through subsection 22(1)(h) of the by-law requiring the provision of Municipal Storm Sewer infrastructure by the Developer.

Servicing for the proposed development includes Municipal Water and Municipal Sanitary Sewer that would be located within easements in the private streets with stormwater management being provided via a private system. The provision of the private system requires a variance from the requirements of subsections 14(8)(b)(i) and 22(1)(h) of the Subdivision By-law. Staff recommend approval of the variance as the design of storm water management within the proposed development, including the internal collection system, will be subject to the review and approval of the City's Chief City Engineer or Designate.

While staff recommend the Committee approve these variances, the variances would only come into effect following approval of the rezoning by Common Council. Given this staff recommends a condition making the variances conditional on the approval of the development by Common Council through the provision of Third Reading.

Design of Private Streets

Private streets are required to be designed to the city's General Specifications which provide for sidewalks, concrete curbings and roadway surfaces having asphalt paving to ensure emergency and vehicular traffic can be accommodated. The private street network may be owned and maintained by a private entity but would be suitable for fire, emergency and municipal maintenance vehicles. In addition to the preliminary design details provided in the Conceptual Layout, the applicant has indicated design details of "Lamezia Lane" and "Via Calabria Street" (See Applicant Submission 7). Phase One of the proposal will consist of the full build out of the extension of "via Calabria Street" to provide for access to the six storey multiple dwelling. The remaining private street network will follow with the construction of a subsequent phase.

Area Improvements

As part of the application, the developer has requested a number of improvements to be made by the City that would contribute to the greater neighbourhood. These include the following:

- Signage and landscaping of intersection of Mountain View Drive/McAllister Drive to identify the Forest Hills community;
- Sidewalks and burial of power lines on Mountain View Drive on northern boundary of developer's property beginning at Sonya Court;
- Garbage collection
- Drainage Issues near Myles Drive/Westbrook Avenue

These requests are actively being considered by the City outside of this application process, with certain items understood to be more immediate than others. Mountain View Drive is currently lacking any curbing/stormwater infrastructure, which greatly increases the cost of sidewalks. Generally, dwelling units over four units would be privately serviced for garbage collection.

Servicing and Local Government Service Easements

A preliminary review of servicing has not yielded any concerns with respect to water/sewer capacity. It is recommended that Council assent to all necessary Local Government Service Easements as shown generally on the Conceptual Layout. These easements, to be finalized

through the submission of a tentative subdivision plan, would cover the private street network and provide access to municipally-owned infrastructure.

Conclusion

The proposal adds density to one the City's suburban intensification area. It represents an efficient use of land and existing infrastructure and supports the smart growth policies in the Municipal Plan. The proposal is anticipated to have a positive effect on the neighbourhood by making use of vacant land. The proposal would add new residential density and a variety of housing forms in an intensification area which is in close proximity to transit, employment, and the McAllister Regional Retail Centre. On the basis of the proposal's conformity with Municipal Plan policy and provisions set out in other City By-laws, staff recommend approval of the proposal.

ALTERNATIVES AND OTHER CONSIDERATIONS

Alternatives

No alternatives proposed.

ENGAGEMENT

Proponent

The applicant hosted a public meeting on February 19th, 2019 at Threshold Ministries on Mountain View Drive to solicit feedback from residents in the area. The conceptual site plan was shared with members of the public and opportunities to discuss issues such as storm drainage/landscaping, traffic, and site servicing/land use were provided. 20 residents signed in to the meeting. Feedback from residents was solicited via comment cards, of which 14 were filled out. Residents were in approval of the development; however, noted concern for any connection to Myles Drive and opposed the idea of a dog park being included in the concept as a possible use of adjacent LPP. The dog park concept has since been retracted by the developer as a possibility. The emergency access connection to Myles Drive, which was suggested initially by the City for investigation, would be subject to a condition imposed by Council.

Plan Amendment 30 day Period

Following public presentation of the Municipal Plan Amendment, as required by the *Community Planning Act,* there was a 30 day period open to receive any objections. Seven letters from residents were received. While objections do not pertain directly to the Plan Amendment, they

offer insight into neighbours' concerns for the overall development. These objections have been summarized in a table below with staff's response.

Opposition	Staff Response
Any connection from the development to Myles Drive – 6	See Page 8.
A dog park and any removal of greenspace at LPP that would increase sound pollution - 2	The developer has since retracted the dog park concept for LPP following a neighbourhood meeting. Should any dog park be proposed in the future it would have to be vetted through the city, as the parcel is city-owned.

Concerns	Staff Response
Potential flooding and inability of stormwater system to meet weather events as a result of development - 3	Development will be required to deal with all stormwater on-site as per Drainage By-law.
Light pollution from parking lot	Development will be required to meet the requirements of the Zoning By-law regarding light trespass
Garbage removal does not result in unsightly piles	This topic is currently under discussion with Transportation and Environment Services.
Berms should remain in place on the rear yards of the homes between Westbrook Ave and Mountain View Drive	Section 59 conditions will remain in place for the properties at 9 and 12 Westbrook Avenue related to the landscaping and screening. (These PIDs are not subject to this application).

Public

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on March 15, 2019. The public hearing for the rezoning was advertised in the Public Notices section of the City website on March 18, 2019.

SIGNATURES AND CONTACT

Prepared:

Andrew Reid , MCIP, RPP
Planner

Reviewed: **Approved:**

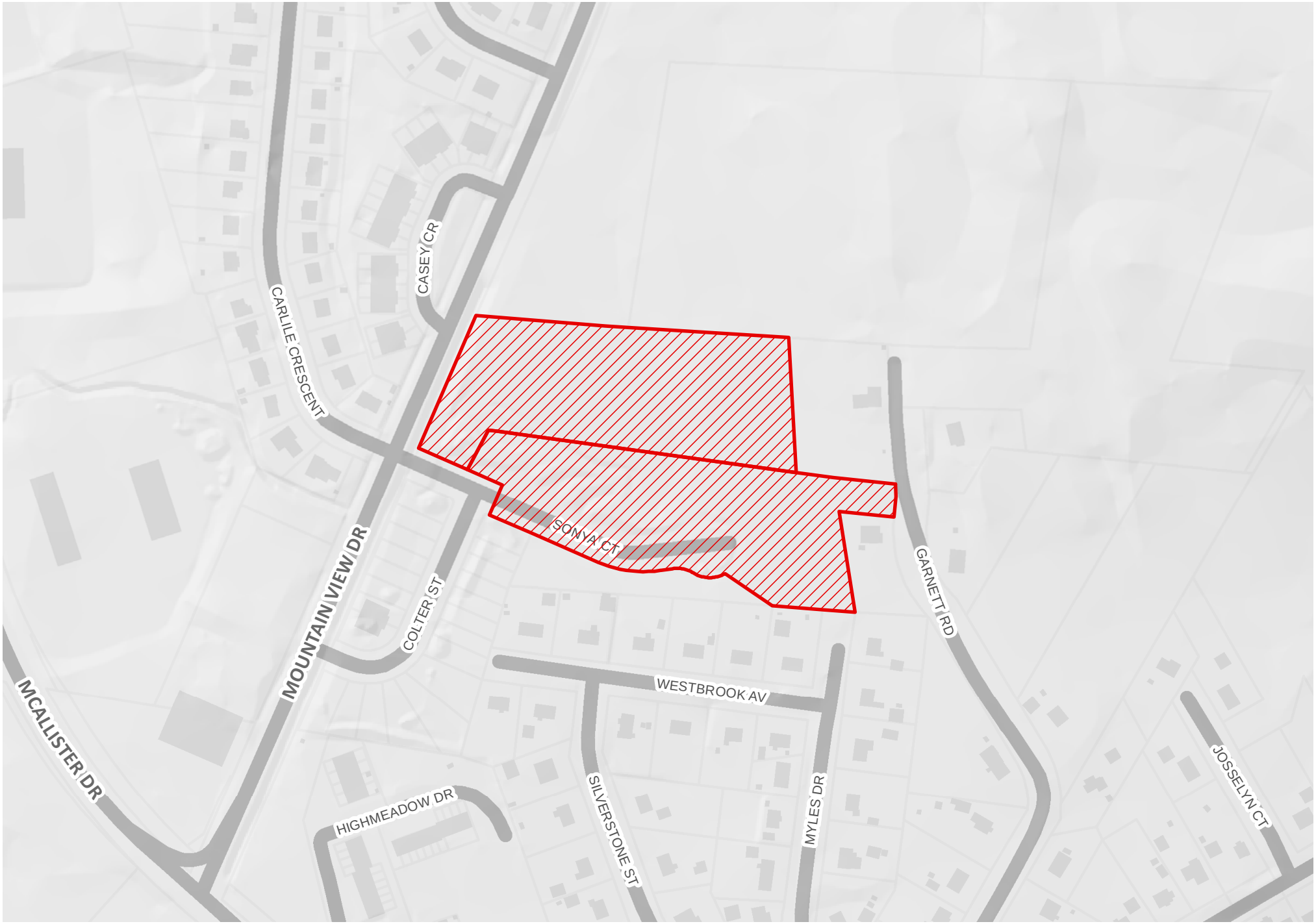
Kenneth Melanson, BA, RPP, MCIP
Manager, Community Planning

Jacqueline Hamilton, MURP, MCIP, RPP
Commissioner

Contact: Andrew Reid
Phone: (506) 658-4447
E-mail: andy.reid@saintjohn.ca
Project: 19-11, 19-12, 19, 13

APPENDIX

Map 1: **Site Location**
Map 2: **Municipal Plan**
Map 3: **Zoning**
Map 4: **Aerial Photography**
Map 5: **Site Photography**
Applicant Submission 1: **Conceptual Layout Plan**
Applicant Submission 2: **Context Plan**
Applicant Submission 3: **Landscaping Plan (East)**
Applicant Submission 4: **Landscaping Plan (West)**
Applicant Submission 5: **Building Renderings**
Applicant Submission 6: **Letter of Intent**
Appendix A: Decision History
Appendix B: Letters Received During Public Presentation Period

