

# MAGGIES PLACE DEVELOPMENT PLAN WORK PACKAGE 2

TOWN OF PORTUGAL COVE - ST. PHILIP'S, NL



FINAL REPORT | SEPTEMBER 2017

  
Portugal Gove  
St. Philip's

  
TRACT



# Maggies Place Development Plan Work Package 2

Final Report

**Town of Portugal Cove - St. Philip's, NL**

September 2017



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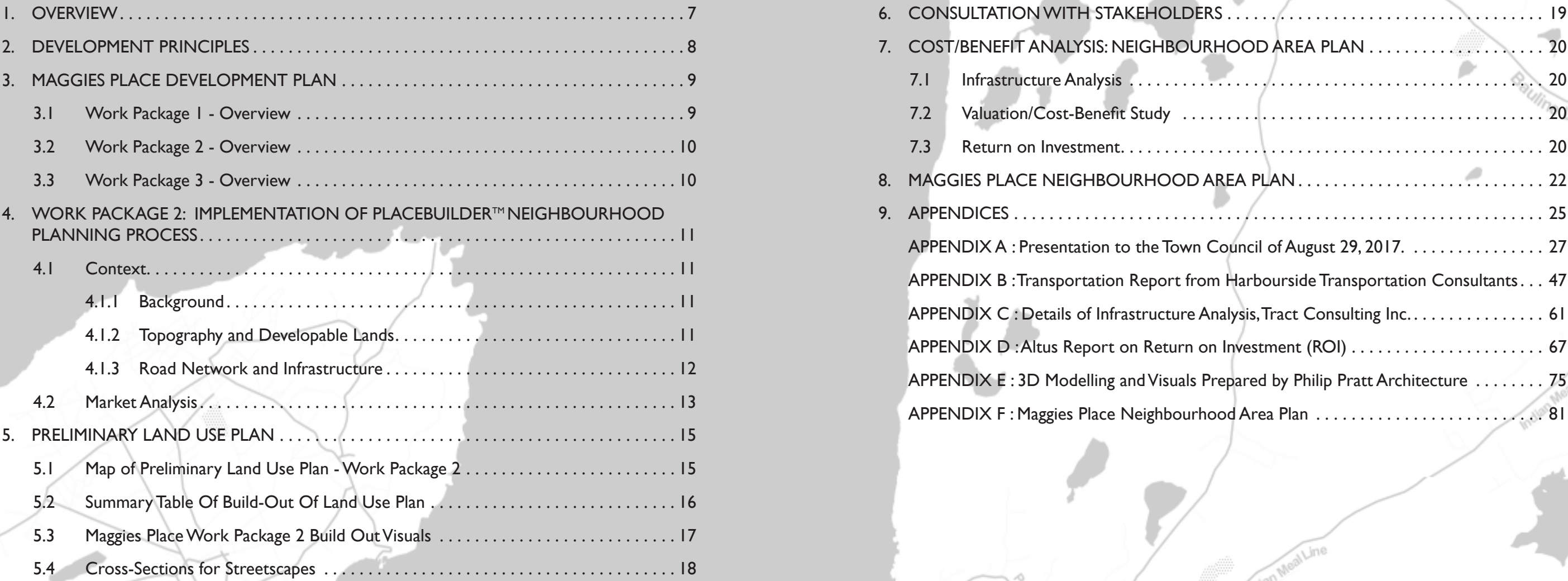
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# TRACT TEAM

- TRACT CONSULTING – Prime Consultant/Civil Planning/Landscape Architecture
- HARBOURSIDE ENGINEERING – Transportation
- ALTUS - Development Economics
- PHILIP PRATT ARCHITECTURE –Architecture



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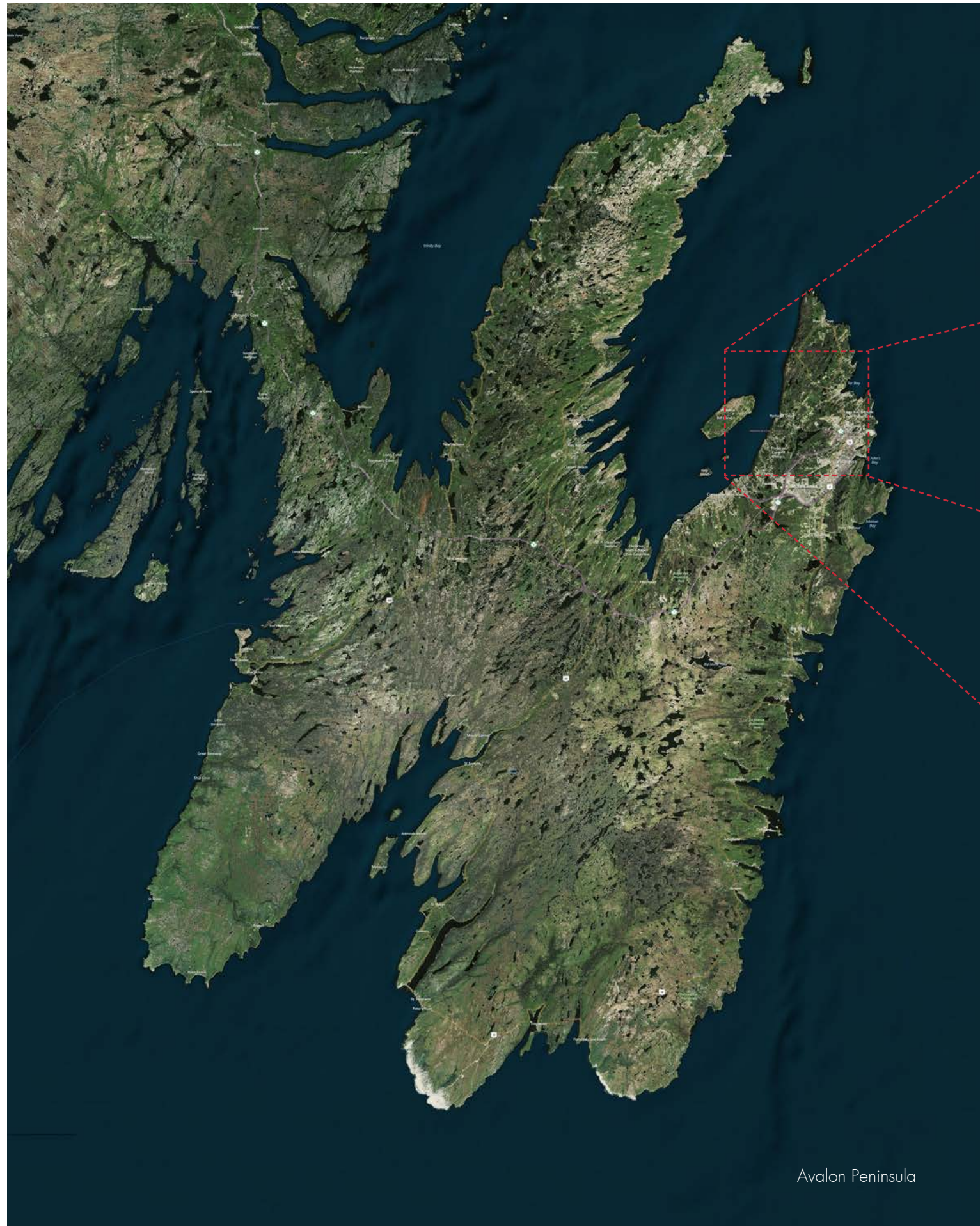


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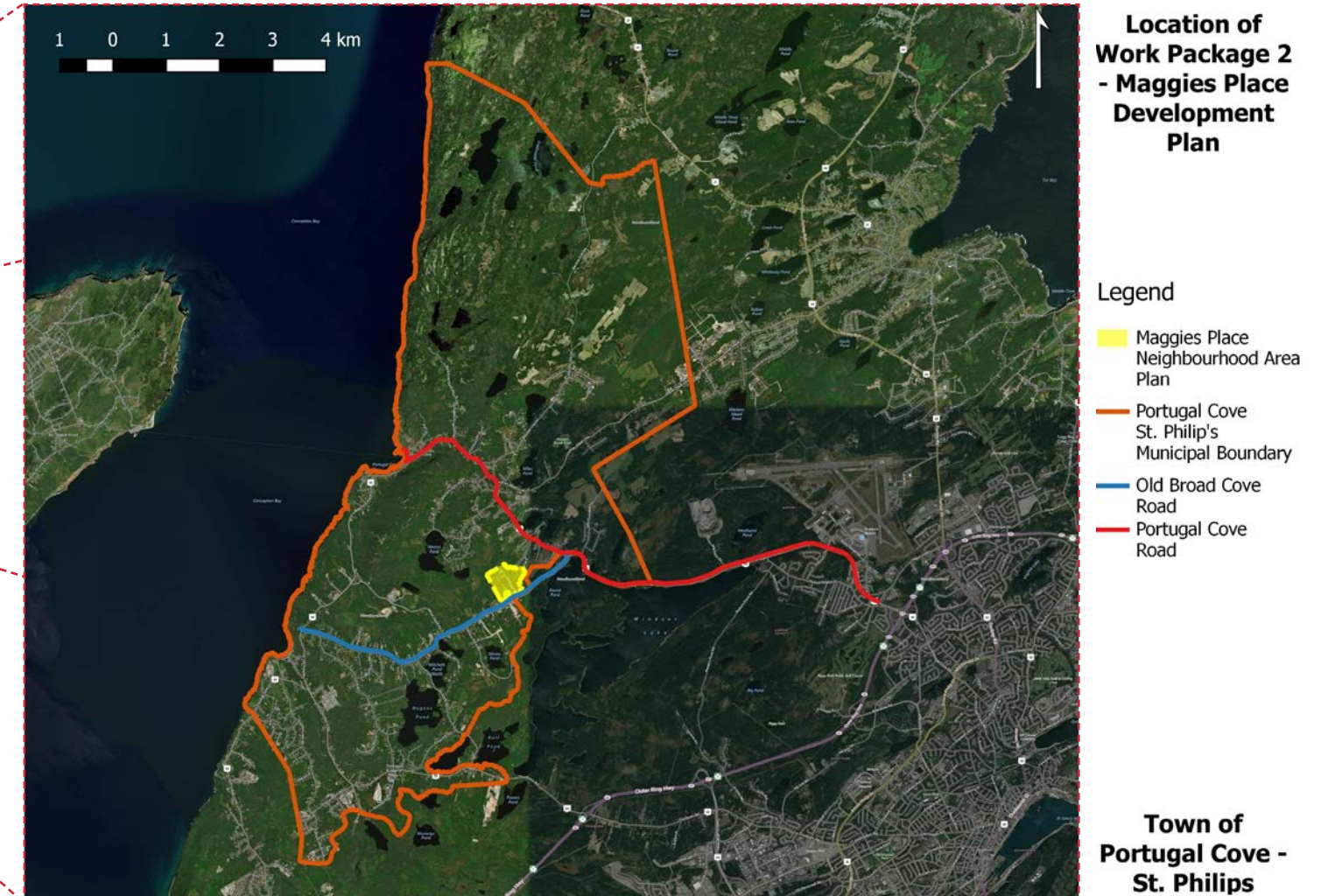




# 1. OVERVIEW



Avalon Peninsula



The Maggies Place Development Plan project involves a 145-hectare site centrally located at the eastern border of the Town of Portugal Cove - St. Philip's, near the intersection of Portugal Cove Road and Old Broad Cove Road. Formerly designated as provincial agricultural lands, the Town is seeking re-designation of the area as a Residential Development Scheme Area (RDSA). A three-phase 'Work Package' approach was initiated to achieve this objective.

Work Package 2 represents the preparation of the Maggies Place Neighbourhood Area Plan that provides the gateway to the overall RDSA. Building on the foundation of feasibility studies regarding site assessment and municipal infrastructure undertaken in Work Package 1, Work Package 2 added regional market evaluation and cost/benefit analysis to inform the design of the Neighbourhood Area Plan. This work is highlighted in this report, and supporting appendices provide the details of the work undertaken by the *Tract* team.



## 2. DEVELOPMENT PRINCIPLES

The Town of Portugal Cove - St. Philip's has embraced the PlaceBuilder™ community planning model developed by *Tract Consulting Inc.* that advocates sustainable development and fiscal responsibility.

The PlaceBuilder™ guiding principles for urban design include:

- Respect and preservation of environmental resources;
- Creation of a network of active mobility walkways and trail systems, i.e., green connections and active transportation;
- Rationalized traffic flow, i.e., transit oriented development;
- Enhanced municipal service, i.e., centrally located new Municipal Depot;
- Efficient use of developable lands for diversity of housing choices and mix of other land uses;
- Access to nature, recreation facilities and agricultural lands; and,
- Overall pursuit of a complete, age-in-place, neighbourhood in the Town of Portugal Cove - St. Philip's.

These principles, combined with Council and public feedback provided guidance for the development of the Maggies Place Neighbourhood Area Plan.



This Preliminary Land Use Plan Buildout demonstrates how PlaceBuilder™ principles are incorporated into the design.



# 3. MAGGIES PLACE DEVELOPMENT PLAN

## 3.1 WORK PACKAGE 1 - OVERVIEW

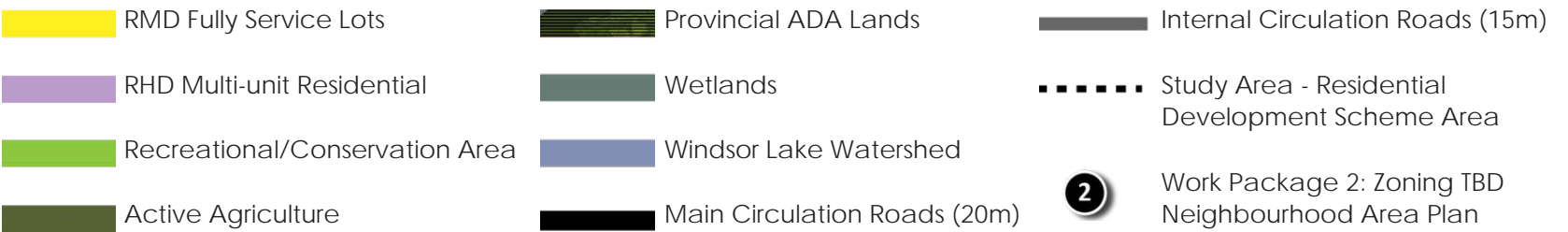
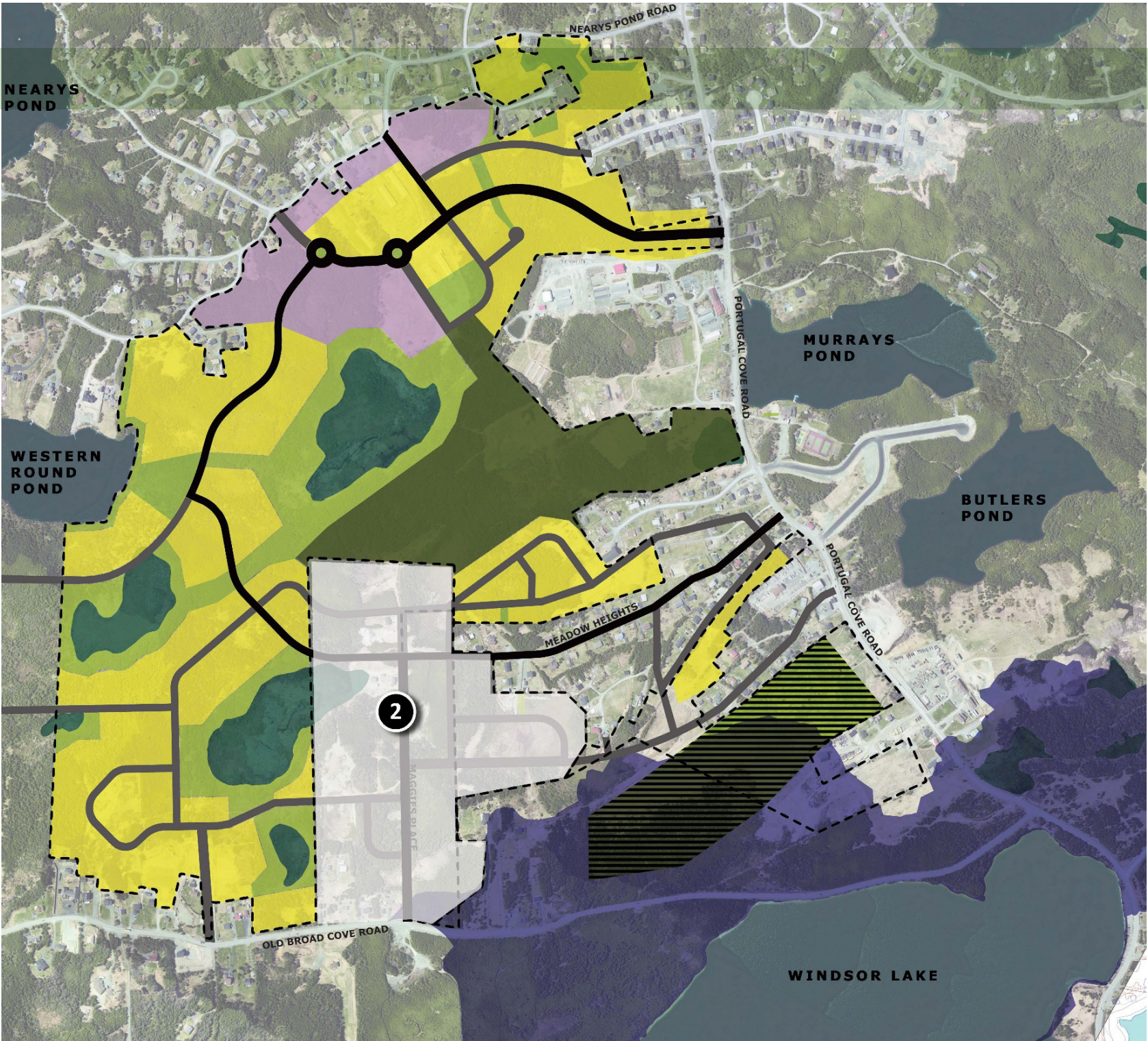
The development approach for the Maggies Place project includes three distinct work packages:

Work Package I involved the preparation of a development concept plan based on site assessment, market overview and significant engagement and dialogue with local property owners, residents, developers, interested persons, including Town Council and senior Town staff.

The resulting Preliminary Land Use Plan for the overall Maggies Place Development Plan Area includes:

- Identification of developable lands, and proposed land use and zoning plan;
- Design of a transportation network to support development of the proposed zoning plan; and,
- Preparation of an engineering servicing plan to support the land use plan.

The Preliminary Land Use Plan for Maggies Place Development Plan Area, Work Package I, was Approved-in-Principle by the Town Council in April, 2017.





## 3.2 WORK PACKAGE 2 - OVERVIEW

Within the overall concept plan, the lands near to and surrounding Maggies Place are intended to be the primary focus of development and will include a Neighbourhood Development Scheme that has been prepared by the *Tract Consulting Team* for Work Package 2. In addition, the following scope of work has been undertaken for Work Package 2:

- A fiscal framework to support financing the required infrastructure;
- A design development program based on market and land valuation;
- A detailed Neighbourhood Plan that responds to the zones within the overall Development Planning Area, and allows for more detailed neighbourhood level zoning based on the defined design development program;
- A refined Development Plan that designs and costs the needed key infrastructure to support the plan, and the costs associated with the development;
- The Neighbourhood Development Plan will be based on a Return on Investment (ROI) Model that identifies the mix of uses, projected selling price and the return on investment to the development community and the Town; and,
- Once the land uses zones are defined and agreed to for Work Package 2, then the zoning categories in Work Package 1 can be adjusted as determined necessary.



## 3.3 WORK PACKAGE 3 - OVERVIEW

Using the Development Plan and the land valuation and the Return on Investment information prepared for Work Package 2, a Request for Proposals ("RFP") will be prepared for advertising to the Development Community. The Town Council will determine the process for the preparation of the Work Package 3 RFP at the appropriate stage of the Maggies Place project.

# 4. WORK PACKAGE 2: IMPLEMENTATION OF PLACEBUILDER™

## NEIGHBOURHOOD PLANNING PROCESS

### 4.1 CONTEXT

#### 4.1.1 Background

Within the overall Preliminary Land Use Plan, the lands near to and surrounding Maggies Place were intended to be the primary focus of development as part of Work Package 2. This consists of the currently vacant parcel of land approximately 5.7 hectares in size owned by the Town on Maggies Place, as well as lands immediately surrounding the Town owned land, and the proposed new Municipal Depot site.

The implementation of the Placebuilder™ approach was applied, including:

- A design development program based on market and land valuation;
- A detailed Neighbourhood Area Plan that responds to the zones within the overall Preliminary Land Use Plan and allows for more detailed neighbourhood level zoning based on the defined design development program.
- A refined Infrastructure Development Plan that designs and costs the needed infrastructure to support the plan, and the costs associated with the development.
- A Return on Investment Model that identifies the mix of uses, projected selling price and the return on investment to the development community and the Town.

The resulting Neighbourhood Area Plan would then be sustainable from both a quality community lifestyle perspective and provide a fiscal framework to finance required infrastructure. Once the Neighbourhood Area Plan is defined for Work Package 2, then this approach, including the new and refined zoning categories can be applied to the lands in Work Package 1, or to other Residential Development Scheme Areas in the Town of Portugal Cove - St. Philip's.

Following the completion of Work Package 1, the Town Council agreed to proceed with Work Package 2. The defined neighbourhood context includes the currently vacant parcel of land approximately 5.7 hectares in size owned by the Town on Maggies Place as well as lands immediately surrounding the Town owned land.

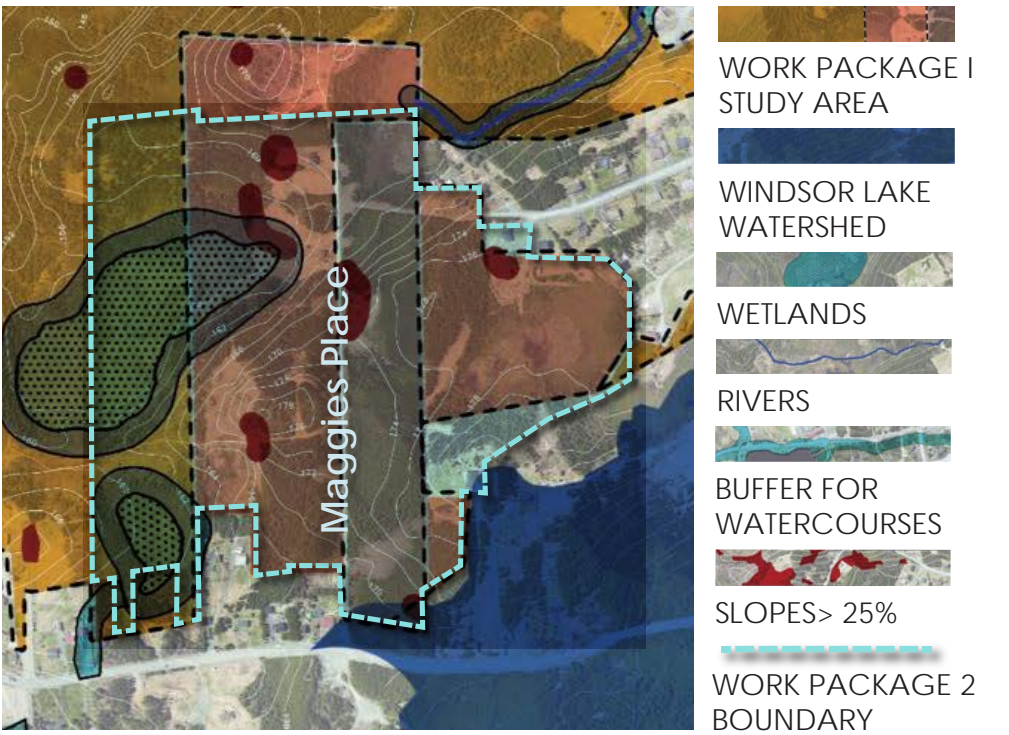
The work for Work Package 2 includes recommending future land uses for this area, housing types and densities and other appropriate land uses as well as features to accommodate recreational uses.

#### 4.1.2 Topography and Developable Lands

Work undertaken for Work Package 2 has included a topographical review which has mapped lands with slope gradients in excess of 25% as non-developable. The consulting team believes identifying lands with a slope of 15% to 25%, as only available for specific types

of housing, such as low-density townhouse projects that may be developed in clusters and in unison with the natural character of the site is desirable. Development sites with slopes of less than 15% are available to all eligible land use zone categories and for varied land uses.

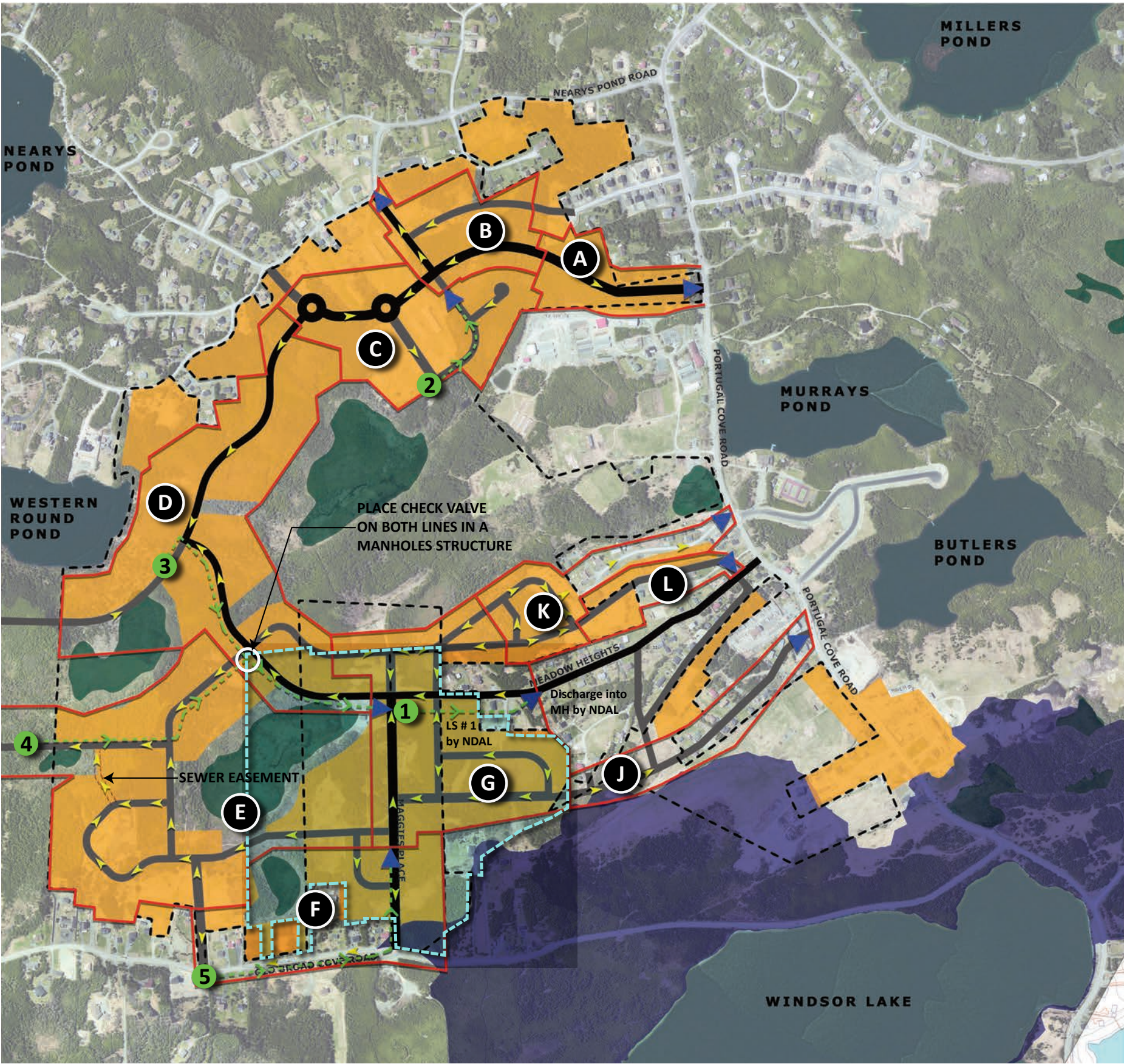
The *Tract Consulting Team* has in its work for Work Package 2, taken into account those lands in the study area previously identified by the Provincial Government as significant wetlands and has reserved out these wetlands from proposed development and recommended environmental protective buffers for these wetlands.



Development Context



### 4.1.3 Road Network and Infrastructure



A road network has been planned by the consulting team for all lands located in Work Packages 1 and 2 of the Maggies Place project. The planned road network for these development areas consists mainly of a "C" shape collector roadway with two connections to Portugal Cove Road both north and south of Murray's Pond and a proposed connection running from this roadway to Old Broad Cove Road. There are also a variety of local streets that connect at various points through the collector road system.

Harbourside Transportation Consultants ("HTC") who are members of the consulting team, have checked the vertical alignment for the entire collector road system and have provided recommendations for the design of the proposed road network including the design of street cross-sections. They have reviewed the proposed land uses and full build-out populations and development densities under the land use plan prepared for Work Package 2. The HTC report is included as **Appendix B** to this report.

### Municipal Servicing

LEGEND

DEVELOPABLE LANDS

WETLANDS

WINDSOR LAKE WATERSHED

MAIN CIRCULATION ROADS (20m)

INTERNAL CIRCULATION ROADS(20m)

WORK PACKAGE I STUDY AREA

SERVICING ZONES

SERVICING ZONE BOUNDARIES

DISCHARGE LOCATIONS

LIFT STATIONS

FORCED MAINS

GRAVITY SEWER FLOW DIRECTION

WORK PACKAGE 2 BOUNDARY



# 4.2 MARKET ANALYSIS

A Market Analysis was prepared by *Altus Group for Tract Consulting Inc.* for Work Package 2 on June 23, 2017.

The following charts contain a summary of the residential dwelling starts, completions and absorptions totals for year-to-date March 2016 and 2017. The table below indicates a decline in housing starts for 2017 over the same period in 2016 for the City of St. John’s, Mount Pearl and the remainder of the St. John’s CMA. Housing prices experienced a slight decrease of about 0.5% in the City of St. John’s, while prices in Mount Pearl decreased about 1%. The remainder of the CMA decreased nearly 6.6% over 2016 average housing prices for the same period.

Starts by Dwelling Type January - March 2017											
Submarket	Single		Semi		Row		Apt. & Other		Total		
	YTD	YTD	YTD	YTD	YTD	YTD	YTD	YTD	YTD	YTD	%
	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	Change
St. John's City	15	24	4	0	0	0	0	7	19	31	-38.7
Mount Pearl	3	4	0	0	0	0	0	0	3	4	-25.0
St. John's CMA	41	76	4	8	0	0	1	8	46	92	-50.0

Source: CMHC (Starts and Completions Survey)

Completions by Dwelling Type January - March 2017											
Submarket	Single		Semi		Row		Apt. & Other		Total		
	YTD	YTD	YTD	YTD	YTD	YTD	YTD	YTD	YTD	YTD	%
	2017	2016	2017	2016	2017	2016	2017	2016	2017	2016	Change
St. John's City	39	56	0	2	0	0	12	15	51	73	-30.1
Mount Pearl	10	10	4	0	0	0	0	0	14	10	40.0
St. John's CMA	122	181	6	12	10	5	14	33	152	231	-34.2

Source: CMHC (Starts and Completions Survey)

Absorbed Single-Detached Units by Price Range													
Completions by Dwelling Type													
Submarket	Price Ranges										Total	Median Price (\$)	Average Price (\$)
	< \$250,000		\$250,000 - \$299,999		\$300,000 - \$349,999		\$350,000 - \$399,999		\$400,000 +				
	Units	Share (%)	Units	Share (%)	Units	Share (%)	Units	Share (%)	Units	Share (%)			
St. John's City													
Year-to-date 2017	1	2.9	0	0.0	6	17.1	14	40.0	14	40.0	35	385,000	421,038
Year-to-date 2016	1	1.7	3	5.0	3	5.0	13	21.7	40	66.7	60	415,000	423,132
Mount Pearl													
Year-to-date 2017	0	0.0	4	36.4	6	54.5	1	9.1	0	0.0	11	-	321,314
Year-to-date 2016	0	0.0	0	0.0	6	66.7	2	22.2	1	11.1	9	-	324,633
St. John's CMA													
Year-to-date 2017	3	2.7	16	14.2	25	22.1	31	27.4	38	33.6	113	377,500	393,941
Year-to-date 2016	2	1.1	21	11.9	25	14.2	36	20.5	92	52.3	176	400,000	421,707

Source: CMHC (Market Absorption Survey)

Figure 5.1: MLS® Residential Average Price for St. Johns

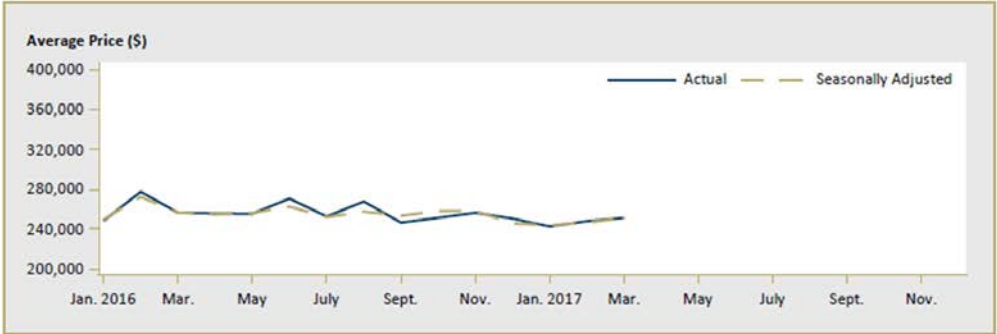


Figure 5.2: MLS® Residential Sales for St. Johns

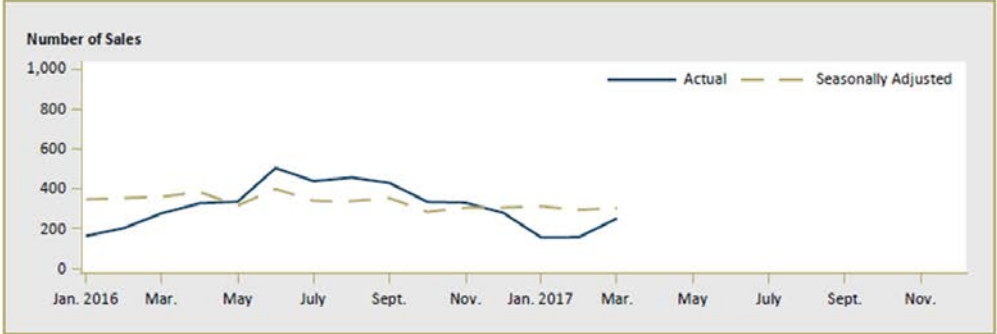
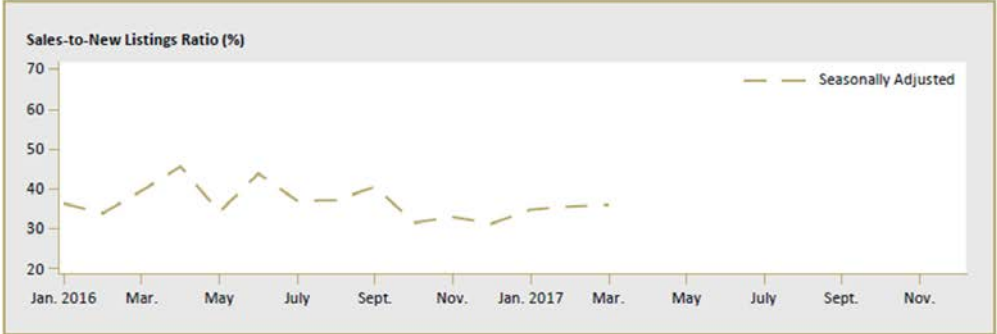


Figure 5.3: MLS® Residential Sales-to- New Listings Ratio for St. Johns



MLS® is a registered trademark of the Canadian Real Estate Association (CREA).

Source: CREA / Haver Analytics

The majority of residential subdivision development within the St. John's, CMA are marketed as 'turn-key' deals only. Majority of lots are pre-sold prior to the development of the housing units. Historically residential subdivision developments sell out within 18 months for the 'turn-key' deals with completion of the deals dependent upon the amount of time required to construct the finish product. This sell out period had been extending over the last three years as the residential market began to experience a slowdown.

