



# Planning Board Agenda

**June 30, 2021**

- 1) Call to Order 12:00pm
- 2) Approval of the Agenda
- 3) 129 South Drive – Zoning Bylaw Amendment
- 4) 515 Central Street – Official Plan and Zoning Bylaw Amendment
- 5) Adjournment

June 30, 2021

Department/Committee: Planning Board

Subject: 129 South Drive - Zoning Amendment

**SUPPORTING EXPLANATION:**

*Purpose:* The purpose of the zoning amendment is to allow a semi-detached dwelling on the existing 0.21 acre lot.

**Semi-Detached** means a building that is divided vertically into two side-by-side dwelling units. Both units are constructed directly on grade and separated from each other by a vertical wall of concrete or masonry firewall. Semi-detached dwellings require individual public utilities and street frontage for each dwelling unit and can be subdivided as per Section 8.15.

*Background:* An application was received from Claire and Andrew Carr for PID #68015 to amend the City Zoning Bylaw zoning from Single Family Residential (R1) to Low Density Mixed Residential (R2) zone. A public meeting was held on June 22, 2019 and Council gave first reading on the same date. Prior to the City's public notification process, the applicant chose to prepare a letter of intent/concept drawing and circulated it to neighbours in the area (door to door contact was avoided to respect COVID social distancing restrictions).

*Report:* Under section 5.7 of the zoning bylaw when Planning Board reviews a zoning bylaw amendment, it has to consider the following general criteria, as applicable:

a. *Conformity with all requirements of this Bylaw.*

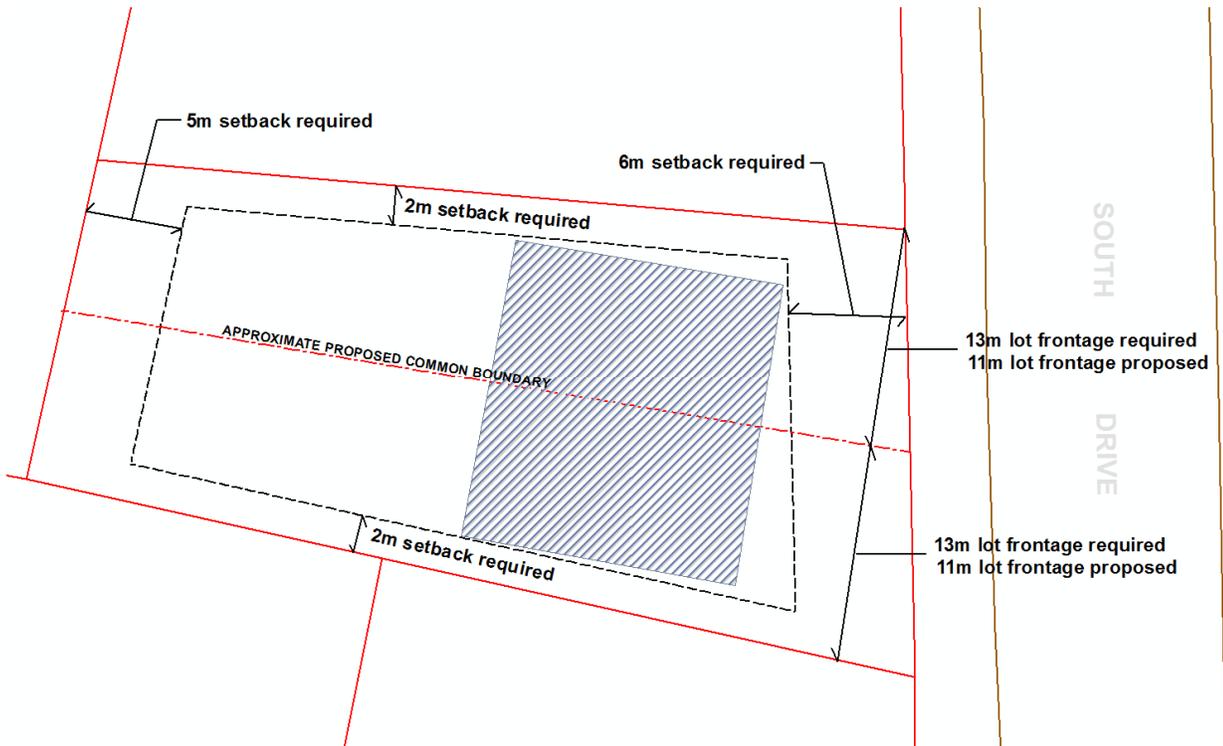
Staff Comment: This application requires a zoning map amendment. If Council approves the zoning map amendment from R1 to R2, the applicant will be permitted to construct one of the following structures, a single family, a semi-detached dwelling or a duplex dwelling on the existing property.

b. *Conformity with the Official Plan.*

Staff Comment: The rezoning conforms to the Official Plan as the land use is residential.