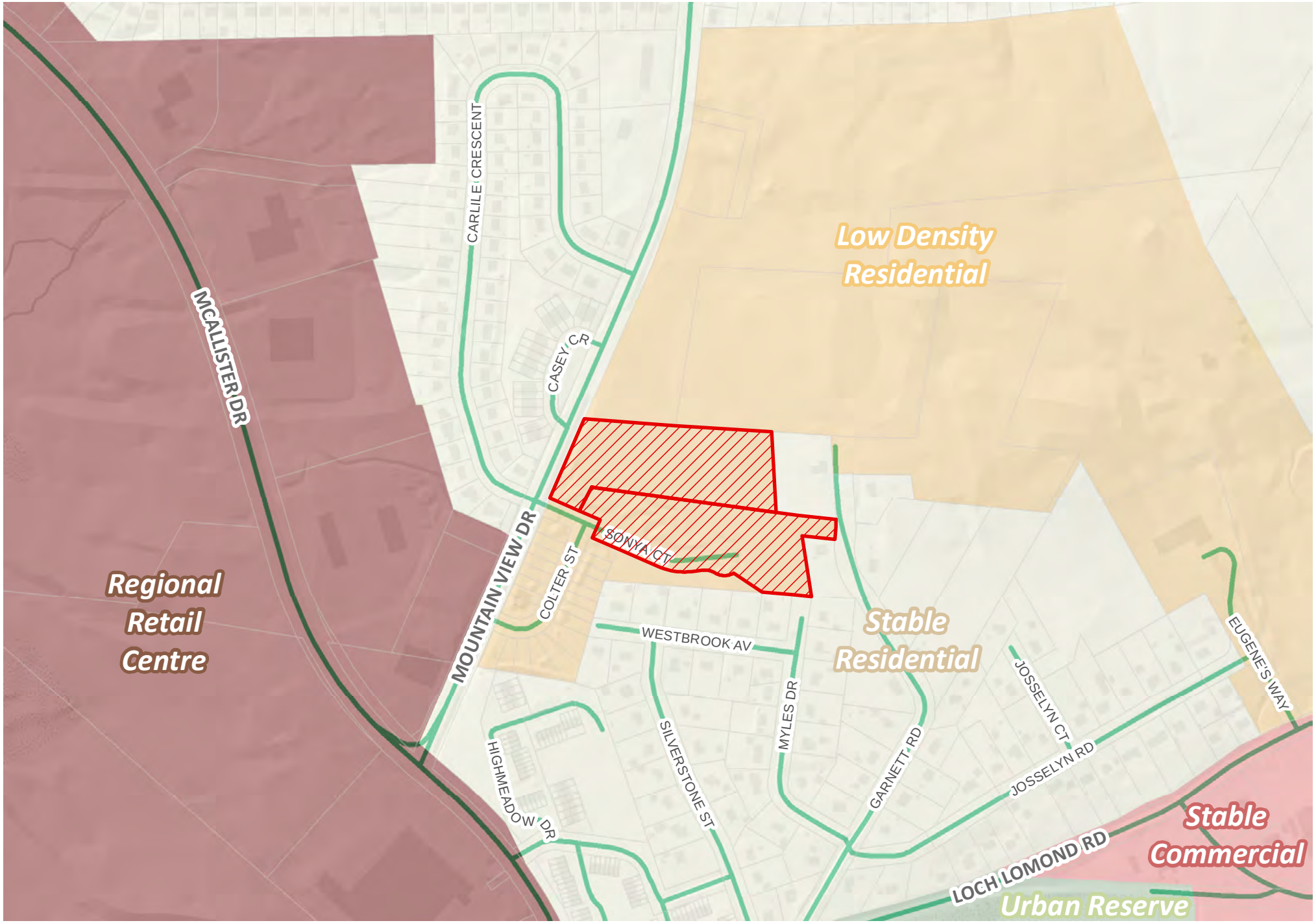


Map 1 - Site Location

Hughes Surveys - 40 Mountain View Drive

The City of Saint John
Date: January-17-19

0 50

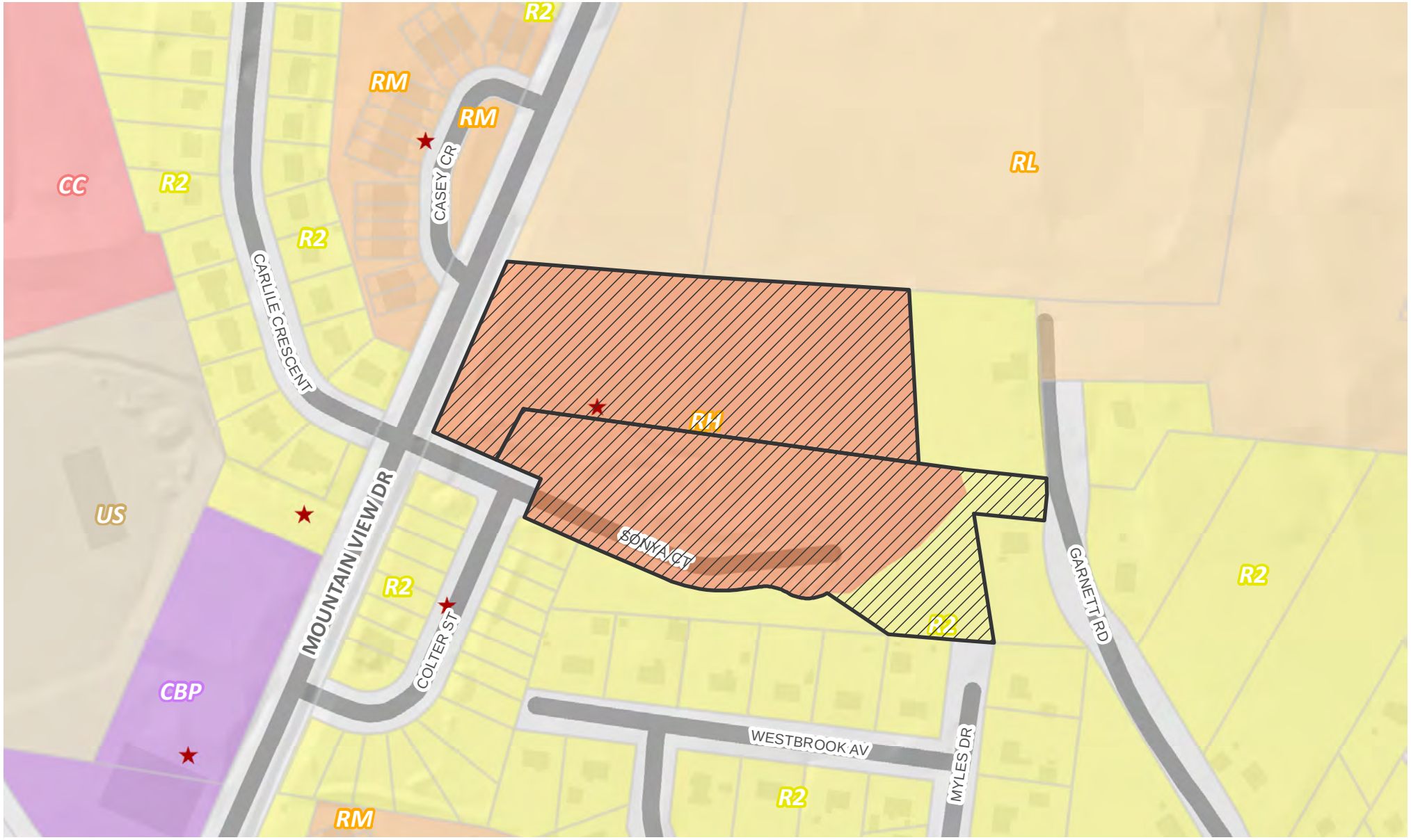


Map 2 - Future Land Use

Hughes Surveys - 40 Mountain View Drive

The City of Saint John
Date: January-22-19

0 100 m



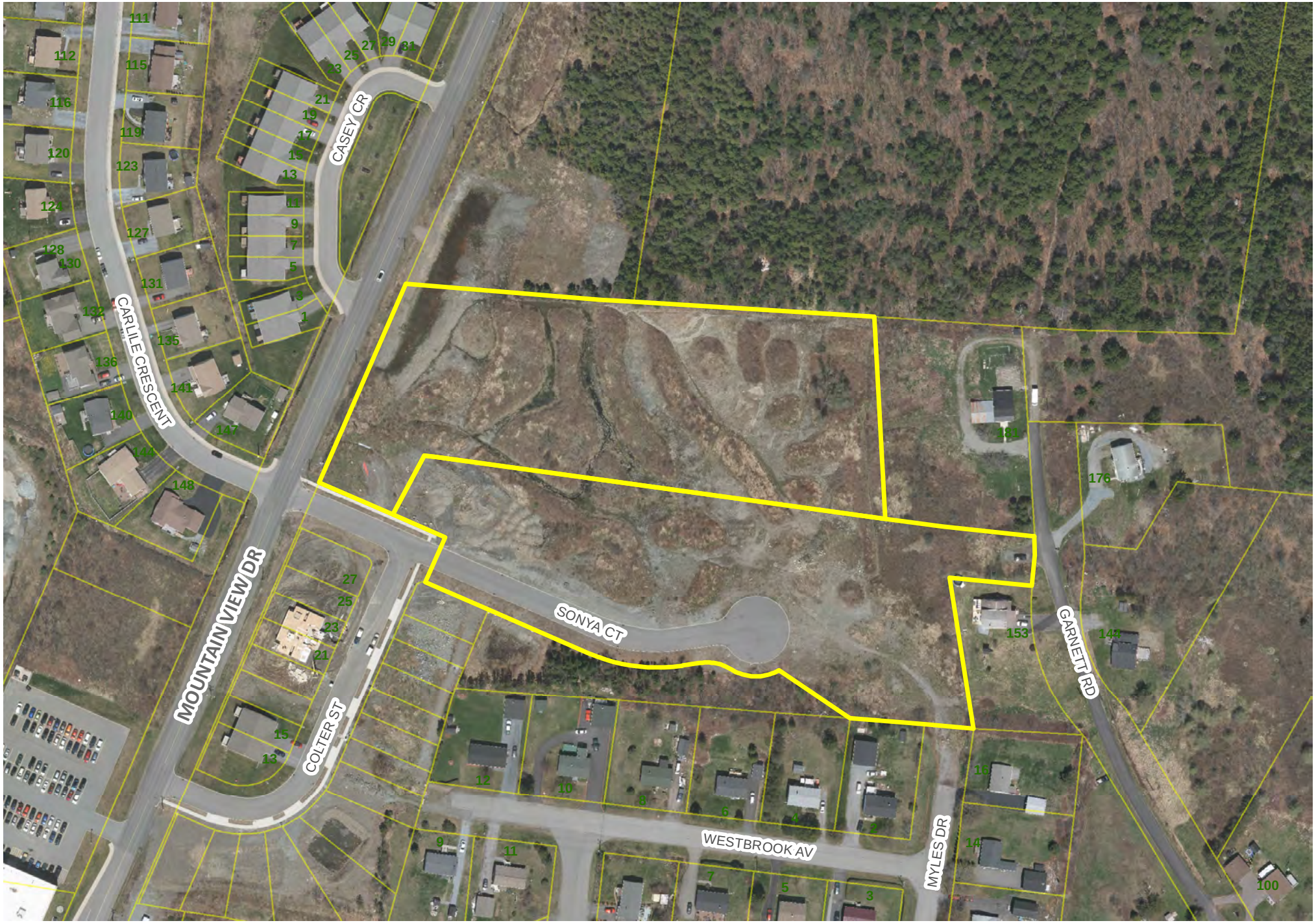
(CBP) Business Park Commercial
(CC) Corridor Commercial
(R2) Two-Unit Residential
(RH) High-Rise Residential
(RL) Low-Rise Residential
(RM) Mid-Rise Residential
(US) Utility Service

★ Section 39 Conditions

Map 3 - Zoning

Hughes Surveys - 40 Mountain View Drive

The City of Saint John
Date: January-22-19



Map 4 - Aerial Photography

Hughes Surveys - 40 Mountain View Drive

The City of Saint John
Date: January-22-19

0 50 m

Facing subject property from Sonya Crt and Mountain View Dr

Facing subject property from South East

Existing storm pond on adjacent LPP lands

Existing cul-de-sac on Sonya Court

Existing infrastructure north side of Sonya Court

Mountain View Dr (north)

Mountain View Dr (south)

Myles Drive terminus

Myles Drive terminus

Public hydrant Myles Drive

Site Photography

Hughes Surveys - 40 Mountain View Drive

The City of Saint John
Date: March-20-19

THIS IS TO INTRODUCE AN APPROXIMATELY 148 UNIT RESIDENTIAL DEVELOPMENT BY 048367 NB LTD..

