

MUNICIPAL PLAN

BY-LAW 1-20



ROTHESAY

New Brunswick

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Executive Summary

The Rothesay Municipal Plan is a blueprint to guide decisions for the long-term management and development of our community over the period of the next 10 years (2020-2030). The Municipal Plan presents a consolidation of ideas of how we plan respond to challenges such as; climate change, flooding, ageing demographics, slow population growth, and technology advancements. In response to these challenges, Rothesay embraces new methods and policies that will make our Town more sustainable in the development and redevelopment of our lands. For these reasons, we have articulated a vision, objectives, and goals that are important to the future growth and development of Rothesay.

BUILT FORM AND LAND USE

The built form is the physical organization of buildings and infrastructure; it provides the foundation for our community and the quality of life needed to support the daily life of our citizens. The social, economic, and cultural activities are dependent on the form and function of the built environment; particular importance is on the quality and design of the physical space. The relationship between people and the built environment is vital to health and happiness; we connect with the places we live. However, the built form is not static. Over the course of our history, the built form can change through the way we use our lands, how we develop and build, and how we influence the natural environment; often these changes are brought through community interests and are expressed through policies. Public engagement has shaped the vision of our future and aided in the creation of municipal planning policy; these policies regulate following:

- Existing and future development to ensure Rothesay is designed in a way that makes it aesthetically pleasing, and attractive for all residents and business owners;
- The use and development of lands to provide a range of uses that are appropriate;

- The built form to encourage a complete communities approach, in which neighbourhoods allow for a live, work, play style of life;
- The design and construction of buildings through the use of building techniques that have a reduced negative impact or positive environmental impact and encouraging sustainable construction practices.

RESIDENTIAL NEIGHBOURHOODS

Rothesay is primarily a residential community, a bedroom suburb of Saint John with many distinct neighbourhoods that are represented by single detached dwellings as the prevailing form of housing. Homes are characterized by their different architectural styles, with a range of homes having been built between the 1800s to present day. A growing shift in the local housing market is the addition of apartment and condominium dwellings, which have allowed for a range of new housing choices for residents. Public feedback has helped shape the future vision of Rothesay, and the residential policies required to ensure Rothesay continues to develop in a sustainable way. These policies facilitate the following:

- Allow for a range of residential housing types, sizes, and costs;
- Provide methods for adding affordable housing;
- Provide methods for adding age-friendly, universally accessible housing;
- Address the growing challenge of providing homes for non-traditional families,
- Regulate future residential development to ensure that future growth prioritizes a dense development pattern and reduces sprawl;
- Regulate residential land development to ensure the provision of municipal services is both economically and physically viable; and
- Allow for a narrow range of local commercial uses in residential neighbourhoods to reduce the need to travel by car for daily necessities.

COMMERCIAL CORRIDOR

The local economy is supported by a mix of local, national, and international businesses, which together provide essential goods and services. The majority of the working population in Rothesay commutes to Saint John for employment and is dependent on that city for many of their services, goods, and products. While Rothesay provides essential needs, the City of Saint John is the acknowledged regional service center. Saint John's economic diversity will continue to make Rothesay dependent on the City for the majority of its employment opportunities for residents. Nevertheless, plan policies can guide economic decision-making and investment to provide greater economic opportunities that make our community more self-sufficient:

- Support local business growth through land use development regulations that allow for a diverse range of uses;
- Require urban design standards that will facilitate the development of an attractive, desirable commercial corridor that appeals to private interest and investment;
- Focus on the improvement and prioritization of commercial development in Rothesay's commercial corridor; and
- Use a land use planning methodology that supports neighbourhoods where residents can live, work, and play with emphasis focused on our main commercial areas.

NATURAL ENVIRONMENT

The natural environment provides essentials to our everyday life, and is integral to our health and well-being. Our built physical environment is a product of our natural environment; we share a close connection and are dependent on it for our way of life. How our physical environment is constructed,

designed, and developed through time can alter and significantly influence the local and global natural environments. The Municipal Plan recognizes the relationship our built and natural environments have with one another, accordingly the Plan contains policies that ensure our community will continue to develop and grow in a sustainable way to allow for future generations to fully utilize Rothesay's natural environment. The intent of these policies is to:

- Protect our natural resources;
- Regulate the development of greenfield or natural areas to reduce urban sprawl;
- Require lands that are considered to be socially, economically, and culturally important to be conserved for future generations; and
- Protect the existing and future built form and municipal infrastructure, with robust land development regulations.

MUNICIPAL SERVICES AND INFRASTRUCTURE

Regulating and managing the growth and construction of new development in Rothesay and those areas with existing municipal services and infrastructure requires a deep understanding of the needs of our community. The infrastructure and services of our Town are essential to the function and the provision of necessities of life for residents. The Municipal Plan recognizes the value and importance in maintaining existing services and infrastructure in the Town, while considering future opportunities to provide services and to expand service and utility infrastructure. Accordingly, through the Municipal Plan vision and engagement process, policies are presented which ensure the following:

- Provide emergency services to all residents in Rothesay;
- Require all new development be connected to municipal services, including water and sewer;
- Explore opportunities for municipal and private interest to cooperate on future development opportunities; and
- Regulate development and expansion of municipal service requirements to ensure expansion of infrastructure is done in an economically viable way.

HERITAGE

Rothesay has an extensive history and well established values and traditions. Our built environment, buildings, homes, and businesses are what make up Rothesay's history and is what tells the story of our past. The Municipal Plan acknowledges the history of our built and natural environment through policies created with the direction of public feedback and our collective vision of the future. The intent of these policies is to preserve our traditional and heritage areas so that current and future generations may remember and enjoy these assets. The policies will:

- Regulate the development of buildings and land found within Rothesay's heritage area to ensure new development does not detract from the inherent quality or character of the built, social, or cultural environment;
- Allow for a range of uses that reflect on the historic form and function of the heritage area; and
- Preserve historic sites and buildings to ensure they are kept for the enjoyment of future generations.

IMPLEMENTATION AND INTERPRETATION

The Municipal Plan will be implemented through municipal regulatory documents, including a new Zoning By-law, Subdivision By-law, and Heritage By-law. Together, these documents will provide the necessary requirements to fulfill the intent of the Plan and its policies. The Municipal Plan is a dynamic document, and should be interpreted and implemented in a fluid way. It is not anticipated that the Plan be read so stringently that the most literal definition becomes the accepted interpretation. The strength of the

Municipal Plan is that it is a living document that contains a framework for updates, changes, or adjustments. As the Plan is a living document it may evolve through successive updates, be expanded as needed, and serve a different purpose over time. Accordingly, the policies in the Municipal Plan will:

- Empower Council to make decisions with regards to the development and management of land, the conservation of the physical environment, control waste and pollutants, and provide services;
- Enable Town Committees to provide sound advice to Council regarding the management of lands, services and infrastructure, and the physical environment;
- Allow for future amendments to ensure that the vision is adapting to changing needs and priorities; and
- Facilitate by-laws that ensure Rothestay's lands, resources, and facilities, and infrastructure are controlled and managed in a sustainable manner.





CHAPTER 1 - MUNICIPAL PLAN BACKGROUND

The philosophy behind Town planning in Rothsay is to provide a framework of policies that guide the municipality through thoughtful accommodation of growth without compromising the distinctive characteristics of our social, natural, built, and heritage environment.

This Plan is compelled to reflect a deep appreciation of Rothsay and its residents. It also requires effective communication and engagement in identifying what opportunities and challenges, if any, may arise in the future. Preparation and planning will depend on our understanding of our demographics, economy, housing, transportation, and services and utilities.

In 2017, Town staff initiated the Municipal Plan review process to create a new Municipal Plan for Rothsay. The review process was designed to assess and analyze the effectiveness of the 2010 Rothsay Municipal Plan, its policies, objectives, and vision and whether these were still relevant to the future. The Municipal Plan provides a general overview, as well as policy related to: the development and use of land, the conservation and improvement of the physical environment, the control and abatement of pollution, the development of communication, utility, and transportation systems, the reservation of land for future uses and municipal purposes, and the provision of municipal services and facilities.



Context – Past and Future, Challenges and Opportunities

OUR PAST

Records of indigenous peoples along the Kennebecasis and Saint John River date back to approximately 7000 BC. The Wolastoqiyik (Maliseet) First Nation meaning “people of the beautiful river” were the first inhabitants of the river valley area. The European colonization of the area was expedited largely by the influx of American Loyalists who resettled here during and after the American Revolution 1775–1783. Loyal subjects of King George fleeing the colonial revolt and seeking out safe territory to settle were granted lands in the region. In 1784, these land grants were governed under the newly formed Provincial Government of New Brunswick.

The early 1800s Saint John grew quickly as an industrial and manufacturing center. Numerous mills and plants were established along the Saint John River and the abundance of ships and activity of the shipyards made the area a bustling and vibrant community. In the 1850s, a railway running from Saint John to Shediac would pass through Rothesay and with the coming of the railway, the businesses in Saint John continued to grow and flourish.

By 1860, the cornerstones of the communities, in what is now Rothesay, were beginning to take shape and soon it became a popular residential and cottage destination in the summer for people looking to escape from the rapidly industrializing City of Saint John. Many of the people that moved to the Rothesay area during this time had a range of skillsets that were valuable to the area; some were ship builders, farmers, loggers, and blacksmiths. As a result, by 1867, the communities of Rothesay had grown from a crossroad in the midst of predominantly farm-lots to a settled community. The railway had arrived and the era of prosperity from lumber and shipping was in full sail. The railway made it possible for Saint John residents to spend the summer in Rothesay and seasonal residences soon began to be built on a grander scale. The rail connection also introduced suburban living, with businesspersons building houses for their families in Rothesay and commuting into Saint John.

This connection to the City is very symbolic and Rothesay residents still speak with pride when referring to their identity in the regional context by means of “Greater Saint John.” Greater Saint John denotes a geographic urbanized area that has, since the 1960s, expanded beyond the City of Saint John boundaries with the suburbanization of Rothesay and Quispamsis in the Kennebecasis Valley and Grand Bay-Westfield.