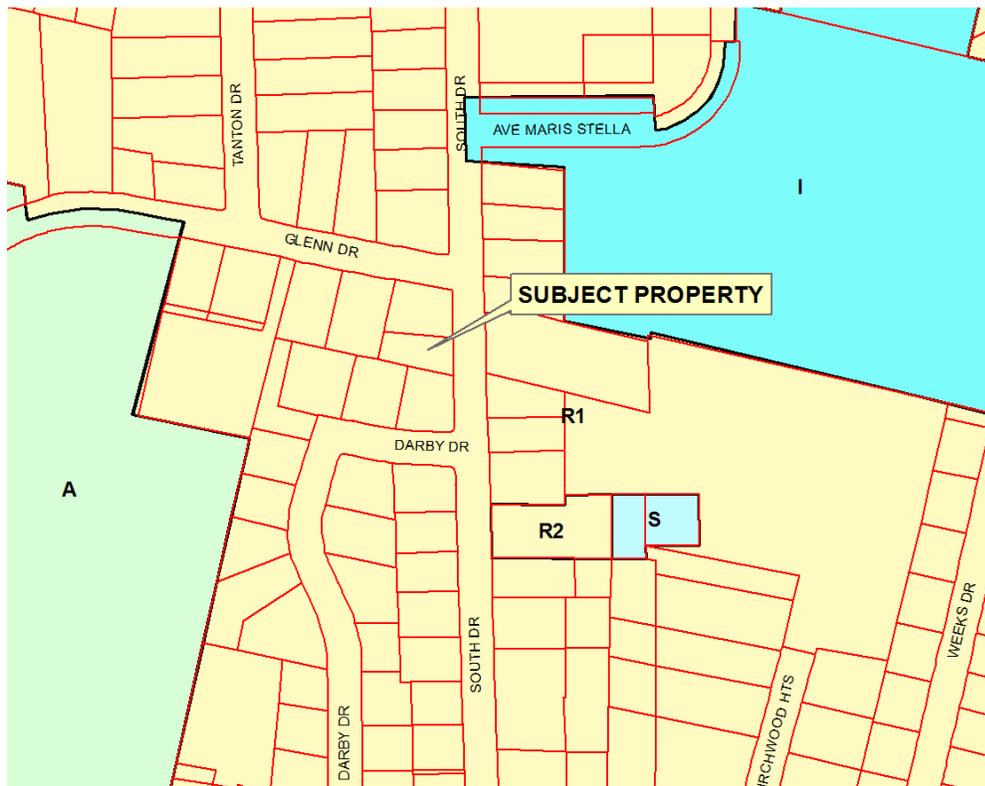
c. *Suitability of the site for the proposed development.*

Staff Comment: The subject property was created as a result of a previous subdivision, the property at 12 Glenn Drive was subdivided from this property. This property is currently vacant, there was a single-family dwelling on the property until 2020. Should a semi-detached dwelling be constructed, a major variance to lot frontage(s) would be required, the existing driveway access will have to be altered to accommodate a second driveway and a second set of services (water, sewer and electric) would be installed by the developer, as per the City's specifications and requirements. The major variance (estimated to be approx. 15%) is for lot frontage (width), meaning the variance would have no impact on the setbacks to the abutting neighbours. See map below. The maximum building height (10.5m/34.4') in the R1 and R2 zone are the same. The side yard setback in the R1 zone is 2.5m (8.2 ft), whereas, the side yard setback in the R2 zone is 2m (6.5').



d. *Compatibility of the proposed development with surrounding land uses, including both existing and projected uses.*

Staff Comment: The abutting properties are all zoned Single Family Residential (R1). There is a R2 zone property approved lot at 156 South Drive (rezoned in January 2018). Single family dwellings and semi-detached dwellings are compatible as they are both forms of low density housing.



e. *Any comments from residents or other interested persons.*

Staff Comment: A public meeting was held on June 22, 2021. The public meeting notice was advertised in the June 8<sup>th</sup>, edition of the Guardian. Thirty-two (32) letters were mailed to eighteen (18) property owners. Claire Carr spoke providing an overview of the proposed intent for the rezoning. The applicant choose to prepare a letter of intent/concept drawing and circulated it to neighbours in the area (door to door contact was avoided to respect COVID social distancing restrictions), a copy of the letter and drawing was read/displayed at the public is attached to this report. The Development Officer received a call from a Roxanne Menzies and she in turn submitted written comments. Written comments from John Dymont (9 Darby Drive), Kevin Menzies (12 Glenn Drive), Roxanne Menzies (no address provided, but is related to the previous property owner) and Ann Gallison (136 South Drive). T+3he written comments were read at the Public Meeting on June 22, 2021. No one from the public, other than the applicant, spoke at the public meeting. The applicable concerns of written comments are addressed throughout this report.