CALABRIA TOWNHOMES AND APARTMENTS WILL CONSIST OF A NUMBER OF HOUSING STYLES AND TYPES. CONCEPTUAL PLANS FOR SOME OF THE UNITS ARE ENCLOSED.
THE BUILDING TYPES ARE:
TYPE A – (1) 8–UNIT APARTMENT BUILDING
TYPE B – (3) 4–UNIT TWO LEVEL TOWNHOMES 20'X41'
TYPE C – (4) 4–UNIT TWO LEVEL TOWNHOMES WITH ROOFTOP PATIO 20'X37'
TYPE D – (3) 4–UNIT ONE LEVEL TOWNHOMES 30'X54'
TYPE E – SIX STOREY APARTMENT COMPLEX WITH APPROXIMATELY 78 UNITS

THE DEVELOPMENT WILL BE PHASED WITH PHASE 1 CONSISTING OF THE SIX STOREY APARTMENT BUILDING.

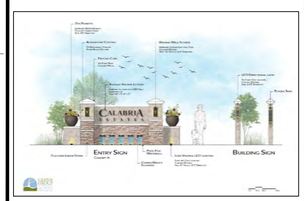
THE EIGHT UNIT APARTMENT BUILDING AND TOWNHOMES WILL BE PART OF THE FUTURE PHASE(S).

New Brunswick Grid North

MOUNTAINVIEW DRIVE
CARLILE CRESCENT
SONYA COURT
COLTER STREET
LAMEZIA LANE (PRIVATE-FUTURE)
VIA CALABRIA STREET (PRIVATE)
VIA CALABRIA STREET (PRIVATE)
12m WIDE MUNICIPAL SERVICES EASEMENT (FUTURE)
12.00
14m WIDE MUNICIPAL SERVICES EASEMENT (PHASE 1)
14.00
PHASE 1
FUTURE
POND
POND
TRAIL
TYPE A
TYPE B
TYPE B
TYPE B
TYPE B
TYPE C
TYPE C
TYPE C
TYPE C
TYPE D
TYPE D
TYPE D
TYPE E
PARKING LEVEL = 62.75
LOBBY LEVEL = 65.77
10
12
13
14
22

GRAPHIC SCALE
(IN METRES)
10 0 10 20 30 40 50
1 : 500

Calabria ESTATES



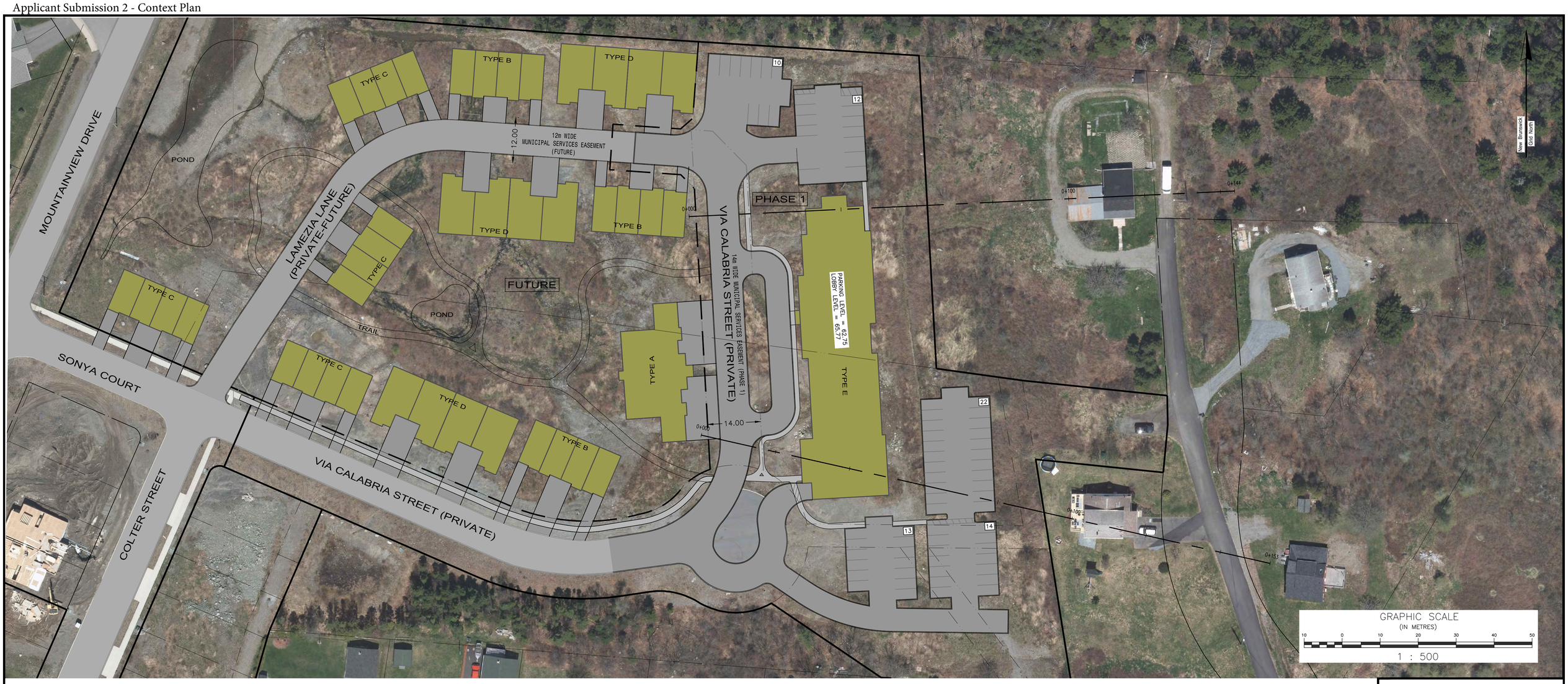
CONCEPTUAL LAYOUT

Calabria-Townhome
&
Apartment Development

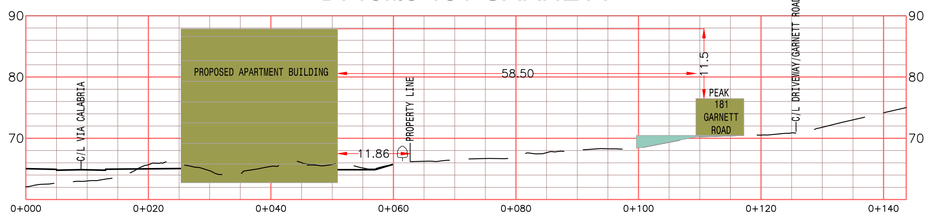
27-FEBRUARY-2019
Sheet 1 of 3

H:\2018Jobs\S18265\C3D\Y18-265-RX.dwg FEB27-CITY-SITE Thursday, February 28, 2019

Applicant Submission 2 - Context Plan



℄ Profile 181 GARNETT



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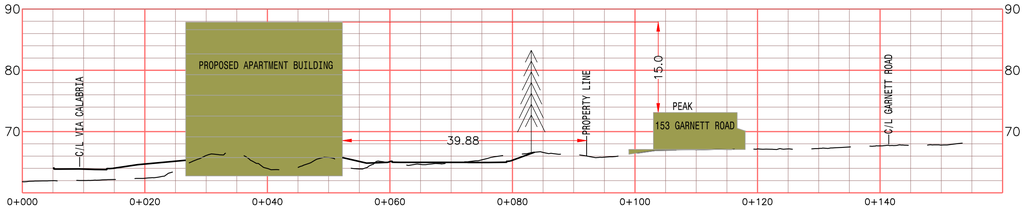
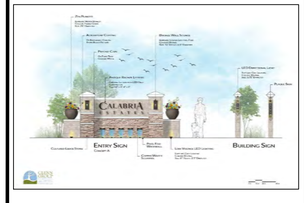


Calabria ESTATES



CONTEXT PLAN

Apartment Development
&
Garnett Road

27-FEBRUARY-2019
Sheet 2 of 3

H:\20 Robes\S18255\C3D\Y18-255-RX.dwg FEB27-CITY-CONTEXT Thursday, February 28, 2019

Applicant Submission 3 - Lanscaping Plan (East)

SCALE : 1:250

0m 2m 4m 6m 8m 10m 12m 16m 20m

PRELIMINARY SAMPLE OF PROPOSED PLANTS

Trees and Shrubs

CODE	QTY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
T86	4	Acer ginnala 'Flame'	Flame Amur Maple	100 mm	pot
T177	15	Acer pseudoplatanus	Planetree Maple	50 mm	wb
T195	24	Acer rubrum 'Autumn Flame'	Autumn Flame Red Maple	50 mm	wb
T215	1	Acer saccharinum	Silver Maple	50 mm	wb
T229	1	Acer saccharum 'Green Mountain'	Green Mountain Sugar Maple	50 mm	wb
T374	54	Amelanchier x grandiflora 'Autumn Brilliance'	Autumn Brilliance Serviceberry	2.5 m	pot
T481	128	Berberis thunbergii 'Aurea Nana'	Dwarf Golden Barberry	30 cm	pot
T487	95	Berberis thunbergii 'Royal Burgundy'	Royal Burgundy Barberry		
T560	18	Betula papyrifera	Paper Birch	200 cm	wb
T645	28	Buxus microphylla koreana 'Green Gem'	Green Gem Boxwood	30 cm	pot
T1329	11	Clethra alnifolia 'Hummingbird'	Hummingbird Summersweet	50 cm	pot
T1333	66	Clethra alnifolia 'Ruby Spice'	Ruby Spice Summersweet	50 cm	pot
T1536	33	Cornus sericea 'Flaviramea'	Yellowtwig Dogwood	50 cm	pot
T1359	9	Cornus alba 'Bud's Yellow'	Bud's Yellow Dogwood	50 cm	pot
T2019	37	Daphne x burkwoodii	Burkwood Daphne	30 cm	pot
T2416	4	Euonymus alatus 'Compactus'	Dwarf Burning Bush	50 cm	pot
T3140	25	Hydrangea macrophylla 'Endless Summer'	Endless Summer Hydrangea	50 cm	pot
T3174	4	Hydrangea paniculata	Lace Hydrangea	50 cm	pot
T3338	52	Ilex verticillata 'Berry Poppins'	Berry Poppins Winterberry	40 cm	pot
T3339	8	Ilex verticillata 'Mr. Poppins'	Mr Poppins Winterberry	40 cm	pot
T4437	3	Magnolia stellata 'Centennial'	Centennial Magnolia	125 cm	pot
T4598	2	Malus floribunda 'Makamik'	Mamamik Crabapple	45 mm	wb
T4600	1	Malus floribunda 'Profusion'	Profusion Crabapple	45 mm	wb
T4716	41	Microbiota decussata	Russian Cypress	20 cm	pot
T5153	9	Picea glauca	White Spruce	150 cm	wb
T5065	17	Physocarpus opulifolius 'Summer Wine'	Summer Wine Ninebark	50 cm	pot
T5489	6	Pinus strobus	White Pine	150 cm	pot
T6331	18	Rhododendron 'Purple Gem'	Purple Gem Rhododendron	30 cm	pot
T6789	3	Robinia pseudoacacia 'Frisia'	Golden Locust	45 mm	wb
T7511	1	Salix Matsudana 'Tortuosa'	Tortuosa Cork Screw Willow	45 mm	wb
T7976	4	Spirea nippinica 'Snowmound'	Snowmound Spirea	30 cm	pot
T8044	33	Stephandra incisa 'Crispa'	Cutleaf Stephanandra	30 cm	pot
T8032	18	Spirea x vanhouttei	Bridal Wreath Spirea	50 cm	pot
T8153	6	Syringia meyeri 'Palibin'	Palibin Dwarf Lilac	120 cm	pot
T8289	14	Syringia vulgaris 'Klager's Dark'	Klager's Dark Lilac	100 cm	pot
T8389	28	Taxus cuspidata 'Capitata'	Clipped Pyramidal Japanese Yew	100 cm	pot
T9024	2	Weigela florida 'Variegata'	Variegated Weigela	50 cm	pot