The take-up of lots through the sell-out period has been based on our analysis of housing subdivisions throughout the St. John's, CMA as well as a review of information provided by CMHC. Average price of both new and existing homes, the housing market in the St. John's, CMA have continued to decline in 2017 from the reduced rates of 2016. Total housing starts were down approximately 48% from the previous year as of May 2017. Although the market has cooled, overall it is still quite healthy. Previous years have shown record-breaking activity that has been difficult to sustain. With the slowdown in the single family home market developers have begun to shift their attention to other residential stock such as townhomes and duplex development. Starts in Portugal Cove St. Philip's total 6 over the first five months of 2017 down from 16 starts over the same period in 2017. Completions were however in line with the previous year totally 21 down by just one from 22 in 2016. The lack of starts could be contributed to the type of lots currently available within the Portugal Cove St. Philip's market. As demand for new homes in the below \$400,000 price range has hurt the executive home market, which is a large component of the Portugal Cove St. Philip's market. Buyers active in today's market are first time home buyers or those looking to downsize which has led to the price reduction in the overall market. Prices remain stable in the homes that are in demand and the price drop can be contributed in part to the lack of sale of executive homes which traditionally have driving up the overall average housing price.

As of June 28th, 2017, there were a total of 52 active listings on the MLS for Portugal Cove-St. Philip's with the majority of listing being for single family homes with only three listings being for 2-apartment homes. Asking prices range from a low of \$126,000 to a high of \$1,399,000

with a mixture of new and older homes on the market. Outside of St. John's and Mount Pearl the market for currently available product remains similar to Portugal Cove St. Philip's with a majority of the product being single family homes with some 2-apartments also available. With the St. John's and Mount Pearl markets developments are a little more mixed with units available within condominium buildings as well as multi family developments.

Recent development applications within St. John's have been showing a movement from the traditional single family home developments to a mixture of smaller developments offering, narrow lot development, townhouse or duplex development and even some apartment / multi family development. A summary of some of the recent applications is contained below:

- Former I.J Samson Junior High School - An application has been submitted for rezoning of this site to permit development of 20 townhouse units and a 58 unit seniors apartment building. The 59 units would be contained within 9 separate buildings.
- 315 Torbay Road - an application was made in April, 2016 to rezone this site to permit development of 49 Townhouse units
- New 14 unit Townhouse development proposed for Pleasantville.

In addition to the three projects listed above there are several new seniors' home and retirement complexes in the pipeline for the St. John's, CMA with an eye to the CBS and East end area of the City of St. John's. A active new project that has been selling well located along Park Avenue in Mount Pearl has shown great success for Gibraltar Development. The project located at Park and Worrall contains a total of 21 townhomes offer a variety of layout plans to suit all needs.
















# 5. PRELIMINARY LAND USE PLAN

## 5.1 MAP OF PRELIMINARY LAND USE PLAN - WORK PACKAGE 2

Once the consulting team determined which lands within the boundary of Work Package 2 were developable, a preliminary land use plan was prepared and discussed with Town officials and landowners. The plan was refined based on these discussions; this preliminary plan:

- Reflects PlaceBuilder™ concepts and other Town planning goals and objectives,
- Protects important wetlands,
- Promotes a range of housing styles for various ages,
- Makes provision for a small commercial and community amenity space and a "Neighbourhood Hub",
- Higher density housing is primarily grouped around the Neighbourhood Hub with lower density housing styles located moving out from the Neighbourhood Hub;
- Suggests appropriate uses of lands adjoining, New Municipal Depot;
- Supports trails and walkway systems; and,
- Addresses initial concerns of the new Municipal Depot location on Maggies Place.

### LEGEND

	SINGLE LOTS 15m Frontage		WETLANDS BUFFER ZONE
	SINGLE LOTS 12m Frontage		WINDSOR WATERSHED
	SEMI-DETACHED LOTS		PARKS
	MULTI UNITS		DEPOT BUFFER ZONE
	TOWNHOMES		INDUSTRIAL
	WETLANDS		PROPERTY BOUNDARIES
			WORK PACKAGE 2 BOUNDARY





## 5.2 SUMMARY TABLE OF BUILD-OUT OF LAND USE PLAN

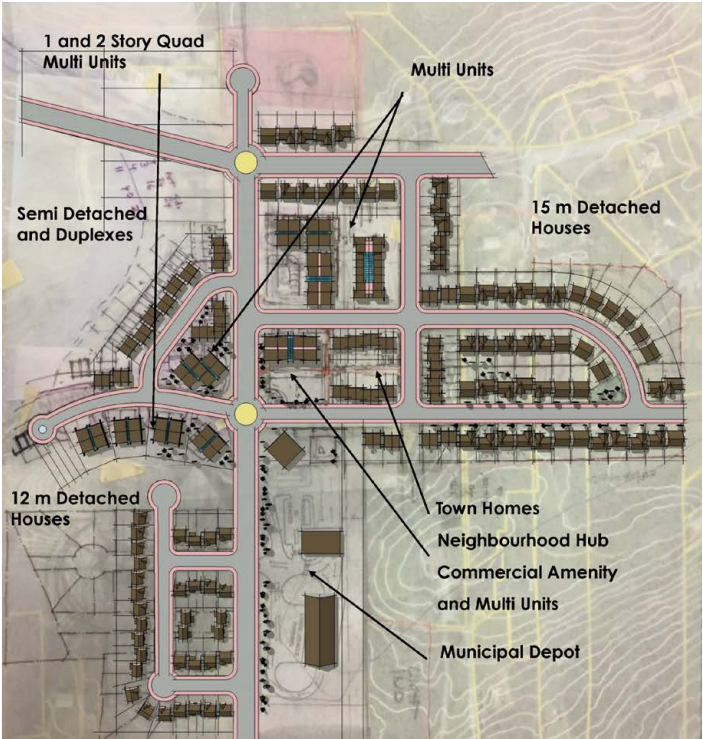
Based on the Preliminary Land Use Plan, the potential buildout for Maggies Place Work Package 2 area will include a mixture of single dwellings, semi-detached dwellings, town homes and multi-unit buildings. This would allow for the phased buildout based on market conditions of approximately 400 new residential units with a mix of residential styles with an estimated population of approximately 900 residents.

Maggies Place Work Package 2 Buildout Details							
	Typical lot size	Land Area		Lots	Units	Residents/Unit	Population
PROPOSED DEVELOPMENT IN CURRENT PHASE							
Single dwelling lots 15m frontage	15m frontage, 420 sm	32340	sm	77	77	2.5	192.5
Single dwelling lots 12m frontage	12m frontage, 360 sm	10800	sm	30	30	2.5	75
Semi detached dwelling lots	15m frontage, 420 sm	5460	sm	13	13	2.5	32.5
Townhouse lots	6.75m average frontage, 206 sm	8652	sm	42	42	2.5	105
Cohousing (12 units)	30m x 60m	1800	sm	1	12	1.25	15
Multi unit building (12 units)	1700 sm	18700	sm	11	132	2.25	297
		3400	sm	1	16	2.25	36
Multi unit building (24 units)		3400	sm	1	48	2.25	108
Multi unit building (32 units)		4533	sm	1	32	2.25	72
Total		89085	sm	177	402		933
POTENTIAL DEVELOPMENT IN FUTURE PHASE, BUT WITHIN CURRENT STUDY BOUNDARY							
Future phase single dwelling lots 15m frontage	15m frontage, 420 sm	6300	sm	15			
RMD	1 lot sw corner of study site 2263 sm	2263	sm	1			
		8563	sm				
POTENTIAL DEVELOPMENT BY SUBDIVISION OF EXISTING DEVELOPED LARGE LOTS LOTS							
Single dwelling lots 15m frontage	15m frontage, 420 sm	4200		10			
NON-RESIDENTIAL LAND USES							
Community use	Within MU building	324	sm				
Commercial	Within MU building	324	sm				
Industrial (municipal depot)	(Proposed Paradise depot 1.5 ha without buffer areas)	20616	sm				
OPEN SPACE (left for public use by circumstance or by choice)		Hilltop wilderness park	12708	sm			
		Hilltop Neighbourhood park	2389	sm			
		Small neighbourhood park	378	sm			
		Trail link space	324	sm			
		Total	15799				
			sm				
CONSERVATION (no option but to leave these lands undeveloped)		Wetlands	32875	sm			
		Wetland buffers	30424	sm			
		Watershed lands	6848	sm			
		Total	70147				
			sm				
STREETS (& future sreetes)		47449					
			sm				
Land othwerwise unaccounted for	Land developed already, fragments left for future dev	37802					
			sm				
TOTAL LAND AREA WITHIN STUDY AREA BOUNDARY		293661					



# 5.3 MAGGIES PLACE WORK PACKAGE 2 BUILD OUT VISUALS

To provide a sense of the feel and look of the proposed buildout, a series of visuals were prepared. These show an overview of the Maggies Place neighbourhood and views from the top of the proposed hilltop wilderness park and hilltop neighbourhood park and perspectives for different major surrounding streets with a focus on the neighbourhood hub. (Refer to **Appendix E**). Also shown, are examples of typical housing styles and layout.



## Work Package 2 | Conceptual Imagery | Maggies Streetscape & 'Neighbourhood Hub'



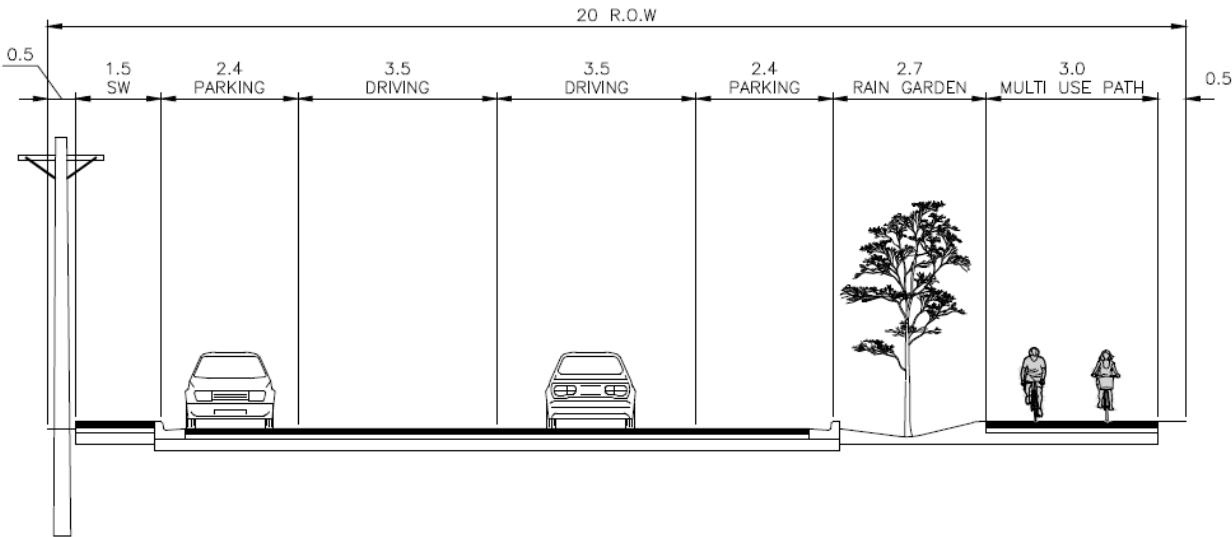
# 5.4 CROSS-SECTIONS FOR STREETSCAPES

Cross-sections have been prepared by the consulting team for the proposed roadways in the area located within Work Package 2, as shown and included in **Appendix B**.

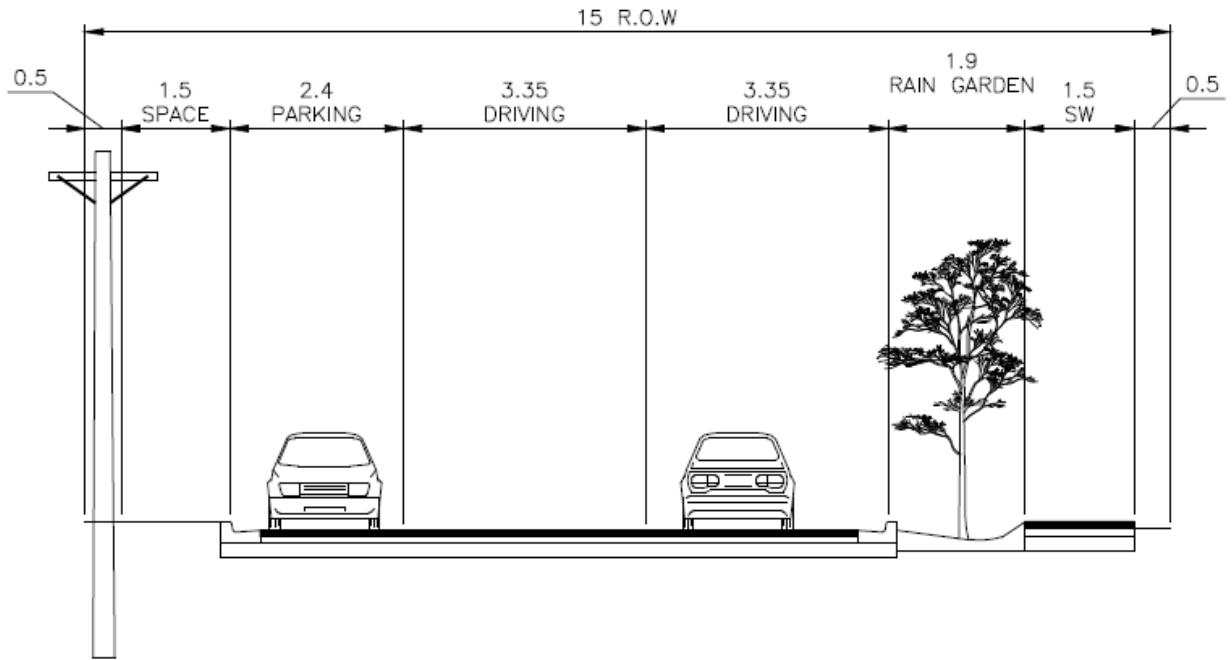
The cross-sections were determined based on the classification of the roadway and whether the roadway segment was located in the proposed Neighbourhood Hub. Provision for pedestrians has been given a high priority and pedestrian facilities are located in each of the proposed roadways, At minimum, a 4.0 metre multi-use path is provided on one side of a collector roadway with a 3.0 metre buffer between the multi-use path and the adjacent parking lane. On local roadways, a 1.5 metre sidewalk is provided with a 1.9 metre buffer to the adjacent travel lane provided.

Pedestrian facilities will be provided on both sides of roadways within a certain radius of the Neighbourhood Hub.

The roadway cross-sections recommend "Rain Gardens" for the purpose of effective stormwater management.



Cross Section A-A for a Collector Roadway within the 'Neighbourhood Hub' - Updated September, 2017



Cross Section C-C for a Local Roadway - Updated September, 2017

# 6. CONSULTATION WITH STAKEHOLDERS

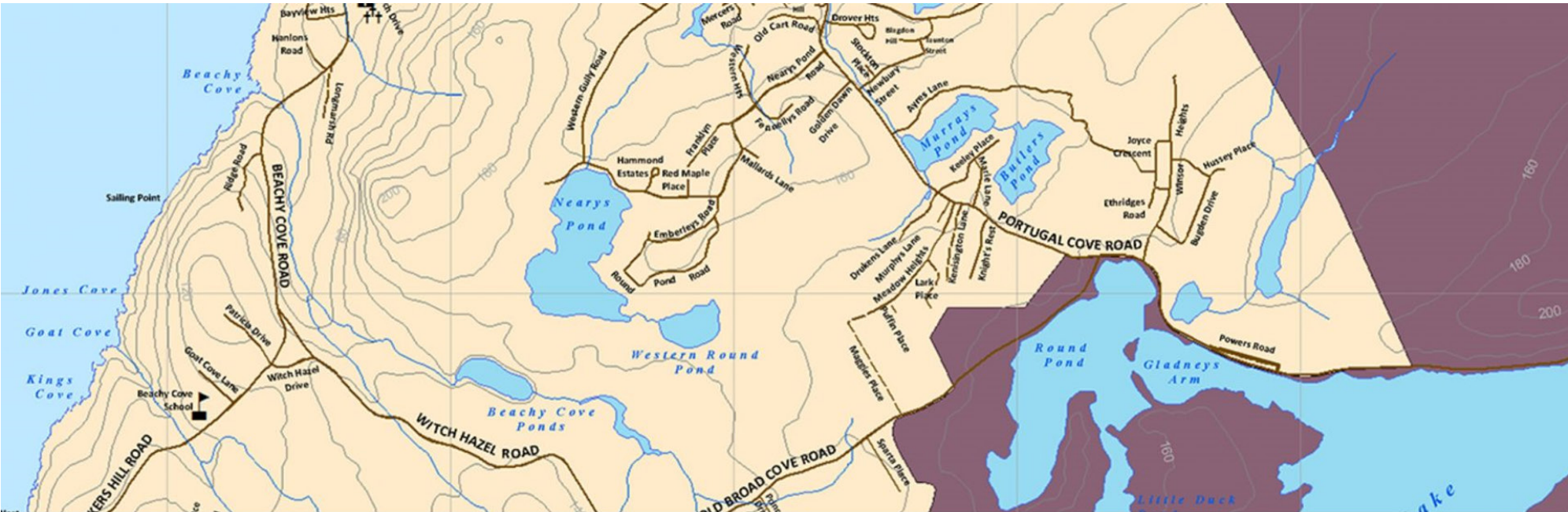
The process for stakeholder engagement was discussed in detail by the *Tract Consulting Team* with Town officials prior to work beginning on Work Package 2.

It was agreed that focused consultations with those persons owning land within the boundaries of Work Package 2 would be an appropriate means to solicit input. To that end, two sessions were held by the Town and the *Tract Consulting Team* at the Murray's Pond Fishing and Country Club on the evenings of July 19th and 20th, 2017. These sessions involved one-on-one meetings with landowners to solicit their views on the proposed development of their individual properties, along with their views on preferred development scenarios of the entire study area for Work Package 2. In addition the *Tract Consulting Team* team showed and discussed with the landowners, a draft preliminary land use plan for the area included in Work Package 2 that had been prepared by the consultants.

Where landowners were unable to attend either of the two evening consultation sessions, the *Tract Consulting Team* team made arrangements to meet with these persons at alternate times.

Upon preparation of a preliminary Development Plan and the other required information required for the scope of work for Work Package 2, this information was presented to the Town Council and senior Town officials. The Council subsequently directed that a meeting be scheduled to present the preliminary Development Plan and the accompanying information to the landowners consulted in the first stage of Work Package 2. This meeting with the landowners took place on September 7, 2017 which was attended by Town officials and members of the *Tract Consulting Team*.

Throughout the course of work on Work Package 2, the consulting team was in regular, ongoing discussions with Town staff officials to discuss the progress of the project.



# 7. COST/BENEFIT ANALYSIS: NEIGHBOURHOOD AREA PLAN

## 7.1 INFRASTRUCTURE ANALYSIS

A street network and municipal servicing plan was prepared in Work Package 1 providing the backbone for serving the entire Maggies Place Development Area. The naturally occurring wetlands in the Work Package 2 area play key role in storm water management strategy. The southerly wetland accommodates a 6.4 drainage area for the lands below the crest of the road to Old Broad Cove Road, and the larger wetland, 16.75 ha in size will accommodate almost all of the storm water generated from the development north of the new Municipal Depot site. The result of the measures outlined in **Appendix C** should be a net zero increase in storm water flows for the design storm into the surrounding waterways.

Using the additional build out information provided in the preliminary land use plan developed as part of Work Package 2, a capital development cost estimate was prepared (Refer to **Appendix C**) of \$10.2 M. For the Town-owned lands only on Maggies Place, the infrastructure cost would be approximately \$ 2.6M.

## 7.2 VALUATION/COST-BENEFIT STUDY

A housing market assessment was conducted by *Tract Consulting Team* for the North East Avalon to provide a profile of the residential trends to inform the preliminary land use plan. Building on this profile, a valuation for the Work Package 2 proposed development was carried out to determine future assessment value. It is estimated that single family homes would range from \$375,000 to \$400,000, Town homes would range from \$250,000 to \$439,000, Semi-detached units from \$235,000 to \$449,000, with Multi-Units ranging from \$150,000 to \$250,000. Details can be found in **Appendix D**.

Using the 2017 mill rates for the Town of Portugal Cove - St. Philip's, the estimate future tax

revenue from the full build out of Work Package 2 as set out in the Preliminary Land Use Plan would be approximately just over \$1M annually. For the Town, owned lands only on Maggies Place, the annual estimated tax revenue would be approximately \$230,000 annually.

It was estimated that the capital development costs for Work Package 2 include infrastructure (road system, municipal servicing, and storm water management) is in the vicinity of \$10.2 M plus land purchase and related costs and development costs incurred to date, for a total of \$14 M. The same cost breakdown for Town owned land only on Maggies Place would be approximately \$4 M.

## 7.3 RETURN ON INVESTMENT

A Return on Investment (ROI) Model was prepared for Work Package 2 based on the mix of uses identified in the preliminary land use plan, projected selling price, capital development costs, to determine the return on investment to the development community and the Town. For the full Work Package 2 build out, a ROI of 7% was projected; and for the Town-owned lands only, the ROI was also 7% (without including the new Municipal Depot in the equation) and 6% (with the Depot).

In addition to the annual assessment revenues generated by the development of the Maggies Place Development area, there are other offset revenue that were not included in the calculation include:

- Revenue from the sale of the Town-owned land not required for the new Municipal Depot;
- Revenue from the sale of lands in the vicinity of Town Hall that will no longer be needed for depot use and is zoned commercial;
- Savings to servicing Depot site;
- Charges for Hook-up fees; and,
- Future Business Growth and New Investment.





Maggie's Place						
	# of Sites	Estimated Assessment Per Unit	Commercial (per sq m)	Estimate of Total Assesment per Developed Site	Estimated Taxes per Developed Site	Overall Total Estimated Taxes
Multi Unit Sites						
12 Units	4	\$175,000		\$2,100,000	\$22,290	\$89,160
16 Units (with 324 sq m of commercial)	1	\$175,000	\$1,615	\$3,323,130	\$38,516	\$38,516
24 Units	1	\$175,000		\$4,200,000	\$44,580	\$44,580
Townhomes	6			\$325,000	\$2,893	\$17,355
Single Family Homes (15 m)	10			\$400,000	\$3,410	\$34,100
	22					\$223,711

Working Package 2						
	Area / # of sites	Estimated Assessment Per Unit	Commercial (per sq m)	Estimate of Total Assesment per Developed Site	Estimated Taxes per Developed Site	Overall Total Estimated Taxes
Multi Unit Sites						
12 Units	12	\$175,000		\$2,100,000	\$22,290	\$267,480
16 Units (with 324 sqm of commercial)	1	\$175,000	\$1,615	\$3,323,130	\$38,516	\$38,516
24 Units	1	\$175,000		\$4,200,000	\$44,580	\$44,580
32 Units	1	\$175,000		\$5,600,000	\$59,440	\$59,440
Semi Detached	13	\$275,000		\$550,000	\$5,095	\$66,235
Townhomes	42			\$325,000	\$2,893	\$121,485
Single Family Homes (15 m)	102			\$400,000	\$3,410	\$347,820
Single Family Homes (12 m)	30			\$375,000	\$3,238	\$97,125
	202					\$1,042,681

# 8. MAGGIES PLACE NEIGHBOURHOOD AREA PLAN

The Maggies Place Neighbourhood Area Plan (See **Appendix F**) outlines the proposed Land use policies for the Work Package 2 study area, with new and refined land use zones and associated development control measures.

The goals for the Maggies Place Neighbourhood Area Plan are to:

- Encourage the orderly growth, development and use of land in sustainable, efficient and environmentally sensitive manner; and,
- Provide a land use framework and road and servicing basis for the future growth as a residential area with a sophisticated mix of housing options that reflect current and future needs of the residents of the Town and the Northeast Avalon with appropriate social/cultural amenities and an emphasis on active living and community connectivity;

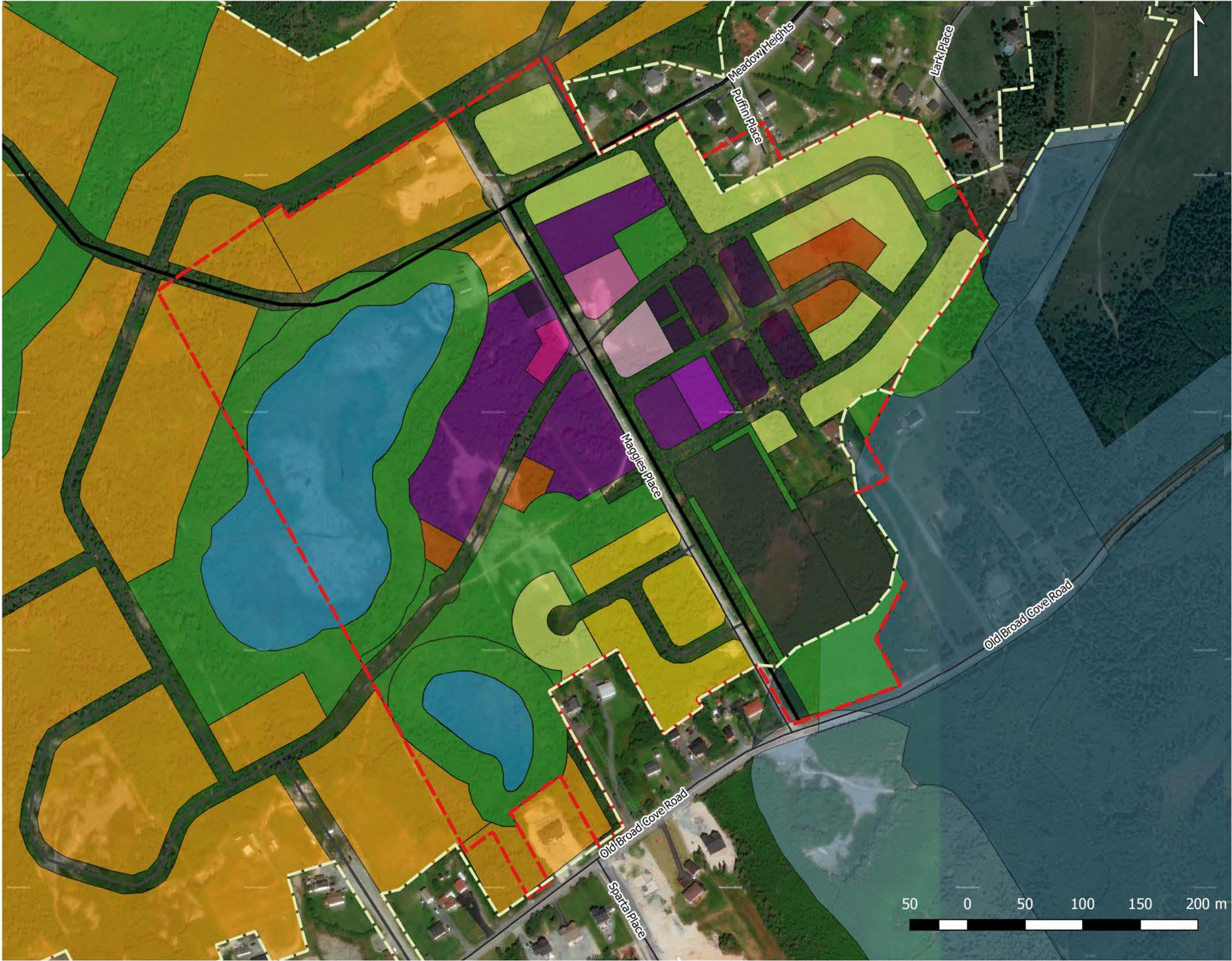
The objectives for the Maggies Place Neighbourhood Area Plan are to:

1. Guide the development and use of land in accordance with the policies of this Neighbourhood Area Plan and associated Land Use Plan;
2. Ensure that the Neighbourhood Area Plan’s policies and designations are compatible with the surrounding country-living land use pattern and compatible with long-time residential and agricultural land uses nearby;
3. Create a cohesive neighbourhood that contains a more sustainable mix of housing choice, price point and densities to accommodate a variety of life situations;
4. Provide local commercial opportunities for the neighbourhood that offers opportunity for social interaction, serves retail needs and creates connectivity throughout the neighbourhood and potentially the larger community context;
5. Introduce principles of sustainable development through energy efficient design and standards;
6. Protect and support natural areas such as the wetlands that are environmentally important to the overall ecosystem;

7. Protect and maintain as much of the existing vegetation as possible during development and replace, replant and replenish the landscape;
8. Integrate the built form into the existing topography of the area by using slope adaptive design; thereby minimizing the cost and impact of grading and earthwork;
9. Design the transportation network to enhance public safety (roundabouts for traffic calming) and integrate road, walkway and trail connectivity to facilitate vehicular and pedestrian access to focal retail, recreation, social (etc.) destinations; and,
10. Provide direction for the associated amendments to the Town of Portugal Cove - St. Philip's Development Regulations, 2014-2024 to support and implement the Neighbourhood Area Plan for Maggies Place.

In addition, the Maggies Place Neighbourhood Area Plan includes Development Design Guidelines to assist the Town of Portugal Cove - St. Philip's to ensure a high standard of urban development that fulfills the Placebuilder™ principles.





**Maggie's Place  
Neighbourhood Area Plan  
(Work Package 2)**

- Maggie's Place Residential Development Scheme Area
- Maggie's Place Neighbourhood Plan Area
- Primary Road
- Recommended Secondary Road

**Maggie's Place  
Neighbourhood Plan Area Zones**

- RMD-1: Smart Lot 360 Zone
- RMD-2: Distinct Lot 420 Zone
- RMD-3: Semi-Detached Zone
- Industrial
- Recreation Open Space
- RMU-1: Town Home Zone
- RMU-2: 12-unit Zone
- RMU-3: Co-Housing 12-unit Zone
- RMU-4: Commercial Neighbourhood RMU Zone
- RMU-5: 24-unit Zone
- RMU-6: 32-unit Zone
- Wetland
- Wetland Buffer
- Windsor Lake Watershed Hatch

**Maggie's Place  
Residential Development Scheme  
Area Zones**

- Residential
- Recreation Open Space









## 9. APPENDICES





# **APPENDIX A : PRESENTATION TO THE TOWN COUNCIL OF AUGUST 29, 2017.**





# MAGGIES PLACE DEVELOPMENT



## WORK PACKAGE II PRELIMINARY DEVELOPMENT PLAN



August 29, 2017

# MAGGIES PLACE WORK PACKAGE II

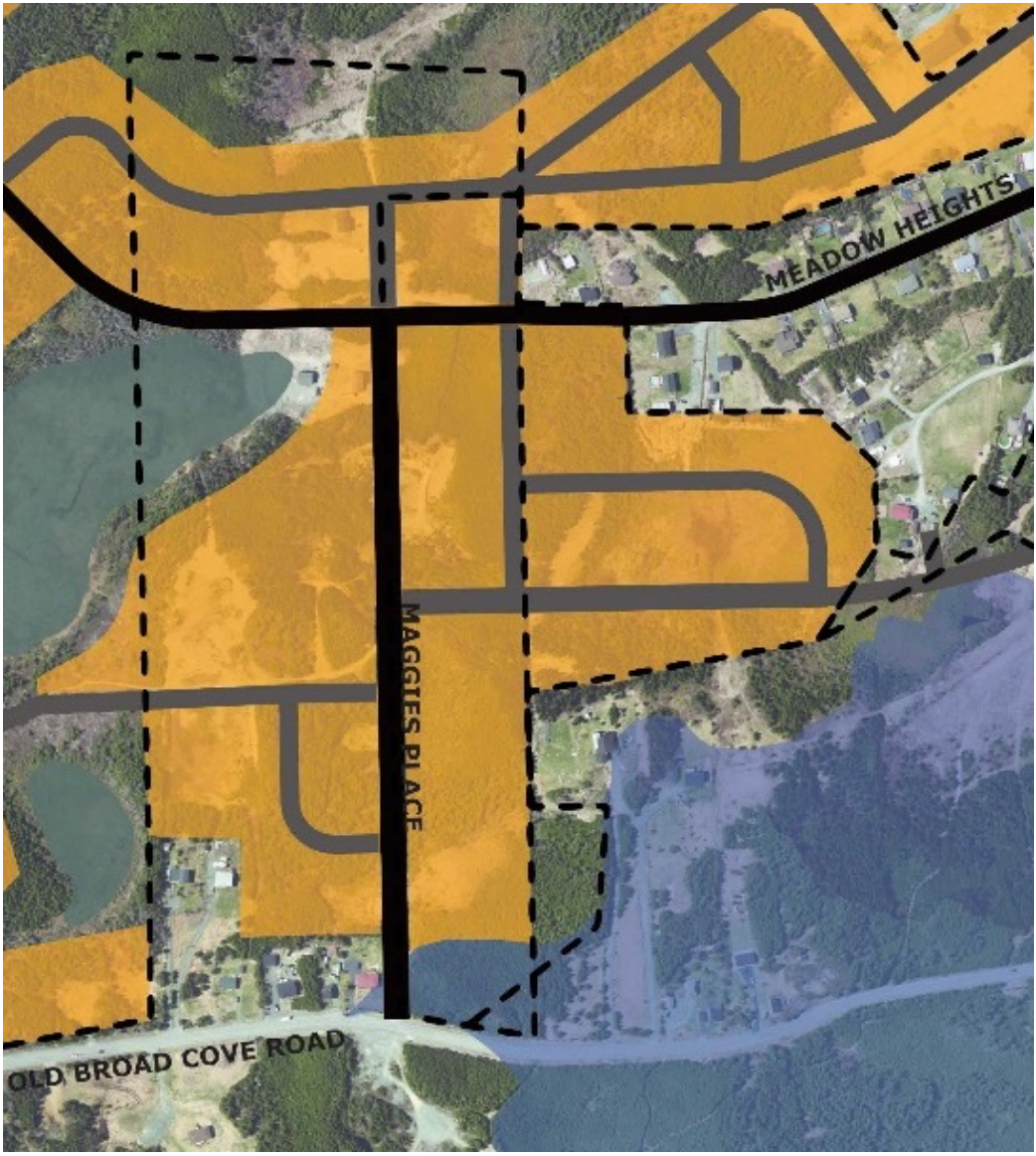
## ZONING TO BE DETERMINED

### Options Being Assessed:

- Study Area Expansion
- Industrial
- Commercial
- Residential Mix
- Depot Buffering/Noise Mitigation

### Needs:

- Land owner consultation
- Confirmed development program
- Return on investment model



TRACT CONSULTING

1



# MAGGIES PLACE WORK PACKAGE II

## MAGGIES PLACE DEVELOPMENT



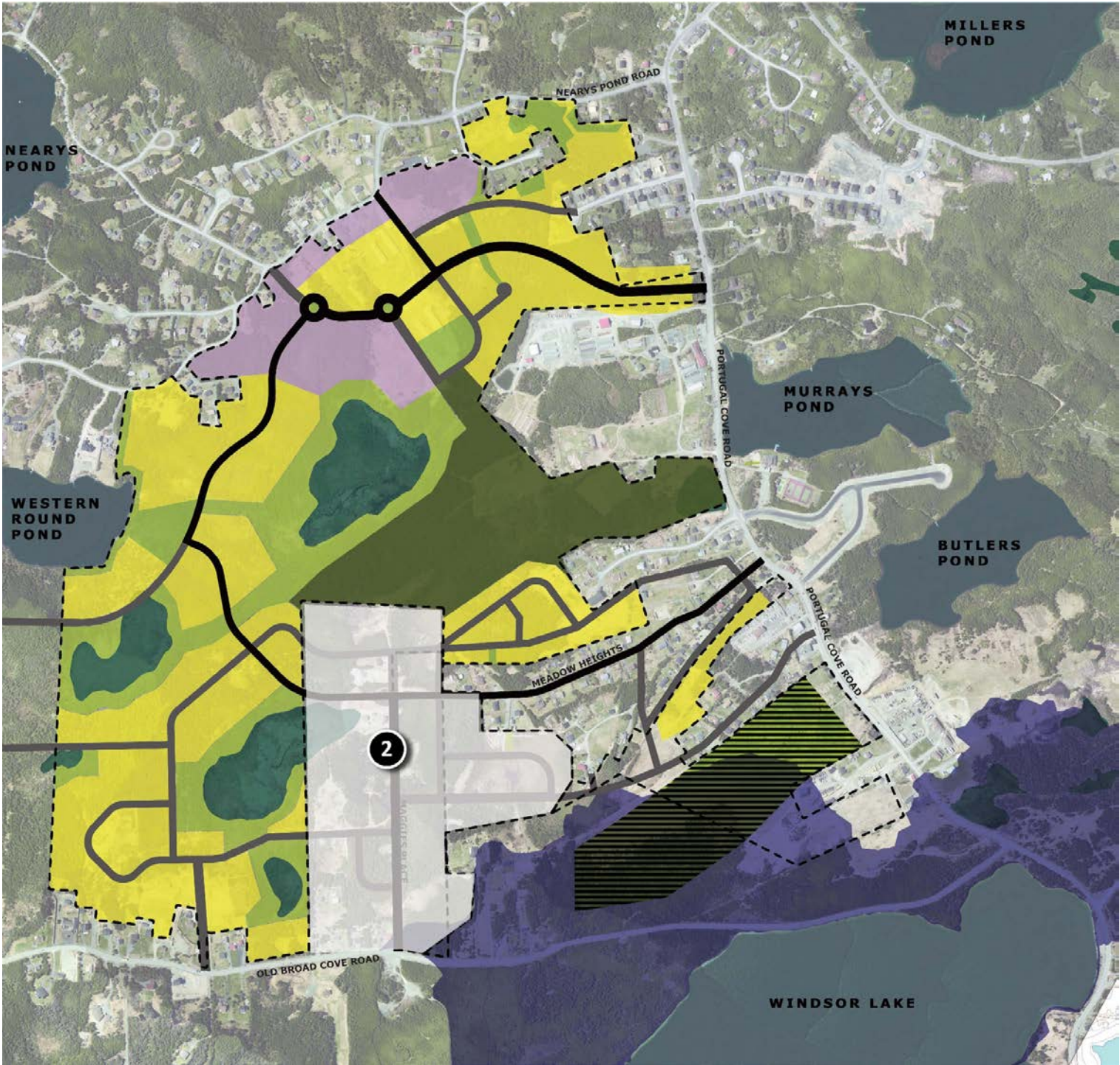
# MAGGIES PLACE WORK PACKAGE II

## DEVELOPMENT STATISTICS FOR RETURN ON INVESTMENT

- Market Assessment and Design Program
- Capital Development Costs
- Projected Sales Value
- Return on Investment
- Projected Impacts on Municipal Tax Base
- Implementation Plan