f. *Adequacy of existing water, sewer, road, storm water and electrical services, city parking and parklands for accommodating the development, and any projected infrastructure requirements.*

Staff Comment: The City's water supply and sewer treatment systems can handle the additional loading created by the change in zoning. The applicant may be able to use the existing water and sewer service on the lot for one side of the semi-detached dwelling, the applicant is responsible to install the new water and sewer service from the main to the proposed building for the other side of the semi-detached dwelling. South Drive is a collector street. The net increase to the existing traffic flow, as a result of the rezoning, will be a negligible amount of volume on South Drive. This rezoning has a minimal impact on the City's storm drainage system. South Drive has 3-phase electrical service available to service the proposed semi-detached dwelling.

g. *Impacts from the development on pedestrian/vehicular access and safety, and on public safety generally.*

Staff Comment: The existing driveway access meets TAC standards, the developer is proposing to construct a semi-detached dwelling, the developer will be responsible for any costs associated with relocating the existing driveway and/or installing a second driveway for the development. There is an existing sidewalk on the east side of South Drive for pedestrian traffic.

h. *Compatibility of the development with environmental, scenic and heritage resources.*

Staff Comment: No negative impact.

i. *Impacts on City finances and budgets.*

Staff Comment: Not applicable

j. *Other matters as specified in this Bylaw.*

k. *Other matters as considered relevant.*

Staff Comment: There is no evidence to support, residential property assessment values are effected negatively as a result of new residential development. Concerns were raised regarding the preservation of the mature trees on the property. The City zoning bylaw does not apply to the matter of preservation of trees on private property. Any residential dwelling may have a maximum of 6 parking spaces.

**RECOMMENDATION:** City Staff supports the application, from Claire and Andrew Carr to rezone from R1 to R2.

As per Section 5.10 (b, iii) of the Zoning Bylaw, the Planning Board shall make a recommendation to Council on this application before it is approved or denied.

The planning board recommendation whether carried or defeated will be brought forward for Council for a final decision.

**PLANNING BOARD RECOMMENDATION:** The application received from Claire and Andrew Carr for PID #68015 to amend the *City Zoning Bylaw* from Single Family Residential (R1) to Low Density Mixed Residential (R2) zone be recommended to be approved by Council:

Moved by: \_\_\_\_\_ Seconded by: \_\_\_\_\_

**Motion:**

Carried	
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For	
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Defeated	
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Against	
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**Letter Circulated by the Applicant to Neighbours**

Claire Carr 197 Cambridge Street Summerside PE C1N 1N1  
17<sup>th</sup> May 2021

Dear -----,

My husband and I recently purchased 129 South Drive and I am writing to you as your new neighbor. As you may have noticed, we have demolished the old dilapidated home which was in terrible condition. It is our intention to build a lovely new property on the land, in-keeping with the area, and which will hopefully help to increase property values.

We are currently in the process of applying to the City for all of the necessary permissions and permits to start this new build. We are looking to build a semi-detached home on the property, which would be the same size as a large family home, no bigger. We wanted to try to give the neighbors an idea of what we are looking to build, so I've included a couple of pictures of what the building may look like, depending on build costs.



I am reaching out to each of the neighbors ahead of time, to see if anybody has any questions or concerns regarding our intentions with the property, so that we can try to address them in a timely and neighborly fashion.

If you would like to contact me regarding the new build, please don't hesitate to. You can reach me at the above address, or for an immediate response, please feel free to email me at [ccarr81@eastlink.ca](mailto:ccarr81@eastlink.ca)

Kind Regards  
Claire

## Written Comments Received

*Email to Linda Stevenson*

Was just talking to Bruce MacDougall to register my objection to proposed change of this lot to R2

This is one of the smallest lots in the area and a 2 story duplex on it will stick out like a sore thumb !!

It will necessitate another driveway between 2 intersections 1 short block apart on one of the busiest streets in the province.

It will be architecturally incompatible with surrounding structures.

The reason for requesting a rezoning should be something more than " we want to do it !! ".

Sticking duplexes among single family dwellings does nothing to increase the value of the latter and indeed may impair the value!!

It is obvious to me, and should be to council that the rezoning request process needs a lot of work !!

Sincerely  
J.M. Dymont  
9 Darby Dr.  
Summerside.

*Hand Delivered Letter to Linda Stevenson*

I am not in favour of zone (R1) changing to zone (R2), once the zone is changed from R1 to R2 it can never be changed again.

Reasons: The proposed size and height is out of proportion with the other homes in the area being single family homes, no semi-detached homes (which is like having 2 homes side by side). Also, this would be like having neighbours looking down at the rest of us. Traffic would be heavier and could be as many as 4 cars, since it is two double door garages. I feel the property values for smaller homes would decrease not increase in value.