Perennials

P790	31	Calamagrostis x acutiflora 'Avalanche'	Avalanche Calamagrostis	1 litre	pot
P1970	52	Hemerocallis hybrid 'Purple Sage'	Purple Sage Daylily	1 gal	pot
P1955	314	Hemerocallis hybrid 'Atlas'	Atlas Daylily	1 gal	pot
P1956	26	Hemerocallis hybrid 'Chicago Fire'	Chicago Fire Daylily	1 gal	pot
P2015	102	Hemerocallis x hybrida 'Purple d'Oro'	Purple d'Oro Daylily	1 gal	pot
P2022	32	Hemerocallis x hybrida 'Apple Tart'	Apple Tart Daylily	1 gal	pot
P2355	14	Hosta 'August Moon'	August Moon Hosta	1 gal	pot
P2394	92	Hosta 'Gold Edger'	Gold Edger Hosta	1 gal	pot

(14)T195
(2)T195
(32)P2022
(1)T374
(42)P1970
(3)T5065
(7)T560
(1)T3339
(11)T3338
(5)T3338
(21)T1536
(9)P1955
(5)P1955
(14)T1333
(3)T374
(4)T374
(10)P1970
(1)T8389
(2)T8389
(3)T195

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR REVIEW	01.03.2019

KEY MAP

LEGEND

ROCK SWALE
SWALE CENTRE LINE
PROPOSED STORM LINE
NEW BENCH
61.74d PROPOSED SPOT ELEVATION
61.000 PROPOSED CONTOUR
EXISTING CONTOUR

DETAIL REFERENCE NODE

1 / L6 DETAIL NUMBER / SHEET NUMBER

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. FIELD SURVEY COMPLETED ON JAN. 29, 2002 BY HUGHES SURVEYS.
3. ALL COMPUTATIONS PERFORMED AND COORDINATES SHOWN ON THIS PLAN ARE BASED ON NEW BRUNSWICK STEREOGRAPHIC DOUBLE PROJECTION AND THE NAD83(CSRS) ELLIPSOID AS REALIZED BY SERVICE NEW BRUNSWICK ADJUSTED COORDINATE SURVEY MONUMENTS.
4. CONTOURS ARE GEODETIC DATUM IN METRES AND COLLECTED FROM LIDAR DATA PROVIDED BY GEONB.CA
5. LOCATION AND SIZE OF UNDERGROUND SERVICES WERE DERIVED FROM VARIOUS SOURCES AND ARE APPROXIMATE ONLY. ACTUAL LOCATION SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITY.
6. REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT.
7. ALL DIMENSIONS, MEASURED FACE TO FACE.
8. RESTORE ALL DISTURBED AREAS TO ORIGINAL CONDITIONS OR BETTER.

STAMP

GLENN GROUP LTD
LANDSCAPE ARCHITECTS & PARK PLANNERS
PH: (506)455-2473
FAX: (506)459-2685

PROJECT TITLE

CALABRIA ESTATES
SAINT JOHN , NB

DRAWING NAME

LANDSCAPE PLAN

DATE PRINTED:	DESIGNED BY:
3.8.2019	DKG, BP
DRAWN BY:	CHECKED BY:
MB	DKG
CLIENT PROJECT No.:	GG PROJECT NO:
	1902
SCALE:	DATE:
1:250	01.03.2019

SHEET NUMBER
L4

Applicant Submission 4 - Lanscaping Plan (West)

N

SCALE : 1:250

0m 2m 4m 6m 8m 10m 12m 16m 20m

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(3)T4437

REVISIONS

No.	DESCRIPTION	DATE
1	ISSUED FOR REVIEW	01.03.2019

KEY MAP

LEGEND

- ROCK SWALE
- SWALE CENTRE LINE
- PROPOSED STORM LINE
- NEW BENCH
- 61.74c PROPOSED SPOT ELEVATION
- 61.000 PROPOSED CONTOUR
- EXISTING CONTOUR

DETAIL REFERENCE NODE

1 / L6 DETAIL NUMBER / SHEET NUMBER

NOTES

1. ALL DIMENSIONS ARE IN MILLIMETRES.
2. FIELD SURVEY COMPLETED ON JAN. 29, 2002 BY HUGHES SURVEYS.
3. ALL COMPUTATIONS PERFORMED AND COORDINATES SHOWN ON THIS PLAN ARE BASED ON NEW BRUNSWICK STEREOGRAPHIC DOUBLE PROJECTION AND THE NAD83(CSRS) ELLIPSOID AS REALIZED BY SERVICE NEW BRUNSWICK ADJUSTED COORDINATE SURVEY MONUMENTS.
4. CONTOURS ARE GEODETIC DATUM IN METRES AND COLLECTED FROM LIDAR DATA PROVIDED BY GEONB,CA
5. LOCATION AND SIZE OF UNDERGROUND SERVICES WERE DERIVED FROM VARIOUS SOURCES AND ARE APPROXIMATE ONLY. ACTUAL LOCATION SHOULD BE VERIFIED PRIOR TO ANY CONSTRUCTION ACTIVITY.
6. REPORT ANY DISCREPANCIES TO LANDSCAPE ARCHITECT.
7. ALL DIMENSIONS, MEASURED FACE TO FACE.
8. RESTORE ALL DISTURBED AREAS TO ORIGINAL CONDITIONS OR BETTER.

