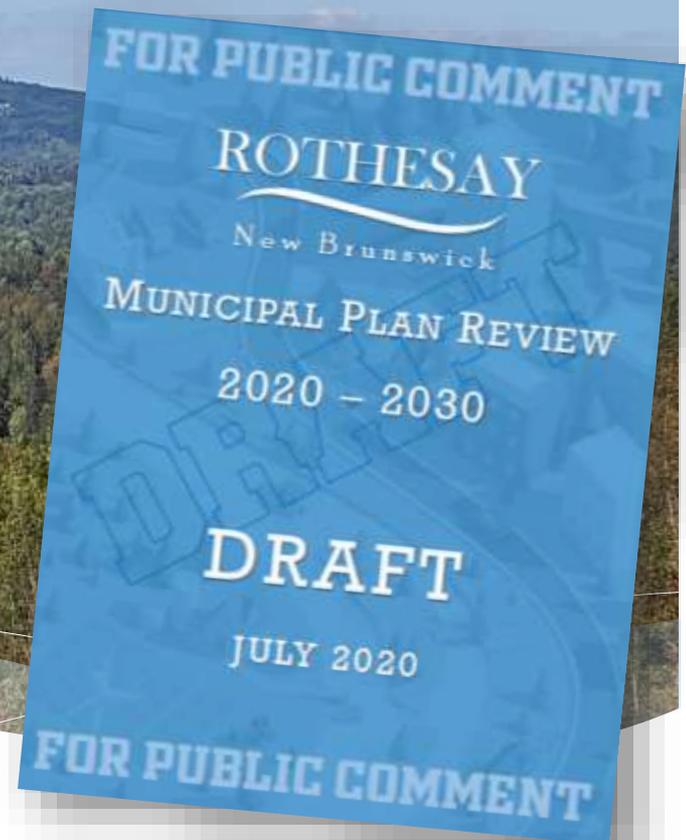


Rothesay Municipal Plan 2020-2030



PUBLIC PRESENTATION

September 28, 2020





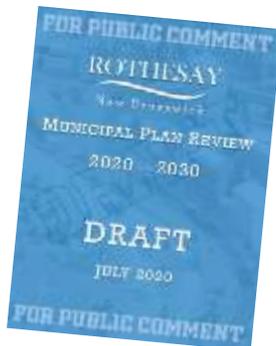
HOW CAN WE HELP YOU?



UPDATE: September 28, 2020 at 6:00 p.m. [online Municipal Plan \(virtual\) Presentation](#)

To learn more about the proposed Rothesay Municipal Plan click here:

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Where can I find the plan?

Draft Municipal Plan By-Law

An aerial photograph of a town, likely Rothesay, showing a mix of residential buildings, dense green forests, and a large body of water in the foreground. The town is nestled in a valley with rolling hills and mountains in the distance under a clear blue sky.

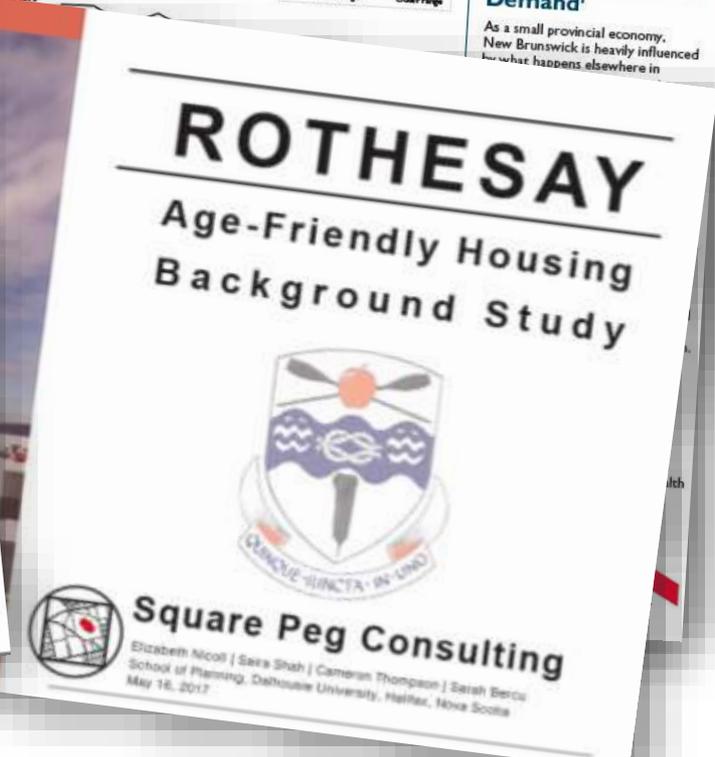
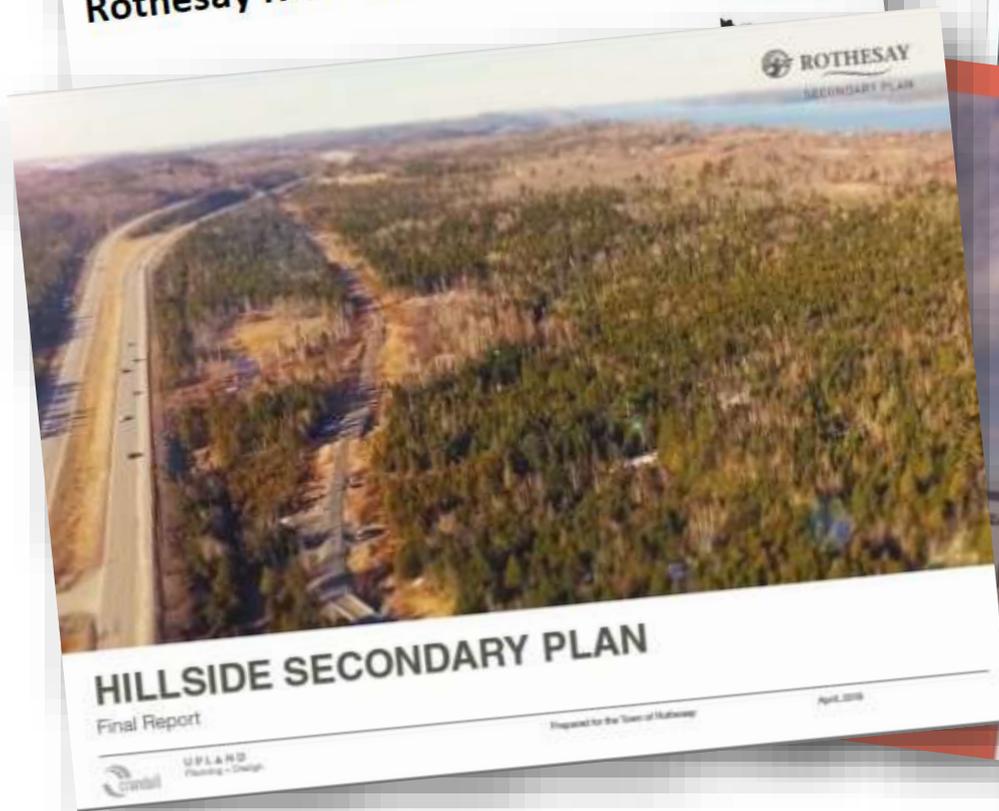
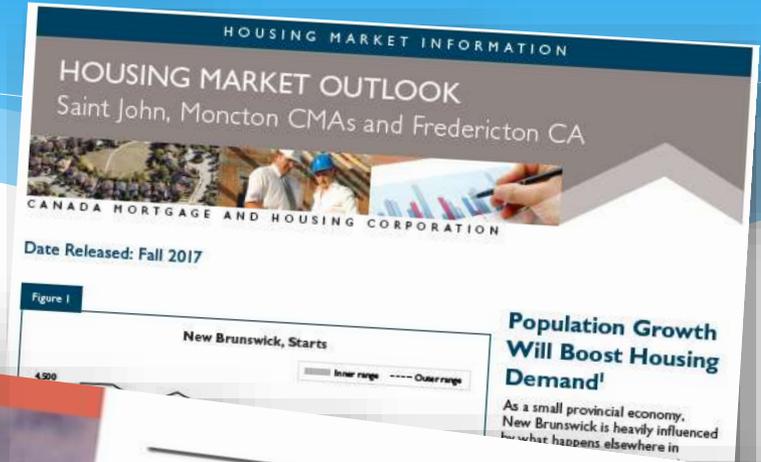
- * Completely replaces the 2010 Municipal Plan By-law 1-10.
- * Applies to all of Rothesay;
- * Next 10 years from 2020 to 2030.
- * 2030 a new plan review process will begin.

