



ROTHESAY

PUBLIC HEARING – 7 HILLCREST DRIVE

Rothesay High School

Tuesday, November 8, 2016

7:00 p.m.



PRESENT: MAYOR NANCY GRANT
DEPUTY MAYOR MATT ALEXANDER
COUNCILLOR GRANT BRENNAN
COUNCILLOR PETER J. LEWIS
COUNCILLOR TIFFANY MACKAY FRENCH
COUNCILLOR BILL McGUIRE
COUNCILLOR DON SHEA
COUNCILLOR MIRIAM WELLS

TOWN MANAGER JOHN JARVIE
TOWN CLERK MARY JANE BANKS
DIRECTOR OF PLANNING/DEVELOPMENT (DPDS) BRIAN WHITE
ADMINISTRATIVE ASSISTANT LIZ POMEROY

PUBLIC HEARING **7 Hillcrest Drive (PID 00257139 & 30048847)**

Documentation

17 October 2016	1 st Section 68 advertisement
2 November 2016	2 nd Section 68 advertisement
8 November 2016	Recommendation from Planning Advisory Committee
7 November 2016	Staff Report 7 Hillcrest Drive
DRAFT	By-law 2-10-27
	Development Agreement

Appearances: **Joe Bent, McKay Builders**
Peter Allaby, P. Eng.
Barb Crawford, P. Eng.
Andrew McKay, Developer

Brian White, Director of Planning/Development Services

Comments/Appearances: Letters from residents (15)
Additional letters received (2)

Mayor Grant called the public hearing to order at 7:00 p.m. and gave instructions to those in attendance. She noted the hearing had been duly advertised and Mr. Andrew McKay, his team of consultants, and Brian White, Director of Planning/Development Services (DPDS) would be giving presentations on the proposed rezoning application for 7 Hillcrest Drive. Mayor Grant noted no decision will be made until the next regular Council meeting. She advised Council members are prohibited from discussing the item with residents once the public hearing has adjourned. She further noted additional letters were received from residents after the submission deadline, but before the public hearing, and through motion of Council can be included in the discussion for consideration.

MOVED by Deputy Mayor Alexander and seconded by Counc. Wells the emails from residents RE: 7 Hillcrest Drive dated 4 November 2016 be received/filed.

CARRIED.

Mr. Joe Bent of A.E. McKay Builders thanked Mayor Grant and Council and noted the following: Mr. Peter Allaby of Crandall Engineering Ltd., and Ms. Barb Crawford of Dillon Consulting Ltd. will

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present the updated traffic impact study and stormwater management plan, respectively; the revised plan reflects the concerns addressed at the September 14, 2016 public hearing; it is the developer's job to determine if there is a need for a project of this type and whether it is marketable; an overwhelming response from potential tenants indicates there is a need for this project; this development will allow residents to purchase an alternative form of housing for those wishing to downsize and remain in the community; and A.E. McKay Builders intends on creating a high quality product for the company and the residents of Rothesay to be proud of. Mr. Bent reviewed the following revisions to the original plan: a reduction in total units from 65 to 60; the elimination of 5 garden homes; increased parking; increased setback distances for the two 24-unit condo buildings of 20 – 28 meters; and enhanced landscaping. He added eliminating the five garden homes enabled a large reduction in the overall footprint of the project.

Mr. Peter Allaby presented the following with respect to the updated traffic impact study: Crandall Engineering Ltd. is a local consulting firm with experience working for the Town; personally he has twelve years of experience in transportation consulting; he is a resident of Rothesay, living in close proximity to the proposed development; his work with the Town includes input for the Active Transportation Plan, bike lanes, the Wells Trail, the Hillside Trail, and the Hampton Road reconfiguration. He advised the safety, health, and welfare of residents and the environment is of the utmost importance when creating a traffic impact study; traffic engineers work within the national standards and are expected to conduct themselves ethically and in an objective manner; traffic impact studies assess the impact of traffic changes on public roads caused by developments; and the studies are used to mitigate any impacts to ensure all traffic modes operate at an acceptable level.