Even though Rothesay has a lengthy history, the principal growth period occurred in the post-WWII period. The arrival of widespread automobile ownership and the construction of highways, spurred the suburbanization of Rothesay. This growth was further stimulated by affordable housing prices and lower property taxes. Suburban housing in Rothesay offered homeowners good value with characteristically larger homes with more floor space in comparison to was available in the established neighbourhoods of Saint John. Suburban Rothesay also boasted larger lots compared to the smaller lots commonly found in Saint John. As the Town’s population grew, there were new highways to provide fast direct connections from the suburbs to major employment and industrial centers in the City.

While Rothesay followed many of the typical characteristics of suburbanization, our history diverges from the North American experience. Characteristically suburbs are defined as communities without cultural or historical foundations, Rothesay still embraces with pride several century-old institutions such as the Riverside Country Club founded in 1897 that remains as New Brunswick’s only private golf club; Rothesay

Netherwood School founded in 1877 as an independent boarding preparatory school; Shadow Lawn Inn founded in 1870; the Rothsay Tennis Club founded in 1898; and a competitive rowing history that dates back to the 19th century.

In 1998, the villages of East Riverside-Kingshurst, Fairvale, Renforth, the local service district of Wells and the Town of Rothsay were amalgamated to form “Rothsay”. Shortly thereafter, the Town created a motto used to represent the strength and unity of the municipality throughout its history and into the future; “Qunique Iuncta in Uno”, which means Five United in One. In 2010, Rothsay celebrated its 150th name-day anniversary.

Rothsay is distinctive in New Brunswick with a strong and vibrant small Town identity, though it has a very strong connection with the City of Saint John. The majority of Rothsay’s working class commute to the City for employment, and access most services and goods. Since 2010, there has been a growing dialog around issues of the City’s financial sustainability and the potential unification of local governments in the Greater Saint John area.

Rothsay has been steadfast in its position that preservation of the Rothsay identity and the relationship of our local government to our residents is paramount. The administration and bureaucracy of a much larger organization like a single-city government, means the importance of resident’s local issues may not get the attention that they need, deserve, and expect. Rothsay does embrace regional and inter-municipal solutions to service delivery such as the Greater Saint John Regional Facilities Commission, the Kennebecasis Regional Police Force and Kennebecasis Valley Fire Department, the Fundy Regional Service Commission, the Comex bus rapid transit service, Economic Development Greater Saint John, and the Kennebecasis Public Library. These service agencies are examples of how collectively municipalities can work together to better meet the service needs of our residents.

For clarification, Rothsay maintains the position that a single regional government model or other form of centralization that would distance our residents from Town Hall and local decision-making is detrimental to our best interest.

Council Shall:

Policy REG-1

Regional Inter-Municipal Cooperation:

Continue to support regional and inter-municipal cooperation to the degree that such collaboration benefits Rothsay without compromising the ability to retain local decision-making and local administrative accountability.

OUR FUTURE

Rothesay, like many suburban communities of New Brunswick finds itself in a position that provides many unique opportunities and challenges for the present and future. Since the 2011 census, the population has decreased. At a glance, we can see from the data available through the Canadian Census Program that the number of persons 50 and older is increasing and those 20 and younger is decreasing. This change in population dynamic further adds to the challenges of a growing, ageing population. The Rothesay area has seen the effects of a slow, but gradual change in climate and is beginning to notice the effects of even small changes. Seasonal weather events are becoming extreme, and as a result flooding is more prevalent. The annual freshet has had a dramatic effect on riverfront communities along the St. John River including Rothesay. Climatologists and hydrologists put forward that extreme weather and resulting river flooding will continue to be more frequent into the future.

Despite these challenges, Rothesay is poised to capitalize on opportunities in the future. In 2018, Rothesay was recognized as an Age-Friendly Community by the Province of New Brunswick, and in 2019, the Town formed a partnership with the YMCA to create an age-friendly resource centre known as the Rothesay Hive. In 2020 Rothesay was accepted into the World Health Organization's (WHO) Global Network for Age-friendly Cities and Communities.

In recent years, Rothesay has seen a rise in residential and commercial development. The long-standing tradition of Rothesay being known for its single-detached homes has evolved with the provision of new multi-unit apartment and condominium buildings. The addition of these dwellings further diversifies our housing stock and provides additional opportunities for people to call Rothesay home. The development of commercial uses has provided excellent additions to our Town.



How much growth for the Future?

Rothesay has a reputation as a community with an excellent quality of life and for that reason growth should be planned to that which improves the quality of life for our residents. By improving and maintaining quality of life, residents will want to stay here. In fact, much of what makes this place special cannot be measured in standard economic or demographic statistics. The Municipal Plan is a delicate balance between permitting some development and regulating other land uses over the next 10 years. Municipal

policy is subsequently influenced by demographic trends and the policy makers weigh those choices against community values.

In preparation of this plan, Rothsay prepared a demographic forecast of our population. Rothsay has a population (See Figure 3) wherein a relatively small proportion of residents are between the ages of 20 and 34 years of age, and the majority of the population is 50 years and older (Heseltine, 2018)¹. The demographic forecast shows that without intervention, our population will gradually diminish over the next 20 years. Rothsay's population had experienced steady population growth until the most recent census period ending in 2016, which recorded a net loss of 2.5% (See Figure 1). By 2021, it is forecasted that Rothsay's population will be 11,361, and by 2026, 10,786 persons (See Figure 2). Beyond the lifetime of the Municipal Plan, the forecasts predict that the population will be 9,444 persons by the year 2036.

This forecasted decline in population would be largely due to the death of persons born during the Baby Boom Generation (1946-1964), the out-migration of young adults particularly of those aged 20 to 34, and a low birth rate due to the loss of young adults and families. The projections are based on looking at Rothsay in isolation and do not reflect changes resulting from changes in the population share in the Greater Saint John region.

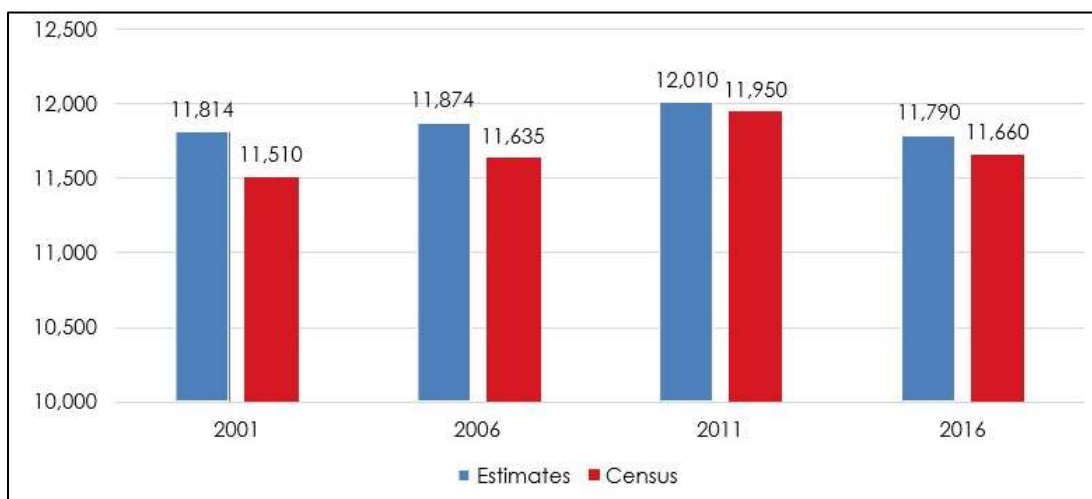


Figure 1 – Total Population Change, 2001-2016, Population Estimates VS Census Data - Source: Heseltine, J. (2018). Town of Rothsay Population and Housing Projections.