A guide for development, growth, and investment in Rothesay's future.

* Draft Plan includes:

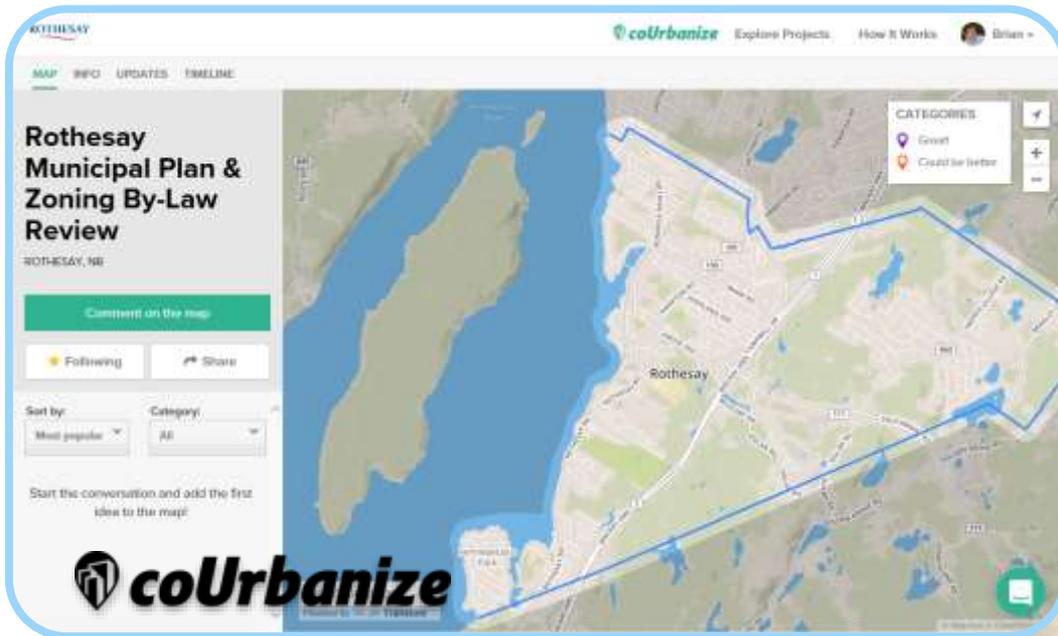
1. Background;
2. Land Use;
3. Municipal Services & Infrastructure;
4. Development Control, and;
5. Implementation.

Background Studies



Plan Review Public Consultation

- * Citizen satisfaction survey (409 Surveyed)
- * Age-friendly community survey, completed by the Rothesay Age-Friendly Committee (398 Surveyed)
- * An online engagement website managed by Town staff (400+ responses - site closed Jan.1 2020),
- * Secondary Plan Open House and Public Meeting
- * Public Open Houses and Presentations at the Bradley Lake Community Centre, Fairvale Outing Association, Bill McGuire Centre, Rothesay Town Hall,
- * Staff Presentations to Council, Planning Advisory Committee, Parks & Recreation Committee



Council Shall:

Rothesay has experienced a demographic drift that has seen a rise in total number of seniors which has raised concerns on the affordability of housing and the provision of housing that may accommodate persons on fixed incomes. The provision of housing is the role of the private sector, albeit regulated by the town of Rothesay. While the town has no direct control in the free market, we are able to regulate the use, scale, and density of the use, and may provide incentives to the private developer to provide a public amenity or benefit, to offset the increased density or scale of the building. This policy enables Council to consider providing an incentive to a developer so that they may increase the total maximum density that would otherwise not be permitted, for the provision of affordable housing dwelling units.

Policy R-1

Affordable Housing:

Consider an increase in the maximum allowable density by 2 percent for every dwelling unit meeting affordable housing standards as defined by the Canadian Housing and Mortgage Corporation (CHMC) or an equivalent recognized standard, not exceeding 20 percent as determined in the Zoning By-law for the following zones:

- a) Attached Unit Residential (R3);
- b) Clustered Residential (R4); and
- c) Multi-Unit Residential (R5)

Where the total number of units calculated results in a fraction, the number shall be rounded to the nearest whole number.

In the spring of 2018, Rothesay became recognized as an age-friendly community. This designation requires significant investment by the town to ensure that we accommodate all persons, of all abilities and disabilities throughout their life. The staple of a desirable place to live is good quality housing, age-friendly communities ensure that a person may live in this Town in which they were raised for the entire duration of their life, because there is housing and services that enable them to do so. This policy enables Council to consider providing an incentive to a developer so that they may increase the total maximum density that would otherwise not be permitted, for the provision of age-friendly designed dwelling units.

Policy R-2

Age-Friendly Housing:

Consider an increase in the maximum allowable density by 2 percent for every dwelling unit designed and constructed in conformance with Universal Design Best Practices, as defined by the Universal Design Network of Canada or an equivalent recognized standard, not exceeding 20 percent as determined in the Zoning By-law for the following zones:

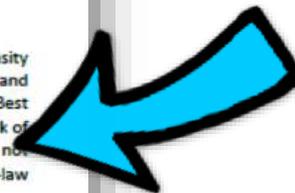
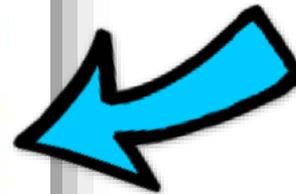
- a) Attached Unit Residential (R3);
- b) Clustered Residential (R4); and

