

Reddin Meadows Public Meeting for R1 to PURD Rezoning Request

November 27, 2019 7:00 pm

Approved Minutes

Development team: John Horrealt, Rob LeBlanc (Fathom), Roger Boychuk (Fathom)

Staff: Kevin Reynolds-Director of Planning, Blaine Yatabe-Town Planner, Jamie Phillips-Recording Clerk

Chair: Jill BurrIDGE

Members of the Public: 37

Members of staff and Council: 6

Jill: Good evening my name is Jill BurrIDGE and I'm a councilor here with the Town of Stratford and I also chair planning and heritage so I'll be chairing the meeting tonight. I have Blaine to my left and he is the Town Planner, I have Jamie she's over taking notes tonight, Kevin Reynolds to my right is the director of planning. IN the house tonight we have lots of councilors here to listen, the mayor is here. I guess with that, we have our presenters obviously, I'll take my time to introduce the presenters here in a minute. Tonight we're here regarding a rezoning application. It is in Reddin Meadows for Landfest Company Ltd. We are speaking to rezoning parcel numbers 1061175, 1061167 and 329011 which is approximately 14.01 acres. Looking to zone from low density residential zone (R1) to planned unit residential development zone (PURD) for the purpose of being able to develop a residential subdivision with a multiple attached dwelling (apartment) as a Special Permit Use. With that I will just take you through the agenda. We are going to have a presentation from the Director of Planning here, Kevin. He's going to go through permitted uses and process. After that we will have a presentation by the applicant and inside of that we're going to hear from John Horrealt, who is the developer, we're going to hear from Rob Leblanc, he's with Fathom Studio, he's the Planner. And we also have Roger Boychuk, he's with Fathom Studio as well, he's a transportation engineer. Once they do their presentation, we'll open the floor for questions. I will say that I have young children so I'm not going to limit anyone on questions there, I want to wait until after they go to bed to get home so. So there's no time limits here but what I will say is we have a lot of people in the room so if we can just try to hear from as many people as possible I think that would be beneficial. From there, once we get through the questions we'll go through next steps and adjourn. One thing I will say right off the hop is that you might be interested in, if you don't feel comfortable coming up and asking any questions here tonight you can submit questions to the planning department via email if you don't feel comfortable tonight. And Kevin will take those until Friday at noon. We do have a planning board meeting Monday, so he just needs a little time Friday afternoon to get all those comments together for the meeting. Outside of that I think that is it folks. So I'll pass it over to Kevin here for his presentation.

Kevin: good evening folks I'll go quickly over just the process that has brought us all here this evening. So the formal application has been submitted by Landfest Company which Jill has outlined the details of. As part of that process, Council have passed a resolution to call this public meeting which is why we're here this evening. So, so far the town has sent out 148 notification letters to residents within 150 meters of the subject property. Those letters were sent out on November 15th. Two signs were placed on the

property on November 18th, one on the Stratford Rd and one at the end of Reddin Heights. We advertised in the guardian on Saturday November 16th with the public meeting notification ad. We also shared the ad on our website, facebook, twitter and Stratford e-newsletter that goes out every second week. Just to speak a little bit to what the actual rezoning entails. So first off, the r1 zone is what the existing development is zoned now so within the r1 zone, which is the low density residential zone, the permitted uses are Single Dwellings; Secondary Dwelling Units; Home Occupations; Active and Passive Recreation; Accessory Buildings; Private Garages; and General Agricultural Uses. As a conditional use which would be subject to such terms and conditions as shall be imposed by council, you can have Duplex or Semi-Detached Dwellings (up to 20% of units in a block); Prior to the issuance of a Development Permit for a Conditional Use, Council shall ensure that property owners that directly about the subject Property are notified in writing of details of the proposed Development and asked to provide their comments. And then we have a special permitted use which is Duplex or Semi Detached Dwellings (up to 40% of units in a Block); Neighborhood Child Care Facilities; Child Care Centers; Convenience Stores; Health Clinics; Group Homes; Community Care Facilities; or Day Care Homes. So, prior to the issuance of a Development Permit for a Special Permit Use Council shall ensure that it conforms to Section 11.1.4(b) of this Bylaw. Which means there has to be a public meeting called for those particular items. So that is what's permitted as a direct permitted use, condition use and special permitted use within the existing zone R1 which is low density residential. Going over to the proposed zone which is the PURD zone which stands for planned unit residential development zone. The permitted uses within this zone are Single Dwellings; Duplex Dwellings and Semi Detached Dwellings; Townhouse Dwellings up to six (6) units (owned either individually, or as Condominiums); Home Occupations; Home-based Child Care Facilities; Neighborhood Child Care Facilities; Active and Passive Recreation; Parks and Playgrounds; Accessory Buildings; Private Garages; and Public and/or Private Assisted Care Facilities. And as special permitted uses which would require a public meeting: Group Child Care Centre; Community Care Facility; Public and or Private Assisted Care facilities; Child Care Facilities; Health Clinics; Multiple Attached Dwellings (apartments); and First Floor Commercial. Prior to the issuance of a Development Permit for a Special Permit Use Council shall hold a public meeting. So, we're discussing the rezoning from low density residential to planned unit residential this evening and also within the subdivision proposal there is a proposal for a multiple attached dwelling or an apartment, as a special permitted use.

Jill: alright with that we'll move into our presentation. So, I'll call John Horrealt up first.

John: Thank you. Good turn out here tonight. Thank you everybody for coming out. Hope to have some great feedback here tonight and see where we go with this. We have owned this property for several years now and through the course of those years we originally went for an application for a sustainable subdivision. And the sustainable subdivision has a lot of parameters around it and some of them really, I don't think necessarily fit what we were trying to accomplish or what would have been the best use for the property. But having said that, in those consultations with the neighborhood, there was things in the sustainable subdivision that came out were apparent that were important to people. One of those was green space and in our dialogue we've talked about that with our consultants here. The other one was water management and a third one was traffic. There was other smaller details and those notes and

everything we handed along to Fathom. The way we left the last meeting with residents is that we would, it was suggested that we go out and hire a consultant. I feel that we've hired the best and most experienced consultant in Atlantic Canada, if not one in the country. I'm really pleased to have them here. We'll go through our presentation, they'll address a lot of the things that came out of our consultations with the neighborhood and as Jill said, then we'll open it up for discussion afterwards. We do have Rod Leblanc here, he's the principle of Fathom, which used to be, a lot of people know him as Ekistics and I'm not sure Rob, why you changed the name but they've done a lot of work in the town of Stratford and he's brought his coworker with him here tonight Roger who is our traffic engineer so I'll hand it over to Rob.

Rob: It's great to be here tonight, it's been a number of years since I've been back and we're really excited about this project and I'm going to walk you through tonight. John had mentioned, you know we started with a sustainable subdivision, while we're not following that process, we still believe that this is a very high-level sustainable subdivision, we're going to walk you through the reasons why. So, I'll take a couple of minutes, I'll talk to you a bit about the process that we've gone through to date. Then I'm going to talk about the planning background, some of the rationale that's where we'll spend most of our time, on why we're suggesting what we are. I'll walk you through the concept plan. Roger will do his due diligence on the traffic information and then we'll talk about next steps and where we go from here. As John mentioned we just recently went through a rebrand after 25 years as Ekistics, so we had worked on the towns core development plan back in 2006 and the open space, effectively the recreation master plan back then. So, we do have a pretty good pulse on the community.

John actually started this process in 2013, so there's been five session with the public, working with the surrounding community and local stakeholders on this project. We spent the summer kind of distilling what we had heard from the community, developing a plan that we thought responded to the issues that were brought up in the original sessions and we made a formal application back in September. And you know that's gone through kind of a PAC and Council process to get us to where we're allowed to present tonight. It will go back to PAC and to Council following this and I'm sure Kevin can outline the next steps but. What I want to just give you a little bit of background on is where the property is at. So, we're at the corner of the two collector roads; Stratford and Keppoch Roads. So those are shown in yellow. We're kind of over here right now. I also want to show you on this plan, so these are one kilometer circles. So just within a kilometer, we're within walking distance of everything from the Sobeys to a lot of the schools to town hall, everything's really quite close within the two kilometer circle. We've got great proximity to a good portion of the Town. So kind of a list of things, everything from Fox Meadow to the trail systems to the waterfront to the school systems that are here. We're going to talk a little bit about there's two section to the proposal. So if we're looking down here, the plan kind of shifts as I bring it up so just to orient you right. Stratford Road is down here at the bottom and Keppoch Road runs up the other side, so north is straight up in this plan and the properties are bisected by the trail system that extends all the way through to Sobeys and the schools to the north.

So, when we look at just a basic site analysis of this property, we had a topographic survey done so showing where water is falling and its fortuitous that the property flows inward into itself. So, in a lot of cases we have properties that kind of will drain off onto other properties. In this case almost 100% of

the property drains onto its own self so that we can manage stormwater and I'm going to touch on that a little bit. Sunrise comes up and so we look at summer solstice, winter solstice comes up here, the prevailing winter winds come from the northwest and in the summer from the south or southwest. So those are all issues when we're looking at designing this development that we have to take into consideration.

In terms of the highest and best use, I'm going to talk a little bit about the process that a lot of cities are now going through and in particular communities like Stratford which is one of the fastest growing communities in Canada, how do you deal with that growth and how do you manage things. What are the two alternatives, we either grow up or we grow out. I'm going to talk about that a little bit. What we're proposing here compared to what's permitted as of right, is about three units per acre, so you'll see the UPA in a number of places and that's the acronym for units per acre. What we're proposing is a seven units per acre development. The PURD zone allows 10 units per acre so we're somewhere between kind of what the high end of what the PURD allows and what the current zoning allows, we're in the middle of that. We're proposing a range of housing types and I'm going to talk about the importance of that in terms of affordability, walkability and all those things that make communities important places to live.