¹ Heseltine, J. (2018). Town of Rothsay Population and Housing Projections

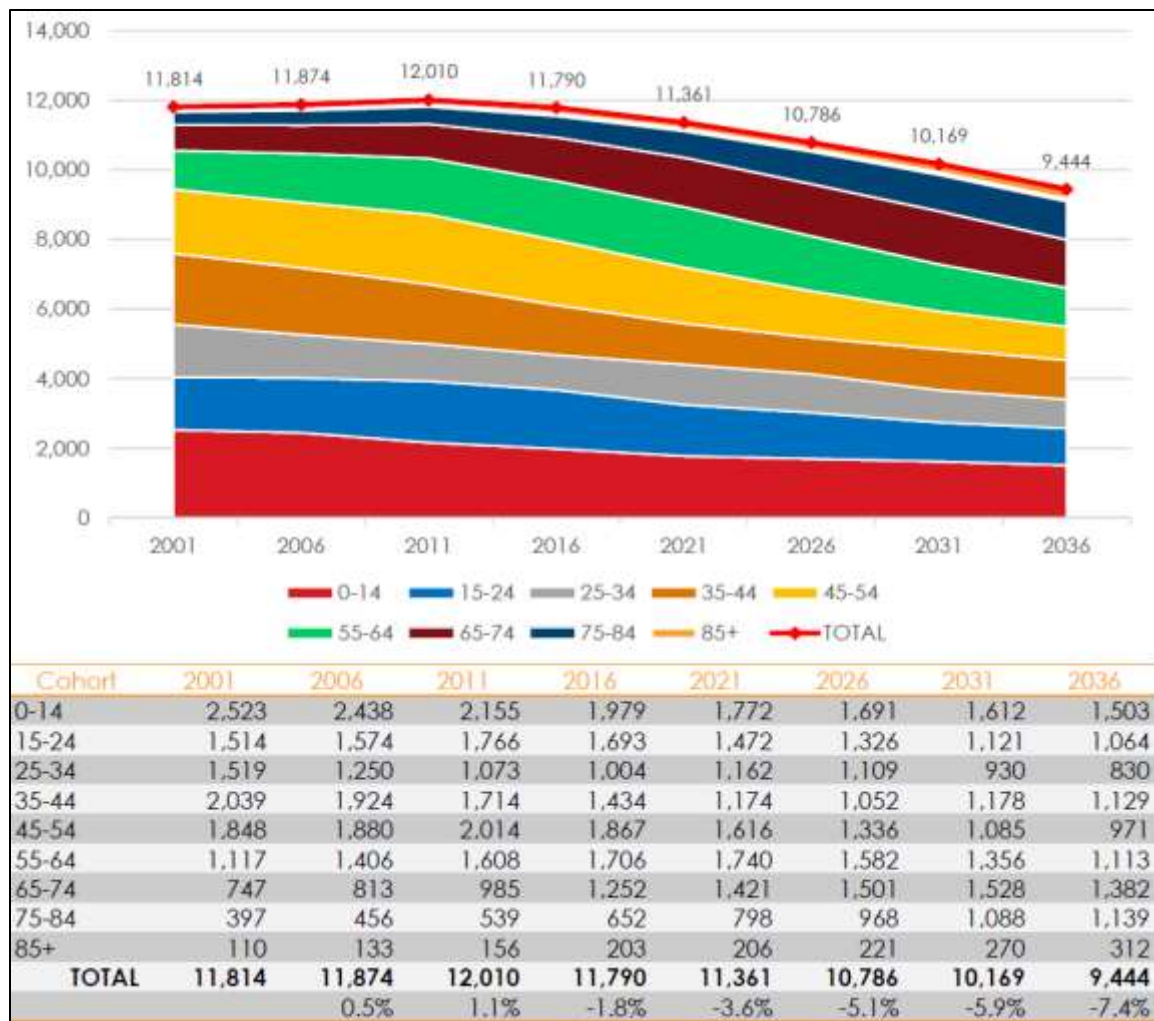


Figure 2 – Population Forecast, 2016-2036- Source: Heseltine, J. (2018). Town of Rothesay Population and Housing Projections

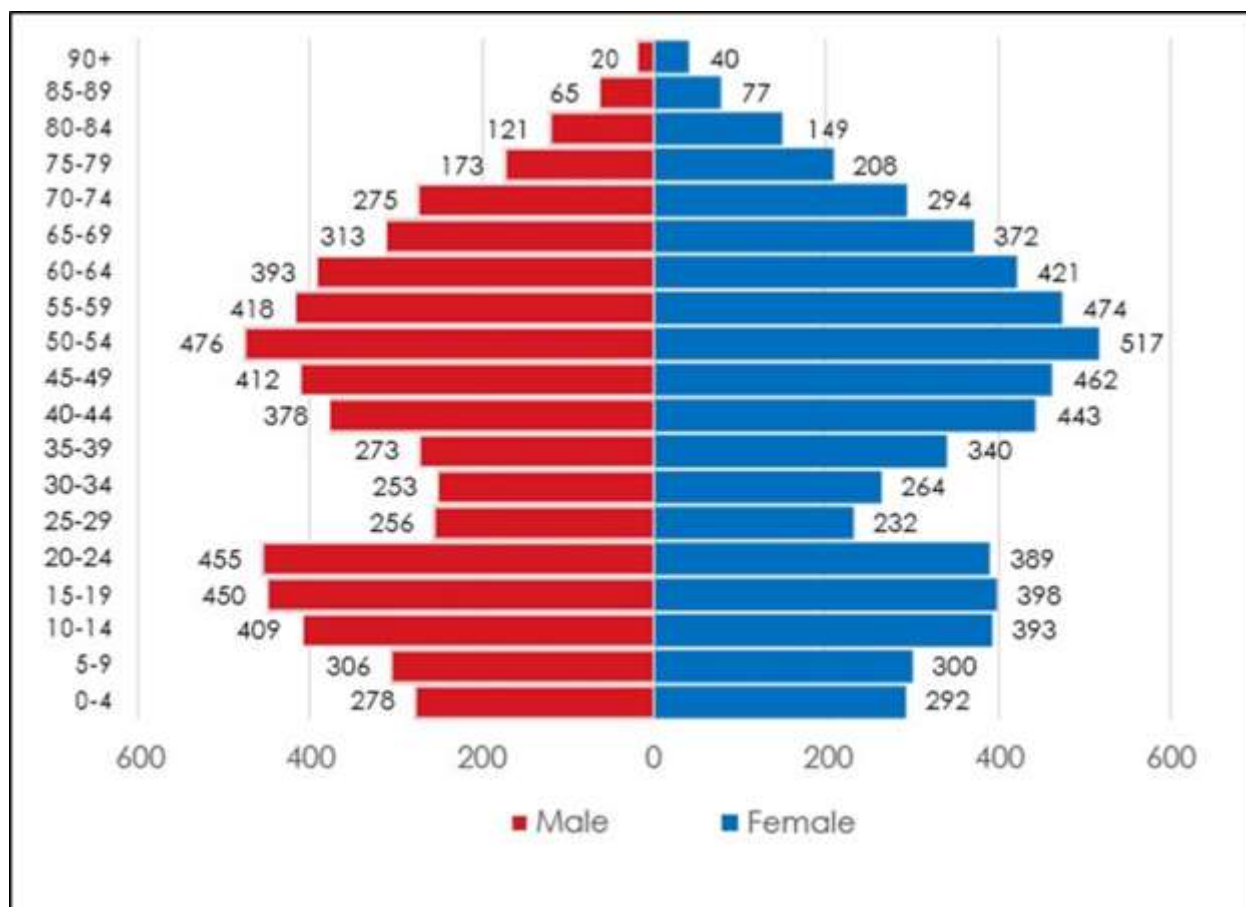
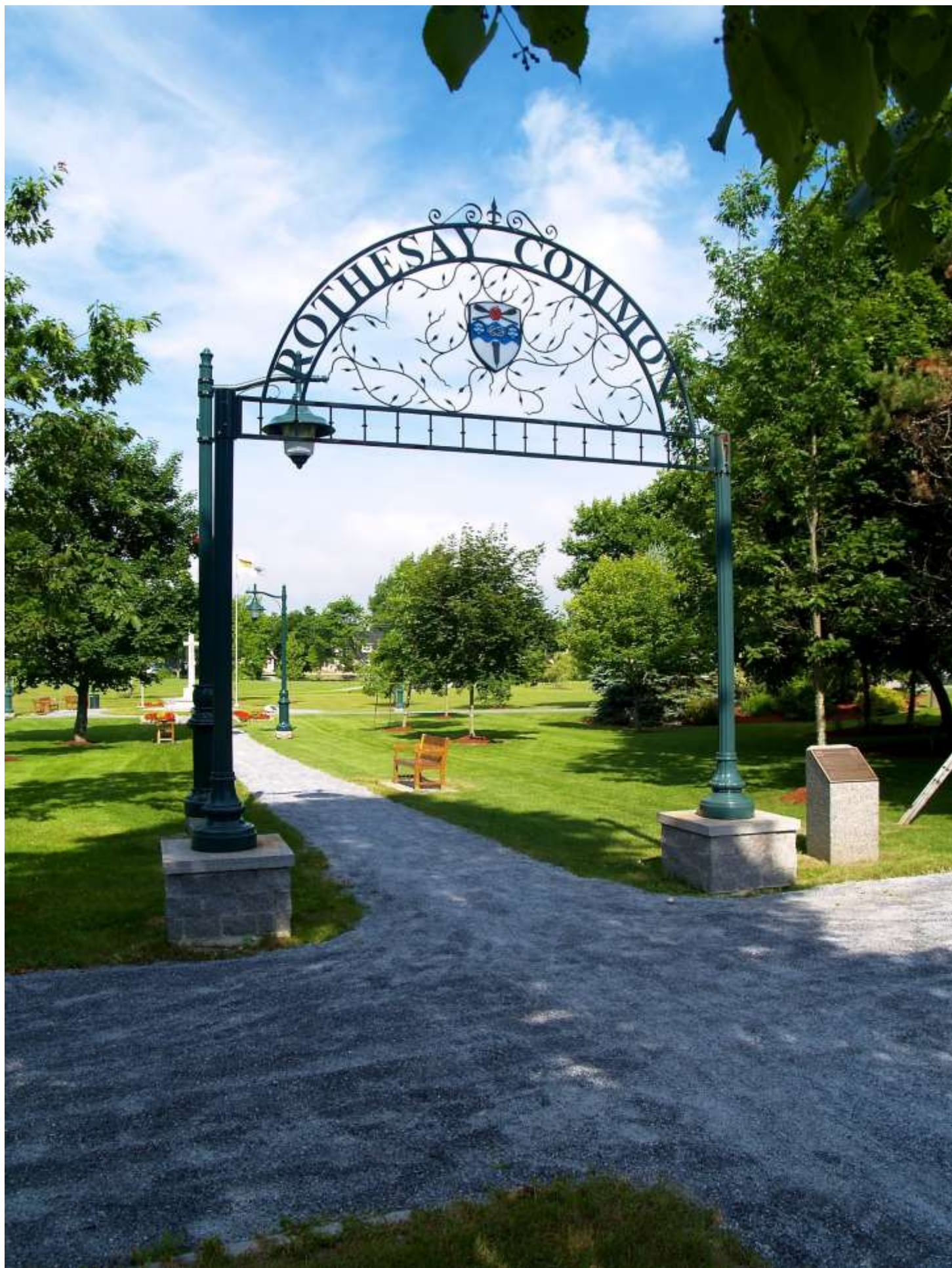


Figure 3 - Population Pyramid Female VS Male (2016 Census) - Source: Heseltine, J. (2018). Town of Rothesay Population and Housing Projections.

The migration of people in and out of Rothesay is integral to the cycle of housing and the age of our residents. Rothesay strikes a balance between in-migrants and out-migrants (Heseltine, 2018); however, an increase in new-build construction would likely attract more in-migrants. Estimates of future migration show that residents in their 30s and 40s and a smaller number of persons up to 20 years of age will increase, but is countered by the consistent and substantial outflow of persons 20 to 29 years of age, which is presumed to be adult children leaving Rothesay for employment and/or education opportunities, or to move to a larger metropolitan centre (Heseltine, 2018). Rothesay is also promoted as a destination for retirees; however, the demographic census data indicates that we are not attracting seniors and that there is an out-migration of pre-retirees, aged 45 to 65 (Heseltine, 2018).