Plan Policy VS Zoning

THIS IS WHY

Context

Policy



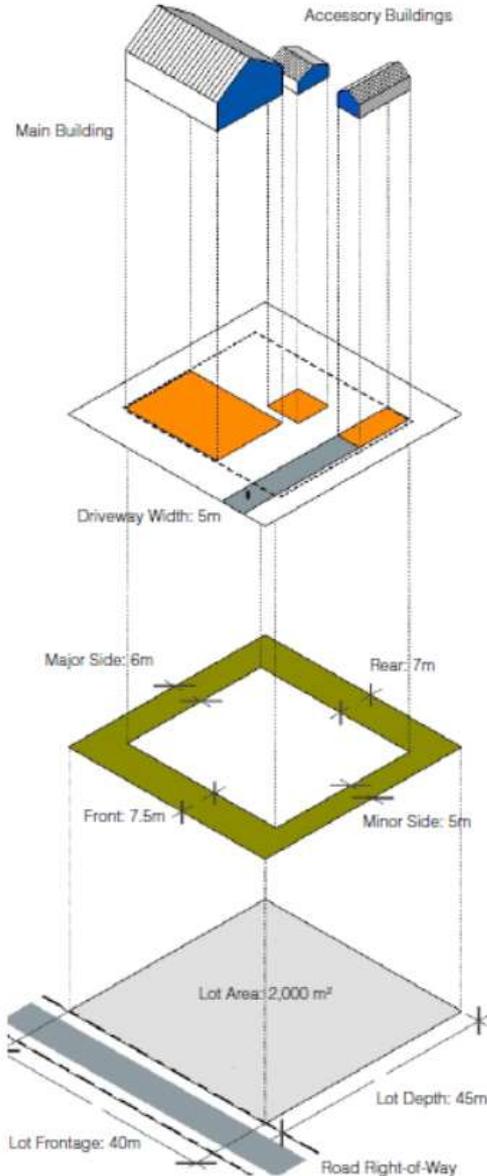
Plan Policy vs Zoning

THIS IS HOW

Regulations

Dimensions

Schematic



Buildings

Main Building

Max. Height: 11 m
Min. Height: 4 m

Accessory Building or Structure

Max. Number: 2
Max. Height: 6 m

Lot Coverage

Main Building

Max. Coverage: 30% (includes all buildings)
Max. Area: n/a m²
Min. Area: 110 m²

Accessory Building or Structure

Max. Coverage: 10 % (included in lot coverage)
Max. Area: 70 m²

Driveways

Max. Width: 5 m
Max. Number: 2

Minimum Yards

Front: 7.5 m
Rear: 7 m
Major Side: 6 m
Minor Side: 5 m
Flankage: 7.5 m

Front yards shall be maintained with a minimum of 60% in turf or other landscaping material such as planting beds, hedges and walkways.

No front yard may be used for outside storage unless it can be demonstrated to the satisfaction of the Development Officer that the site has extraordinary limitations such as slopes with a gradient in excess of 20%, mature vegetation, or other features that make storage on other parts of the lot impractical.

Minimum Lot Dimensions

Min. Lot Area: 2,000 m²
Min. Lot Frontage: 40 m
Min. Lot Depth: 45 m

Chapter 1

Land Use

- * Policies for the management of land, buildings, new construction and development in the town.



Chapter 1

Land Use

- * Residential
 - * Low Density Residential
 - * Medium Density Residential
 - * High Density Residential
- * Commercial
- * Light Industrial
- * Traditional Area
- * Institutional
- * Parks and Conservation
- * Rural
- * Environment & Open Space



Chapter 2

Municipal Services & Infrastructure

- * Policy addressing the various public services and municipal infrastructure within the town.



Chapter 2

Municipal Services & Infrastructure

- * Kennebecasis Valley Fire Department
- * Kennebecasis Regional Police Force
- * Transportation
 - * Private Streets
 - * Rail
- * Urban Forest Management
- * Financial Services
 - * Development Charges
 - * Capital Asset Management
 - * Universal Design



Chapter 3

Development Control

- * Policies related to our:
 - * municipal watershed,
 - * wellfield protected area,
 - * groundwater protection,
 - * watercourses and waterbodies,
 - * flooding and flood risk areas,
 - * stormwater management,
 - * environmentally significant areas,
 - * steep slopes, and
 - * general construction practices.



Chapter 4

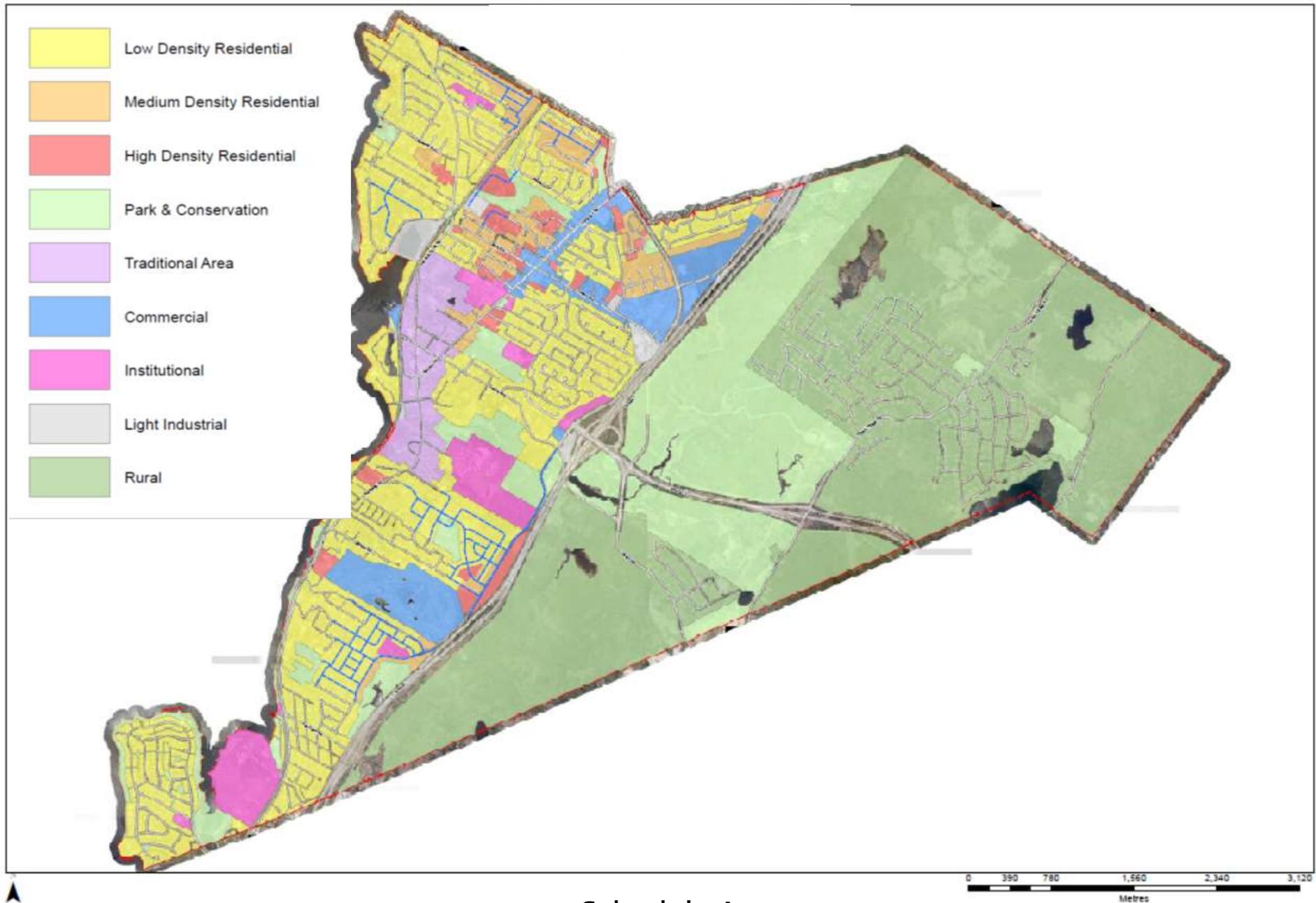
Implementation

- A. Policies and procedures managed by Council and Staff.
- B. Application requirements for developers.
- C. How changes to the Municipal Plan By-law are made.