We're also saying that we want to preserve that unbroken trail corridor. So you'll notice in the plan we haven't crossed that trail with roads. We think that that's a significant, both benefit to the local community and to this development itself and we're trying not to run across that with a road. As John mentioned as well, this idea of open space, and in particular there's one forested area. We're proposing 30% of the land be dedicated as open space, which is certainly significantly more than the 10% that most municipalities require as of right as part of a subdivision process. I'm going to touch on stormwater management, best management practices as well and how that was designed. Up in the corner here, in the planning world that Kevin and I live in, we're working with what's called the urban transect. So it's this idea that we're moving from natural areas, to rural zones, to suburban zones. And then we get more dense as we get into urban areas and certainly, currently Stratford is a bit of a bedroom community to Charlottetown so that's the urban area. We don't really have an urban area. But there is opportunities for this generalized urban zone, more urban forms, I'll tell you a little bit more about that. So we've got, Kevin had mentioned, currently R1 zone, we're proposing a rezone to PURD and.

When we look at Stratford, first of all, it may be a surprise to some that PEI is the fastest growing province in Canada. So here's PEI at a growth rate of 1.71, the national rate at 1.22 and all the other provinces certainly trailing behind PEI. And then when we look at PEI in particular, Stratford is by far and away the largest growing community in PEI. So there's only places that when we look across the country, Milton Ontario that are growing as quickly as Cornwall. And so when we talk about how we accommodate growth, there's a number of ways to do things. So there's those two numbers. The way that most communities now that are especially quick growing, is they're trying to avoid sprawl. So sprawl is kind of a monoculture of R1 or single family homes that continue across the landscape. The problems with sprawl is that it's low density so to fit, in this case say, 100 units on a portion of land, it would require, using the current R1 zoning, somewhere between 35 and 40 acres of land. We'd need to fit 100 units on. And so, what happens is you tend to get cities that just continue to build out, it eats up

agricultural land, it eats up natural areas. And it forces more people to be auto-dependent; they have to get in a car in order to get groceries or to get anything. So a lot of communities, a lot of cities that are growing are looking at other forms of housing. There's also, you look at the cost of sprawl. So when you look at, just looking at monocultures of differing housing types, we've got significantly more roads that have to be built to accommodate. So again, 35 acres vs the 14 that we have here. So we're moving into agricultural areas and natural areas, we're eating up, it's called greenfield development where the roads continue. In the case of the municipality here there's 70ft of frontage, if we took kind of the 100 units and how much road front, it's almost a kilometer of road that would need to be built under that current zone. Where we have significantly less in a development like this. So what that does is as we start to grow out in communities, it puts significant strains on traffic and infrastructure, it creates car dependence, it creates issues of air pollution and more importantly for municipalities it's this long-term issue of maintaining streets and infrastructure.

And I'll talk a little bit about what kind of the implications of that for a municipality. But it's also associated with the loss of green areas, animal habitats. It creates a monoculture of classes of people. So you don't have affordable options. There's kind of one house and there's a price that goes with it and so you have a more static community and also affordable options are reduced. And so when we look at all the issues, everything from stormwater management to pollution control to sustainable subdivision design.

If you google anything about urban sprawl, it's the single greatest risk factor to communities, both in terms of their environmental capability and their economic sustainability. So you don't have to search very far, just kind of a quick google search, back in 2013 HRM as part of their 2006 regional plan review, looked at what would be the cost if we continued to expand over the next 18 years using the traditional forms of development vs more compact forms of development. Stantec had done a report and the results came back that it would be about 3 billion dollars over an 18-year period to maintain these roads if we built in all single R1s. You can search that anywhere, there was a number of studies that were also done that looks at the tax implications. So here's the cost to a municipality for servicing a suburban model and these are 2013 dollars, I realize this is Halifax but it still applies, it's a little dated the number. But about 3500 dollars is the cost for the municipality to maintain roads and infrastructure, snow, police services. And then when we look at an urban or more compact form of development, it's less than half of that so about 1400 dollars to the municipality so that sort of model, the process that HRM went through has now led to, if you've been following planning in Halifax, it's left to the center plan process where the municipality is trying to establish a growth boundary where they're trying to put 25% of all future growth in the regional center. There's a further 50% that's put in the regional core outside of that regional center so it's a small serviced area that's just outside of the regional core. And they have stopped allowing subdivision development, so if you wanted to subdivide and do 100 lots, that's about a five to six-year process, significant cost and only the larger development firms are able to go through that and it's significantly onerous. The purpose behind that is specifically for the municipality, they want to make sure that the tax benefits are in the regional center for all the reasons that I talked about but also so that the long-term costs were bearable to the municipality. So you know, some interesting stats,

if you google that study, it's the basis for the last really eight years, ten years of planning in HRM, trying to manage growth. So some really interesting stats.

So given that where the municipality is going, the fast growing nature of this, we think that there is an opportunity to grow slightly up, this is very, I'm saying 7 units per acre would be a low density development in Halifax. It's a medium density development here and we're proposing seven versus three units per acre. So the plan which some of you may find hard to read so I'm going to re-orient the plan so now the north is going to the left. So we've got the Stratford road along the right hand side of the page, the church is down here in the corner and Reddin Heights. So what's been proposed for the plan is to maintain that trail system all the way through. We're proposing several storm water management ponds, that part of the open space plan would become in the future interesting park amenities. But during the construction of the development those would be stormwater management ponds. They would be at different heights and they would be designed to allow stormwater to flow in to flush out and to manage stormwater before it gets off site.

The open space area that the community seemed most attached to was this wooded area up on the eastern side of the property. So that's been maintained as one very large open space and park with community gardens with a walking trail through it and connected to the stormwater ponds. On the other end of the site, we're proposing another park that would be a community playground. So it would be serviceable for the entire area.

We're proposing that any property that backs on to existing R1 homes, also have R1 homes. But we're proposing a slightly smaller frontage. Again what we're trying to do is get some affordable options for housing so rather than that 70 foot frontage we're proposing to pull that down. But wherever we back onto existing properties we've got at least a 20 foot buffer in the rear plus the back yard. We'd talk with the developer about whether there would be covenants for fences along the back of the property and a landscape buffer and housing. So you'll notice all of those as we front along. As we move into the center of the site we get slightly more dense, we've got some townhomes on the center. All the parking is put in the rear so that the, each of the townhomes front out onto the roads.

You'll notice that there's sidewalks built in all of the development. So you can, right from Reddin Heights entering into the development, at least on one side of the road there would be a sidewalk that connects all the way through. So again we're working hard to improve the walkability of the development. And then as we back onto the church area, this is where we've put in a 3 storey multiunit development and so there would be 12 units per floor times three floors, roughly 36 units. We're not backing onto anyone's properties and we think that there's some synergy with the church here and you know certainly a lot of seniors are looking for affordable housing options, they like to be close to the church and so there's no road crossings. They can park and walk right across. And so as we move over closer to the Stratford road, we've got townhomes, a cluster of townhomes with all the parking again in the rear. So as you walk down the street you don't have garages and you don't have driveways and cars. This will likely go online, I assume Kevin.

So that we've put in a proform just to show the breakdown of the units. What's being proposed here is 101 units. As Kevin mentioned, we're looking for some variances that would accompany this in order to create both the affordable and the denser form of development. So we're proposing a slight reduction in the frontage requirements down to 45 feet. We're proposing some reduced side yard and front yard setbacks for the R1 and we've only got 4 R2 units but we're proposing some side yard reductions in that as well.

So in terms of stormwater management, we can't see the bottom unit here but, is the ponds have two lives. During construction they're emptied out and they're designed to capture all of the stormwater runoff so we would still have best management practices (BMPs) on any exposed surface we would be using those. But as a fail safe we've got these stormwater ponds that are designed to capture runoff before any of it exits the site. And then after the development is built these would turn into stormwater management ponds to attenuate flows less we're worried about silt, but they're also park features as well so we could have kind of dock features that go out or trails around them. W

hat we've done is built sort of a 3D massing model that gives you a sense of what the scale of this would be and what it could look like. These are not finished designs for the buildings but they are designed somewhat to the scale and to some of the ideas that are part of the master plan. So for instance the multiunit apartment has been pulled right up to the street. It would have ground level doors so its not just one lobby walking into one giant building. A very different form than you would see in Stratford today. The parking would be tucked in behind. There might even be some parking in and under that structure. And then as we zoom in we're hovering over this wooded area looking out towards the west so Stratford road is here, the church would be in behind. Townhouses here, the trail system that runs through, the ponds, the park area, the community gardens and the multiunit building. So this is taken from the Stratford road looking into the townhouses. So very purposely the townhouses have been pulled up to the street as all the buildings have. You'll notice that we've got verandahs and deck areas so you can sit out on the front deck and talk to somebody because there's sidewalks in the development, you can talk to your neighbors. Rather than being pushed back 20, 30, 50 feet with driveways and cars. All of the parking would happen in the rear of this. And then as we move up to the Reddin Heights end, we're at the end of where current Reddin Heights moves in, there'd be a park as you come in to the development from this end, either a playground, there'd be sidewalk on one side and then on the left-hand side as we border the existing residential area we've got this smaller lot R1s. So these are what they look like. If we were to look at a traditional model, in Stratford today it's the very same house it's just rotated 90 degrees so it moves backward, which gives us slightly reduced road frontages and the side yard requirement allow us to tuck the driveway in on the side of the building so that we don't have driveways all in the front so we don't see cars as we're driving in the street. So again, hovering over Reddin Heights looking back, so you can see the trail that runs through here, the church would be over here on the righthand side, and these narrower lot R1 units as we border onto the existing residential.

And then just in that, the stormwater ponds area, we're just showing kind of a rainy day, ponds, the trail running through there and those would not be your typically engineered stormwater ponds with fences around them. These would be certainly great park amenities, designed with an aquatic bench about 18 inches, if anybody fell in, you know it's one of the things when we're designing these, you'd fall into an

18 inch area so they're designed for safety as well as for storage. And then as I. I'll just take you in so the church is right here, here's Stratford Rd, Keppoch Rd running up the side. So we're coming up from the Stratford Rd side. We're pulling in, you'll see the parking in behind here. Townhouse units. At one point when we were looking, we had looked at a stacked townhouse model, what's being proposed now is just a single townhouse. So this was designed as three storey structures, they would likely come down to two storey structures. As we hover out over that parkland space and forested area. The stormwater ponds, the trail system all the way through, connected by the sidewalks. The multiunit building. In the interior of the development we have more townhouses and then on the outside of the development, these are these narrower R1 lots. We're hovering over this playground and park area as we come in from the Reddin Heights side. And we're backing out kind of on to, entering it from the top side of Reddin Heights so we're at the end of Reddin Heights now looking in. So You'll notice that development comes into two cul-de-sac heads. WE have not extended it through in this design so we've got three cul-de-sacs so that allows us to have this unbroken trail system and open space network all the way through without having to cross roads. Just kind of one other view on a rainy day, looking at this pond and wetland area, here's that multiunit, the church would be behind here. We've got a semi, some townhomes that would back on to, here's the main trail that runs through the center of the development and other sub trails around the outside edge.