PRELIMINARY LAND USE PLAN

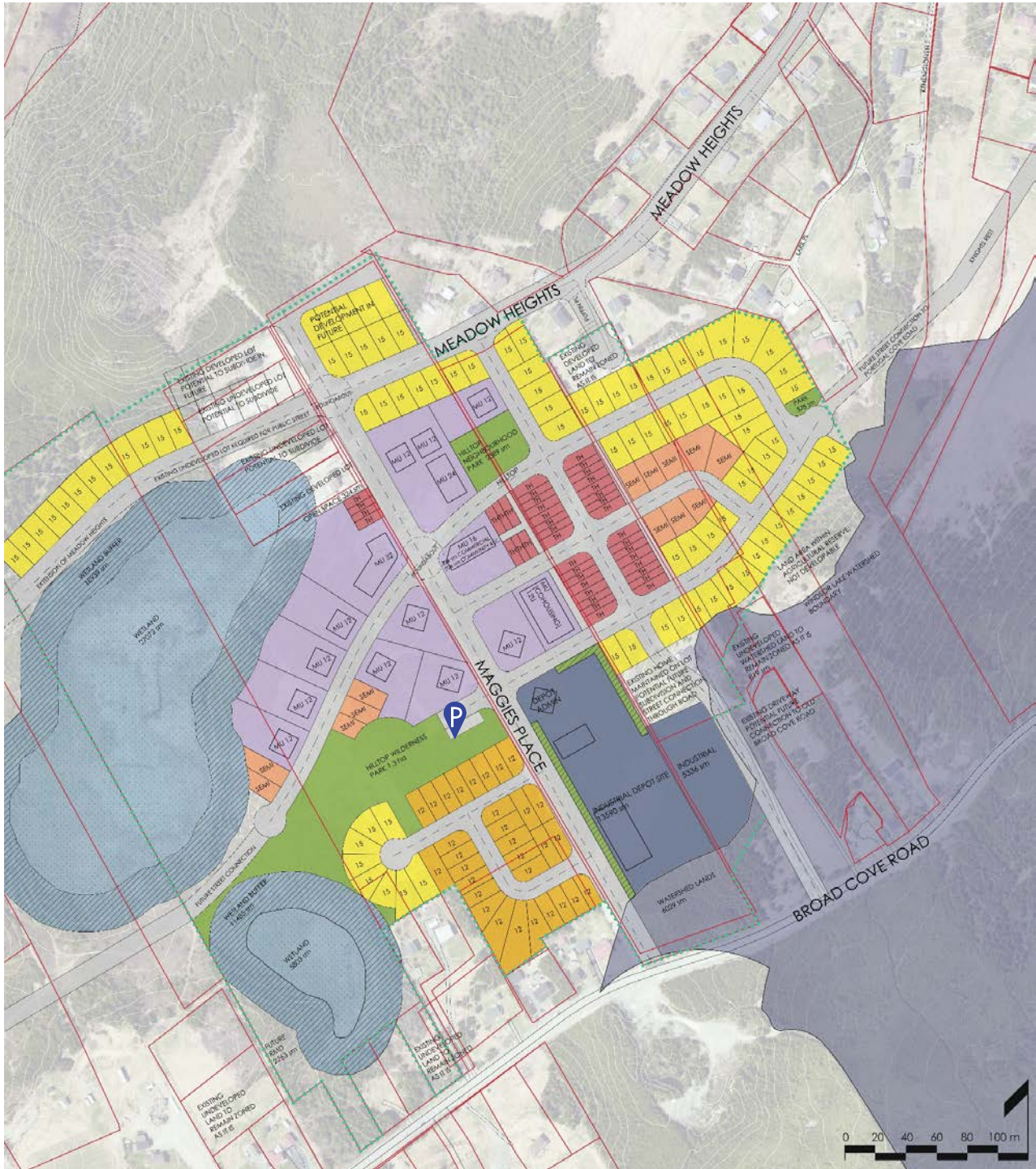


LEGEND

- RMD Fully Serviced Lots
- RHD Multi Unit Residential
- Recreational/Conservation Area
- Agriculture
- Provincial ADA Lands
- Wetlands
- Windsor Lake Watershed
- Main Circulation Roads (20m)
- Internal Circulation Roads (15m)
- Study Area
- 2 Work Package 2: Zoning TBD



PRELIMINARY LAND USE PLAN



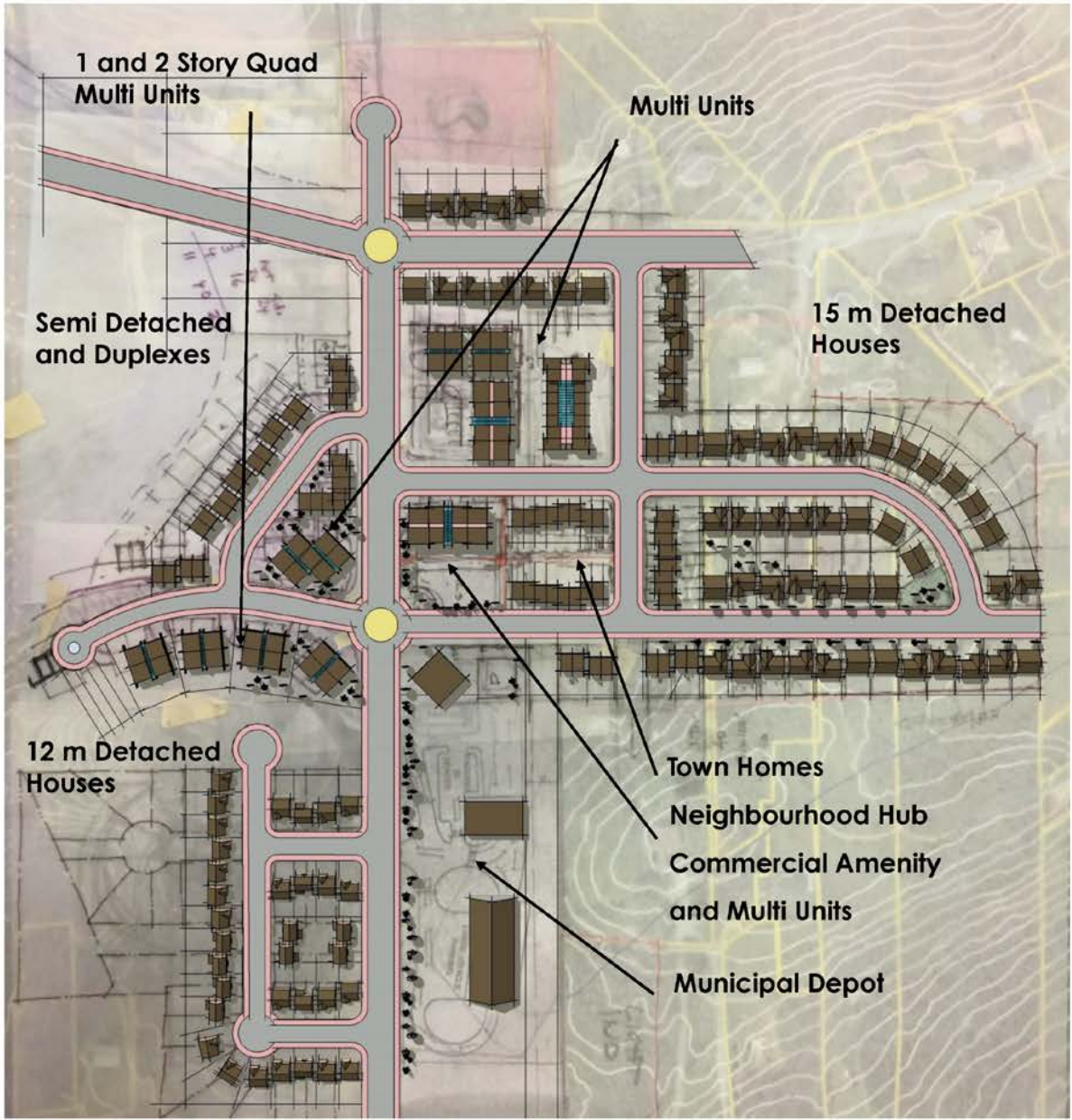
LEGEND

- SINGLE LOTS 15m Frontage
- SINGLE LOTS 12m Frontage
- SEMI-DETACHED LOTS
- MULTI UNITS
- TOWNHOMES
- WETLANDS
- WETLANDS BUFFER ZONE
- WINDSOR WATERSHED
- PARKS
- DEPOT BUFFER ZONE
- INDUSTRIAL
- PROPERTY BOUNDARIES
- PROJECT BOUNDARIES



MAGGIES PLACE SCHEMATIC MASSING

Maggies Place



Site Plan

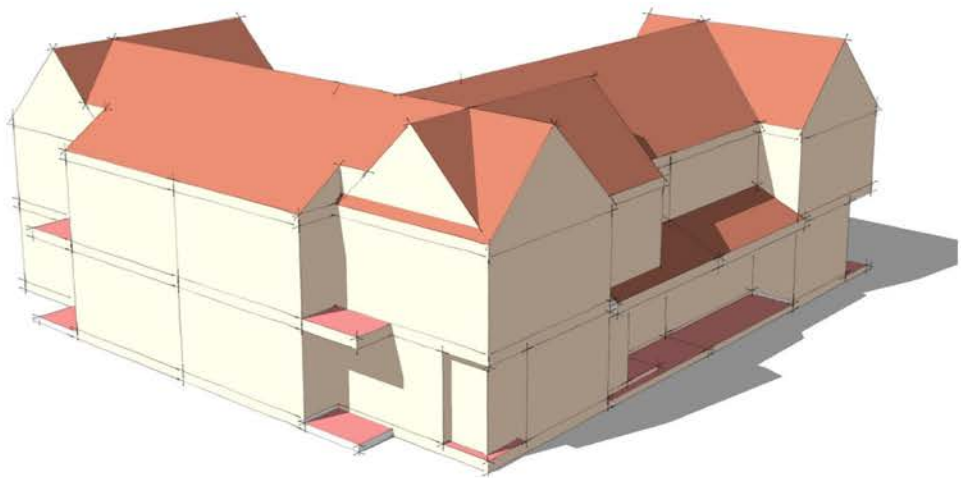
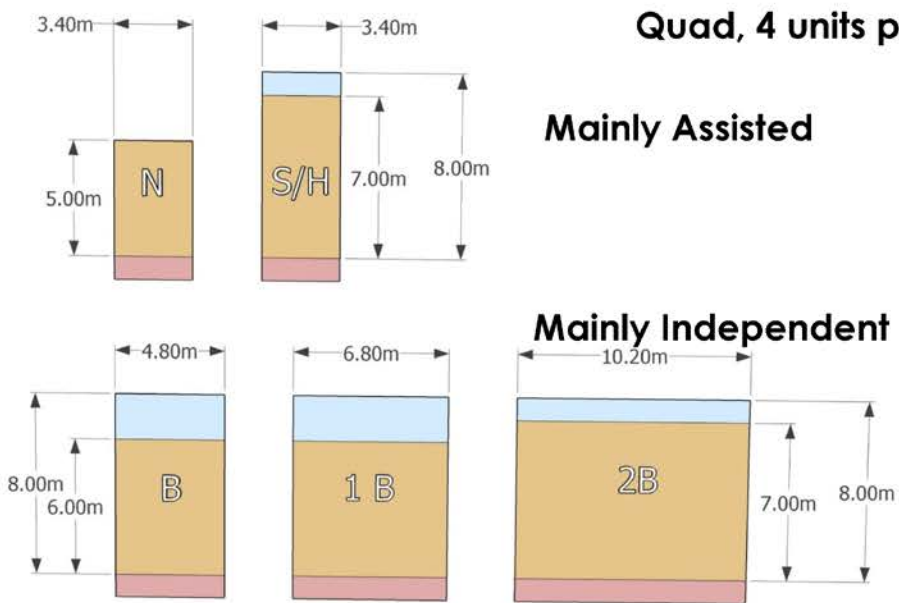


The area contains a mixture of housing types, a small commercial amenity space.

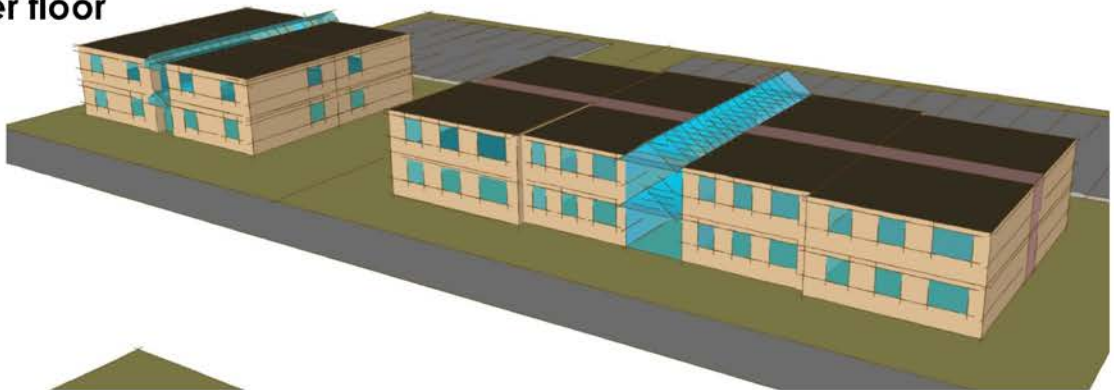


MAGGIES PLACE SCHEMATIC MASSING

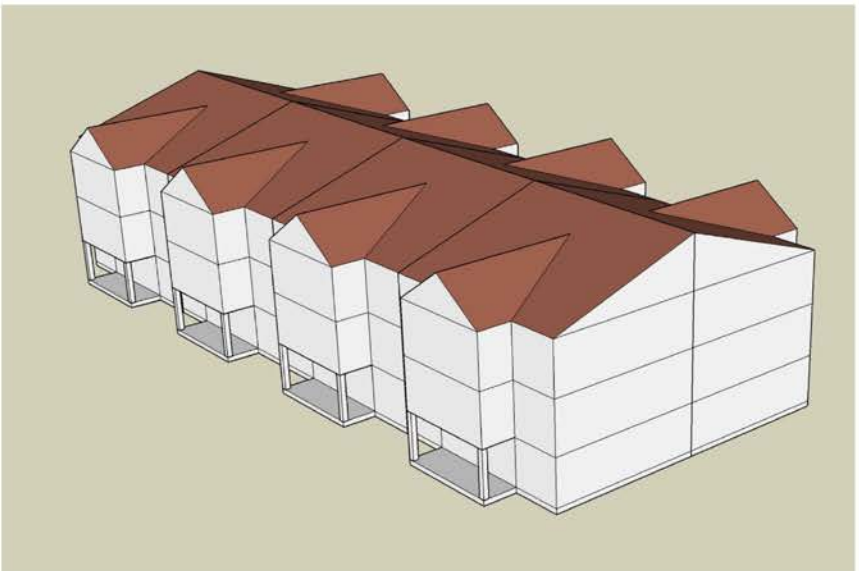
Maggies Place



Multi Units (shared access)



Schematic Massing, can vary in number of floors, building shape. The main characteristic of Multi Unit Buildings is that they have shared or corridor access to units.





MAGGIES PLACE SCHEMATIC MASSING

Maggies Place Single Family Housing (Individual outside access)

Multi Units have shared access

Attached, multiple housing, may be 1, 2 or 3 bed units.

Town Homes

Duplex

Semi Detached

Detached Housing, may contain a subsidiary apartment. Usually 2 or more beds.

The diagram illustrates different housing massing options for Maggies Place. At the top, a long, low building is shown with an arrow pointing to it from the text 'Multi Units have shared access'. To its right, a cluster of smaller, attached units is labeled 'Attached, multiple housing, may be 1, 2 or 3 bed units.' Below these are individual housing types: 'Town Homes' (two small, stacked units), 'Duplex' (two units sharing a side wall), 'Semi Detached' (two units sharing a side wall, with a larger detached unit shown below), and 'Detached Housing' (a single unit). A 3D cutaway of a town home is shown on the left, and a perspective rendering of a row of detached houses is at the bottom left.

MAGGIES PLACE SCHEMATIC MASSING

Maggies Place

Alternative housing options, are mostly about organization, and arrangement and size of units. Another key factor is access to amenity and services. Typically senior and starter housing is smaller. Walking distances are important, but they can be the same basic forms adapted to need.

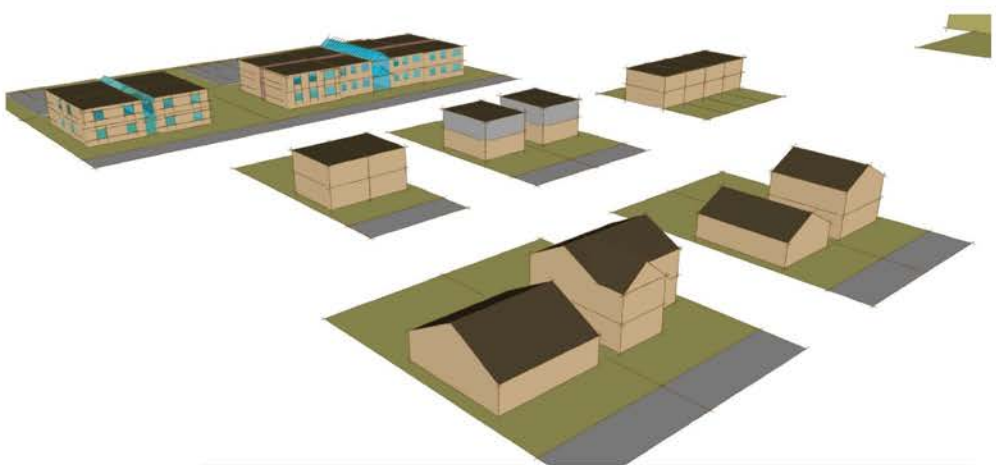


The higher density housing forms are primarily grouped around the 'Neighborhood Hub'.

Multi-Unit Schematic Bachelor, 1 Bed, and a few 2 Bed units are grouped around a common area. There is a high level of shared amenity and service.

Neighbourhood Hub, Commercial Amenity and multi-units.

Multi-Unit Forms





MAGGIES PLACE SCHEMATIC MASSING

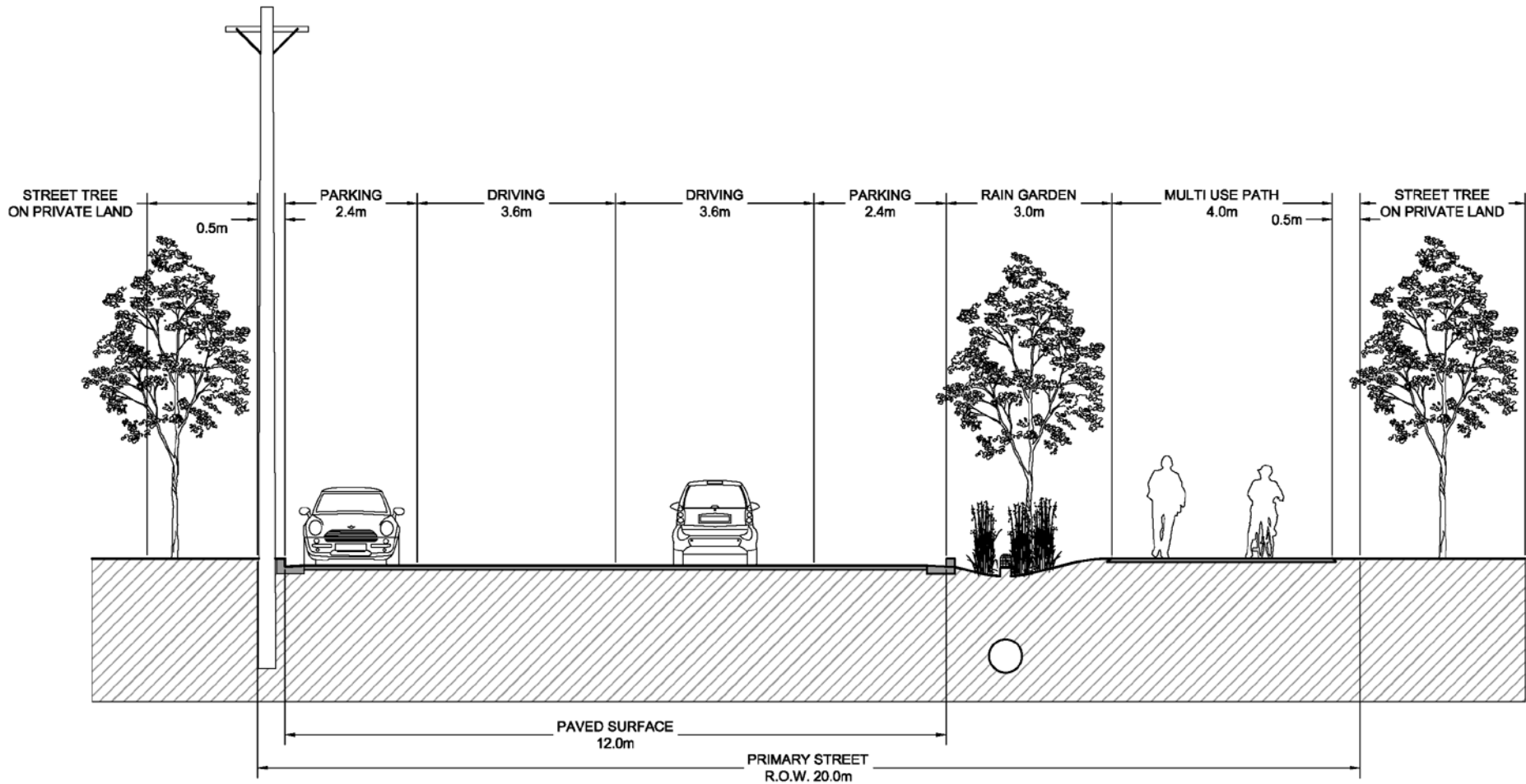
Maggies Place

Imagery and Form

The forms and imagery in the model and graphic while at scale, are at a schematic massing level. The next phase of the work will develop these in more detail.

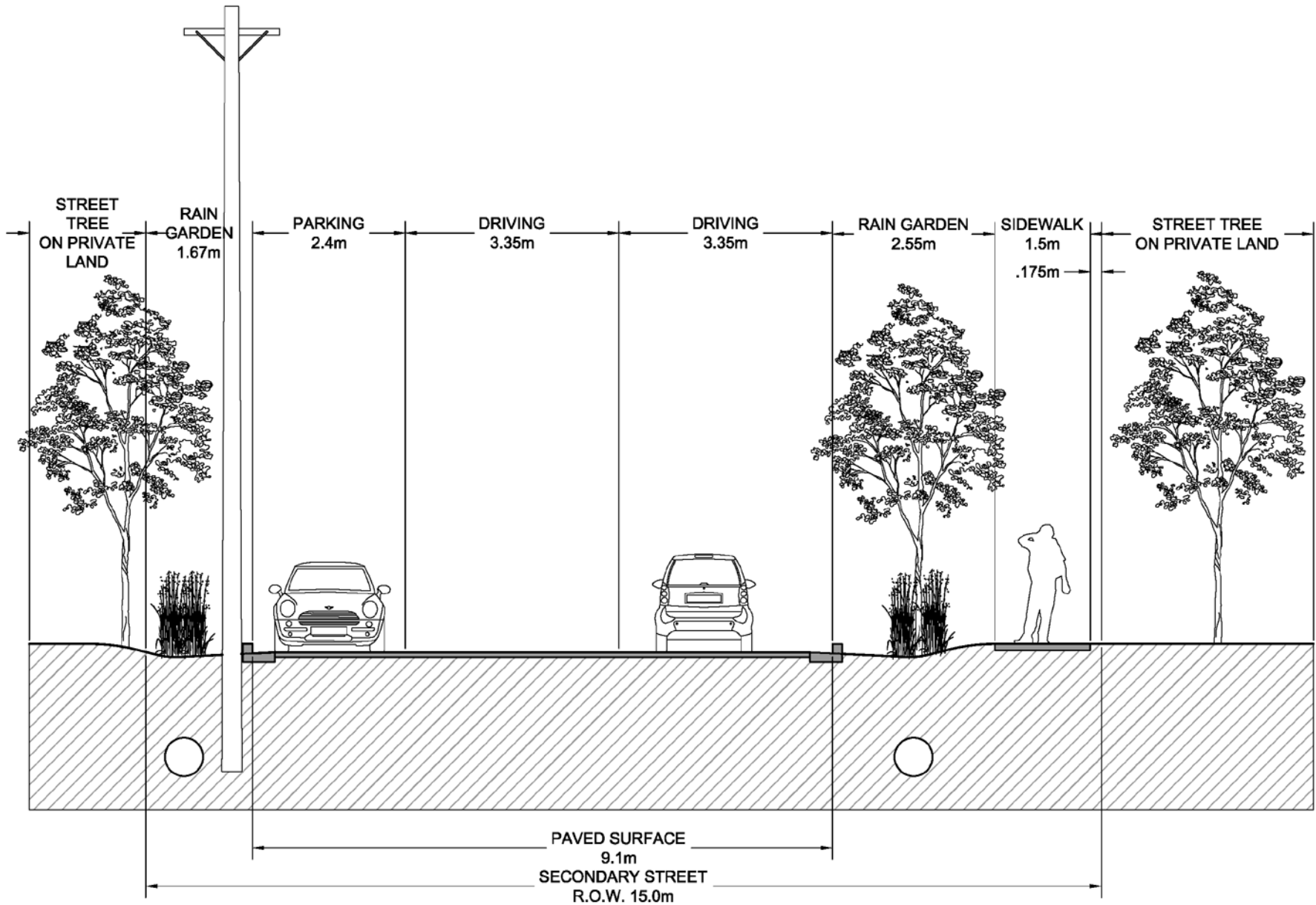


MAGGIES PLACE PRIMARY STREET CROSS SECTION



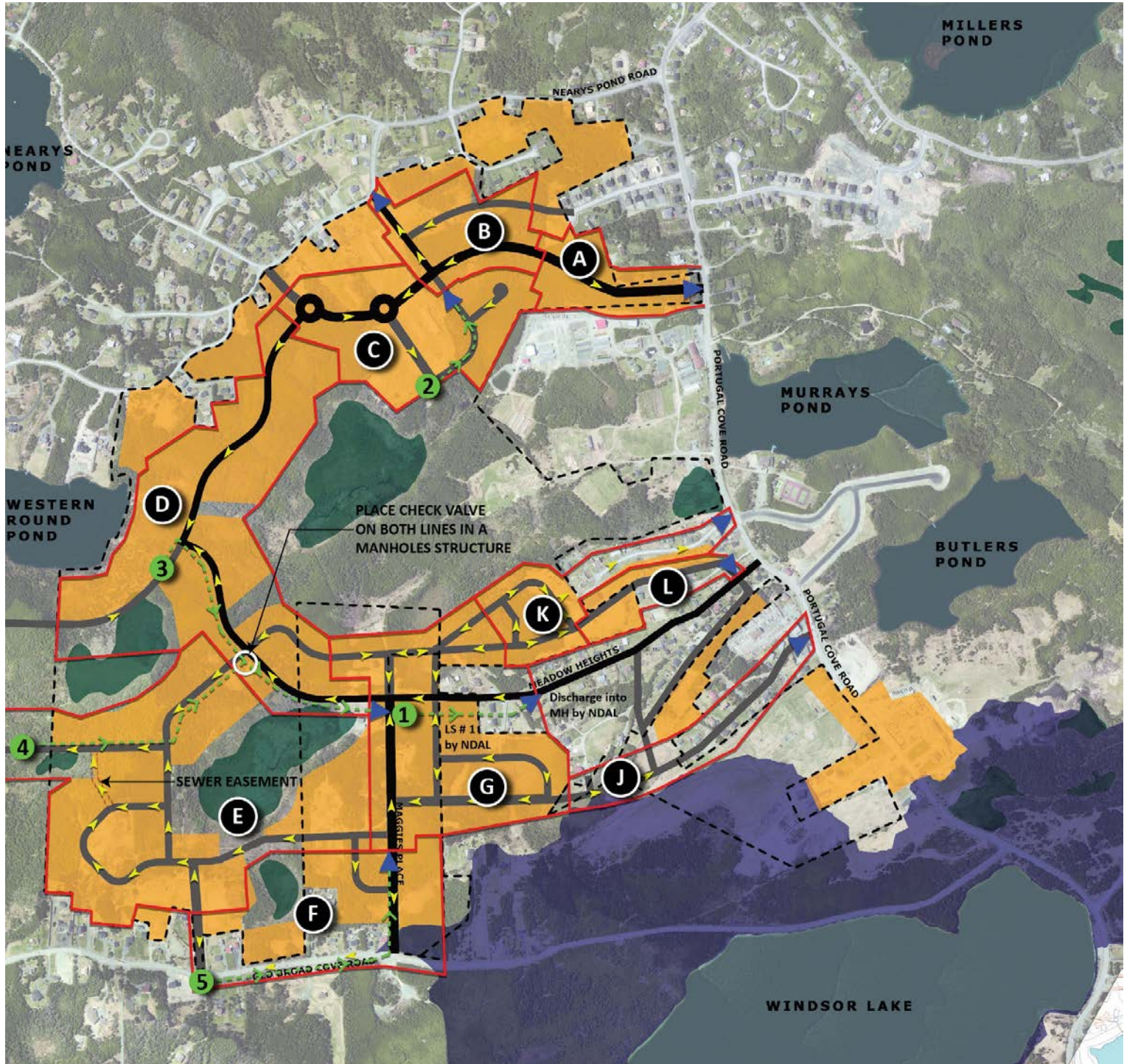


MAGGIES PLACE SECONDARY STREET CROSS SECTION





MUNICIPAL SERVICING



LEGEND

- A** SERVICING ZONES
- SERVICING ZONE BOUNDARIES**
- DISCHARGE LOCATIONS**
- 1** LIFT STATIONS
- FORCED MAINS**
- GRAVITY SEWER FLOW DIRECTION**



MAGGIES PLACE INVESTMENT

# MAGGIES PLACE INVESTMENT

MAGGIES PLACE INVESTMENT

MAGGIES PLACE INVESTMENT  
TOWN LANDS ONLY

<b>Expenses:</b>	
• Land Purchase:	\$1 M
-land price, legal fees,taxes	
• Servicing:	\$3.15 M
- Service Meadow Heights plus Tract fees, .550 mill	
- Service all Maggie’s Place (2.6 mill)	
<u>Total</u>	<u>\$4.15 M</u>
 <b>Projected Value of Land Sale:</b>	
\$2.3- 2.7 M	
 <b>Investment by Town:</b>	
\$1.3 - \$1.7 M	
 <b>Income to Offset Investment:</b>	
• Annual Tax Return (residential land only)	\$230,000
• Value of Existing Depot site (zoned as commercial/town hall)	\$ ?
• Savings to servicing Depot site (capital cost)	\$ ?
• Charges for Hook-up fees (residential)	\$ ?



MAGGIES PLACE WP2 INVESTMENT  
Including Town Lands

Investment by Town for Town Lands: \$1.3 - \$1.7 M

Estimated Development cost for WP2 area \$14 M  
-Development cost borne by Developers

Potential Income to offset Investment:

- Annual Tax Return (residential land only) \$1 M
- Value of Existing Depot site (zoned as commercial/town hall) \$ - to be determined
- Savings to servicing Depot site (capital cost) \$ - to be determined
- Charges for Hook-up fees (residential) \$ - to be determined
- Future Business Growth and New Investment \$ - to be determined

## MAGGIES PLACE WORK PACKAGE II

### NEXT STEPS

1. Council Approval
  - August 29
2. 3D Model
  - September 6
3. Land Owner review
  - September 7
4. Final Submission
  - September 11
5. Council Meetings
  - September 12



# APPENDIX B : TRANSPORTATION REPORT FROM HARBOURSIDE TRANSPORTATION CONSULTANTS





TRANSPORTATION REPORT  
FOR MAGGIES PLACE WORK PACKAGE 2

TRAFFIC AND ROAD DESIGN



Harbourside Transportation Consultants

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I.0 Transportation

I.1 Trip Generation

I.1.1 Full Build Out

Full build out of the Maggie’s Place development is expected to accommodate approximately 1350 residential dwelling units. The trip generation rates for the proposed development were quantified using the 9<sup>th</sup> edition of the *Trip Generation Manual* published by the Institute of Transportation Engineers (ITE). Based on the ITE trip generation rates for single family detached housing, full build out of the development is expected to generate approximately 12,852 vehicle trips per day; 6426 trips entering the development area and 6,426 exiting. During the AM peak hour, the development is expected to generate 1013 trips; 253 trips entering the development and 760 trips exiting. During the PM peak hour, the development is expected to generate a total of 1350 trips; 851 trips entering the development and 499 trips exiting.

I.1.2 Phase I

The first phase of the Maggie’s Place Development will have zoning in place that accommodates single-family lots with varying frontages, semi-detached lots, multi-unit lots and lots accommodating townhouses. A total of 403 dwelling units are expected to be developed as part of the first phase of Maggie’s Place.

The ITE trip generation rates were used to quantify trips generated by Phase I of the development. The trip generation rates for both the AM and PM peak hours of adjacent stream traffic are noted in Table I. During the AM peak hour, Phase I of the development is expected to generate 248 trips; 58 entering the development and 190 exiting. During the PM peak hour, Phase I of the development is expected to generate 318 trips; 201 entering the development and 117 exiting. The trip generation table is noted below in Table I.

Table I – Trip Generation Rates – Phase I Maggie’s Place

Use	Number	Unit	1000 sq ft GFA * Coverage	ITE Code	AM Peak Rate	AM Peak Trip Gen	AM Peak In	AM Peak Out	PM Peak Rate	PM Peak Trip Gen	PM Peak In	PM Peak Out
Apartments	216	DU	-	220	0.51	110	22	88	0.6	134	87	47
Commercial	3,488	sq.ft.	3.5	814	3.81	14	7	7	6.82	24	12	12
Townhomes	42	DU	-	230	0.44	19	3	16	0.52	22	15	7
Semi Detached Housing	13	DU	-	230	0.44	6	1	5	0.52	7	5	2
Single-Family Detached Housing	132	DU	-	210	0.75	99	25	74	1.0	132	83	49
Trips Generated at Full Build-Out						248	58	190		318	201	117

I.2 Road Network Configuration

The conceptual road network for the overall development is shown in Figure I. The road network features two collector roadways that will serve as major access points to the development: Meadow Heights and Maggie’s Place. The Town of Portugal Cove-St. Philip’s (PCSP) street classification defines collectors as roadways that are designed and intended to provide access to adjacent properties that are balanced by the need to collect and distribute traffic travelling to and from a neighbourhood.