SCHEDULES AND MAPS

- * Schedule A - Map
land use categories for all properties
in Rothesay
- * Schedule B - 5 year Capital Plan
- * Schedule C – Map
Future Public Streets

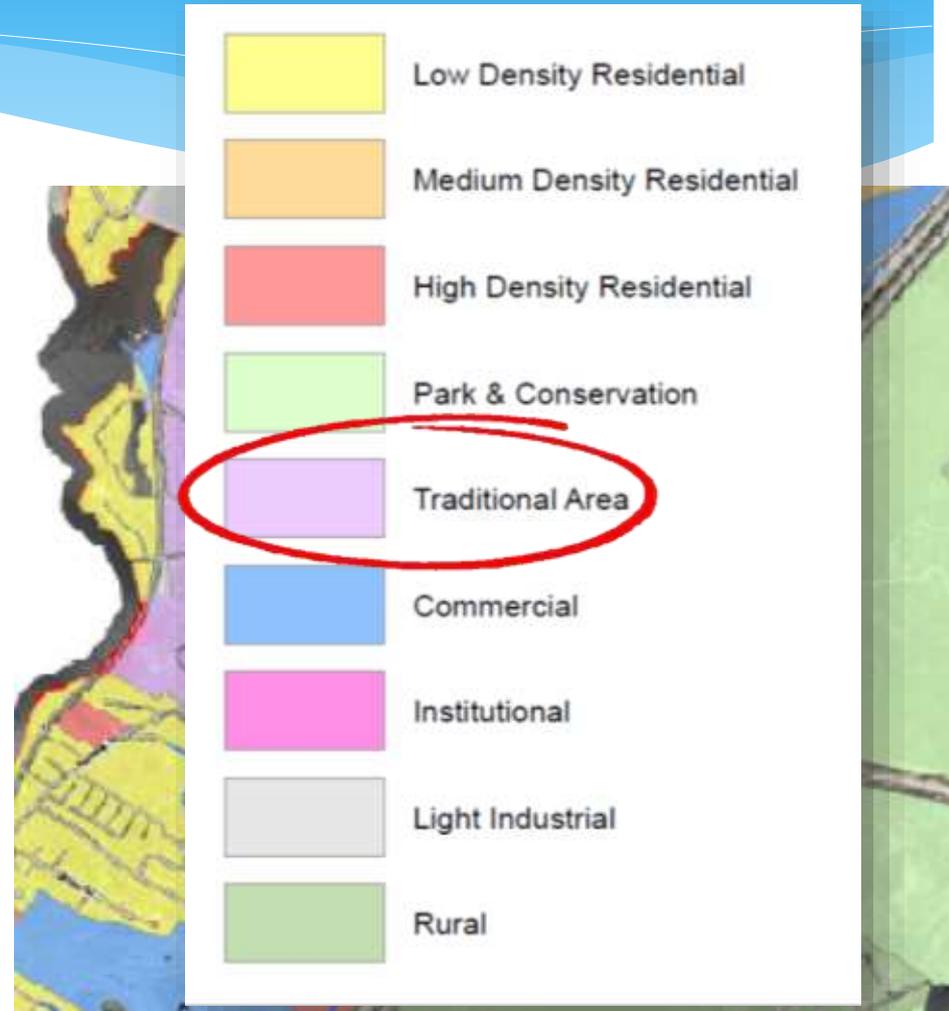


Schedule A

Future Land Use Map shows the intended land uses for all properties in Rothesay

Future Land Use

- * Rothesay is grouped into 9 different land use categories.
- * Each category has specific policies to determine land uses.



Traditional Area Designation



Designation

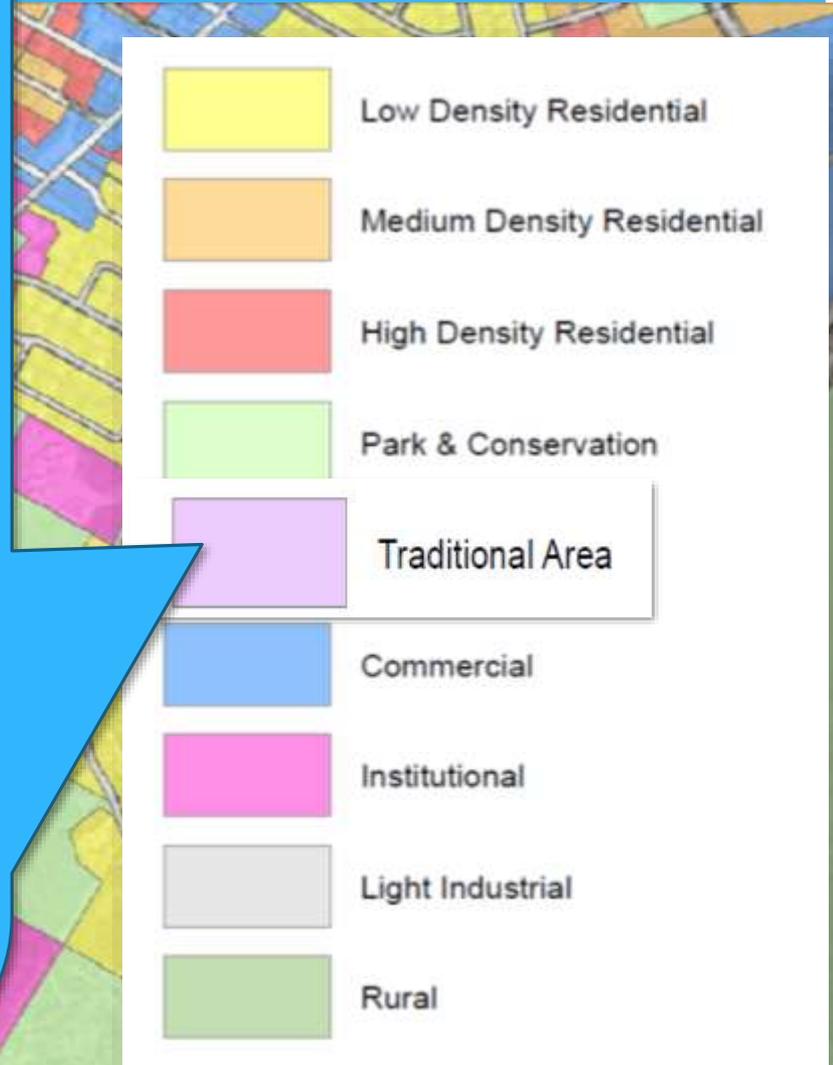
Traditional Area Designation

The Traditional Area Designation comprises an area of 1688 acres or 2 percent of the total land area of Rothesay. This core area was originally a part of Rothesay Corner, where Rothesay Road, Hampton Road, and Gondola Point Road meet, and where the commercial centre of the former community of Rothesay began. For over 100 years this point served as a meeting area, or cross roads for travelers from Saint John, Moncton, Sussex, Fairvale, Gondola Point, and the Kingston Peninsula (Carson & Kelbaugh, 2010, p. 168). Over time this area has transitioned, though many of its characteristics remain. The first notable transition this area experienced was the introduction of the Rothesay Train Station, built in 1860, which reduced the number of stage coach travelers to and from Saint John, though more people used the train to traverse the area. The second major shift came about with the use and adoption of the automobile. Prior to the introduction of the train station, Rothesay was commonly known as the nine-mile point and was a frequent stopping point for travelers (Carson & Kelbaugh, 2010). At the core is the Rothesay Common, an iconic landmark that has been used since its inception as a popular location to host events, celebrations, festivals, recreational activities, and casual social gatherings. The traditional area lands around the Rothesay Common make a small, but diverse neighbourhood with a mix of residential, commercial, institutional, and recreational uses. The development pattern and diversity of land uses makes it apparent that this was once the core of Rothesay. The architectural styles have been preserved through the use of the Rothesay Heritage Preservation By-law, which limits development in the area to conform to the existing styles.