And I wanted to give you a sense of scale, what 45 foot is and just compare and contrast. So when we look at the next fastest growing community, Milton Ontario. They've instituted 32 foot frontages. So this is what a 32 foot frontage would look like, we're proposing a 45 foot frontage. In Milton there is a one meter side yard so six feet between the buildings and everything's been purposely designed. The garages have to be pushed back into the house so that we don't have a street full of garages on the end. Each house has to have a verandah, so you can sit on your verandah and talk to your neighbor. There's landscaping requirements and there's 20 foot rear yard. So this is, the lots that are being proposed here in Stratford are significantly larger than that but certainly smaller than what's permissible today. Some townhomes in Milton as well. And so they're designed purposely to break up the monotony of it looking like one building type, it looks like a number of different building topologies. As you hit the ground floor each of them have their own doors and entrances. But the same principles of pulling them up to the street and tucking all the parking in behind so that we don't have all the cars on the street. So I'm going to pass it over to Roger, who's going to talk about transportation which I'm sure you're interested to hear about.

Roger: I guess to start off quickly, it's great to be here I appreciate you having us and be able to talk towards this development a little bit. I can't do anything near as cool as what Rob just put up in terms of the presentation. If I pulled up some of the models we do I'd bore you to death very quickly. One of the things we really realize here is, we come in from a very technical side as opposed to the planning and we have to do a couple of things one, there's a big picture view we have to look at. And that's important but we also realize there's your picture view. If you're living on the street or in the area, what does the development really mean to you in terms of what you see for vehicles and pedestrians and transit and all of that use. So I'm going to try and address both of those here fairly quickly. The context is, we came into this development looking at, there were a bunch of different options. Our first impression from a

traffic perspective is we have a very appealing area to connect to. We've got major thoroughfares on a couple of different locations that we can connect to and get traffic to various spots in the town. It's a good starting spot to work with. So we come out, we do all kinds of fancy stuff. We collect transit maps, we collect traffic data. We came out, you'll see on the righthand side is this neat camera that goes 25 feet up in the air and automatically collects data on intersections so you can see exactly what's happening with cars, you can see the pedestrians and cyclists and everything going through. And we gather up all of this background data and try and make some sense of it as to what it's really going to mean for this. I'm not a big fan of sitting here as an engineer and saying well here's the numbers and the numbers mean this and the numbers are the number and then there's your numbers and walk away from it. We're going to try and put a little bit more intelligence behind what we're doing here. So we looked at existing traffic, transit, active transportation trails. We looked at master planning studies, past work that the Town has one. We've talked with people and so on and so on.

One of our more important pieces, we came out and did a fairly comprehensive site investigation. We walked the trails, we walked the streets. We ended up talking to some neighbors on the streets just because they were curious what we were doing walking around the area. So we really try and delve into what's going on here. Then we try and define the development. There's all kinds of standard techniques to go through. We always take a fairly conservative approach. We want to tell you there's more traffic here than there's actually going to be, to make sure that what we're saying is, what you experience on the ground is probably better than what we're going to say. So we've got the institute of transportation engineers and all these great technical things that we tap into to try and understand what about a hundred units of development is really going to mean to the area. And then we look at the connecting roads, the connecting trails. How far is transit away? Is it walkable? Are people actually going to use transit to help reduce the vehicles? And then we look at all the other pieces of the puzzle. How does this fit into the overall neighborhood? Important pieces of the puzzle. Our trip generation process and distribution, we try and understand where that traffic is going to go. We look at a few different options to make sure we're not shooting ourselves in the foot by doing something that's not actually going to happen in the field. But we got some pretty good, based on where people are going today and what people are doing, we got a pretty good idea of where, what's likely going to happen from this development.

And then we look sort of at today's conditions. We say what's out there today? What's going to change in five, ten years if nothing happens here? And then what's going to happen if we add this development into the mix. And then we analyze all of those results. And we've got some fancy models that allow you to do all kinds of modelling and estimate what's going to happen and what the change is in operations on these streets and these intersections. The basic findings to get to this is, one of the things that we look at, and Rob mentioned a lot about sprawl and how these areas get developed and there's been a huge shift in the past bunch of years, quite happily, that we look at things like infill developments. Trying to put people where it makes sense, where they can get to all these different spots. We're a couple of geeks, Rob sent me up, he was listening to a podcast on walkable communities, he sent it to me and I listened to it on the way up too just, we're not sure why we do that stuff but it's appropriate. Because the planning side now is going towards walkable, transit. Lets get people out of cars as best we can and

lets get them onto their feet or bikes, lets get the kids out. It's not to discount that cars will still be used, but we're trying, the whole thought process is going the other direction for that. So this development fits into a pocket where you've got pretty good roads, you've got a really cool trail system that a lot of, there's been a lot of identification of some really neat things to happen here in the future in terms of the trails. And this just connects it all, fills it all in and makes all of these connections that are supposed to happen, that probably just haven't happened yet for various reasons.

The one thing that came up very clear from talking to people, going through the analysis, talking to the Town, is that the Stratford Trail is a really big deal. It's there, it became a real and Rod eluded to that, that that's an important piece of the puzzle here. And we looked at crossing it, not crossing it, what do you do? And there's huge advantages to not. We look at safety sometimes and exposure as a big problem and exposure, just how many pedestrians and how many cars and what are the changes that there's going to be, this solves a lot of those problems for people, for kids, for all that kind of stuff that are going to be within this community. We talk excellent transit, transit connectivity. There's a transit route right down the street, very very walkable from the community and Stratford trail takes you very very close to where those stops are. The internal green space and amenities and all that, really help to fill, again fill these pieces in and accentuate the things that you want, which is not cars. You'll see a theme, the parking's in the back, all this stuff is kind of pushed off so cars aren't a big deal, everything else is. Again we see that very clear. Close to schools, close to the Sobeys, close to all kinds of stuff that people can readily get to.

I'll get to volumes for a sec, so we say generate relatively low. We know any more traffic is more traffic then that's there right now. But to put a couple things in context, when we look at about a hundred units, if we look at the ITE (institute of transportation engineers) sort of general guidance, which is typically high, we've done many many development and usually what you get on the ground is less than what the estimates are. But we use the estimates from the trip generation. ITE is the institute of transportation engineers trip generation guide, tenth edition. It's one of our guiding lights. And what it says here is based on about 80% going to Reddin Heights and about 20% the other side. You get about 60 vehicles the peak direction. So in the am peak it's mostly outbound going to where ever they're going and then the pm peak it's mostly coming in. it's about 60 vehicles in the peak direction, 20-30 vehicles in off peak. When you look at, if you're standing on Reddin Heights and you had to look at the new traffic, it would be like one vehicle going by right now. And you'd sit there for 75 seconds. I won't do it for obvious reasons. But you sit there for 75 seconds and on average then you'd get your next vehicle generated specifically from this development. Then you wait another 75 seconds and you'd get the next one. You might get little pockets that are a little bit more condensed then that but that's the magnitude of traffic that's developed by this. Assuming two things, very little uptake on active transportation and very little uptake on transit. We hope those things take off, we hope lots of people decide to use active transportation and transit. But in the study we have assumed not. And that gives us our 75 seconds in between.

In the off peak direction, it's about every two to three minutes that you're going to experience a vehicle on the street. So that gives you a bit of magnitude of what would be expected from this type of development. When we look at what that means at the intersections, there's lots of capacity. When you

look at Stratford Rd, there's certainly pieces where it's busy, there's certainly pieces where it's not. But in general, traffic can move from the side streets in this area onto the main street with relatively little delay. In fact what the models say, which tend to be pretty good, after you add the development on, your average delay coming off, say Reddin Heights for example, would be about an additional two to three seconds of delay based on the increased volumes. Really insignificant when you look at it. Are there periods that are going to be longer? Yes, but on average it's going to be a pretty short change, you're going to see very little difference.

I think the other piece, the two access points really do help us prioritize the transit and active transportation functions. I already did most of this slide, but you'll see sort of some of those numbers in terms. Just to put it into context of what we're looking at. The last three points I think are worth making too. One, this location, there's no opportunity for shortcutting. It's not like you're going to make this connection and you're going to get everybody travelling from over here, cutting through the neighborhood to come out on the other side. It's important because when you look at some of the past models and more urban sprawl type models, you do get a lot of connectivity. If you're not really careful about how you connect, you get all kinds of people avoiding congestion somewhere to come through. That isn't going to happen here because there's just no connections in that way. It's one of the benefits of keeping this a little bit separate. You've got to go to the outsides.

The other real big benefit of that is basically everybody that's going to travel on any of these roads is local. They live in the community, they're part of the community. And those tend to be the people that are least likely to be the crazy driver that's travelling at 75 kilometers down a local road. That's what we try and avoid. The other big benefit here is we've got fairly narrow streets. They're about 6 meters wide. Those are streets that do not promote speed. They tend to keep things quieter, they tend to keep things lower speed. So those are all functions of the neighborhood that are very positive.

The last piece that I guess I want to put here before I get Rob back up here is, has anybody ever been to a spot where there's absolutely no traffic, no pedestrians, nobody around anywhere? Streets can feel fairly desolate. I'm not saying that's, it's a beautiful neighborhood, I'm not saying that's the piece here but, there's a strange balance in transportation where, if you have no vehicles, no people walking the streets, it's worse off than if you have a reasonable number. And if you get too much, absolutely you've got the negative to that side. What we see is very low volumes there now and we're going to add a little bit to it. Which tends to give communities a little bit of vibrance. People are a little bit more active, there's a few more cars, but people are more active to walk down the streets now. There's just a little bit more happening which tends to build communities up. As opposed to nobody around so it feels empty. I'm not saying this is necessarily the bang on piece, but a little bit more gets a nice sweet spot where you can really see communities become more vibrant, just a little bit more, they're a little bit more active. People are a little bit more aware going down the street. So hopefully that's where we end up on this one so. Hopefully that's given you the context of where the transportation is. I'll bring back Rob here for the last little piece.