Mr. Allaby advised there are five main questions that must be considered when discussing the impact a development will have on traffic. They are as follows:

1. How do things work now: first traffic data is collected; when the traffic impact study was done in July Rothesay Road was closed due to construction and school was out for the summer; the study was adjusted for those two factors by incorporating historical data collected at different times throughout the year; another traffic count was undertaken on November 4, 2016; the peak traffic times are during commuting hours in the mornings and evenings; analysis of these conditions indicate the traffic delays are in an acceptable range, roughly a 20 second delay; and most delays are caused by the traffic on Hampton Road.
2. How much traffic will the project generate: this is estimated using trip rates by the institute of traffic engineers; the project is expected to generate 250 trips a day (125 trips out and 125 trips in); condominium complexes generate 40% less traffic on a per unit basis compared to single family homes; residents in single family homes are likely to have more vehicles per household and take more trips per day; and the project is expected to add a 2% increase in traffic to Hampton Road.
3. Where will the development traffic go: existing traffic patterns are taken into consideration as well as what route is reasonable; generated traffic taking a shortcut to the highway through Eriskay Drive, Highland Drive, and Grove Avenue is unlikely as it is a 25% longer route due to multiple stop signs and reduced speed zones; and if the shortcut was viable it is likely more residents would be taking the route presently.
4. How do things work once the development traffic is added: results from the traffic impact study indicate there will be a minor change in average delay as it is anticipated thirty vehicles will travel from the development per hour; this equates to an infrequent addition of one vehicle every three minutes; the traffic study takes into consideration pedestrians, cyclists, and public transit; bike lanes on Hampton Road, a nearby transit stop, existing sidewalks, and additional pedestrian walkways throughout the development add to the appeal of the proposed location.
5. What measures are required to address deficiencies: sidewalk connections were recommended and addressed by the developer in the revised plan; and no improvements to existing roadways are required.

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Mr. Allaby concluded that the proposal is expected to generate a low volume of traffic, have a minor impact on overall delays, and has appropriate connections for pedestrians, cyclists, and public transit.

Ms. Barb Crawford of Dillon Consulting Ltd. made the following comments with respect to the stormwater management plan: the proposal will generate a 6% increase within the Town's sanitary sewer system in the area; this increase is within theoretical capacity of the existing system; the developer is responsible for upgrading approximately 225 meters of watermain on Hampton Road; and while the number of exterior parking spaces has increased thus increasing the impermeable land area, the proposal will have a net zero impact on existing runoff from the site. Ms. Crawford reviewed the locations of all stormwater retention areas on the proposed site and noted runoff will be detained in numerous swales and discharged at a controllable rate. She added the development is not expected to have a negative impact on the infrastructure in the surrounding area.

Mayor Grant inquired if the proposed stormwater management plan meets the Town's net zero discharge requirements with regard to stormwater runoff. Ms. Crawford advised it does; the plan meets the pre-development conditions for stormwater management.

Mr. Andrew McKay noted the following: A.E. McKay Builders has been searching for a location such as this for quite some time; there has been an overwhelming amount of interest in the project from individuals wanting to downsize and remain in Rothesay; the proposed location is ideal for pedestrian connections to Town amenities; and the proposal is modelled after the style of Town Hall.

Council inquired about the following: restrictions within the Municipal Plan in relation to rezoning; impact on the quality of the adjacent neighbourhood; consideration of 1/75-1/100 year storms within the stormwater management plan; traffic congestion on Hampton Road; lowering the density of the proposal; the increase in density allowance from existing zoning requirements; the location of the two 24-unit condo buildings; the height comparison of the two larger buildings to Town Hall; the maturity of vegetation in the landscaping plan; the original design layout; possible excavation of the rear of the property and installation of a retaining wall to allow for the relocation of the larger buildings; reassurance the renderings will reflect the final product; willingness to explore other options; the size of the units; the location of the pool; the cost of the units; and the direction of runoff flow from the property.