The “C” shape roadway (Meadow Heights) with two connections to Portugal Cove Road, both north and south of Murrays Pond, serves as the spine for the overall road network. The second collector roadway, Maggie’s Place, located in Phase I of the development creates a north south connection between Old Broad Cove Road and Meadow Heights.

The two collector roadways create three (3) major access points into the development. These intersections may require higher levels of traffic control than just ‘Side Street’ stop control. A preliminary look at the trip distribution and traffic assignment for this development indicates that three (3) primary access point locations should be adequate to accommodate the projected traffic volumes from this development at full build out. Further analysis will be required to determine the appropriate traffic control measures and the lane configurations that will be needed as the development progresses to detailed design.

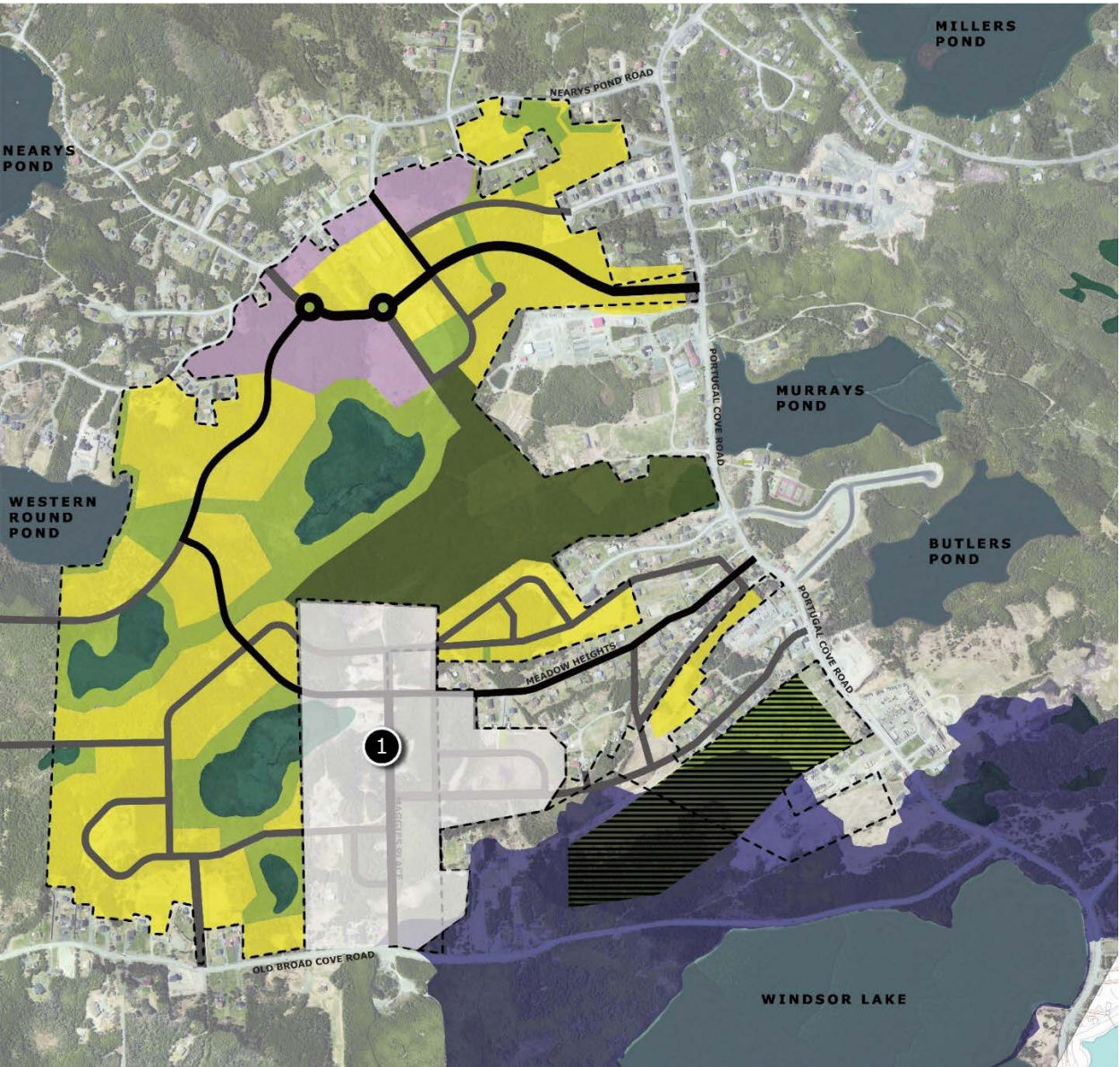


Figure I - Overall Road Network

The road network for Phase I of the Maggie’s Place development is shown in Figure 2. The conceptual road network includes seven (7) new roadways and connections throughout the network. A digital terrain



model of the study area was developed using AutoCAD Civil 3D and the lidar data obtained for the area. The model was used to develop preliminary center line profiles of the seven (7) streets to ensure the vertical alignments for the proposed roadways fall within acceptable limits that are constructible. A maximum gradient of 8 percent was used as the upper limit in this process.

All seven (7) proposed roadways can be constructed with grades of 8 percent or less. A more detailed predesign of these roadways will be necessary to finalize both the horizontal and vertical alignments. The conceptual plan and profiles for the proposed streets can be found at the end of the document.

The proposed road network features a roundabout at the intersection of Street 2 (Maggie’s Place) and Street 3. This roundabout will act as the central point for the ‘Neighbourhood Hub’. The focus of a ‘Neighbourhood Hub’ is to be pedestrian friendly and ideally located near a park or open space to increase the level of activity of residents and provide areas for interaction.

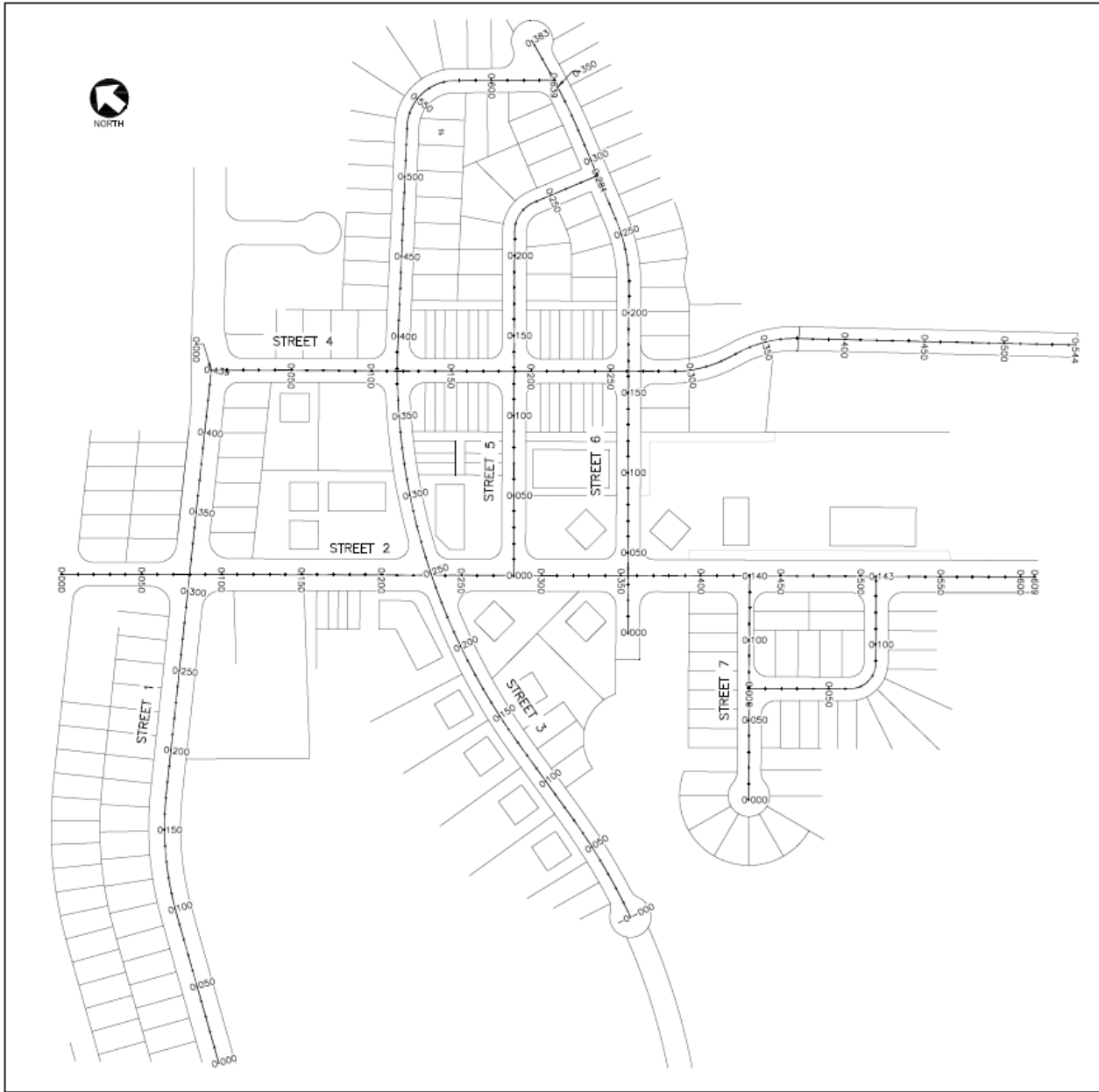


Figure 2 – Maggie's Place Phase I - Road Network

1.3.1 Road Classification

The proposed roadways are classified as collector or local roadways in accordance with the PCSP Street Classification. As previously discussed, Meadow Heights (Street 1) and Maggie’s Place (Street 2) are both classified as collector roadways. The remaining five (5) roadways, Streets 3 to 7, are classified as local roadways. The primary function of a local roadway is to provide access to adjacent properties. Local residential streets are not intended for use as through traffic routes.

1.3.3 Street Cross Sections

Cross sections were prepared for the proposed roadways. The cross sections were determined based on the classification of the roadway and whether the roadway segment was located within the ‘Neighbourhood Hub’. A plan view of the location of the four (4) proposed cross sections is shown in Figure 3.

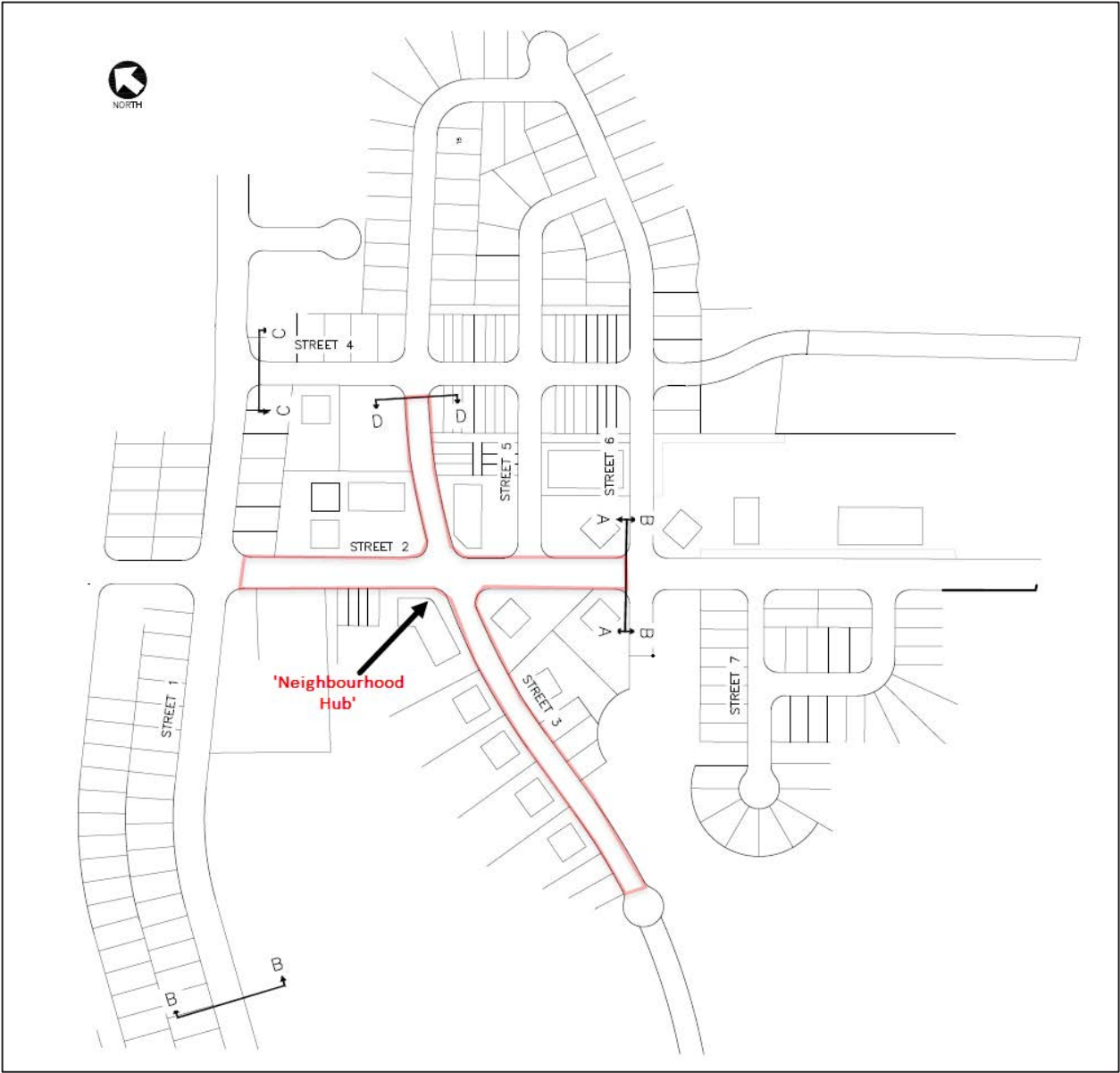


Figure 3 – Plan View of Cross Sections

The cross section for a collector roadway within the ‘Neighbourhood Hub’ is shown in Figure 4. The cross section features a 3.5 metre travel lane and 2.4 metre parking lane in each direction with a multi use path on one side and a sidewalk on the other.

The standard cross section for a collector roadway through the remainder of the road network is shown in Figure 5. The cross section features a 3.5 metre travel lane and 2.4 metre parking lane in each direction with a multi use path on one side.

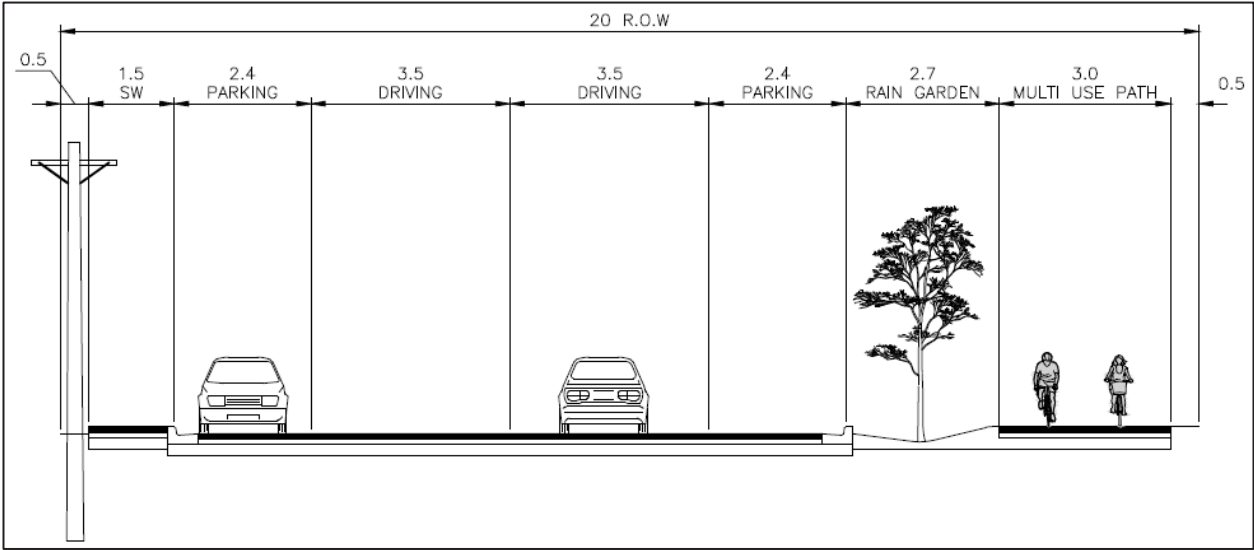


Figure 4 – Cross Section A-A for a Collector Roadway within the ‘Neighbourhood Hub’

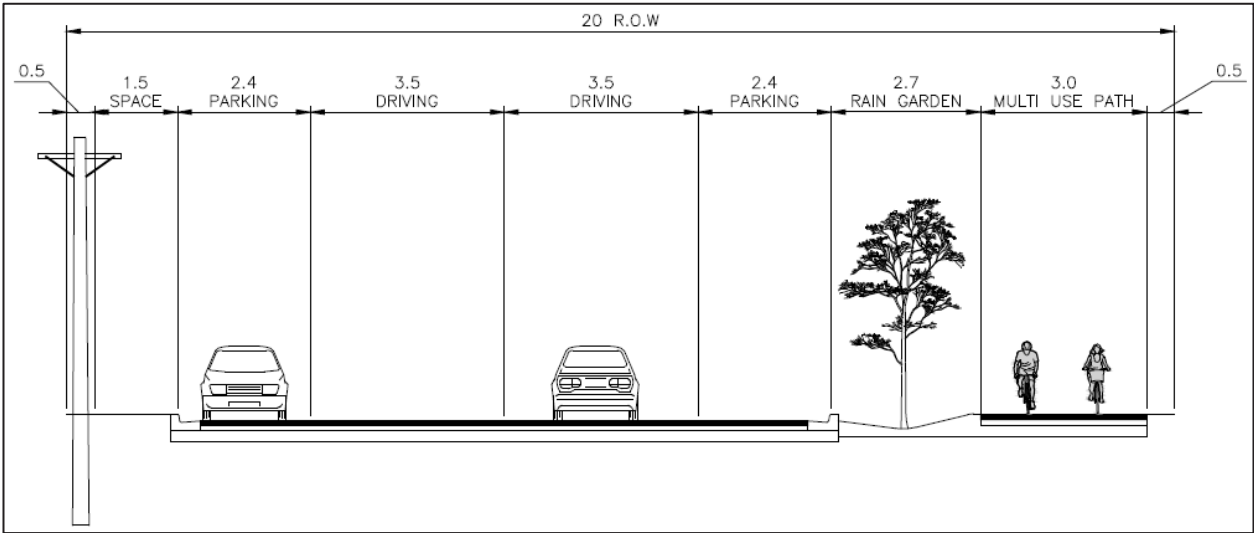
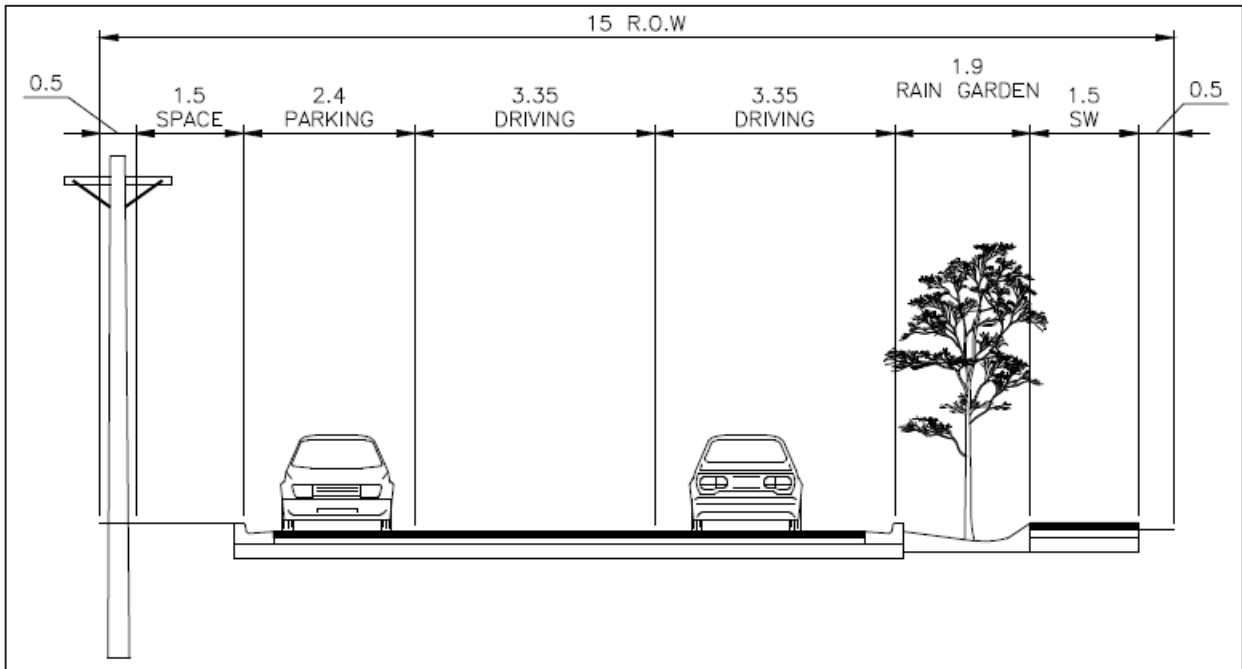
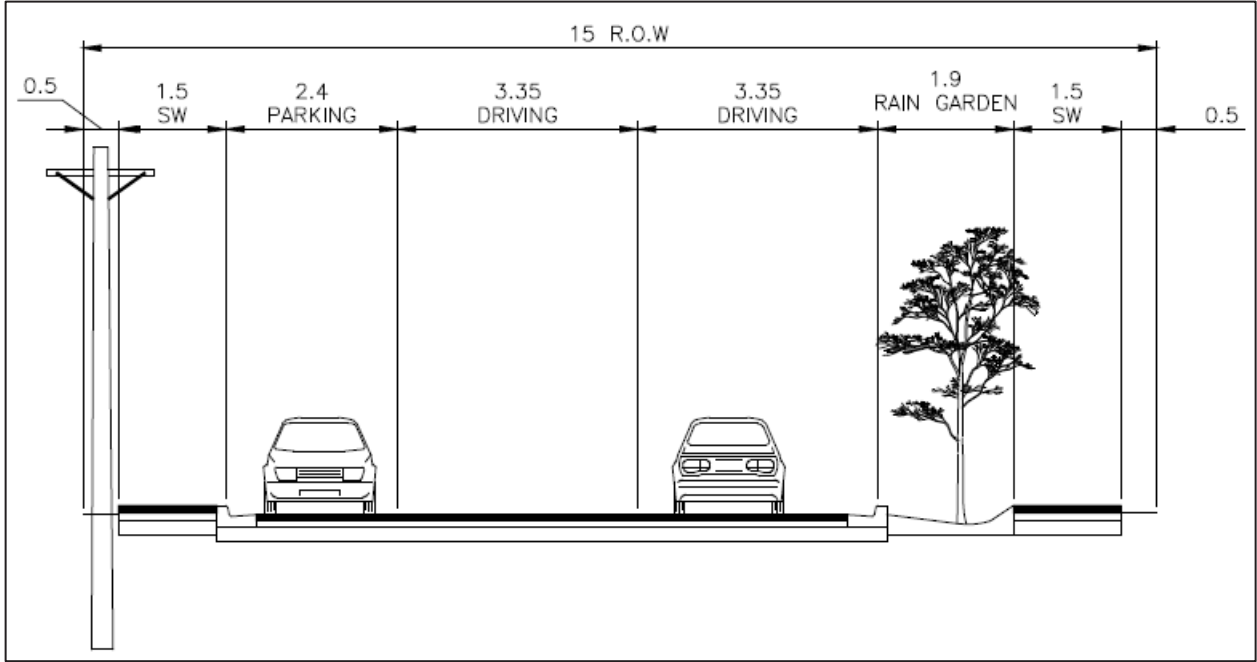


Figure 5 – Cross Section B-B for a Collector Roadway

The cross section for a local roadway within the ‘Neighbourhood Hub’ is shown in Figure 6. The cross section features a 3.35 metre travel lane in each direction and 2.4 metre parking lane on one side. Sidewalks are provided on both sides.

The standard cross section for a local roadway through the remainder of the road network is shown in Figure 7. The cross section features a 3.35 metre travel lane in each direction and 2.4 metre parking lane and sidewalk on one side.

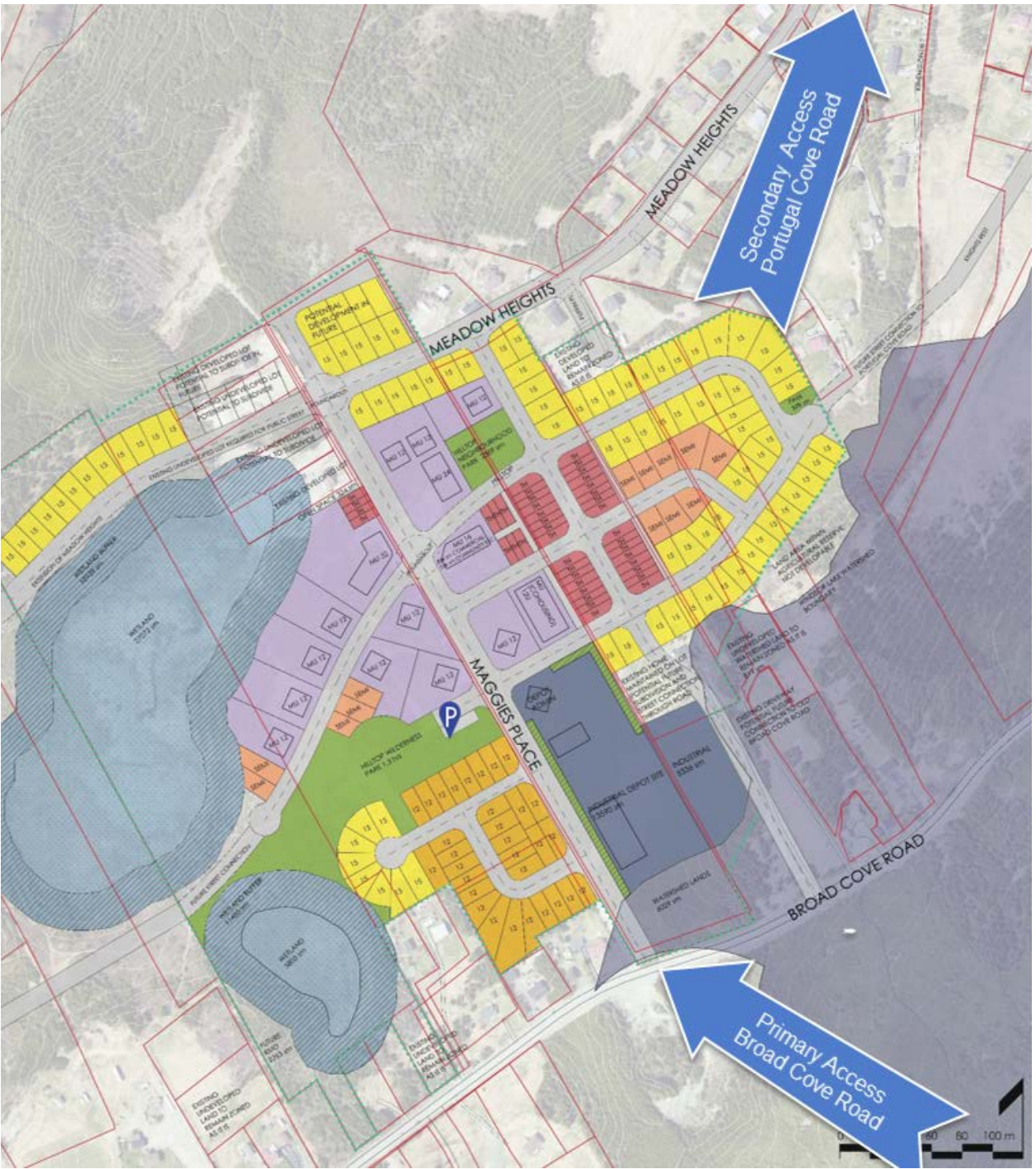




1.3 Development Access

1.3.1 Access Locations

Phase I development will be serviced with a primary access point from Maggie’s Place onto Broad Cove Road and a secondary access point onto Portugal Cove Road via a connection to Meadow Heights as shown in Figure 8. The two access points will be sufficient to accommodate the traffic projections associated with for Phase I development.



1.3.2 Access to Town Depot

The Town of PCSP is planning on positioning its new depot along the eastern boundary of Maggie’s Place as shown in Figure 9. Access to the industrial side of this facility was intentionally separated from Maggie’s Place to avoid noise issues and other safety related concerns that arise when industrial and residential traffic streams are mixed in a residential setting. The industrial access from the proposed Town depot could be accommodated on Old Broad Cove at points 1 or 2 shown in Figure 2. Access point 1 would require an approval from the City of St. John’s because it would be a new access on a City road. Access



point 2 would utilize an existing driveway on Broad Cove Road that is planned to be upgraded and integrated as a minor access roadway to the Maggie's Place development that was primarily intended to accommodate commercial and industrial traffic. Access point 3 is proposed to accommodate the normal business/customer activities of the Town Depot and would essentially be a typical parking lot connection to the Maggie's Place road network. Access point 3 would not connect to the industrial side of the Town Depot.



Figure 9 – Potential Access Locations - Town Depot

### 1.4 Pedestrian Facilities

Pedestrian facilities are included on each of the proposed roadways. At minimum, a 4.0 metre multi use path is provided on one side of a collector roadways with 3.0 metre buffer between the multi use path and the adjacent parking lane. On local roadways, a 1.5 metre sidewalk is provided with a 1.9 metre buffer to the adjacent travel lane are provided.

Pedestrian facilities will be provided on both sides of roadways within a certain radius of the proposed 'Neighbourhood Hub'. In addition to the standard pedestrian facilities for both collector and local roads, each roadway in this radius will have a 1.5 metre sidewalk on the other side of the street as shown in Figure 4 and Figure 6.

### 1.5 Traffic Calming

Neighbourhood traffic and speeding are growing concerns in the municipality which led to the adoption of traffic calming policy by the Town in 2016. Traffic calming is the combination of physical and/or policy measures that reduce the negative effects of the use of motor vehicles on residential roadways, alter motorists' behaviour and improve conditions for both pedestrians and cyclists.

Including traffic calming measures in the design of these roadways will mitigate traffic calming concerns throughout the proposed development. A few traffic calming measures under consideration are described in the following sections.

#### 1.5.1 Roundabouts

A number of roundabouts are proposed throughout the road network. Roundabouts are known to increase vehicular safety by reducing collisions frequency and severity. Roundabouts also provide safety benefits to cyclists and pedestrians such as:

- **Reduce likelihood of collisions:** there are fewer conflict points between pedestrians and vehicles than at signalized intersections.
- **Safer crossings for pedestrians:** When pedestrians cross at a roundabout, they are faced only with one direction of traffic and a single crossing at a time of only one or two lanes of traffic between crossings. Pedestrians can also be accommodated on refuge islands or sidewalk before making their next crossing. Approaching drivers are also forced to slow as they approach the roundabout, which enables them to be able to react and stop quickly to yield to pedestrians.
- **Safer environment for cyclists:** When a cyclist approaches a roundabout, depending on their experience level, they can either proceed through the roundabout as a vehicle, or dismount and proceed through the intersection as a pedestrian. Due to the low speed of approaching/circulating vehicles, a cyclist can often proceed through the intersection within the vehicle stream.

Compact single-lane roundabouts, such as the one shown in Figure 10, can be used in residential settings as a method of intersection control that also to reduce speeds and creates an aesthetically pleasing and safer environment for pedestrian.



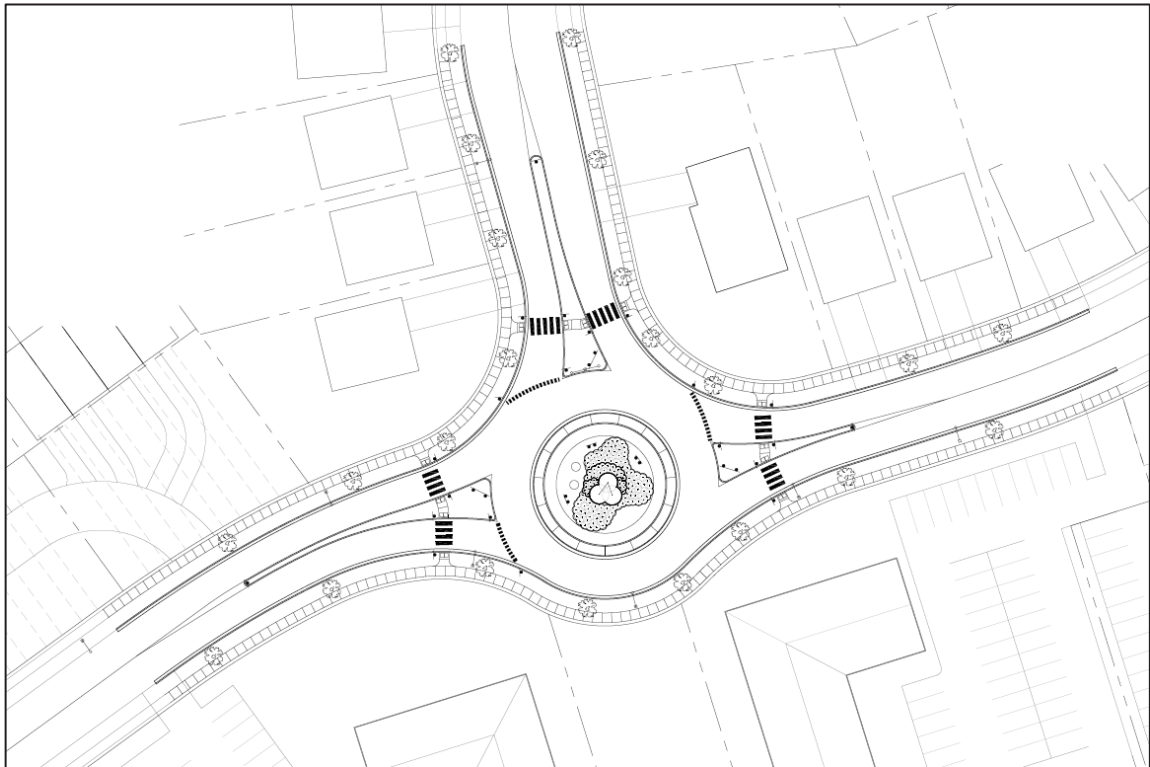


Figure 10 - Example of Residential Neighbourhood Roundabout

1.5.2 Chicanes and Curb Extensions

There are a number of traffic calming measures that exist to reduce speed and create safer roadway environments for pedestrians. Chicanes and curb extensions are cost effective solutions that can be easily integrated in the design of the proposed road network.

Chicanes, shown in Figure 11, are a series of offset curb extensions which narrow the roadway. Chicanes require vehicles to reduce their speed in order to negotiate from one side of the roadway through the chicanes. Typically, three or more curb extensions are constructed together in series.

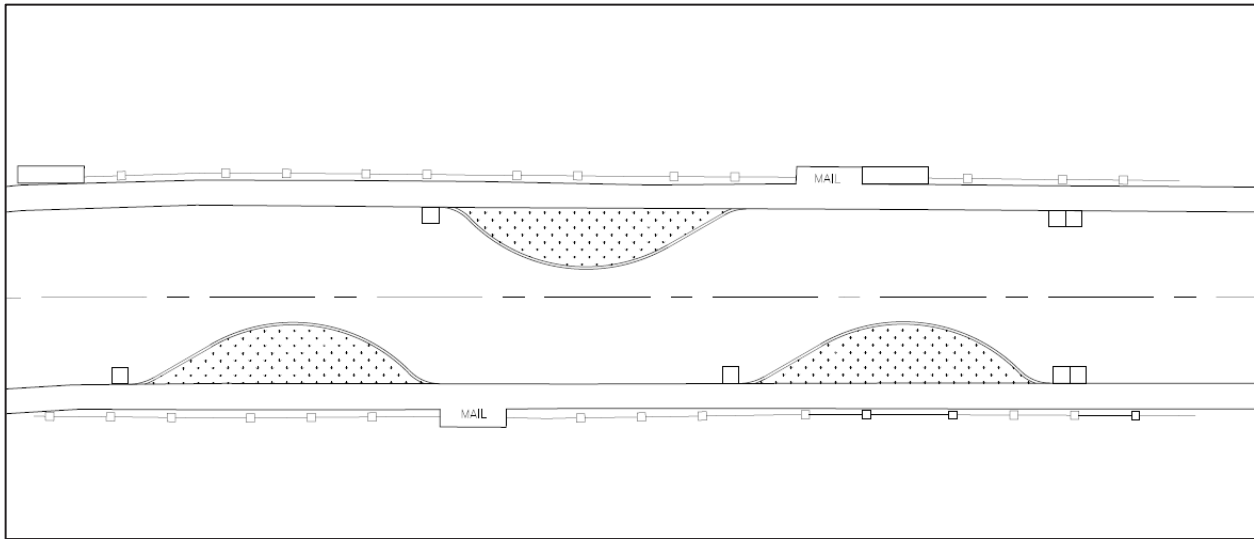


Figure 11 -Example of Chicanes

Curb extensions or intersection bump outs, shown in Figure 12, are a horizontal intrusion of the curb into the roadway which physically and visually narrow the cross section. Curb extensions are used to create safer and shorter crossings for pedestrians, improve the visibility of pedestrians, reduce speeds and increase space for pedestrian amenities.