Rob: I just have one more slide, I just wanted to kind of end out and summarize, we've got kind of the last plan here. What we're proposing is a medium density development. It's slightly more than is

allowable under the current conditions. We think with the trail going through, with the way the development addresses traffic issues, the stormwater management, the open space benefits and the parks and rec that are built into it. That this is a significantly beneficial plan to the community. I know every community I work in, change can be scary. It's, you don't know what the future brings. We've done our best to kind of predict what the future could be for the community and we think that this will go a long way towards making the community a better place. With that, I'll pass it back over to you guys.

Jill: alright thanks. Now we're going to open the floor for questions, and I'll just say again, we've got lots of time here tonight. I would just ask; there's a lot of people here and just make sure everyone gets a minute to ask their question. If you have multiples maybe you just circle back later. And again, as well if you aren't comfortable getting up feel free to submit anything to the Planning Department before Friday at noon. What I would do is if you're comfortable with it, we would like to have your name and potentially, maybe not your specific address but maybe what street you're on just to give a little bit of context to your question. If you're comfortable with that, if not, you don't have to. But if you would get up to the microphone to state your question and we can defer that question to whoever we feel is appropriate to answer. I think that's it folks. Everything is being recorded and will be in the minutes, just so you know. So, with that we'll move on and I think we've got a taker here for question number one.

Hi, my name is **Danny Wood** and I live at **29 Millennium** I back on to the R1. I found the presentation very interesting I've been down this road before in the HRM and ended up selling my home for less than I thought prudent because of the changes. Primarily I want to stress, I'm not opposed to development, I bought my home knowing it was R1 behind my home. The developer bought the property knowing it was R1. Why change it? Having said that my initial comments are primarily directed at your worship and council. It's incumbent upon you to represent us and I don't see changing the R1 to something else as representing us. I know that may seem a little confrontational but give me a break I've been through this before and it cost me. I attended the meeting last winter and I left that meeting with the impression that the development was going to have a berm between my property and the development. The berm all of a sudden has gone away. Now we're talking the possibility of a fence. We're talking a 20-foot buffer. When I was left with the impression the buffer was going to be substantially larger. The green space. Midway up Millennium Drive, the elevation of that field is higher than our properties. As it stands right now the water runoff pools in my yard and a couple of my neighbour's yards, but because its not developed, it's soaked into the ground and goes away within a day or two. Now you're talking about developing all of that property without a berm to prevent the flow of water into our property which I see, potentially, my home is on a slab. If the water comes up, it's in my home. We talk about traffic. From my perspective, ingress and egress, one way in and one way out is not acceptable. Particularly if you're going to put a senior's complex in there. From a safety standpoint it's not acceptable for emergency vehicles to only have one way in and one way out. I can tell you I appreciate your study on traffic, but I can tell you living on Millennium. Millennium is used, and so is Marion, and Reddin heights far more than what this study is suggesting. There are a huge number of people coming through Reddin Heights, John Hamilton, Millennium and Marion to get to the school system to avoid the line of traffic on Stratford Road; particularly in the mornings. I've already mentioned the 20-foot greenspace. Unacceptable from where I stand. Particularly if there's not a berm there. I understand we're moving

forward but I moved here for a reason. I didn't want to live in Milton, Mississauga, Burlington. I don't want 40-foot lots, I don't want the houses crammed together, six feet between the houses and you're proposing side setbacks three to four feet. Finally, the picture that's right there, when I look at the numbers that you put up. There's something wrong because you're missing a house or two on that picture by your numbers that are in the table. There's at least one R1 house missing. All I'm asking for, is I moved here and my wife and I are enjoying our life here, but all I want, I bought a piece of property and all I want is the quite, peaceful, and private enjoyment of that property. Thank you for your time.

Jill: Thank you.

I'm **James Lund** I live on **13 Reddin Heights**. I guess my main concern is the fact of only one way in and one way out. And the one way out is a narrow little side street not designed for high traffic flow or higher traffic flow. There will certainly be more than 60 cars in this division, there will be a 36-unit apartment building will have about 60 cars. I see no extra parking for loading zones or handicap spaces that are wider. I see nothing new than a subdivision that would have been built in the 1960's, I see no source of self-providing electricity, hydro thermic heat units, each unit is still going to have to be heated individually apparently. I just see nothing than a bunch of units crammed into a small area which is what's been going on for a long time. There are areas, in places, in Alberta where they're putting in all kinds of innovative ideas for making their own energy and self-sufficiency. This is a totally car dependent area. My big question is, during the construction phase, which will be some time to clear all the land and heavy machinery and everything coming in. I guess I assume that will also be using Reddin Heights to get in there and is the developer prepared to upgrade the existing street, as is, before this is built. We have no sidewalks, there's no storm drainage, it's just not built for anything but very low traffic. The pavement is wonky it's just two pieces slapped on there. We have no storm drainage on our own streets and there's no sidewalks. There's a significant number of people during the day walking along that street. What I'm concerned about, damage to the street itself mostly during the heavy traffic construction stage, because this will mean like thousands of vehicles coming in; dump truck loads, trips like that. And the fact that for the city itself, they really should be getting into more innovative subdivisions if you're going to keep growing like this. And I see nothing commercial in here at all. It's totally just residential. So, you need jobs for these people to go to so maybe they don't have to cross the bridge into Charlottetown, all of them to work. That's about it, but like I say, are they prepared to put any money into the existing Reddin Heights street.

Rob: So, I did want to address, because there's a couple points that were brought up in both. Just the connection through the two cul-de-sacs vs., that was very purposefully done so that we don't have short cutting through the neighborhood; so, we're localizing the traffic volume. We also thought it was very important not to put that trail connection with a road connection, so that's the reason why. Certainly we should have to work with the municipality to look at the, this is one of the issues certainly when municipalities grow and roads need to be maintained and upgraded, this is some of the cost that I was talking about that municipalities have to bear on road improvements. The traffic issues, I think Roger has certainly spoke, I don't know if there's anything else you wanted to say about...

Roger: No, I guess just really quickly just the one, and I appreciate the, you know we've gone through hundreds and hundreds of these studies and we've looked at trip generation rates, and you know we're pretty confident that those numbers are about where they're going to end up. There are hundreds of subdivisions across that we've worked on that are very similar to this and it's usually less than what's predicted by. So, I just want to make sure that the sources we're using are industry standard, they've held up over many many studies so we would be very very very surprised if it was anything more than what's shown in the study.

Hi, I'm **Judy Hood**, and my husband and I live on **9 John Hamilton Drive** in Stratford. I'm very worried about the amount of traffic that's going to be going down our street during this construction, and I don't know how long it's going to take for all of this to take place. But I can just envision all these big construction trucks and everything getting up to the top of John Hamilton, which isn't very long, our street. And the next thing you know you've got a trail of them all going down the street, and our streets aren't very wide, and these big trucks, and there's still kids, younger kids, that live in our neighborhood. I've been there for 40 years and the traffic has been very slow. It's increased a little bit over the years and I know development takes place and you have to deal with it, but I just envision all these big trucks, and like I say, like how long is it going to take for all of this construction to take place? Also, I'm very worried with one access in and one out. Like, to me anybody coming out of this new subdivision, like they've got two choices, they go a little further go down Reddin Heights they just take a quick left and they go right down John Hamilton. Like, I really see that this is going to, you talk about it's not going to increase the traffic by much, I feel that it will. Like I mean you're saying twice a day people go to work; they come home. Okay, what about weekends? I mean, you've got all of these individual houses, complexes, whatever, and to me now-a-days most people have two cars per household; so, you double the amount of cars that are coming in there. Saturdays, Sundays, in the morning, in the morning different times, shift work, you're going to have a lot of vehicles and like I say, our roads aren't made for this. And I feel that it's really going to, like, I just envision even in the construction phase, I really envision that we're going to have lineups of these big trucks, cement trucks, digging trucks, like whatever, dump trucks, all lined up our street and what do we do? Do we, I guess we go to the people that are supposed to be backing us, like this was supposed to be R1 and now they want increases? Is it for more money, to get more taxes? I mean we pay our taxes too. I mean, I just feel that, you know I mean, does the Town want more out of there or should they stay with the R1 that people agreed on in the first place?

Jill: Thanks Judy.

Rob: I did want to just, the way the traffic models work. So, this is a computer simulation. Every house is put in, every unit is put in, traffic is generated, this is state of the art stuff. So, we're not just pulling out general tables, we're certainly not guessing at that, the traffic is, this is pretty high-level stuff so we're very comfortable in where the numbers are landing.

Roger: I think your point is well taken. I think construction is one peeve of the puzzle; it's a bit of a different animal. And you know, often, as you get into these developments there is some management of that; of how best to do that. There will be certain responsibilities on the developer to you know, if

they destroy a road, they rebuild the road. That's typically what happens across. Typically, developers come in and they want to, the last thing I think anybody wants to do is make enemies in the neighborhood. So, there's ways and specs and processes to try and make that as best as they can.

Judy: *inaudible*... goes directly out on to the Stratford Road that doesn't infringe on our nice quiet side street.

John: Can I just answer on that? Because the six meetings that we had with the neighborhood previously, actually the Town wanted them to connect, so that the roads would go through. The residents did not want them to connect because they were worried about more traffic and people cutting through and coming off of Stratford Road, and then coming through the whole development, as opposed to just the amount of vehicles that would be on that side. They might come off of Stratford Road and go to Reddin now, but they're not going to come out of this development. They're going to go up to the corner and go around, so that, the residents were concerned that we were going to allow that connection to take place and so that's why we didn't do it. And I just want to make a point as well that if you build 35 R1, if you leave it R1, you're going to have 35 larger houses in there that are going to generate probably 70 vehicles, okay? And you're going to have the same construction vehicles and activity that are going to be coming in to build those houses, as you are if you're going to build the other units. So, I just wanted to make that point.

Roger: I guess just one other quick point on the, it's worth saying as Rob said, when we're going through the traffic. What we report on in the reports is peak hour traffic. So, is there going to be other trips during the weekends and evenings? Absolutely there are trips. But what we look at is the critical peak. What's going to be the worst time? Where's the most concentration of vehicles where it's the most happening at one time? And that, in areas like this that are primarily, that's am weekday peak hour, pm peak hour, and if people are making decision to travel throughout the day or on weekends that tends to be a little more spread out. The number, like we say, are a vehicle every 75 seconds. That's sort of the worst-case scenario during the peak periods. We would expect it would be longer on a weekend or it would be longer on off-peak hours, so we kind of report on the critical case for those, that's where those numbers come from.

