



2021February2PublicHearingMunicipalPlanFINAL\_001

# ROTHESAY

## PUBLIC HEARING AGENDA

Held by videoconference (Webex)

[View Livestream on YouTube](#)

Tuesday, February 2, 2021

6:00 p.m.



### By-law 1-20 Rothesay Municipal Plan 2020-2030

1. **Introduction** Mayor Nancy Grant

2. **Documentation**

*Documents available online at [Rothesay Council agendas](#)*

12 January 2021 Public Hearing Notice (with summary of social media messages)

DRAFT By-law 1-20 Rothesay Municipal Plan 2020-2030 (*previously provided*)  
*Online at [Rothesay Municipal Plan 2020-2030](#)*

29 January 2021 Memorandum from Town Manager Jarvie

28 January 2021 Presentation – Dir. Planning/Development Services (DPDS) White, MCIP RPP

26 January 2021 Staff Analysis (Public Presentation Comments) from DPDS White

**Appearances:** Director of Planning/Development Services (DPDS) Brian White, MCIP RPP

Christianne Vaillancourt

*Chip Smith*

Ralph Forte

*Gavin Langille*

John Murphy (President MHAAC)

Shelly Johnson (MHAAC)

Mike Maloney

Gillian Wallace

*Nicole and Mark Robertson*

**Comments:**

11 January 2021 Comments from Councillor Wells

18 January 2021 Comments from S. Johnson, Manufactured Housing Association (Atlantic)

26 January 2021 Comments from resident - 4 Carriage Way

26 January 2021 Comments from resident - 34 Sprucewood Avenue

3. **Adjournment**

## By-law Notices / Hearings

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 [rothesay.ca/town-hall/by-law-notices-hearings](https://www.rothesay.ca/town-hall/by-law-notices-hearings)



### PUBLIC HEARING NOTICE

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*12 January 2021, Rothesay, NB*

The Council of the town of ROTHESAY, in compliance with Section 111 of the Community Planning Act of the Province of New Brunswick, intends to hold a Public Hearing of Objections for proposed By-law No. 1-20, “Rothesay Municipal Plan 2020-2030” on Tuesday, February 2, 2021 at 6:00pm.

- A copy of Municipal Plan By-law No. 1-20 may be viewed by visiting <https://www.rothesay.ca/municipal-plan-2020/>
- A paper copy can be requested by calling (506) 848-6600 to be picked up from Rothesay Town Hall 70 Hampton Road, Rothesay, NB during regular business hours (*Mon-Fri 8:15am-12noon, 1pm-4:15pm*).

Due to public health restrictions the Public Hearing will be facilitated through Webex, a web-based application. Residents and members of the public are invited to participate in the Public Hearing in the following manner:

#### **Participation Online:**

In order to participate online you must register with the Town Clerk ([MaryJaneBanks@rothesay.ca](mailto:MaryJaneBanks@rothesay.ca)) by no later than 12pm noon on Thursday, January 28. Once registered for the meeting you will receive an email invitation to the Webex meeting with instructions on how to join the meeting.

Please note you will require either an Internet-connected computer, cell phone or tablet device with a working microphone and video/web camera. It is strongly advisable to test your device and internet connection and microphone prior to the meeting.

#### **Written Comments:**

Anyone wishing to offer written comments on the proposed By-law may do so by addressing “Municipal Plan Comments” to Rothesay Council c/o Town Clerk ([MaryJaneBanks@rothesay.ca](mailto:MaryJaneBanks@rothesay.ca)) or by mail to the Rothesay Town Clerk, 70 Hampton Road, Rothesay, NB E2E 5L5. Please note that all email attachments must be in .pdf format.

All correspondence must be received no later than 12pm noon on Wednesday, January 27, 2021.

Please note that all records in the custody or under the control of the town of Rothesay are subject to the provisions of the Right to Information and Protection of Privacy Act and may be subject to disclosure. Records may be shared with internal departments, external agencies or released at a Town committee meeting, which may be public. Any questions regarding the collection of this information can be directed to the Rothesay Town Clerk ([MaryJaneBanks@rothesay.ca](mailto:MaryJaneBanks@rothesay.ca)) or by mail to 70 Hampton Road, Rothesay, NB E2E 5L5.

Mary Jane Banks, BComm

Town Clerk

12 January 2021 Website Hearing NOTICE posted with News Story

Facebook and Twitter messages posted for:

Submission of Comments:

January 15, 18, 21, 24, 26

Hearing Participation:

January 16, 19, 22, 25

Live Stream Reminders for Hearing (Facebook and Twitter):

January 29, February 1, 2



# ROTHESAY



## INTEROFFICE MEMORANDUM

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TO	:	Mayor Grant & Council
FROM	:	John Jarvie
DATE	:	29 January 2021
RE	:	New Municipal Plan

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### **Recommendation:**

It is recommended Council Review the draft Municipal Plan and the summary of comments in the attached memorandum again in advance of the public hearing.

### **Background:**

On Tuesday evening, February 2<sup>nd</sup> Council will hold a public hearing by video conference to receive the views of residents regarding the draft Municipal Plan. The Plan in draft form was presented in the early fall and many comments were received following the presentation. Attached is a memorandum from the Director of Planning and Development collating more than 90 comments and the responses of staff.

Staff have reviewed the comments received and after careful consideration have recommended changes to the draft plan based on several factors including the collective views of residents living in the vicinity the lands originally proposed for significant change. These recommendations are explained in the memorandum and may receive additional elaboration at the public hearing.

Some public comments and representations are quite specific and might be better dealt with through consideration of a detailed development proposal. Several comments refer to aspects of the draft Municipal Plan set out in the Hillside Secondary Plan that was thoroughly discussed by Council and vetted by the public before adoption.

Also attached is the PowerPoint presentation to be used to introduce the draft Municipal Plan at the public hearing.

Once the comments received at the public hearing and in the period leading up to the hearing are collated and reviewed, staff will prepare a report on any further recommended changes. Council may direct changes following the hearing or at any stage of the adoption process up to and including third reading. In the opinion of staff it would be necessary to repeat the Municipal Plan adoption process should Council decide not to adopt the Plan prior to the Municipal election in May.

Staff are preparing amendments to the Rothesay Zoning Bylaw that would result from adoption of the draft Municipal Plan and will present these to Council once the draft plan is adopted. Other bylaws such as the Subdivision Bylaw will also be reviewed.

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2021February2PublicHearingMunicipalPlanFINAL\_005

# Proposed Municipal Plan By-law No. 1-20



**PUBLIC HEARING**

**February 2, 2021**

# Process

**September 28, 2020** Council Presented the content of the draft Municipal Plan By-law No. 1-20.

November 27, 2020 end of 60 day Public Comment period.

**January 11, 2021**, Council set the date for the **Public Hearing** on Tuesday February 2, 2021

**January 29, 2021** Report to Council with analysis of November 27<sup>th</sup> public comments and potential amendments to the draft By-law

**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

# Municipal Plan

## Explains WHY

## Context

## Policy

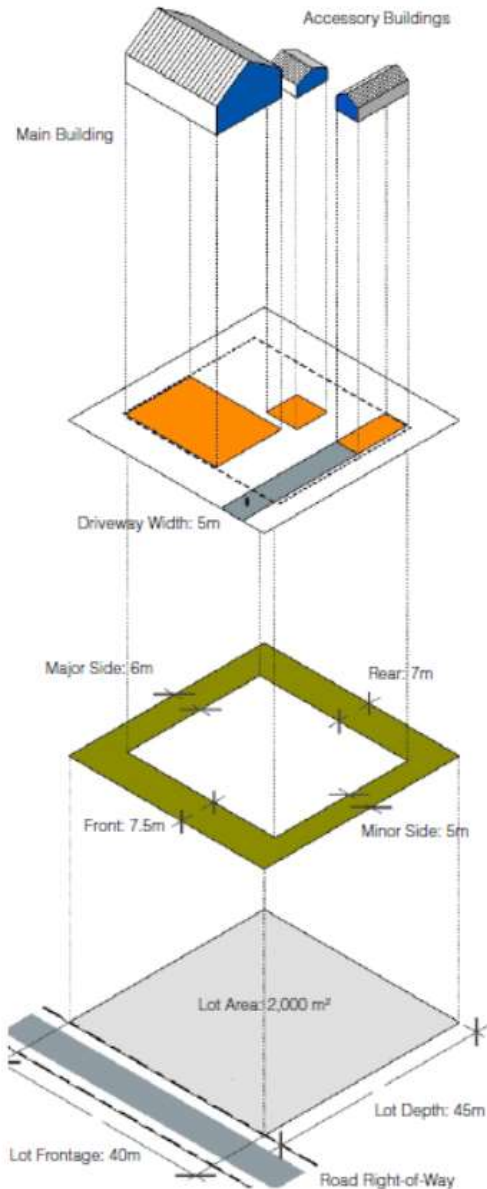




# Zoning

Explains HOW

## 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 m<sup>2</sup>  
 Min. Area: 110 m<sup>2</sup>

**Accessory Building or Structure**  
 Max. Coverage: 10 % (included in lot coverage)  
 Max. Area: 70 m<sup>2</sup>

### 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.

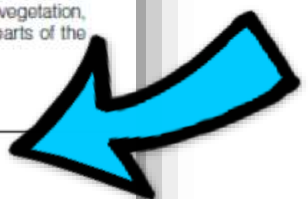
No front yard may be used for outside storage unless it can be demonstrated to the satisfaction of the Development Officer that the site has extraordinary limitations such as slopes with a gradient in excess of 20%, mature vegetation, or other features that make storage on other parts of the lot impractical.

### Minimum Lot Dimensions

Min. Lot Area: 2,000 m<sup>2</sup>  
 Min. Lot Frontage: 40 m  
 Min. Lot Depth: 45 m

Regulations

Dimensions



# Municipal Plan By-law No. 1-20

- \* 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.



# Chapter 1

## Land Use

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





# Chapter 2

## Municipal Services & Infrastructure

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



# 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



## Municipal Plan By-law No. 1-20 - Schedule B

### FIVE-YEAR CAPITAL BUDGET SUMMARY

PROJECT NAMES	Actual		Preliminary Forecast			Total
	2021	2022	2023	2024	2025	
<b>Operating Fund</b>						
General Government - Municipal buildings & IT	\$ 158,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$358,000
Protective services - equipment	136,000	1,000,000	200,000	200,000	200,000	1,736,000
<b>Transportation</b>						
Buildings	-	100,000	100,000	100,000	100,000	400,000
Designated highways	1,100,000	1,000,000	1,000,000	1,000,000	1,000,000	5,100,000
Street surfacing	1,910,000	1,600,000	1,600,000	1,600,000	1,600,000	8,310,000
Storm sewers	325,000	300,000	300,000	300,000	300,000	1,525,000
Curb and Sidewalks	285,000	300,000	300,000	300,000	300,000	1,485,000
Fleet/Equipment	600,000	500,000	500,000	500,000	500,000	2,600,000
	4,220,000	3,800,000	3,800,000	3,800,000	3,800,000	19,420,000
<b>Recreation</b>						
Buildings/Arena	661,000	2,000,000	500,000	-	-	3,161,000
Equipment	25,000	50,000	50,000	50,000	50,000	225,000
Parks & Trails	300,000	50,000	50,000	50,000	50,000	500,000
	986,000	2,100,000	600,000	100,000	100,000	3,886,000
<b>Total General Fund</b>	<b>5,500,000</b>	<b>6,950,000</b>	<b>4,650,000</b>	<b>4,150,000</b>	<b>4,150,000</b>	<b>25,400,000</b>

# Municipal Plan By-law No. 1-20 - Schedule B

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## FIVE-YEAR CAPITAL BUDGET SUMMARY

### Water and Sewer Utility Fund

Water system upgrades	1,000,000	500,000	450,000	500,000	500,000	2,950,000
Sewer system upgrades	2,730,000	8,500,000	8,450,000	8,500,000	500,000	28,680,000
<b>Total Utility Fund</b>	<b>3,730,000</b>	<b>9,000,000</b>	<b>8,900,000</b>	<b>9,000,000</b>	<b>1,000,000</b>	<b>31,630,000</b>

### Total Capital Expenditures

<b>\$9,230,000</b>	<b>\$15,950,000</b>	<b>\$13,550,000</b>	<b>\$13,150,000</b>	<b>\$5,150,000</b>	<b>\$57,030,000</b>
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### SOURCE OF FUNDS

						\$57,030,000
GTF Agreement - operating	\$ 1,210,000	\$ 2,700,000	\$ 1,100,000	\$ 600,000	\$ 600,000	\$ 6,210,000
Capital Reserve Fund	450,000	-	-	-	-	450,000
Operating Fund	2,715,000	2,800,000	2,800,000	2,800,000	2,800,000	13,915,000
Long Term Borrowing	300,000	700,000	-	-	-	1,000,000
Others (specify) Designated Highway grants	825,000	750,000	750,000	750,000	750,000	3,825,000
Others (specify) RDC						-
Others (specify) Build Canada						-
	<b>5,500,000</b>	<b>6,950,000</b>	<b>4,650,000</b>	<b>4,150,000</b>	<b>4,150,000</b>	<b>25,400,000</b>

GTF Agreement - water and sewer	500,000	300,000	200,000	300,000	300,000	1,600,000
Build Canada (Fed/Prov)	700,000	5,333,333	5,333,333	5,333,333	-	16,700,000
Long term borrowing - water and sewer	1,830,000	2,666,667	2,666,667	2,666,667	-	9,830,000
Capital reserve - water and sewer	-	-	-	-	-	-
Operating - water and sewer	700,000	700,000	700,000	700,000	700,000	3,500,000
	<b>3,730,000</b>	<b>9,000,000</b>	<b>8,900,000</b>	<b>9,000,000</b>	<b>1,000,000</b>	<b>31,630,000</b>

### Total Sources of Funds

<b>\$9,230,000</b>	<b>\$15,950,000</b>	<b>\$13,550,000</b>	<b>\$13,150,000</b>	<b>\$5,150,000</b>	<b>\$57,030,000</b>
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Staff have reviewed all public submissions on content of Draft Municipal Plan By-law No. 1-20 from the November 27<sup>th</sup>, 2020 60 day comment period.

Several amendments to the draft Municipal Plan By-law 1-20 are recommended as follows:

# Short Term Rentals

Policy R-3 Allows residents to rent their properties monthly but would restrict short-term (nightly) rentals.

Plenty of public feedback.

The advice is the proposed policy is balanced and with minor edits should remain the recommended policy.

# Short Term Rental – Minor Revision

- \* **RECOMMENDED REVISED Policy R-3 Short Term Housing Rental: Regulate** short-term rentals in Rothesay, meaning the rental of a single-family dwelling or any form of dwelling including a unit in a multi-unit dwelling for a period of ~~31~~ **28 days** or less. Council has determined that allowing residents to rent their registered properties for longer periods appropriately balances the need to protect neighbourhood stability from issues of neighbourhood nuisance, noise, and housing availability and affordability.