Population growth and decline forecasts are a prediction based on the expected outcomes of the economy and the current number of persons present in the population capable of birthing. Greater economic and employment growth and an increased number of persons capable of new births tends to reflect an increase in population. Rothesay has a challenge in this regard in that there are limited employment opportunities in the Town and we are heavily dependent on the City of Saint John to provide employment for the majority of our labour force. To ensure that Rothesay grows in a sustainable manner and that our needs are met, demographic changes will be monitored and the Municipal Plan upgraded if future growth trends change the vision integral to the Plan.



Creating the Municipal Plan

The Municipal Plan is a by-law enacted by Rothesay Council that seeks to describe our vision, values, and aspirations within a regulatory framework to control and manage land use development. Our municipal plan policies guide our Council, Town staff, and public stakeholders and are vital in identifying and addressing local challenges, and taking advantage of and promoting our local strengths, which include the following:

1. Our municipal water infrastructure has slowly expanded through various development projects and municipal capital projects. Through these initiatives, the availability to connect to municipal water has continued to spread throughout the Town, providing more residents with clean, safe, potable water. The continual expansion of this network will provide future opportunities for residential and commercial developments, and allow existing residents on well water service to connect to municipal water.
2. The Town's primary housing form is single-detached dwellings that are situated on a mix of lot sizes ranging from quarter acre lots to one-acre lots and greater. The majority of the existing homes in Rothesay were built prior to the 1970s; however, there has been a consistent, yet modest, amount of new built construction each year. A change in housing demand and a changing demographic have transformed the housing market, in that the Town has had an increase in the number of apartment and condominium units developed in the past decade. This diversity of housing choice enables existing residents to stay within Rothesay. Further residential development in the Town is possible, through the potential of infill and undeveloped new development areas. In 2019, Council approved a plan for the Hillside North and South Planning Areas as it has high potential for future development growth. There are plans to allow for the development of low, medium, and high-density residential land uses. The timeline of the growth in this area would exceed 40 years at current build rates, but it provides potential growth opportunities for the Town.
3. Rothesay has a proportionally high number of senior citizens and a proportionally low number of youth and young adults compared to national averages. Population forecasts indicate that future population decline will continue, with estimates showing that by 2036 Rothesay could lose 20% of its current population. A cause for this population loss is multifold, though the largest being the death of the senior population, and the smaller number of persons that are capable of bearing children make up for the steady decline. Rothesay's designation as an age-friendly community should encourage more persons to move to Rothesay, and certainly targeting and attracting new persons to the Town, and allowing for new housing options and a variety of commercial uses will support a more diverse lifestyle and encourage growth.
4. Rothesay is situated in an area that allows residents to make the most of the natural environment. Access to the Kennebecasis River, parks, and natural areas make the Town a potential leader in parks and recreation, and environmental sustainability. Preserving these natural areas through strict developmental controls will ensure these areas are protected for future generations and will reduce our impact on the environment. Increasing the number of green spaces and parks will also improve our overall quality of life.
5. The Town has a small employment base in the commercial and industrial sectors, and has opportunities to diversify and expand on these uses in the future. Allowing for the continuation and expansion of these uses will further strengthen our economic opportunities for residents, and

will provide new opportunities for existing residents, and possibly attract new residents to the Town.

Development regulation and land use planning will ensure these uses do not detract from the existing character and or qualities of Rothesay; particularly, the importance is the quality of life of residents and their neighbourhoods. Commercial and industrial growth will be limited to specific areas to ensure development is coordinated and that Rothesay can ensure that these uses do not detract from the existing character of Rothesay, or negatively impact the lives of residents. Commercial growth and development will continue to define and establish a commercial corridor, while industrial uses will further support the needs of residents and the services they require for their everyday lives.

Creating the Municipal Plan: The Planning Process

The Rothesay Municipal Plan was a two-year planning process that took place between June 2018 and June 2020, and was an initiative undertaken by Town staff under the direction of Council. The process required a considerable amount of public engagement, reports, studies, and research and analysis. This was required to capture the full extent of our stakeholders, and the vision of our community for what and how we want Rothesay to develop, grow, and change in the future. Through this process many challenges and opportunities were revealed, including those that residents feel threaten the community and those that may enhance the quality of life and make Rothesay a desirable place to live. The extent to which staff, the public, and consultants were involved was extensive, as noted below:

- A citizen satisfaction survey completed by Corporate Research Associates (CRA), with the assistance of Town staff, that collected 409 responses from residents in the Town to review their overall satisfaction with quality of life, provision of services, and their concerns regarding important issues or challenges facing Rothesay, housing and commercial development, and the impact of storm water drainage and flooding, from May 9th to 24th and again from June 12th to 14th, 2018;
- An age-friendly survey, completed by the Rothesay Age-Friendly Committee and Town staff, that collected 389 responses electronically and through paper submission. The survey was targeted for persons 50 years and older, and asked questions regarding senior's quality of life, their ability to live in Rothesay and their home long-term, the quality and provision of available services, what services would be desirable in the future, and the quality and provision of housing, October 2017 to April 2018;
- CoUrbanize online engagement; managed by Town staff collected 400+ responses over the course of 2 years. Responses were provided from residents asking general questions, providing feedback on the planning review process, and in response to questions were provided by Town staff, October 2017 to December 2019;
- Rothesay Priorities Report, Priorities of Rothesay Town Council 2016-2020;
- Hillside Secondary Plan Open House, Bill McGuire Centre, November 15, 2018;
- Municipal Plan and Zoning By-law Review Open House, Bradley Lake Community Centre, June 7th, 2018;
- Municipal Plan and Zoning By-law Review Open House, Fairvale Outing Association, June 13th, 2018;

- Municipal Plan and Zoning By-law Review Open House, Bill McGuire Centre, June 19th, 2018;
- Municipal Plan and Zoning By-law Review Open House, Rothsay Town Hall, June 27th, 2018;
- Municipal Plan and Zoning By-law Review Pop-up stations (various locations), July – August 2018;
- Rothsay Planning Advisory Committee Workshop, Rothsay Town Hall, August 2019;
- Rothsay Parks and Recreation Workshop, Rothsay Town Hall, November 2018; and
- On-going community engagement, including individual meetings with residents, phone calls, and email communication.



Vision, Objectives, and Goals:

A vision is created through engagement and discussion with stakeholders, and the observation and collection of feedback from residents. Together, the stakeholders and Town staff have created a vision for Rothestay and how it may grow and develop in the future, what regulations may exist to limit or enable development, what intensity and scale may be desirable, what characteristics and values are considered to be crucial to the Town, and what the future of Rothestay may look like over the lifetime of this Plan and beyond. The Municipal Plan, and the vision, is based on the comprehensive understanding of the existing conditions in the Town and how these conditions may change over the lifetime of the Plan. The Vision is the ideal concept for what the future of Rothestay may look like; the vision represents the collective values and goals of the Town's stakeholders and presents a scenario for the future which we may achieve through a series of objectives and or goals, and which may be implemented through policy contained in the Municipal Plan.

Growth, Change, and Resilience

The vision of our community of the next decade into 2030 is based on the gathering of the public's feedback, collected throughout the course of the planning review process. The future expectation of Rothestay is that we continue to create and maintain a highly desirable, livable community. At the heart of the vision are important principles that will shape the future of Rothestay. These principles are integral to how we use and build our physical environment, how our built form dictates how we use land, and what impact we will have on it. The principles reflect this relationship and how we plan to grow our population, change our physical environment, and how we remain resilient in the face of challenges and threats to our way of life. The municipal plan recognizes the social, economic, cultural, and natural environments and how they are interconnected. Through this Municipal Plan will strive to make the following a framework for the Town's vision:





NATURAL ENVIRONMENT:

- Protect the natural environment through the provision of land use development controls that are integrated with Provincial regulations, to ensure Rothesay's natural areas are preserved for future generations;
- Monitor and increase the number of trees in our urban areas, and continue to protect the existing tree canopy;
- Protect our natural resources through the regulation of lands with municipal by-laws and provincial Acts;
- Encourage new development to be designed to include green building design principles; and
- Encourage development of infill sites and identify opportunity areas with access to municipal services in order to reduce sprawl.

BUILT FORM AND URBAN DESIGN:

- Protect the existing built form through land development regulations and heritage and design standards;

- Require that all new construction developments be designed for the pedestrian and at the pedestrian scale, to increase social interaction that fosters meaningful relationships and socialization;
- Establish a commercial corridor that is distinctive and provides functions and utility of multiple modes of transportation;
- Follow best practices in land use planning and urban design to create a built form that may be used and enjoyed by all residents;
- Create spaces that enable the freedom of movement and use of space for all persons of all ages, sizes, abilities, and disabilities; and
- Ensure that lands are developed in an economically and environmentally sustainable fashion, such that a proposed development would not financially burden the Town or adversely affect the development pattern and or lands of the Town.

HOUSING DIVERSITY

- Create land use development regulations that will allow for a mix of residential densities, housing styles, and affordability, which will enable persons of all socio-economic status to live in Rothestay;
- Require new homes to be built to enrich age-friendly living and supports ageing in place;
- Locate moderate and higher density residential housing to areas in close proximity to commercial and institutional uses and transit nodes; and
- Neighbourhood commercial uses and home based businesses will increase live, work, play opportunities and overall healthy neighbourhood function;

AGE-FRIENDLY COMMUNITY

- Public buildings operated by the Town will be designed to be used by all persons regardless of their age, size, ability or disability, or socio-economic status;
- Continue to support the development of Rothestay's Age-Friendly Resource Centre "The Rothestay Hive"; and
- Programs to promote the inclusion and contribution of seniors in all areas of community life in Rothestay.