My name is **Natalie Munn** I live at **7 John Hamilton Drive**, I've been there many years. I have to say that I agree with the previous speakers. But I did want to ask a question about if this is rezoned, what we're seeing here tonight, is that what we're going to get? Will it be in the development agreement, with the heights, the exact location of the homes, the types of homes etc. And, it's a two-part question actually, sorry. If the development agreement is in place and the developer decided to sell, do you go back to this process or it's just PURD from hereon in?

Kevin: I'll try and answer that the best I can Natalie and I probably should have brought this up at the beginning of the meeting, it was in the letters that everybody received. So, there are the lot requirements that are existing within the PURD zone which refers you back to the low-density zone, the medium density zone, and it refers you to the R3 zone for the apartment style unit. So, notwithstanding the lot requirements within the bylaw, as stated in the PURD zone, council may approve innovative

housing forms with less than the minimum lot requirements provided that, in the opinion of council, other sections of the bylaw are complied with; and the application involves the development of at least 20 dwelling units in at least one block of land. Then it goes on in the bylaw further to talk about, that has to be locked in within a development agreement in what's called a development scheme. So if for some reason the developer was not to develop what is shown here and they were either: to come back themselves and try and do something different, or if they were to sell the property and somebody was going to try and do something different; it would revert back to the lot requirement that are within the PURD zone. Or they would have to go through a public process again to try and get another development scheme approved through this same process.

Natalie: Okay, and the lovely pictures of the beautiful homes that we're seeing there, will that stand, or can that be changed with significantly?

Kevin: The development scheme typically does not get into the actual design standards of the homes, it would control the maximum heights, it would control the setbacks of the lots, the lot sizes, but it would not typically get into what the actual homes would look like.

Resident: So, when do we see that then?

Natalie: Once it's rezoned.

Kevin: They're typically never involved in any type of a subdivision or development agreement to show you what the individual homes are. These are conceptual drawings to show you what the homes are. The developer would have to speak more to if there's any commitment on what the homes would be or styles they're going to use. It's not something that would be locked into an agreement with the Town.

Natalie: There are no design standards?

Rob: I should also mention, we are working with SableArc, which is a local architect here in Charlottetown who's working with the developer. I forgot to mention that at the beginning.

Natalie: But Stratford has no design standards at this point?

Kevin: Not for low density residential, no.

Natalie: Thanks very much.

Jill: John, did you want to speak to that?

John: I guess in terms of commitment to design, I mean Kevin that can be done, right?

Kevin: It can.

John: Inside of the development agreement, and you know that could be part of the process if we decided that we needed that piece to carry it forward, you could do that. I guess one thing that I would point to is we were involved in the development of pondside phase one and two. I think you've seen the quality of the product that's in, and those are all single family. We had covenants in place in that

subdivision that we had to pick every, we had to have hand in picking, and approving every colour, every design of every home, because we didn't want to have a repeat of the same things over and over and over again, so there is ways with covenants and agreements to mitigate that. Is that fair Kevin?

Kevin: Yes, and I do apologize this is a section of the bylaw that we don't use a lot and I just opened it here when that question was asked. There is a particular section talking about how the process is done after a public meeting, so all subdivisions and/or developments shall be subject to a Subdivision Agreement and/or Development Agreement that may include, but not limited to, the following:

1. Subdivision requirements pursuant to Section 4 of this Bylaw – so that's going to refer to the lot sizes frontages and setbacks;
2. Building types within the Development – that's the use on each individual lot;
3. It can contain a schedule of styles and design, with emphasis placed on the placement of buildings relative to surrounding uses and streets;
4. A schedule of Subdivision and/or Development phases.

So, there can be an actual schedule within the development agreement that talks to the style and designs within the development.

Resident: Is there a time frame that this is going to take?

John: Well in terms of a time frame I see it as two phases. You wouldn't do it both at the same time, you'd either, you'd start on the Stratford Road side and you'd do that side first, or second. And you'd work on the upper side. I don't see both of them happening at the same time. In terms of a buildout, if things continue the way they do in terms of need for housing and so on, you could see something like this built out in two years, two building seasons. When we did pondside, that was built out in two years and that was a very quick development in terms of timing. A lot of the factors right now, it's just not the need it's can you get the labour to build these units that quickly.

Resident: You're talking two summers now that we've got to put up with trucks and mud and...

John: No question, I'm not trying to deny that or say that, that you know, that's development and if it was R1 you'd be, you're probably I would say you're probably five years if you were going to have larger homes in there in an R1 development, because it would take that much longer to build it out.

Resident: Single family house compared to a duplex?

John: Absolutely. Well longer to sell it out to the very end as opposed to having these occupied. So, the occupation of it would take a lot longer. So, the houses would, right now in Stratford you know if there's anything that goes on the market for under \$300,000.00 it's gone in days, weeks, if it even goes on the market. This is my opinion, but the facts do show that we don't have a huge demand for larger R1 homes, people can't afford them. That's why we're proposing a smaller R1 house on a smaller lot and the information we gave to Rob and his organization was you know the concern on Millennium Drive. That is why, though the lots are smaller, you have R1 bounding on R1. You have an apartment building that's backed on to an institutional building with lots of area around it. These types of things have been taken into consideration. Dan, when Rob referred to the 20 feet, that was 20-foot buffer plus whatever the backyard setback is. And there's been no mention that the berm will be removed. Rob was saying that in terms of maybe there's a fence that would be incorporated as well if that was what was needed. So those types of things, I don't see as being taken out. And as Kevin said, the process going forward, there has to be more dialogue, this is one meeting again tonight.

Jill: Thanks, I think that's good.

My name is **Dick Young** I live on **Millennium**. I think some of my neighbours have expressed some of my concern and some of my questions have been answered since I tried to get up earlier. Living on Millennium though, what I find interesting when we saw the survey from Milton, they were 32-foot frontages and I noticed their driveways were all in the front. I guess this particular one at 42 feet, the driveways, if I remember correctly are supposed to extend more into the back yard. Having said that, I think my lot is 75 feet and I'm directly against the R1, I'm right on Millennium there, so if I have a 75 foot lot and these new lots are going to be 42, that's almost 2 homes on my lot. Like, I'm trying to visualize that but boy that seems small. The berm, I was going to mention, I hope there's going to be some kind of hill or something there to prevent the visual of backyard to backyard. I think my neighbor Judy mentioned earlier on John Hamilton, I don't live on John Hamilton or Reddin but along with the heavy equipment that's going to be travelling on those roads, she mentioned mud and that would be a real concern for me. That's being tracked into all the garages and everything else and red mud doesn't go away very easy so that's a concern. From a developer point of view, I guess to be a little cynical, it would be nicer to get 100 units I guess the original plan was only for about 65. I don't know what the economics of all that is but maybe they're smaller, cheaper, can sell quicker, gross dollars are the same as 65 big ones I have no idea. I think somebody mentioned trying to keep prices down to a level that will be sold a lot quicker than bigger homes, maybe that's part of it but. Like I say, I appreciated the actual presentation, I understand what they're trying to accomplish, it's just, when you like right there it's a little different. Thank you for your time.

Jill: Appreciate that, thank you.

Hi, my name is **Janet Compton** and I live on **Millennium Drive** as well. I've lived in Stratford since 2007. When I first moved to the neighbourhood, I was delighted with seeing foxes everyday playing out in the back field having a great time, it seems like the development in Stratford is becoming overwhelming. These creatures that live in this area, and have for many years, are being squeezed out by these developments. I realize progress is progress. I have a point to make about the road that going on MacKinnon Drive down to Glen Stewart School. It's fantastic for all the schools and everything like that, but there was a pond there at one time, with frogs in it and birds and everything else that that road has been paved over and I don't know if anybody ever brought that up at a meeting. That's a sore point with me because I walked it many days and my grandmother used to listen to the bullfrogs at the night with her girlfriends sitting in her car and they lived in Stratford as well. So, my main concern is the wildlife being squeezed out of Stratford. That is to me, I look at that development and I just cringe because I wish you'd be so much kinder to that property than what that looks like; and that deserves better than that. I just don't like the amount of people, I don't like you know, additional duplexes that have moved in there since the 2013 design that we all were here for. There are more duplexes, there's an apartment building, if it's an R1, I see one person in my backyard. If it's this, maybe three people will be looking in my backyard, maybe I'll be looking at three houses. It's just, I just don't understand it, I don't know why you can't build a more affordable house for a price that people can afford and give them their space; give us our space. That water pond that's supposed to be down there at the bottom to manage the

stormflow. Nothing can live in that; no ducks can live in that. There are birds down in that swale right now in the bulrushes and everything down there. When you put those ponds in there, nothing's going to live in it. It's just going to be water that flows in and out and there's more wildlife gone. That's what I loved about Stratford when I first came here, was the wildlife, and the space and now it's all disappearing. So, where do I have to go? Mount Herbert? Maybe I need to move out of Stratford and move somewhere else because I just don't want to look at that, I'm sorry. I appreciate the work everybody's done on it and I know it's a lot of hard work, time, it's a lot of money. I know everybody wants to make money, but I just can't. I don't know. I just don't understand it. I don't know where the sweet spot is, I guess, for everybody, but I just can't accept that.

Rob: I do want to bring up, because the point that you're raising is sort of the point of the presentation, is that we're growing. We're putting, I forget what the number is, it's 1.5 million acres of farmland is being lost every year in the United States as a result of sprawl. And so, if we continue this form of development, large lots, lots of space like you're talking about, it has to go somewhere and instead of growing up, we're growing out, and we're losing farmland; we're losing natural areas. It's really time for communities to look at a little bit additional density so that we don't have to put 100 new homes with 70 foot lots growing into the agricultural lands, we think this is the best way to do it.

Janet: I understand what you're saying, but what I'm saying is that when I came to Stratford, I liked open space, and I liked the green space, and I liked the foxes that were there, and I liked the birds that were there, and I walk there, everyday I walk that trail. So, anything you're going to put in there is going to, you know what I mean, is going to hurt. And I'm talking personally. However, it's just too much in too small of a space. It's too much.