# Manufactured Housing

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

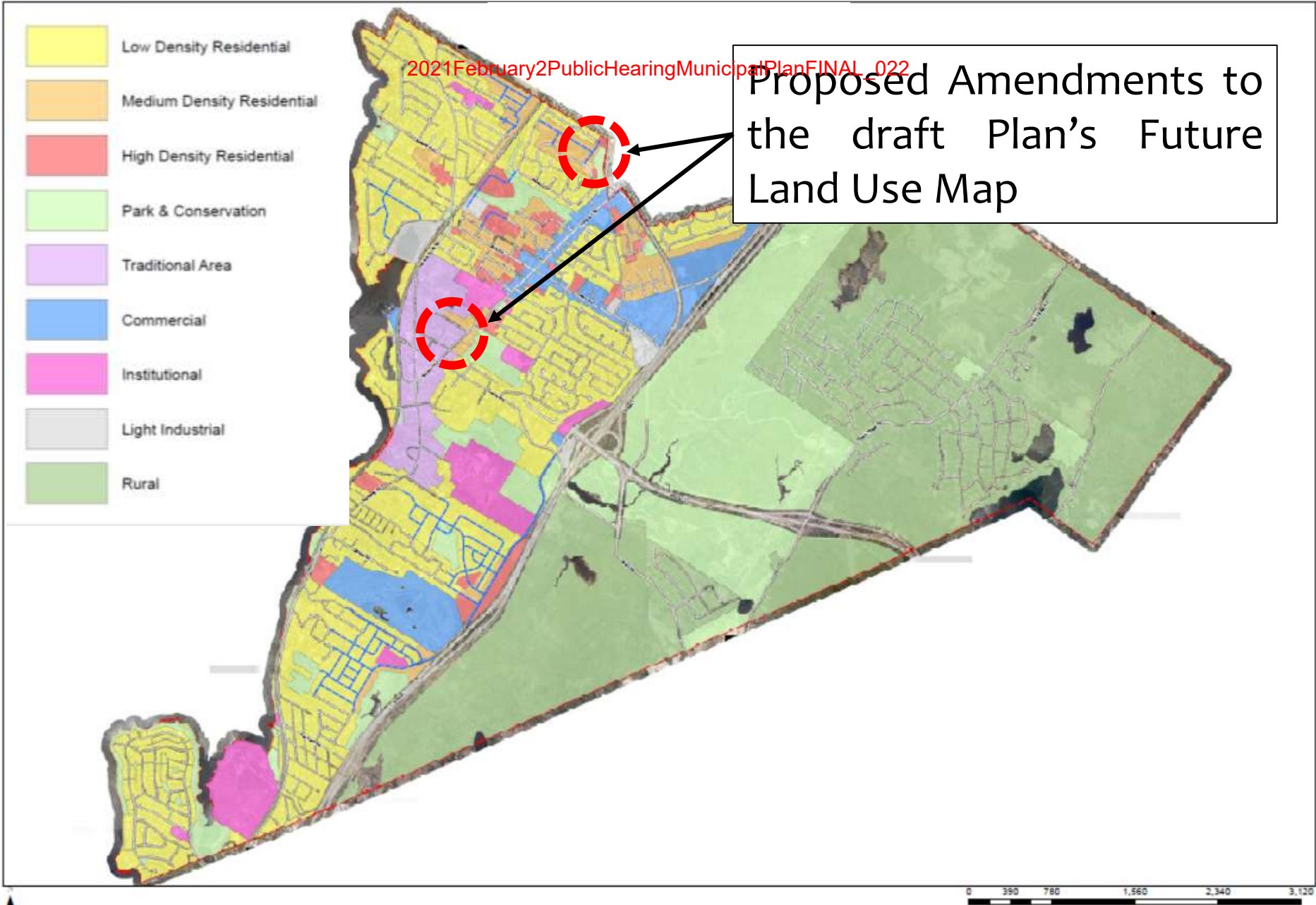


2021 February 2 Public Hearing Municipal Plan FINAL 021  
POLICY R-8 was not intended to target the entire manufactured home construction industry. Amend the draft POLICY R-8 as follows

- \* **RECOMMENDED REVISED Policy R-8 DESIGN AND APPEARANCE OF BUILDINGS:** Establish appropriate standards in the Zoning By-law to regulate residential buildings with uncharacteristic design and incompatible architectural styles to those commonly found in Rothesay.

# Proposed Amendments to the draft Plan's Future Land Use Map

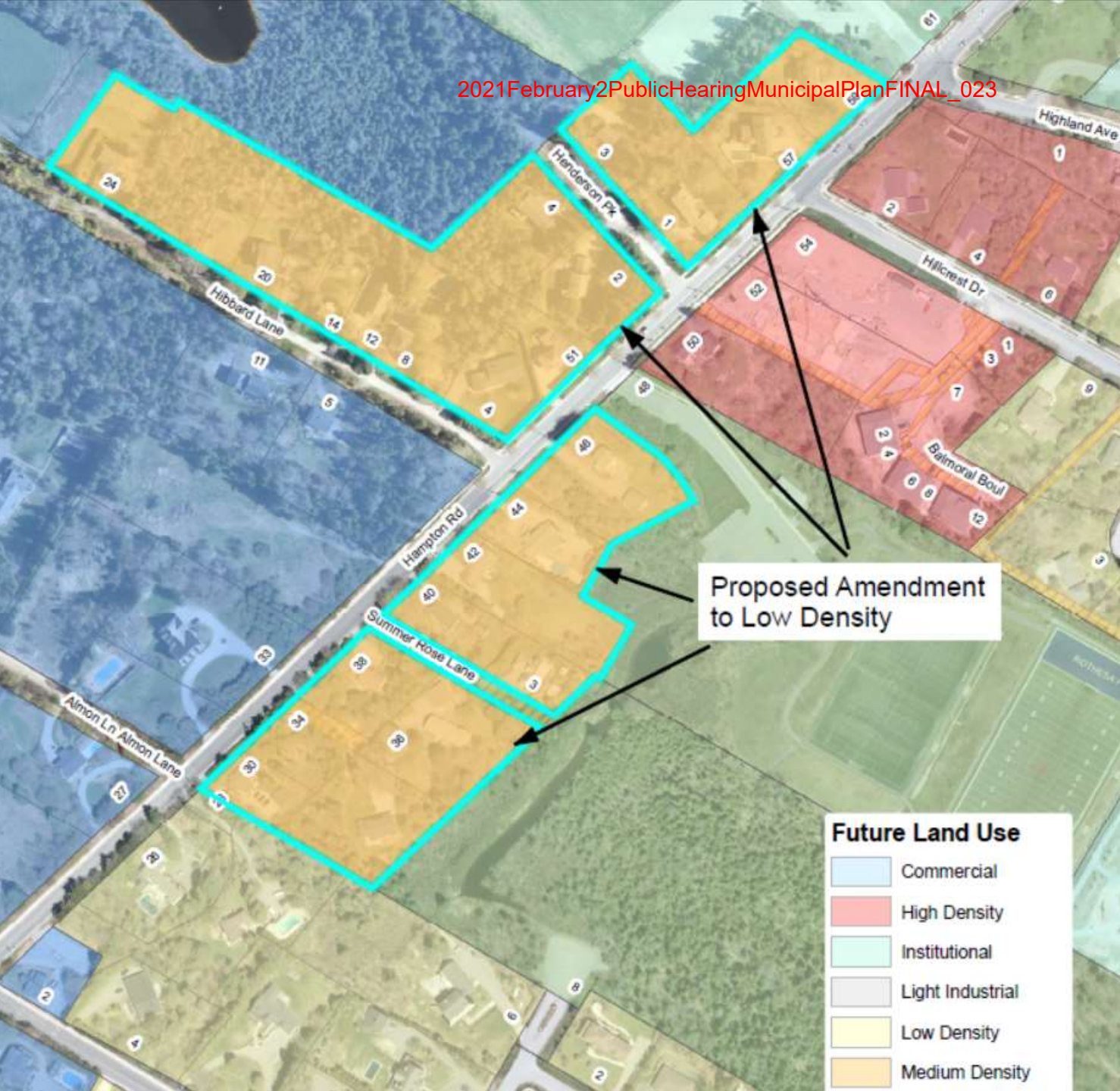
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Park & Conservation
- Traditional Area
- Commercial
- Institutional
- Light Industrial
- Rural



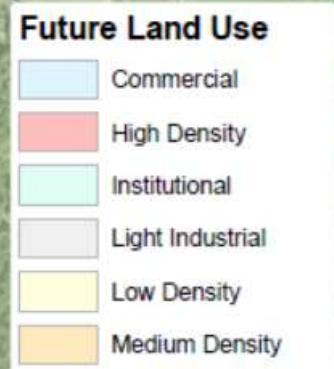
Schedule A

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

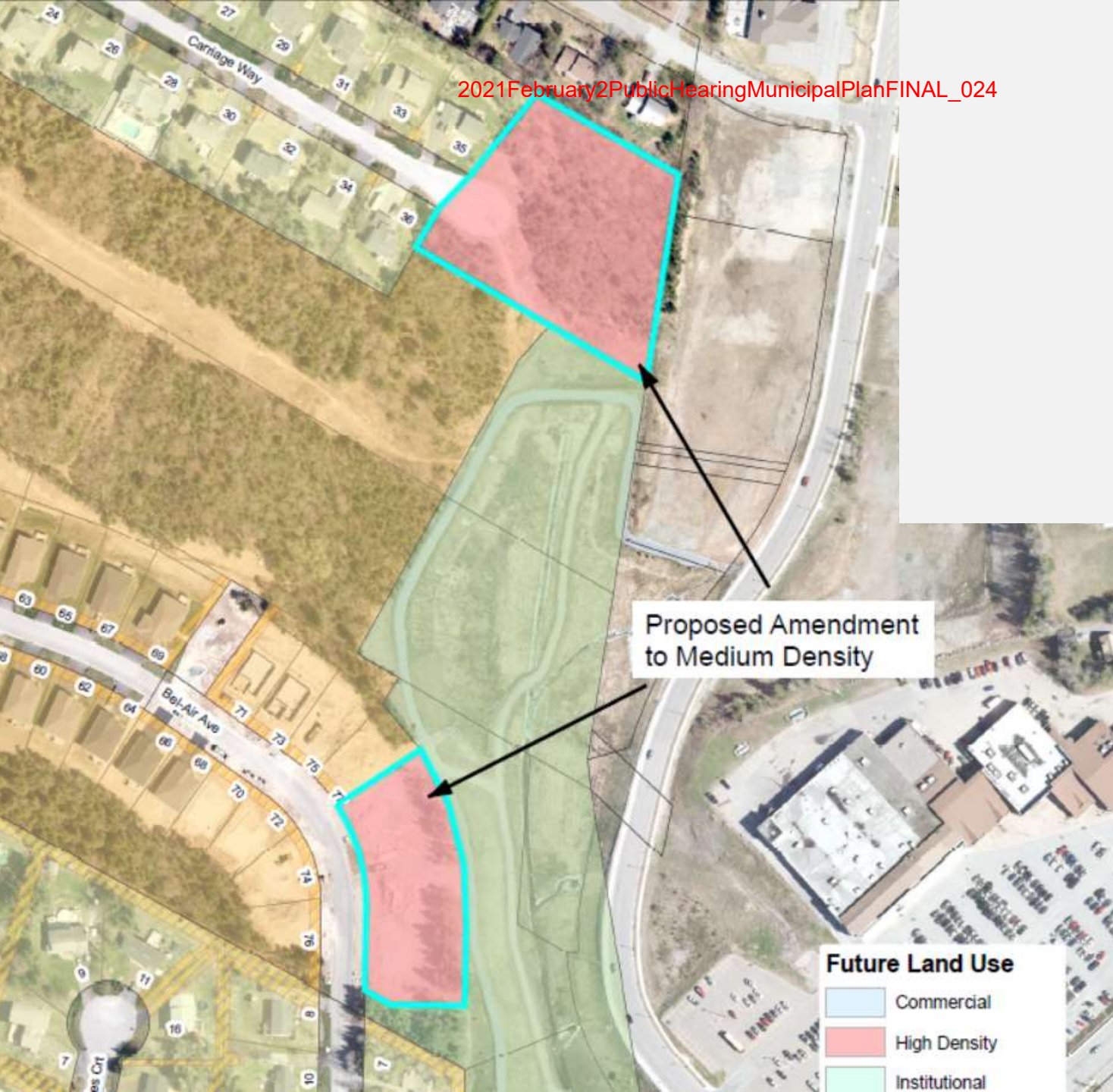




Hampton Road and Hibbard Lane MEDIUM density residential lands, Staff are recommending these lands be designated LOW DENSITY residential.







Properties located off Carriage Way and Bel Air designated HIGH density residential, Staff are recommending these lands be designated MEDIUM DENSITY residential.

2021February2PublicHearingMunicipalPlanFINAL\_025

# Proposed Municipal Plan By-law No. 1-20

Thank You





70 Hampton Road  
Rothesay, NB  
E2E 5L5

**Rothesay Council  
February 2, 2021**

**TO:** John Jarvie, Town Manager

**SUBMITTED BY:**

Brian L. White, Director of Planning & Development Services

**DATE:** 26 January 2021

**SUBJECT:** Staff Review of Public Comments - Municipal Plan By-law No. 1-20

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### **INFORMATION REPORT**

#### **ORIGIN**

On Monday, September 28, 2020 Rothesay Council held a virtual Public Presentation in which the Director of Planning and Development Services outlined the content of Draft Municipal Plan By-law No. 1-20.

The presentation also invited the public to forward written comments regarding the proposed Municipal Plan By-law No. 1-20, by October 28, 2020 being the end of the legislated 30 day comment period on. By motion of Rothesay Council, the comment period was extended an additional 30 days to Friday, November 27, 2020.

On January 11, 2021, Council set the date for the **Public Hearing** on Tuesday February 2, 2021.

In advance of the Public Hearing, Staff committed to submitting a report to Council that includes Staff's analysis of public comments and potential amendments to the Draft municipal plan by-law. Please note comments received by Staff on November 3, 2020 regarding the Municipal Plan (Hillside Secondary Plan) were not contained within Council's agenda package of January 11, 2021 however, the letter is now attached (Attachment A).

Upon close of the Public Hearing of objections, Council is not required to vote on the bylaw and can either make changes to the plan by-law or proceed forward at the February 8<sup>th</sup>, 2021 meeting with First Reading of Municipal Plan By-law No. 1-20.

In order to enact the by-law Council must give three readings of the by-law before the municipal plan can proceed to final enactment. This process allows Council to provide input into the municipal plan bylaw and make necessary changes before it is adopted. Each reading is a decision of Council. Three readings of the municipal plan by-law cannot be done at the same Council meeting.

The DRAFT Municipal Plan By-law and the September 28, 2020 Public Presentation are found on the Town's website at the following address.

<https://www.rothesay.ca/municipal-plan-2020/>

### **FIVE-YEAR CAPITAL BUDGET**

A municipal plan must include a five-year capital budget for the physical development of the municipality, which is updated annually. The DRAFT Municipal Plan currently does not include a capital budget and for that reason, Staff have prepared a capital budget for insertion into Municipal Plan By-law No. 1-20 (See Attachment B).

### **REVIEW OF PUBLIC COMMENTS**

Staff have reviewed all submissions from the public as solicited from the September 28, 2020 Public Presentation which outlined the content of Draft Municipal Plan By-law No. 1-20.

The Staff position regarding changes to the DRAFT Municipal Plan are as follows:

#### **Policy R-3 Short Term Housing Rental**

Staff maintain support of Policy R-3 with two small amendments. The policy would allow for some form of home rental therefore it should be correctly worded to REGULATE short-term rentals and not PROHIBIT. The policy as stated would allow rentals for a period of 31 days or more however February only has 28 days and other months have 30 or 31 days. For that reason, the Policy should be amended to accommodate the shortest month of 28 days. Policy R-3 amendments are recommended as follows:

**RECOMMENDED REVISED Policy R-3 Short Term Housing Rental:** Regulate short-term rentals in Rothesay, meaning the rental of a single-family dwelling or any form of dwelling including a unit in a multi-unit dwelling for a period of 28 days or less. Council has determined that allowing residents to rent their registered properties for longer periods appropriately balances the need to protect neighbourhood stability from issues of neighbourhood nuisance, noise, and housing availability and affordability.

#### **Policy R-8 - Manufactured Housing**

Staff recognize that POLICY R-8 was not intended to target the entire manufactured home construction industry. For that reason, Staff recommend amending the wording of POLICY R-8 as follows

*ORIGINAL DRAFT "Policy R-8*

*Manufactured Housing: Establish appropriate standards in the Zoning By-law to regulate mobile and/or manufactured homes as a dwelling form incompatible with the architectural and characteristic housing styles found in Rothesay. Mobile, modular and similar forms of manufactured homes refer to permanent residential structures containing one dwelling unit that is constructed off site in one or more parts and in some cases on a permanent undercarriage or chassis; transported to the site for assembly; and which in some instances is not placed on a permanent foundation.*

#### **RECOMMENDED REVISED Policy R-8**

**DESIGN AND APPEARANCE OF BUILDINGS:** Establish appropriate standards in the Zoning By-law to regulate residential buildings with uncharacteristic design and incompatible architectural styles to those commonly found in Rothesay.