This neighbourhood has become a highly valued area with respect to the preservation and protection of the existing built environment, which are controlled through heritage planning regulations. The Municipal Plan will continue to protect the inherit traditions in this neighbourhood, by considering the existing uses, their scale, density, and architectural styles. Future developments must consider how they may change the established character of the area, and whether or not it detracts from the quality and enjoyment of this unique neighbourhood. The development pattern of this area is highly walkable, and promotes a highly social space. Homes reflect the traditional building styles, and are maintained to reflect the importance of this area.

This neighbourhood will continue to be a defining land use of Rothesay. The residents of this neighbourhood live in what is considered to be a complete community, one in which there are opportunities to work, live, and play, making this a highly desirable place to live, and the one area that exemplifies a mixed-use neighbourhood. Residents of this neighbourhood have a strong connection to



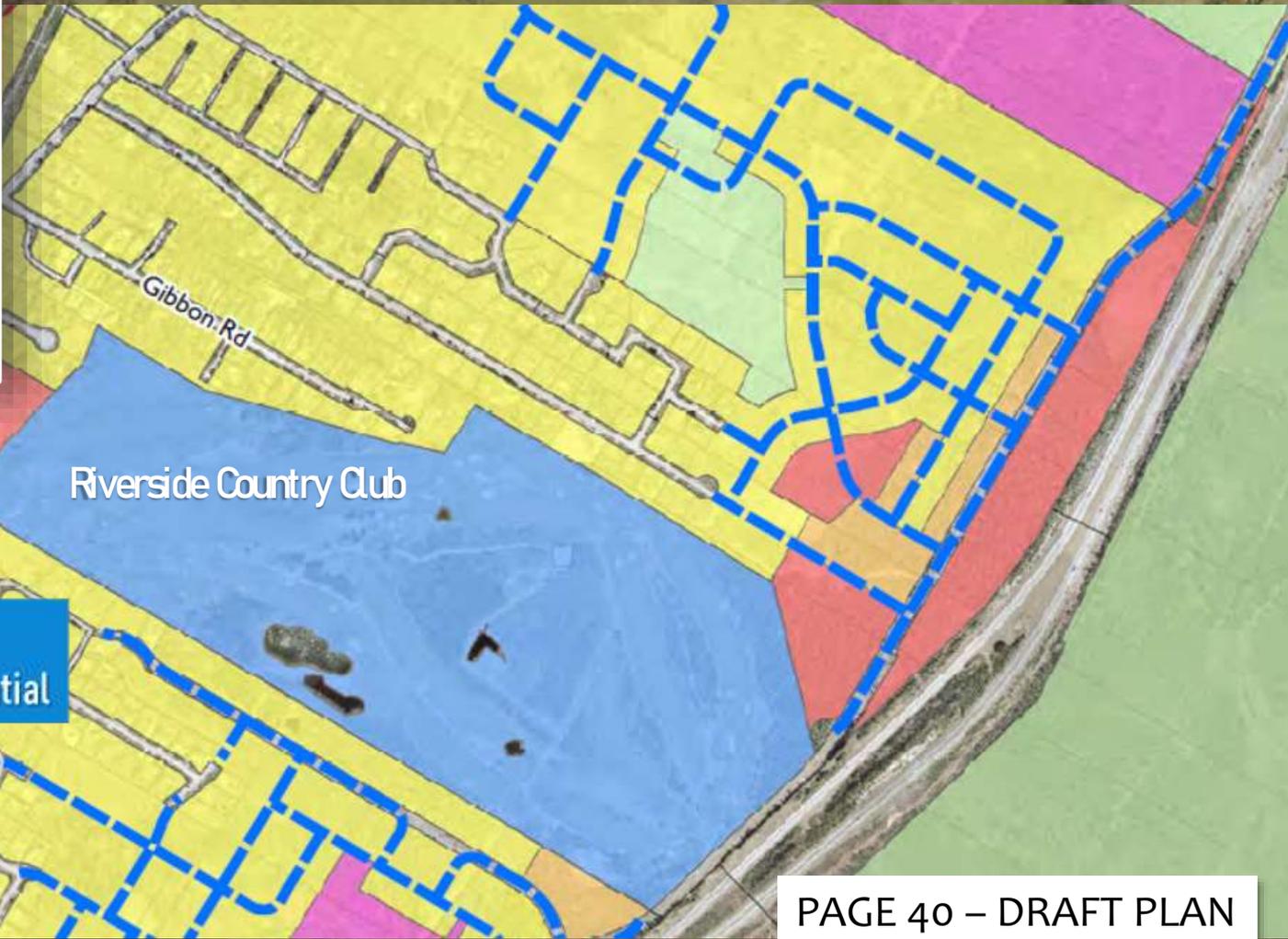
The Traditional Area Designation comprises an area of 1688 acres or 2% of the total land area of Rothesay.



The core area known as “Rothesay Corner”, where Rothesay Road, Hampton Road, and Gondola Point Road meet, and where the Rothesay Common and commercial centre of the former “Town of Rothesay” began.

Traditional Area Designation

- * Expands & Replaces the existing SPECIAL AREA DESIGNATION.
- * Permitted uses low density residential, some commercial and institutional uses.
- * New architectural design guidelines and standards.