In the letter Carr's sent out, it mentioned, depending on the building costs, and then would it just be whatever? It seems to me that the Carr's is using this idea to make a large sum of money off this property by reselling it at the expense of other people in this area.

Sincerely,  
Ann Gallison

*Hand Delivered Letter to Linda Stevenson*

I would like the zoning bylaw to remain unchanged as single family residential. There is good harmony here.

I think that a semi-detached building would be too large for a lot that size. Two more driveways on South Drive would add to the congestion. The neighborhood is better with single family residential.

Yours truly,  
Kevin Menzies

*Email to Linda Stevenson*

I hope that you are enjoying the warmer temperatures.

I won't be able to attend the City Council meeting in person, but will definitely be watching via the live stream.

I don't really have an issue with a semi-detached being built at 129 South Drive assuming that the building is similar to those provided in the letter from Claire (i.e., a little under 3,000 sq. feet total).

My only request is that they try to keep as many trees on the property as possible, especially the two that are closest to the property line with 12 Glen Drive (perpendicular to South Drive). These are beautiful, mature trees that enhance the look and feel of the neighbourhood and I'd hate to see them torn down.

Regards,  
Roxanne  
425-503-6447

June 30, 2021

Department/Committee: Planning Board

Subject: 515 Central Street (Official Plan and Zoning Amendment)

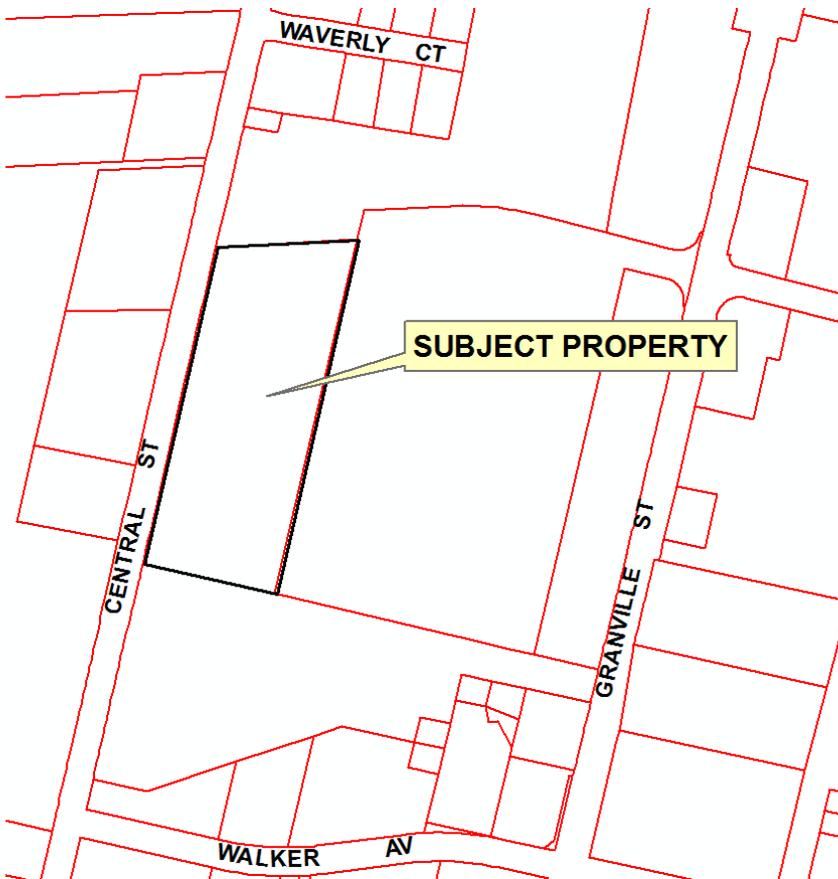
**SUPPORTING EXPLANATION:**

*Purpose:* The purpose of the official plan and zoning amendment is to allow an Automobile Sales Establishment in the proposed Service Commercial (C2) zone.

**Automobile Sales Establishment** means a *building*, or a clearly defined space on a lot used for the sale of 3 or more, new or used *vehicles*, which may also include an *automobile body shop, repair shop, or washing establishment*.

*Background:* An application was received from Centennial Motors Ltd. for a portion of PID #663211 to amend the *City Official Plan* from Residential land use to Commercial land use and the *City Zoning Bylaw* from Single Family Residential (R1) zone to Service Commercial (C2) zone. A public meeting was held on June 22, 2021 and Council gave first reading on the same date.