My name is **Susan Young** and I live on **33 Millennium Drive**, Janet is a neighbor of mine and so is Dan. I'd like to say I really enjoyed the presentation this evening, especially yours, sir with all of the beautiful graphics that you had. I'm not addressing you folks as the land developer, but I have a lot of members from the Town here, and Janet and I and quite a few of our neighbours are walkers, you see a lot of walkers on our street. If you put a park in there, would you put a bathroom in it? I go down Millennium Drive, I turn left on to Stratford Rd, I walk around to Sobeys and there's not a place I can go to the washroom along the way. If somebody could look after that'd be great. I do have a question for you John. I'm wondering when you build, if you build a subdivision there, is it you that builds the houses or does someone buy the property from you and they build their own house under certain specifications?

John: That's a good question. When we did Pondside, we didn't build any of the houses. That was back in the Schurman days. But what we did was we controlled who was going to be the builder that was going to be in there. We hand picked them and we worked with them and, like I said, in the covenants we said what the colours had to be, and the design had to be, and so on and so forth. What I see in this, we would certainly like to build all of them ourselves. If that doesn't become practical, I see the same process, we would hand pick people that we wanted to work with. Builders that I know from my 30 years in the industry is how we would do it. I just want to mention, I understand about the greenspace, and I just want to say in terms of if you went in there in this R1 space, if it wasn't me, or it was somebody else and they went in there and did it as R1 and 35 R1 lots and homes, they're only required

to have 10% greenspace. So, we're going to lose a lot more greenspace, we're going to lose more vegetation, more animals. As part of this, when I was relaying this information to Rob's team was, although we're not applying for the sustainable subdivision, we want to keep the 30% greenspace so we can try to address some of those issues. Again, back to Rob's point about sprawl. It's a tough job for a municipality to manage greenspace: how much greenspace, the cost of greenspace, the maintenance of it. So those things all have to be addressed. I think Stratford has, you can never have enough greenspace, but I think we have an abundance. I think we have a trail system that connects these greenspaces, we have a golf course in the middle of our community that adds greenspace. I'm not trying to shove anything down anybody's throat. Most of you probably know I was involved in the housing strategy for PEI because of the crisis we were facing with less than 1% vacancy and so on. We have got to start thinking different in terms of the type of housing we're going to be providing. We can not continue to build the big one-off family houses, we have to think about the types of houses we're going to do, we have to try to be progressive. But I think, you know I was talking to the Mayor beforehand, we have to do it in a way that balances things for everybody. That's what this was all about, was hire a consultant that has experience, has taken the information and then try to come up with a balance. And that's what we're trying to do here tonight. Nothing's going to be decided here tonight. I want people to be sure of that. There's no way a Council's going to go out after a meeting like this and make a decision. I wouldn't want them to and I wouldn't expect them to either as a resident of Stratford. Keep coming to the microphone and express your stuff and hopefully we can keep answering the questions. I know there's one gentleman here, he was asking me about sustainable stuff there last night, about energy and you brought about the point of their doing this in Alberta and so on and so forth and that has to be part of this development too. How far does Stratford want to go with that? Are we going to have, allow small windmills in peoples yards? Are we going to, certainly we want to have solar panels on the houses here, do people want that? Do we want to make it mandatory that we have low flush toilets that were using, all the different things that we can? I'm not up on all this kind of stuff. We talk about traffic, well how about, my daughter just started her first engineering job here six months ago and she's working on autonomous vehicles. I don't know what it's going to be like with a car driving down the street here with nobody sitting in the driver seat. But folks, this is change and I guess it's about working together to try to do that because we need housing product. Shelter is a fundamental right and we have to provide shelter and we got to be able to do it in a way that we can, especially in the Town of Stratford, that we can fit many people because let's face it, most of our product in recent years has been all high end product, and that doesn't allow us to diversify.

Hi there, I'm **Steve**, I live on **Reddin Heights** and I'm just wondering, I realize that you dropped the sustainability development requirements from last time. But that may be pretty much, if you're going to be innovating and attempting to create a higher density, do something that's a little bit different than - you really should be meeting the minimum baseline for sustainability. It's pretty much the biggest issue that we have going on nowadays. So, for example I can see one big obvious flaw with the way that the houses are laid out in the way it's been presented, they're not facing south. So they're just not passive solar ready, if you wanted to make it a net zero building, anybody buying these houses wouldn't be able to. There are also no restrictions on if anybody's, you're not requiring that net zero houses are being

made or any kind of EnerGuide rating for the house. If you're going to innovate and increase the density, this is exactly what you should be doing.

Rob: Thanks for that, I did want to touch on just a couple of points. We are working on the one and only LEED ND (neighbourhood development). So, we've built baked in, a lot of the LEED ND into this plan and the issue of whether we're doing geothermal, solar, these are all issues that are beyond what we're here talking about tonight. Right now, we're talking about a zoning change and in that zoning change we can't get into the detail of is there electric vehicle stations in the multi-unit building. There's a lot of details that would have to come in the next phase once we have the rezoning approval, John.

John: I just want to say that when you do look at the plan and you look at where north is and south, there has been orientation that's been taken into consideration for that if you look at all the single family homes in that upper level, they all could handle solar panels with a southern orientation. Like Rob said, these things would have to be taken into consideration. Just so you know, some of the things that I've been looking at. I took a trip over to Nova Scotia. I don't know if any of you have heard about the first experimental house that was built over there by a couple of guys and it used about 400,000 water bottles. I went over to see it, what they've done is they've taken fishing boat technology, they've taken rigid foam and they've layered up fiberglass on each side of this; they've made an air-tight and a water-tight home out of it. And, like I said, used hundreds of thousands of water bottles in process. It would be great to have one of those houses as, it looks like a real house, look it up when you go home. I'd love to see things like that in here. But you know how you're able to do these things, you have to have an economy to scale, you have to have the units that allow you to drop the price down per unit in order to accomplish these type of things. It's math as well.

Roger: I just want to follow up on Rob's point. There is work to do. This is kind of a first step, we're pretty close. We talked about the houses and that you're going to do. I just, on the construction side, I think that's an important one it's come up a few times and very much appreciated. One of the things you have to look at as you start to get into detailed design and how do you actually put this thing onto the ground in practically. You look at a bunch of different options, and I don't want to speak out of turn here, in terms of Reddin Heights is really not a really very appealing spot to bring the trucks. So, I would suspect as you get into detailed design, you're going to look for alternatives to get in and out of here without having the risk of having to go repave the whole street because you destroyed it. So, it could be coming in from one side, it could be making other alternate connections to facilitate construction. But those are all things that need to come once things are basically, right, then you figure out how to do it as best you possibly can to minimize impacts on the neighbourhood.

I'm **David Ross**, I live at **12 John Hamilton**, which is right below the townhouse block at the very bottom of that picture there. I guess the first thing I'd like to say is I appreciate what you're attempting to do here in terms of sustainability. Developing single homes on 70-foot lots is not a sustainable way to progress into the future. I like the walkability features; I like the fact that you're sort of de-emphasizing vehicular travel. My concerns are, there is going to be an increase in traffic, and my wife is visually impaired. While the pedestrian infrastructure inside the development looks excellent, there is nothing being addressed in this plan for Reddin Heights and John Hamilton - to be the areas which would be the

areas where I'm most concerned, and Millennium. Presumably, if there's a playground in there, there's going to be young families who might like to bike to school or something like that. I don't know what the plans are to address that. The traffic study from my perspective only captures about half the traffic because most of the traffic that's going past my house there is people going out for their morning walk or young families out walking their dogs. And right now, they are sharing the travel path of the roadway with, what's going to be an extra car every 75 seconds, which is also not a sustainable recipe. So, I don't know if any of the Councilors or the Planning Department can address what would be done for that. And, as other people have pointed out, the construction traffic as well is going to be a concern. So, it doesn't seem to me as though that's something that could be done after the development is in place. That's something that should be considered before the development goes in. My other concern, it's a rather more selfish one, is there's a, it looks like going to be a three-storey townhouse block eight feet off the back property line of my bungalow. So, I don't know if there's anything that can be done to adjust the scale in that particular area. It seems like a lot of attention has been paid to the rest of the development to sort of make sure that the vertical scale of things is similar to what's adjacent to it but that was the shortcoming that I noticed.

Rob: Yes, we could look at that and I think, looking at the entire development we'd certainly like to chat with the engineering department to find out what the capital budgeting is for sidewalks and see if there was a way to move it up in this area.

Jill: I guess as a point from the Town, we get this all the time. With our rapid growth in the community over the last little while, we are having, and we do have a very active community, we have a lot of people out walking and me having young kids, this is a huge issue within the town, increased traffic and with all of us that enjoy the outdoor walks, it is colliding, it is intersecting more and more. It comes up all the time. I can tell you that we're very aware of that and we are looking to identifying active corridors that will get our pedestrians off the streets and looking to really build them up. A significant amount of our budgets are going towards active transportation now. That was a priority within the town and we are looking to direct a lot of those funds as much as we can. Just to answer your question somewhat, it is a priority.

David: I'll just add one more quick thing to, I mean if the intent is to have people use transit, they're going to have to walk down the same roads that I'm walking down now too. So you're defeating the goal of the development if you're not going to make those investments

Jill: yes I absolutely hear you.

Hi I'm **Ben Lanigan** I live on **3 Reddin Heights**. I just had a question in regards to the travel study, did it take into account the increased traffic on Stratford Road? Because we have a lot of these developments cross all of Stratford, so there's quite a bit more traffic on that road than there was originally. So there's a lot of issues with pulling out off the stop sign.

Roger: yeah we looked at that. So typically what we do, we look at sort of existing conditions based on existing traffic counts and whatnot and we grow traffic naturally regardless of the development, we grow traffic. We used a fairly aggressive annual growth rate to take all the traffic in the general area and

increase it and then look at what happens there and then add the development on top of that. I'm not going to sit here and say that the Trans Canada highway is not, it's busy, it's a big intersection you've got the bridge right there. When you look at the actual contribution from the development. We always do the fun stat of total traffic through that intersection vs what the development puts through that and it's a fraction of a percent. So one of the things towns have to do, cities have to do where ever you're at, as you get growth you have to manage the bigger picture, the overall systems. If this was 800 units and it caused an intersection to fail, well then other recommendations come out of studies like this. But when it's a small development like this, there's no real contribution from the development but certainly there's a bigger picture transportation study.