The revised POLICY R-8 will provide the Policy support to the zoning by-law (Part 3.3) to allow for the continued regulation of housing design. Furthermore, during the revision of the 2010 zoning by-law Staff will further clarify the regulations to ensure for a diversity of housing and housing construction methods.

**FUTURE LAND USE MAP – RECOMMENDED AMENDMENTS**

Staff reviewed public comments and are recommending two areas for amendment to the current proposed Future Land Use Map.

The first area is located along Hampton Road and Hibbard Lane (See MAP 1) and designated MEDIUM density residential, Staff are recommending these lands be designated LOW DENSITY residential.

The second area are properties located off Carriage Way and Bel Air (See MAP 2) and designated HIGH density residential, Staff are recommending these lands be designated MEDIUM DENSITY residential.

Public Comment	Staff Comment/Reply
<p style="text-align: center;"><b>Future Land Use Map Change Requests</b></p>	<p style="text-align: center;">(See Map 1 &amp; Map 2 for recommended changes)</p>
<p><b>1. (See Submission – Attachment A)</b></p> <p><b>Setting the number of estimated units in the Hillside South area at about 387 units on 182 acres of land (2.1 units per acre) is the kind of low density suburban sprawl that most communities now are moving away from due to the high costs (environmental, social and economic) which sprawl brings. We are proposing what many communities in Atlantic Canada would classify as low-density development at a density of about 12.4 units per acre. While this is significantly higher than the proposed density of 2.1 for the Hillside South Area, we believe that for the reasons explained above, it is the right thing to do for Rothesay and the density is placed in a gradient from low on the west side bordering existing homes to medium in the centre and high alongside the highway.</b></p>	<p>The submission from the developer has far-reaching implications that would require a major reconsideration of all technical engineering aspects (sewer, water, traffic, etc.) as found in the Hillside Secondary Plan.</p> <p>During the preparation of the Hillside Secondary Plan the limitations of public infrastructure to support higher densities, similar to what is proposed by the developer, were considered and the recommended densities were determined to be sustainable and appropriate to the surrounding neighbourhoods.</p> <p>The proposed amendment to the Municipal Plan is incompatible with the Hillside Secondary Plan approved by Council in April 2019.</p>



Public Comment	Staff Comment/Reply
<p>2. Do not rezone areas of Hampton Road - Almon Lane to Arthur Miller Fields, Hibbard Lane to Rothesay High School – or north side of Henderson Park Road to a higher density. Maintain R-1 designation, which complements the adjacent Traditional zone.</p>	<p>Staff recognize that lands in question are largely developed with existing single-family homes and within the timeframe of the proposed Municipal Plan land assembly would be difficult to achieve in order to develop any Medium Density residential proposals. For that reason Staff recommend the designated MEDIUM density residential lands, be designated LOW DENSITY residential. (See Map 1)</p>
<p>3. Do not rezone the area around Hibbard Lane to Medium Density Residential. The area is narrow, lacking sidewalks, has a blind crest and mature trees close to the road, is on a wetland, and the change would not complement the existing character of the neighbourhood, adjacent Traditional zone, or typical lot sizes.</p>	<p><i>Staff recommend the designated MEDIUM density residential lands, be designated LOW DENSITY residential. (See Map 1)</i></p>
<p>4. Do not rezone Hibbard Lane from low to medium density. Stricter controls on increased density need to be in place.</p>	<p><i>Staff recommend the designated MEDIUM density residential lands, be designated LOW DENSITY residential. (See Map 1)</i></p>
<p>5. Do not change the area along the section of Hampton Road opposite Almon Lane and Hibbard Lane as well as the North side of Hibbard Lane to Medium density. Make this area Traditional.</p>	<p><i>Staff recommend the designated MEDIUM density residential lands, be designated LOW DENSITY residential. (See Map 1)</i></p>
<p>6. Hibbard Lane should not be designated as Medium density occupancy as this does not conform to the Traditional designation of the surrounding lots will lower property values, and the area is not conducive to development (flood zone/swamp land).</p>	<p><i>Staff recommend the designated MEDIUM density residential lands, be designated LOW DENSITY residential. (See Map 1)</i></p>

Public Comment	Staff Comment/Reply
<p><b>7. Do not expand High Density Residential area on Hampton Road (Arthur Miller Fields to Town Hall). High-density developments have not met objectives to promote social inclusion, interaction, walkability, but are known to increase traffic, create safety concerns for pedestrians, and impact the quiet nature of neighbourhoods.</b></p>	<p>In order to protect single-family neighbourhoods and provide some housing diversity the Plan attempts to identify areas where higher density residential could be located. It is good land use planning to have higher density residential along portions of Hampton Road in walking distance to schools, churches, parks and the Hampton Road commercial area.</p>
<p><b>8. Do not rezone parcels along Rothesay Road near Gibbon Road to High Density as the area is not near the commercial district, it does not complement the adjacent river, park, or single-family homes, and Rothesay Road cannot support additional traffic.</b></p>	<p>The reference is to the front 9 acres portion of the Riverside Country Club. Staff believe that this location is unique in that the entire property (golf and country club) would provide great amenity for a site-specific high-density residential project. Rothesay Road is not at or near capacity and can support additional traffic.</p>
<p><b>9. Establishing an opportunity site for High Density Residential Development on the Rothesay Road portion of the Riverside Country Club property will increase the relevancy and sustainability of the club within the community.</b></p>	<p>Staff believe that this location is unique in that the entire property (golf and country club) would provide great amenity for a site-specific high-density residential project.</p>
<p><b>10. The green space/park area adjacent to the designated Institutional /Church in the Hillside South (Dunedin) future development should not be reduced, and if possible linked onto the Renforth bog area.</b></p>	<p>The Future Land Use Map reflects the approved Secondary Plan; nevertheless, uses are permitted throughout Rothesay in all zones. The principle of connected greenspace is supported by the municipal plan and would be reviewed in detail should a development proposal come forward.</p>
<p><b>11. Schedule "C" (Proposed Public Streets) be reconfigured to connect Allison Drive directly to the proposed future access road west of Highway One to allow PIDs 00258897 and 00255315 to be developed without</b></p>	<p>The municipal plan does not restrict the development of these lands as indicated; rather, the plan ensures that the development of public streets is coordinated to create an effective public street network and ensuring that developers pay for the cost of the infrastructure. In this particular</p>

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<b>reliance on adjoining developments proceeding.</b>	instance, the developer has several options regarding how they could develop their land.
<b>12. There are significant contradictions and errors – in one case a single property contains two zoning designations.</b>	The general practice is that land use designation boundaries follow the property boundary. However, there are examples where it is desirable to restrict a specific designation to only a portion of a property. For example the 150 acres Riverside Country Club has the front ~9 acres portion of the property along Rothesay Road designated for HIGH DENSITY residential uses, however it would not be desirable to apply High Density to the entire 150 acres property.

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<p align="center"><b>Short Term Rental Policy</b></p>	
<p><b>13. There is little evidence to determine if a problem exists that warrants the drastic prohibition, rather than regulation, of short-term rentals (Policy R-3). Does this include short-term rentals of a room or section of the house? Given the need to quarantine and resources required to do this, it is not the right time to consider implementing this policy.</b></p>	<p>Staff are recommending that Council consider some of the following concerns:</p> <p>The growth of short-term rentals may have a negative impact on Rothesay’s housing market as it inspires some property owners to move their properties out of the long-term rental or real-estate market in favour of the short-term rentals.</p> <p>In low-density stable residential neighbourhoods, short-term rentals introduce the real possibility of repeated nuisance, and noise. Residential areas throughout Rothesay are sought after by homeowners because these neighbourhoods are stable and largely void of uses, which can disturb the use and enjoyment of residential properties. Residential properties that to evolve into short-term rental nuisance properties will strain Council’s by-law enforcement resources and strain relations with residents looking to peace and quiet in their neighbourhood.</p> <p>Rothesay does not have an economy dependent upon tourism and therefore there are limited economic benefits to gain from an increase in short term rental tourism. Furthermore, every short-term rental is a potential lost customer to established local and regional accommodation proprietors.</p>
<p><b>14. Policy R-3 should not prohibit, but regulate short-term rentals by stipulating that rentals should only be within owner-occupied dwellings, and the property owner should be</b></p>	<p>Staff standby Policy R-3 with two amendments. Whereas the policy would allow for some form of home rental therefore it should correctly worded to REGULATE short-term rentals and not</p>

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<p>occupying the dwelling for the duration of the rental.</p>	<p>PROHIBIT. The policy would allow rentals as stated for a period of 31 days or more however February only has 28 days and other months have 30 or 31 days. For that reason, the Policy should be amended to accommodate the shortest month of <b>28 days</b>. Policy R-3 amendments are recommended as follows:</p> <p><b>Policy R-3 Short Term Housing Rental:</b>                      Prohibit Regulate short-term rentals in Rothesay, meaning the rental of a single family dwelling or any form of dwelling including a unit in a multi-unit dwelling for a period of <del>31</del> <b>28 days</b> or less. Council has determined that allowing residents to rent their registered properties for longer periods appropriately balances the need to protect neighbourhood stability from issues of neighbourhood nuisance, noise, and housing availability and affordability.</p> <p>The recommendation “rentals should only be within owner-occupied dwellings, and the property owner should be occupying the dwelling for the duration of the rental” would be difficult to investigate and determine. Staff have confidence in that enforcement of “owner-occupied” aspects of the by-law would be ineffectual.</p>
<p><b>15. Do not permit short-term rentals. This removes housing options, especially affordable ones.</b></p>	<p>Staff agree neighbourhoods should be reserved for residents not for business and vacation rentals.</p>
<p><b>16. Permit short-term rentals on the condition that the homes are owner-occupied.</b></p>	<p>See response above</p>
<p><b>17. If Airbnb’s are permitted, restrict such businesses to detached and owner-occupied properties.</b></p>	<p>See response above</p>

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<p><b>Manufactured Housing</b></p>	
<p><b>18. The majority of housing styles in Rothesay are not unique thus it is important to ensure Policy R-8 does not become overly restrictive.</b></p>	<p>Over the last decade Rothesay’s Zoning By-law contained a clause 3.3. DESIGN AND APPEARANCE OF BUILDINGS AND STRUCTURES which states as follows:</p> <p><b>“No residential building with a length to width ratio of greater than three may be erected or placed on any site.”</b></p> <p>This clause effectively eliminates the ability to construct or place homes that are commonly referred to as mobile homes.</p> <p>Part 3.3 of zoning the by-law also applies to traditional construction methods. Staff recognize that POLICY R-8 was not intended to target the entire manufactured home construction industry. For that reason Staff recommend amending POLICY R-8 as follows</p> <p><i>ORIGINAL “Policy R-8</i></p> <p><i>Manufactured Housing: Establish appropriate standards in the Zoning By-law to regulate mobile and/or manufactured homes as a dwelling form incompatible with the architectural and characteristic housing styles found in Rothesay. Mobile, modular and similar forms of manufactured homes refer to permanent residential structures containing one dwelling unit that is constructed off site in one or more parts and in some cases on a permanent undercarriage or chassis; transported to the site for assembly; and which in some instances is not placed on a permanent foundation.</i></p> <p>REVISED Policy R-8</p> <p>DESIGN AND APPEARANCE OF BUILDINGS:</p> <p>Establish appropriate standards in the Zoning By-law to regulate residential buildings with uncharacteristic design and</p>



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	incompatible architectural styles to those commonly found in Rothesay.
<p><b>19. Revise Policy R-8 by removing differentiations between manufactured/modular homes from other home construction. This creates an unfair bias against these products when in fact they comply with the National Building Code and provide homeowners with a quality, architecturally attractive, energy efficient, and cost competitive alternative to traditional “stick built” construction.</b></p>	<p>The revised POLICY R-8 will provide the Policy support to the zoning by-law (Part 3.3) to allow for the continued regulation of housing design. Furthermore, during the revision of the 2010 zoning by-law Staff will further clarify the regulations to ensure for a diversity of housing and housing construction methods.</p>
<p><b>20. The Plan should continue to allow for a diversity of housing that includes mobile homes in appropriately zoned areas, as this will provide another affordable housing option (Policy R-8).</b></p>	<p>The DRAFT Plan includes ample diversity of housing type. However, the restriction on “mobile homes” through the zoning by-law (Part 3.3) has existed for more than a decade without any apparent negative consequence for Rothesay. Staff believe the proposed revision to POLICY R-8 will allow the manufactured home industry to supply the market needs while protecting Rothesay values and aspirations.</p>
<p><b>21. Remove Policy R-8 as “manufactured”, “mobile”, and “modular” housing complies with proposed policies endorsing options that are: affordable; age-friendly; permit secondary suites, units, and garden units; sustainable; and compatible with architectural and characteristic styles found in Rothesay.</b></p>	<p>See Revised Policy R-8</p>
<p><b>22. Eliminate the ban on modular homes.</b></p>	<p>See Revised Policy R-8</p>

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<p><b>23. Keep Policy R-8 if Council feels strongly about it. The 2018 Satisfaction survey shows little public interest in Manufactured Housing.</b></p>	<p>Staff are recommending changes to Policy R-8.</p>
<p><b>24. The Plan is elitist and exclusionary by limiting modular and mobile homes. There are no clear definitions to identify what these might encompass.</b></p>	<p>Staff agree that strategies prepared by urban planners can sometimes focus too much on improving a community’s image, instead of the lives of its residents. However, Staff consider that <b>mobile homes</b> have traditionally been only affordable for the short-term purchase period because they depreciate and never appreciate in value. Therefore non-mobile conventional housing including modern modular forms of housing and construction are a better solution for homeowners.</p> <p>Please note that Staff are recommending changes to Policy R-8.</p>
<p><b>SPYGLASS HILL</b></p>	
<p><b>25. Policy OsC-7</b></p> <p><b>The development of Spy Glass Hill would bring in tax revenue that could be used to purchase other land for conservation purposes.</b></p>	<p>The Spyglass Hill area is widely used by the public, yet the land is privately owned. In an effort to balance the interests of the landowner and the public Policy OsC-7 was created with a clear mandate to prioritize the acquisition of land so that Spyglass Hill can be kept as park land.</p>
<p><b>26. Has the Council considered the importance of increasing the amount of undeveloped land (Hillside SpyGlass Area) to help prevent damage to homes further down, lessen the negative effect on aquatic life in the existing streams, and provide more walking trails?</b></p>	<p>Yes, Council has debated this issue, during the approval of the Secondary Plan.</p>

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<p><b>27. Council should acquire the area (Spy Glass Hill) as it has been traditionally used for walking (courtesy of the present land owners) and such a space with easy access to be a gem to protect for future citizens of Rothesay.</b></p>	<p>Park uses are permitted throughout Rothesay in all zones. The municipal plan would not prevent the development of park uses in Spy Glass Hill. Furthermore, the proposed Policy OsC-7 states that Council would prioritize the acquisition of land on Spyglass Hill.</p> <p>Policy OsC-7 Spyglass Hill: Prioritize the acquisition of land on Spyglass Hill identified as Park and Conservation in Schedule A of the Plan through the land for public purposes subdivision process, and or direct acquisition from private landowner(s).</p>
<p><b>28. Acquire the area (Spy Glass Hill, and surrounding trails) and maintain the land as natural parkland to allow residents to continue to use for recreational purposes.</b></p>	<p>See Policy OsC-7</p>
<p><b>29. Acquire and preserve the trails and wooded area (Spy Glass Hill) as it has been traditionally used for walking (courtesy of the present land owners).</b></p>	<p>See Policy OsC-7</p>
<p><b>30. The green space between Grove Avenue and Renshaw Road should be protected not developed.</b></p>	<p>The undeveloped developed between Grove Avenue and Renshaw Road includes property owned by Rothesay Netherwood School and Spy Glass Hill. Council approved a detailed secondary plan for this area of land in April of 2019. The plan attempts to strike a balance between land conservation and the development opportunities of private land owners.</p>
<p><b>31. Areas designated for future development should incorporate cycling and walking trails, similar to projects undertaken in Dieppe.</b></p>	<p>The detailed design of future subdivisions will incorporate more active trail infrastructure as noted.</p>