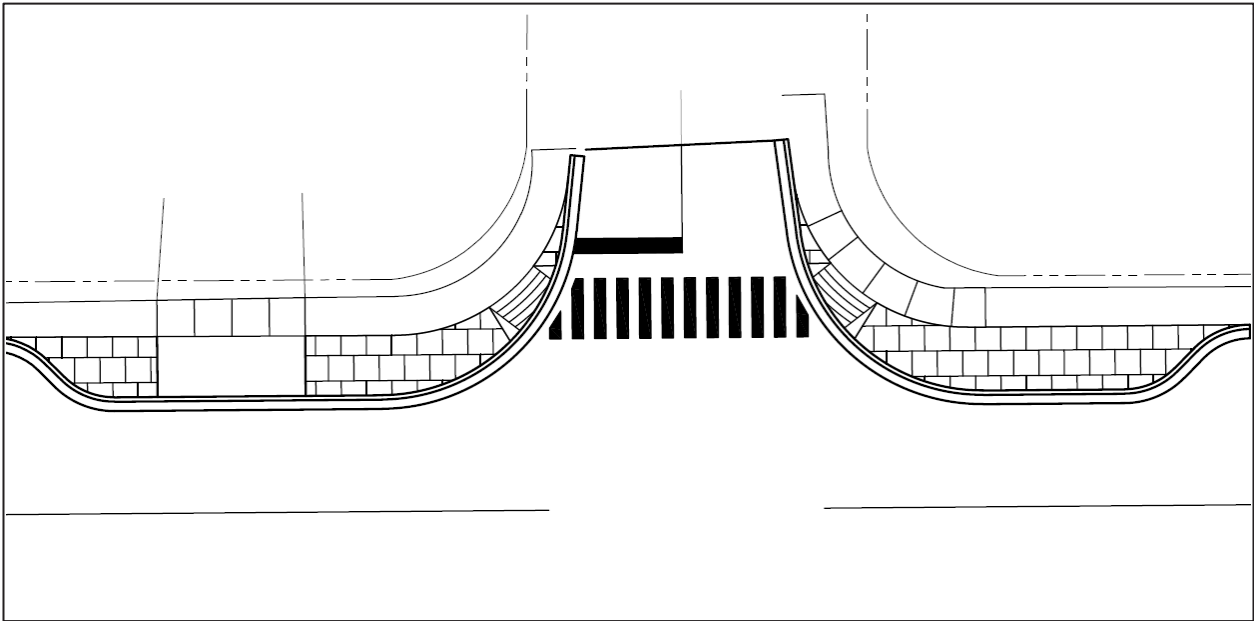
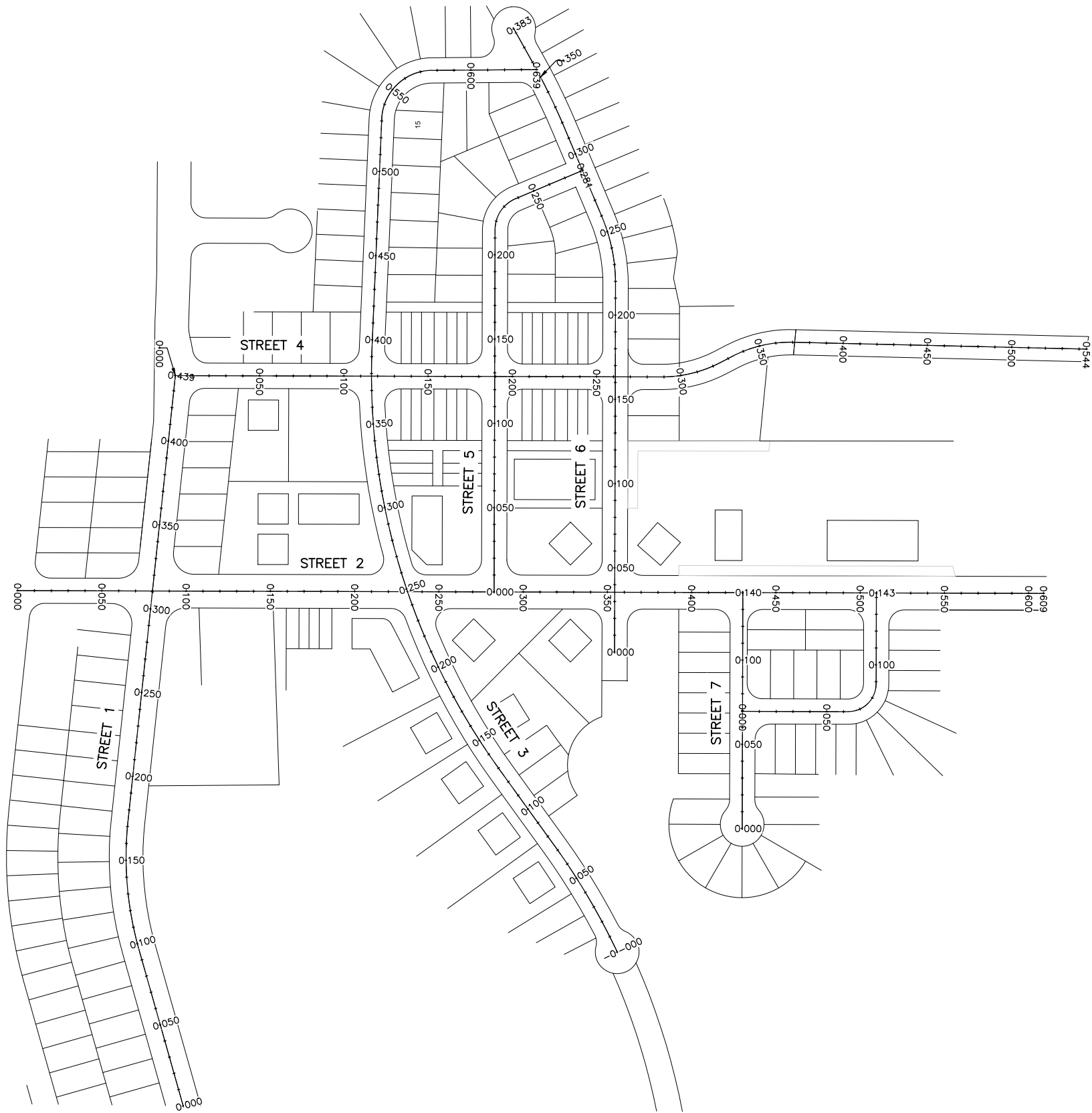


Figure 12 – Example of Intersection Curb Extensions



A	ISSUED FOR XXXX	XX/XX/XX	XXX
No.	DESCRIPTION	Date (mm/dd/yy)	By

ISSUE or REVISION

Client



Project

MAGGIES PLACE  
PORTUGAL COVE, NL

MAGGIES PLACE DEVELOPMENT

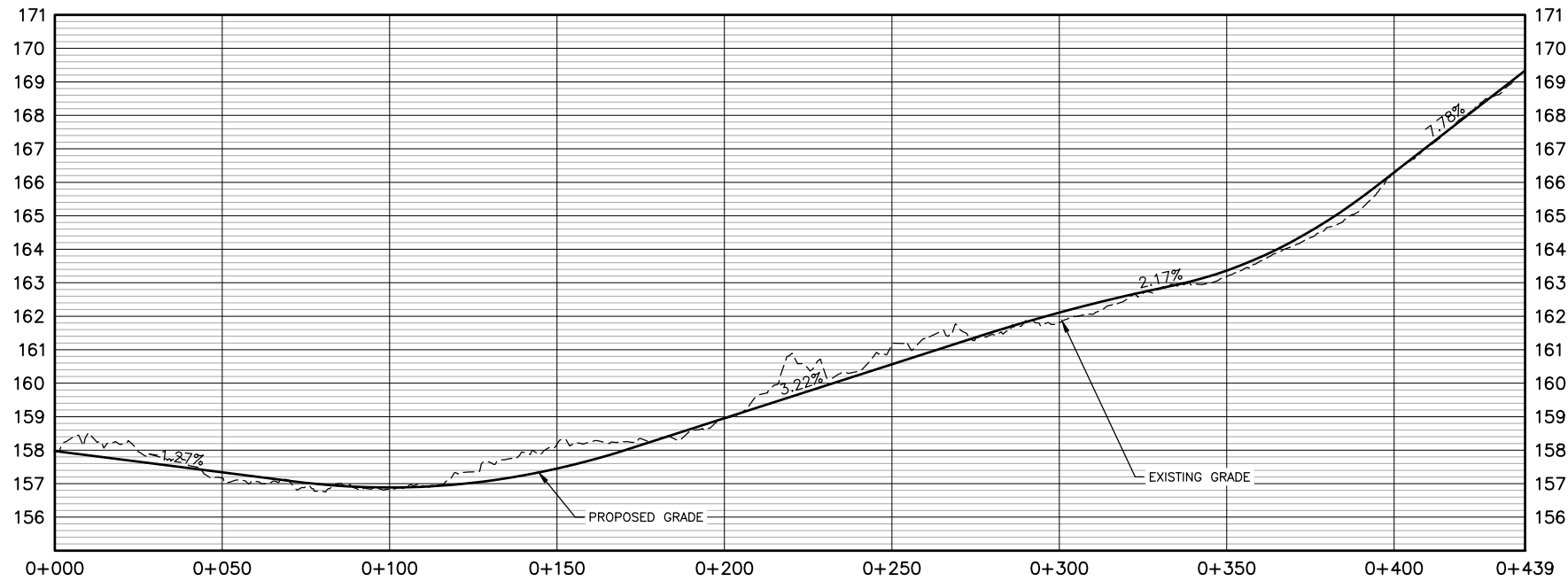
Title

PLAN VIEW

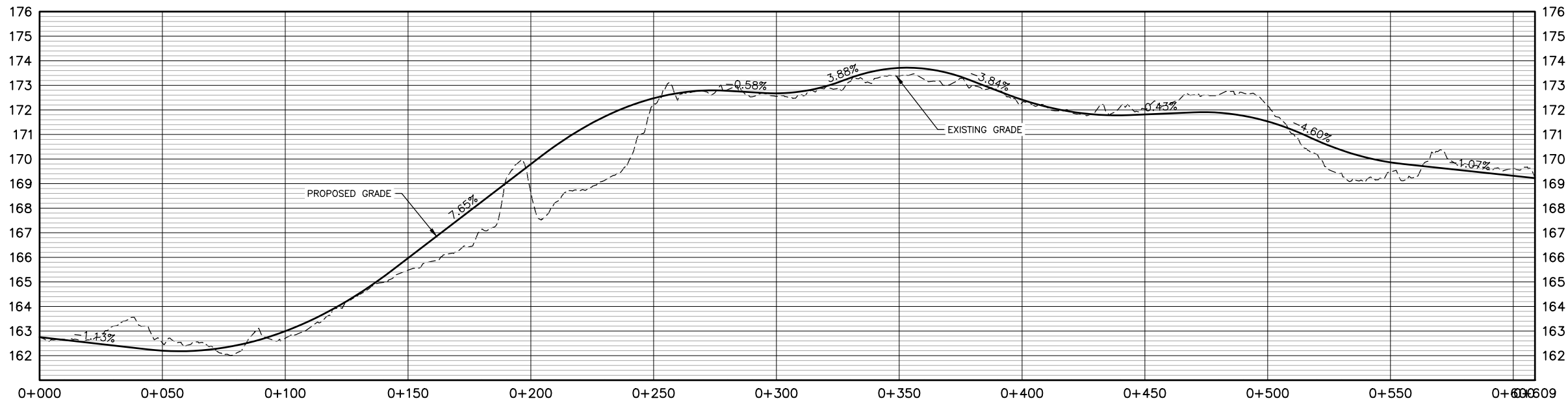
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	Checked	R. KING	Approved
	Contract No.	16371	
	Drawing No.	C-01	

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UPDATED ROAD NETWORK.DWG, September 7, 2017, 4:03 PM





PROFILE — STREET 1  
H — 1:1000 ; V — 1:100



PROFILE — STREET 2  
H — 1:1000 ; V — 1:100

A	ISSUED FOR XXXX	XX/XX/XX	XXX
No.	DESCRIPTION	Date (mm/dd/yy)	By

ISSUE or REVISION

Client

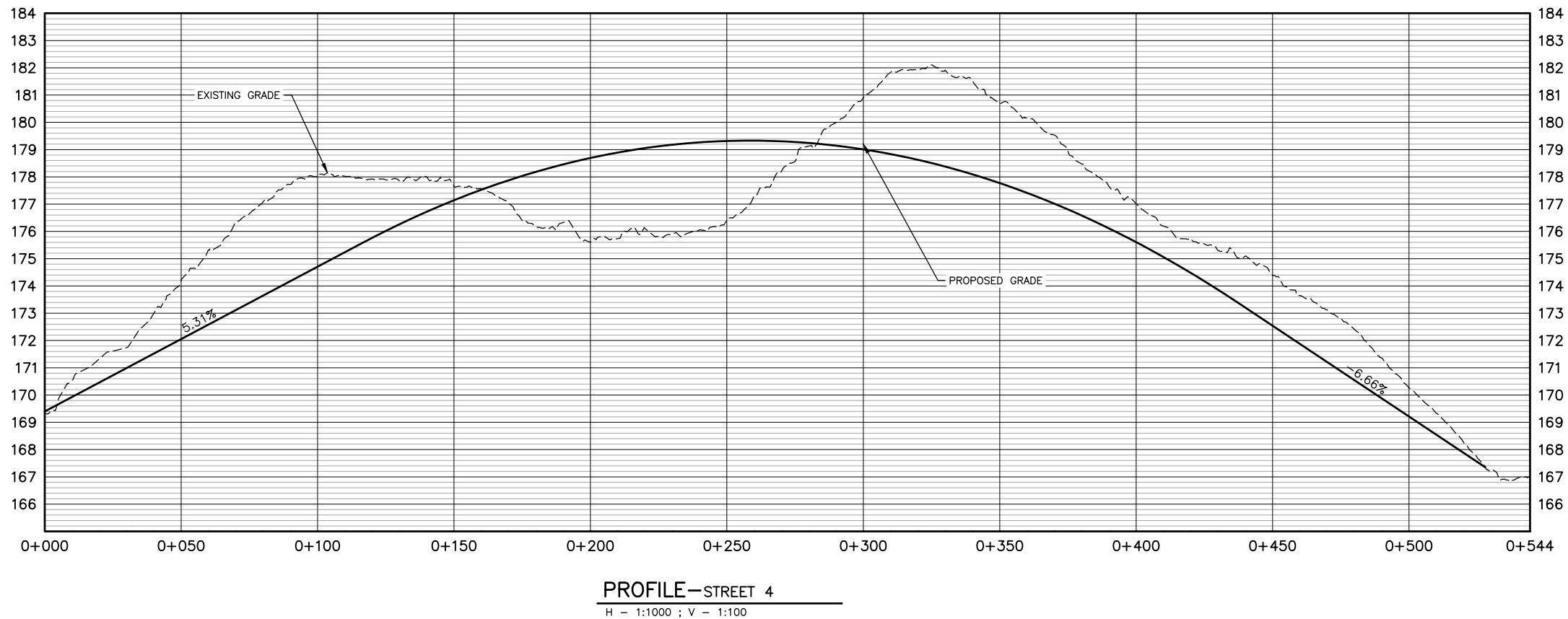
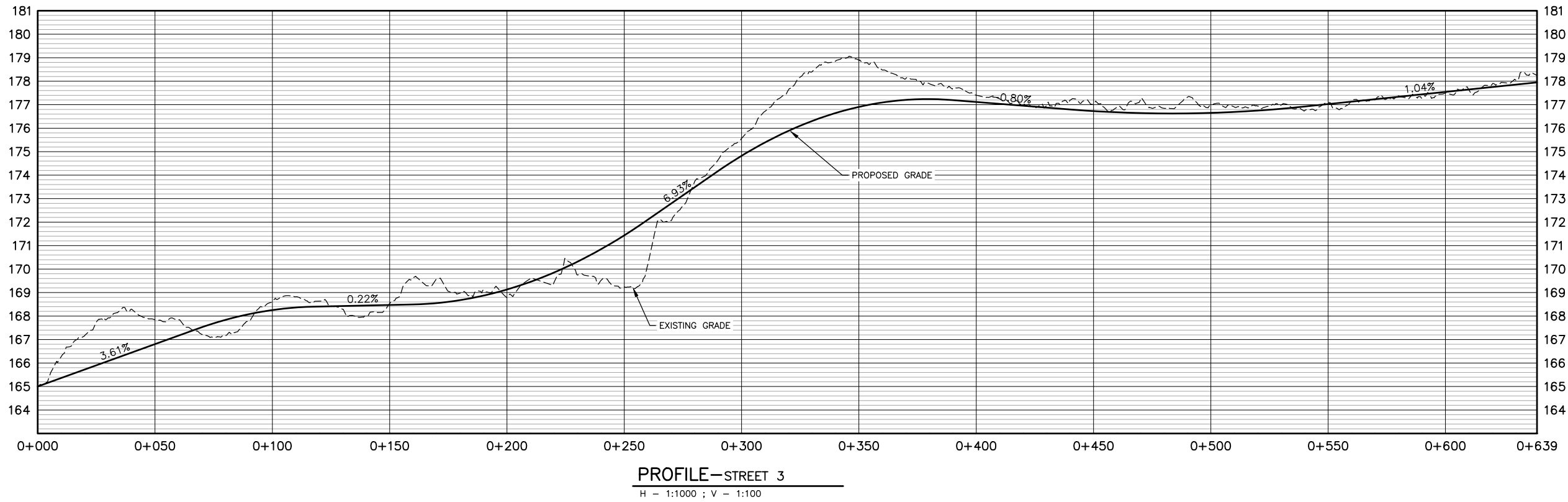


Project  
**MAGGIES PLACE  
PORTUGAL COVE, NL**  
MAGGIES PLACE DEVELOPMENT

Title  
**PROFILES — STREETS 1&2**

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Checked		Approved	R. KING
Contract No.	16371		
Drawing No.	<b>C-02</b>		

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No.	DESCRIPTION	Date (mm/dd/yy)	By

ISSUE or REVISION

Client



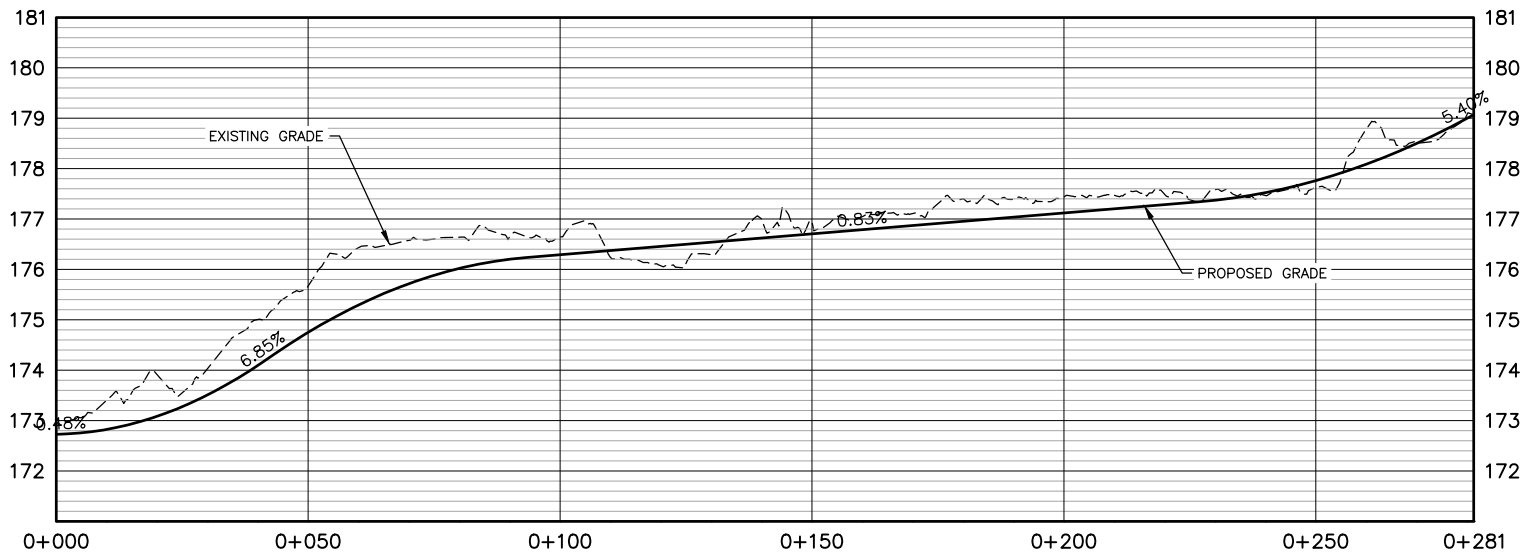
Project  
**MAGGIES PLACE  
PORTUGAL COVE, NL**  
MAGGIES PLACE DEVELOPMENT

Title  
**PROFILES — STREETS 3&4**

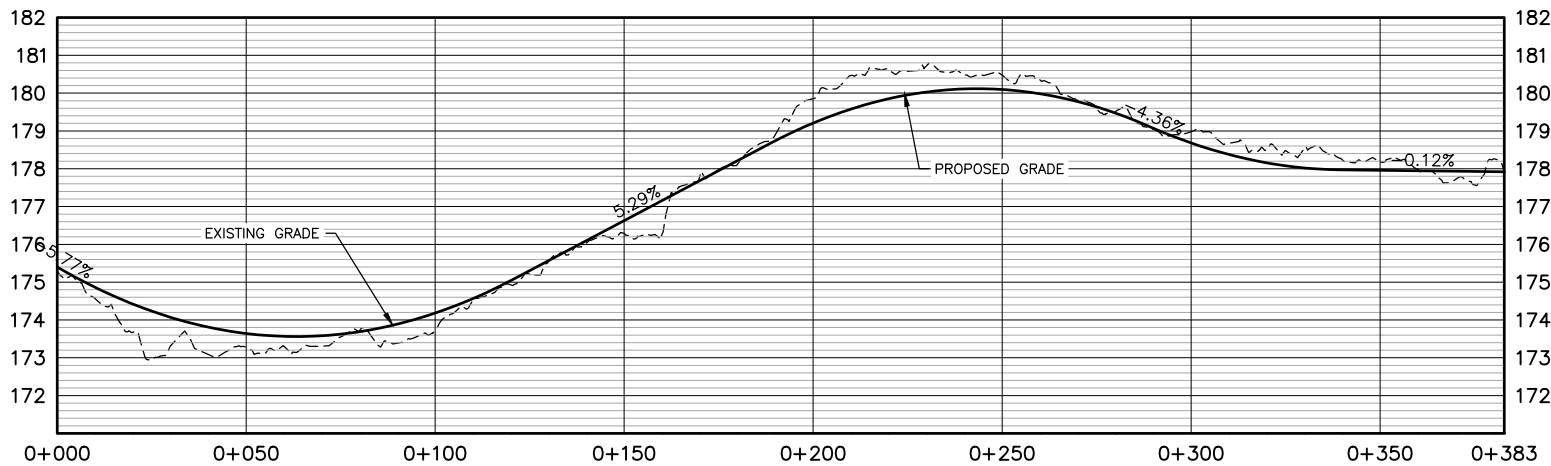
Scale	1:1500	Date	AUGUST 2017
Drawn	B. FORBES	Designed	
Checked	R. KING	Approved	
Contract No.	16371	Drawing No.	<b>C-03</b>

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UPDATED ROAD NETWORK.DWG, September 7, 2017, 4:03 PM





PROFILE—STREET 5  
H — 1:750 ; V — 1:75



PROFILE—STREET 6  
H — 1:1000 ; V — 1:100

A	ISSUED FOR XXXX	XX/XX/XX	XXX
No.	DESCRIPTION	Date (mm/dd/yy)	By

ISSUE or REVISION

Client

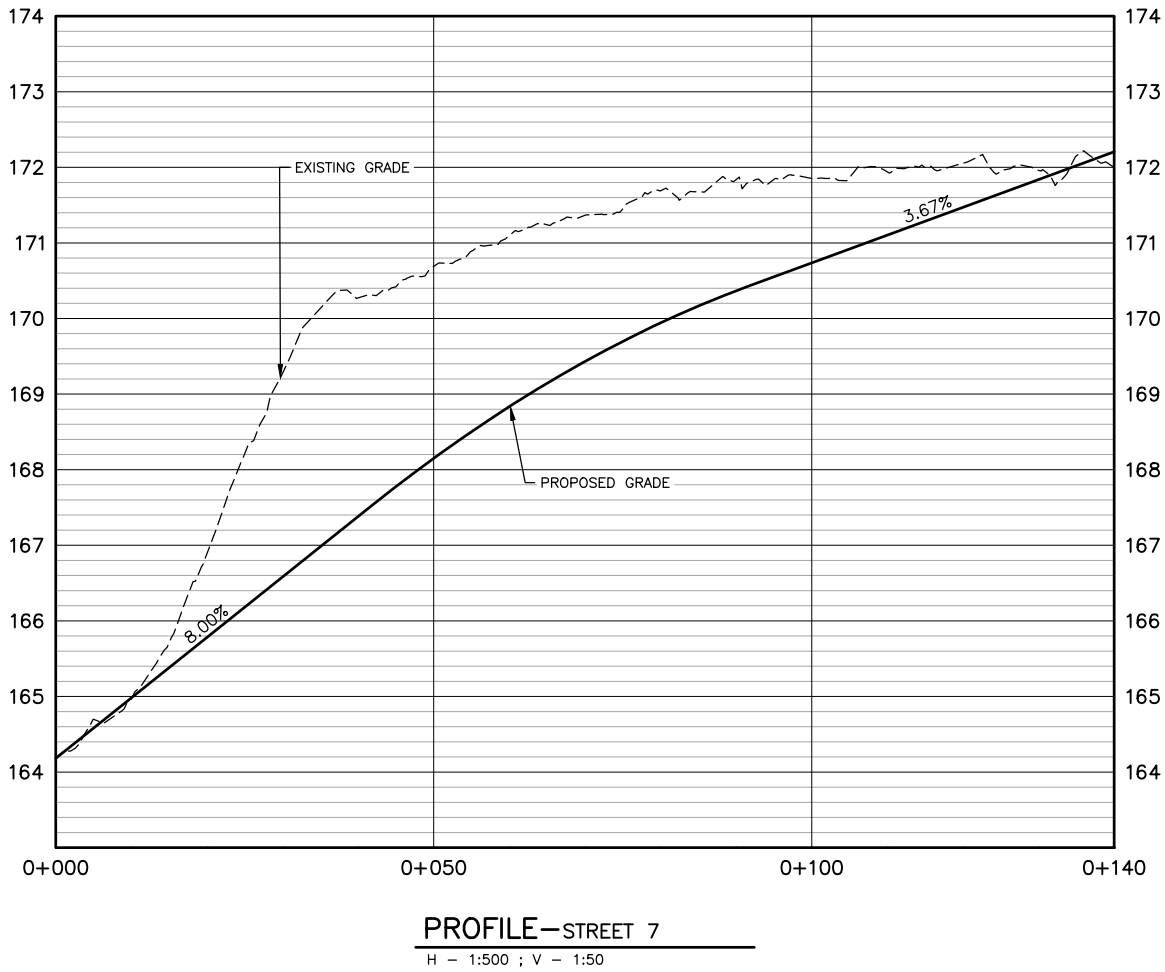


Project  
**MAGGIES PLACE  
PORTUGAL COVE, NL**  
MAGGIES PLACE DEVELOPMENT

Title  
**PROFILES — STREETS 5&6**

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	Checked		Approved
	Contract No.		16371
	Drawing No.		<b>C-04</b>

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UPDATED ROAD NETWORK.DWG, September 7, 2017, 4:03 PM



A	ISSUED FOR XXXX	XX/XX/XX	XXX
No.	DESCRIPTION	Date (mm/dd/yy)	By

ISSUE or REVISION

Client



Project

**MAGGIES PLACE  
PORTUGAL COVE, NL**

MAGGIES PLACE DEVELOPMENT

Title

**PROFILES — STREET 7&8**

Scale	1:1500	Date	AUGUST 2017
	Drawn	B. FORBES	Designed
	Checked		Approved R. KING
	Contract No.	16371	
	Drawing No.	<b>C-05</b>	

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UPDATED ROAD NETWORK.DWG, September 7, 2017, 4:03 PM



# APPENDIX C : DETAILS OF INFRASTRUCTURE ANALYSIS, TRACT CONSULTING INC.





INFRASTRUCTURE COSTING DETAILS			
FOR WORK PACKAGE 2			
Cost Title	Units	Cost Per Unit	Total Cost
• Street Construction	1,910	\$1,750	\$3,342,500
• Allowance for Mass Excavation			\$100,000
• Hydrants	15	\$16,000	\$240,000
• Water Mains	1,910	\$210	\$401,100
• Sanitary & Storm	1,910	\$1,100	\$2,101,000
• Single Family Services	135	\$3,500	\$472,500
• Townhome Services	36	\$3,500	\$126,000
• Multi-Unit Residences Services	9	\$10,000	\$90,000
• Industrial/Commercial Services	3	\$15,000	\$45,000
• Lift Stations	3	\$250,000	\$750,000
• Force Mains	650	\$210	\$136,500
• Traffic Control			\$50,000
• Street Construction	544	\$2,000	\$1,088,000
• Storm & Sanitary	544	\$1,100	\$598,400
• Water	544	\$210	\$114,240
• Hydrants	3	\$16,000	\$48,000
• Allowance for Mass Excavation			\$30,000
• Storm Water Strategy			\$500,000
			\$10,233,240
ROUNDED			\$10,200,000

INFRASTRUCTURE COSTING DETAILS			
FOR TOWN OWNED LANDS ONLY ON MAGGIES PLACE (excluding Depot)			
Cost Title	Units	Cost Per Unit	Total Cost
• Mass Excavation			\$120,000
• Street Construction	608	\$2,000.00	\$1,216,000
• Storm & Sanitary	608	\$1,100.00	\$668,800
• Water (installed. Assume hydrants installed)			\$0
• Residential Lot Servicing	10	\$3,500.00	\$35,000
• Townhomes Lot Servicing	6	\$3,500.00	\$21,000
• Multi Unit Residences	6	\$10,000.00	\$60,000
• Industrial/Commercial Units	2	\$15,000.00	\$30,000
• Traffic Control			\$400,000
			\$2,550,800
ROUNDED			\$2,600,000



STORM WATER MANAGEMENT STRATEGY  
FOR WORK PACKAGE 2 STUDY AREA

The area encompassed by WP2 Study Area consists of two drainage areas excluding existing developed areas and the Winsor Lake Buffer Zone.

Storm water from the south end of Maggies Place generated from the crest of the road to Old Broad Cove Road can almost all be directed west to wetland WL 1. This drainage area is 6.4 ha. That the portion of excess storm water flows generated by the development, including the Town Depot site, should be able to be impounded within this wetland until the design storm has peaked after which it can be automatically released at a controlled variable rate through a weir or other similar control devices towards wetland WL 2. Only a small portion, 100 m, of Maggies Place storm flows should flow directly to the Old Broad Cove Road ditch and then westerly away from the Winsor Lake watershed. For this particular watershed, a 200mm rainfall would translate in to a 1.0 m rise in the wetland water level.

Almost all of the storm water generated from the development north of the Depot site should be directed to the much larger wetland WL 2 at the west side of the development. Zone 2 is approximately 16.75 ha in size. Once again, with proper controls, excess storm waters generated by the development should be able to be contained within the wetland buffer zone until the storm has abated. A 200mm rainfall would translate in to a 0.65 mm rise in wetland water level.

The result of these measures should be a net zero increase in storm water flows for the design storm into the surrounding waterways. For the purposes of this study,

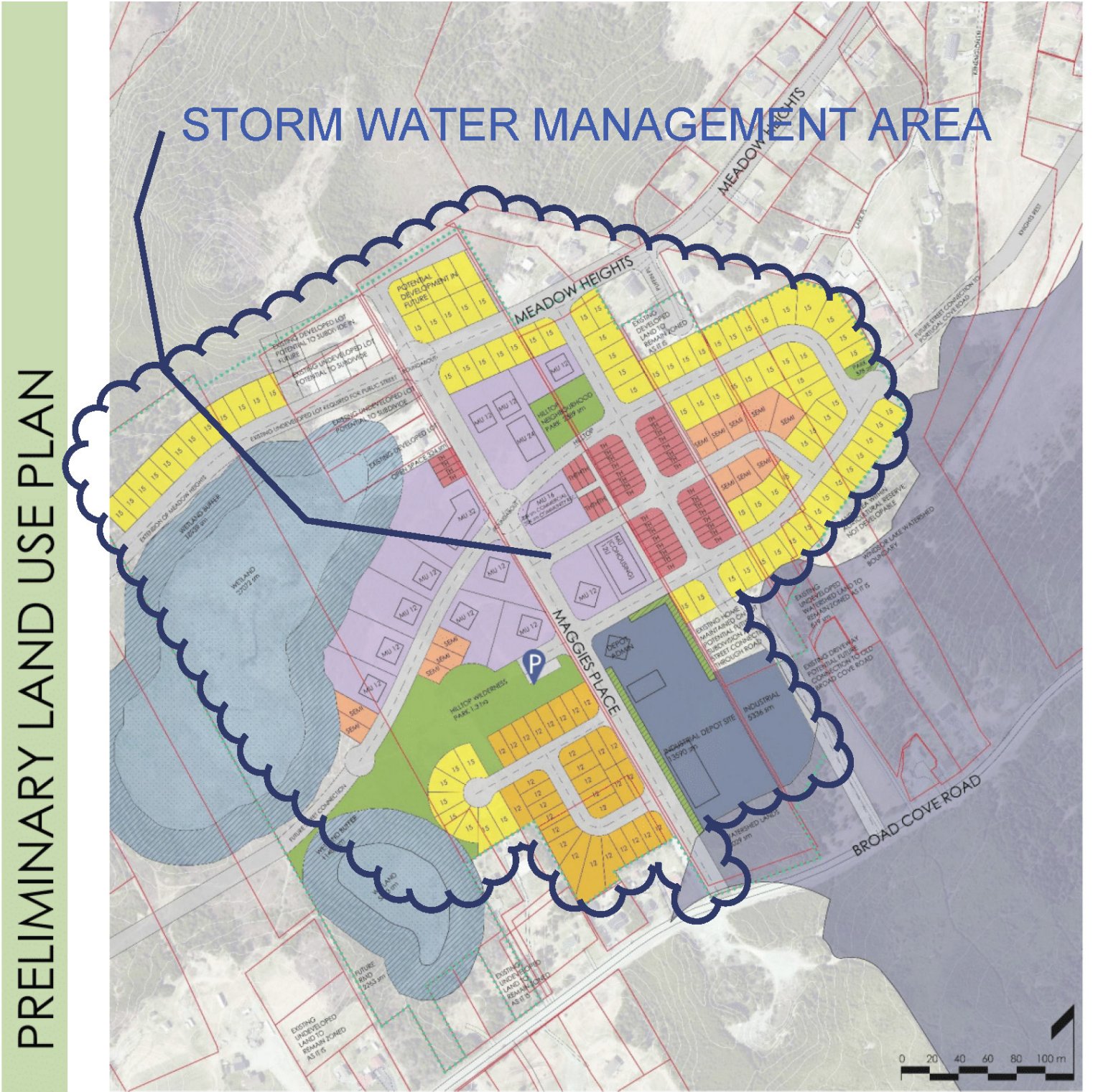
Estimate of Probable Cost - Storm Water Strategy, Maggies Place WP2

1	. Mobilize & Demobilize	10,000.00
2	. Clear & Grub	10,000.00
3	. Silt / Environment controls	5,000.00
4	. Permits	2,500.00
5	. Imported Fill	200,000.00
6	. Hydroseeding	15,000.00
7	. Control Structures	100,000.00
8	. Miscellaneous	25,000.00
9	. Consulting Fees	55,125.00
10	. Taxes	63,393.75
. Total		486,018.75
Budget Request		500,000.00

Opinions of probable costs or time contained herein are estimates only and subject to change, and are contingent upon factors over which the consultant has no control. The accuracy of such estimates is not guaranteed by the Consultant. Nor does the Consultant assume any liability whatsoever as a result of the provision of such estimate or the reliance thereon by any party.