STAMP

GLENN GROUP LTD
LANDSCAPE ARCHITECTS & PARK PLANNERS
PH: (506)455-2473
FAX: (506)459-2685

PROJECT TITLE

CALABRIA ESTATES
SAINT JOHN , NB

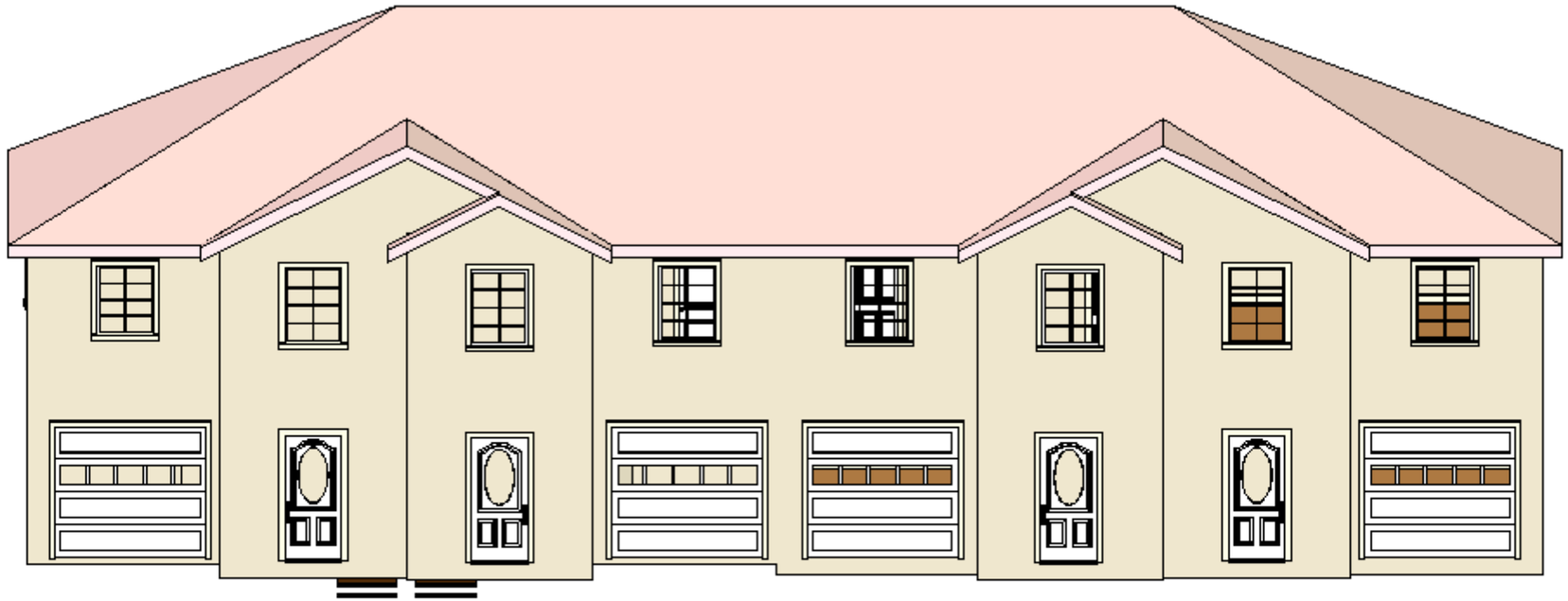
DRAWING NAME

LANDSCAPE PLAN

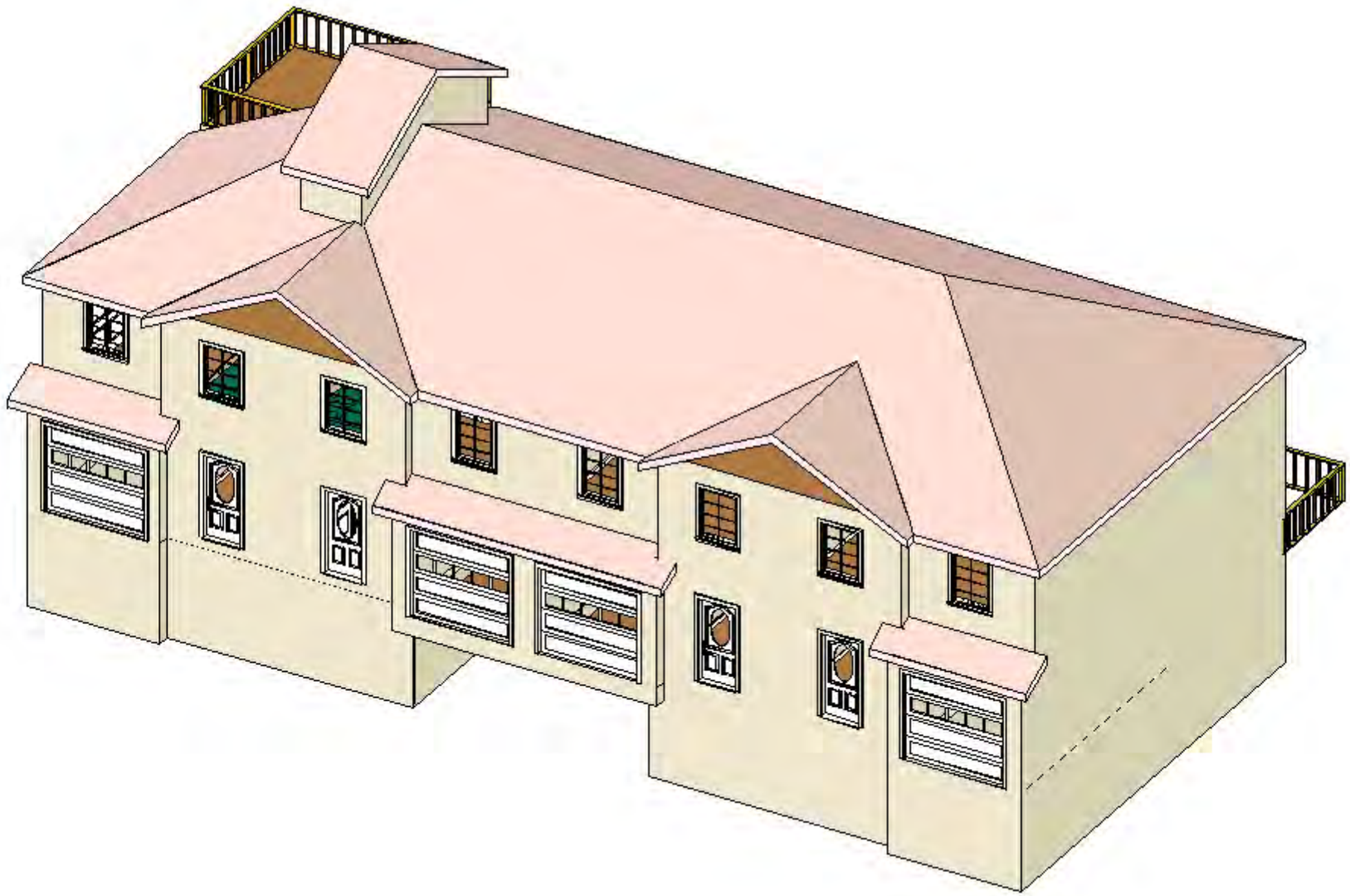
DATE PRINTED: 3.8.2019	DESIGNED BY: DKG, BP
DRAWN BY: MB	CHECKED BY: DKG
CLIENT PROJECT No.:	GG PROJECT NO: 1902
SCALE: 1:250	DATE: 01.03.2019
SHEET NUMBER L3	

Applicant Submission 5- Building Renderings - Type A

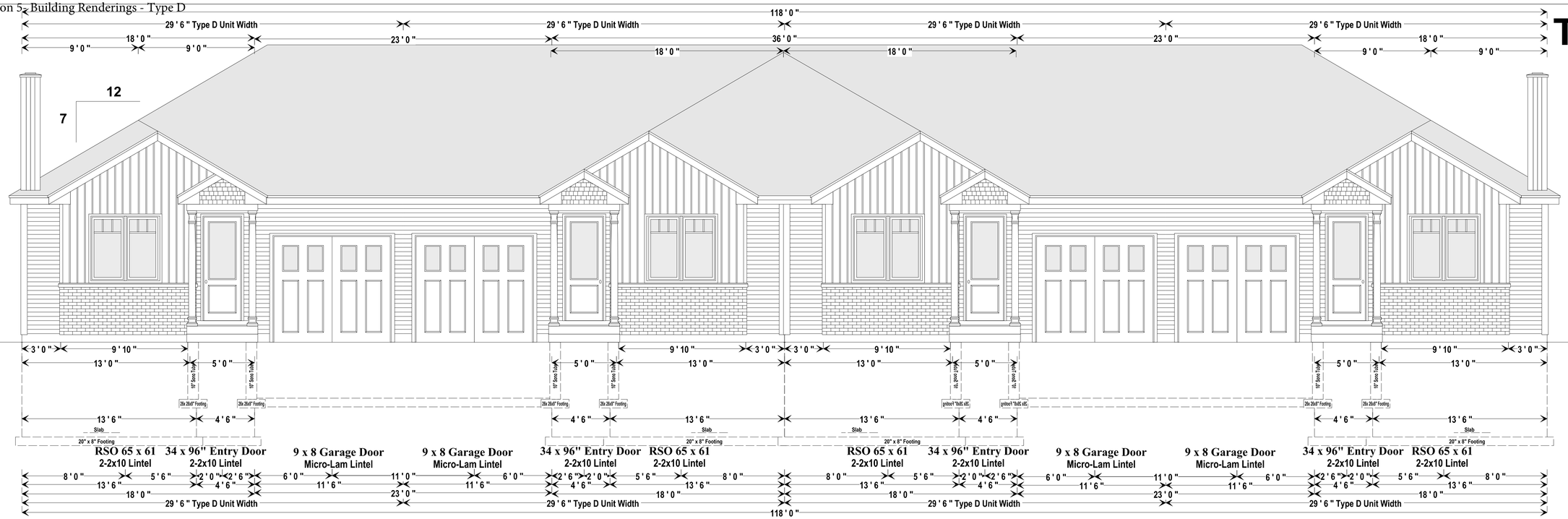
Applicant Submission 5- Building Renderings - Type B



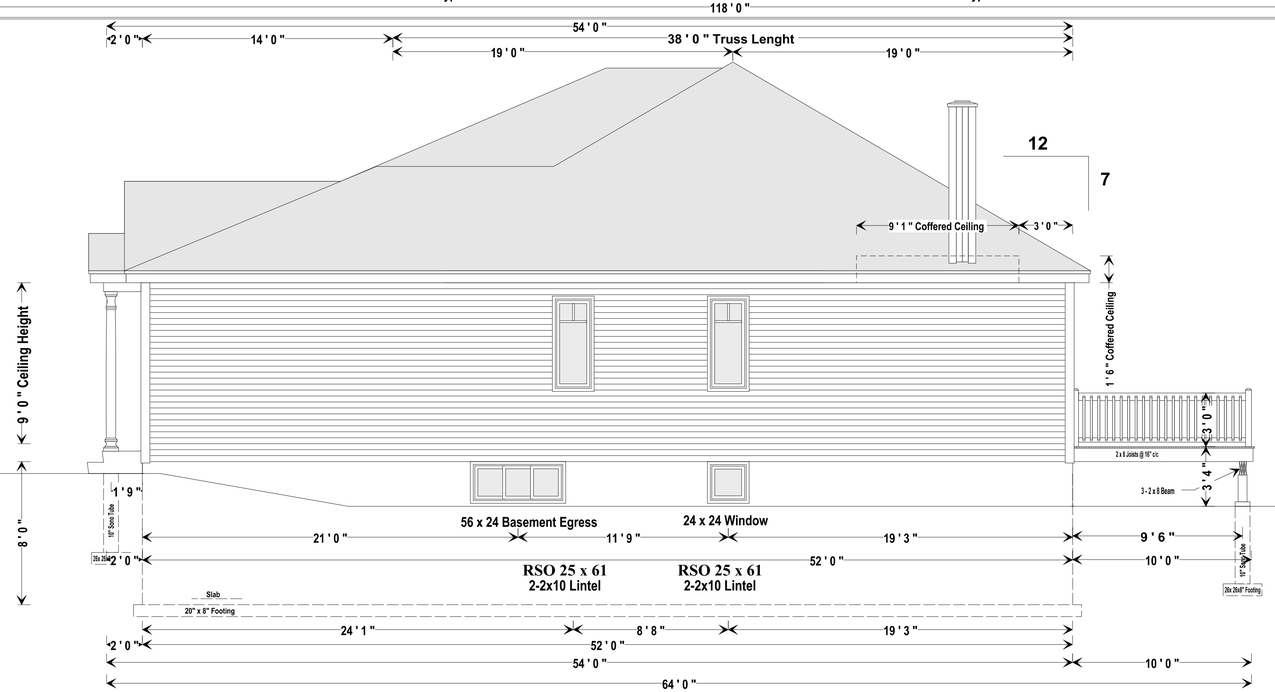
Applicant Submission 5- Building Renderings - Type C



Type D
Front



Side 1



Living Area = 1,087 ft²
Garage Area = 272 ft²

All dimensions and quantities as well as building code and structural compliance must be verified before construction.

For Date : Calabria Estates - Homes "TYPE - D"

Drawing : Front & Side 1

Date : Nov. 26, 2018

Page: 1

Of: 6

Scale : 1/4" = 1' - 0"

Applicant Submission 5- Building Renderings - Type E

CALABRIA PLACE

FRONT ELEVATION

ROBERT L. BOYCE, ARCHITECT

Calabria Estates Proposal

By 048367 N. B. Ltd.

This is to introduce *Calabria Estates* (pronounced Ca.leb.ria), named after the Calabria Region in Italy, which will soon become one of Saint John's premier developments. It will see PID 00313429 and 00426452 developed following a strict development concept in accordance with a proposal committed to by the developer. The landscaping concept provided commits to a strong focus on landscaping for this premier development that goes well beyond City bylaw requirements.

External control of the development concepts will be through the acceptance of the project under an Integrated Development (ID) zoning designation. Many of the developments concepts are explained below.

STREET AND SERVICING STANDARDS

Via Calabria Street (Sonya Extension)

This section, from the existing public portion of Sonya Court to the cul-de-sac, is proposed to be built to match the existing developed portion of Sonya Court. The cross section will match that shown in S045-300 of the City of Saint John General Specifications and will have full curb, grassed median and sidewalk.

Lamezia Lane (North – South Section)

The section of Lamezia Lane extending northward from the cul-de-sac is proposed to have an 8m wide driving surface. It will be curbed and will have a median and sidewalk on the eastern side of the street. Pavement structure, curb and sidewalks are to be to City standards for local streets.

Lamezia Lane (East - West Section)

This section of Lamezia Lane is proposed to have an 8m wide driving surface. It will be curbed but there will be no sidewalk. With the amount of driveways and the presence of the interior walkways, sidewalks are not seen as necessary. Pavement structure and curbing are to be to City standards for local streets.

Pedestrian and Emergency Access to Myles Drive

This is proposed to be 6m wide and will be curbed from the cul-de-sac up to the end of the parking lots. Beyond that no curbing is proposed. There will be a gate just past the end of the curbing and entrance to the last parking lot.