PARKS AND RECREATION

- Parks will be provided in new neighbourhoods to ensure all residents have access to green space;
- An interconnected system of trails, parks, and green systems will be created with multiple public access points;
- Parks and green spaces will be created and maintained to ensure that they may be used throughout the year to encourage residents to be active;
- Rothestay's waterfront areas will be protected from development pressures to preserve natural areas, green spaces, and parks; and
- The Town will continue to invest in and upgrade existing parks and recreational facilities.

COMPLETE NEIGHBOURHOODS

- Neighbourhoods will support mixed-use development that will lend to the function of residents daily lives;
- Streets will be designed to be walkable to encourage the use of streets by pedestrians;
- Neighbourhoods will be designed in a way that enables the use of multiple transportation options, including private, public, and active transportation;

- The character and quality of neighbourhoods, and their physical form, will be preserved and, where possible, enhanced; and
- A mix of housing will enable a range of household and family sizes.

TRANSPORTATION

- The Town's trail system will be extended in order to connect to the roads in Rothsay providing a seamless method of active transportation travel;
- Major collector roads will be upgraded to include bicycle lanes and sidewalks to allow for the safe movement of pedestrians, cyclists, and vehicles;
- Rothsay's trail system will be expanded so that it links with the regional trail systems and allows for alternative forms of transportation to commute to work;
- Roads will be developed to promote the safe movement of vehicles and pedestrians; and
- Invest in alternative transportation options, including public transit, active transportation, and renewable energies such as electric vehicles and supporting infrastructure.

SUSTAINABILITY

- Land development controls will require that lands be developed in such a way that the subject site does not negatively impact an adjacent site or its use;
- Natural areas will be protected through land use development regulations to avoid unplanned development or urban sprawl;
- New development will require green building design principles;
- All new developments will require stormwater management plans to ensure flooding is controlled;
- Rothsay will allow the construction of renewable energy infrastructure to reduce our carbon footprint;
- Steep land and difficult terrain will have development controls to ensure these areas are developed in a manner that allows for their safe use and occupation;
- Rothsay will continue to work with neighbouring municipal jurisdictions and will continue to adhere to the regulations set by the Province that protect natural resources and protected areas;
- Explore methods and opportunities to become more self-sufficient by increasing local business opportunities and convenience for residents; and
- Limit urban and rural sprawl and prioritize infill development, where possible.

INVESTMENT AND INFRASTRUCTURE

- All development will be regulated in a manner that ensures that the provision of municipal services is done to enhance the affordability and the efficiency of the Town's infrastructure;
- Municipal water and sewer services will continue to be expanded to ensure residents have access to safe, clean water;
- The Town will continue to work with developers and explore opportunities to upgrade municipal infrastructure;
- The Town will invest in renewable energies, where such investment would be financially viable, supply energy to municipal infrastructure, residential, commercial, and industrial land uses; and
- Coordinate with municipal jurisdictions to explore opportunities to work cooperatively on the development of infrastructure and public facilities.

COMMERCIAL CORRIDOR

- Create a pedestrian scaled environment that promotes the commercial corridor of Rothesay as a walkable, pedestrian friendly area;
- Prioritize the location of local businesses and direct new businesses to the Hampton Road commercial corridor to foster local employment and economic growth and to reinforce Rothesay's commercial corridor; and
- Allow for mixed-use development through land use development controls to reduce urban sprawl and encourage a complete communities² approach to commercial and residential development.



² Complete communities are places where homes, jobs, schools, community services, parks and recreation facilities are easily accessible.

Planning Regulation: The Legislative Basis of the Municipal Plan

The Municipal Plan is a by-law that has been prepared in accordance with New Brunswick's Community Planning Act (CPA). The CPA is a legislative document that empowers Council to create a Municipal Plan that regulates land use development decisions within their municipal jurisdiction. However, the Municipal Plan is not limited to the regulation of lands, it is also required that the Plan includes policy regarding the following:

- Development and use of land;
- Conservation and the enhancement of the built form and physical environment;
- Control and abatement of pollutants and waste;
- Development of communication, service and utility, and transportation infrastructure;
- Land reservation and natural areas protection;
- Municipal services, including water and sewer, parks and recreation, waste disposal, parks and recreation, and emergency services;

The Municipal Plan does not commit or legally bind Council³ to carrying out the policies contained within; however, it does require that decisions not be made that would contradict or be inconsistent with the policy that is within the Plan.

The Municipal Plan is intended to be an organic, living document and is best read as a document that may be open to reasonable interpretation. Through the adoption of the Municipal Plan, Council is supporting and proposing policies that would implement a community vision into 2030.

³ **Effect of Municipal Plan – Part 27** The adoption of a municipal plan does not commit the municipality or the Province to undertake a proposal suggested or outlined in the plan, but, in the case of a municipality, shall prevent the undertaking of a development in any manner inconsistent with a proposal or policy outlined or suggested in the plan. Community Planning Act

Reading the Municipal Plan

The Municipal Plan is a by-law enacted by Rothesay Council that endeavors to describe the public's vision and its values within a regulatory framework to control land use development. The by-law's primary purpose is to manage future growth and change and to provide guidance on land use planning related issues. However, without limiting itself to land use, the Municipal Plan can provide guidance and insight regarding public facilities and programs and the provision of municipal infrastructure and services.

CHAPTERS

This document is a replacement for the 2010 Municipal Plan and is intended to cover the period from 2020 to 2030. The Plan is a guide for development, growth, and investment in Rothesay's future. The framework for this document is set out through five Chapters beginning with the Background, followed by Land Use, Municipal Services and Infrastructure, Development Control, and Implementation Chapter. Each chapter also includes policies that serve as guides to Council, the Planning Advisory Committee, and staff in the decision-making process, regulation and management of land, and municipal services and infrastructure.

Chapter 1, The Municipal Plan Background describes the planning process, public engagement, reports, studies, and research and analysis and initiatives undertaken to create the plan including the overall guiding vision.

Chapter 2, Land Use, the largest section of the Plan, outlines the general context and objectives, and policies for the management of land, infrastructure, buildings, and development in the Town.

Chapter 3, Municipal Services and Infrastructure provides an overview of the various services provided by the Town. This chapter is supplied with general context for each service and the infrastructure within the Town, in addition to policy for how Council shall continue and supply these services in the future.

Chapter 4, Development Control, prescribes limits to the development that may take place in Rothesay, concerning location, type of use, and intensity. This chapter also provides an overview of the role that staff have in their administrative role and duty in serving the public and public's interest.

Chapter 5, Implementation, describes how the policies and procedures contained within the Plan are to be carried out by Council. Additionally, it covers how the procedures and application requirements for the various planning applications are to be completed. The section also details how amendments to this Plan are to be carried out.

SCHEDULES AND MAPS

In addition to these chapters are a series of Schedules. These Schedules are to be used in conjunction with this Plan and the policies contained within. The Schedules provide context to the implementation of a policy and the specific development objectives, constraints, or intended use of the land that is shown. The General Future Land Use Map is Schedule A, an attachment that shows the intended land uses in Rothesay over the course of this Plan.



CHAPTER 2 – LAND USE

Residential

Rothsay is primarily a suburban residential area in which 28.5% (23,393 acres) of all land is designated for residential land use. The residential land use development pattern is consistent with many small suburban communities; where the primary land use is residential and the majority of housing is single-detached dwellings, with a mix of semi-detached, attached, and limited multi-unit dwellings that provide a mix of housing stock.

The primary type of residential dwelling in Rothsay is single-detached units. The unique geography and topography of Rothsay provide a tremendous amount of residential opportunities, including traditional suburban lots, large rural lots, and waterfront lots that look out over the Kennebecasis River. The diversity in lot sizes allows for a mix of residential styles and dwelling types throughout the Town. While the primary form of residential dwellings in Rothsay are single-detached units, development projects through 2018-2020 saw an increase in the construction of multi-unit dwelling buildings. These new multi-unit apartment and condominium units are indicators of the demand for smaller, managed property dwellings from our senior population. Regardless, this shift in residential development provides diversity in Rothsay's housing market and lifestyles in a community that has customarily seen traditional uniform development.

This Plan envisions a range of low, medium, and high-density land uses in addition to a range of housing options that will include single-detached dwelling units, secondary dwelling units, two-unit and attached dwellings, clustered residential dwellings, as well as apartments and condominium dwelling units.

The Low Density Residential Designation will preserve existing single family dwelling neighbourhoods. New low-density housing can be accommodated through the subdivision of existing large. In limited circumstances, Council will be able to consider neighbourhood commercial development and some higher density residential. Largely the low-density residential areas of Rothsay will retain their established neighbourhood character.

The Medium Density Residential Designation will be located on the periphery of commercial land designations and act as transitional land use intensity between low and high-density residential dwellings. Medium density dwellings may also serve a secondary purpose as transitional housing that may be ideal for new homebuyers or those looking to downsize from single-detached dwellings.

The High-density Residential Designation will be clustered around the commercial core and will serve to increase density. The higher density designation will provide mixed land use opportunities where appropriate, as well as affordable housing. The provision of the High-density Residential Designation is appropriate to address the increasing demand for apartment and condominium units, and the expected shift in housing that will occur with a shift in our increasingly older population

Council recognizes that there is a shift in housing demands and that our population is changing, the following policies will ensure that there are housing options to address these changing needs, and look to provide a variety of housing in the future.

Rothsay has experienced a demographic drift that has seen a rise in the 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 Rothsay. 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.

Council Shall:

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, Rothsay 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 the 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.

Council Shall:

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
- 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.

Rothsay's roots are as a seasonal cottage community for those looking to escape the industrialization of Saint John. Over time, Rothsay has become a very stable, suburban community. Residents have a great sense of pride in both their neighbourhoods, and their homes. This policy would regulate the establishment and operation of short-term rental housing to preserve the character and quality of residential neighbourhoods.