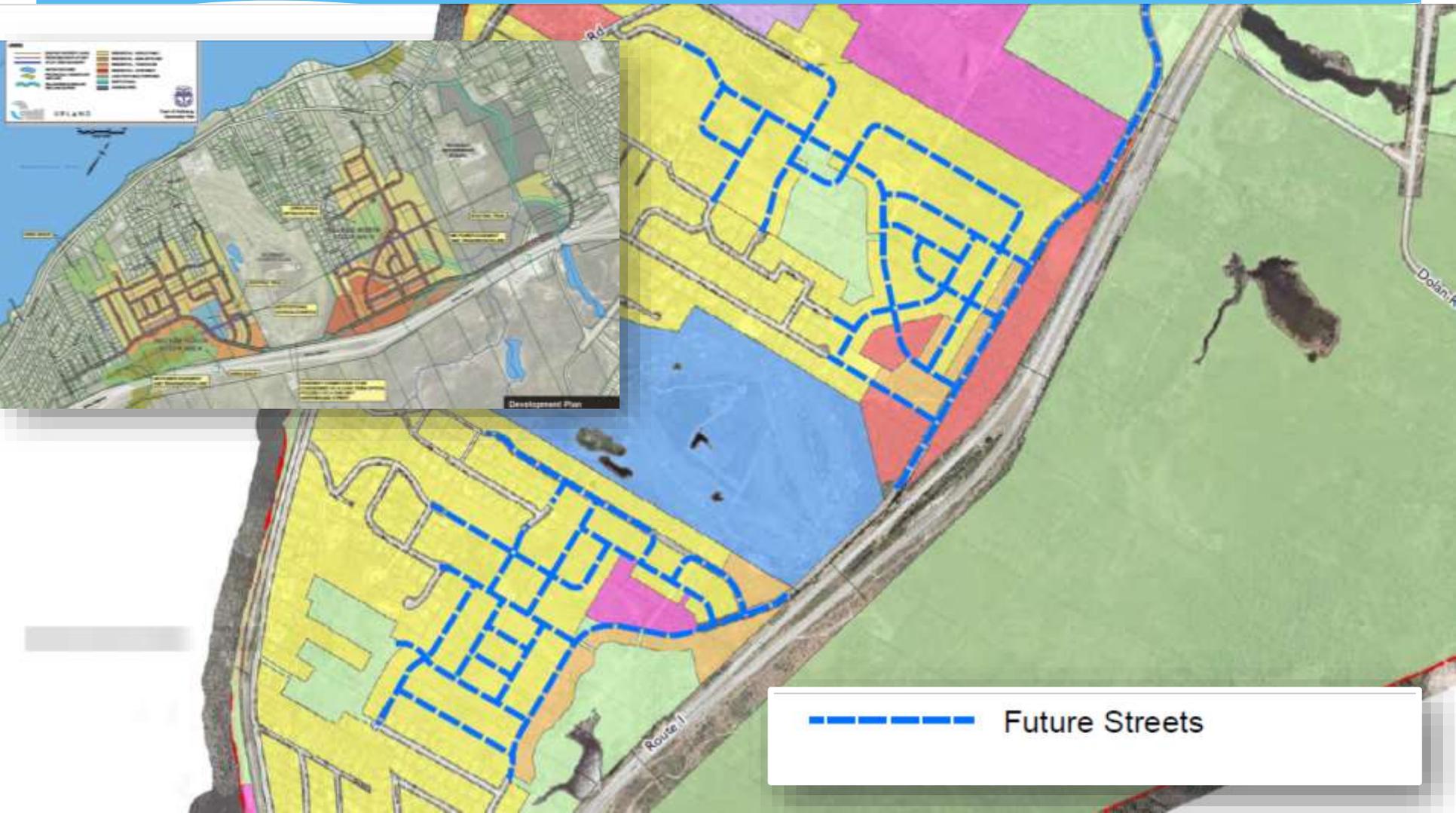


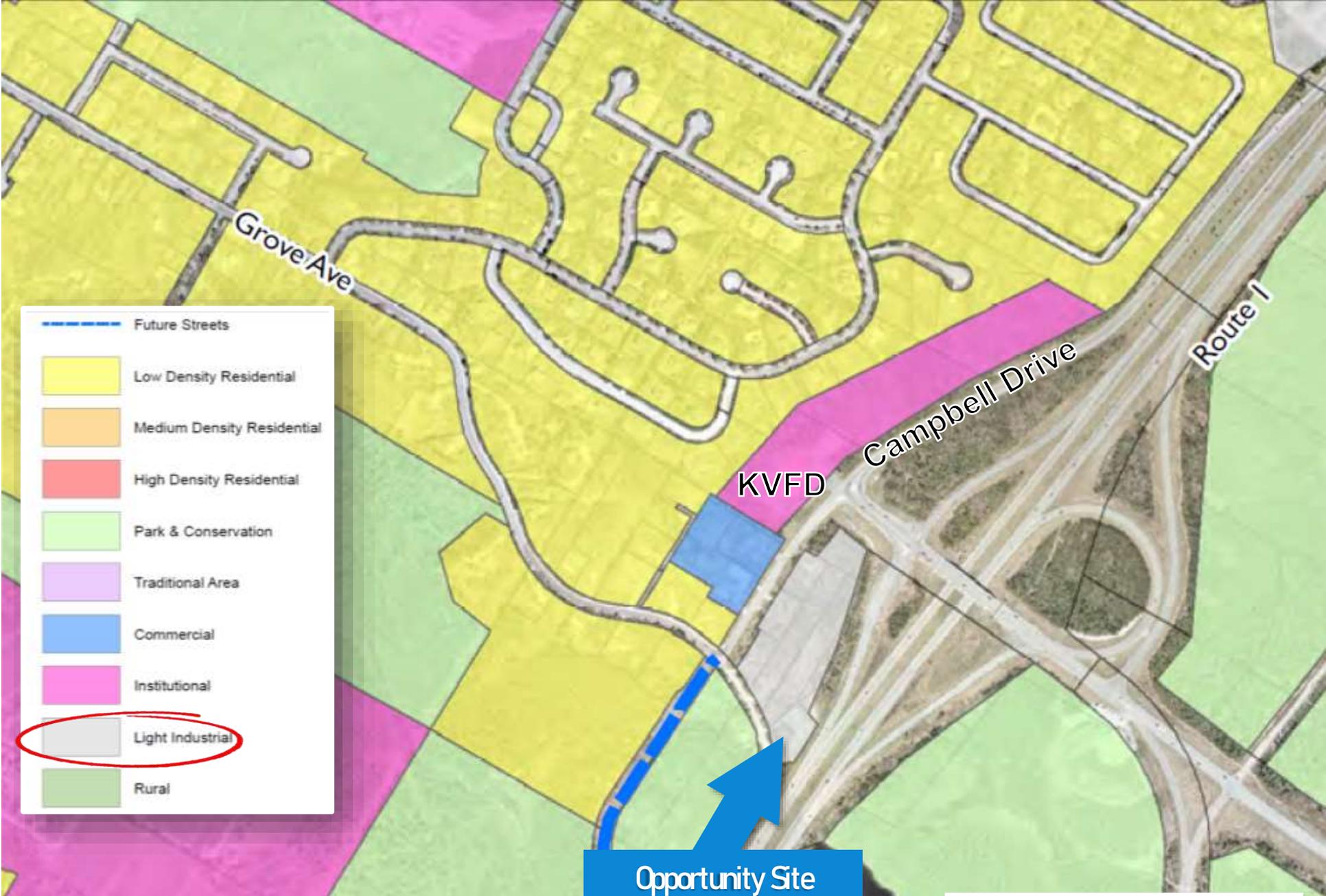
**Opportunity Site
Higher Density Residential**



Opportunity Site
Higher Density Residential

Hillside Development Plan





- Future Streets
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Park & Conservation
- Traditional Area
- Commercial
- Institutional
- Light Industrial
- Rural