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<p><b>32. Is there more detail on Town plans for allowing development in the area of Spyglass Hill and continued public access to trails and open parkland?</b></p>	<p>Yes the “Hillside Secondary Plan” was approved by Council in April 2019 and is available on the Town website at:</p> <p><a href="https://www.rothesay.ca/wp-content/uploads/2018/11/4.2.1-Rothesay-Secondary-Plan-Final-Print1.pdf">https://www.rothesay.ca/wp-content/uploads/2018/11/4.2.1-Rothesay-Secondary-Plan-Final-Print1.pdf</a></p>
<p><b>Community Growth &amp; Development</b></p>	
<p><b>33. Do not focus on adding new streets to accommodate new construction plans, or to rezone low density residential areas to medium or high density as population increases are not anticipated, and lower density housing options with vegetative buffers are conducive to reducing the spread of viruses.</b></p>	<p>Staff believe that the proposed Municipal Plan is balanced in that existing low-density neighbourhoods are valued and protected. However, the plan embraces housing diversity (i.e., a mix of single-family homes, duplexes, and small multi-unit buildings) as an alternative to low diversity neighbourhoods where higher housing costs may force households to move away from Rothesay, possibly increasing their transportation costs and increasing their carbon footprint. Staff have no advice regarding the spread of viruses.</p>
<p><b>34. Concentrate medium and high-density housing near areas with greater access to Rothesay’s commercial district.</b></p>	<p>Staff agree that the Hampton Road commercial area is (in Rothesay’s context) more urban in character and is the appropriate location for somewhat higher density with a mix of housing types and a slightly greater mix of commercial uses allowed.</p>
<p><b>35. Consider concentrating new Medium/High density zones to the area north of Marr Road near existing retail and commercial properties.</b></p>	<p>Staff generally agree, although it should be noted that this area also includes some Light Industrial land, which would require more careful consideration in order to ensure land use compatibility.</p>
<p><b>36. Avoid the construction of large homes on small lots or increase setbacks from property boundaries for large homes to reduce density,</b></p>	<p>Staff agree and will be recommending amendments to the zoning by-law to ensure appropriate setbacks, massing, height and limits on small lots that help residential</p>

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<p>increase residential green spaces, and prevent potential drainage concerns.</p>	<p>development fit on the property and better integrated with the neighbourhood.</p>
<p><b>37. Do not focus on increasing the quantity and density of housing but rather the quality. Ensure future developments are in scale with existing housing, and amenities such as shops and green spaces.</b></p>	<p>Focus is determinate of market conditions as the Town does not construct housing but rather provides the regulatory regime in which property owners and the development community must adhere. Staff agree that scale, massing, height and context with and better integrated with the neighbourhood.</p>
<p><b>38. Policy RS-1 (rail safety setbacks) will result in dramatically reduced resale values of both developed and undeveloped properties adjacent to the railway corridor. Owners are aware of, and accept, the risks of living in close proximity to the railway (safety, vibration, noise) therefore they should be consulted with respect to decisions, such as setback guidelines, that will impact their properties.</b></p>	<p>Staff are recommending that Rothesay follow the national policy recommendation found in the Guidelines for New Development in Proximity to Railway Operations produced by the Federation of Canadian Municipalities (FCM) and the Railway Association of Canada (RAC). Staff believe that the POLICY RS-1 is based upon the sound principle of a reasonable measure to promote life safety and a heightened awareness of the risks, including injury or loss of life, associated with living in close proximity to a railway corridor that regularly transports hazardous materials.</p> <p>The Guidelines for New Development in Proximity to Railway Operations directs local planning authorities to plan for, and to protect rail corridors. In addition, it directs planning authorities not to permit new developments in planned corridors that could preclude or negatively affect the use of the corridor for its intended purpose.</p>
<p><b>39. Instead of a restrictive setback guideline, Council should request railway operators: maintain speeds below 50km/hr through the Town, employ the latest technology and equipment for preventative</b></p>	<p>Railways are a Federally and Provincially regulated industry and Rothesay no expertise to recommend or evaluate the appropriate rail speed, technologies, or maintenance systems of railways. Transport Canada develops and implements policies</p>



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<p><b>maintenance (ex. ground penetration radar), provide assurance of scheduled preventative maintenance, provide maintenance logs for rails, rail beds in Town limits, and rail cars, and forewarn residents of potential noise, vibration, and safety concerns.</b></p>	<p>and regulations, and administers the Railway Safety Act including the Railway Safety Management System Regulations.</p>
<p><b>40. Council should request all budgets include a component for comparison such as Real GDP per Capita or other economic measurement to ensure revenue and expenses do not exceed the local economic reality of the residents it services. (Policies FR-5, PF-4, FS-5)</b></p>	<p>The economic model for Municipal services includes the premise that assessed property values are indicative of the resident’s “ability to pay” and a measure of the local economic situation. The Town manages it finances based on a broad set of principles, including an objective to maintain a stable (i.e. fixed) property tax rate. Any increases in revenue should be obtained because of increases in property values (in theory representing the ability to pay). Should additional revenues be required to meet the objectives of the Policies (FR-5, PF-4, FS-5), the objective is to limit any aggregate increase in the property tax rate and the value of assessed properties to the general rate of inflation.</p>
<p><b>41. It is unfair to enact a by-law permitting the Recovery of Fees for the Fire Department since residents already pay for the service through taxes (Policy FR-6).</b></p>	<p>The recovery of fees for fire department response is one method of funding the cost of an essential municipal service without increasing the tax rate. In most circumstances home insurance policies cover emergency response charges in case of a fire or other property damage.</p>
<p><b>42. The process for new development should be streamlined by educating Town staff on all specifications required, negating the need for direct involvement of the Fire Department for approval. (Policy FR-7)</b></p>	<p>The method of multi-agency review is an accepted BEST PRACTICE. Town planning Staff routinely share development applications with other agencies Public Works, Police and Fire for their respective insight into a project that otherwise might be unnoticed. The Fire Department also has legislated authority through the Fire Marshall’s Office and cannot be excluded</p>

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	<p>from the review process. Furthermore, it would be difficult for Town planning Staff to duplicate the experience and knowledge base of the Fire Department.</p>
<p><b>43. Development should be encouraged by promoting expected rates of return and other incentives to developers, and reducing municipal fees and requirements to simplify the development process.</b></p>	<p>Staff believe that taxpayers should not bear the costs associated with private development. Policy DEVC-1 states “developers pay for 100 percent of the growth-related infrastructure expenses to service development inside the boundaries of their proposal as well as 100 percent of cost of minimum upgrades to local infrastructure which falls outside their project boundaries but is directly necessary for the development.”</p> <p>Staff believe that the development process in Rothesay follows industry standards in terms of complexity. Furthermore, there is no evidence to support the policy that would have Rothesay implement taxpayer financed incentives to support private development.</p>
<p><b>44. Council should consider extending the Municipal Plan comment period until the pandemic subsides. Residents cannot commit their full attention to such a significant document while they are focused on health risks created by a global pandemic.</b></p>	<p>Staff have confidence that Rothesay residents have and will continue to participate in review of the municipal plan in a educated and engaged manner.</p>
<p><b>45. The strategy embodied in the Plan relies on a growth model based on quantity (increased densities), rather than quality (preserving and enhancing existing qualities of the Town).</b></p>	<p>There are new policies that specifically address preserving and enhancing existing qualities of the Town such as:</p> <p><b>Policy TA-4 - Heritage Design</b>                      Develop architectural design guidelines and standards for lands in the Traditional designated area where the architectural character of a neighbourhood, corridor or area is deemed to be of special or unique value</p>

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	<p><b>Policy R-11 - Residential Design:</b> Develop architectural design guidelines and standards for residentially designated areas where the architectural character of a neighborhood, corridor or area is deemed to be of special or unique value.</p> <p><b>Policy C-4 - Commercial Design Standards:</b> Develop architectural design guidelines and standards for commercially designated areas along Hampton Road, Marr Road, Campbell Drive, and Millennium Drive.</p> <p><b>Policy UF-1 - Urban Forest Master Plan</b> Prepare an Urban Forest Management Plan within the timeline of this Municipal Plan that identifies a clear strategy to maximize the urban forest in Rothesay...</p>
<p><b>46. Demographic projections contradict the need for increased density and could adversely impact property values and the tax base.</b></p>	<p>Demographic forecasts state that Rothesay is on a downward population trend and the recommended method of intervention to reverse that trend is an increase in new-build construction to attract more people to Rothesay.</p>
<p><b>47. The process for approval has been compromised by the pandemic – hosting virtual presentations /meetings may put some residents at a disadvantage, and there is a strong moral case that such a significant decision should not be made until a new council is elected.</b></p>	<p>Rothesay Council has taken measures to protect the health and wellbeing of residents during the COVID-19 pandemic. Council has adopted creative strategies that protect public health and ensure meaningful public participation is part of the municipal plan approval process.</p>
<p><b>48. The Plan should address the greater region.</b></p>	<p>The Municipal Plan recognizes Rothesay’s role in the Greater Saint John area in so much that it does not attempt to recreate or duplicate the role Saint John plays as a regional employment hub. The municipal plan further recognizes that Rothesay plays an important role as the principal residential community in Greater Saint John, a role that</p>

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	<p>supports (in part) the recruitment of new employees to the region.</p>
<p><b>49. There are little or no controls or methods to implement the platitudes regarding design and landscaping standards.</b></p>	<p>Municipal plans are intended to be broad and flexible policy statements that should and do not have the effect of a law or statute. Municipal plans are not intended to be used in the enforcement or detailed regulation of land uses. Rather, the implementation details are found in the zoning by-law.</p>
<p><b>50. Policy HDR-2 (also FR-7)</b> <b>Are emergency response resources adequate to deal with high-density residences?</b></p>	<p>The primary response emergency response limitation would be building height. On a case-by-case basis, the Fire Department is consulted during the permit review and development of new buildings.</p>
<p><b>51. Policy HDR-4</b> <b>Is underground parking a typical requirement of newly constructed apartment buildings or condominiums?</b></p>	<p>Currently there is no underground parking requirement for new multi-unit buildings, however, if adopted the new Municipal Plan would require underground parking throughout the Commercial Designation. See Policy HDR-4</p>
<p><b>52. Policy OsC-8</b> <b>The Rothesay Common Master Plan should include parking.</b></p>	<p>Staff believe that the inclusion of parking would be an excellent topic for a public policy discussion during the creation of a Rothesay Common Master Plan that identifies a long-term strategy for the management, capital reinvestment, and potential expansion of the Rothesay Common.</p>
<p><b>53. With respect to the arena renovations, can it be confirmed that the size of the dressing rooms are being doubled (ideally tripled), and the number of showers in the dressing rooms is being increased. These essential improvements would justify the investment.</b></p>	<p>There are no Policy statements in the Municipal Plan that address the specific nature of this question.</p>



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<p><b>54. What is the short, medium, and long-term plan for the arena and the land purchased for the proposed new arena?</b></p>	<p>There are no Policy statements in the Municipal Plan that address the specific nature of this question.</p>
<p><b>55. What are the lessons learned from the land acquisition for the new arena (provided that a new arena is not planned to be built on that site in the next 1-3 years)?</b></p>	<p>There are no Policy statements in the Municipal Plan that address the specific nature of this question.</p>
<p><b>56. Extend the Traditional Zone beyond Turnbull Court to the west.</b></p>	<p>Turnbull Court abuts “Low Wood” a high-density residential condominium project that has no “traditional zone” land use characteristics. For that reason, Staff felt Turnbull Court was a logical boundary for the Traditional designation.</p>
<p><b>57. Clearly outline, and enforce, architectural design standards for the Traditional area.</b></p>	<p>The revised zoning by-law will include the architectural design standards and implementation details.</p>
<p><b>58. Do not rezone the vacant lot adjacent to 77 Bel-Air Avenue to R4 High Density Residential. Instead, clean up the property and maintain it as a public green space with signs directing pet owners to pick up their waste.</b></p>	<p>Staff are recommending an amendment to the proposed Future Land Use map to change the designation to Medium Density residential.</p> <p>The subject property is a 1.15-acre parcel currently zoned for R-3 medium density residential uses. The land is also owned by Rothesay having been acquired for the construction of the stormwater management pond to protect Oakville Acres. The land currently is surplus and Council has not made any decision regarding the disposal of this land.</p> <p>The land is well located for residential purposes, especially those seniors in need of more affordable and age friendly housing (See Policy R-1 Affordable Housing and Policy R-2 Age-Friendly Housing).</p> <p>Council as the landowner is also in a unique position in so much that, over and above</p>

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	<p>Town by-laws, Council could attach terms and conditions to any sale of land. These conditions could require specific performance measurements such as architectural guidelines, and targets for affordability and accessibility.</p> <p>Staff recognize that within the Medium Density designation there are multiple forms of medium density housing that are capable of addressing both affordability and accessibility.</p>
<p><b>59. Do not designate the vacant lot on Bel-Air Avenue as R4 High Density Residential as this is inconsistent with the character of the neighbourhood and will add to traffic congestion. Consider use of this lot as a public green space.</b></p>	<p>Staff support a change to the Medium Density designation, as there are multiple forms of medium density housing that are capable of addressing both affordable and accessible housing needs of residents.</p>
<p><b>60. Rezoning the undeveloped land in the Bridlewood Estates Subdivision to Medium or High Residential is inconsistent with the existing character or the neighbourhood. Amend the 2020 GFLUM to return the area to its original Low Density Residential Designation</b></p>	<p>Staff support a change to the Medium Density designation, as there are multiple forms of medium density housing that are capable of addressing both affordable and accessible housing needs of residents.</p>
<p><b>61. Ensure the plan is attractive to existing residents.</b></p>	<p>The proposed plan includes policies that address both property maintenance and architectural design standards</p>
<p><b>62. What is the driving need for our neighbourhoods being a place to work? Are there statistics to back this up?</b></p>	<p>Rothsay's Planning Advisory reviews, typically, one or two applications for home occupations a year. Home occupations are addressed in the existing Municipal Plan under Policy 8.6.3 and regulated through the current zoning by-law.</p> <p>The proposed Policy R-6 of the Draft Plan progresses upon policy 8.6.3 for Home Occupations, which will continue to be regulated in the zoning by-law. This policy is</p>

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	not to intended to encourage home occupations but rather regulate their use.
<p><b>63. What is the rationale behind prioritizing a dense development pattern? Rothesay is known as a low-density suburb with high resident satisfaction (2018 survey).</b></p>	<p>Under the proposed plan, the vast majority of Rothesay’s land will continue to low density residential. The DRAFT municipal plan intends to regulate <b>future residential development</b> to ensure that <b>future growth</b> prioritizes a dense development pattern and reduces sprawl. Reducing sprawl is a method whereby Rothesay can manage and protect existing neighbourhoods.</p>
<p><b>64. The 2018 Satisfaction Survey does not indicate public interest in walking to commercial establishments in neighbourhoods.</b></p>	<p>The DRAFT Plan is not entirely based upon the expressed interest of the 2018 Satisfaction Survey; rather it includes other public consultation input and professional best practices. Walkability in Rothesay is recognized as good exercise for residents and also encourages and supports local businesses while making our community more attractive.</p>
<p><b>65. The 2018 Satisfaction Survey does not indicate public interest in self-sufficiency for the municipality. Instead, the interest should be on self-sufficiency as a region.</b></p>	<p>The draft Plan recognizes the role Rothesay plays in the Greater Saint John region. The DRAFT Plan is not entirely based upon the expressed interest of the 2018 Satisfaction Survey; rather it includes other public consultation input and professional best practices.</p>
<p><b>66. Rothesay needs more, regular, promotion as a destination for retirees.</b></p>	<p>Rothesay’s Hampton Road commercial corridor should be seen and promoted as the regular destination for all residents including retirees. As a residential district located on the outskirts of Saint John, most residents probably travel to the city for work. The Municipal Plan identifies the opportunity to improve Rothesay’s main street to accommodate further commercial and residential development, to establish the</p>