Council Shall:

Policy R-3

Short-term Rental Housing:

Regulate short-term rentals in Rothsay, meaning the rental of owner occupied single-family dwellings including multi-unit dwellings for a period of 28 days or less. Council has determined that allowing residents to rent their residential properties for longer periods without regulation appropriately balances the need to protect neighbourhood stability from issues of neighbourhood nuisance, noise, and housing availability and affordability.

Rothsay is currently experiencing a large shift in its population. Demographic analysis shows that there is an increasing number of seniors and a decreasing number of youth and young adults. The increase in our senior population has required housing arrangements be made so that families may accommodate additional family members in their home. This policy would allow existing residential dwellings to add an addition to the structure or to make an existing area in the home a legal apartment to provide greater housing stability and diversity in the Rothsay.

Council Shall:

Policy R-4

Secondary Suites:

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.

Rothsay's predominant land use is residential and the primary dwelling type is single-family detached homes, the majority of which are on quarter acre lots or larger. The large number of existing, large lots provides opportunities for infill development of secondary dwelling units on a property, which may be either garden or secondary units, which are self-contained dwellings that may be rented out to a tenant, or used by a family member. This policy would allow residents that had the appropriate lot size and zoning

to build a secondary or garden unit. The intent of this policy is to provide additional housing options in Rothsay.

Council Shall:

Policy R-5

Secondary Units and Garden Units:

Establish appropriate standards in the Zoning By-law to allow independent secondary units and smaller detached backyard garden units in the Low Density Residential Designation, where such development will:

- a) not adversely impact the neighbourhood aesthetics;
- b) increase the diversity of housing choice;
- c) increase the affordability of the rental stock; and
- d) support age-friendly living within Rothsay.

Council Shall:

Policy R-6

Home Occupations:

Establish appropriate standards in the Zoning By-law to allow owner-occupied dwellings to operate a home occupation in residential designations, subject to the following criteria:

- a) The residential character of the property and the surrounding neighbourhood is not adversely affected;
- b) There is no outside storage of equipment or materials;
- c) The home occupation does not create excessive vehicle traffic;
- d) Commercial signage is inconspicuous and appropriate in scale and character for the residential area; and
- e) The home occupation does not produce smoke, dust, fumes, or noise to an extent that it would create an unreasonable nuisance in a manner that substantially interferes with the enjoyment or use of another individual's property or with nearby residential uses.

Council Shall:

Policy R-7

In-Home Daycares:

Establish appropriate standards in the Zoning By-law to allow owner-occupied dwellings to operate an in-home neighbourhood daycare (early learning and childcare home) in accordance with the New Brunswick Early Childhood Services Act, as may be amended from time to time, subject to compliance with the following:

- a) The daycare is secondary to the permitted residential use; and
- b) The residential character of the property and the surrounding neighbourhood is not adversely affected.

Rothsay is known for its quality neighbourhoods, tree lined streets, and traditional architecture. The character of our neighbourhoods has become a basis of pride and value that should be protected for the future. Homeowners in Rothsay take great pride in their homes, and for many this is where they were raised and will continue to be for many years into the future. This policy recognizes the value and quality of our residential neighbourhoods and provides Council with the regulatory authority to establish guidelines for the type of housing that may and may not be permitted in the Town.

Council Shall:

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 Rothsay.

Policy R-9

Residential Dwelling Landscape Standards:

Establish in the Zoning By-law standards for the care and maintenance of the required front and side yards on developed properties visible from a public street such that nominal standards for plants, shrubs, turf, and other landscaping are in healthy condition and reinforce the overall character as a well-cared for community.

Rothsay has experienced a slow, but gradual shift in its population. This change has required developers to supply housing that better suits the needs of persons that are ageing and for non-traditional families. These changes present a unique challenge in that there are few choices in housing in Rothsay and limited lands to develop that are connected to municipal services. However, many sites exist within the Town that are potential sites for infill development and may be ideal for a variety of residential land uses and densities. This policy intends to allow the development of high-density residential development throughout the Town, with conditions, to accommodate a changing population and supply additional housing.

Council Shall:

Policy R-10

Residential Infill – Multi-Unit:

Consider, notwithstanding any other residential policy, that new multi-unit residential development of higher density may be appropriate throughout the entire plan area, accordingly Council may consider multi-unit dwellings and clustered forms of housing through the rezoning and development agreement process where such development complies with the following requirements:

- a) Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;
- b) Subject lands are located at the periphery of low density residential neighbourhoods;
- c) The maximum density does not exceed 200 square metres of land per dwelling unit;
- d) Subject lands are in proximity to one or more of the following land uses: commercial, parks and recreation facilities, or institutional;
- e) Subject lands are adequate in size relative to the intensity and scale of the proposed land development;
- f) Excellence in site design best practices addressing features such as Crime Prevention through Environmental Design (CPTED) principles, urban design, and high quality landscaping; and
- g) A building design of high quality that is consistent with community values and architectural best practices.

Council Shall:

Policy R-11

Residential Design:

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.

Council Shall:

Policy R-12

Sustainable Design:

Consider density bonusing provisions when processing a multi-unit residential development rezoning application where the proposal would comply with the Natural Resources Canada's Green Building Certification program or an equivalent standard.

Low Density Residential Designation

The Low Density Residential Designation comprises an area of 19,393 acres or 24 percent of the total land area of Rothesay. The dwelling types in this designation are a mix of single-detached dwellings and duplex dwellings. Most single-detached dwellings are situated on quarter, half, or full-acre lots.

The residents that live in these low-density residential areas of Rothesay highly value their neighbourhoods, the natural settings, and the safety, privacy, and stability found here. These neighbourhoods are highly sought after because many are in close proximity to schools, making them ideal for families. The lots and homes are spacious and most neighbourhoods have mature trees and manicured lawns, and many of the older neighbourhoods have architectural styles that encourage a social lifestyle. Homes are also attractive, well sited, and appropriately scaled to their lots. These neighbourhoods are safe and walkable. These low-density residential neighbourhoods throughout Rothesay are unique, have long-time residents, and are generally based on a distinct custom home development pattern. Most neighbourhoods have a network of interconnected streets, though there are areas where the intended street network was not completed, resulting in dead end streets and poorly connected neighbourhoods. Many local streets are narrow and many do not have curbing. This is a reflection of the long history and perhaps more modest beginnings of the community, but the streets are effective at minimizing speeding and shortcutting through neighbourhoods. Rothesay neighbourhoods also have recognizable, distinguishable boundaries that are well known to long-time residents. These boundaries are identifiable by the unique architectural design, building materials, and development pattern of the lots.



Low-density single-family residential neighbourhoods will continue to be the primary land use in Rothesay. As part of a community building process new homes, streets, and parks and open spaces must contribute to the betterment of our existing neighborhoods by following best practice land use planning. Rothesay neighbourhoods can be enriched and reinforced by protecting the existing residential character through appropriate regulations and standards in this Plan.

The Municipal Plan will endeavor to maintain the traditional suburban character, architectural styles, and overall development pattern for low-density residential uses. Council recognizes the tradition, heritage, and pride residents have in their neighbourhoods. Accordingly, the following policies will seek to protect

these low density residential areas, while enabling opportunities for both traditional and contemporary residential development.

Council Shall:

Policy LDR-1

Low Density Residential Designation:

Designate lands identified on the Generalized Future Land Use Map as encompassing those areas of Rothesay where the primary land use shall be Low Density Residential.

Policy LDR-2

Low Density Residential Uses:

Allow within the Low Density Residential designation, a range of housing types where the dominant form is single family detached homes and other low-density forms of housing, including secondary suites, two unit semi-detached, secondary units, and duplex dwellings. Other compatible uses may be permitted in the Low Density Residential designation without amendment to the Municipal Plan including but not limited to neighbourhood convenience stores, public utilities, parks, municipal facilities, and where appropriate home occupations.

Policy LDR-3

Low Density Residential Zones:

Establish appropriate standards in the Zoning By-law to regulate low-density residential development that is appropriate for the neighbourhood in which it is located by requiring appropriate setbacks, massing, height and limits to the permissible uses in the following zones:

- a) Single Family Residential – Small Lot (R1A);
- b) Single Family Residential – Standard Lot (R1B);
- c) Single Family Residential – Large Lot (R1C);
- d) Single Family Residential – Estate Lot (R1D); and
- e) Two Unit Residential (R2).

Medium Density Residential Designation

Rothestay’s secondary form of residential dwellings includes semi-detached, attached, and clustered units. This type of residential land use comprises 2641 acres or 3 percent of the entire land mass of Rothestay.

These residential dwellings typically have a small front and back yard, or share a common green area, and are located in close proximity to the commercial land uses. Despite their proximity to higher intensity uses, these neighbourhoods remain highly desirable. The relative affordability of these dwellings make excellent starter homes for young persons and families, but also enable long-time residents the ability to stay in Rothestay by downsizing. While these dwellings are smaller than traditional single-family detached homes, the advantage is less maintenance is required. Furthermore, the desirable qualities of social mixing and supportive neighbourhood interactions associated with the low-density residential areas are also found in medium density neighbourhoods.



As our population continues to age attached residential dwellings, particularly garden homes, may become more attractive as our senior population looks to downsize. Neighbourhoods can be enriched and protected through the development of parks and municipal facilities. Moreover, medium density shall continue to be developed in tandem with commercial development in an effort to encourage density and reduce suburban sprawl. Council recognizes the importance of housing diversity, accordingly the following policies will allow for a range of medium density residential land uses in Rothestay.

Council Shall:

Policy MDR-1

Medium Density Residential Designation:

Designate land identified on the Generalized Future Land Use Map as encompassing those areas of Rothestay where the primary land use shall be medium density residential.

Policy MDR-2

Medium Density Residential Uses:

Allow within the Medium Density Residential designation, a range of housing types where the

dominant form of housing is two unit semi-detached, duplex dwellings, triplex-dwellings, fourplex dwellings, row houses, garden homes, or clustered housing. Other compatible uses may be permitted in the Medium Density Residential designation without amendment to the Municipal Plan, including but not limited to parks, municipal facilities, single-family homes, neighbourhood commercial, and public utilities.