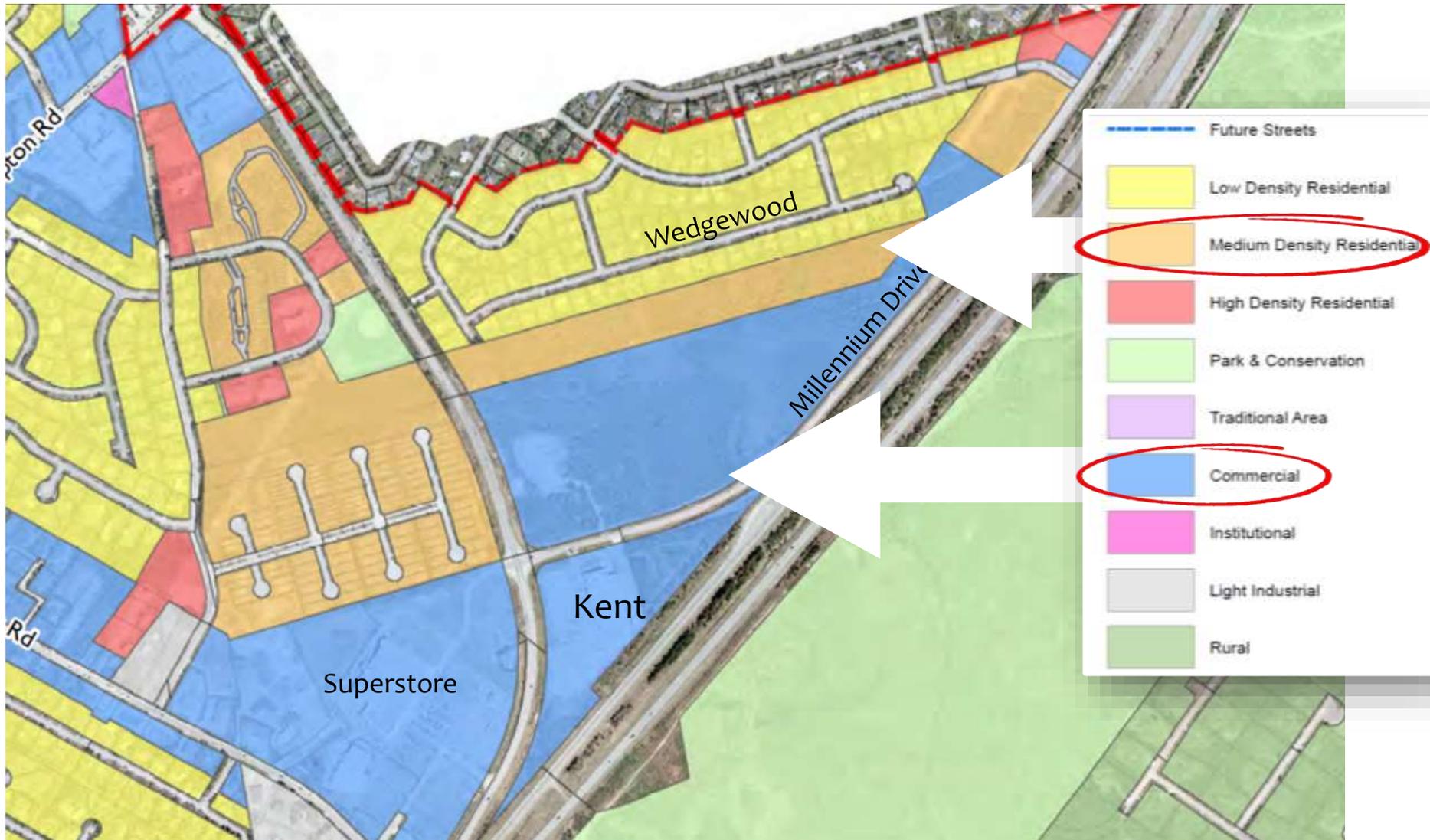
Opportunity Site
LIGHT INDUSTRIAL USES

KVFD

Opportunity Site
LIGHT INDUSTRIAL USES



Lands at Corner of Campbell Drive and Millennium Drive Currently designated **MILLENNIUM PARK – Business Park**



Proposed change to medium residential nearest the Wedgewood neighbourhood and commercial along the Millennium Drive corridor.

Draft Plan Policies

EXAMPLE POLICIES

Selected policies that demonstrate some of the changes or highlights of the new plan.



HOW CAN WE HELP YOU?



UPDATE: September 28, 2020 at 6:00 p.m. [online Municipal Plan \(virtual\) Presentation](#)

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Where can I find the plan?



Municipal amalgamation or other forms of central government would distance residents from local decision making and is not in Rothesay's best interest.

- * Policy REG-1 states Rothesay's interest to cooperate and support regional projects without undermining Rothesay's autonomy.

Affordable & Accessible Housing

- * Policies R-1 & R-2 are incentives to encourage affordable housing and Universal Design by allowing an increase in development density by 2 percent for every dwelling unit meeting these standards.



Affordable & Accessible Housing



Secondary Suites

- * Policy R-4 - Allow secondary suites in owner occupied single family homes to accommodate shared housing for senior care and support or to address affordability.



Universal Design

- * Policy UD-1 Universal Design principles will be part of **public tenders** for new municipal buildings, or when upgrading existing buildings, parks and recreational facilities, and where possible during minor upgrades and maintenance work to existing buildings.



Short Term Rentals

Policy R-3 Allows residents to rent their properties for longer periods (28 days or more) and restricts shorter term rental.



PAGE 31 – DRAFT PLAN

Protect neighbours from noise and nuisance and to ensure neighbourhoods remain affordable.



PAGE 38 – DRAFT PLAN

- * Policy MDR-4 a new type of residential development called Clustered Housing meaning small, detached clustered dwelling units a “pocket neighborhood”.



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High-Density Residential in Commercial Areas



High-Density Residential in Commercial Areas

- * Policy C-2 describes the commercial uses and medium to high-density residential uses inside commercial areas.

PAGE 44 – DRAFT PLAN



New High Density Zone

- * Policy HDR-4 is a new High Density Residential (R6) zone that can be located in the commercial area and doubles the density to a maximum of 40 apartment units per acre.



Trees are part of Rothesay's identity, quality of life, wellbeing and a source of civic pride