STORM WATER MANAGEMENT PLAN

The SWMP assumes that approximately 90% of the site storm water will be detained in a pond at the bottom of the slope fronting Mountain View. The remaining 10% of the site is located above the cul-de-sac on Sonya. This upper area consists mostly of surface parking. The surface parking will be engineered to detain storm water within the three terraced parking lots and storm pipes. If additional parking is required a portion or all of the area designated as "Future Parking Area" will be engineered and constructed to detain storm water.

The intention is to have the pond as an attractive landscape feature. The pond depth will be limited to 0.6m except in central areas where pools will be located to facilitate a floating fountain which serves to aerate the pond to minimize algae growth. A small detention pond is also planned for the landscaped courtyard area to detain a small amount of water and serve primarily as a landscape focal point. An overflow pipe will direct water to the lower larger detention pond. All storm water on Lamezia will be diverted through storm structures to the lower detention pond. A decorative recirculating waterfall/pond feature is planned as part of the entry sign experience.

The slopes and depth of water are such that a barrier fence is unwarranted.

ENTRANCE GATES

Gates at the west end of Lamenzia Lane will be controlled by an onsite manager that the City can call to gain access or the gates can be open on scheduled maintenance days. The gateway is a design element to enhance the main entrance and provide a sense of place. Unobstructed access to the townhouse area will be open to traffic from the opposite end of Lamenzia Lane at its intersection with Via Calabria Street. .

FUTURE PARKING

The concept plan shows an area designated as "Future parking if required". Until the project is underway and the market is identified it is difficult to establish what the parking demand will be. The developer requires the flexibility to add future parking if the project demands it.

LANDSCAPING

The landscaping concept provided commits to a strong focus on landscaping for the proposed premier development that goes well beyond City bylaw requirements. The preliminary planting list shown on the submitted Landscaping Plans for **Calabria Estates** is intended to be an example of the quality and atmosphere the developer envisages and is committed to.

AREA IMPROVEMENTS

The developer has raised a number of concerns that they respectfully request the City to consider participating in making some of site improvements to enhance the neighbourhood. They relate to improvements that will enhance the intensification area in general and support the developer's project. Since the Forest Hills area is a designated intensification area these improvements and the proponents project will be a catalyst for future development of other lands in the area.

Timeframes have been assigned based on the developers projected construction schedule so the City can consider it in their capital budgets for future years. This is proposed so City staff can review the request and formulate a resolution in their recommendations to Council.

Item	Proposed Improvement	Responsible Party	Suggested Timeframe	Note
1	Dog Park on Land for Public Purposes for neighbourhood usage.	City to build based on agreed to plans and development would be responsible for on-going maintenance.	Fall 2020	
2	Signage and landscaping of intersection of Mountain View Drive and McAllister Drive to identify the Forest Hills community and reflect its sense of quality.	City	Summer 2019 when Colter Street model homes are ready.	Building permits have been applied for.
3	Sidewalks and burial of power lines on Mountain View Dr along northern boundary of our property starting at Sonya Ct.	City	Fall 2020	
4	City to pick up the garbage for the townhouses area only as has been the practice for other similar planned community developments in the City of Saint John.	City	At completion of each four unit townhouse block.	Apartment buildings are not included in this request.

TIMING OF SITE PREPARATION

To ensure a timely construction of the main apartment building the developer will work with City staff to determine when pre-approval site preparation can commence under the present approvals that exist for the site. Subsurface conditions are shale rock in some areas where excavation will be up to 2 metres deep. The optimum time to do the rock excavation is now since winter weather conditions do not hinder progress.

The merits to allowing pre-approval site preparation are as follows:

- The developer will be able to plan a construction schedule that will avoid harsh weather conditions at critical stages later in the project (ex: being closed in prior to next fall/winter) ;
- The most disruptive work, site rock excavation, can take place during the time of year when most neighbours are less likely to be engaged in outside activities.
- This will optimize the timing to bring the main structure to market and allow it to be included in the assessment role at the soonest time possible;
- It will be putting civil contractors to work during a time when many of their staff are off work due to seasonal conditions;
- Transporting of material to be removed from the site can take place prior to weight restrictions being imposed.

If excavation in accordance with City bylaws under the present approval can be expedited the developer is prepared to take out a building permit for excavation only for a four storey apartment building. The building will have the same footprint as is set out in the present application.

The developer recognizes there is a chance that the present proposal may not get approved but the advantage of having site work started now can work for either scenario, under the present approvals or the new proposal if approved. From the developers standpoint the advantages out-weigh the risk.

We look forward to working with staff to advance the timely dispatch and success of the project.

Respectfully submitted

HUGHES SURVEYS & CONSULTANTS INC.

Richard Turner

Appendix A - Decision History

On April 23, 2012, it was resolved that as recommended by the Committee of the Whole, having met on April 23, 2012, the City Solicitor be directed to prepare an appropriate agreement between the City and North Star Holdings Ltd. to articulate the responsibility of both parties with respect to the construction of municipal infrastructure related to the development of 40 Mountain View Drive comprising 5.6 hectares and that the Mayor and Common Clerk be authorized to execute said agreement reflective of the following terms and conditions:

- The City is to upfront all costs directly related to the sanitary lift station servicing the 26.1 hectare site, as identified in the City Manager's report to Committee of the Whole (Closed Session) dated June 17th, 2011.
- North Star Holdings Ltd. is to assume all responsibility for the costs associated with storm water management infrastructure for the Project, as identified in City Manager's report to Committee of the Whole (Closed Session) dated June 17th, 2011.
- Provided that it is determined that the City has authority to impose and does, in fact, impose a levy to recover the costs incurred by the City with respect to the design and construction of the Sanitary Lift Station, such levy shall be calculated in accordance with the following formula: Total cost divided by area of drainage basin equals levy per gross hectare developed.
- Notwithstanding the City's previous program of development financial incentives or any future development financial assistance programs, the parties agree that:
    - The City will pay a materials rebate to North Star Holdings Ltd. as per the practice in place on June 21, 2010 under the Subdivision By-law, as it then existed, for all eligible costs associated with the Project.
    - Residential Infrastructure Assistance ("RIA") costs will be paid by the City to North Star Holdings Ltd. in accordance with the practice in place on June 21, 2010 to a maximum of/not to exceed $50,000.
    - The City will forgive North Star Holdings Ltd. of paying any levy, if collected in the future, for the Project.
    - In return, North Star Holdings Ltd. will surrender any and all rights to any additional assistance from the City under any existing or future development financial assistance programs for the Project.
- Provided that it is determined that the City has authority to impose and does, in fact, impose a levy to recover the costs incurred by the City with respect to the design and construction of the Sanitary Lift Station, North Star Holdings Ltd. shall be obligated to pay such levy in respect of lands falling outside the bounds of the Project.
- North Star Holdings Ltd. will coordinate and execute all of the work required for the design and construction of the Sanitary Lift Station and the City will not assume ownership of the Sanitary Lift Station until the work is completed in a manner satisfactory to the Chief City Engineer or his designate.

On January 18, 2010, it was resolved that Common Council amend the Section 39 conditions imposed on the September 15, 2008 rezoning of the property located at 40 Mountain View Drive, also identified as PID numbers 00313429 and 00426452, to read as follows:

> The development and use of the parcel of land rezoned to "RM -2" High Rise Multiple Residential, located on the north side of proposed Cooper Court (to be renamed), with an area of approximately 2.4 hectares, being proposed Lot 08-1, also identified as being

portions of PID numbers 313429 and 426452, is subject to the following terms and conditions:

- The use of Lot 08-1 is limited to a maximum of four separate buildings containing a total maximum of 167 dwelling units and maximum height of four storeys, together with associated amenity areas and parking facilities;
- The developer must design and implement a detailed site drainage plan/brief, subject to the approval of the Chief City Engineer or his designate, indicating the manner in which storm water collection and disposal will be handled;
- The developer must complete an engineering water and sewer analysis in order to determine the impact this development will have on the existing water and sewer infrastructure and also to ensure that this proposal does not exceed current capacity of existing systems;
- The developer must provide a traffic study demonstrating that the existing street network can accommodate the volume of traffic anticipated as a result of the development, or appropriate infrastructure improvements be implemented at the expense of the developer to the satisfaction of the Chief City Engineer or his designate;
- The developer must pave all parking areas, loading areas, manoeuvring areas and driveways with asphalt and enclose them with cast-in-place concrete curbs to protect the landscaped areas and to facilitate proper drainage;
- The developer must provide all utilities underground on the site;
- The developer must landscape all disturbed areas of the site not occupied by buildings, driveways, walkways and parking areas;
- The site shall not be developed except in accordance with a detailed site plan, landscaping plan and building elevation plans, prepared by the developer and subject to the approval of the Development Officer, indicating the location of all buildings, parking areas, driveways, loading areas, signs, exterior lighting, exterior building materials and finishes, landscaped areas and other site features;
- The approved plans mentioned in conditions (b) and (h) must be attached to the application for building permit for the development, except that such plans are not required for permit applications for site preparation;
- All site improvements (excluding landscaping), street work and extensions of municipal services and utilities must be completed prior to the occupation of any building on the site; and the landscaping must be completed within one year of building permit approval;
- All vehicular access to Lot 08-01 shall be oriented exclusively toward Mountain View Drive and not toward Garnett Road

On September 15, 2008, Common Council gave Third Reading to the rezoning with additional Section 39 conditions that were formulated to address concerns expressed by the ratepayers associations.

On July 29, 2008 the Planning Advisory Committee considered an application to undertake a residential subdivision development consisting of two-family dwellings and multiple-unit condominium apartment buildings at 40 Mountain View Drive. This proposal required a rezoning from "RS -2" One and Two Family Suburban Residential to "RM -2" High Rise Multiple Residential and "R-2" One and Two Family Residential as well as approval of a dwelling group as a conditional use, subdivision and variances to increase the maximum permitted number of driveways onto the proposed Colter Street.

Staff recommended approval of the proposed development with a number of conditions. The Planning Advisory Committee recommended approval of the rezoning with the conditions recommended by staff, but also included recommendations that all vehicular access to proposed Lot 08-1 be oriented exclusively toward Mountain View Drive rather than Garnett Road and that Third Reading be withheld until such time as a traffic study was completed. Due to concerns regarding the proposed streets and connection of the development to Westbrook Avenue and Garnett Road, the Committee recommended that Council not approve the proposed Forest Hills Estates Subdivision, Phase 4 Subdivision Plan.