Policy MDR-3

Medium Density Residential Zones:

Establish appropriate standards in the Zoning By-law to enable medium density residential development that is appropriate for the neighbourhood in which it is located by requiring appropriate setbacks, massing and height, and limits to the permitted residential uses in the following zones:

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

The traditional single-detached family home has, and likely will continue to be a staple of our suburban community, though there are increasing interests in non-traditional homes. These dwelling styles have the advantage of providing the physical characteristics of a traditional single-detached home, but on a smaller area of land. Smaller homes on smaller lots may also appeal to the market of first time homebuyers as well as individuals looking to downsize. The intent of this policy is to provide smaller scale traditional housing as a permitted use in the Town.

Council Shall:

Policy MDR-4

Clustered Dwellings:

Establish appropriate standards in the Zoning By-law to regulate a housing type that responds to changing household sizes and ages (e.g., retirees, small families, and single person households) while providing opportunities for ownership of small, detached clustered dwelling units within a Medium Density residential neighborhood and ensure the by-law requirements safeguard compatibility of the development with surrounding land uses. The Zoning By-law shall include definitions of the housing types envisioned through this policy as follows:

- a) Cottage – A detached, single-family dwelling unit containing 140 square meters (1,500 square feet) or less of gross floor area.
- b) Carriage Unit – A single-family dwelling unit, not to exceed 75 square meters (800 square feet) in gross

floor area, located above a garage structure in a cluster dwelling development.

- c) Two/Three-Unit Home – A structure containing two or three dwelling units, designed to look like a single detached single-family home.



High-Density Residential Designation

The High-density residential designation makes up roughly 1358 acres of land 2 percent of the entire land area of Rothestay. Recent high-density residential developments have contributed significantly to the diversity in housing in the Town, and to the total increase in high-density residential designations.

High-density residential areas tend to be located in close proximity to commercial uses, and arterial and/or collector streets. Typically, these high-density residential land uses are located on or adjacent to arterial and/or collector streets, which promotes pedestrian connectivity and ease of access for residents. The proximity to Rothestay's commercial areas reduces sprawl and creates a highly walkable neighbourhood. These neighbourhoods typically promote social inclusion and interaction with neighbours. Because these dwellings attract a diverse range of renters and/or owners there are plenty of opportunities to meet new people. A growing number of residential developments in Rothestay are high-density apartment or condominium dwellings. The increase in the number of these units may be explained by a number of reasons, including a growing ageing population, changing market demands, an increased demand, and a public shift away from interest in homeownership.



High-density residential land uses will continue to be a residential land use for Rothestay. As part of a community that is experiencing consistent growth in its senior population, there are foreseeable demands in non-traditional housing that better suits the needs of these persons. Furthermore, high-density housing will follow a growing trend for young adults and young professionals to opt for non-traditional, single-detached family residential dwellings. Rothestay may be further enhanced with an increase in housing diversity, which may attract new homebuyers and retain existing residents.

Council recognizes the opportunity for increased high-density residential development in Rothestay and the value that housing diversity provides. Accordingly, the following policies will enable a range of high-density residential dwellings in Rothestay.

Council Shall:

Policy HDR-1

High-density Residential Designation:

Designate lands identified on the Generalized Future Land Use Map as encompassing those areas of Rothestay

where the primary land use shall be High-density Residential.

Policy HDR-2

High-density Residential Uses:

Allow within the High-density Residential designation, a mix of housing of types where the dominant form is an apartment or condominium dwelling. Other compatible uses may be permitted in the High-density designation without amendment to the Municipal Plan, including but not limited to parks, municipal facilities, public utilities, clustered residential housing, and attached dwellings.

Policy HDR-3

High-density Residential Zones:

Establish appropriate standards in the Zoning By-law to encourage high-density residential development appropriate for the neighbourhood in which it is located by requiring appropriate setbacks, step backs, massing, height, and limits to the permissible commercial uses in the following zones:

- a) Multi-Unit Residential (R5); and
- b) High-density Residential (R6).

The commercial areas in Rothsay are focal points for residents, whether they are shopping or socializing. Council recognizes this function of commercial space as potential opportunity sites where higher density residential may be added as a means of providing people with better access to the Town's services, to reduce sprawl, to permit a livelihood that allows for walkability and less car dependence, and to increase density in and around the Town's commercial areas.

Council Shall:

Policy HDR-4

High-density Residential:

Consider that High-density Residential (R6) development may be appropriate throughout the Commercial Designation, and may consider multi-unit dwellings through the re-zoning and development agreement process where such development demonstrates compliance with the following requirements:

- a) Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;
- b) The maximum density does not exceed 100 square metres of land per apartment unit;
- c) Subject lands are adequate in size relative to the intensity and scale of the proposed land development;

- d) The subject lands do not exceed 1 acre in total area (or 40 apartment units);
- e) Underground parking is provided;
- f) Require the developer provide a technical wind and shadow study, to be completed by a certified professional, to ensure the proposed development does not generate excessive wind or cast a shadow on abutting properties or public road right-of-way that would detract from the quality, enjoyment, or use of the space.
- g) Require the developer to complete a traffic impact assessment for the proposed development on the surrounding area completed by a qualified transportation engineer or other technical specialist;
- h) Excellence in site design best practices addressing features such as Crime Prevention through Environmental Design (CPTED) principles, urban design, and high quality landscaping; and
- i) A building design of high quality that is consistent with community values and architectural best practices.

Where a developer would undertake a project to add affordable housing units or age-friendly designed dwelling units, clear regulations are required to identify how the building may accommodate the change in density and height of the building. Accordingly, this policy allows Council to consider permitting an increase to the building's total height, where the building meets specific building and design elements, for adding affordable dwelling units or age-friendly dwelling units.

Council Shall:

Policy HDR-5

High-density Building Height:

Consider an increase to the building's height, where the proposed height may exceed the maximum permitted height, as described in the Zoning By-law, and the number of units may be increased for the purpose of complying with either Policy R1 or Policy R2 and where the proposed development site demonstrates compliance with the following requirements:

- a) Subject lands are designated High-density Residential on the Future Land Use Map;
- b) Subject lands are zoned Multi-Unit Residential;
- c) Sufficient on-site parking and green space is provided;

- d) The building is designed to a high quality that is consistent with architectural best practices; and
- e) Subject lands are adjacent to or in close proximity to collector or arterial streets or transit routes.



Commercial Designation

The lands designated as Commercial make up an area of 3847 acres or 5 percent of the total land area of Rothestay. Lands that have been designated as commercial are limited to the area of lands on the northwest side of the Mackay Highway, and are clustered around Rothestay's arterial streets and transit route corridors, including Marr Road, Hampton Road, Campbell Drive, and Millennium Drive, with some limited uses located outside these areas.



The commercial designation permits a wide variety of commercial uses, including General, Central, Neighbourhood, and Recreational. Each of these uses allows for a range of commercial uses, and land use intensities in Rothestay. This Plan envisions a broad range of commercial uses that will provide essential services and leisure opportunities that may be accessible to all residents of Rothestay. The function of these commercial uses is to promote local economic interest and create attractions and destinations. The intent of this Plan is multifold; first, it is to establish a commercial corridor that is walkable, and pedestrian-oriented. Second, it is to enhance commercial uses and provide greater diversity for residents of Rothestay through policy in this Plan.

This Plan envisions a Central Commercial Zone that offers a mix of retail services that are highly valued by our community. Many businesses provide services to Rothestay, including restaurants, grocery stores, personal service, retail stores, and health and fitness facilities. Many businesses in this zone are local and serve as destinations for many residents. This Plan will seek to establish the Central Commercial zone as a walkable, pedestrian-oriented corridor in Rothestay through policy and zoning controls. It is the intent of this Plan to ensure that development in this area is appropriate to the neighbourhood and the intent of the zone; therefore, Council has created policy that will control land use in this zone.

The General Commercial Zone allows for a mix of retail and commercial services that, similar to central commercial uses are essential to everyday life in Rothestay. Typical uses include franchise stores that are otherwise not found in areas of Rothestay, making the General Commercial zone suited to higher intensity, large-scale commercial development. This Plan will endeavor to establish the General Commercial zone as an area for future retail growth that may provide additional services to our community. The intent of

this Plan is to ensure that development in this area is conducive to the land use, and as such Council has created policies that shall limit the uses in this zone.

This Plan will include a Commercial Recreation Zone that enables the operation and provision of private clubs and/or pay per use recreational facilities in Rothestay. These services are highly successful and provide recreational services beyond the scope of fitness centers for the enjoyment and leisure of residents. The commercial recreational uses are spread throughout the Town, each offering a unique service. The intent of this Plan is to support the ongoing use of these facilities, and where possible to enhance them through policy.

This Plan also permits, in specific circumstances, Neighbourhood Commercial uses throughout the entire Plan area where it is believed that the subject lands would be suitable to small scale, low intensity commercial uses serving a neighbourhood. The intent of the Neighbourhood Commercial land is to encourage walkability, density, and complete neighbourhoods. Council recognizes the value in having access to essential commercial services and in creating complete neighbourhoods. Land use planning practices determine complete neighbourhoods are those in which people may live, work, and play.

Council recognizes that Rothestay's primary land use will remain residential, and as such, commercial uses will remain secondary to these uses. Council also recognizes the role that commercial uses will play in Rothestay, in that they are meant to encourage local economic growth through employment and business opportunities. The following policies will allow for a range of commercial uses throughout Rothestay that support local businesses and promote local growth.

Council Shall:

Policy C-1

Commercial Designation:

Identify on the Generalized Future Land Use Map those areas of Rothestay where the primary land use shall be a range of Commercial land uses.

Policy C-2

Commercial Uses:

Allow within the Commercial Designation, a range of commercial uses which include but are not limited to financial services, office, personal services, medical services, retail stores, restaurant, veterinary clinic, grocery store, café, bakery, licensed establishment, daycare facility, pet grooming, fitness and health services, grocery store, microbrewery, cannabis and alcohol retail, medical facilities, private clubs, and sports facilities. Other compatible uses may be permitted in the Commercial Designation without amendment to this Plan, which may include public utilities, parks, recreation facilities, mixed uses, and medium to high-density residential uses.