* Policy UF-1 provides for the creation of an **Urban Forest Management Plan.**



Manufactured Housing

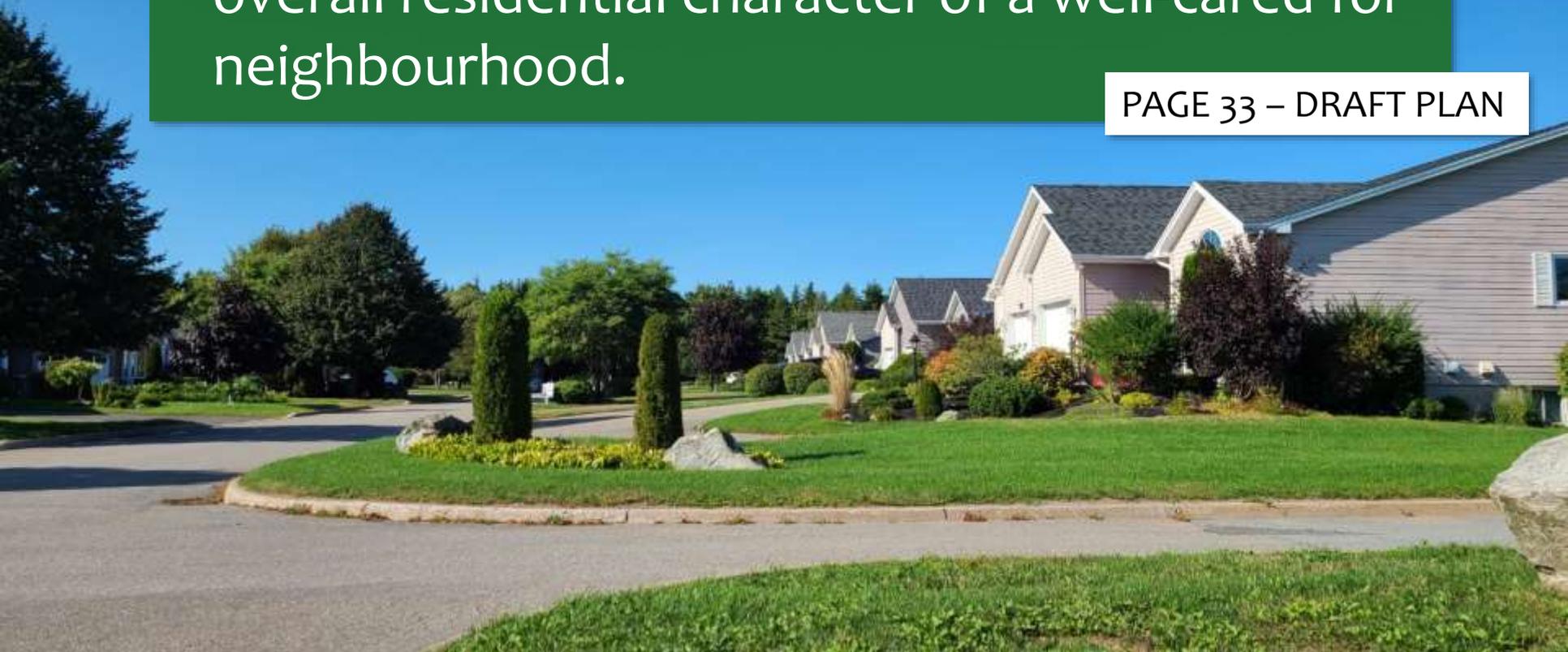
- * Policy R-8 Regulates mobile and/or manufactured homes as incompatible with the architectural and characteristic housing styles in Rothesay.



Landscape Standards

- * Policy R-9 By-law standards for the care and maintenance of yards on developed properties visible from a public street to reinforce the overall residential character of a well-cared for neighbourhood.

PAGE 33 – DRAFT PLAN



Rail Safety



PAGE 78 – DRAFT PLAN

- * Policy RS-1 New setback restrictions on the development of buildings in close proximity to the rail line.

Commercial Buildings



PAGE 47 – DRAFT PLAN

- * Policy C-7 New buildings fronting Hampton and Marr Road will require reduced setbacks to create a more pedestrian friendly, commercial main street.

Commercial Buildings



- * Policy C-7 New buildings fronting Hampton and Marr Road will require reduced setbacks to create a more pedestrian friendly, commercial main street.

Policy OsC-7 prioritizes the acquisition of land on **Spyglass Hill** for future Park and Conservation.

PAGE 62 – DRAFT PLAN

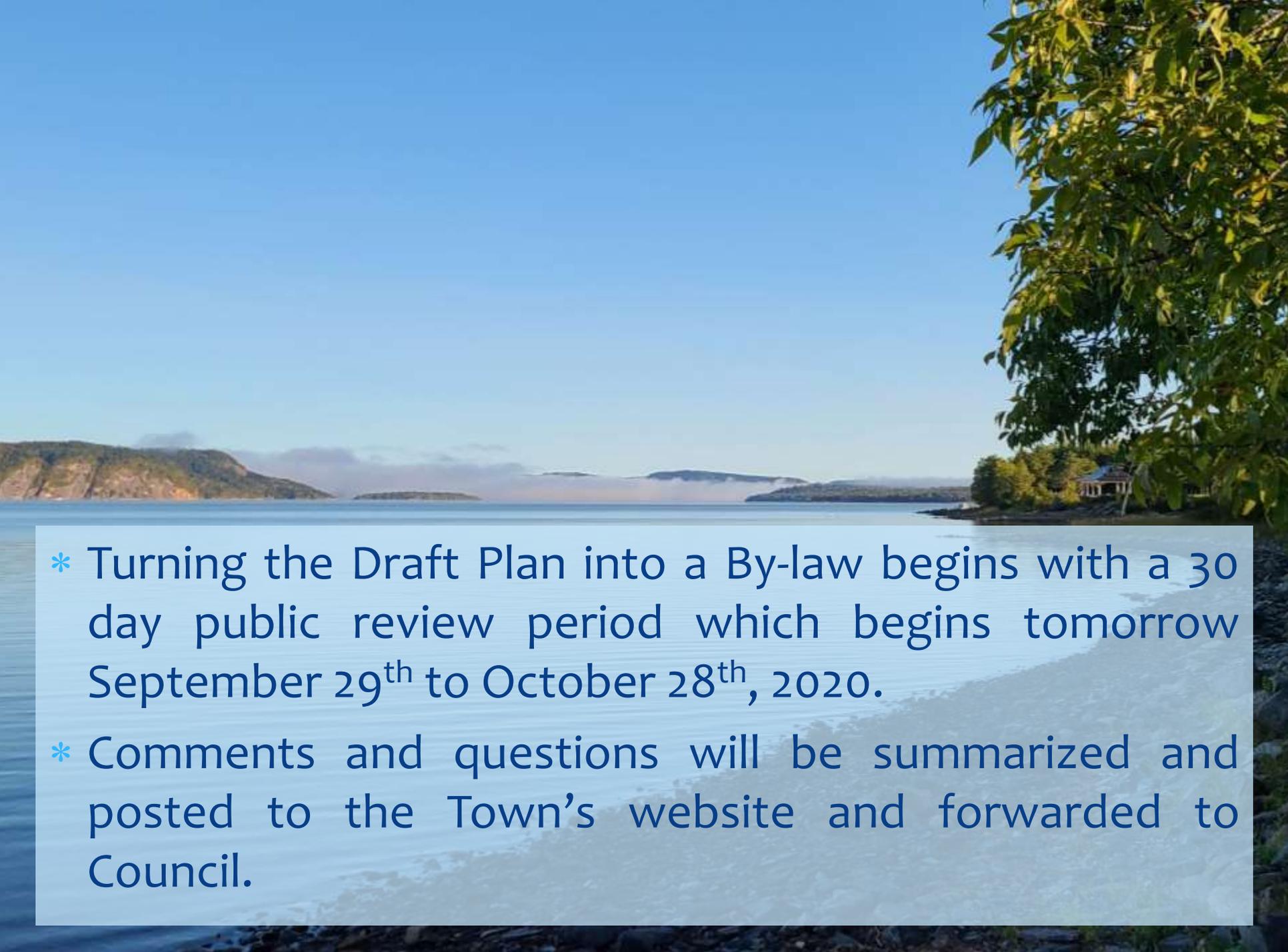




Policy OsC-8 – Rothesay Common Master Plan a long-term strategy for the management, capital reinvestment, and potential expansion of the Rothesay Common.

Summary

- * This presentation has outlined recommended changes to the existing Municipal By-law.
- * Rothesay residents are encouraged to review the Draft Plan and submit their written comments before October 28, 2020.

- 
- * Turning the Draft Plan into a By-law begins with a 30 day public review period which begins tomorrow September 29th to October 28th, 2020.
 - * Comments and questions will be summarized and posted to the Town's website and forwarded to Council.

Council's Role



The next step for Council following the close of the Public Comment Period is to schedule a

Public Hearing



Questions? Comments?

Brian White

(506) 848-6609

or email

brianwhite@rothesay.ca





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Where can I find the plan?

THANK YOU



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