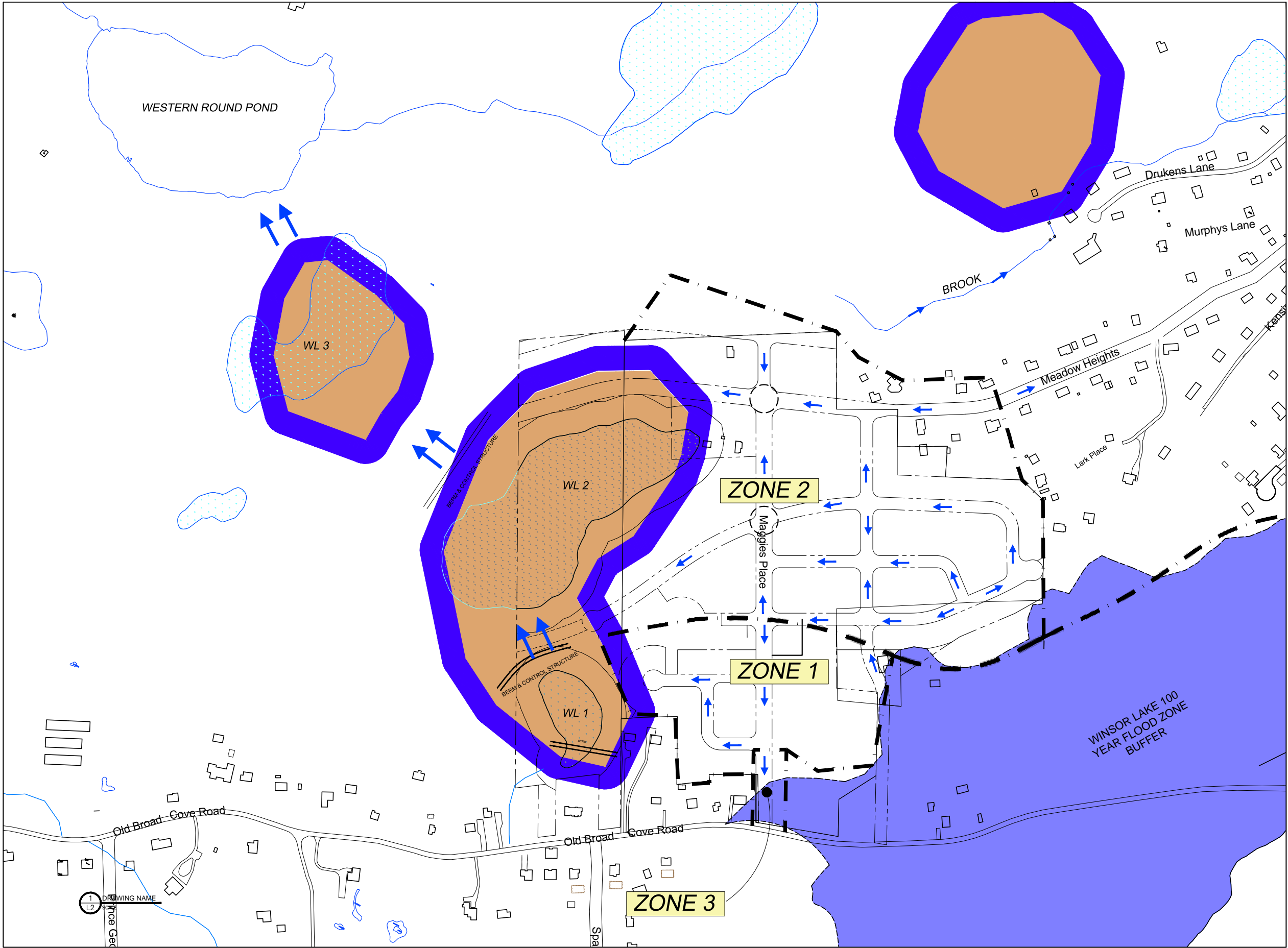








Storm Water Control - Concept



NOTES

- DO NOT RELY UPON INFORMATION SHOWN ON THIS DRAWING FOR CONSTRUCTION UNLESS IT STATES BELOW THE SHEET HAS BEEN SPECIFICALLY ISSUED FOR THAT PURPOSE AND THE SHEET HAS BEEN STAMPED AND SIGNED.
- SURVEY INFORMATION PROVIDED BY \_\_\_\_\_ (DATE OF SURVEY)
- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS ARE IN METERS (m) UNLESS OTHERWISE NOTED
- CONTRACTOR TO VERIFY CONDITIONS ON SITE BEFORE PROCEEDING WITH THIS WORK.
- CONTRACTOR TO ENSURE ALL PERMITS AND APPROVALS ARE IN PLACE BEFORE COMMENCING WORK.
- CONTRACTOR TO LOCATE ALL BURIED SERVICES PRIOR TO COMMENCING EXCAVATION WORK.
- TOPSOIL AND SOD ALL DISTURBED AREAS UNLESS OTHERWISE NOTED.
- WHERE POSSIBLE, RETAIN EXISTING VEGETATION.

PROVINCE OF NEWFOUNDLAND AND LABRADOR

**PERMIT HOLDER**  
This Permit Allows  
**TRACT CONSULTING INC.**

To practice Professional Engineering in Newfoundland and Labrador, Permit No. as issued by PEGNL, JN0524, which is valid for the year 2017.

STAMP

**REGISTERED PROFESSIONAL ENGINEER**  
M.C. GORMAN  
SIGNATURE  
SEPT. 08, 2017  
DATE  
PROVINCE OF NEWFOUNDLAND

NORTH REF.

No.	By	DESCRIPTION	Date
1	MCG	Storm Concept	2017/09/08

REVISIONS

100 LEMARCHANT RD.  
ST. JOHN'S, NL  
CANADA A1C 2H2  
TEL (709) 738-2500  
FAX (709) 738-2499

CLIENT

**TOWN OF  
PORTUGALE COVE  
- ST. PHILLIPS**

PROJECT

**MAGGIE'S PLACE  
WORK PACKAGE 2**

DRAWING

**STORM WATER  
CONTROL - CONCEPT**

DESIGNED M. GORMAN	DRAWN TRACT	SCALE 1:2000
APPROVED TRACT	DATE 09/07/2017	SHEET <b>STM1</b>
PROJECT NO. PCSP-1635-WP2		SHT 1 of 1



# APPENDIX D : ALTUS REPORT ON RETURN ON INVESTMENT (ROI)







September 10, 2017

File No.: 28520.100839.0010

**Mr. Charles Hamlyn**  
**C/O Tract Consulting Inc.**  
100 LeMarchant Road  
St. John's, NL A1C2H2

**Re: Maggie's Place**  
Return on Investment (ROI) Analysis

Mr. Hamlyn:

As per your instructions we have completed a Return on Investment (ROI) analysis for the proposed mixed use development to be located at Maggie's Place, Portugal Cove St. Philip's as well as an ROI analysis for the larger development project defined by Work Package 2 that includes both the Maggie's Place development and the larger surrounding development area. It is our understanding that our analysis will form part of a larger summary report to be presented to the Town of Portugal Cove St. Philips to assist in their decision making process. The following letter outlines our ROI analysis and the steps taken to complete our analysis.

Scope of Work

The scope of work has included the following:

- Review development plans as provided by Tract Consulting Inc;
- Review development cost estimates as provided by Tract Consulting Inc;
- Market research and analysis of current market value range of proposed residential and commercial development types to be located within the Maggie's Place and Work Package 2 development;
- Review 2017 tax structure and rates for the Town of Portugal Cove St. Philip's;
- Estimate potential future assessment values of the proposed development units assuming property is fully developed and improved with built improvements;
- Complete ROI analysis of both Maggie's Place development as well as the larger development contained within Work Package 2; and
- Provide overview and summary of findings.

Assumptions & Limiting Conditions

In order to completed the ROI analysis Altus Group has relied on information provided from Tract Consulting Inc. The ROI estimate has been completed under the following assumptions:

- 1) Estimate of development units and unit types are as per the development plan dated August 15 and provided by Tract Consulting Inc.
- 2) Estimate of development costs are based on information provided by Tract Consulting Inc. Costs have been provided by third parties and utilized by Altus Group, development costs have been reviewed and adjusted according to the August 15 development plan provided.
- 3) Estimate of future assessment value is based on market value of active new developments ongoing and as per 2017 market conditions.
- 4) Estimate of future taxes payable for the fully developed parcels based on 2017 Town of Portugal Cove St. Philip's tax structure.
- 5) Industrial Development lot adjacent to the depot has not been included in the analysis.
- 6) No value contribution has been given to the depot lands.
- 7) No costs for on-site development of the depot lands have been included in the ROI analysis.
- 8) No value contribution has been given to the community use elements of the site as these are assumed to be tax exempt.
- 9) Development costs of secondary access have not been included in our analysis.

ROI Analysis

The ROI analysis is completed utilizing the following steps:

- 1) Review and complete a summary of the total future development units to be utilized within our analysis;
- 2) Review summary of proposed servicing and development costs to the Town of Portugal Cove St. Philips and complete summary to be utilized within our analysis;
- 3) Estimate the future assessment value of the proposed development units as if fully developed;
- 4) Calculate estimate future tax revenue upon build out based on the estimated market value and 2017 tax structure for both Maggie's Place and the larger Work Package 2 development; and
- 5) Utilizing the projected tax revenue and development costs calculate estimated ROI for Maggie's Place and the larger Work Package 2 development.

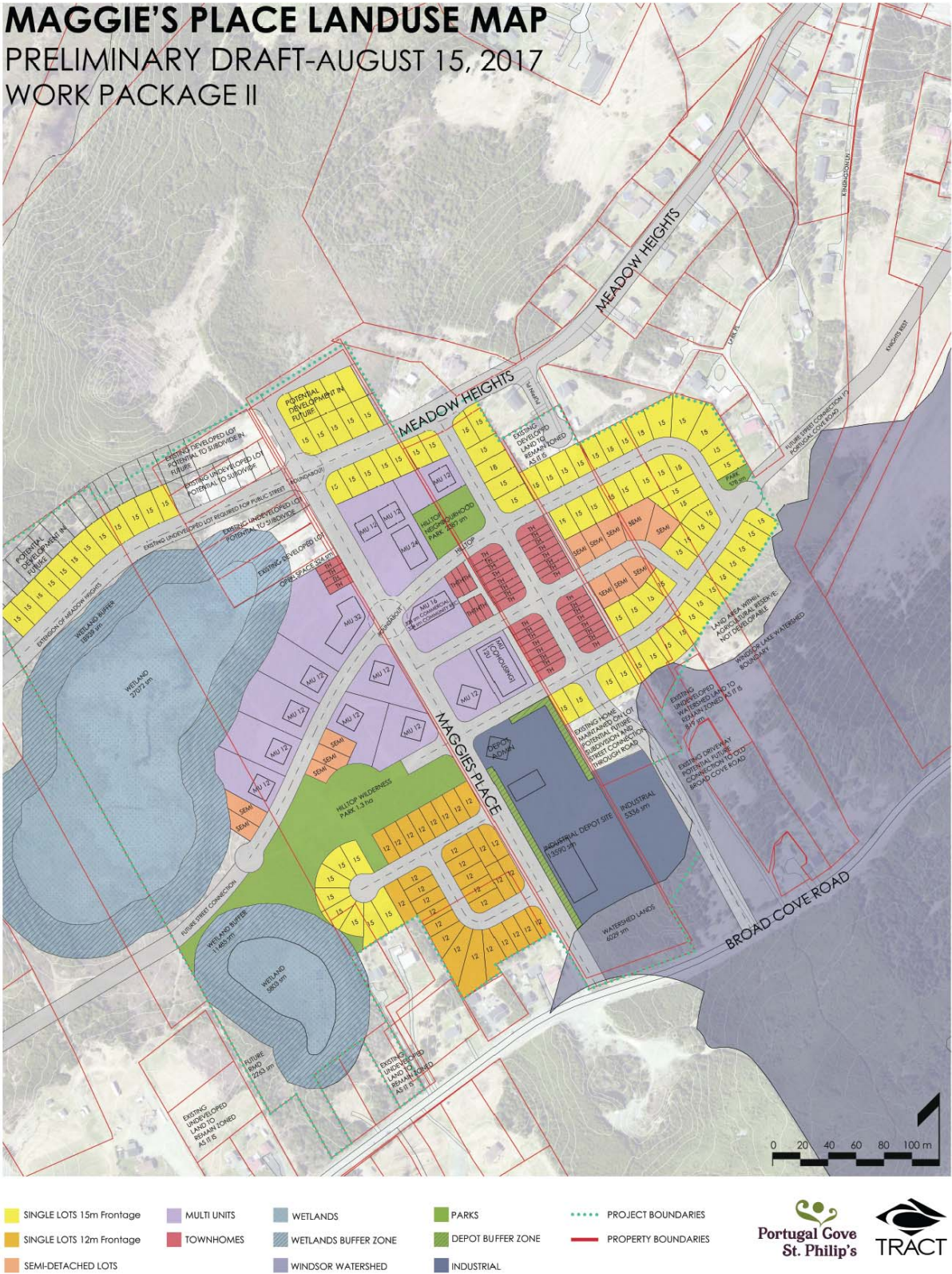
Summary of Development

The ROI analysis has been completed for two development areas, the first being the Maggie’s Place development parcel currently owned by the Town of Portugal Cove St. Philips and the second being the larger overall development lands located within the Work Package 2 area.

A summary of the future development located within each respective area is contained within the tables below and a map outlining the overall development and unit type is contained on the following page.

Development Summary Maggie's Place		
Description	# of Parcels	# of Units
Multi Unit Sites		88
12 Units	4	
16 Units (with 324 sqm of commercial)	1	
24 Units	1	
Townhomes	6	6
Single Family Homes (15 m)	10	10
TOTAL	22	104

Development Summary Work Package 2		
Description	# of Parcels	# of Units
Multi Unit Sites		216
12 Units	12	
16 Units (with 324 sqm of commercial)	1	
24 Units	1	
32 Units	1	
Townhomes	42	42
Semi Detached	13	26
Single Family Homes (15 m)	102	102
Single Family Homes (12 m)	30	30
TOTAL	202	416







Summary of Development Costs

Estimates of development costs have been provided by Tract Consulting Inc. with a summary contained within the tables below. These cost have been utilized as part of our ROI analysis. Costs are assumed to be correct as provided.

Working Package 2			
Cost Title	Units	Cost Per Unit	Total Cost
Street Construction	1,910	\$1,750	\$3,342,500
Allowance for Mass Excavation			\$100,000
Hydrants	15	\$16,000	\$240,000
Water Mains	1,910	\$210	\$401,100
Sanitary & Storm	1,910	\$1,100	\$2,101,000
Single Family Services	135	\$3,500	\$472,500
Townhome Services	36	\$3,500	\$126,000
Multi-Unit Residences Services	9	\$10,000	\$90,000
Industrial/Commercial Services	3	\$15,000	\$45,000
Lift Stations	3	\$250,000	\$750,000
Force Mains	650	\$210	\$136,500
Traffic Control			\$50,000
Street Construction	544	\$2,000	\$1,088,000
Storm & Sanitary	544	\$1,100	\$598,400
Water	544	\$210	\$114,240
Hydrants	3	\$16,000	\$48,000
Allowance for Mass Excavation			\$30,000
Storm Water Strategy			\$500,000
TOTAL			\$10,233,240
ROUNDED			\$10,200,000



Maggie's Place Costing			
Cost Title	Units	Cost Per Unit	Total Cost
Mass Excavation			\$120,000
Street Construction	608	\$2,000	\$1,216,000
Storm & Sanitary	608	\$1,100	\$668,800
Water (installed. Assume hydrants installed)			\$0
Residential Lot Servicing	10	\$3,500	\$35,000
Townhomes Lot Servicing	6	\$3,500	\$21,000
Multi Unit Residences	6	\$10,000	\$60,000
Industrial/Commercial Units	2	\$15,000	\$30,000
Traffic Control			\$400,000
TOTAL			\$2,550,800
ROUNDED			\$2,600,000

Estimate of Future Assessment Value

In order to complete our estimate of the future assessment value of the proposed development as if fully developed we have completed a review of the current asking and selling price of newly developed residential and commercial space within the St. John’s CMA similar to the proposed development. Focus was given to development projects within the Town of Portugal Cove St. Philips. For development types in particular the multi-family units where there is limited comparable evidence within the Town of Portugal Cove St. Phillips developments within the St. John’s CMA were utilized to provide market value estimates. For multi-family sites a review of typical multi-family unit value and assessment was reviewed for the St. John’s CMA. Value for the various types ranged as follows:

- 1) Singly Family - \$249,900 to \$949,900 with an average in the order of \$500,000. The majority of sales and asking prices reviewed for this product type were located within the Town of Portugal Cove St. Philips. The higher value homes have resulted in a higher overall average and is a result of the number of large executive style homes currently being available for sale. Given the size of the proposed development lots it is likely the value and type of homes developed in this area will be more traditional family homes rather than executive homes. Based on a review of development of similar lots and the sales collected for the Town of Portugal Cove St. Philips we have utilized an estimated future assessment value for the single family units of slightly under the current average at \$400,000 for the standard lots and \$375,000 for the lots with 12m frontage.

- 2) Townhomes - \$250,000 - \$439,000 with an average in the order of \$335,000. The majority of these sales and asking prices are outside of the Town of Portugal Cove St. Philips. The higher end units are located within CBS and have ocean frontage. Given the location and lot size for the subject property development we have utilized an estimated future assessment value for the townhome units of slightly under the current average at \$325,000.
- 3) Semi-Detached - \$235,000 - \$449,000 with an average in the order of \$300,000. The higher purchase prices are for units that include 3 levels fully developed with a walk out basement. Given the location of the subject property and the unknown development potential of the basements (walk out / underground) we have utilized an estimated value for the semi-detached units of slightly under the current average at \$275,000
- 4) Multi Units - a review of current assessments of newly developed multi-unit residential projects resulted in a value range of \$150,000 - \$250,000. Assuming a development similar to some of the recently completed projects within the St. John’s CMA we have utilized an estimated future assessment value for the multi-units of approximately \$175,000
- 5) Commercial space - within the current proposal there is some first floor commercial space located within the 16 unit multi-unit building. For the purpose of our analysis we have assumed an assessment value in line with newly constructed good quality commercial space of \$1,615 per square meter (or \$150 per square foot).

Estimate of Future Tax Revenue

Utilizing the above assessment values and the 2017 mil rates for the Town of Portugal Cove St. Philips we have estimated the potential annual tax revenue upon build out of both the Maggie’s Place development as well as the entire Work Package 2 project. Annual tax revenue for the Maggie’s Place development is just over \$220,000 annually. Annual tax revenue for the entire Work Package 2 development is just over \$1,000,000 annually. An outline of our calculated tax revenue per project is contained on the follow pages. 2017 Tax Rates for the Town of Portugal Cove St. Phillips are summarized below:

2017 Tax Rates	
Town of Portugal Cove St. Philips	
2017 Property Tax Rate	6.9 mils
2017 Business Tax Rate (general)	8.5 mils
2017 Residential Water Tax Rate	\$650 per unit per year
2017 Commercial Water Tax Rate	\$740 per unit per year

Maggie's Place						
	# of Sites	Estimated Assessment Per Unit	Commercial (per sq m)	Estimate of Total Assesment per Developed Site	Estimated Taxes per Developed Site	Overall Total Estimated Taxes
Multi Unit Sites						
12 Units	4	\$175,000		\$2,100,000	\$22,290	\$89,160
16 Units (with 324 sq m of commercial)	1	\$175,000	\$1,615	\$3,323,130	\$38,516	\$38,516
24 Units	1	\$175,000		\$4,200,000	\$44,580	\$44,580
Townhomes	6			\$325,000	\$2,893	\$17,355
Single Family Homes (15 m)	10			\$400,000	\$3,410	\$34,100
	22					\$223,711

Working Package 2						
	Area / # of sites	Estimated Assessment Per Unit	Commercial (per sq m)	Estimate of Total Assesment per Developed Site	Estimated Taxes per Developed Site	Overall Total Estimated Taxes
Multi Unit Sites						
12 Units	12	\$175,000		\$2,100,000	\$22,290	\$267,480
16 Units (with 324 sqm of commercial)	1	\$175,000	\$1,615	\$3,323,130	\$38,516	\$38,516
24 Units	1	\$175,000		\$4,200,000	\$44,580	\$44,580
32 Units	1	\$175,000		\$5,600,000	\$59,440	\$59,440
Semi Detached	13	\$275,000		\$550,000	\$5,095	\$66,235
Townhomes	42			\$325,000	\$2,893	\$121,485
Single Family Homes (15 m)	102			\$400,000	\$3,410	\$347,820
Single Family Homes (12 m)	30			\$375,000	\$3,238	\$97,125
	202					\$1,042,681





ROI Analysis

The following tables contain our estimated return on investment for the Maggie’s Place and the Work Package 2 development based on the revenue and expense projections outlined earlier within this letter.

ROI Analysis	
Maggie's Place - Including Depot	
Land Purchase & Related Costs	\$1,000,000
Development Costs (incurred to date & off site costs)	\$549,660
Development Costs (Maggies Parcel Site)	\$2,600,000
Total Costs	\$4,149,660
ROUNDED	\$4,000,000
Annual Tax Revenue (at 2017 rates)	\$223,711
ROI	6%

ROI Analysis	
Maggie's Place - Excluding Depot	
Estimated cost for development area (excluding Depot)	\$3,113,358
ROUNDED	\$3,100,000
Annual Tax Revenue (at 2017 rates)	\$223,711
ROI	7%



ROI Analysis	
Work Package 2	
Land Purchase & Related Costs	\$1,000,000
Development Costs (incurred to date & off site costs)	\$549,660
Development Costs (Work Package 2)	\$12,800,000
Total Costs	\$14,349,660
ROUNDED	\$14,000,000
Annual Tax Revenue (at 2017 rates)	\$1,042,681
ROI	7%

The above tables contain the estimated return on investment for the Maggie’s Place and Work Package 2 development upon total build out based on future tax revenue for the improved development. In addition to the tax revenue projected above the town will also collect tax revenue during the development stage further contributing to the above projected return on its investment. During land development there will be additional taxes collected as the lands are improved and become developed which will increase the assessed value of the lands for gross land value to lot value. Should the town determine that it wishes to proceed with a managed development approach where they prepare and develop the site prior to the sale to a third party developer, there is potential for additional revenue generation as land generally sells for a higher value when development site ready than when it is sold as raw land. This approach however would also carry with it additional on-site development and risk factors such as holding costs and market factors.

We trust that the above meets your requirements and should you have any questions regarding the above information please contact the undersigned.

Yours sincerely,  
**Altus Group Limited**

Joanne Slaney, B.Comm, B.A, AACI  
Director & General Manager





# APPENDIX E : 3D MODELLING AND VISUALS PREPARED BY PHILIP PRATT ARCHITECTURE





A number of the 3D models and visuals prepared by *Philip Pratt Architecture* have been inserted at appropriate locations throughout the body of the report. The following represent additional perspectives for the Work Package 2 and proposed build out.







Plan View of Maggie's Place (Work Package 2) Building Massing | Preliminary Land Use Plan Showing





Varied Views of Proposed Preliminary Maggie's Place Work Package 2 Land Use Plan





Varied Views of Maggie's Place Neighbourhood Hub





# APPENDIX F : MAGGIES PLACE NEIGHBOURHOOD AREA PLAN





# MAGGIES PLACE NEIGHBOURHOOD AREA PLAN

Portugal Cove St. Philips

September 11, 2017



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# 1. MAGGIES PLACE NEIGHBOURHOOD AREA PLAN

## 1.1. Introduction

The Council for the Town of Portugal Cove-St. Philips in the Province of Newfoundland and Labrador identified an area of approximately 145 hectares located northwest of the intersection of Portugal Cove Road and Old Broad Cove Road as the Maggies Place Residential Development Scheme Area (Work Package 1).

Within this overall Neighbourhood Area Plan, the Town identified a study area for more detailed planning: Work Package 2 – Maggies Place Neighbourhood Area Plan. This plan details the land use policies and zoning and associated development control measures to be applied in the Maggies Place Neighbourhood Area Plan.

The Maggies Place Neighbourhood Area Plan outlines the proposed Goals, Objectives, and Land Use Policies for the Work Package 2 study area only. They were prepared on the basis of the background report prepared by Tract Consulting Inc. and follow up public consultations with residents, stakeholders and property owners and the public at large. The research undertaken by Tract Consulting Inc. provides the foundation for the orderly growth and development and use of lands with the Maggies Place Neighbourhood Area.

## 1.2. Purpose

The Town of Portugal Cove-St. Philips wishes to create the Maggies Place Neighbourhood Area Plan and to designate the lands (within the study area) as a special policy area. The purpose of the Neighbourhood Area Plan is to provide detailed policy direction for the orderly and fiscally responsible development of lands that were removed from the ‘Agriculture Development Area’ designation under the *Lands Act, 1991* in 2013.

At that time, the province advised municipalities to leave these lands as ‘agricultural zone’ in the Town Plan until an assessment could be made for the best use of these lands. With the proposed development of the Town Depot on Maggies Place, full servicing will be made available along Meadow Heights to Maggies Place; therefore, the preparation of a comprehensive development plan for this area is timely

The existing Municipal Plan 2014-2014 provides for the establishment of Residential Development Scheme Areas, and the Neighbourhood Area Plan (Work Package 2) will be part of the overall Maggies Place Residential Development Scheme Area.

## 1.3. Goals

The goals for the Maggies Place Neighbourhood Area Plan are to:

- Encourage the orderly growth, development and use of land in sustainable, efficient and environmentally sensitive manner; and,

- Provide a land use framework and road and servicing basis for the future growth as a residential area with a sophisticated mix of housing options that reflect current and future needs of the residents of the Town and the Northeast Avalon with appropriate social/cultural amenities and an emphasis on active living and community connectivity;

## 1.4. Objectives

The objectives for the Maggies Place Neighbourhood Area Plan are to:

1. Guide the development and use of land in accordance with the policies of this Neighbourhood Area Plan and associated Land Use Plan;
2. Ensure that the Neighbourhood Area Plan’s policies and designations are compatible with the surrounding country-living land use pattern and compatible with long-time residential and agricultural land uses nearby;
3. Create a cohesive neighbourhood that contains a more sustainable mix of housing choice, price point and densities to accommodate a variety of life situations;
4. Provide local commercial opportunities for the neighbourhood that offers opportunity for social interaction, serves retail needs and creates connectivity throughout the neighbourhood and potentially the larger community context;
5. Introduce principles of sustainable development through energy efficient design and standards;
6. Protect and support natural areas such as the wetlands that are environmentally important to the overall ecosystem;
7. Protect and maintain as much of the existing vegetation as possible during development and replace, replant and replenish the landscape;
8. Integrate the built form into the existing topography of the area by using slope adaptive design; thereby minimizing the cost and impact of grading and earthwork;
9. Design the transportation network to enhance public safety (roundabouts as traffic calmers) and integrate road, walkway and trail connectivity to facilitate vehicular and pedestrian access to focal retail, recreation, social (etc.) destinations;
10. Provide direction for the associated amendments to the Town of Portugal Cove -St. Philips Development Regulations to support and implement the Neighbourhood Area Plan for Maggies Place.



## 2. MAGGIES PLACE NEIGHBOURHOOD AREA PLAN POLICIES

### 2.1. Introduction

#### 2.1.1. Application

The Maggies Place Neighbourhood Area Plan is not intended to replace all the policies of the Portugal Cove-St. Philips Municipal Plan. Where the Maggies Place Neighbourhood Area Plan does not reference a specific policy, or change in land use, it is the intention of the Maggies Place NEIGHBOURHOOD AREA PLAN That the current policies and land use designations of the Portugal Cove-St. Philips Municipal Plan continue to be in effect.

The policies and land use changes contained in the Maggies Place Neighbourhood Area Plan will apply only to the Maggies Place Neighbourhood Area Plan. However, Council may incorporate these policies into other Neighbourhood Area Plan areas identified in the Portugal Cove-St. Philips Municipal Plan through the amendment process outlined in the Urban and Rural Planning Act, 2000.

#### 2.1.2. Maggies Place Neighbourhood Area Plan

Within the overall Maggies Place Neighbourhood Area Plan there is a detailed Schematic Design which forms the foundation for the Neighbourhood Area surrounding the Town Depot site, otherwise referred to as Work Package 2. The land use and development was developed as a result of extensive public consultation, a residential market assessment, capital works costing, and a return on investment modelling evaluation.

It is the policy of Council to:

- Implement Placebuilder™ principles and policies that were developed for the overall Maggies Place Residential Development Scheme Area (Work Package 1) in the Maggies Place Neighbourhood Area Plan;
- To refine existing zones and proposed new zones of the overall Maggies Place Residential Development Scheme Area (Work Package 1) to reflect the goals of the Maggies Place Neighbourhood Area Plan and prepare associated Use Zone Tables and development standards;
- To create a neighbourhood hub at the heart of the Maggies Place Neighbourhood Plan that provides community-level commercial and social amenities;
- Develop a portion of the 14-acre property adjacent to Maggies Place for the purpose of locating the Town Depot in a strategic location with access to important transportation routes;
- Develop the remainder of the Town property that is not required for the Town Depot as soon as practicable according to the final MP-WP2 Schematic Design in order to achieve a return on investment for the benefit of the Town as a whole;

#### 2.1.3. Placebuilder™ Foundation for Future Land Use Policies

The Town of Portugal Cove-St. Philips has embraced the PlaceBuilder™ community planning model developed by Tract Consulting Inc. that advocates sustainable development and fiscal responsibility. The PlaceBuilder™ guiding principles for urban design include:

- Respect and preservation of environmental resources;
- Creation of a network of active mobility walkways and trail systems, i. e., green connections and active transportation;
- Rationalized traffic flow, i.e., transit oriented development;
- Enhanced municipal service, i.e., centrally located Town Depot;
- Efficient use of developable lands for diversity housing choices and mix of other land uses;
- Access to nature, recreation facilities and agricultural lands;
- Overall pursuit of a complete neighbourhood in the Town of Portugal Cove-St. Philips.

These principles, combined with Council and public feedback provided guidance for the development of the Maggies Place Neighbourhood Area Plan. This chapter outlines the municipal plan policies applicable to the development and management of the overall Neighbourhood Area Plan and specific policies for each of land use class within the Neighbourhood Area Plan.

### 2.2. Infrastructure

#### 2.2.1. Transportation

The road system for the Maggies Place Neighbourhood Area Plan is identified on the Maggies Place Land Use Plan. It is designed to accommodate the peak hour traffic requirements for the full build out of the Maggies Place Residential Development Scheme Area (Work Package 1). The vertical alignments for the entire collector road system do not exceed 8%.

The planned road network consists mainly of a ‘C’ shape collector road with two connections to Portugal Cove Road north and south of Murray’s Pond and a proposed connection running from this roadway to Old Broad Cove Road. The plan also identifies a local road network that connects to the primary collector roads.

It is the policy of Council to:

- Adopt the primary collector road system as the backbone for the transportation network in the Maggies Place Neighbourhood Area Plan;
- Promote the development of the secondary, local road network as identified in the preliminary land use plan insofar as it supports the land use zoning and municipal servicing capabilities of the Maggies Place Neighbourhood Area Plan;
- Allow for the location of streets to be modified by the Council on the basis of the submission of detailed subdivision development plans provided that the intent of the street system and hierarchy are maintained in the modification;
- Conduct further analysis with regard to the two collector connections to Portugal Cove Road to determine the appropriate traffic control measures and lane configurations;

- Encourage the installation of roundabouts in the initial development of the road system to act as traffic calming measures that facilitate the free flow of traffic and enhance pedestrian and vehicular safety;
- Encourage the development of boulevard-style entry roads for the main collectors into the Maggies Place Neighbourhood Area Plan (even if only for the initial 60 metres);
- Require provision for paved walkways (3-4 m paved surface) that can be designed to be in keeping with the country atmosphere and rural character of the Town and provide accessibility for parents with prams, seniors with mobility issues, and can be snow cleared;
- Encourage integration of the non-road walkways systems, including trails, with the sidewalk system.
- Encourage use of bicycles through the design of open space, walkways, and road network; and,
- Require that all development has frontage onto a publicly-maintained road.

### 2.2.2. Municipal Services

It is the policy of Council to:

- Ensure that all water and sewer services are designed and constructed in accordance with the Town of Portugal Cove-St. Philips Development Regulations and the Government of Newfoundland and Labrador Municipal, Water, Sewer and Road Specifications.
- All development within the Maggies Place Neighbourhood Area Plan must be fully serviced;
- Development can proceed provided sufficient water pressure and flow as determined by the Town is available to supply the development.
- Development can proceed provided sufficient water pressure and flow to ensure adequate fire protection services.
- Ensure that storm water is managed to prevent flooding and property damage.

## 2.3. Residential

In the background research prepared by Tract Consulting Inc. it was apparent that there is an aging population, a shift in the housing market from estate housing to more moderately priced homes, and a slowly growing trend for higher density housing. These realities are reflected in the Council policies.

It is the policy of Council to:

- Develop more refined sub-zones for Residential Medium Density in the areas indicated on the Future Land Use map with associated design standards to ensure that these developments fit into the landscape and provide a high level of amenity. These sub-zones will be identified as Residential Medium Density (RMD) refined zones, i.e., RMD-1, RMD-2, etc. and Residential Multi-Unit options.
- The new and refined residential zones will address the following issues:
  - To provide housing options suitable for seniors housing, (which is a priority for Maggies Place Neighbourhood Area Plan);

- To create a neighbourhood hub by the arrangement and location of multi-unit structures, such as Town homes; low-rise multi-units/condominiums with building height of three storeys; and,
- To allow residential units in upper levels of commercial mixed-use buildings.
- Develop more refined sub-zones for Residential Medium Density in the areas indicated on the Land Use map with associated design standards to ensure compatibility with adjoining established land uses (residential or agricultural); these sub-zones will be identified and RMD-1, RMD-2, etc., and consist of small (4000-5000 ft<sup>2</sup>), etc.
- Prohibit estate-size lot (>670 m<sup>2</sup>) development in order to maximize the use of the municipal services provided to the Maggies Place Neighbourhood Area Plan;
- Allow subsidiary apartments in single dwellings, except in RMD-1 zone.
- Allow home businesses in single dwelling units only; except for internet based businesses that have no products or clientele with associated traffic and storage requirements;
- Enable the development of a range of housing that meets the current and future needs of the residents of Portugal Cove-St. Philip who may wish have the choice available to 'age in place'; and to attract younger moderate-income households that might contribute children and young people into the demographics of the Town;
- Where lots back onto the proposed Town Depot, the Town shall provide appropriate buffering, landscaping and noise attenuation measures.



Example of townhouses with landscaping and tree buffers that would protect the highly valued country atmosphere of the Town of Portugal Cove-St. Philips.

## 2.4. Agriculture Urban

A key landmark adjacent to the Maggies Place Neighbourhood Area Plan is the Murray's Garden Centre and associated farmlands. This historic farming anchor has a progressive attitude towards urban living offering landscaping design and installation services, a garden centre and floral shop, 'farm to table' café, and community supported agriculture (subscription farming) at Murrays Meadow Farm. Therefore, it is important to include policies to encourage the



connection to the community agriculture roots in the development of the Maggies Place Neighbourhood Area Plan.

It is the policy of Council to:

- Promote and encourage both commercial and urban agricultural endeavors that are compatible with surrounding residential land use;
- Create appropriate controls with regard to the size and scope of animal husbandry uses to ensure compatibility with surrounding land uses potentially affected by livestock associated nuisance factors;
- Facilitate neighbourhood agriculture-related commercial activities that contribute to the community objectives of providing services and recreation opportunities with walking distance of residents;

2.5. Recreation/Conservation

This is a new land use in the Maggies Place Neighbourhood Area Plan that does not currently exist in the Portugal Cove-St. Philips Municipal Plan, 2014-20124. The lands that are identified for Recreation/Conservation use are generally lands within the 30-m buffer of protected wetlands, but also include green corridors between residential enclaves that provide connectivity for trails and walkways throughout the Maggies Place Neighbourhood Area Plan, and parks.