**Map indicating portion of property to be rezoned to R4**



*Report:* Under section 5.7 of the zoning bylaw when Planning Board reviews a zoning bylaw amendment, it has to consider the following general criteria, as applicable. Under Section 8.4 of the Parks and Green Space Plan, the criteria of b,c,e,g and h must be considered:

a. *Conformity with all requirements of this Bylaw.*

Staff Comment: If Council approves the zoning map amendment, from R1 to C2, the applicant will be permitted to construct an automobile establishment subject to a major subdivision process (extension of sewer mains is required) and the C2 development standards as noted below.

<b>C2 zone</b>		<b>Lot area</b>	<b>Lot depth</b>	<b>Frontage</b>	<b>Front yard</b>	<b>Side Yards</b>	<b>Rear yard</b>	<b>Max. height</b>	<b>Flankage Yard</b>
Commercial use buildings	<b>m</b>	690	0	23	7.5	3	6	14	5
	<b>ft</b>	7,427.2	0	75.4	24.6	9.8	19.7	45.9	16.4

b. *Conformity with the Official Plan.*

Staff Comment: The rezoning conforms to the Official Plan Section 5.4.2 (North Granville Commercial Area). The proposed amendments have no impact on the Parks and Green Space Plan.

**Objective**                      **To support development in the North Granville Street commercial area**

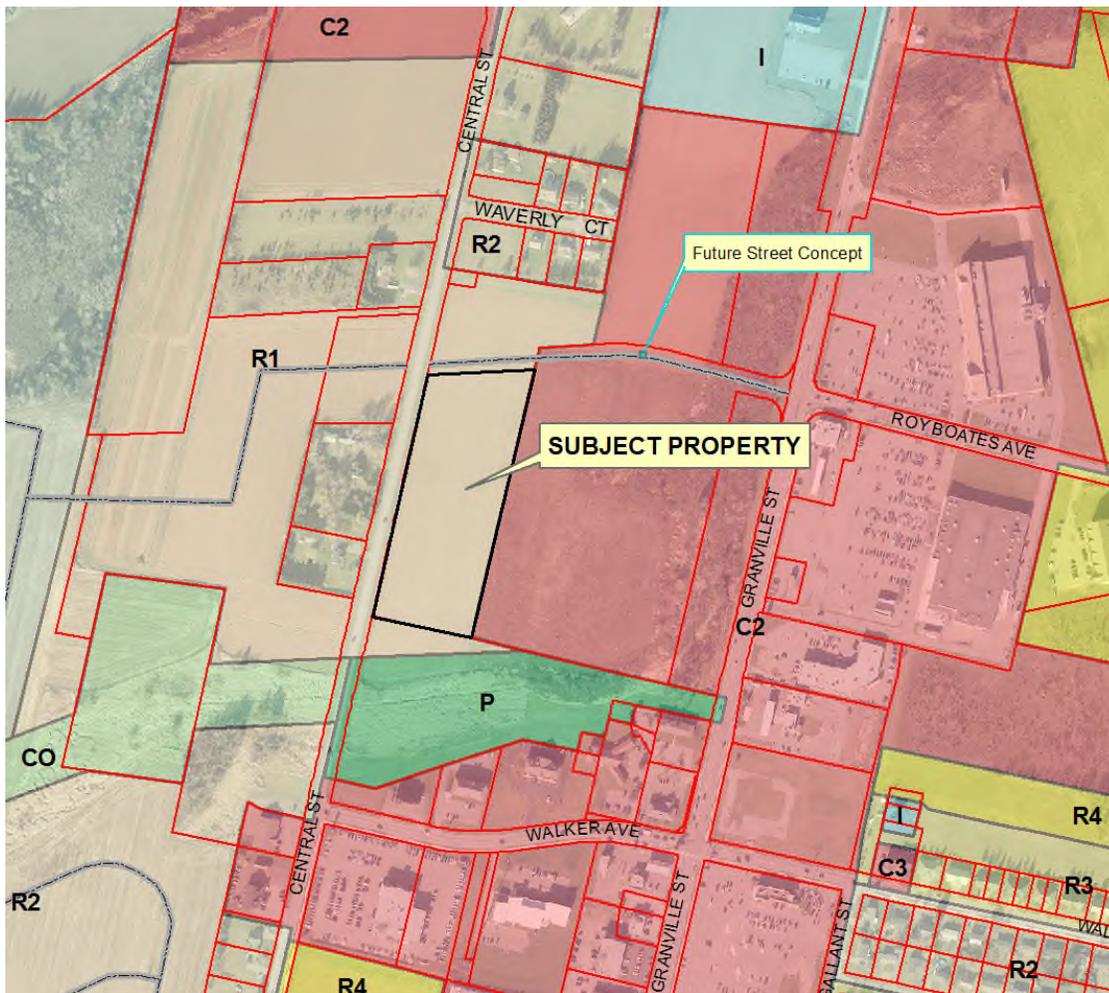
<b>Policies</b>	<b>The following are Council’s statements of policy</b>
	1. <i>Reserve the area primarily for retail commercial uses, together with supporting service commercial uses.</i>
	2. <i>Promote good transportation access to the area by:</i> <ul style="list-style-type: none"> <li>a) <i>retaining both the Central Street and Granville Street accesses onto Highway No.2 to all forms of traffic, including pedestrians and cyclists;</i></li> <li>b) <i>improving east-west road access across the City along the Pope Road axis, with connections south to Water Street East;</i></li> <li>c) <i>Consider requiring rear access roads for all new commercial developments along Highway No.2.</i></li> </ul>
	3. <i>Require that future, east-west road access is reserved through the designated commercial area north-east of Granville Street and Walker Avenue, to allow for further commercial expansion over the very long term (ie. 15+ years).</i>
	4. <i>Provide for convenient pedestrian access to the commercial area from surrounding housing areas.</i>
	5. <i>Promote high urban design standards for commercial buildings and spaces.</i>
	6. <i>Require and promote more landscaping and tree planting to improve the appearance of Granville Street and to break up the monotony of large parking lots.</i>