At the Public Hearing of August 5, 2008 Common Council tabled the proposed rezoning until August 18, 2008 so that staff could arrange a meeting between the applicant, North Star Holdings Ltd. represented by Bob Darling, and the two ratepayer's associations in the surrounding area. Staff facilitated a meeting with the ratepayer's associations and the developer on August 12, 2008 and a draft consensus emerged at the conclusion of the meeting. After meeting with their membership on August 14, 2008, the ratepayer's associations provided the Commissioner of Planning and Development with written acknowledgement of their agreement with the following consensus position:

A revised development proposal will be provided showing the following:
- No change to any of the zoning lines.
- No connection from the proposed Colter Street to Garnett Road.
- No connection from Westbrook Avenue to Mountain View Drive.
- No connection from Myles Drive to Colter Street.
- In place of the extension of Westbrook Avenue, a new street will extend from Colter Street south and then west to Mountain View Drive. The land fronting on this street will be rezoned to R2 with this proposal by the parties acknowledge the developer's intent to seek rezoning of this property to accommodate future townhouse development.
- Colter Street will extend east from Mountain View Drive and terminate in a cul de sac east of the proposed development.
- All other elements of the proposal are to be carried forward from the proposal originally submitted for rezoning including the specific construction proposed.

The developer will provide the following buffering and landscaping:
- Appropriate landscaping and/or wood fencing will be provided adjacent to lots 6 and 9 Westbrook Avenue (civic nos. 9 and 12). If fencing is provided, it will be located on the Westbrook Avenue properties and those property owners will be responsible for all maintenance and future capital costs.
- The southern boundary of the subject property from Mountain View Drive to the southwestern corner of the property at 9 Westbrook Avenue (abutting the northern boundary of Scottish Enterprises Limited and Loch Lomond Holdings Limited) will be landscaped with an earthen berm and landscaping on top of the berm.
- All landscaping and buffering plans shall be subject to the approval of the Development Officer of the City of Saint John.

The parties acknowledge that the City of Saint John has not formally reviewed this revised proposal and it has not been referred to other agencies for comment. City staff will provide a professional recommendation to Council on the revised proposal after concluding this review which may or may not support the revised application.

City of Saint John

15 Market Square

Saint John NB

Attention: Jonathan Taylor Common Clerk

RE: Proposed Development at 40 Mountainview Drive

To Whom It May Concern:

Please carefully look at this development and do not approve anything which would endanger the homes and quality of life in my neighborhood. I am against the current proposed development because of several problems. If some changes are made and solutions are found I could support the plan.

A great majority of the residents of the James Myles subdivision are strongly opposed to the opening of Myles Drive to the proposed development. A gated entrance for emergency use is not wanted. Who would be responsible for clearing snow and road upkeep on such a right of way? Would this gate make noise? Opening our small neighborhood to the possibility of a big influx in traffic would be dangerous considering the large number of pedestrian traffic we get from Simonds High School. We do not have sidewalks. A thumbs up to open Myles Drive should mean an extensive upgrade to our neighbourhood for sidewalks and signage to make the streets safe.

Pull out a map. If you lived in Forest Hills or along Mountainview Drive which way would you walk to get to the businesses in the Hickey Road area. Which route would you drive? Please keep Myles drive closed.

A map showing the land elevations clearly shows the property behind Westbrook Avenue is on higher ground. Curbing around the parking areas would cause the water flowing down from the forested hills to be diverted into the James Myles Subdivision and cause flooding to our homes. We have ditches and culverts on Myles Drive and most other streets in the neighborhood. We do not have fancy new modern concrete sidewalks like they have in Champlain Heights and Forest Hills, but we pay the same tax rate. In the past powerful rainstorms have caused the closure of McAllister Drive. Removal of the forested area, the free flow of water from flat parking grounds and runoff from the downspouts of the large buildings would contribute to flooding. We have just experienced extreme winter weather of heavy rain and extreme freezing. With climate change this type of weather could become the norm. How will a frozen holding pond help or protect us from a sudden spring thaw accompanied by rainfall. A frozen pond will not thaw quick enough. What recourse do we have if we start getting water diverted to our properties?

The two large parking areas would require snowplowing. Where would the snow be piled? Would care be taken to open the storm drains in winter and fall? Large snow mountains would compound any flooding problems.

The water comes from the forested hills and floods the valley, including the Glen and the primary shopping mall district of the city. This extra run off will just add to the existing problems. Currently a

review is underway to address the flooding problems in the nearby **Golden Grove holding pond** and Glen Falls area. Should city planners and engineers first find a solution to this problem before proceeding with a project that could very well add to the flooding? Where is the water going to go? Please know the answer before approval. This new development and holding pond are uphill from the flood plain.

How many lights would be installed in the parking lots and on the apartment buildings? Where would they be placed? These should be directed away from our homes. Protection from light pollution should be considered. Flood lights are ugly and harmful to our health.

This subdivision has enjoyed a suburban life with a bit of a rural setting except for the noise of the nearby Irving Oil Refinery. We frequently see deer and other wildlife in the neighborhood. Many people enjoy extensive gardening and bird watching. This influx of traffic both vehicle and pedestrian would be a big adjustment.

Gobsmacked! A dog park is not something any sane person would want bordering on their property. A dog park would cause a daily nuisance of noise and agitate (cause barking) the dogs already living in our subdivision. This dog park would be on city property so anyone can come over park on the streets and take their dog inside the park. How could it be exclusive to folks living within the proposed development? It is public property. The proposed dog park borders every property along the north side of Westbrook Avenue. I think it is silly to think a dog park belongs in the middle of a residential area. The city recently closed several playgrounds for children, including one in nearby Champlain Heights. How can you justify spending tax dollars on recreation for dogs? Dog parks are trendy, but society has done fine without them for centuries. We already have dog parks at Rockwood Park and at the nearby Little River Reservoir (well within walking distance). A dog park simply does not belong in a residential area. The public greenspace should remain a greenspace with trees/shrubs. The trees would act as a sound barrier to help absorb and protect us from noise pollution, both from residential and industrial fall out including the City Works Department on McAllister Drive.

Another concern I have is garbage removal from this proposed development. Highmeadow Park and other townhouse developments in the city are on private property and do not receive the same door to door pick up service by the sanitation department. If your street is private property you pay for trash removal, but the city will pick up at certain private developments like Tartan Street and Highmeadow Park if the garbage is piled in designated areas. One designated area for Highmeadow residents to pile their garbage is located along Silverstone Street and it is a huge eyesore and the garbage blows throughout our neighbourhood. People entering our subdivision via Silverstone Street are getting a very bad first impression of the neighbourhood. Who will be responsible for garbage removal from this big influx of residents? Will the streets be private or public? Community garbage piles save the city from providing door to door pick up, but it is very ugly, and it attracts wildlife. Garbage piles allow residents to abuse the system because you cannot police who is improperly throwing garbage into the pile.

Please evaluate my concerns of safety, flooding, light pollution, garbage pollution, sound pollution and carefully decide what can be done. Keep the greenspace.

Please come visit this site and get a true vision of it's potential.

Thank you for your consideration of this matter,

Sharon Fournier

Larry Fournier

Sharon & Lawrence Fournier

2 Westbrook Avenue

Saint John NB

E2J 3B2

sharonfournier@hotmail.com

506 696-3753

Feb,15,2019

City of Saint John

15 Market Square

Saint John, N. B.

Attn. Jonathan Taylor-Common Clerk

This letter is to inform you of my objection to certain proposals to be implemated on property at 40 Mountain View Drive. This land has changed ownership from Bob Darling to John Rocca. The new owners have submitted designs and plans for new builds. The plans for these buildings themselves are NOT the issue. One issue is ....The connection to Myles Drive and possibly a connection to Garnett Road (if needed in the future)!!

The discusion of ammending previous decisions

by a former common council should not be entertained. We, the home owners of Silverstone, Westbrook, Myles and Garnett RD., have fought long and hard with said council and we WON the arbitration thus keeping any link to Myles Drive and Garnett Road from happening and thus maintaining the lifestyle we have come to enjoy.

This proposed link, of a Pedestrian Walkway and Emergency Vehicle Roadway, is simply 'A FOOT IN THE DOOR'. We all know that down the road this connection will be made a permanent connection thus opening our subdivision up to a huge volume of traffic. (high rise of 75 units plus multiple townhouse units).

Our subdivsion has always had a high number of walkers , both elderly and young enjoying a stroll on our roads. These roads have NO CURBS OR SIDEWALKS thus exposing any walkers to danger should such a volume of traffic be funneled onto our roads.

I must state the I am not against the building of this developement. It is important for Saint John to have growth thus employment but not at our

expense!!!

Respectfully,

Doug Maclean

6 Myles Drive

Saint John, N. B.

506-696-3548

12 Westbrook Avenue
Saint John, NB
E2J3B2
February 20, 2019

City of Saint John Common Council
Market Square
Saint John, NB

Att: Common Clerk

RE: PROPOSED MUNICIPAL PLAN AMENDMENT – 40 MOUNTAIN VIEW DRIVE

As part of the Calabria Estates Proposal by 048367 N.B. Ltd. under the section of Area Improvements, they are asking the City to build a Dog Park on the Land for Public Purposes.

This parcel of land borders the rear of most of the existing residential lots on Westbrook Avenue. The City owned land currently has a small storm water retention pond on it's western end and the rest is the original treed area which acts as a buffer to the proposed development. This parcel of land is an irregular shaped lot and has an average width of only 50 feet ±.

Dog Parks are normally part of larger recreational areas (ie. SJ Dog Park – Hawthorne Ave. Ext., Chown Field-Paul Harris Street, Little River Reservoir Park, and other options are Rockwood Park and Irving Nature Park.) These Dog Parks are not directly adjacent to residential lots where a group of dogs playing and barking could disrupt neighbouring residents.

We do not feel a Dog Park is an appropriate use for this parcel of land and we would appreciate your consideration of the above concerns.

Sincerely,

John D. McAulay
Deborah McAulay

John & Deborah McAulay

To Jonathan Taylor,
To the Council in care of the Undersigned.

This is my written objection to the proposed municipal Plan Amendment RE: 40 Mountain View Drive.

I am Brenda Partridge, and I live at 6 Silverstone Street. I want to keep our roads closed in the sub division.

I agree with everything Darlene Hersey (8 silverstone St) has said, about keeping our roads closed. I do not want a huge influx in traffic and theft in our area. She also mentioned getting ATVs racing up and down the street, which I have seen and heard.

Thank You.

Brenda Partridge

January 28, 2019

City of Saint John
15 Market Square
Saint John, N.B.

Attn: Jonathan Taylor - Common Clerk

I am aware they is a request for a municipal plan amendment for land at 40 Mountain View Drive. Many years ago, our sub division was in a huge dispute with the previous owner because he wanted the roads opened in our sub division. Our sub division includes. Westbrook Ave., Silverstone St., Myles Drive and Garnett Rd.

There was total disregard for our quality of living so it became necessary for us to form an association which is quite large and to defend our right to maintain our quality of living as taxpayers of the City of Saint John. After many months of council meetings and a meeting with the then owner and our association, it was agreed upon that our roads would remain closed and the property on Mountain View would be a stand alone sub division with access from Mountain View onto Colter St. As well, berms were to be built or left at the end of Westbrook Ave. and the Highmeadow Park area and at the end of Myles Drive. The previous owner did not live up to any of this and we have seen an increase in foot traffic, theft and property damage in our sub division because there is now clear foot access from our sub division to this noted property. As well, we also now have atvs racing up and down the roads due to the open access.