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	Hampton Road and Marr Road areas as commercial main streets.
<p><b>67. Do not make “knee jerk” reactions to address the forecasted population decline. Monitor current trends and do not base decisions on predictions that may not come true.</b></p>	<p>The plan responds to <b>actual population decline</b> as well as the forecasted decline and the response is measured and practical. Rothesay’s designation as an age-friendly community should encourage more persons to move the Rothesay, and by targeting and attracting new people to the town, there will be a demand for more housing options and for a greater variety of commercial uses to support a more diverse population.</p>
<p><b>68. Use clear terms as the average citizen may not understand terms such as infill development.</b></p>	<p>Excellent point and with apologies planners can often use terms that are common and short hand to the planning profession. However, using professional jargon is not effective communication.</p> <p>Infill Development means the Development (constructing new buildings) on vacant or underutilized land (usually individual lots or leftover properties) within areas that are already largely developed.</p>
<p><b>69. Policy R-2 - The Plan mentions Attached Unit Residential (R3), and Clustered Residential (R4) but does not provide further details.</b></p>	<p>Policy R-2 is meant to encourage more <b>Age Friendly Housing</b> by allowing Council to consider an increase in the maximum allowable density for homes that are built in the following zones R-3, R-4, R-5 the details of those zones will be found in the zoning by-law.</p>
<p><b>70. Policy R-4 - Use the existing policies in the 2010 Municipal Plan regarding Secondary Suites as they have proven to work well.</b></p>	<p>Staff agree and the DRAFT Plan Policy R-4 for Secondary Suites states as follows: “Establish appropriate standards in the Zoning By-law to allow secondary suites in single family dwelling units to accommodate owner occupied shared housing where the primary purpose is for care and support or to address affordability.”</p>



Public Comment	Staff Comment/Reply
<p><b>71. Policy R-5- Remove, unless there is evidence of public interest in which case Secondary Units and Garden Units should be restricted solely to new developments.</b></p>	<p>This policy would allow residents that had the appropriate large serviced lots and single-family zoning to build a secondary or garden unit where the unit would not adversely impact the neighbourhood aesthetics. The intent of this policy is to provide additional affordable housing options in Rothesay, without the need to build apartment buildings.</p>
<p><b>72. Do not change the existing rules (Section 5.5 of Zoning By-law) regarding commercial signage for home occupations.</b></p>	<p>During these uncertain pandemic times, with more people working from home, there is even greater importance to the requirement that the home occupation must be clearly incidental to the use of the premises as a residence. A stable residential neighbourhood is the cornerstone of Rothesay and to be permitted, any home occupation must prove that its existence in the community will not be contrary to the spirit and intent of the municipal plan and zoning by-law.</p>
<p><b>73. In-home businesses are problematic for low-density neighbourhoods. Do not change Section 5.5 of the existing Zoning By-law.</b></p>	<p>Staff agree See Above</p>
<p><b>74. Do Policies R-4 through R-7 follow the spirit of protecting the character of our neighbourhoods? Encouraging garden houses and businesses in residential neighbourhoods contradicts this.</b></p>	<p>All of the policies mentioned are presented as a method of supporting the needs of Rothesay residents. Policies R-4 (Secondary Suites); R-5 (Secondary Units &amp; Garden Units); R-6 (Home Occupations); and R-7 (In-Home Daycares) all include clauses that state the residential character of the property and the surrounding neighbourhood cannot be adversely effected by the proposed use. Creating policies that allow Council to regulate and supports homeowners is very important.</p>

Public Comment	Staff Comment/Reply
<p><b>75. Policy LDR-2 - Secondary unit is a contradiction to maintaining low-density character. Remove, or clearly identify the zones permitting secondary units.</b></p>	<p>Secondary units are a form of small-scale infill by definition that can reinforce the low-density character of a neighbour. Secondary units provide an appropriate form of invisible density in contrast to larger more contentious large-scale infill development.</p>
<p><b>76. Policy LDR-3 - It is unclear which uses identified in Policy LDR-2 are permitted in each of the zones identified in Policy LDR-3.</b></p>	<p>The details of the new zoning by-law will be offered for public consultation once the new Municipal Plan is enacted. However, the new zoning by-law will essentially follow the examples set out in the existing Zoning By-law 2-10.</p>
<p><b>77. Policy LDR-3 - The Zoning Map does not show where R1A, R1B, etc is.</b></p>	<p>The Municipal Plan policies that guide Council and are the enabling statements, which allow for the creation of a zoning by-law and zoning map. The zoning by-law is prepared separately once the plan is enacted.</p>
<p><b>78. Traditional Area Designation - It is elitist to state that residents of traditional areas have a strong connection to their properties, other residents do as well.</b></p>	<p>The Traditional Area Designation is home to many of the oldest properties in the community the statement was meant to reflect the age, history and legacy and not to offend any other residents.</p>
<p><b>79. Council is to be commended for upgrades to the Rothesay Common – it is a well-utilized amenity.</b></p>	<p>In the interest of ensuring the Rothesay Common may continue to serve as a relevant and vital community facility, Policy OSC-8 requires Council be responsible for creating a master plan detailing how the Common may develop and be used in the future.</p>
<p><b>80. Steep Slopes - It should be carried forward from the 2010 Plan that new development should be designed so as not to obscure the views of existing properties, especially of the river.</b></p>	<p>The 2010 Zoning By-law does not include any specific view plane protection. Protection of views from private properties could be seen as unfairly restricting the use of other property-owners land by limiting where and what structures they could build or even what and where trees could be planted without compensation. The implementation</p>

Public Comment	Staff Comment/Reply
	of such regulations could be very subjective and difficult to enforce.
<p><b>81. Notify all residents of potential land use changes via “a global mailing”.</b></p>	<p>The notification requirements for the adoption of a new Municipal Plan By-law are determined by the Community Planning Act and a global mailing is not required.</p>
<p><b>82. “Aesthetically pleasing and attractive” comments in the Plan are subjective.</b></p>	<p>Staff agree and during the preparation of a new zoning by-law the public will have an opportunity to review and comment on the regulations that will describe what is “aesthetically pleasing and attractive” in the Rothesay context.</p>
<p><b>83. Will there be a public forum on the Plan before Council votes? If so, how will it be advertised? How can residents take part in meetings for the second and third readings?</b></p>	<p>Under the Community Planning Act, Council must hold a PUBLIC HEARING for consideration of objections to the proposed Municipal Plan By-law No. 1-20. That hearing will be held on Tuesday February 2, 2021.</p>
<p><b>84. It is unfair to redefine existing neighbourhoods as properties were purchased on the basis of current density.</b></p>	<p>Under the proposed Municipal Plan, most low-density residential neighbourhoods will continue to be low density.</p>
<p><b>85. Council should not have given 1<sup>st</sup> and 2<sup>nd</sup> Reading to the by-law since it is incomplete and does not comply with requirements of Section 24(5) of the Act as Schedule B – Five Year Capital Plan was not provided.</b></p>	<p>Council has not given any Reading of the By-law and cannot given a Reading until the mandatory HEARING of OBJECTIONS is completed.</p> <p>A Five Year Capital Plan is attached to this Staff Report.</p>
<p><b>86. It is not the best time to consider a Plan of such magnitude with the ongoing pandemic and limitations regarding public meetings. Postpone discussions as Section 9(2) of the Municipalities Act enables the incoming Council to complete</b></p>	<p><i>The Municipalities Act was repealed in 2017 and replaced by the Local Governance Act. (See Section 6(4) Anything begun by one council may be continued or completed by a succeeding council.)</i></p> <p>Staff agree that the pandemic is not the best time for many public processes however; the</p>

Public Comment	Staff Comment/Reply
<p>proceedings commenced by a previous Council.</p>	<p>work of Government must go on and Council is utilizing the electronic meeting format as permitted under the Local Governance Act as a means of communication to protect the health and safety of all participants. Staff believe that electronic meetings can offer residents more flexibility in their ability to participate. There is <b>no reason</b> to believe that the public cannot participate in a meaningful manner during the pandemic.</p>
<p><b>87. Extend the deadline for public comments to allow sufficient time for residents to review the Plan during the pandemic.</b></p>	<p>On Monday, September 28, 2020 Rothesay Council held a virtual Public Presentation in which the Director of Planning and Development Services outlined the content of Draft Municipal Plan By-law No. 1-20. The presentation also invited the public to forward written comments regarding the proposed Municipal Plan By-law No. 1-20, by October 28, 2020 being the end of the legislated 30 day comment period on. By motion of Rothesay Council, the comment period was extended an additional 30 days to Friday, November 27, 2020.</p>

**ATTACHMENTS**

Attachment A – Public Comment – Hillside Secondary Plan

Attachment B – Proposed Five Year Capital Plan (Municipal Plan Schedule B)

MAP 1 – Proposed Future Land Use Map – Amendment (Hibbard Lane / Hampton Road)

MAP 2 – Proposed Future Land Use Map – Amendment (Bel Air and Carriage Way)



## DRAFT MPS Comments (re: PAN 01232707)

Dear Brian,

Brian thanks for the opportunity to provide feedback on Rothesay's DRAFT MPS and for your feedback on some early concepts for our two projects. Generally speaking, I think the School Street project is consistent with the medium density designation proposed in the MPS and GFLUM.

We do, however, believe the Dunedin lands (PAN 01232707) would be a missed opportunity for the Town and for the developer as it is currently proposed in the MPS and accompanying GFLUM Map.

We have reviewed the council approved Secondary Plan and we recognize that the proposed GFLUM follows very closely the secondary plan but we think there are some important considerations for additional density on this property that seem to have been missed in the secondary plan review. Most notably, that the Hillside South area has identified a potential future school site, but the plan has designated extremely low density to the Hillside South area surrounding the school, placing it instead into the Hillside North Area. Many school boards and planners are trying to plan density around future school sites to provide greater housing diversity and affordability for young families who cannot afford large lot homes in 40m frontage lots in subdivisions. This also reduces the amount of busing needed by the school board. Of course, with the future school site, there are sports fields and gymnasium that usually benefit from local commercial mixed uses.

Some of the assumptions in the secondary plan which influence the overall development density may be questioned by many developers, including the removing all land 13% slope and greater from the development calculations (reducing the total acreage from 450 acres of land down to 266 developable acres, including wetlands and power corridors). Many developers have found creative ways to develop very steep properties.

Setting the number of estimated units in the Hillside South area at about 387 units on 182 acres of land (2.1 units per acre) is the kind of low density suburban sprawl that most communities now are moving away from due to the high costs (environmental, social and economic) which sprawl brings. In Bedford, a similar bedroom community to Halifax as Rothesay is to Saint John, the HRM has targeted 27.5 units per acre as part of the West Bedford Secondary Plan for over almost 1000 acres. The real reason HRM is targeting a more compact, development footprint is to reduce the long-term cost of maintaining roads and services in perpetuity for the municipality. A [2013 Stantec Study](#) showed that the

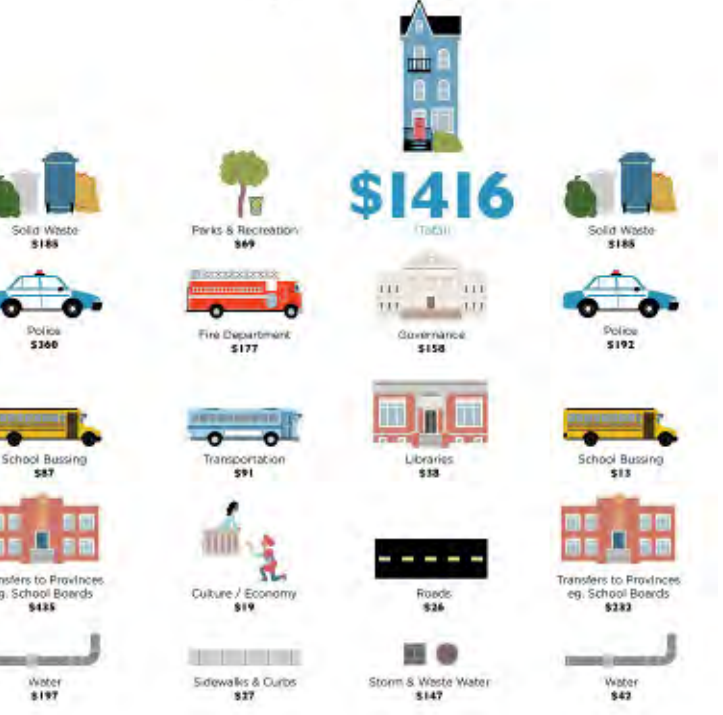
Issued  
Nov 3, 2020

# 2021 February 2 Public Hearing Municipal Plan FINAL\_053

## Suburban City's Annual Cost per household



## Urban City's Annual Cost per household



### 1.1 SPRAWL COSTS THE PUBLIC MORE THAN TWICE AS MUCH AS COMPACT DEVELOPMENT. SOURCE: HALIFAX REGIONAL MUNICIPALITY, 2005

municipality could reduce over \$3 billion of costs over an 18 year period by reducing sprawl and creating more dense development forms. The result has been a Regional Plan which targets 75% of the growth within the existing servicable boundary of HRM and only 25% of the growth in rural areas. A 2005 HRM study found that traditional low density sprawl lots cost the HRM \$3,462 per year per household (2005 \$), while more dense forms of development in serviced areas would cost the municipality \$1,416 per year per household. These cost differences of course do not account for the additional tax revenue that the municipality receives for more dense developments compared to less dense developments (you can fit 14 times more units on 28 units per acre, than you can on 2 units per acre, so that's 14 times the tax revenue for the more dense scenario).