c. *Suitability of the site for the proposed development.*

Staff Comment: This 5.61 acre site is suitable for commercial land use. Commercial development on the east side of Central Street North is an extension of the North Granville Street commercial area.

d. *Compatibility of the proposed development with surrounding land uses, including both existing and projected uses.*

Staff Comment: The subject property abuts two uses, the land use to the immediate east is zoned C2. The lands to the immediate south has a split zoning of R1 and Parkland. The lands to the west are zoned R1. The rezoning from R1 to the proposed C2 would be compatible with the abutting property to the east and Central Street acts as a buffer between the existing R1 land on the west side of Central Street. There is a future street concept to connect Granville Street to the vacant residential lands on the west side of Central street.

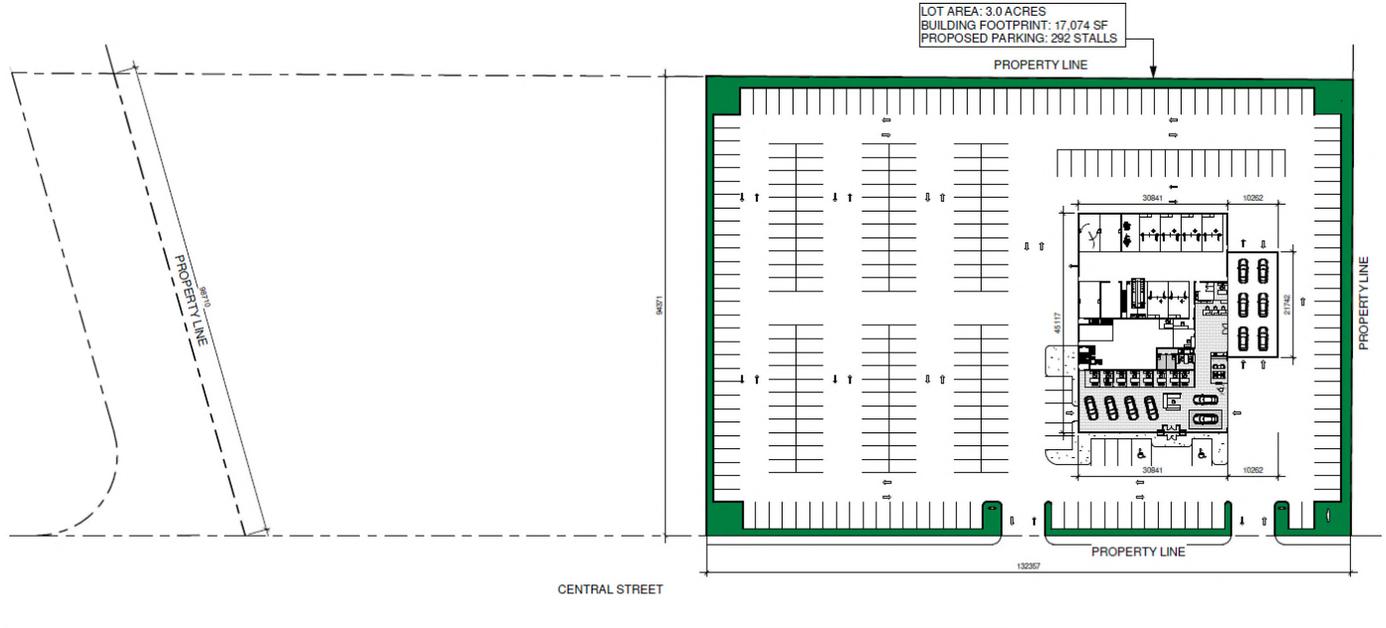


e. *Any comments from residents or other interested persons.*

Staff Comment: A public meeting was held on June 22<sup>nd</sup>, 2021. The public meeting notice was advertised in the June 8<sup>th</sup>, edition of the Guardian. Five (5) letters were mailed to eight (8) property owners. Ira Kember (Centennial Motors Ltd.) provided an overview of the development, as well as concept drawings (see below), and noted that the dealership will blend with those in the area. George Harris (514 Central Street) and Wayne Biggar (510 Central Street) spoke at the public meeting. Mr. Harris expressed his opposition to the rezoning as the land should remain as R1. He was concerned about exterior lighting/signage being a nuisance to him as he has health issues in that regard. Mr. Biggar was neutral on the rezoning, however he was concerned that the dealership may create more foot traffic as