Ben: yeah the development isn't the biggest concern it's the extra traffic that's on the Stratford Rd from other developments that are being put in, it's making it harder to get onto the roads. You're going to have more backed up traffic at the stop sign. I know I've seen, I live right by the end of it so I see cars whipping out trying to get out, because they can't get a break in the mornings, other times. I don't understand why you wouldn't have 2 connections. I know Stratford self, we had a case of on the school road for where the elementary school is, only one access way so they had to build an extra road now because of issues like that, which would be identical to this.

Roger: so certainly if traffic is high enough. So when I say we add traffic to the network, that includes traffic on Keppoch Rd and Stratford Rd right past the development so we model what happens at that stop sign. And when, before when I said it's about a 3 second increase in delay with full buildout here, that was with increased traffic on Stratford Rd, accounting for overall growth in the Stratford area.

Ben: another comment I want to make personally I don't think there would be a lot of people would be driving, you said connectivity issues, people can cut through that area. I don't really see why people would be. Because it would be a longer route, you're going through traffic, you have to go slower, more people walking, its not really an issue. It doesn't lead to anywhere that makes sense for someone to cut through there for saving time or whatever reason they want. So I don't really see that being a reason not to do a second access way.

Roger: There are a couple of ways to look at that for sure. I guess to make the point of traffic on the existing road network, there's not a whole lot of incentive in terms of congestion at the existing intersections that would force people to select alternate routes here, which is great. So that's one side of it. You get some subdivisions where it's congested here and I can get from here to here by cutting through and people will frequently do that. That's less of a worry here, unless there was some crazy increase. The other one is people will, there are some people that just do it because, they go through the parkland, they go through the area, they park and they take a little walk. They, there's all sort of supplementary reasons to do that which aren't necessarily bad things to do, but it opens up people just to come visit neighbours, do all those things, which can increase traffic a little bit. Is it a huge issue or huge concern here? No not really but it's, like a lot of things, this is a big tradeoff here you put a little bit more traffic to the outside intersections for the sake of really accenting the benefit of the Stratford trail through the area. Or you allow the crossing to take a little bit of traffic off of these. And I can say I think based on past studies, if delay increased there 20 seconds because of the development, or there was a

large change because of it, I'd probably be a little hesitant to say in the report, yeah maybe you should allow the 2 accesses just in case, but the volumes we're seeing and the impacts that they're having based on what's on the side streets just, the benefits of accenting the trail seem to far outweigh the relatively small additional traffic on the side. Our opinion based on lots of past studies and certainly not

Ben: just one more question I guess. Let's say for example that there is issues at that end, what would they be able to do for that road? Are you gonna put a roundabout in, would it be a stop light, how would you, if you looked at it and said worst case scenario, something happens and all of a sudden we're having really big traffic issues. How are we supposed to solve the problem now that the development is already in and there's only one access way, there's no other road to get out. Are we putting a traffic light in? I doubt you'd want to put one in there. Are you gonna put a roundabout? You gotta look at the worst case scenarios a lot of the times and what would you put there if it did end up failing.

Roger: That's really our, I guess that's part of the responsibility from a professional perspective is to look at it and say is there any risk in our assumptions what are we gonna do. So for traffic signals you have to have a, transportation association of Canada has a warrant process that you actually have to calculate and you'll never get it here to warrant signals. Because again traffic signals in the wrong spot are a bad thing. Same thing with a roundabout. I love roundabouts for many reasons but often they're put in when they're not necessarily the right solution to things. So professionally we look through this, that's really the purpose of the traffic impact study, is to look at all of the things and say gee you know is there any risk here? So really to create from our perspective and when we sign and stamp the report, we would need to see some massive change in Stratford further out, that would really cause some change in traffic in that area to go down that direction of warranting something as extreme as signals. And if that were ever the case, there would be many other issues to deal with on a general transportation. With respect to the development that's not a worry that we have at all, that it's going to cause those issues. I appreciate the question though.

Jill: thank you

Hi, **Doug Hepburn** I live at **49 Millennium**. Several things, we moved here six years ago, we never heard any of this until this week when we got the letter. I got two sides to the issue. We've lived all across Canada in the urban sprawl and it is horrible. Milton, I don't know anyone who likes it that lives there. One side for the council, you have to do something to protect the property values of all the homes that surround it. We're talking of reducing the R1 size, backing onto Millennium to a smaller R1 lot size, what's the house sizes? So is it going to be my house turned sideways – one, two, instead of one? - Which will depreciate mine and everybody else up the street. You have to protect that on our behalf. The other one is, the walkway and pathways I've used them, they're great but you can't have 80 homes coming out one little bottleneck, it's just not feasible. If you look at the very first house on the north side of Reddin, for the new development, that house as of right now is on fire. Fire department are there, everything is there. Somebody has a heart attack in the far back corner, how is an ambulance getting to them? There has to be a second way in. For an emergency responder, they'll tell you that's not acceptable. How can you have one-way in? Planning the park on the far east end where all the trees are. Who is it accessible to? The only way in is through the walkways in that community, so where's the cars

parking or is it exclusive for the development. You've got garden plots there that involve carrying peat, soil, dirt, produce, how's it going in and out? The stormwater ponds, I have seen thousands of them in where we've lived. We've lived Calgary, Toronto, Squimal?, Halifax, Fredericton, Burlington, Hamilton they're all mud ponds. They smell, they grow flies, they grow mosquitos. They don't serve any purpose on a dry season. So they're pretty in pictures but they're not practical. That's basically it.

Jill: Thank you.

Roger: thank you for those. I think we're both going to address a couple of things and great points. I think the emergency access has come up a couple of times and it is a valid point. You don't want to leave somebody stranded and they are narrow streets. So often what happens is if the general principle is that we want to keep that, there's a roadway but often what we'll do in some subdivisions is create a secondary access that's not a road but it's travelable. So like you say, worst case scenario a car breaks down in the middle of the street that nobody can get by, that there is a secondary access built to a standard that can handle a vehicle but it's a walkway say. So I don't know what it would be, they come through the church and through the back parking lot, but it's built that secondary access. So typically what we do then

Doug: those don't get cleared in the winter. When you get 8 feet of snow there's only the road to use

Roger: so typically as you get in, and again this is one of those things that as you get into how do you really make this happen on the ground as you get into detailed design we'll often work with emergency services and here's the plan to emergency services and emergency services says nope, that aint gonna work, do this. So you get certain requirements on the building development that will address things like that. If you don't have a solution to that then that's where you run into the issues, but I suspect that we can probably find 2 or 3 different solutions to make that happen for this development.

John: it's 100 units, if I'm correct, its 100 units per egress is the department of transportation rules and 2 egresses I believe it bumps it up to 500. Just to give you an example of what DOT uses as their

Doug: that's the same as the building code. The minimum standard. The minimum is usually the worst level *inaudible*

Roger: for sure. We just went through

John: this is 80 units on that side.

Doug: I'm just thinking Reddin is narrow. You put fire right there at that choke point, it's great to say and I know what you mean by accessory routes up walkways and whatnot. Well Stratford trail doesn't get cleared in the winter, why would it. How would anything get in? How would the people in, get out to go to work and so on?

Roger: I think those are to be addressed in a detailed design and point well taken on those. I think one of the things that happens when you look at the Stratford trail and some of the past towns work has been identified as a priority upgrade. It's supposed to go from this to this. What exactly that means,

certainly has to be seen. But often frequently when you see, one of the fringe benefits sometimes getting a development like this is a bunch of other things get done associated with it. Potentially that's an upgraded trail that becomes a higher level of standard, higher level of service that gets cleared a little more regularly because there's more use, because the area has developed a little bit more. So again, all trade offs that get addressed as you move the project forward.

Resident: a little more indirect question. There must be data, where are all the people coming from that come to Stratford? And what projections are there for future growth. I remember a few years ago everybody was making a lot of money on the golf courses, then everybody built a golf course now we have some struggling golf courses. Are you guys getting to the party a little too late or is there data to suggest we're gonna keep filling up all of these developments?

Rob: I'll certainly let Kevin talk to the detail but across other places, in Halifax I hear it every day, have we not got enough apartment buildings yet? Where is everybody coming from? But they keep coming and our growth rates continue and projected into the future. We've just done the plan for Cornwall and the growth projections even at, we looked at a low end of 1.5% up to a high end of 3%, its certainly surpassing the 3% there as well. So there doesn't seem to be any stop on this. Of course, there's federal immigration programs, incentives to bring more people into the country. So it will keep happening so if we don't deal with growth in growing up rather than growing out, we will continue to grow out. But we will continue to grow. Kevin anything else you wanted to

Kevin: I think that's a good summarization. We did do a housing demand study in 2012, it's quite a number of years since it's been done, we are talking about revisiting it. The issue that we're having right now is trying to find funding to be able to do it. We are looking at possibly partnering with Charlottetown and Cornwall, potentially even the provincial government to do something as large as an entire housing demand study for the entire province, which would be broke into regions and give us really a lot more detail about where these people are coming from. What the projections are in the future. I can take you back to the housing demand study that was done in 2012 and I think a lot of people looked at it and they said it seems really farfetched. It really seems like those numbers are high. We had a slow down period very shortly after the report was published which everybody thought, these projections aren't going to come true. If we go back and visit now, I think we're beyond the projections of what the highest point of the housing demand study had stated. So I think to Rob's point, the reason that people are coming, is for various reasons but at the end of the day, they are continuing to come. The market will ultimately dictate when we reach a peak or when the saturation point is reached. But the town will ultimately grow whether we want it to or not. It's a question of how will it grow and where will it grow.

Natalie Munn: I just had another question regarding this type of dense development in Stratford. Are there any other ones currently smack in the middle of an R1, like surrounded by R1 in Stratford currently?

Kevin: zoned as PURD?

Natalie: yeah. And also certainly that dense.

Kevin: the existing PURD developments within the town are all generally around the intersection of the Stratford and Kinlock Roads. There are three developments that have happened there over the past 10-15 years. The majority of them are all townhouse style developments. Just outside of that development to the south, there are R1 and R2 zoned land. Aintree Drive area is zoned R1 and there's PURD immediately adjacent to it. To the North of that is the actual Core Area so you're into mixed use zoning on the North side of Aintree Dr. So to say that there's a unique one that has R1 all around it. No, I don't think that would be true. But to have PURD within other, PURD only contains residential within it, it's just various forms of residential that are within it.