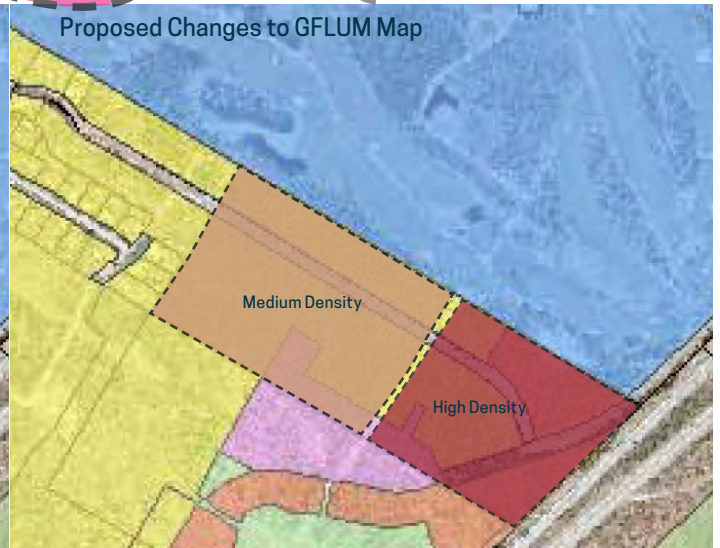
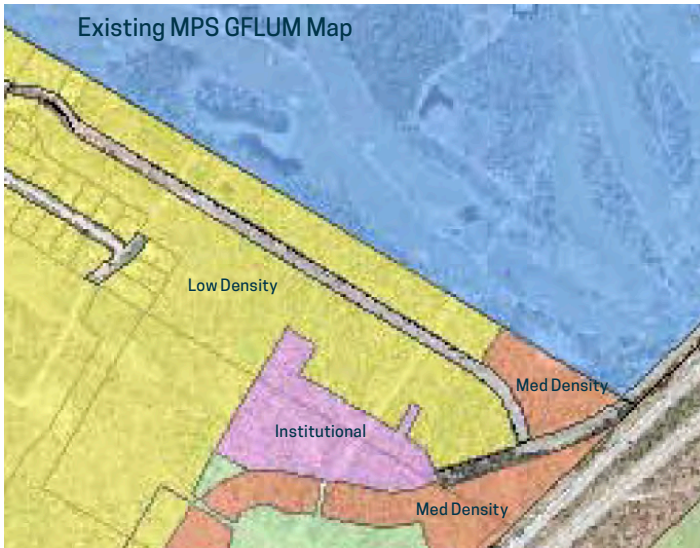
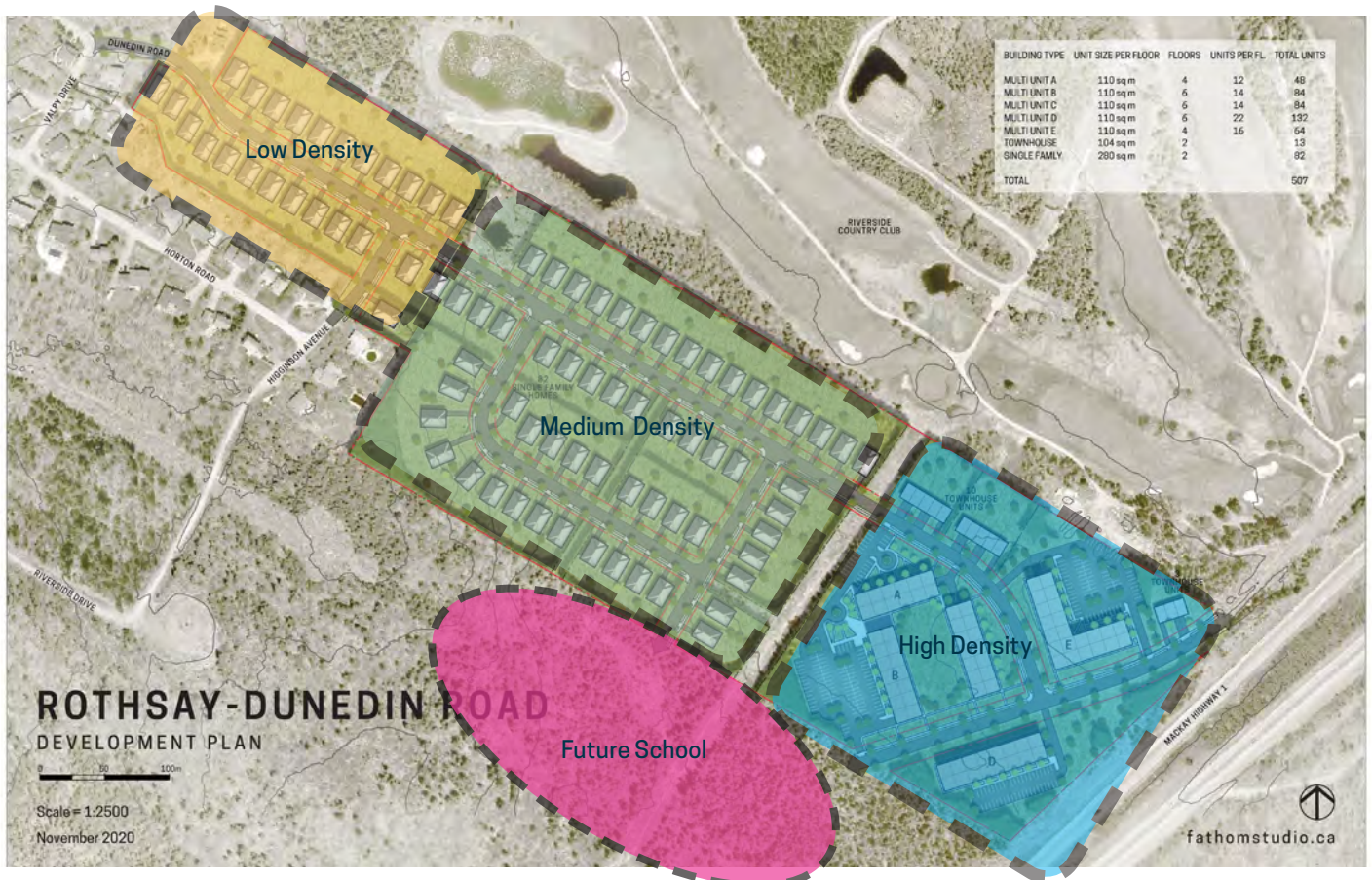
Also, there is significantly more driving in a sprawl development than in a compact development. Take for example the 387 units proposed for the Hillside South area. Using Rothesay's R1A frontage of 40m per unit and assuming 15% of the road frontage is lost to parks and single-loaded roads, the municipality would have to take over about 9.1 km of new roads to maintain in perpetuity ( $387 \times 40 / 2 / 0.85 = 9105$  m). There are real costs to the municipality for this development form. Those 385 residents make on average 10 vehicle trips per day (TAC standards), so that's roughly 6 million km per year of driving for residents just driving just getting out of the Hillside South area to other areas of Rothesay. This means longer drives for police, fire, school buses, ambulances, garage trucks; most of which the municipality has to pay for. These 387 lots will consume 110 acres of greenfield land. In contrast (and just as an example), four (90 unit) multi-unit buildings occupy about 4 acres of land, provide roughly the same tax revenue to the Town, have the same number of residents, provide much greater affordable housing options, and only requires about 100m of road to be built. The differences between sprawl and compact development is real and measurable for a municipality.



## 2021February2PublicHearingMunicipalPlanFINAL\_054

### An Alternate Compact Development Plan

We believe that the proposed 387 unit proposal for Hillside South area offers an outdated and exclusionary form of suburban sprawl for Rothesay. The developers would like to offer an alternative that we think reduces long-term costs for the municipality, while increasing tax revenues, providing a more walkable compact community, greater housing variety, improved affordability and more choice for future residents. We are suggesting that the 40 acre parcel is almost fully developable with the only undevelopable portion being the power line easement (about 1 acre) and that there is potential for a gradient of density ranging from the proposed low density housing on the west side bordering the existing neighbourhoods, increasing to medium density using the R1E small lot standard (up to the west side of the powerline), and then increasing to high density between the powerline right-of-way and the Highway. The developer would also like the Institutional zoning taken off their land.



### Dundelin Rd Property Development Plan

The plan proposes:

- 12-14 R1B single family homes bordering the existing residential neighbourhood to the west. The development plan will need to be updated to show these larger sized lots.
- ~70 @ R1E (20m frontage) small lots with the road alignment following the existing service easement. We have used a 2.5m sideyard setback and a minimum 6m rear yard setback.
- Parkland and trails in central areas to service this development and future developments. A trail corridor has been preserved to the potential school site to the south.
- A high density clusters on the east side of the power easement with 5 multi-unit clusters (6 and 4 storeys) and 13 townhome units (8m frontage). The multi-unit buildings will have some underground parking and some surface parking and we anticipate a parking ratio of 1.5. There are about 412 multi-units proposed and approximately 620 parking spaces with about 2/3 of the spaces below ground and 1/3 surface spaces. Buildings A, B and C have been clustered around a central open space which may include a partial parking podium below grade. A stormwater management facility will be designed into the development to ensure no change between pre-development and post-development hydrograph.
- Road connections to neighbouring properties have been identified. The Town's Wiljac extension has been proposed in the plan.
- The power easement has been maintained.
- The total unit count is proposed at about 496 units
- We are proposing what many communities in Atlantic Canada would classify as low density development at a density of about 12.4 units per acre. While this is significantly higher than the proposed density of 2.1 for the Hillside South Area, we believe that for the reasons explained above, it is the right thing to do for Rothesay and the density is placed in a gradient from low on the west side bordering existing homes to medium in the centre and high alongside the highway.

The developer is requesting that:

1. The GFLUM Map be modified as requested in this letter, and
2. The R1E small home lot be added to the medium density description in the DRAFT MPS.
3. They would be open to additional design guidelines to ensure the quality of the development is consistent with Rothesay's high quality built environment. The developer would be pleased to develop these design guidelines in association with the town in advance of any future medium or high density development.

We recognize that Rothesay has been a relatively slow growing community with only 4,800 dwelling units, but we expect that the affordable housing shortage and



continued in-migration (immigration and the COVID Bump which is bringing many people back to Atlantic Canada) will put significant new pressures on bedroom communities like Rothesay right across Atlantic Canada. These trends were simply not on the radar of many communities when your secondary plan was created and we think the new normal requires a rethink on the benefits of compact community developments. Dieppe NB and Stratford PEI are now the fastest growing communities in Canada. We believe that Rothesay should position itself for greater growth than anticipated in the Secondary Plan and less suburban sprawl.

If you have any questions about the proposed development, please feel free to reach out to me at your earliest convenience. The developers would be pleased to present their request to council when the time is right.

Sincerely,

A handwritten signature in black ink, appearing to read "Rob LeBlanc", written over a light grey rectangular background.

Rob LeBlanc, Planner  
902 461 2525 x102 direct, 902 483-2424 mobile  
rob.leblanc@fathomstudio.ca

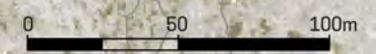


BUILDING TYPE	UNIT SIZE PER FLOOR	FLOORS	UNITS PER FL.	TOTAL UNITS
MULTI UNIT A	110 sq m	4	12	48
MULTI UNIT B	110 sq m	6	14	84
MULTI UNIT C	110 sq m	6	14	84
MULTI UNIT D	110 sq m	6	22	132
MULTI UNIT E	110 sq m	4	16	64
TOWNHOUSE	104 sq m	2		13
R1 SINGLE FAMILY	280 sq m	2		57
R1B SINGLE FAMILY	280 sq m	2		16
<b>TOTAL</b>				<b>498</b>



# ROTHSAY-DUNEDIN ROAD

## DEVELOPMENT PLAN



Scale = 1:2500  
December 2020

MACKAY HIGHWAY 1



BUILDING TYPE	UNIT SIZE PER FLOOR	FLOORS	UNITS PER FL.	TOTAL UNITS
MULTI UNIT A	110 sq m	4	12	48
MULTI UNIT B	110 sq m	6	14	84
MULTI UNIT C	110 sq m	6	14	84
MULTI UNIT D	110 sq m	6	22	132
MULTI UNIT E	110 sq m	4	16	64
TOWNHOUSE	104 sq m	2		13
SINGLE FAMILY	280 sq m	2		82
<b>TOTAL</b>				<b>507</b>

Area to be redesigned to R1B Lot Standards

82 SINGLE FAMILY HOMES

10 TOWNHOUSE UNITS

3 TOWNHOUSE UNITS

A

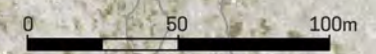
B

C

E

D

# ROTHSAY-DUNEDIN ROAD DEVELOPMENT PLAN



Scale = 1:2500  
November 2020

MACKAY HIGHWAY 1

RIVERSIDE COUNTRY CLUB



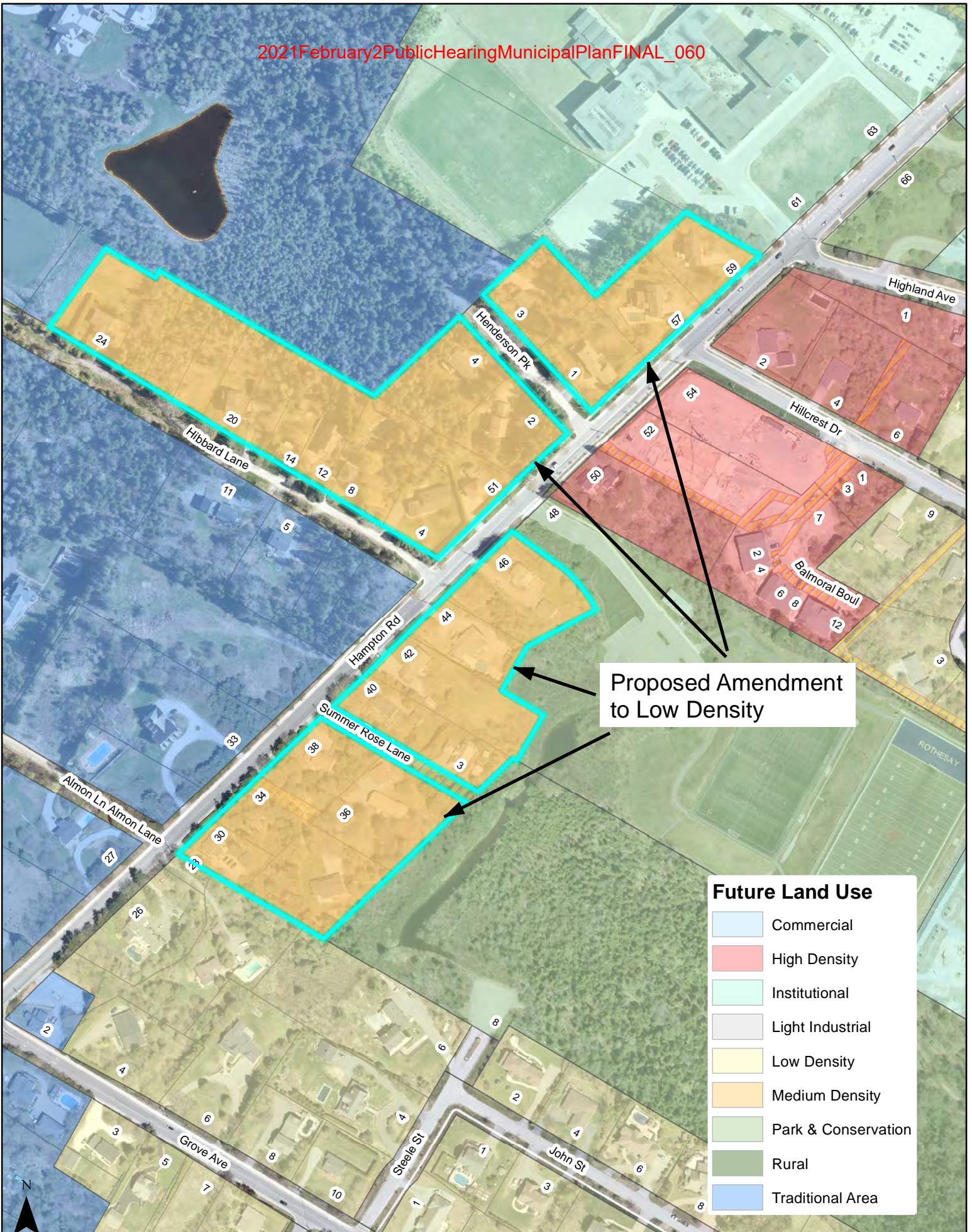


## Municipal Plan By-law No. 1-20 - Schedule B










## FIVE-YEAR CAPITAL BUDGET SUMMARY

PROJECT NAMES	Actual		Preliminary Forecast			Total
	2021	2022	2023	2024	2025	
<b>Operating Fund</b>						
General Government - Municipal buildings & IT	\$ 158,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$358,000
Protective services - equipment	136,000	1,000,000	200,000	200,000	200,000	1,736,000
Transportation						
Buildings	-	100,000	100,000	100,000	100,000	400,000
Designated highways	1,100,000	1,000,000	1,000,000	1,000,000	1,000,000	5,100,000
Street surfacing	1,910,000	1,600,000	1,600,000	1,600,000	1,600,000	8,310,000
Storm sewers	325,000	300,000	300,000	300,000	300,000	1,525,000
Curb and Sidewalks	285,000	300,000	300,000	300,000	300,000	1,485,000
Fleet/Equipment	600,000	500,000	500,000	500,000	500,000	2,600,000
	4,220,000	3,800,000	3,800,000	3,800,000	3,800,000	19,420,000
Recreation						
Buildings/Arena	661,000	2,000,000	500,000	-	-	3,161,000
Equipment	25,000	50,000	50,000	50,000	50,000	225,000
Parks & Trails	300,000	50,000	50,000	50,000	50,000	500,000
	986,000	2,100,000	600,000	100,000	100,000	3,886,000
Total General Fund	5,500,000	6,950,000	4,650,000	4,150,000	4,150,000	25,400,000
<b>Water and Sewer Utility Fund</b>						
Water system upgrades	1,000,000	500,000	450,000	500,000	500,000	2,950,000
Sewer system upgrades	2,730,000	8,500,000	8,450,000	8,500,000	500,000	28,680,000
Total Utility Fund	3,730,000	9,000,000	8,900,000	9,000,000	1,000,000	31,630,000
<b>Total Capital Expenditures</b>	<b>\$9,230,000</b>	<b>\$15,950,000</b>	<b>\$13,550,000</b>	<b>\$13,150,000</b>	<b>\$5,150,000</b>	<b>\$57,030,000</b>
<b>SOURCE OF FUNDS</b>						\$57,030,000
GTF Agreement - operating	\$ 1,210,000	\$ 2,700,000	\$ 1,100,000	\$ 600,000	\$ 600,000	\$ 6,210,000
Capital Reserve Fund	450,000	-	-	-	-	450,000
Operating Fund	2,715,000	2,800,000	2,800,000	2,800,000	2,800,000	13,915,000
Long Term Borrowing	300,000	700,000	-	-	-	1,000,000
Others (specify) Designated Highway grants	825,000	750,000	750,000	750,000	750,000	3,825,000
Others (specify) RDC						-
Others (specify) Build Canada						-
	5,500,000	6,950,000	4,650,000	4,150,000	4,150,000	25,400,000
GTF Agreement - water and sewer	500,000	300,000	200,000	300,000	300,000	1,600,000
Build Canada (Fed/Prov)	700,000	5,333,333	5,333,333	5,333,333	-	16,700,000
Long term borrowing - water and sewer	1,830,000	2,666,667	2,666,667	2,666,667	-	9,830,000
Capital reserve - water and sewer	-	-	-	-	-	-
Operating - water and sewer	700,000	700,000	700,000	700,000	700,000	3,500,000
	3,730,000	9,000,000	8,900,000	9,000,000	1,000,000	31,630,000
<b>Total Sources of Funds</b>	<b>\$9,230,000</b>	<b>\$15,950,000</b>	<b>\$13,550,000</b>	<b>\$13,150,000</b>	<b>\$5,150,000</b>	<b>\$57,030,000</b>