DPDS White provided the following information: the Municipal Plan includes a notwithstanding policy that allows Council to consider rezoning applications for alternative housing; the proposal is expected to augment the quality of the neighbourhood through high quality architectural design and positive impacts on neighbouring property values; the rear of the property has a grade increase of approximately 35 feet and placing the larger buildings on such a grade would make the buildings seem taller thus creating a wall effect for the adjacent property 9 Hillcrest Drive; there is an approximate 1 meter difference in height between Town Hall and the proposed two 24-unit buildings; and the specific sizes of the vegetation are available in the landscaping plan.

The developer and consultants provided the following information: the stormwater management plan accounts for 1/75-1/100 year storms as it is required in Town standards; the volume of traffic during the peak hours is not expected to have a noticeable impact; eliminating five garden homes and increasing the setback distances for the two larger buildings has reduced the overall density and footprint of the project; eliminating or scaling down the size of the two 24-unit buildings to reduce population density is not feasible; the design depicting the larger buildings at the rear of the property was discussed in the

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initial design process however it was not the original design submitted to the Town; the project will be constructed as the renderings depict it; multiple options have been discussed and the proposed plan is the preferred design; parking could be reduced to allow the larger buildings to be shifted further back from Hampton Road; the setback distance from the larger buildings to Hampton Road is almost double that of Town Hall; there are three sizes of units in the two 24-unit buildings, the smallest will be approximately 1300 sq. ft. the largest will be approximately 1400 sq. ft.; the main level of the garden homes will be 1350 – 1450 sq. ft.; the pool's proposed location is set as is to encourage use by all tenants; a fence will be erected around the pool and pedestrian walkways will be installed for ease of access; the condominium units will start at a price of \$285,000 and the garden homes will start at a price of \$300,000; prices depend on the size of the units; and the site map was shown demonstrating the flow of water off the property and the location of the stormwater management infrastructure both under and above-ground.

Mayor Grant called on DPDS White to give a presentation.

DPDS White discussed the following: the proposed property size, location, and proximity to Town amenities; revisions to the original application; and references within the Municipal Plan in relation to alternative housing. He made the following comments: the increased setback distances for the two larger buildings reduce any impingement on neighbouring properties; Council considers alternative housing development a natural evolution of the Town; alternative housing enables Rothesay to be a preferred community for residents during all stages of life; and a notwithstanding policy in the Municipal Plan allows Council to consider rezoning applications such as this based on six criteria. The six criteria are as follows: provides a housing option(s) not otherwise available in the community; augments the quality of adjacent neighbourhoods; provides high quality housing compatible with housing in adjacent areas; is fully serviced with Municipal water and sewer; does not create excessive traffic in adjacent neighbourhoods; and offsets increased densities through extraordinary landscaping and/or innovative design techniques. DPDS White advised staff are of the opinion based on an analysis of the six criteria, the proposal is not expected to have a negative impact on the neighbouring community. He added the policy anticipates the increase in density of rezoning applications such as this. DPDS White noted the property is on the edge of an established neighbourhood and the proposal would create a transition from a homogeneous low density residential neighbourhood to a higher density area close to Rothesay's core.

DPDS White concluded staff recommend By-law 2-10-27 be enacted to rezone 7 Hillcrest Drive from R1A to R4 and Council enter into a Development Agreement with A.E. McKay Builders to develop the proposal, noting there will not be any decisions made by Council this evening.

Council inquired about the following: commercial and residential integration on Hampton Road; criteria for impingement; concern for a high density of tenants located on one lot; stormwater runoff; possibility of relocating the larger buildings closer to Arthur Miller Fields; fit within the existing neighbourhood; change to the character of the neighbourhood; and Council's control over landscaping.

DPDS White advised of the following: the Municipal Plan includes a specific section related to commercial development that is not related to this rezoning application; impinging on a neighbouring property involves negatively affecting the daily use of neighbouring properties; a property is not impinging upon a neighbouring community if residents pass by and express their dislike of the project's design; most properties in the area are sufficiently screened from viewing the proposed property; R4 zones allow a maximum of 20 persons per acre; standard calculations are used to determine the maximum density allowable for properties; if rezoned, the proposal is 22% below the maximum number of units allowable for the property; there will be no additional stormwater runoff greater than existing

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conditions; relocating the larger properties closer to Arthur Miller Fields would place the buildings on a higher elevation giving them a taller appearance; the proposal is similar to the neighbourhood with regard to architectural design and enhanced landscaping; the change to the neighbourhood is expected to be positive; and Council can request changes to the landscaping plan.