Rob: I did also wanna just say as well, 7 units per acre is still by most planning standards a low density development. Once you're up in the 20 units per acre that's kind of a medium density development. Larger 50-60 units per acre are some of the things that you see in suburban areas that are starting to add a fair amount of multi-unit housing. And then once you're into city centers you're 100-200 units per acre. So at 7 units per acre this is still, I would consider, I'm saying its medium density but it's still classified as a low density development.

Barry Chandler I live on **Reddin Heights** I've been there since 88. First of all, I think you gave a very short drift to the fact that houses need to be sustainable that that is as much a fact as all the big picture stuff you've given, applied to this little parcel of land. I notice a lot of big developments in terms of apartment buildings just around the area around this building we're at now, they seem to populate all over the place. And I'm certainly sure that most of the neighbourhood that exists now is concerned about this. So I really have a question for the town though. And certainly I recognize that 100 units is, no matter how you figure it, is more profitable than 35. But I really have a question for the town, and that is, what's the process? Because we've been talking about this development as proposed and all this, but isn't this really about whether the land gets rezoned or not? And it seems the message gets, well I don't like this, I don't like that or this might be this. Isn't the question, or if maybe you could tell me, or us, about the process of rezoning itself. Because I'm sure if we polled the 149 or 148 people in the area and said, do you want this type of development? do you want it to be increased to medium density or higher density? The answer would be no. So I'd like to know what the process is for rezoning and not so much discussion about this because I'm still hearing lots of it could change, or things could be need to be figured out once they're underway. So I'm wondering if you could tell us about the process for rezoning, please.

Jill: that's a good point barry, I'll pass it to kevin.

Kevin: so the process, we're at the very early stages in the process here which is just the public consultation portion. After the public consultation portion, all the comments that are heard here tonight or that are submitted in writing are taken forward to planning board and then ultimately on to Council for a decision. At the planning board and council stage, council have to give consideration to what objectives are identified within the current official plan that would either support or not support this proposed rezoning application. They have to look at the factors such as traffic, which is why there's a traffic study that's been done for this particular project. Then all of that information is brought together in the discussion is really start to had, is this something that the town policies support or that they do

not support. And then it's ultimately, planning board members make a recommendation to council to either approve or deny a rezoning request and that is tabled at a public council meeting and there's a discussion and deliberation from council and then they make a formal decision on it. So I hope that answers your question.

Barry: it does. I've heard talk about petitions and those kinds of things. So they could be submitted as well.

Kevin: we have stated publicly that there was some concern. They said we'd like to maybe come to the public meeting and then submit our comments in writing afterwards. We have said we'll accept comments right up until Friday at noontime of this week. To ensure, the reason we can't let them go on forever and I mean if people want to talk to their councilor or their mayor elect directly or submit something to them directly, they can absolutely do that. But to ensure that we have the information in in a timely manor and we have it in front of the planning board who's going to meet next Monday, we prepare a report after this meeting. All of that information gets compiled into the report, we prepare it, we send it out on Friday it give the members an opportunity to review it on the weekend. So that's why we just have to have a timeline of some point where we have to cut them off. But we're certainly open to people submitting their comments beyond this evening.

Barry: so anybody pro or con can send an email

Kevin: absolutely yep. Send them into the town, send them into your councilor to the mayor. If they get in that way, they'll get forwarded on to us. And we will ensure that they get put in front of everybody for consideration.

Barry: thank you

Kevin: you're welcome

Danny Wood: I just have one final comment. It's not a question but I've heard the term 7 units per acre as medium density. And I suspect it is if you live somewhere that has 10 or 12 but we live where there's 3, so to us 7 is high density.

James Lund (I think): I just have a quick comment about further meetings. This letter was only sent out like last week. I think we're supposed to get 30 days' notice of public meetings on these things not 7 or 8 like it was.

Kevin: there is no formal legislation on how early the letter is to be sent out. The letter was sent out on November the 15th. I do understand, I'm guilty of it myself, with neighbourhood mailboxes now instead of door to door delivery, I don't check my mail regularly but they were sent out on November the 15th. So that exceeds the, and we have to have an advertisement in the local newspaper 7 clear days prior to the public meeting. We're legislated that we have to do that, which we have done. And we post signs on the property and we share the information on our social media and sites and stuff too. So we're certainly not trying to tell anybody, we're not trying to do this with short notice. It's a very public process, this is a very large turnout for these meetings so it's obvious the word has got out. We're telling

people if they want to give comments beyond the meeting, we'll extend that deadline until noontime on Friday.

David Ross: I've got one very quick one. Who clears the snow off of all of those sidewalks?

Kevin: if they're public sidewalks it would be the town that clears the snow off them

David: and that's what these would be?

Kevin: if they're within the public right of way and the roads are public streets then yes, they would be public sidewalks

Rob: that's currently what we're designed.

Jack Cooper, I live on **Marion Drive**. I just got a question regarding the traffic. I was kind of with the town too. The new MacKinnon access, there's going to be another road come on to Marion Dr from the roundabout I'm under the understanding of that. So that's gonna already create traffic. That subdivision that they're proposing, that traffic is going to go up around my place to Sobeys, not down Stratford road. All them hundred cars are gonna come down, up Millennium, down Marion, across onto MacKinnon and up. That's gonna be the easiest and quickest way for them to go. And those R1 houses, to me they're just duplexes split with a driveway. So there's really an R2 just split with a driveway kind of. You know what I mean, the design is just making it look like R1s but they're really R2. Because you're putting 2 houses on one lot basically if it stays the same.

Roger: I guess with respect to the traffic one. We expect people will find their way. So there's 2 pieces to that. One is again

Jack: did you have that little access road in your, that is going to be proposed to go through there, onto Marion, so is that in your traffic study?

Roger: We've looked at distributing traffic

Jack: is that in your traffic study is the question. Is that in there? Probably not because

Jill: probably not

Roger: to be frank

Jack: we're already going to get more traffic from the school *inaudible*

Roger: I'm not quick enough right now just to pull it off the top of my head to know exactly what the implication, but when we do the traffic study, we distribute traffic widely across the network. So one part of it is the peak hour implications where people tend to be going to places of work and back, which is your highest. And then again there's the off peak where you have people and they very well may make other decision

Jack: *inaudible*

Roger: I guess we go back to the same

Jack: *inaudible*

Roger: we'll take a look at that. Given the volume and the magnitude of the development again, I don't expect

Jack: *inaudible*

Roger: like I said the development is going to increase traffic, but the magnitude is what magnitude of traffic

Jack: *inaudible*

Rob: I just want to speak to the R1. It is 100% an R1, this is not an R2 faked out. When you look at the size of homes, you look at the size of families in the late 60s, 4.5 people on average per family. We're down now to 2.1 people per household. We don't need houses the size that we used to need in the 70s. these are true R1 homes they're just narrower, they're more affordable for young families.

Jill: just to further clarify Jack's point. So in the transportation study, you were using existing roads right? Like there's roads being built right now and I think that's what he's eluding to, is there's roads being built right now that may not have been accounted for. I guess just a clarification on the traffic study only using existing roadways right?

Roger: yes

Jill: yeah I think that's all, I think that's what you're eluding to right?

Jack: *inaudible*

Jill: yeah like off into the future there's future plans and I think that's what you're, yea, okay.

Jack: *inaudible*

Roger: we'll take a just a quick review of *inaudible*

Jill: yeah I think that might be a, take a little look at that yeah

Jill: alright it's 10 after 9, if there is someone that wants to ask a question I'll absolutely open it up for one more if anyone's interested.

Resident: Where do we send *inaudible*

Jill: all comments can be submitted to certainly to myself, I'm on the website or the planning department, they mayor here will take emails, we can give you business cards.

Richard Russel I live on **Reddin Heights** my question is regarding our comments that were submitted in advance, do we receive responses to those comments or should we ask those questions here tonight?

Kevin: we have the letters that have been received, we have 4 in total that have been received in writing. We typically don't go through them in detail at the public meeting, but we do give them to the planning board and council members for them to review in their entirety so if there is something you have in the letter that you want to bring up tonight, absolutely.

Richard: okay I agree with Ms. Compton, it's too much in too small a space. I agree with Mr. Ross, there are some distances between what you proposed and the existing properties that are just too narrow. For example, at number 21 Reddin Heights which is the western most house on Reddin Heights you have a driveway basically abutting his property line and I agree with Mr. Ross that that multi-unit building is too close to his property line. I'm concerned about the snow removal which Mr. Ross also eluded to. I know in your traffic study you talk about what's going to happen during rush hour. But did you think about what's going to happen, I presume these are publicly owned roads, is that correct?

Jill: yes

Richard: publicly owned roads and this is not a condominium style development, people own their own properties, they're responsible. So that means we're going to have about 60 tractors coming up Reddin Heights every snow storm and that is a lot of tractor activity. It's a major, major concern for a lot of people. We've even had a death in Stratford a number of years ago by a person being hit by a snow removal machine, so that's got to be considered here. And then where does all the runoff go, where does the snow go. That what mentioned as well. And then another concern about the traffic during the construction phase. Thousands of vehicles potentially and it's not going to be 2 years. You cannot build that much in Prince Edward Island in 2 years. If you want a house built today you have to wait 2 years before you get a builder, and that's one house. So I don't know where you're going to find the people to build these. So this is just way too much in too small a space. There must be a compromise where you can have slightly lower density, fewer homes and still make your economics work for your development.

Jill: thank you. I think I'll end it there. I hope everyone got to, I hope all the concerns were tabled here tonight. Next steps, all these comments, to reiterate please submit those comments, Kevin will tally them all together and present them to planning board. Planning board will absolutely be taking all of this into account. We have lots of council here tonight lots of staff here tonight listening as well. And they'll make a recommendation to council. Then of course town council will make the final decision and that potentially could be on our December 11 council meeting if things progress. Other than that, is there any final comments from you folks?

Rob: no, no we appreciate everybody coming out tonight, it's great to get the feedback.

Jill: John?

John: I'll be very quick, it's a long evening lots of people here, appreciate the efforts of the staff, of the town the councilors and mayor for staying on. And the citizens for coming out and hopefully we can do something here that's going to make the majority of us all happy. Thank you.