There are no sidewalks in our sub division, it is widely used by people who walk with their pets, their children and we often see kids out playing. The current infrastructure would not support an increase in traffic and will require the city to do upgrades. We all know there is no money for this.

I am not opposed to growth but the growth has to be proper. If you check, at one time Century 21 tried to build on this land and could not because of the amount of water that flows there. It was felt the land would not support that heavy a build. It is important the water table be considered because any change in the land could result in flooding for the residents who live on Westbrook Ave. and whose properties border this Mountain View property.

I am looking at the site map and it looks like a roadway to Garnett Rd is in picture, which means that road is looking like it may be opened to thru traffic. As a taxpayer who will be affected by this build, I am unable to support it without a guarantee of the following:

Roadways in our sub division are to remain closed as was agreed upon previously by the city of Saint John, with no direct access to this proposed sub division from Silverstone St., Westbrook Ave., Myles Drive or Garnett Road. There is no need for Myles drive to be opened to foot traffic or emergency vehicles. Access for emergency vehicles is quicker via McAllister Drive and Mountain View. Foot traffic should also be directed to Mountain View and McAllister Drive. There should be no need to this access via access to any of our streets in our sub division.

A study be done on the water that flows behind the homes on Westbrook Ave that border the Mountain View property to ensure that a build does not redirect and start flooding these homes. It appears contractor wants underground parking for a multi unit building. How many units and as previously stated, Century 21 could not build there due to the water and the land not supporting the build.

The tree line behind the homes on Westbrook Ave that border this Mountain View property remains and all berms that were agreed to previously be put in place.

This proposed build at Mountain View be a stand alone sub division independent of any access to our sub division. Entry and exit should be from Mountain View onto Colter St. as was previously agreed upon.

As well, because of an increase of water use from this build, we need to ensure that a study is done that it will not affect water pressure in our sub division.

Again, I am not opposed to growth and for the most part, I think the concept is a good fit. The only concerns will be those noted above and without a guarantee these agreements remain in place that we had, it will be hard for me to support this build. As a taxpayer, I too have a right to live peacefully in my home which has been owned by my family and now me, since 1976 and not have my quality of living changed because a contractor wants to build.

Trusting you understand.

Respectfully,

Darlene T. Hersey
8 Silverstone St.

Saint John, N.B.
506-639-5051

February 20, 2019

City of Saint John
15 Market Square
Saint John, N.B

Attn: Jonathan Taylor – Common Clerk

We are writing with regards to the municipal plan amendment for land at 40 Mountain View Drive. We live on Silverstone Street with our neighbours on Westbrook, Myles and Garnett.

We attended a meeting with the developer John Rocca on February 19th where he revealed plans for the property. It was an excellent meeting and all our concerns and questions were addressed. We are pleased that the property will be developed. The last owner cleared the property of most of the trees and did not proceed with much development. Since then we've had a lot more activity in our subdivision with ATV's that travel down our street coming from access from that property to Myles Drive which has for the most part been left open to foot traffic.

We have no issues with the buildings, landscape and plans for the property which we think will truly be an asset to our city. The **only issue** we have is the proposed emergency/pedestrian access to Myles Drive. We understand that there will be a gate installed by the parking lot and that it may be used in case of an emergency. We do not want this to be left open at all, even with a gate. In case of an Emergency the City's emergency vehicles could get to the 40 Mountain View property either from McAllister Dr to Mountain View or from Mountain Road to Mountain View. We are afraid that having access to Myles Drive now may lead to the road being fully opened at a later date. Currently there are many cars taking a short cut through our streets to get to McAllister Drive so this would cause much more traffic that our streets cannot handle. The last time the property was rezoned in 2008 the City of Saint John agreed with us that the property on Mountain View Drive would be a stand-alone sub division with access from Mountain View only. Myles, Westbrook and Garnett streets would not be accessed from this property and would remain closed.

In closing we appreciate the time you've taken to read our letter. As we've mentioned we are not opposed to the development whatsoever only the proposed Emergency/pedestrian access to Myles Drive.

Sincerely

Robert & Nicole Knox
14 Silverstone Street

Tom Wilson
Myles Drive

Feb.23/2019

City of Saint John
15 Market Square
Saint John N.B.

Jonathon Taylor-Common Clerk

Re: Concern about the ***proposed amendment for the land at 40 Mountain View Road .***

I am writing regarding my concern for the opening of our streets to thru traffic from this proposed sub division .I recently purchased and completely renovated a home on Myles Drive for my elderly parents and myself .I chose this location for my home for a few reasons and wish to bring your attention to the following issues that will arise with this happening.

- Influx in traffic ,we now have a very quiet subdivision where you can sit out and enjoy the quiet of our back yard and deck with increased traffic this will not be possible
- We felt this was a safe subdivision but the more we are exposed to traffic, foot traffic and overall access to our neighbourhood we are exposing ourselves to the unknown
- We currently are without sidewalks (with nothing in the works for any going forward) my parents enjoyed walking but with increased traffic this will not be safe for them without sidewalks .Also for my granddaughter when she is visiting our home to walk or ride her bike.
- The traffic on Loch Lomond Road is congested in the early morning and evening supper hour we do not need to add to this.

I am not against development and the growth of our city, but at what point do we not consider our existing citizens and take in account the taxes we pay in the neighbourhood we chose to live in !

Yours sincerely,

Tom Wilson

12 Westbrook Avenue
Saint John, NB
E2J 3B2
March 15, 2019

Planning Advisory Committee
c/o City of Saint John
Growth and Community Development Services
P.O. Box 1971
Saint John, NB
E2l 4L1

Att: Planning Advisory Committee

RE: PROPOSED MUNICIPAL PLAN AMENDMENT – 40 MOUNTAIN VIEW DRIVE

As part of the Calabria Estates Proposal by 048367 N.B. Ltd. under the section of Area Improvements, they are asking the City to build a Dog Park on the Land for Public Purposes.

This parcel of land borders the rear of most of the existing residential lots on Westbrook Avenue. The City owned land currently has a small storm water retention pond on it's western end and the rest is the original treed area which acts as a buffer to the proposed development. This parcel of land is an irregular shaped lot and has an average width of only 50 feet ±.

Dog Parks are normally part of larger recreational areas (ie. SJ Dog Park – Hawthorne Ave. Ext., Chown Field-Paul Harris Street, Little River Reservoir Park, and other options are Rockwood Park and Irving Nature Park.) These Dog Parks are not directly adjacent to residential lots where a group of dogs playing and barking could disrupt neighbouring residents.

We do not feel a Dog Park is an appropriate use for this parcel of land and we would appreciate your consideration of the above concerns.

Sincerely,

Deborah McAulay
John D. McAulay

John & Deborah McAulay

1903190523 ////////

3757 B3K ////////

anning Advisory Committee
o City of Saint John
owth and Community Development Services
O. Box 1971
int John NB
L 4L1

N AMENDMENT - 40 MOUNTAIN VIEW DRIVE

March 19, 2019

From David + Darlene Cunningham
4 Westbrook Ave
E2J 3B2

To Planning advisory Committee + City Council

This letter is about the rezone of
40 Mountain View Drive

Living at 4 Westbrook Avenue for 40 yrs. has been good. We have lived with water running accross the back yard all this time. This problem has increased when Mr. Darling removed top soil from his lot, he also cut down most of the trees. We were glad that he left 20' tree line but it did not help with the water problem.

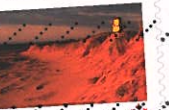
1. I would hope the 20' tree line will remain, or add to it.
2. Put Drain line behind Westbrook Ave.
3. The Appartment building remain at 4 stories
4. Low Density residental! Not medium density
5. No Dog Park.
6. Does gated comunity mean fence all arorend?

Darlene Cunningham

David Cunningham

1903210450

3757 B3K



Advisory Committee c/o

St John,

+ Community Development Services

Box 1971 Saint John N.B.

E2L 4L1

From: onestop
To: Burgess, Aimee
Subject: FW: 40 mountain road
Date: March-14-19 4:16:59 PM

Paula Hawkins
One Stop Development Shop
Permitting & Inspection Services
10th floor – City Hall
Saint John, NB E2L 4L1
(506)658-2911
paula.hawkins@saintjohn.ca
onestop@saintjohn.ca

From: Valeen Aubin [mailto:valeen18@hotmail.com]
Sent: March-14-19 2:31 PM
To: onestop
Subject: Re: 40 mountain road

Sorry I forgot to include my name
Thank you
Valeen Aubin

From: Valeen Aubin <valeen18@hotmail.com>
Sent: March 14, 2019 2:25:51 PM
To: onestop@saintjohn.ca
Subject: 40 mountain road

To whom it may concern,
I am a resident of Garnett Road and can not make it to the meeting due to working night shift. I have a very big concern about this project we just moved here to Saint John back in May of last year. We came from the country and wanted to buy a house here in the city. We looked at a few different places and nothing fit until we seen this house here on 181 Garnet Road. We fell in love with how quiet it was how much it felt like you still lived in the country but had amazing city views. We plan on raising a family here because of the country feel and the convenience of living in the city, these apartment and townhouses would ruin everything, there would be no more privacy, no more amazing views at all, No More Country feel. I sure do not want to be out around my yard and looking into the backs of these apartment buildings/townhouses, that's not why I moved to Saint John, that is not why I bought this piece of property. This street is a very close-knit community I know when we first initially looked into buying this property we were told a long time ago that they tried to build on that land that is for sale and all of the neighbors got together and put a hold on it because we all know what this little tiny Road has to offer.
I know about a month ago or so they were here digging giant test holes to test the soil I'm assuming it's the same company and I do not appreciate that they were digging on part of my land I even called the city to put in a complaint and they were going to look into it (and by the

way I did not hear anything back). If they are getting away with things like this what are they going to do when and if they build here on this property. I went out and was even trying to talk to the people that were here working on my property they wouldn't even come near me so I told them to get off of my land which they did but they had no right to be on my land.
I really hope these plans do not go through I do not want to lose my little piece of heaven here in the city. We love it here

From: onestop
To: Burgess, Aimee; Reid, Andy (Planning)
Subject: FW: 40 Mountain rd development
Date: March-27-19 9:41:22 AM

This was an email that came in yesterday at 3pm

Paula Hawkins
One Stop Development Shop
Permitting & Inspection Services
10th floor – City Hall
Saint John, NB E2L 4L1
(506)658-2911
paula.hawkins@saintjohn.ca
onestop@saintjohn.ca

From: Samantha Aubin [mailto:samaubin2014@gmail.com]
Sent: March-26-19 3:06 PM
To: onestop
Subject: 40 Mountain rd development

To whom it may concern,

I am a resident of 181 Garnett Rd and can not make it to the meet tonight as planned. I do NOT approve the opposed build... My wife and I bought our home last May and we bought this property solely on the amazing city views and privacy we have... I do not want that view obstructed by a huge 6 story apartment building and town houses... There are so many more lots available in the city to build something this big that wouldn't obstruct any residents views., For one example, Consumers Drive... I am aware that this was tried before and was shut down and I have hopes that it again gets shut down tonight!!!

Thank you for your time.
Sincerely,

Samantha Aubin