The difference between a conservation approach to environmental management versus protection of the environment is that conservation allows for multiple use whereas protection limits uses that pose any threat to the environmental value under protection. Therefore, the purpose of the Recreation/Conservation lands is to set out the parameters for appropriate recreational land use and development activities compatible with the environmental value that is being conserved.

It is the policy of Council to:

- Promote community connectivity using the Recreation/Conservation corridors for trails, walkways for pedestrian and non-motorized vehicular use;
- Enhance the landscape through natural and built forms to add beauty to the Maggies Place Neighbourhood Area Plan;
- Integrate trail/walkway development requirements into subdivision development proposals with respect to trade-offs between traditional sidewalks for community pathways more in keeping with the country atmosphere of the Portugal Cove-St. Philips;
- Integrate the Recreation/Conservation corridors into the overall trail/walkway plans for the Town of Portugal Cove-St. Philips and update the Town Recreation Master Plan accordingly;
- Identify appropriate low-impact recreation development that is compatible with the conservation values, yet provides for local facilities suitable for the needs of all ages;
- Encourage integration of natural features, such wetlands, height of land and viewsapes, into the Recreation/Conservation uses;
- Allow the Recreation/Conservation lands to be eligible for inclusion as part of the Section 37, lands for public use, requirement under the *Urban and Rural Planning Act, 2000*.

2.6. Wetland

The wetlands protected in the Maggies Place Neighbourhood Area Plan were identified in a flood risk report prepared for the Water Resources Division of the provincial government. This Division also administers a wetland policy to assist them in the processing of section 48 permits under the Water Resources Act. According to the policy: "...Wetlands, which include bogs, fens, marsh, swamps, and shallow water, collect and store runoff, moderate and attenuate downstream flood flows, reduce downstream flooding and erosion, clean and purify water, recharge groundwater zones, and provide unique habitat for plants and animals..."

It is the policy of Council to:

- Identify the wetlands within the Maggies Place Neighbourhood Area Plan in order to ensure that appropriate protection measures are observed;
- Retain the standard 30-m buffer around the wetland as per the existing Development Regulations;
- Maintain existing vegetation in the wetland and the 30-m buffer around the wetland;
- Restrict development of the wetlands, and only consider only non-building uses that do not alter the ecological integrity of the wetland if they are associated with wetland interpretation or habitat management;
- Encourage development of trail networks using the 30-m wetland buffer in order to provide linkages between wetlands and walkways within, and to destinations outside, the Maggies Place Neighbourhood Area Plan;
- Explore opportunity for wetlands to be part of the storm water management planning for the Maggies Place Neighbourhood Area Plan;
- Integrate the ecological aspects of the wetlands into the nature interpretation aspects of the walkways/trails in the wetland buffer; and,
- Allow the Wetland buffer (30 m) to be eligible for inclusion as part of the Section 37, lands for public use, requirement under the *Urban and Rural Planning Act, 2000*.

2.7. Protected Watershed

A portion of the City of St. John's water supply area, Windsor Lake, overlaps a corner of the Maggies Place Neighbourhood Area Plan. The delineation of the water supply area has been updated by the City in relation to the mapping previously included in the St. John's Urban Region Regional Plan. Under the City of St. John's Act, the City is given similar power as the province with regard to Protected Water Supply Areas under the Water Resources Act, therefore section 106 of the Act sets out the restrictions on development and activity in the water supply of Windsor Lake.

It is the policy of Council to:

- Restrict use and prohibit development within the 'Protected Watershed' area; and,
- Consult with the City of St. John's regarding activities occurring within the 'Protected Watershed'.

2.8. Neighbourhood Commercial

The purpose of the neighbourhood commercial area is to create an accessible public space that is a vibrant, pedestrian-oriented places for local shopping, services and social interaction. It is intended to provide a space where for a range of services such as small-scale retail and service uses that meet the daily needs of local residents within their neighbourhoods

It is the policy of Council to:

- Encourage the development of small, neighbourhood-scale commercial areas to provide retail and service uses that meet the daily needs of neighbourhood residents, where the design and operation of these businesses does not unduly affect the residential intent of the neighbourhood.
- To encourage neighbourhood commercial areas to be centrally located on a main road within the neighbourhood and act as part of the gateway into the overall community;
- Encourage commercial growth within defined areas by permitting a broad range of businesses that are compatible with the neighbourhood.
- Encourage mixed commercial - residential use, within the defined commercial areas, between properties and on individual properties with residential use above ground floor commercial.
- Ensure compatibility, safety and security through design of buildings and public spaces, and through mixed use.
- To promote an integrated design theme which establishes a distinct identity to the Maggies Place Neighbourhood Area;
- To ensure compatible relationships between development in the Neighbourhood Centre and between the Centre and adjacent residential areas; and,
- To enhance the character of Maggies Place as a pedestrian-oriented commercial/residential corridor.

2.9. Industrial

The Town needs a designation for industrial land uses, including light and general industry such as the town depot.

It is the policy of Council to:

- Designate land in appropriate locations to accommodate industrial uses, including light and general industry;
- Require industrial development to have sufficient acoustic and visual and buffering to minimize potential intrusion onto adjacent land uses;
- Consider traffic implications of proposed industrial developments regarding size, volume and movement of additional vehicles accessing/departing the site; and,
- Ensure that industrial sites are developed in accordance with standards set out in the Use Zone Tables of the Neighbourhood Area Plan Development Regulations and landscaped in accordance with the Development Design Guidelines.

2.10. Development Design Guidelines

2.10.1. Tree Retention or Planting

It is a policy of Council to:

- Develop regulations regarding tree retention and replanting to preserve and enhance the country style feeling of the Town of Portugal Cove-St. Philips;
- To enhance the streetscape with natural vegetation to provide pedestrian-friendly and welcoming atmosphere in the Maggies Place Neighbourhood.

2.10.2. Development Design Guidelines

To facilitate implementation of the objectives of the Maggies Place Neighbourhood Area Plan, it is essential to include Development Design Guidelines to enable Council to assess applications for development.

It is the policy of Council to:

- Adopt Development Design Guidelines for the land use zones in the Maggies Place Neighbourhood Area Plan; and
- Require a written assessment for compliance with the Development Design Guidelines as a component of a development application. In addition to the site plan information required with the development application, this assessment may include, at the discretion of Council:
  - Comprehensive layout plan, including principal and accessory buildings siting, parking configuration, unenclosed storage and landscaped areas;
  - Building form details, including façade and design appearance, and building elevation drawings;
  - Site landscape plan; and,
  - Signage detail.

2.11. Fiscal Responsibilities Regarding Development

The Town is committed to fiscally responsible management; yet strives to show leadership in facilitating orderly and responsive development that meets the needs of its residents. Through investing in the development of a comprehensive development scheme that involved significant public and landowner participation, market analysis and professional planning and engineering expertise, the Town anticipates to reap benefits to the quality of life and the capacity to provide services in the Town of Portugal Cove-St. Philips.

It is the policy of Council to:

- Ensure that developers are responsible for the costs of developing property within the Maggies Place Neighbourhood Area Plan, taking into consideration the issue of appropriate cost-sharing amongst all land owners that will benefit from the services provided; and,
- Ensure that developers pay for their share of the public improvements undertaken internally and externally by the Town to accommodate the development and use of the land in the Maggies Place Study Area; these can be in for form of service levies or local improvement



assessments that are payable at the time of issuance of a development permit or the signing of a development agreement.

### 3. MAGGIES PLACE NEIGHBOURHOOD AREA PLAN DEVELOPMENT REGULATIONS

#### 3.1. Introduction

##### 3.1.1. Application

The zones and development standards outlined in the Maggies Place Neighbourhood Area Plan apply only to this area.

Unless otherwise changed in the Maggies Place Neighbourhood Area Plan, the standards, conditions and requirements of the Development Regulations apply.

##### 3.1.2. Maggies Place Neighbourhood Area Plan Refined and New Zoning

The proposed zones for the Maggies Place Neighbourhood Area Plan can be found on Map 1. These Zones were based on the Schematic Design prepared for Maggies Place in Work Package 2. Existing zones were refined and new zone categories were developed.

The Maggies Place Neighbourhood Area Plan introduces the following refined and new zones:

Refined Residential Medium Density Zones:

- RMD-1: ‘Smart Lot 360’ Zone;
- RMD-2: ‘Distinct Lot 420’ Zone
- RMD-3: ‘Semi-Detached’ Zone

New Residential Multi-Unit (RMU)Zones:

- RMU-1: Town Home Zone
- RMU-2: 12-unit residential building
- RMU-3: Co-Housing 12-unit building
- RMU-4: Commercial/residential (16 units) building
- RMU-5: 24-unit residential building
- RMU-6: 32-unit residential building

Note that for the purposes of the Return on Investment (ROI) modelling prepared as part of Work Package 2, it is necessary to provide detailed zones in order to achieve the results projected in the ROI.

New non-residential zones:

- Recreation/Conservation Zone
- Industrial Zone

In the future, these zones may be applied to other NEIGHBOURHOOD AREA Plans within the Planning Area boundary and potentially incorporated into the overall municipal plan and development regulations review.

3.1.3. Condition of Use

For each zone, the permitted and discretionary uses are indicated on the Use Zone Table; if a use is not listed on the Table, it is prohibited. The development standards are set out for each zone.

The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.

The Development Design Standards for each zone can be found in Section 3.10.

3.2. Infrastructure

The requirements for street widths and street crossings as outlined in Work Package 2 Servicing report are to apply to the Maggies Place Neighbourhood Area Plan

3.3. Residential

The purpose of the Residential Medium Density (RMD)– Refined Zones is to provide more development options for single dwellings that allow for a mix of housing styles and prices for purchasers, more flexible site development options for developers, as well as potential efficient use of municipal infrastructure.

Note that a staggered setback is permitted to provide for a more visually interesting streetscape.



Example of how to provide a mix of housing units in a visually attractive manner with staggered setbacks and different sizes; and with enough off-street parking

3.3.1. RMD-1: ‘Smart Lot 360’ Zone

**Intent:** This zone provides for ‘smart lots’ of 360 m<sup>2</sup> for single-dwellings only on fully serviced lots. These lots are a narrower than the ‘RMD’ zone, however, they allow for deeper homes due to reduced backyard requirement. Therefore, the location of this zone is either in close proximity to publicly accessible open space or community amenity areas. Sidewalks and trails provide connectivity to other neighbourhood parks and services.

This zone provides more efficient use of land area in order to maximize value for tax-payer investment in providing and maintaining services. Only one single dwelling as allowed per lot.

RMD-1 - ‘SMART LOT 360’ ZONE LAND USES AND DEVELOPMENT	
<b>PERMITTED USES:</b> <ul style="list-style-type: none"><li>Single Detached Dwelling, excluding mobile homes and mini-homes</li><li>Accessory Uses and buildings</li><li>Conservation</li><li>Recreation Open Space</li></ul>	<b>DISCRETIONARY USES:</b> <ul style="list-style-type: none"><li>Home Business: except Day Care</li></ul>

RMD-1 - ‘SMART LOT 360’ ZONE: DEVELOPMENT STANDARDS	
<b>Minimum</b>	
• Lot Area	360 m <sup>2</sup>
• Floor Area	80m <sup>2</sup>
• Frontage	12 m
• Frontage – Corner lot	13 m
• Front Yard	5-7*m
• Side Yard	1.5/ m2
• Rear Yard	6 m
• Depth	28 m
• Front yard	8 m
<b>Maximum</b>	
• Lot Coverage	50 %
• Height	10 m

\*Allows for staggered building line to provide a more interesting streetscape

Conditions:

- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.



- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.



3.3.2. RMD-2: Distinct Lot Zone

**Intent:** This zone provides for ‘distinct lots’ for single-dwellings only on fully serviced lots. These lots are not as deep as the current RMD zone; however, the smaller backyard requirement allows for a comparable sized housing options. These zones are located within walking and viewing distance of green spaces in the neighbourhood.

The RMD-2 zone provides more efficient use of land area in order to maximize value for tax-payer investment in providing and maintaining services. Only one single dwelling as allowed per lot.

RMD-2: DISTINCT LOT ZONE Land Uses and Development	
<b>PERMITTED USES:</b> Single Dwelling , excluding mobile homes and mini-homes Accessory Uses and buildings Conservation Recreation Open Space Subsidiary Apartment	<b>DISCRETIONARY USES:</b> <ul style="list-style-type: none"><li>• Home Business except Day Care.</li></ul>

RMD-2: DISTINCT LOT ZONE Development Standards	
Minimum	
• Lot Area	420 m <sup>2</sup>
• Floor Area	80 m <sup>2</sup>
• Frontage	15 m
• Front Yard	5-7* m
• Side Yard	1.5/2 m
• Rear Yard)	6 m
• Depth	28 m
• Front yard	8 m
Maximum	
• Lot Coverage (%)	38 %
• Height	10 m

\*Allows for staggered building line to provide a more interesting streetscape

Conditions:

- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

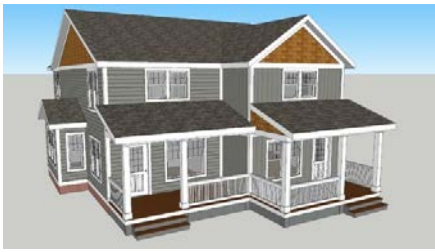
3.3.3. RMD-3: Semi-Detached Zone

**Intent:** This zone provides for semi-detached homes which essentially emulate the ‘distinct lot’ dimensions, except that there is one shared wall and two dwelling units. The semi-detached homes provide more efficient use of land area in order to maximize value for tax-payer investment in providing and maintaining services.

RMD-3 ‘SEMI-DETACHED’ ZONE Land Uses and Development	
<b>PERMITTED USES:</b> Single Dwelling, Semi-detached only Accessory Uses and buildings Conservation Recreation Open Space	<b>DISCRETIONARY USES:</b> <ul style="list-style-type: none"><li>• Home Business: except Day Care</li></ul>

RMD-3: Semi-detached Development Standards	
Minimum	
• Area	420 m <sup>2</sup>
• Frontage	15 m
• Front Yard	5-7* m
• Side Yard	1.5/2 m
• Rear Yard	6 . m
• Depth	30 .m
• Front yard	8 m
Maximum	
• Lot Coverage (%)	38 %
• Height	10 m

\*Allows for staggered building line to provide a more interesting streetscape.



Conditions:

- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.



3.3.4. RMU -1: Town home

**Intent:** The intent is to provide an alternative housing form to the single dwelling or multi-unit building. They are situated between these zones as a way to gradually decrease density from the neighbourhood hub outwards. These homes create a sense of community through neighbor interaction; yet provides essential privacy. This density of development provides efficient use of infrastructure.

RMU-I: TOWN HOME ZONE Land Uses and Development	
<b>PERMITTED USES:</b> Town home Accessory Uses and buildings Conservation Recreation Open Space	<b>DISCRETIONARY USES:</b>  Home Business: except Day Care

RMU-I: TOWN HOME ZONE Development Standards	
Minimum	
• Lot Area	206* m <sup>2</sup>
• Frontage	6.75* m
• Front Yard	5-7 m
• Side Yard	3 m
• Rear Yard 7	7 m
Maximum	
• Lot Coverage	38%
• Height	12 m



**Definition:** A Town home is where there is a continuous roof and foundation and a single wall divides adjacent Town homes (A rowhouse will generally be smaller and less luxurious than a dwelling called a Town home). A Town home mimics a detached home, but is attached in a multi-unit complex.

Conditions:



- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.3.5. RMU-2: Multi-Unit-12 Zone

**Intent:** This zone is intended to provide low-rise small multi-unit living options located conveniently on the main access roads in the Maggies Place Neighbourhood Area. They are also generally located close to outdoor amenity areas and trails. The provide another option for entry-level or down-sizing homeowners wishing to live in the country setting of Portugal Cove-St. Philips.

RMU-2: MULTI-UNIT-12 ZONE Land Uses and Development	
<b>PERMITTED USES:</b> 12-Unit Multi-unit Accessory Uses and buildings Conservation Recreation Open Space	<b>DISCRETIONARY USES:</b>  Home Business: except day care

RMU-2: MULTI-UNIT-2 ZONE Development Standards	
<b>Minimum</b>	
• Lot Area	1700 m²
• # of units	12
• Frontage	30 m
• Front Yard	8 m
• Side Yard	5 m
• Rear Yard 7	10 m
<b>Maximum</b>	
• Lot Coverage	50%
• Height	20 m



Conditions:

- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.3.6. RMU-3: Multi-Unit-Co-Housing Zone

**Intent:** The purpose of a co-housing multi-unit is to facilitate interaction among neighbors for social and practical benefits, economic and environmental benefits.<https://en.wikipedia.org/wiki/Cohousing> - cite\_note-McCamant.2C\_Kathryn\_1994-2 Cohousing cultivates a culture of sharing and caring. Design features promote frequent interaction and close relationships. Cohousing neighborhoods are designed for privacy as well as community. Residents balance privacy and community by choosing their own level of engagement. This building is situated close to the neighbourhood hub as well as green space and trails. The philosophy fits well with the country-living heritage of the Town of Portugal Cove-St. Philips.

RMU-3: MULTI-UNIT-CO-HOUSING ZONE Land Uses and Development	
<b>PERMITTED USES:</b> 12-Unit Multi-unit with interior amenity space (condition 3.3.8.1) Accessory Uses and buildings Conservation Recreation Open Space	<b>DISCRETIONARY USES:</b>  Home Business: except day care

RMU-3: MULTI-UNIT-CO-HOUSING ZONE Development Standards	
<b>Minimum</b>	
• Lot Area (m²)	1800 m²
• # of units	12
• Frontage	30 m
• Front Yard	8 m
• Side Yard	5 m
• Rear Yard 7	10 m
<b>Maximum</b>	
• Lot Coverage	50%
• Height	20 m

Condition:

- 3.3.8.1 An interior common area of no less than 10m<sup>2</sup> is required to provide an indoor common area for residents.
- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.3.7. RMU-4: Commercial/Residential Multi-Unit- 16 units-

**Intent:** This zone is intent to is to create an accessible public space that is a vibrant, pedestrian-oriented places for local shopping, services and social interaction. This is the heart of the Maggies Place neighbourhood hub. It is located on a corner surrounded by other multi-unit buildings and easily accessible on the main ‘gateway’ road into the community as well as by pedestrians/cyclists from the adjacent townhomes and single dwelling subdivisions.

RMU-4 : MULTI-UNIT- 16 –COMMERCIAL/RESIDENTIAL ZONE Land Uses and Development	
PERMITTED USES:	DISCRETIONARY USES:
Multi-Unit- 16 units Neighbourhood commercial uses (see 3.3.9.1) Community uses (see 3.3.9.2) Accessory Uses and buildings Conservation Recreation Open Space	Home Business: except day care

RMU-4 : MULTI-UNIT- 16 –COMMERCIAL/RESIDENTIAL ZONE Development Standards	
Minimum	
• Lot Area	3400 m <sup>2</sup>
• # of units	16
• Frontage	30 m
• Front Yard	8 m
• Side Yard	5 m
• Rear Yard	10 m
Maximum	
• Lot Coverage	50%
• Height	20 m

Conditions:

- 3.3.9.1 Neighbourhood commercial use is limited to 324 m2 on the main floor of the building. Permitted uses include: café, convenience store, personal services, medical clinic, and indoor or outdoor market.
- 3.3.9.2 Community use is limited to 324 m2 on the main floor of the building. Permitted community uses include: social gathering spaces for indoor recreation pursuits, such as, yoga, tai chi, card games, arts and crafts, music and pre-school/after-school programming or workshops on gardening, and other pursuits.
- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.3.8. RMU-5: Multi Unit-24 Zone

**Intent:** This zone will provide a high quality urban living option for new housing entrants or down-sizing veteran home-owners. The location in the Maggies Place Neighbourhood Area allows for a diversity of age groups to mingle at the neighbourhood hub. As well, it is adjacent to a park with a scenic overview of the neighbourhood and connective linkages to other parts of the community and trails.

RMU-5: MULTI UNIT-24 ZONE Land Uses and Development	
PERMITTED USES:	DISCRETIONARY USES:
Multi-Unit-24 units Accessory Uses and buildings Conservation Recreation Open Space	Home Business: except Day Care.

RMU-5: MULTI UNIT-24 ZONE Development Standards	
Minimum	
• Lot Area	3400 m <sup>2</sup>
• # of units	24
• Frontage	30 m
• Front Yard	8 m
• Side Yard	5 m
• Rear Yard 7	10 m
Maximum	
• Lot Coverage	50%
• Height	20 m

Conditions:



- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.3.9. RMU-6: Multi Unit-32 Zone

**Intent:** This zone will provide a high quality urban living option for new housing entrants or down-sizing veteran home-owners. It is centrally located in the Maggies Place Neighbourhood Area which allows for a diversity of age groups to mingle at the neighbourhood hub. The building has a lot of greens space that connects to the wetlands and associated trail system.

RMU 6: MULTI UNIT-32 ZONE Land Uses and Development	
PERMITTED USES: <ul style="list-style-type: none"><li>• Multi-Unit-32 units</li><li>• Accessory Uses and buildings</li><li>• Conservation</li><li>• Recreation Open Space</li></ul>	DISCRETIONARY USES:  Home Business: except Day Care

RMU-6: MULTI UNIT-32 ZONE Development Standards	
Minimum	
• Lot Area	4533 m²
• # of units	32
• Frontage	30 m
• Front Yard	8 m
• Side Yard	5 m
• Rear Yard 7	10 m
Maximum	
• Lot Coverage	50%
• Height	20 m

Conditions:

- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.4. NEIGHBOURHOOD/COMMERCIAL

Although there is only one area indicated for Neighbourhood Commercial use on the main floor of a multi-unit residential building, there may be other opportunities in the future when the resident population base increases sufficiently to support a local commercial venture.

NEIGHBOURHOOD COMMERCIAL ZONE Land Uses and Development	
Permitted Uses: Convenience Store <ul style="list-style-type: none"><li>• Café and/or Restaurant (except drive-through restaurants)</li><li>• Commercial Shop</li><li>• Indoor Recreation</li><li>• Medical Clinic and Medical Office</li><li>• Personal Service</li><li>• Professional and Business Office, excluding real estate</li><li>• Retail</li><li>• Indoor or outdoor market.</li></ul>	Discretionary Uses: Neighbourhood grocery store and/or Pharmacy

NEIGHBOURHOOD COMMERCIAL ZONE	
Development Standards	
Minimum	
Lot Frontage	25.0m (82.0 ft)
Lot Depth	30.0m (98.4ft)
Lot Coverage of Principal Buildings	30 % of Lot Area
Setback from any Non-developable Area of the site	15.0m (49.2ft)
Setback from Front and Rear Lot Line	3.0m (9.84ft)
Setback from Interior Side Lot Line	3.0m (9.84ft)
Setback from Exterior Side Lot Line	6.0m (19.68ft)
Maximum	
Height of Building	10.0m (32.8ft)
Maximum Lot Coverage of all buildings	50 % of Lot Area
Maximum Coverage of Impervious Surfaces	60 % of Lot Area
Maximum Floor Area of CN Convenience Store, Pharmacy or Grocery	375sm (4036.59sf)
Maximum Floor Area of all buildings on CN site	3,700sm (39,827.7sf)

Conditions:

- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.5. INDUSTRIAL TOWN DEPOT

INDUSTRIAL TOWN DEPOT ZONE	
Land Uses and Development	
Permitted Uses:	Discretionary Uses:
Town Depot and associated activities,	Catering for staff
Education for Town depot staff	

DEVELOPMENT STANDARDS All Uses

- Minimum Building Line Set back: 8 m
- Minimum Side Yard: 5 m
- Minimum Rear Yard: 15 m
- Maximum Height: 14 m

Conditions:

- Industrial structures and facilities must be located and designed to minimise the impact of traffic, noise, lighting, and signage on surrounding residential uses.
- Where necessary, screening will be required through the provision of trees, shrubs, berms, landscaping or fencing. It must be designed and maintained to a high standard with regard to safety, appearance, and compatibility with surrounding land uses;
- Access points to the street must be limited in number and designed for maximum safety of pedestrians and vehicles
- Adequate off-street parking for staff and sufficient space for loading facilities must be provided.
- The site must have adequate water and sewer services for its needs.
- Where any industrial development permitted in any Use Zone abuts an existing or proposed residential area, or is separated from it by a road only, the owner of the site shall provide a buffer strip not less than ten (10) metres wide between the industrial area and any residential property. The buffer shall include the provision of such natural or structural barrier as may be required by Council and shall be maintained by the owner or occupier to the satisfaction of Council.
- A written assessment for compliance with the Development Design Guidelines is required as a component of a development application. In addition to the site plan information required with the development application:
  - Comprehensive layout plan, including principal and accessory buildings siting, parking configuration, unenclosed storage and landscaped areas;
  - Building form details, including façade and design appearance, and building elevation drawings;
  - Site landscape plan; and,
  - Signage detail.

Conditions:

- The Accessory Uses, Home Business and Accessory Building definitions and development standards that apply to each zone are set out in section 3.9.
- The Development Design Standards for each zone can be found in Section 3.10.
- All other requirements of the Development Regulations, 2014-24, Parts I, II, III, and IV and Schedules A, B and D apply.

3.6. Recreation /Conservation

Throughout the Maggies Place Neighbourhood Area Plan, the wetland buffer and associated green spaces, including two lookout area providing vistas of the surrounding community, have been designated as recreation/conservation zone.

3.7. Wetland



The wetlands identified in the Maggie's Place Neighbourhood Area Plan will be added to the Environmental Overlay in the Town of Portugal Cove-St. Philip's Development Regulations and shall be subject to the conditions of Schedule E, Item (6).

3.8. Protected Watershed

The Lake Windsor Water Supply Area for the City of St. John's will be zoned as Protected Watershed and mapped according to the location provided by the City of St. John's in Spring 2017.

The Town of Portugal Cove-St. Philip's will consult with the City regarding any activities occurring within this area.

3.9. Accessory Uses, Home Businesses, Subsidiary Apartment and Accessory Buildings

3.9.1. General Standards for all accessory uses

Must conform to Use Zone Table in which the primary permitted use is located;

Satellite Dish - Residential

Notwithstanding the requirements of the Use Zone Tables, a satellite dish associated with a residential use shall be permitted subject to the following conditions:

- A satellite dish which is attached to or forms part of a dwelling shall not exceed a diameter of one decimal two five metres (1.25 m);

Satellite Dish -Commercial

A satellite dish associated with a commercial use shall be permitted to the following conditions:

- unless otherwise determined by Council, there shall be one satellite dish per lot;
- the satellite dish shall not be located in the front yard or flanking side yard of a lot, unless the area surrounding the satellite dish is screened from public view by an adequate natural buffer or screen, the dish is consistent with the surrounding development of the area and the satellite dish does not create any visual obstruction to adjacent developments or passing vehicular traffic.
- the satellite dish does not obstruct views from other properties.
- the satellite dish is anchored to the building or site to withstand the appropriate wind loads as determined by Council.
- the satellite dish design, structure and colour are complimentary and sensitive to both the development to which it is attached or situated and the immediate surrounding properties. In cases where Council deems it appropriate, a satellite dish will be required to be screened or landscaped in accordance with Council's requirements.

3.9.2. Home Business in the Residential Land Use Class

Accessory uses in residential areas are primarily those subsidiary activities occurring in homes; these are most commonly referred to as 'home businesses' and are sufficiently prevalent to require specific standards to ensure that the intent of each residential zone can be protected for the enjoyment of its residents.

3.9.2.1 General Home Business:

**Definition:** means a subsidiary use of a dwelling or associated accessory building for commercial use involving the provision or sale of goods and/or services without detracting from the residential character of the neighbourhood in terms of traffic, or any other nuisance.

Examples may include:

1. Professions, such as an accountant, architect, auditor, engineer, realtor, insurance agent, planner, lawyer;
2. Personal service such as a hairdressing, tailor, photographer, pet groomer, caterer's establishment;
3. Care services, such as child care, or home-care; and similar occupations or businesses.
4. Artisan and other home crafts;
5. Food preparation for catering services and baking;
6. Bed and Breakfasts;
7. Music and dance lessons and educational tutoring;
8. Telephone and mail order business;
9. Art gallery and framing shop;
10. Pet grooming services;
11. Shoe repair, dressmaking, sewing repairs and tailor shop;
12. Furniture repair and upholstery;
13. Sale of bedding plants and trees grown on the same lot;
14. Various personal service uses that do not disrupt the residential character of the neighbourhood such as small appliance, clock/watch, bicycle, ski and snowboard and computer repair, locksmiths, manicurists and insurance agents; and,
15. Discretionary Uses as approved by the Authority.

Exclusions:

An accessory home-based business shall not include any business activity related to any of the following uses:

- Occupations that discharge or emit odors, noxious or toxic matter or vapors; heat, glare, noise and/or radiation;
- Manufacturing, welding or any other light industrial use;
- The salvage, repair, maintenance or sales of motor vehicles, or motor vehicle engines or parts;
- Tow truck operations;
- The use of mechanical or electrical equipment except as ordinarily utilized in purely domestic, household, recreational hobbies or a home office use;
- The use of any motor vehicle exceeding 4,500kg (9,920lbs.) licensed gross vehicle weight, or a commercial vehicle unless such vehicle is completely enclosed within a building;

- Materials and commodities that involve delivery to and from the home-based business residence in such bulk or quantity as to require regular or frequent delivery by a commercial vehicle or trailer;
- Business that result in traffic congestion, on street parking overflow, electrical interference, fire hazards or health hazards;
- Veterinary clinics, pet breeding and boarding kennels;
- Orchestra and band training;
- Office uses that generate regular daily visits by clients, as in a clinic;
- Public gathering use;
- Telephone or mail order sales of goods where customers enter the premises to inspect, purchase or take possession of goods;
- The sale of any commodity not produced on the premises;
- Warehouse outlet;
- Contractors Yards;
- Adult Entertainment Uses; and,
- Any other use that is not complimentary to the quiet enjoyment of a residential neighbourhood.

**General Development Standards for Home Businesses:**

1. The use is clearly subsidiary to the residential use, does not alter the character of the property or detract from the residential character of the neighbourhood. The external appearance of the dwelling or accessory building shall not be changed by the home business.
2. Activities associated with the use are not hazardous, and are not a nuisance to the occupants of adjacent dwellings;
3. No regular parking of commercial vehicles or trailers except for one vehicle with a gross weight of no greater than one tonne will be permitted.
4. The residence is occupied by the operator of the home business.
5. There shall be no wholesale or outdoor storage of goods or equipment.
6. Any retail sales are incidental and subsidiary to the approved use.
7. The residential lot has sufficient area to accommodate the parking and loading requirements of the dwelling unit and the home business.
8. The only home businesses that can be conducted outside the dwelling or accessory building are Non-farm operation animal husbandry and market or home garden uses as defined under ‘Agriculture – Urban’ and Child Care.
9. A non-illuminated identification sign not exceeding zero decimal two square metres (0.2 m2) in area shall be permitted provided that the sign is consistent with the residential character of the neighbourhood.
10. The home business will occupy:  
no more than thirty percent (30%) of the total floor area of the dwelling unit, or  
no more than one hundred (100) square metres of the total floor area of an accessory building.
11. Council may require fencing, screening, and/or a minimum buffer to protect the amenity of adjacent uses.
12. The home business will not create traffic safety or traffic congestion concerns.
13. The home business will adhere to all other conditions that Council considers necessary to protect the amenity of adjacent uses and the neighbourhood.

14. The home business will not use water or generate sewage in excess of what can be accommodated by the municipal water supply and sewage system.

**3.9.2.2 Development Standards for Specific Home Businesses**

**Bed and Breakfast**

**Definition:** An owner-occupied or owner-managed dwelling for paid temporary accommodation with no more than six (6) guest rooms. The establishment may include a self-serving dining area for the use by overnight guests. Catered dining may be considered on a limited-use basis. Other uses that may be considered under this definition include hospitality home and inn. It does not include a hotel, motel or hostel.

**Standards:**

1. The principal use of the residential dwelling unit shall continue to be the home for the ongoing occupation by a single family; no other use such as for a Residential Care or Boarding use shall be permitted at the same time as a Bed and Breakfast use;
2. The person(s) operating the Bed and Breakfast shall hold a valid license issued by the agency/ agencies having jurisdiction or authority, such as, Canada Select and the Tourism Division, Government of Newfoundland and Labrador;
3. No more than three bedrooms accommodating not more than six persons at any one time may be used by residential homes for a Bed and Breakfast use;
4. The maximum stay for any one patron shall be not more than 45 days in a 12-month period;
5. Bed and Breakfast amenities shall include a minimum of sleeping accommodation area per bedroom of 12.0sm (129.1sf) and full bathroom and washroom facilities with potable hot and cold water for each bedroom;
6. A Bed and Breakfast Use is not permitted within a subsidiary apartment, a mobile home or within multi-unit dwellings units in the zones.

**Boarding House**

**Definition:** boarding house or lodging house means a single-family dwelling in which at least rooms are regularly rented to 3 or more persons other than the immediate family of the owner or tenant. Guests are semi-permanent boarders/lodgers, whereas hotel guests are travelers and transient guests.

**Standards:**

Must conform to Use Zone Table and General Standards for Home Businesses

**Day Care Residential**

**Definition:** Day care or family and group care means a dwelling accommodating up to but no more than six (6) persons exclusive of family or staff receiving care in a home-like setting, for example, group homes, halfway house, child, adult care (seniors) or disabled persons.

**Standards**



- 1. The section of the street on which the use is located allows sufficient area and sight distance for the safe and convenient drop off and pick up of children without hindering the safety and convenience of vehicular and pedestrian traffic on the street, or the development provides adequate off-street drop off or pick up spaces satisfactory to Council;
- 2. the use is compatible with nearby uses; that is, the use of the dwelling does not materially differ from, nor adversely affect, the amenities of the adjacent residences, or the neighborhood in which it is located;
- 3. the use shall occupy a maximum of forty percent (40%) of the floor area of the dwelling unit;
- 4. the use shall have a maximum of six (6) adult day care users present at any time;
- 5. a minimum of five square metres (5 m2) of net floor space per person shall be provided for use by adult day care users, this aggregate floor space shall be utilized for the purpose of group amenity areas and individual rest areas;
- 6. the operator of the day care shall maintain the dwelling in which the use is located as his/her primary residence;
- 7. the use shall operate only during the full daytime period between 7:30 a.m. and 6:00 p.m.
- 8. A family group care centre use is permitted in any dwelling or apartment that is adequate in size to accommodate the number of persons living in the group, inclusive of staff, provided that, in the opinion of Council;
- 9. Council may require special access and safety features to be provided for the occupants before occupancy is permitted.

Parking for Home Business

- 1. In addition to the two required parking spaces for a residential zone use, a Home-Based Business shall provide one additional parking space for each non-resident employee working at such facility;

The Home Base Business applicant shall provide a Site Plan that indicates the parking spaces location and any landscape improvements related thereto at time of business license application.

3.9.3. Subsidiary Apartments

**Definition:** means a separate dwelling unit constructed within and subsidiary to a single dwelling.

Standards:

- 1. One subsidiary apartment may be permitted in a single dwelling and shall be contained within the same building as the single dwelling. [DOUBLE DWELLING?]
- 2. For the purpose of calculating lot area and yard requirements, the apartment shall be considered part of the single dwelling.
- 3. A minimum of two off street parking spaces shall be required.
- 4. The minimum floor area required is 40 m2 for a one-bedroom subsidiary apartment, plus ten square metres for each additional bedroom.

- 5. The apartment is completely self-contained, with facilities for cooking, sleeping, and bathing.
- 6. The apartment shall not alter the appearance of the structure as a single-family dwelling;
- 7. Shall have a separate entrance/egress to the outside;
- 8. The apartment is completely self-contained, with facilities for cooking, sleeping, and bathing.
- 9. For lots without municipal water, Service NL shall determine water and sewerage disposal requirements and a permit will be issued subject to its approval.

3.9.4. Accessory Buildings

3.9.4.1 Accessory Buildings – General

General Standards:

- 1. Accessory buildings are permitted in each use class provided the buildings are clearly incidental and complimentary to the main buildings' character, size and use.
- 2. Accessory buildings shall not be used for human habitation.
- 3. The side yard requirements set out in the Use Zone Tables shall apply to accessory buildings wherever they are located on the lot but accessory buildings on two (2) adjoining properties may be built to property boundaries provided they shall be of fire resistant construction and have a common firewall.
- 4. Quonset style/steel accessory buildings may be permitted within the Resource Use Zone.