Mayor Grant called three times for those wishing to speak against the proposal. The following people spoke: Steve Palmer, 4 Hibbard Lane; Christina Taylor-Overing, 1 Henderson Park; Gillian Wallace, 69 Scovil Road; Hilary Brock, 2639 Rothesay Road; Lawrence MacDonald, 24 Hillcrest Drive; Catherine MacDonald, 5 Hibbard Lane; Sharon Klohn, 57 Hampton Road; Natalie Thomson, 22 Hillcrest Drive; and Bill Richards, 16 Hillcrest Drive. The following comments were made: the project is high density; if approved, it could set a precedent for similar developments; future planning for the Town must be considered; there is a need for alternative housing in Rothesay; and Mr. McKay is a reputable builder, but if approved, the project would not be a gradual transition from the low density neighbourhood; it is a significant deviation from the Municipal Plan; concern staff's vision for the Town is not reflective of residents; the developer is likely to return with a scaled down version if Council does not approve the proposal; concern of potential flooding issues for neighbouring properties post development; it is a large scale project; the increase in exterior parking may take away from the natural beauty of the property; the increase in development is gradually diminishing the overall appeal of the Town; alternative housing is needed however it is an inappropriate location for such a development; a suggestion to push the parking lot to the rear of the parking lot, combine the larger buildings into one, shift it back to the centre of the property, and relocate the garden homes to the front of the property; the proposal impinges on the flair and flavour of the community; the high density of the proposal is excessive; the proposal may affect residents social capital and way of life; a suggestion to eliminate the two larger buildings; concern of a negative impact on the community if the units are unable to be sold and as a result are rented; imposing height of the two proposed large buildings; and the traffic impact study does not reflect the natural traffic patterns within the Town.

Mr. McKay advised the larger buildings cannot be eliminated as the main interest in the project is for the condominium units. In response to an inquiry, Mr. McKay noted he does not intend to rent the units.

Mayor Grant called three times for those wishing to speak in favour of the proposal. The following people spoke: Noreen Russell (n/a); Susan Webber Flood, 9 Station Road; and Deborah Henderson, 5 Bel-Air Avenue. The following comments were made: the proposal is likely to increase neighbouring property values; seniors are interested in this project as it gives them an opportunity to downsize while remaining in Rothesay; the property is ideal in its close proximity to Town amenities; a need exists for those wishing to downsize and reduce the burden of homeownership; the project is marketed to seniors who are unlikely to increase traffic during peak commute times; it is a pedestrian friendly location; other major Town projects such as the Rothesay Common upgrade and the construction of garden homes near the Rothesay Common were met with resistance but were welcomed by residents after construction; prices for the condos are preferred to those of the garden homes; the project gives seniors the opportunity to live in Rothesay close to family; and Mr. McKay is a reputable builder and is likely to build a high quality product for residents to enjoy.

Mayor Grant invited Mr. McKay to add any further comments. Mr. McKay noted the following: an overwhelming interest demonstrates the need for the project in Rothesay; public feedback is considered in all projects undertaken by A.E. McKay Builders Ltd.; adjustments have been made to address public concerns; and the property is in an ideal location for pedestrian access. Mr. McKay added the proposal is for a residential property, made of high quality materials, and it is intended to positively impact the neighbouring community.

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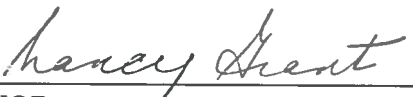
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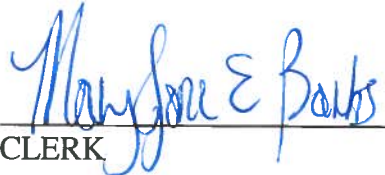
Mayor Grant called for any questions for DPDS White, there being none, thanked all who attended the public hearing.

MOVED by Counc. Brenan and seconded by Counc. Mackay French the public hearing be adjourned.
CARRIED.

The public hearing adjourned at 9:25 p.m.



MAYOR



CLERK