he currently does not experience pedestrian traffic and feels his property has a country feel yet is in the City. He also had questions regarding the sewer main that would have to be extended to accommodate this development. No written comments were received on the application. The applicable concerns of public comments are addressed throughout this report.

## SITE PLAN



## CONCEPTS

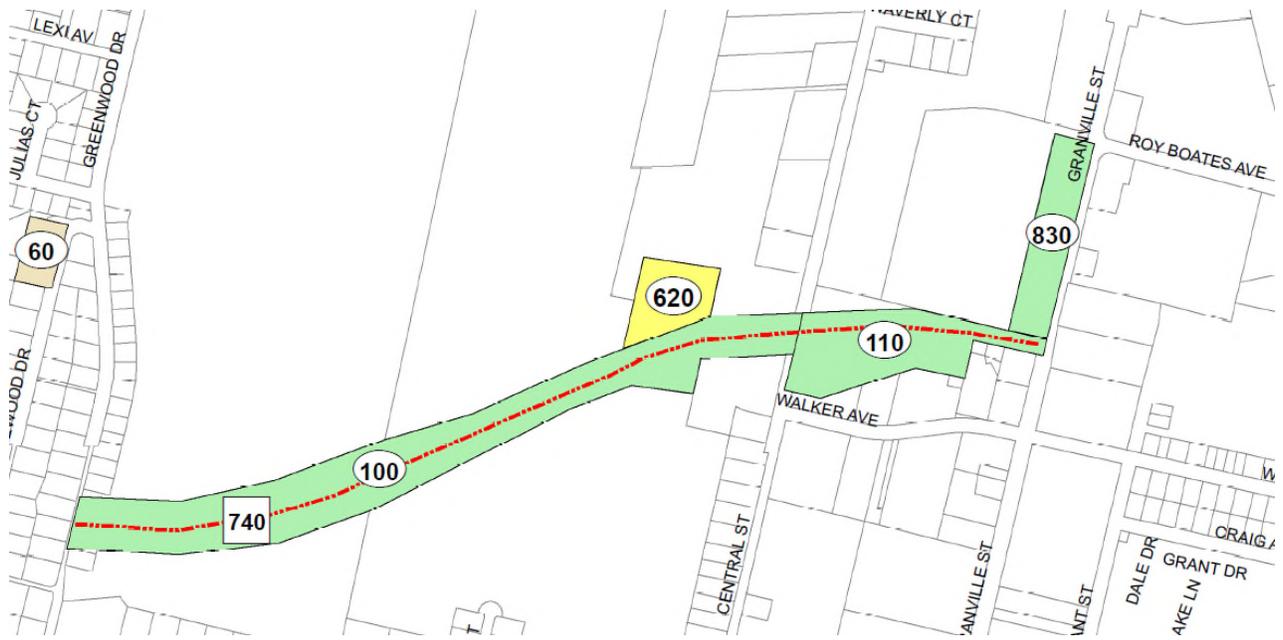


- f. Adequacy of existing water, sewer, road, storm water and electrical services, city parking and parklands for accommodating the development, and any projected infrastructure requirements.

Staff Comment: Central Street has a 250mm distribution water main on the east side of the street that can handle the water requirements for this change in zoning. The Developer is responsible for any new water mains and service requirements and the connection to the City water distribution system. Central Street has a 300mm trunk sewer main just north of Walker Avenue that will have to be extended as a sewerage collection main to service this property and properties on the other side of the road. The Developer will be responsible for the design and installation of this new sewer main but the other property owners that benefit will be applied a latecomer charge based on applicable frontage with Council approval. The frontage breakdown and map overview for cost allocation and latecomer breakdown fees are attached. The city's trunk sewer main can handle the additional sewer loading from this development. The Developer is also responsible for all new service connections to the main. Central Street is an existing collector standard street and will handle the additional traffic as a result of this rezoning. There is an existing ditched storm drainage system on Central Street abutting the property. The development will be required to have an onsite drainage system to be piped to the existing ditch system. The on-site system will be required to be designed to only allow drainage to drain to the system based on the R1 designation. The system will have to retain the additional drainage and slowly allow it to flow into the City system based on the R1 rate calculations. Central St has 3-phase overhead electrical service available to service the proposed automobile establishment. If existing poles are required to be relocated for the development the developer is responsible for all associated costs. Underground services required an engineered drawing to be submitted to Summerside Electric for approval. Please note that pad-mount transformers have a 6-month lead time and require a signed letter of intent before an order will be placed. Parkland is not a requirement for commercial developments.