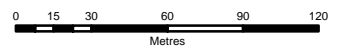




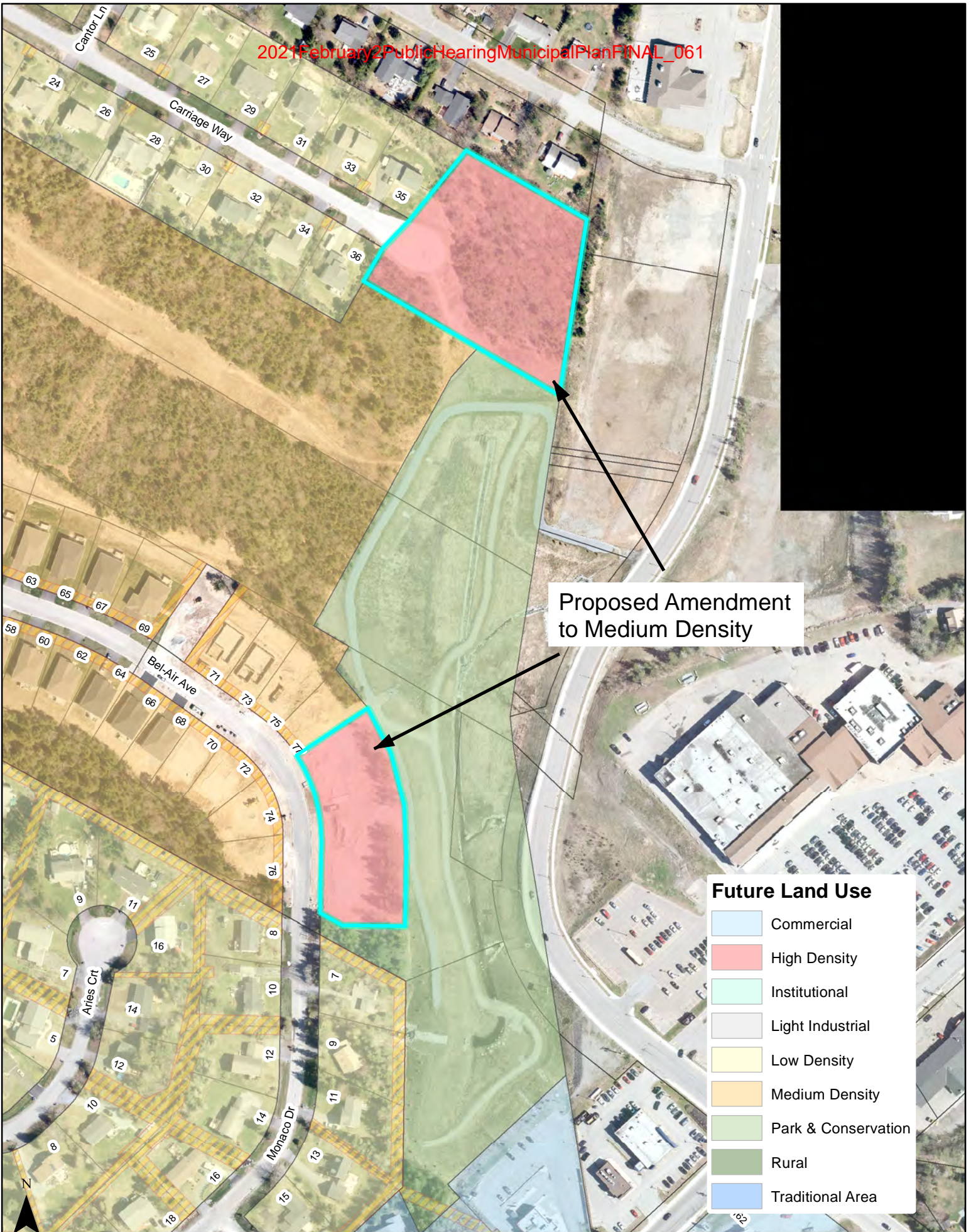
Proposed Amendment to Low Density

Future Land Use	
	Commercial
	High Density
	Institutional
	Light Industrial
	Low Density
	Medium Density
	Park & Conservation
	Rural
	Traditional Area

Map 1  
Proposed Future Land Use



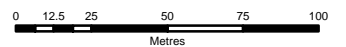




Proposed Amendment to Medium Density

Map 2

Proposed Future Land Use





January 11, 2021

**To Mayor and Council:**

Reflecting on the comments submitted by residents regarding the Municipal Plan, I think we need to consider our objectives for Rothesay before giving final approval to the Municipal Plan. Do we want to prioritize new residents or those who already live here? I certainly agree with allowing for new development within limits. **But redefining existing neighbourhoods, where people have bought homes on the basis of current density, seems unfair.**

Allowing Hibbard Lane to shift from low to medium density is unacceptable to me, for example. **Stricter controls on increased density need to be in place.** Two recent developments – Summerhaven Crescent and the condominiums at the bottom of Hillside Drive – certainly have higher density than I expected when we allowed them to get built. The condominiums were supposed to be spaced far enough apart to allow for a pool. That pool is now not being built due to a lack of space...what happened? Summerhaven is too narrow in my opinion. While I understand the demand for medium to large size homes with less yard to tend, the street itself should be

wider and more in line with other town streets. The addition of the two homes that were not part of the original plan seems baffling to me – they make an already tight area even tighter.

Residents in Rothesay Landings are right to question why an apartment building would be allowed. They bought their homes on the premise of a medium density area with single family and semi-detached homes. The Town should sell the property to a builder who will build homes similar to what is there.

**Let's also think about what makes residents happy about living in Rothesay.** I know for my family and friends we value the trails and wooded areas in and around Spyglass Hill available to us through the generosity of the landowners who have yet to build on their property. Should we rethink this? There really has been no consideration given to buying the Spyglass Hill / RNS trails area. In lieu of spending town resources on roads and utilities to develop this area, why not think about re-allocating that money and buy what many consider to be one of the best parts of our Town. As demonstrated by the high use of Town trails, people like to get outside and walk. Something young and old can do year round. Many will say that we have the Hillside

Trail – this will become a road if the Spyglass Hill area is developed.

With respect to **AIRBNB rentals**, I support allowing people to rent out space in their homes, with the condition being that the **homes are owner-occupied**.

Another concern I have within the Municipal Plan is banning **modular homes**. I think this was meant to suggest we not allow mobile homes. I think we need to allow for a variety of homes in our town. Modular homes are a more modern approach to constructing a home, as explained in the letter from the building association. Please let's eliminate that limitation in the Municipal Plan.

I hope that time is found for Town Council to have more dialogue about the new Municipal Plan. While submitting comments such as this is a means to communicate with one another, I do not think it replaces a back-and-forth discussion.

Respectfully,

Miriam Wells  
Town Councillor

**Mary Jane Banks**

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**From:** Nancy Grant  
**Sent:** January 18, 2021 8:13 PM  
**To:** Mary Jane Banks  
**Subject:** Fwd: Draft Municipal Plan 2020-2030 Policy R-8  
**Attachments:** Dr. Nancy Grant - Town of Rothesay Policy R-8 1.18.21.pdf; MHAAC Industry Document NB.pdf

Dr. Nancy Grant  
Mayor

Any correspondence with employees, agents, or elected officials of the town of Rothesay may be subject to disclosure under the provisions of the Right to Information and Protection of Privacy Act, S.N.B. 2009, c. R-10.6.

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**From:** Shelly Johnson <office@mhaac.ca>  
**Sent:** Monday, January 18, 2021 6:08:19 PM  
**To:** nancygrant@rothesay.ca <nancygrant@rothesay.ca>  
**Subject:** Draft Municipal Plan 2020-2030 Policy R-8

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good evening Dr. Grant,

I am writing to you on behalf of our membership with our concerns regarding Policy R-8. I have attached a formal letter and some Industry pictures and statistics for your perusal. I am available at your convenience to discuss the Industry advancements and innovations that we are achieving.

Thank you for your time,  
I look forward to discussing the Industry in further detail at your earliest convenience.

Sincerely,

Shelly Johnson  
MHAAC



Shelly Johnson, DFA

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Phone: 506.854.1929



Toll: 888.341.4663

[office@mhaac.ca](mailto:office@mhaac.ca)

[Facebook](#) | [Linkedin](#)

2021February2PublicHearingMunicipalPlanFINAL\_066



Monday, January 18, 2021

Dear Dr. Nancy Grant, Mayor of Rothesay,

On behalf of the Manufactured Housing Association of Atlantic Canada's Board of Directors and our members, we would like to express our concern with Policy R-8 written in the Municipal Review Draft Plan 2020-2030. The Manufactured Housing Industry has advanced their building construction methods far more than the current draft is supporting. Our current construction methods are surpassing the current building envelope of the site built homes and we are providing consumers with energy efficient homes that are built to higher codes and standards than the National Building Codes. Consumers are able to customize their homes and our members have engineers and architects on staff and/or on retainer. Our buildings are compatible to any surface foundations including ICF Foundations. Consumers are embracing the environmental advantages that our Manufacturers are achieving. Our members are being recognized and winning national awards for their innovations and advancing the construction building processes.

How can we serve you so that the bylaws on the Manufactured Housing Industry are up to date with today's standards and are in line with the future of residential construction? We welcome the opportunity to make a presentation or provide a safe plant tour before the public hearing so that a more informed decision can be made with current construction methods and processes and that the bylaws are not based on outdated perceptions of the Industry.

Thank you for your time and we look forward to working with you. We have enclosed an industry document with actual photos of manufactured homes that have been built and structurally would fit into your municipality. We are available for questions at your convenience.

Sincerely,

John L. Murphy  
President

*Shelly Johnson*

Shelly Johnson, DFA  
MHAAC



**MANUFACTURED  
HOUSING ASSOCIATION  
OF ATLANTIC CANADA**

**ASSOCIATION DE  
L'HABITATION USINÉE  
DU CANADA ATLANTIQUE**

**THE FUTURE OF RESIDENTIAL  
CONSTRUCTION**

**MANUFACTURED  
HOUSING  
INDUSTRY**



## **Manufactured Housing Association of Atlantic Canada**

### **History**

The manufactured housing association movement in Canada began with the incorporation of the Canadian Manufactured Housing Institute in 1953. In Atlantic Canada, the Mobile Home, Travel Trailer and Park Association of New Brunswick was formed in early 1970s. In 1981, the Association decided to name our fledgling organization the New Brunswick Manufactured Homes and Parks Association. The Mobile Home, Travel Trailer and Parks Association of Nova Scotia was formed in 1973 and incorporated in 1974. In 1995 the name was changed to the Manufactured Housing Association of Nova Scotia. On January 1st, 2001 both the New Brunswick and Nova Scotia independent Manufactured Housing Associations made the crucial decision to amalgamate into one. The new name chosen for this merger was the Manufactured Housing Association of Atlantic Canada (MHAAC). Since 2001 the organization has grown exponentially and continues to make a huge difference in the large and productive manufacturing housing industry. The MHAAC assists our members in all four Atlantic Canada provinces.

### **Our Vision**

Our vision is to be the preferred choice of buyers.

### **Our Core Purpose**

Our Core purpose is to be the unified voice of the manufactured housing industry in Atlantic Canada

### **Our Mission Statement**

Our mission is to promote and grow our industry through professionalism, communication, leadership and education throughout Atlantic Canada.

## Who contributes to the Manufactured Housing Industry and Industry Statistics?

The Manufactured Housing Industry is an industry that makes up a large supply chain which includes; Manufacturers, Retailers-Developers, Land Lease Communities, Transporters, Suppliers, Financial Institutions and Warranty Providers.

In 2016, the value of Factory Built Building productions in Canada, (Residential and Non-Residential combined) was slightly over 1.6 Billion up about 3.5% from 2016 and above the recent 5-year average.

Factory Built units accounted for about 11.5% of all single-family homes. Factory Built building activity helps support over This trend will continue to increase due to the workforce shortages predicted. 30% of the workforce is predicted to retire by 2030. The construction industry labour demand will require 300,000 new workers over the next decade. Manufactured Housing is gaining popularity and market share is only going to increase year over year.

26,615 Full Time Equivalent jobs across the country and generates \$622 Million+ annually in Federal and Provincial taxes.

### Manufactured Housing Industry Benefits

Manufactured housing is meeting the environmental challenges by optimizing materials use and minimizing waste productions due to precision production processes, reuse and recycling and protecting from weather damage and vandalism. Manufactured housing is building highly energy efficient homes and buildings due to indoor construction conditions and integrity of continuous air barrier and insulation layers and careful sealing. Efficient development opportunities with small lot community design; community energy systems; surface foundations; garden suites; laneway housing; infill. Reduced CO2 emissions during construction factoring material delivery trips, crew trips, equipment usage and winter heating.





## Cost efficiencies Benefits

Manufactured housing has innovated the residential and non-residential industry by providing firm cost – everything is planned and ordered before construction begins. This eliminates unexpected cost increases along the way. Production efficiencies eliminates lost time through weather and scheduling delays. Optimizing materials use and minimizing waste. In a CMHC study Industry provided a 20% reduction in construction costs. Faster and definite completion dates reduce soft costs. Highly Energy Efficient homes and buildings reduce operating costs.