3.9.4.2 Accessory Buildings - Residential Use Classes

Standards

- 1. Accessory buildings shall not be located:
  - within 1.2 m from any property boundary and 2.4 m from any building;
  - within any easement area;
  - in front of the building line on the street which the building has its legal civic address.
  - An accessory building on a corner lot may be located in front of the building line on the flanking yard provided the location does not impede visibility on the flanking street, and the accessory building is set back a minimum of 6 m from the flanking street.
  - Exception: Council may, at its discretion, allow an accessory building with a floor area less than 90 m2 to be located in front of the building line provided that:
    - A public notice has been advertised in accordance with the requirements for Variances;
    - The accessory building shall be setback a minimum of 15 m from the front property line;
    - The slope of the lot and/or natural screening effectively blocks the view of the building from the street and adjoining properties. The placement of the building must not negatively affect neighbouring properties; and,

- A site plan is submitted showing all buildings on the lot including the proposed accessory building.
2. Accessory buildings shall not be used for commercial or industrial uses on a residential property, regardless of the use zone in which it is located, unless Council has issued a permit for such use;
  3. Repairs to vehicles, other than minor vehicle maintenance, are prohibited in accessory buildings;
  4. No truck, bus, semi-trailer, freight container, or other vehicle body shall be used as an accessory building;
  5. The lot coverage of all accessory buildings on the lot will not exceed 10 percent of the area of the lot;
  6. Except for minor maintenance, no accessory building will be used for the repairing, painting, dismantling, or scrapping of vehicles or machinery;
  7. An accessory building may be used for a home business as outlined in home business section.
  8. Exterior Cladding: With the exception of greenhouses, the exterior cladding of the accessory building shall match or coordinate with the exterior siding of the main dwelling on the lot and shall be residential in character.
  9. Discretionary Decisions of Council -In making discretionary decisions with respect to accessory buildings, Council shall consider:
    - The location of the accessory building on the lot;
    - The size of the accessory building compared to the dwelling on the lot and the size of structures on neighbouring properties;
    - Visibility of the structure from neighbouring properties and/or street;
    - If the accessory building will block a view and/or light from adjoining properties;
    - The use of the accessory building;
    - Site conditions, such as topography and the presence of wetlands; and
    - Any other on-site conditions that may warrant Council's considerations.

**Residential swimming pool:**

Subject to the following requirements, the swimming pool shall:

1. be located in the rear yard of a residential property;
2. not encroach upon any easement;
3. not be located under any overhead power line;
4. have a minimum setback of two metres (2 m) from any property boundary; and
5. have an area surrounding a swimming pool and pool deck shall be fully fenced to prevent people, especially children, from unauthorized access to the pool area.

**3.9.4.3 Accessory Buildings – Non-Residential**

**General:**

An accessory building associated with a non-residential use shall be permitted, subject to the following requirements:

1. an accessory building shall be located on the lot so that it has no undesirable impact on the private enjoyment of adjoining residential lots;
2. the use of an accessory building shall be directly related to the principal use or building on the lot;
3. the maximum floor area of an accessory building shall be fifty square metres (50 m2) or seven percent (7%) of the lot coverage, whichever is lesser;
4. an accessory building shall not be erected or placed upon any easements; (e) an accessory building shall maintain a minimum side yard and rear yard of one metre (1 m);
5. an accessory building shall maintain a minimum separation distance of two metres (2 m) from the main building;
6. with the exception of radio and television antennae, an accessory building shall have a maximum height of three decimal five meters (3.5m);
7. radio and television antennae shall have a maximum height of fifteen metres (15 m);
8. the exterior siding of an accessory building shall match or be complimentary to the exterior siding of the principal building on the lot.

**Specific Accessory Buildings**

**Trailer:**

The use of a trailer as an accessory building shall be permitted within the Industrial Light (IL) Use Zone, subject to the trailer meeting the following conditions:

1. the use of the trailer shall be restricted to storage purposes only;
2. the trailer shall not be used for human habitation;
3. the trailer shall be located in the rear yard of the lot so that it is not visible from the street;
4. the trailer shall not be permitted to be located in a rear yard which abuts a residential or open space Use Zone;
5. the trailer shall be placed and anchored on the site in accordance with the requirements of Council;
6. the trailer shall be kept in a good condition aesthetically and structurally; and
7. if, in the opinion of Council, the appearance and structural soundness of the trailer is unacceptable, the trailer will be required to be removed from the site immediately.

**3.10. DEVELOPMENT DESIGN GUIDELINES**

For all developments, the Town wishes to protect and enhance the natural environment surrounding structures, particularly with regard to trees.

**3.10.1. Tree Retention and Replanting**

- Require all new development applications to identify trees greater than 45 mm caliper on the site and indicate possibilities for retention;
- Where there is no suitable vegetation for landscaping on the site of a single or double dwelling or a town home, then one tree per dwelling unit is required to be planted with 45 mm caliper, with a spacing of 9 metres between trees.



3.10.2. Overall Development Design Guidelines

The purpose of the Development Design Guidelines is to support the goals of the Maggie's Place Neighbourhood Area Plan of building livable neighbourhoods by enhancing the visual appearance of the neighbourhood and creating community connectivity by focusing on overall community growth, rather than only development of individual parcels of land on an ad hoc basis.

The intent is to promote orderly and compatible development by implementing a high standard of attractive and functional building design, livability and site aesthetics

The objective is to provide design guidelines that:

1. Provide criteria to achieve a high standard of building design, land use compatibility and site aesthetics that promote neighbourhood cohesiveness;
2. Integrate the intensive and multi-unit residential development within the Maggie's Place Neighbourhood Area Plan to provide a mix of housing forms, choices, densities and affordability for residents of all ages around a neighborhood hub in a manner that is cohesive with the existing community and consistent with the future objectives of the Town;
3. Ensure a high standard of neighbourhood aesthetics, such as landscaping, planting of trees, creation of open spaces, providing pedestrian mobility, minimizing site signage;
4. Facilitate more fiscally sustainable forms of residential development through efficient growth patterns;
5. Promote a neighbourhood environment that focuses on social interaction and pedestrian mobility;
6. Encourage residential development densities that can support community commercial land uses over the long term,
7. Reinforce the country-living atmosphere of Portugal cove-St. Philips by extensive use of landscaping and general 'greening' of both residential commercial sites and protecting the local sense of place by retaining natural features and vegetation, facilitating the traditional mixed age community by allowing for the needs of all ages, and maintaining local history through the use of architectural design elements
8. Facilitate pedestrian street-friendly scale commercial development by reducing building setbacks to property lines, bringing stores closer to the street, providing for more shade areas, rest benches and amenity areas, creating more streetscape visual appeal, and making parking lot areas safer.

3.10.3. Application

These design guidelines will apply to development applications for the following land use zones within the Maggie's Place Neighbourhood Area Plan, such as, intensive residential (RMD-I-3), multi-unit residential (RMU), commercial, and industrial.

1. The guidelines identify general design criteria for specific types of new developments. These form a basis for Council review and consideration of building development proposals, prior to approval of a development permit or providing 'approval in principle, or allowing any site construction;
2. At the discretion of Council, certain design guidelines may be waived;

3. In the event of a conflict between the Development Design Guidelines and the requirements a Use Zone Table of the Development Regulations, the Use Zone Table requirements shall take precedence.
4. Council may require an applicant to include an assessment for compliance with the Development Design Guidelines as a component of the application. In addition to the site plan information required with the development application, these may include:
  - Comprehensive layout plan, including principal and accessory buildings siting, parking configuration, unenclosed storage and landscaped areas;
  - Building form details, including façade and design appearance, and building elevation drawings;
  - Site landscape plan; and,
  - Signage detail.

3.10.4. Development Design Submission Format

3.10.4.1 Comprehensive Layout Plan

- Identification of Developable Area of site;
- Proposed siting of new buildings or additions and structure details, including building size (square footage), height, and setback distances to property lines;
- Building lot area coverage and floor area ratio where applicable;
- Total number of proposed multi-unit residential dwellings, or strata unit commercial and/or industrial units, and interior floor plans;
- Layout drawing of proposed parking area, total number and size of parking spaces and maneuvering aisles, access and egress locations to parking area, provisions for bicycle parking where applicable, landscape screening for parking areas and storm water drainage management;
- Identification of outdoor amenity and open space improvement areas;
- Identification of unenclosed storage areas and area size; and,
- Overview of landscaping treatment and approach for the site development.

3.10.4.2 Building Design

In addition to the information provided in accordance with Site Plan property detail and to address the Development Design Guidelines, at the discretion of Council, a land development applicant shall provide in the minimum, in whole or in part, the following building design information on the proposed site development:

- The front, rear and building side elevation views of all buildings proposed for the site;
- Detailed building design articulation elements such as for the front entrance, facades, roof lines, cornices and window placement and trim, and design attention to the building form and character to avoid monotony of design, use of blank walls and massing of the building;
- Building materials and colour schemes;
- Coordination of design of all buildings on site, and integration with the design character of the adjacent neighbourhood;
- Integration of site design elements of landscaping, parking and amenity areas with building design; and,

3.1.14.3 Landscape Plan

In addition to the site design information on a proposed site development that is provided, at the discretion of Council, a land development applicant shall provide in a minimum, in whole or in part, the following landscape plan information on the proposed site development:

- Landscape plans shall be for the entire site and shall include all proposed new plantings of hedges, shrubbery, trees, flowering plants, groundcover and grass areas, as well as existing landscaping, including trees proposed to be retained;
- Landscape improvements shall include those identified minimum landscape requirements within the applicable zone category for the proposed use;
- Landscape plans shall focus on the front and exterior side yard areas to the adjacent streets, on the front entrance to the principal building and on landscape treatments that complement the exterior of the principal building;
- Landscape plans shall additionally provide for screening of unenclosed storage areas, to minimize offsite glare from vehicle lights from the parking area, to screen rooftop heating, ventilation and air conditioning systems, and to provide for privacy and separation from adjacent land uses;
- All site developments shall provide for landscaping between the asphalt area of the parking area and the building face;
- Landscape plans are to include all proposed fences, masonry walls and landscape berms; and,

3.10.3.4 Signage Detail

In addition to the site design and landscape information provided on a proposed site and building development, at the discretion of Council, a land development applicant shall provide, in whole or in part, the following signage detail information on the proposed site development:

- Signage design shall be in accordance with Council’s Policy on Signage and Advertisements;
- Signage shall be complimentary to the overall site, building and landscape design for the development project;
- Multi-tenant use of a commercial, industrial or comprehensive development zone site, shall utilize one shared sign;
- Decorative landscape treatment to the base of site signage shall be incorporated with the landscape plan for the development; and,
- A statement of rationale of how the proposed signage detail meets the intent of the design guidelines.

3.10.4.5 Development Design Approval

Review and approval consideration by the Authority of a proposal’s compliance to the Development Design Guidelines shall be subject to the following conditions:

- The procedural process for consideration of Approval of the Development Design application shall be established by the Authority, and shall be in compliance with the Urban and Rural Planning Act (2000);
- Development Design Approval consideration may occur in conjunction with the Authority’s consideration of approval of a rezoning application for the same property;

- The Development Design Approval shall be valid for a two-year period from the date of Approval by the Authority;
- Upon expiration of the two-year period, and in the absence of an extension from the Authority, a new application for Development Design Approval will be required;
- No Building Permit for a development subject to a Development Design Approval shall be issued except in compliance to the approved Development Design;
- All site, building, landscape and signage detail approved by the Authority for the Development Design shall be adhered to in site construction and development, except for minor changes as subsequently approved by the Authority; and,
- A Landscape Letter of Credit to ensure suitable growth and adaptation of the landscape planting materials as part of the site development may be required by the Authority.

3.10.5. Intensive Residential Design Guidelines

**Application:** RMD-1- Smart lots, RMD -2 Distinct lots, and RMD-4 - Semi-detached zones.

Development design guidelines

1. All RMD-1 & 2 and semi-detached/duplex houses shall have their principal façade and entry facing the front lot line and the street;
2. The front façade of the residential house shall not be blank but shall include prominent and identifiable design articulation building forms and features such as appurtenances, porches, verandas and stoops so as to promote the home’s exterior living space and street orientation to enhance social interaction and contribute to the ambiance of the neighbourhood;
3. Columns and posts at the front entry shall be spaced no farther apart than they are tall;
4. The front facades of compact and duplex homes should be finished with more than one finish material, and where more than one material is used, traditionally heavier materials such as stone and brick shall be located below lighter building materials such as wood, and fiber cement board;
5. Unless designed as a continuous architectural theme, adjacent compact and duplex lot buildings shall be visually distinct from each other;



6. At least two of the following design elements should vary for each adjacent compact and duplex residential building along a street: (a) building materials; (b) roofline; (c) windows; (d) building recesses; (e) building setbacks; (f) height; (g) entries; (h) colour; (i) building form; or (j) architectural details.



7. Use of wood and materials such as hardi-board for building cladding, and incorporation of other architectural details such as to accent window trim and doorways, and cornices, is encouraged;



8. Use of heritage colors is encouraged;  
 9. Vinyl siding as building cladding is not encouraged;  
 10. Blank walls along the side and rear of the home are not permitted, the side and rear elevations of homes shall have design variation;  
 11. Windows shall be framed with design detail materials, and shall include a sill that is wider than the window opening;  
 12. Windows should be oriented to make best use of passive solar;  
 13. Downspouts should match rain gutters in material and finish, and where feasible all roof drains should be recharged into the site;  
 14. Parking shall be provided on-site within garages or within discrete parking areas and to the rear of residences accessed by a lane, and where parking is to be accommodated at the front of the house, if unenclosed, the area shall be landscaped, and where parking is to be provided within a garage, design attention shall include recessing the front of a garage from the house and use of similar design features and materials as the façade of the house;



15. All buildings should reflect environmentally responsible design and construction practices, and include consideration of the Energy Star program;  
 16. All areas of a compact or duplex lot located outside of the building envelope shall be fully landscaped and maintained with grassed areas, a variety of shrubs, hedges, and flowering plants, and a minimum of one street tree in the front yard area;

17. Energy efficiency and conservation should be considered in the design of landscaped areas and in the selection of plantings through:
- Retention of existing mature trees and vegetation where feasible;
  - The use of native and/ or drought resistant plant species;
  - Designing the landscaping to moderate the effect of the wind, to provide shade in the summer and to allow daylight into residential dwellings; and,
  - Allowing natural drainage and permeation throughout the site.
18. Fences, garden walls or hedges should be used along all side lot lines, and lot lines which abut alleys; and,  
 19. The front yard area of the lot shall provide for an attractive landscape area and a pleasing streetscape view.



### 3.10.6. Multi-Unit Residential Design Guidelines

**Application:** All RMU zones

#### Building design guidelines

1. Design and siting of multi-unit residential buildings shall seek to preserve and maximize views of the existing neighbourhood, to enhance privacy and livability of the neighbourhood, to add attractive residential design to the neighbourhood, and to not overwhelm the character of the neighbourhood;
2. All multi-unit residential projects, especially those for congregate care, shall include provisions for universal accessibility including power assisted door openers, wide doorways, weather protection and exterior safety lighting, as well as specific dwelling unit design considerations;
3. Building materials, colour and architectural design of all multi-unit residential projects should complement the existing neighbourhood character and the natural landscape;
4. A common architectural theme of building form and character is encouraged to be used throughout the residential project while emphasizing strong individual dwelling unit identity through smaller design components;



5. The livability of all new multi-unit residential dwelling units with regard to views and sunlight shall be considered in the building design through utilization of staggered building elevations, having all units above grade, and locating landscaped open spaces next to windows and adjacent buildings;
6. All multi-unit residential developments are to face the street, or give the appearance of facing the street, so as to provide an attractive street front orientation through attention to the building façade, unique building entrances, landscaping and fence treatment along the street;

7. Multi-unit residential developments adjacent to lower density residential homes shall create a transition in building mass and form, and where feasible, concentrate density to the centre of the development site, and locate lower density components of the development adjacent to nearby lower density residential homes;
8. Buildings that are more than two storeys in height should be set back further than adjacent one and two storey houses so that the multi-unit residential buildings seem smaller from the street;
9. Clustering of buildings on sites with environmentally sensitive areas or significant natural areas is encouraged;
10. Small clusters of townhome units are a preferred design for townhome developments;
11. Townhome developments that contain more than three units per structure should provide variation in building facades to help reduce the visual length of individual buildings, and incorporate design components such as porch covered and ground level door entries that express strong individual unit identity so as to avoid significant repetition in adjacent dwelling units;
12. Larger apartment buildings and long rows of building frontages that reflect too much building massing, shall avoid large expanses of any one building cladding material, and shall incorporate architectural detail design elements that break up building massing through incorporation of variation in colour, recesses and articulation such as chimneys, projections and balconies, strategically placed windows and doors, use of varying building materials, and attention to appropriate and compatible roof forms to reduce and provide relief to building monotony;
13. Blank and/or flat building facades on all sides of a multi-unit residential development shall be avoided through the differentiating design articulation attention to wall lines and texture, use of protrusions such as bay windows, and innovative use of building materials;



14. Balconies and ground level patios of multi-unit residential buildings shall be designed with initial attention to the usability of the space by the resident, and secondly to the overall design of the building to ensure a cohesive attractive building image;
15. Recessed or semi-recessed balconies are preferred over projecting balconies that have the appearance of being 'tacked on';
16. Adequate storage space should be provided within each multi-unit dwelling or within a common area of a building so as to avoid 'clutter' of storage on balconies, patio areas and garages;



- 17. The exposed undersides of balconies and porches that are visible from the street should be covered with exterior finishes to provide a finished appearance to public view;
- 18. All proposed flat roofs shall have a prominent articulated cornice treatment;
- 19. Screening of mechanical equipment, especially mechanical systems sited on rooftops, is encouraged and, wherever possible, integrated into the architecture of the development;
- 20. Garage doors as part of a multi-unit residential development should not individually face the street but rather should be recessed behind the main building façade, grouped in pairs between adjacent residential units to allow individual unit entrances and facades to achieve more visual prominence to the street, or have garages sited in a manner that avoids multi-driveway accesses to the adjacent street;
- 21. Pedestrian pathways, with adequate lighting and landscaping treatment, are encouraged throughout multi-unit developments to connect the residential dwelling units with the site parking areas, and with the sidewalks;
- 22. Site design elements such as park benches, formal open space courtyards, shade areas and community gardens are encouraged with multi-unit residential sites;
- 23. Fencing for screening purposes should complement the overall site and building design by being in short lengths, and constructed of materials similar to the building design, or of decorative brick;
- 24. The size, height, location and design of multi-unit residential project name signs shall be architecturally integrated into the overall design of the form and character of project buildings; and,
- 25. Integration of Crime Prevention through Environmental Design (CPTED) principles and design elements into building form and character considerations is required.



Landscape Guidelines

- 1. Attractive site landscaping that creates visual interest and identity, a pleasing street image, and a buffer to adjacent land uses, must be incorporated into the design and development of all multi-unit residential projects;
- 2. In addition to the landscaping objectives of Regulation 47.3 (18), the intent for multi-unit residential sites is to maximize the amount of landscaped areas on the site including

- retention of stands of mature trees, and to minimize the amount of impervious surfaces so as to increase the natural absorption of rainwater of the site through consideration of innovative practices such as incorporating vegetated swales and rain gardens into the parking lot areas to capture and absorb rainwater runoff;
- 3. The frontage of new multi-unit residential developments should be entirely landscaped with specific attention to providing deciduous street tree species and a variety of plant materials and treatments, some of which should achieve substantial size at maturity, and in creating visual landmarks of hard and soft landscaping features on significant street corners and at locations of high visibility;
  - 4. All multi-unit residential buildings should have immediately adjacent landscaped areas that include shrubbery and flowering plants;
  - 5. The use of landscaping pockets of vegetation such as flowering shrubs within a well maintained and cut grassed area is encouraged throughout the site, and in side yard and perimeter areas of the site, the use of decorative brick walkways to open space elements such as shade areas, park benches and formal courtyards is encouraged;
  - 6. Large continuous open spaces on the site shall be used to serve as a landscaped buffer to adjacent properties and buildings, and to provide privacy and access to sunlight for residents;
  - 7. In non-apartment multi-unit development sites, each dwelling unit shall be provided with its own private open space, and landscape attention to the site shall delineate private open space from the more public open space areas;
  - 8. Use of attractive fencing materials, including decorative masonry walls, shall be complimented by landscaping treatment at the base, but long monotonous lengths of fencing are not encouraged; and,
  - 9. Where on site community vegetable gardens are to be provided to residents, water from rooftop runoff and downspouts should be redirected into rain barrels for later irrigation use, or directly into vegetated areas.



Design of parking areas

- 1. Successful site design of multi-unit residential projects extends to blending the parking areas of higher density residential developments into the overall site goals for form and character. For apartment residential developments, wherever feasible, automobile parking is encouraged to sited underground, and where parking for multi-unit residential projects is not underground, surface paved parking areas will require design attention;

2. Surface parking areas shall not be located within the building setback areas for the site, and they should be visually screened as much as possible from streetscape and frontage view through the use of landscape hedges, raised landscape berms, sloped grassed or flower bed areas, or by design elements such as decorative and brick fences;
3. Access to parking areas should occur from a rear lane whenever possible, and where access is to originate from a street, the number of site access and egress locations shall be minimized to maintain the streetscape appearance of the development, and to minimize disruption to pedestrian movement on the sidewalks adjacent to the street;
4. 'Viewing aisles' into the development and into the parking areas to maintain site safety should be integrated into site screening considerations;
5. Multi-unit residential developments with large parking requirements shall break up the surface parking locations into several smaller parking nodes, and connect the parking nodes with internal shared driveways;
6. Townhome and similar multi-unit residential projects shall not create individual driveway access to the street for each dwelling unit but through site design layout, shall coordinate the site parking to provide for a minimum number of accesses to the street;
7. The use of alternative construction materials to asphalt such as paving stones, brick or aggregate concrete is encouraged to complement the overall landscape design of the site; and,
8. Pedestrian pathways that are clearly articulated and landscaped are encouraged to be provided to safely connect the multi-unit residential buildings with the site's parking areas, and to the sidewalks of the abutting streets.
9. Provision for bicycle parking and storage shall also be addressed.



### Signage

1. The size, height and design of multi-unit project name signs shall be architecturally integrated into the overall design of the site buildings and landscaping; and,
2. Refuse collection containers and recycling storage areas are encouraged to be sited within buildings, underground or in the minimum, fully enclosed with attractive fencing and roofing, if necessary, that complements the principal building materials, or screened to an adequate height by similar landscape treatment.



### 3.10.7. Commercial Development Design Guidelines

#### Building design

In the Maggies Place Neighbourhood Area Plan, it is intended to encourage neighbourhood hubs where there would be neighbourhood commercial opportunities combined with social indoor and outdoor amenity areas. New commercial development is intended to be coordinated with regard to building siting, form and character by encouraging a more aesthetically attractive and appealing streetscape and site appearance.

For the Maggies Place Neighbourhood plan, the neighbourhood commercial opportunity will be permitted at the lower level of the main Multi-unit building. The following building design guidelines apply in coordination with the residential multi-use building design requirements:

1. Building form and character must include designing new buildings that are pleasant to look at, by providing for design attention and variation to the storefront façade, roof lines, exterior finish, colors and materials, and limiting the size and massing of buildings. Flat roof lines, blank expanses of exterior walls, buildings that appear to be temporary structures and asphalt paving that abuts the building face are commercial construction practices that are not encouraged;
2. The streetscape created by new building forms should complement each other and those existing buildings on adjacent sites, thereby avoiding monotony, but creating a positive visual effect;
3. Exterior finishes of new commercial buildings should be wood, brick, finished and textured concrete, natural stone or other materials of warm appearance. Substantial areas of unfinished concrete or metal cladding should be avoided;
4. Significant corners of new commercial buildings should be given added design emphasis with vertical architectural features and roof cornice elements;
5. Where a commercial building or development is located at a street intersection, the building design appearance shall be orientated to have the building 'front' all the adjacent streets;



- 6. New building development should be sited to have the building frontage on the main street alignment;
- 7. Buildings should be designed and located on a site to minimize impacts to adjacent land uses such as residential, to preserve views, to retain mature trees, to setback from any environmentally sensitive areas and retain natural vegetation, and to accommodate the natural grades of the site as much as possible to ensure that minimal site grading is required;
- 8. New commercial developments are encouraged to site closer to the front lot line and provide for attractive storefront design through façade attention, articulated window design and prominent store entry locations, and for enhanced pedestrian elements such as widened walkways and rest benches and overhead weather protection, and planting of deciduous street trees;
- 9. Neighbourhood commercial site development should be connected the surrounding neighbourhood by pedestrian sidewalk linkages and incorporation of public spaces for open space amenity areas, public art, and shade areas with rest benches.
- 10. Neighbourhood commercial developments, to respect the residential character of the neighbourhood, will be a smaller commercial scale of operation and have a design theme that is compatible with the neighbourhood. Significant site landscaping is needed to provide for an effective transition from residential to commercial land uses and attention to parking area design to prevent lighting glare spilling over to residential areas;
- 11. All new Commercial building developments shall consider and provide for an attractive streetscape view in conjunction with significant site landscaping, and convenient, well-lit and safe pedestrian access from the parking area to the principal building;
- 12. All new commercial buildings shall also be designed from the perspective of universal access for disabled and other persons and provide for multiple curb let downs, power assisted door openers, weather protection and other design elements;
- 13. Screening of mechanical equipment, especially mechanical systems sited on rooftops, is encouraged and, wherever possible, integrated into the architecture of the development; and,
- 14. Integration of Crime Prevention through Environmental Design (CPTED) principles and design elements into building form and character considerations is required in the design of all new and all significantly renovated commercial developments.

Landscape Guidelines

Attractive and substantial site landscaping that creates visual interest and identity, a pleasing street and pedestrian image, acts a buffer to adjacent land uses, screens parking and paved areas of the site, and emphasizes the natural environment character of Portugal Cove-St. Philips, must be incorporated into the design and development of all commercial development projects;

- 1. In addition to the landscaping objectives of the Municipal Plan, the intent for commercial development sites is to maximize the amount of landscaped areas on the site including retention of stands of mature trees, and to minimize the amount of impervious surfaces so as to increase the natural absorption of rainwater of the site through consideration of innovative practices such as incorporating oil-water separators in the catch basins of parking lot drains to cleanse parking lot runoff waters before they enter watercourses;
- 2. Street trees on a commercial site should be a minimum of 1.8m (5.9ft) in height at time of planting, and planted at a ratio of one tree for every three parking spaces on site;
- 3. Use of hedges, floral displays, lawns with park benches, brickwork fences, shade areas and ornamental lights is also encouraged to be included in the site landscape plan;

- 4. Unenclosed storage areas are to be sited to the rear of buildings and screened by landscaping or well-maintained fencing;
- 5. Large parking areas shall incorporate landscape features to create separated clusters of parking spaces and enable safe pedestrian circulation; and,
- 6. A Landscape Letter of Credit may be required by the Authority from the Development Design applicant to ensure successful planting of landscape material and ongoing maintenance for a minimum two-year period.

Parking Area Design

- 1. Since commercial site parking areas will be highly visible from adjacent streets, and the development design objective is to ‘soften’ the hard appearance of parking lot areas, surface parking lots shall be screened as much as possible from streetscape view by use of landscape hedges, grassed and raised landscape berms, and in specific locations, by attractive good-quality fencing;
- 2. No asphalt paving of a parking area shall directly abut a building face but rather an interface landscape area shall be planted between the car stops of the parking lot and the side of the building;
- 3. Large parking areas for commercial sites shall be encouraged to be broken up through the use of internal site landscaping islands that are curbed and planted with trees, raised pedestrian walkways and rest bench areas, and connective vehicle maneuvering aisles;
- 4. Commercial buildings should be strategically located on development sites to ensure safe pedestrian movement from the surface parking areas by initiatives such as maintaining clear public walking access to the entrance of commercial storefronts;
- 5. Short term bicycle parking facilities such as bike racks, should be sited in well-lit locations close to building entrances;
- 6. Loading and service areas shall be located to the rear and side of commercial buildings, removed from the main site parking areas and all pedestrian movements;
- 7. Parking areas shall be designed to support and assist disabled persons, and all disabled parking spaces shall be located close to the building entrance;
- 8. All surface parking spaces shall be clearly marked and painted with white parking space lines, and where ‘small car parking spaces’ are to be used, ‘small cars’ shall be clearly painted on the parking spaces;
- 9. The amount of asphalt surfaces on commercial parking lots is encouraged to be minimized through consideration of use of more permeable surface treatments such as decorative pavers and bricks; and,
- 10. Lighting for commercial parking lots shall not ‘spill-over’ and create glare on adjacent properties.

Signage and other design considerations

- 1. The size, height and design of commercial development name signs shall be architecturally integrated into the overall design of the site, and be generally limited to one sign per site; and,
- 2. Refuse collection containers and recycling storage areas are encouraged to be sited within buildings, or in the minimum, fully enclosed with attractive fencing and roofing, if necessary, that complements the principal building materials, or screened to an adequate height by similar landscape treatment.

3.10.8. Industrial Development Design Guidelines

Industrial sites are to be designed in a manner to reflect an appealing public appearance by providing an attractive front of building orientation to the street and well-maintained site landscaping and fencing to as a buffer between industrial and residential land uses. The following design guidelines apply:

- 1. Overall site planning and development should address the entire property, and any environmentally sensitive areas should be identified, fenced and preserved;
- 2. Open space areas shall be created for employee amenity areas wherever possible, for example, within the setback areas from the property line;
- 3. Site landscaping is to assume a greater role in overall site design and site layout so as to achieve goals of creating permeable areas for site drainage, and to generally ‘green’ the site to reflect the natural setting of the community;
- 4. Wherever achievable, new developments are encouraged to incorporate Low Impact Development (LID) techniques such as rain gardens, vegetated swales, separation of impervious surfaces, and/ or redirecting water from drain pipes into rain barrels and other systems for watering site landscaping;
- 5. Lighting of parking and outside work areas shall not illuminate adjacent or nearby properties to an intensity greater than existing street lights ;
- 6. Exterior site storage is to be minimized, and where present located away from public view as much as possible, and where necessary enclosed by an opaque or translucent screen, raised landscape berms, trees and substantial site landscaping;
- 7. Refuse collection and recycling areas are to be completely screened by landscaped vegetation or by fencing material that compliments the building design;
- 8. Loading areas are encouraged to be located to the rear or side of a building where a building façade does not face a street, and designed in keeping with the appearance of the principal building; and,
- 9. Signage is to be coordinated with the overall design of the site and landscaping.

**Building Design**

- 1. Buildings are to be designed to create an appealing visual relationship between buildings and streetscape;
- 2. Design detail for all new industrial buildings will be encouraged to consider the proposed building’s bulk and size, and its height and massing in relation to neighbourhood area, and what building materials are to be used, and what level of landscape improvements are to be made to the building setback areas and parking locations, and additionally consider:
  - Orientating the building to the street to present an attractive public ‘face’ for the industrial operation;
  - Locating the office component of a new building to the front of the building and using materials such as glazing to highlight the building front;
  - Differentiating one face of the building from another by utilizing different architectural features, colors and materials;
  - Ensuring individual unit identity to units in multi-tenant buildings; and,
  - Providing for finished treatment of open space on the site through attractive and well-maintained landscaping.

- 3. Developments should address the impact and visual exposure of building roof appearance by varying the design of the roof line, and considering all roof top equipment, stacks, roof vents, and mechanical systems as part of the overall building design, and group and screen as much as possible;
- 4. No exposed surfaces of buildings are encouraged to be finished with metal cladding or unpainted concrete blocks in the IL zone; and,
- 5. Manufactured mobile structures are not deemed as an appropriate building form in any industrial zone.

**Landscaping**

- 1. Attractive and substantial site landscaping that creates visual interest and identity, a pleasing street and pedestrian image, acts a buffer to adjacent land uses, screens parking and paved areas of the site, and emphasizes the natural environment character of Portugal Cove-St. Philips, must be incorporated into the design and development of all industrial development projects;
- 2. The overall landscaping intent for industrial development sites is to maximize the amount of landscaped areas on the site including retention of stands of mature trees, and to minimize the number of impervious surfaces so as to increase the natural absorption of rainwater of the site through consideration of innovative practices such as incorporating oil-water separators in the catch basins of parking lot drains to cleanse parking lot runoff waters before they enter watercourses;
- 3. The frontage and streetscape sides of new industrial developments in the IL zone should be landscaped with a minimum 3.0m (9.8ft) wide landscape boulevard to serve as the primary buffer area between the adjacent street and the building area of the site, with specific attention to providing within the landscape boulevard area, deciduous street tree species and a variety of plant materials and treatments, some of which should achieve substantial size at maturity, and in creating visual landmarks of hard and soft landscaping features on significant street corners and at locations of high visibility;
- 4. Street trees on an industrial site should be a minimum of 1.8m (5.9ft) in height at time of planting, and planted at a ratio of one tree for every four parking spaces on the perimeter of the site;
- 5. Use of hedges, floral displays, lawns with park benches, brickwork fences, shade areas and ornamental lights is also encouraged to be included in the front building area and employee amenity areas;
- 6. Wherever possible, use of raised landscape berms to screen parking and storage areas of a site is encouraged; and,
- 7. The overall industrial development is encouraged to maximize the positive impact of finished open space.

**Parking Area Design**

- 1. Employee parking areas and loading bays are not to be located within the setback area between the building and the street;
- 2. Since industrial site parking areas will be highly visible from adjacent streets in the IL zone, and the development design objective is to ‘soften’ the hard appearance of parking lot areas, surface parking lots shall be screened as much as possible from streetscape view by use of landscape hedges, grassed and raised landscape berms, and in specific locations, by attractive good-quality fencing;



- 3. No asphalt paving of a parking area shall directly abut a building face but rather an interface landscape area shall be planted between the car stops of the parking lot and the side of the building;
- 4. Parking lot area and loading bay access locations to the street shall be minimized;
- 5. Parking areas shall be designed to support and assist disabled persons, and all disabled parking spaces shall be located close to the building entrance;
- 6. All surface parking spaces shall be clearly marked and painted with white parking space lines, and where ‘small car parking spaces’ are to be used, ‘small cars’ shall be clearly painted on the parking spaces; and,
- 7. Short term bicycle parking facilities for employees such as bike racks, should be sited in well lighted locations close to building and workplace entrances.

4. PUBLIC CONSULTATION

In order to inform the preparation of this amendment, the Town of Portugal Cove-St. Philips undertook a public and stakeholder consultation process in accordance with section 14 of the Urban and Rural Planning Act, 2000 (the Act). The process included the following:

The Town took the initiative to introduce the proposed overall Maggies Place development plan to land owners on January 11, 2017. The general themes from the landowners indicated that:

- Most property owners wanted to develop Agriculturally zone lands;
- Land-owners of other Agricultural zoned lands in other areas of Town lobbied for re-zoning with the Maggies Place process;
- Need to mitigate potential conflicts between the new Depot and residents;
- Propose a schedule for re-zoning and development;
- Ensure Portugal cover Road services can accommodate the development;
- Concern of potential increase to taxpayers for servicing upgrades; and,
- Ensure the that timing of removing Agricultural zoned lands will minimally impact the tax assessment on the land.

Following the landowner meetings, the Town introduced the project to the general public on January 18, 2017. The general themes arising from this consultation were:

- Respect wetlands;
- Placement of new Depot;
- Higher density housing;
- Light industrial/commercial'
- Trails, parks and community amenities;
- Lint to future Town Centre; and,
- Road design and safety.

The Town hosted a public workshop on Thursday March 9, 2017 at 7 p.m. at Murray’s Pond Fishing and Country Club to determine the priorities of residents and stakeholders for the study area. This Workshop invitation was announced at Council meetings, posted on the Town Facebook page and Town webpage and letters were sent to landowners. It was included in the Town newsletter and reported in the *Northeast Avalon Times*.

Throughout the process, the Town made information related to the project available on the Town website, including the project charter outlining the work plan, and sharing the outcome of each consultation process.

On March 16, 2017, meetings were arranged with stakeholders, primarily landowners, to provide an opportunity for additional consultation and one-on-one discussion. The public was made aware of these meetings via letters of invitation that were sent to the stakeholders and landowners.

On Monday April 10, 2017, the Town hosted a public presentation of the draft plan for the overall Maggies Place Residential Development Scheme Area which included recommendations for the proposed zoning.

Further meetings were held with landowners for review of the proposed Maggies Place Neighbourhood Area Plan throughout May to July, 2017. Comments and input were incorporated into the design of the Land Use Plan.

## 5. MAGGIES PLACE NEIGHBOURHOOD AREA PLAN: IMPLEMENTATION

In order to carry out the objectives and policies of this Plan in an orderly and cohesive manner, the Town Council proposes to:

- undertake amendments to the Municipal Plan and Development Regulations, 2014-2024 which will involve further public consultation and hearings; and,
- facilitate phased development of the Maggies Place Neighbourhood Area through Work Package 3 involving issuance of a ‘Request for Proposals’ from the development community to initiate development.