- g. Impacts from the development on pedestrian/vehicular access and safety, and on public safety generally.

Staff Comment: Vehicular access will be limited to meet TAC standard setbacks from the future street intersection (Roy Boates extension). There is currently no sidewalk in this area. There is a future greenway (740, Platte River) to the south of the subject property, intended to be a connection from Greenwood Drive area to Granville St.



*h. Compatibility of the development with environmental, scenic and heritage resources.*

Staff Comment: There are no compatibility issues regarding environmental, scenic or heritage resources.

*i. Impacts on City finances and budgets.*

Staff Comment: There will be costs to the City, as a sanitary sewer main extension is required. At this time, the City is not asking property owners to connect to the new proposed sanitary sewer main, the option is there for the property owners to take advantage of. The City would like to have all the residents on the sewage collection system to ensure the sewage is properly treated/utilized and there is no threat to any of the city's nearby water supplying wells and the city's ground water supply. The city will notify the property owners of the project timelines and to get a location for the sewer lateral for their property. When the project is completed and the properties are capable of being serviced, a latecomer charge letter will be sent out to all benefiting property owners to explain their contributions. Six months after this latecomer charge letter has been sent, the City will start charging the properties for the sewer service standard flat rate. The latecomer charges are based on the total project cost divided by the applicable frontages.

The property at 510 Central Street, has a small percentage of applicable frontage (4m). The property owners are required to pay the latecomer charge when they utilize the new sewer main by connection or by subdividing their lands. Interest is applied on the latecomer charge for 5 years and if nothing is done for 20 years the latecomer charge is waived. The water and sewer bylaws states the following:

*Where water and/or sewer service is available and the premises is capable of being served by same, the utility may order the owners of the premises to connect to the water and/or sewer mains and abandon onsite servicing. When on site services are abandoned, wells shall be sealed in accordance with the PEI Department of Fisheries, Aquaculture and Environment Regulations and septic tanks shall be properly abandoned. Where the owners of a premises do not comply with these orders the Utility may have the work done and the cost shall be billed to the said owner*

*"Where water and/or sewer service is available, the premises is capable of being served and it has plumbing facilities, the utility may bill the owner of the premises for service even if the premises is not connected. Such billing will commence six months after notification that service is available or when the customer connects to the system"*

*j. Other matters as specified in this Bylaw.*

Staff Comment:

*k. Other matters as considered relevant.*

Staff Comment: Mr. Kember indicated that exterior lighting for the proposed dealership would be managed to limit his electric usage/bill, as well as, limiting the impact on surrounding neighbours.

**STAFF REVIEW:** City Staff supports the application, from Centennial Motors Ltd. to rezone from R1 to C2.

As per Section 5.10 (b, iii) of the Zoning Bylaw, the Planning Board shall make a recommendation to Council on this application before it is approved or denied.

The planning board recommendation whether carried or defeated will be brought forward to Council for a final decision.

**PLANNING BOARD RECOMMENDATION:** The application received from Centennial Motors Ltd. for a portion of PID #663211 to amend the *City Official Plan* from Residential land use to Commercial land use and the *City Zoning Bylaw* from Single Family Residential (R1) to Service Commercial (C2) zone be recommended to be approved by Council:

Moved by: \_\_\_\_\_ Seconded by: \_\_\_\_\_

**Motion:**

Carried	
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For	
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Defeated	
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Against	
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**Central Street Sewer Extension to accommodate proposed car dealership development**

11-Jun-21

PID	Owner	Frontage	Exemption	Applicable		%	
				Frontage	Latecomer		
821991	City	118		118		17%	\$ 59,595.96
663211	Developer	228		228		33%	\$ 115,151.52
663211	EVG	50		50	60	7%	\$ 25,252.53
71019	Harris	112		62	61	9%	\$ 31,313.13
651927	Biggar	54		4	4	1%	\$ 2,020.20
663211	EVG	131		131	130	19%	\$ 66,161.62
On site services	City			100		14%	\$ 50,505.05
<b>totals</b>		<b>693</b>	<b>0</b>	<b>693</b>	<b>255</b>	<b>100%</b>	<b>\$ 350,000.00</b>
	<b>Project Estimate</b>	<b>350,000</b>					

City	31%	\$ 110,101.01
Latecomer	36%	\$ 124,747.47
Developer	33%	\$ 115,151.52
<b>Total</b>		<b>\$ 350,000.00</b>