## Industry Recap – What Industry is Providing

Our Manufacturers are building national award-winning houses and commercial buildings. We are meeting the environmental challenges – minimizing the environmental foot print. Meeting the energy efficiencies, Building above the national building codes. Customization – home

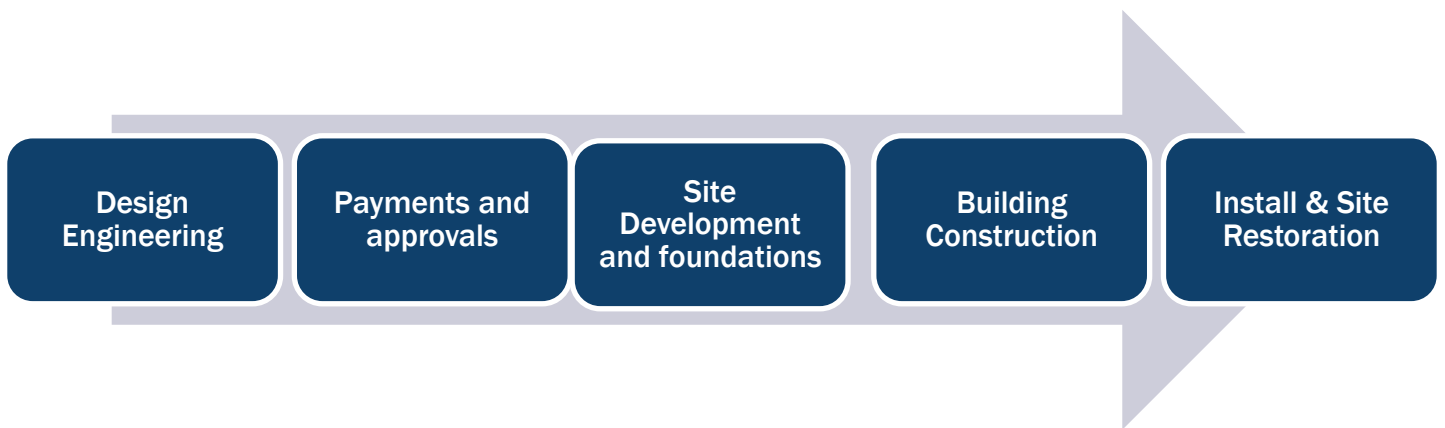
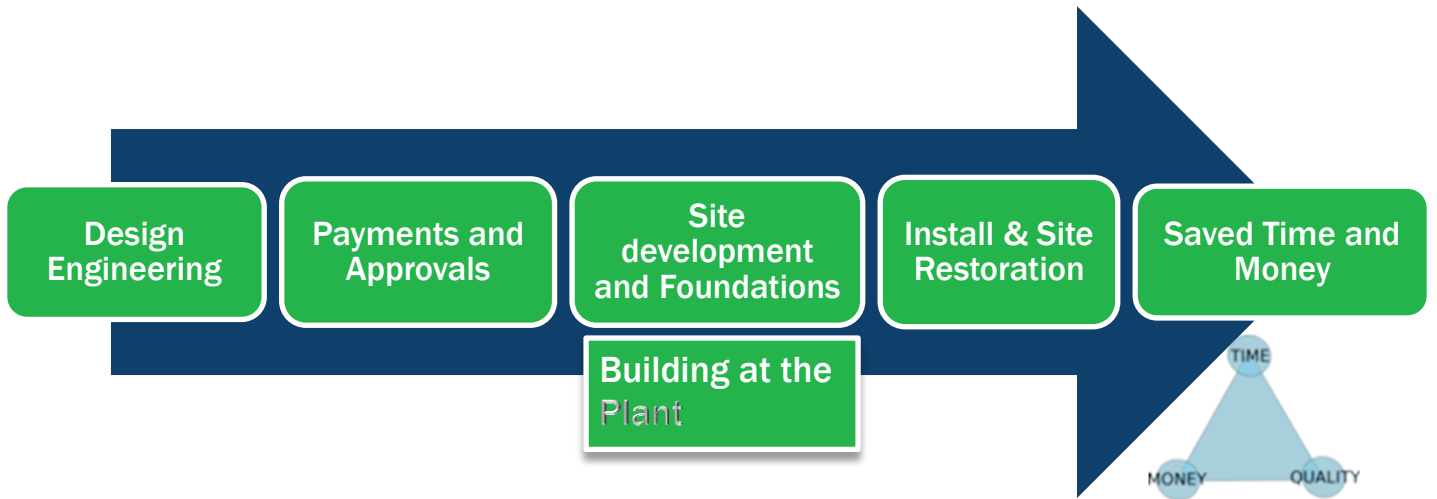
owners can customize their homes to their lifestyles, cost effective-the price is the price. There are no overruns and no surprises. Our industry provides a personal home consultant to guide the buyer step by step in the buying process.

### Manufactured Housing in New Brunswick

In New Brunswick, we currently have five manufacturing housing plants, 21 retailers/developers. Some retailers have more than one location. Our retailers have developed land to sell and some developers own Land Lease Communities providing home owners another alternative to owning their own home. Our members are investing in and creating communities where neighbors are helping neighbors. Our Industry is providing employment in rural areas.



## Modular Construction Schedule vs Site Build Schedule



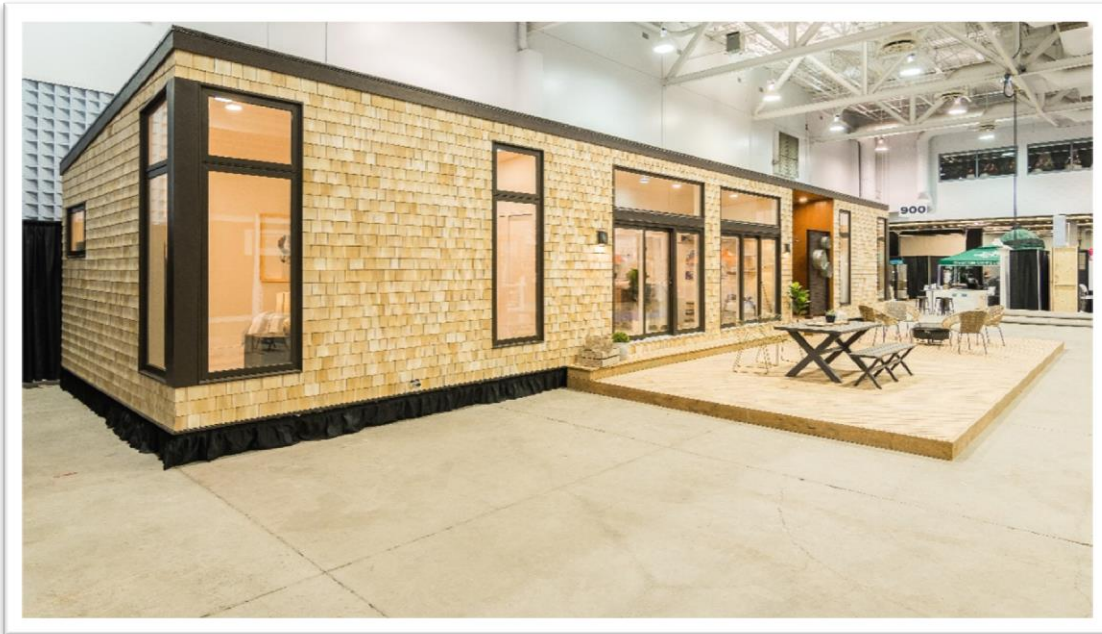
## Manufactured Housing Industry Challenges - Myths

- Manufactured Homes are not created equal due to outdated perceptions of the Industry. The stigma of lower quality homes and run-down communities have followed our industry for over 40 years. We would like to combat this theory and myth bust these perceptions as Industry is making more strides and have innovated the residential/commercial industry than traditional building can currently offer. We build above the National Building Codes and Standards and we are able to pivot quicker to code changes and market drivers.
- Bylaws are outdated and they interfere with the consumer choosing to purchase a manufactured/modular home. More and more consumers are choosing Manufactured housing because of quality, energy efficiencies, our homes are customizable, cost, and the turnaround times.
- Red tape to develop Manufactured/Modular Communities. Reducing red tape for our developers as Municipalities can only gain from having these developments as they don't have the overhead or infrastructure maintenance to up keep these communities/developments and more tax dollars for their municipalities.
- We only provide cookie cutter options – this is false! The photos in this document are actual homes built by our Manufacturers.

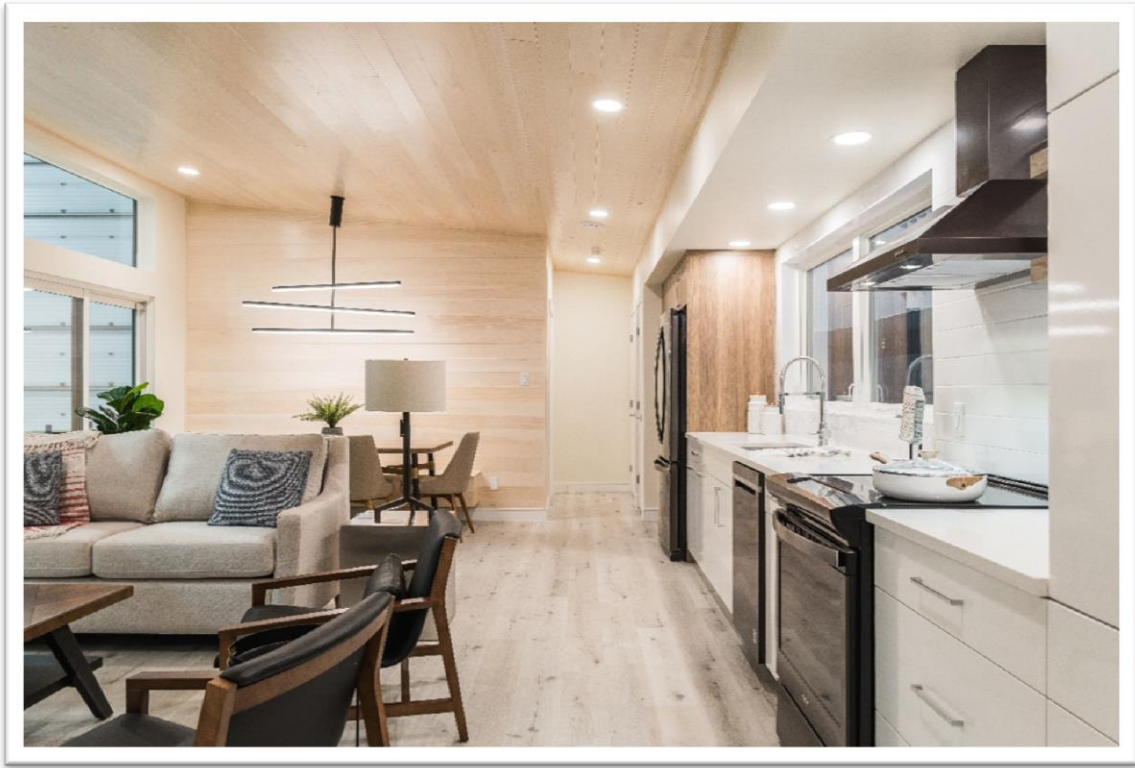
## Interesting Facts

- Countries like Japan, Sweden, China mainly Build Manufactured buildings.
- Great Britain is also moving to manufactured buildings.
- At the start of COVID-19 pandemic – Wuhan, China built two hospitals in twelve days adding 2400 beds to the current health care system.

























Would you build your vehicle outside?  
Why not Build Manufactured Housing?



We request that the proposed new 2020 GFLUM be amended and that the undeveloped land in the Bridlewood Estates Subdivision be returned to its original Low Density Residential designation. We submit the following comments and concerns to support our request.

We have been residents of the Town of Rothesay for the past 25 years. When we purchased our home at 4 Carriage Way in 2011 the 2010 Municipal Plan designated our street and the undeveloped land behind our property as Low Density Residential.

The designation was reconfirmed in September 2017 when the developer received Phase 2 approval to subdivide the land to allow for 44 new single family lots all zoned Single Family Residential R1B.

We are surprised, disappointed and concerned that 3 years later, the proposed new 2020 GLUFM now designates this undeveloped land as Medium Density Residential, with a portion of the subdivision designated as High Density Residential.

Ten years ago we decided to purchase our home in a low density residential area because we wanted to live in that type of neighborhood and benefit from the stability that this type of neighborhood provided. The low density residential development that would one day occur behind our property was consistent with that choice and over the long term we could look forward to maintaining the value of our property and protecting our investment.

The homes adjacent to this undeveloped land will be negatively impacted by these new designations. Medium and high density developments will not preserve the established character or the quality of our existing neighborhood and will destabilize property values.

The proposed 2020 GFLUM for the most part seems to have higher density areas located on the periphery of existing low density neighborhoods. This is not the case with the Bridlewood Estates Subdivision. The higher density housing cuts through the middle of the neighborhood and significantly alters its overall development pattern. The traditional suburban character and architectural style of the subdivision will not be maintained.

It is our opinion that adopting a new GFLUM that changes the designation of this undeveloped land will contradict and be inconsistent with the policies and overall spirit of the proposed Municipal Plan.

Thank You

4 Carriage Way

Rothesay NB



**Mary Jane Banks**

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**From:** January 26, 2021 3:24 PM  
**To:** Mary Jane Banks  
**Subject:** Municipal Plan Comments - SUPPORT FOR SHORT TERM RENTALS

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

Good afternoon,

Please consider the following in response to the proposed changes to short-term rentals in the town of Rothesay.

First, let me say that I **completely oppose a ban on short term rentals** for homes either independently or through services such as Airbnb. As an Airbnb operator for the past 10 months or so, I can tell you that many of the concerns expressed by members of council are completely unfounded. In fact, my personal experience proves quite the opposite, and my neighbours and fellow residents actually see this as a valuable service to the community.

Of the concerns I've heard expressed by council, the two most prominent ones are the impact on **noise** and **housing affordability**. I'd like to address both of those.

**Noise.** While this may be a potential issue with units not occupied by the home owner, it is a completely **different situation with owner-occupied units**. In our particular instance, my wife and I have 3 kids under the age of 8. We occupy the top floor of our home and offer the bottom half as a rental. We have very specific quiet hours listed within the Airbnb contract that renters must agree to before they can ever make a reservation. In our case, it's between 8 pm and 7 am. We have never had a single noise issue since we began offering this service. Not one. Our renters also tend to rent between 1 week and 2 months at a time, so there's some accountability there as we physically occupy the same building.

Also, as a sidebar to the noise issue, I do believe there is a misconception around exactly WHO is using short-term rentals here in Rothesay. The concern that out of town partiers will one day descend upon the community and destroy it couldn't be further from what's actually happening. Let's be honest. First, let's be completely honest with ourselves. Rothesay is NOT a travel destination. It's a small, family community. That fact is completely reflected in the types of people who have been renting my Airbnb.

Of the dozens of people I've hosted, **ALL** of them have ties to Rothesay. They're families reuniting with grandparents and the brothers, sisters and cousins they left behind. They're people making the trip back for important weddings and special events. They're locals who have sold their home and need a few weeks to hunker down while their new house is being finished. Or they're families going through a separation, looking to keep their kids in the community while they find a new place of their own. And in one particular case this summer, it was my next-door neighbour who had a death in the family and simply wanted a few extra bedrooms so their family could come together in one single location while they grieved their loss.

Again. These aren't out of town partiers as some would have you believe. These are people with ties to the community and **people who already live here**. These are people who want to spend their time and money here in Rothesay where their friends and family are. Ironically, the very people this amendment is designed to keep out is, are the people that already call this place home.

~~2021 Federal Affordability Waiver Municipal First Filed 085~~  
**Secondly** – let me address the impact of affordability. When my wife and I first decided to rent our unused space, the pandemic hit us hard. As independent contractors, we BOTH lost our jobs and had virtually ZERO income. The only thing keeping us from losing our home was our Airbnb income. In our case, short-term rental income actually made our housing MORE affordable during a time of distress. There are many families like mine who have fluctuating or unpredictable income. Short term rentals provide an extra layer of assurance and flexibility that many of us need in order to keep our housing costs more manageable no matter what life throws at us.

In summary, I'd like to re-emphasize that there should be a marked distinction between **owner-occupied** and **owner unoccupied**, the first of which actually makes housing more affordable for struggling families. And of course I'd like you to remember that it's locals who depend on short-term rentals so they can keep their ties to this community even while they're in transition.

I appreciate your consideration in this matter. And I look forward to a sensible solution that actually reflects the needs and wants of the community.

Best regards,

34 Sprucewood Ave  
Rothesay, NB