Policy C-3

Commercial Zones:

Establish appropriate standards in the Zoning By-law to allow for the development of a range of commercial land

uses and require appropriate setbacks, massing, height, and limits to the permissible uses in the following zones:

- a) Central Commercial (CC);
- b) General Commercial (GC);
- c) Neighbourhood Commercial (NC); and
- d) Commercial Recreation (CR).

Policy C-4

Commercial Design Standards:

Develop architectural design guidelines and standards for commercially designated areas along Hampton Road, Marr Road, Campbell Drive, and Millennium Drive.

The Municipal Plan identifies the opportunity to improve Rothsay's commercial corridor to accommodate further commercial and residential development, to establish the Hampton Road and Marr Road areas as commercial corridors. The success of businesses correlates to the access to people, therefore commercial growth is synonymous with residential growth. To facilitate this gap, the Municipal Plan has identified an opportunity to increase the intensity and scale of potential development so that residential and commercial uses may coexist. The following policy provides regulation and land development controls for the provision of mixed-use development.

Council Shall:

Policy C-5

Commercial Apartments:

In conjunction with Policy HDR-4 establish appropriate standards in the Zoning By-law to regulate multi-unit residential developments in combination with ground floor commercial space as a mixed use development in the Central Commercial (CC) zone, where compliance with the following requirements can be demonstrated:

- a) The building design is of high quality and is consistent with community values and architectural best practices;
- b) The commercial uses shall be contained to the first floor of the building; and
- c) The apartment(s) shall:
 - i. Not be located on the first floor of the building;
 - ii. Have a distinct, separate, exterior entrance which is clearly distinguishable from the commercial façade/entrance; and
 - iii. Have dedicated parking that is separate from the commercial use(s).

In service of residents, there are existing businesses that operate seasonal commercial activities such as garden centers, restaurant patios and mobile food-trucks. While such businesses provide service to residents, their activities will require appropriate regulation to ensure potential land use conflicts are mitigated.

Council Shall:

Policy C-6

Temporary or Seasonal Business:

Establish appropriate standards in the Zoning By-law to regulate the operation of temporary businesses and seasonal sales within the commercial area.

The design and function of a commercial corridor is dependent on the accessibility to pedestrians, the scale of the built form, and the location of the building in relation to the street. The framework of good urban design requires that a space be constructed with the pedestrian in mind. The existing development of Rothsay's commercial areas, including Hampton Road and Marr Road have traditionally been focused on the use of these spaces for the automobile, which has in turn created a commercial area devoid of pedestrians and dominated by the automobile. The following policy will require new development along Rothsay's commercial streets be brought forward to abut the road right of way.

Council Shall:

Policy C-7

Commercial Street Frontage:

Require that all new buildings located along Hampton and Marr Road front parallel to the greatest degree possible to the road right-of-way, in order to create a pedestrian friendly, commercial corridor.



Many neighbourhoods in Rothesay are primarily residential, with a mix of parks or recreational facilities, and some are located in close proximity to commercial uses. A mix of uses in a neighbourhood provides the framework for the concept of creating a complete community, in which neighbourhoods allow persons to live, work, and play. A corner store or neighbourhood commercial establishment is often an anchor for a neighbourhood, which provides essential services or goods to residents. These businesses are typically located on major roads or focal points in a residential area, typically on route to other destinations making these businesses accessible to a large number of people. The high accessibility encourages walkability, and discourages the need or use of a car, which further establishes these areas as social anchors. The following policy allows Council to consider permitting the establishment of a neighbourhood commercial use, provided it meets specific criteria.

Council Shall:

Policy C-8

Neighbourhood Commercial:

Consider small neighbourhood retail commercial uses in the Rural, Low, Medium, and High-density Designations by rezoning where compliance with the following requirements is demonstrated:

- a) Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;
- b) The site is located on the edge of or periphery of a low or medium density residential neighbourhood;
- c) The market catchment for the use is intended to serve the local neighbourhood and there is a demonstrable need for additional neighbourhood commercial in the immediate area;
- d) The maximum gross floor area of the commercial use does not exceed 50 square meters; and
- e) The building is designed to a high quality that is consistent with community values and architectural best practices.



Light Industrial Designation

The lands designated as Light Industrial make up an area of 812 acres or 1 percent of the total land area of Rothesay. The Light Industrial designated lands are limited to the northwest side of the Mackay Highway, and along Campbell Drive and Marr Road. These lands are situated in high traffic areas on the periphery of Rothesay's urban core to provide a high level of access to residents of the community, and to ensure that existing residential communities are not disrupted by these higher intensity uses.

The Light Industrial land use designation, which is proportionally smaller than the other designations of this Plan, is reflective of our suburban development pattern and of its history as a rural, seasonal cottage community. It is the intent of this Plan to maintain our primary land use and function as a suburban residential area. Historically, the light industrial uses of the past were essential to the function of Rothesay. The intent of this Plan is to continue to provide essential services to the public through a range of light industrial uses.

This Plan envisions a range of industrial uses that may provide additional services for our residents and additional employment opportunities for the future, including a mix of office, industrial retail and service establishments, light manufacturing, service and repair, storage, and landscaping and construction uses. Of particular importance is Rothesay's neighbourhood character, which shall continue to be protected for future generations. Accordingly, the following policies will support a range of light industrial land uses while protecting the existing neighbourhood character of Rothesay.

Council Shall:

Policy LI-1

Light Industrial Area Designation:

Designate lands identified on the Generalized Future Land Use Map as encompassing those areas of Rothesay where the primary land shall be Light Industrial.

Policy LI-2

Light Industrial Uses:

Allow within the Light Industrial designation, a range of industrial uses including but not limited to such uses as motor vehicle sales, repair and rental; machine and equipment sales, service, and rental; landscape material and supply, light manufacturing and production, self-storage, funeral home, office, and other similar uses as set out in the Zoning By-law. Other compatible uses that may be permitted in this designation without amendment to the Municipal Plan include public utilities, parks, and recreational facilities.

Policy LI-3

Light Industrial Zones:

Establish standards in the Zoning By-law appropriate to the neighbourhood to allow for the development of Light Industrial uses with required setbacks, massing, height, screening and limits to the permissible light industrial uses in the following zone:

- a) Light Industrial (LI).

Traditional Area Designation

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



This part of community has become a highly appreciated area with respect to the preservation and protection of the existing built homes and buildings. The central portion of the area centered on the Rothesay Common is regulated through the Heritage Preservation By-law. The Municipal Plan will continue to protect the inherent traditions in this neighbourhood by considering the existing uses, their scale, density, and architectural styles. Future developments must consider how they may change the established character of the area, and whether it detracts from the quality and enjoyment of this unique neighbourhood. The development pattern of this area is highly walkable, and promotes a highly social space. Homes reflect the traditional building styles and are maintained to reflect the importance of this area.

The Traditional Area will continue to be a significant land use designation of Rothesay. The residents of this neighbourhood live in what is considered to be a complete community, one in which there are opportunities to work, live, and play, making this a highly desirable place to live, and an area that exemplifies a mixed-use neighbourhood. Further protection of this area through heritage by-law regulations has ensured that uncharacteristic development does not alter the look and feel of this area. Accordingly, the following policies will allow for a mix of residential uses throughout the Traditional Area land use designation, while protecting the values and traditional character of this area.

Council Shall:

Policy TA-1

Traditional Area Designation:

Designate lands identified on the Generalized Future Land Use Map as encompassing those areas of Rothesay where the primary land use shall be Traditional Area.

Policy TA-2

Traditional Area Uses:

Allow within the Traditional Area designation, a range of dwelling types including single-detached family homes, garden homes, duplexes, row houses, Townhomes, two-unit, and semi-detached dwellings; as well as commercial and institutional uses. Additional compatible uses include, but are not limited to public utilities, parks, and municipal facilities.

Policy TA-3

Traditional Area Zone:

Establish appropriate standards in the Zoning By-law to enable a diversity of land uses that are appropriate for the neighbourhood in which they are developed by requiring appropriate setbacks, massing, height, and limits to permitted commercial uses in the following zones:

- a) Traditional Area (TA); and
- b) Commercial Recreation (CR).

The Heritage area of Rothesay is regulated by the Town's Heritage Preservation By-law, to ensure that the development and use of these lands and buildings are conducted in a way that development does not destroy, alter, or negatively affect the characteristic use, aesthetic, or qualities. These lands are culturally and historically significant to Rothesay. In the interest of preserving the established character of the build form the following policy requires that architectural design guidelines and standards be created to ensure the traditional area of Rothesay may continue to be regulated and that future development conforms to the existing design characteristics that are valued by our community.

Council Shall:

Policy TA-4

Heritage Design

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.

Not to be confused with the Traditional Area is a smaller district of buildings that are regulated by the Rothesay Heritage Preservation By-law. This distinct and separate by-law controls the land use and aesthetic style of all development within the Heritage area of Rothesay. This by-law provides strict controls to ensure the built form of the heritage area may continue to be preserved. Accordingly, the following policy intends to continue the regulation of this area in Rothesay through the Rothesay Heritage Preservation By-law.

Council Shall:

Policy TA-5

Heritage Preservation:

Continue to regulate the lands within the Rothesay Heritage Preservation Area as stated within the Rothesay Heritage Preservation By-law and enacted under the authority of the Heritage Conservation Act.





Institutional Designation

The lands designated as Institutional make up 3241 acres or 4 percent of the total land area of Rothestay. The Institutional Designation allows for a mix of services and recreational amenities that are critical to the function of a municipality. Such uses include places of worship and spirituality, schools, government offices and services, emergency and health services, community centres, and sports and recreational facilities. The range of institutional uses are usually operated by a government agency, though some may be privately owned and operated, including the Villa Madonna Retreat House, Rothestay Netherwood School, and Touchstone Academy.



Institutional uses are located throughout our community, and are compatible with the neighbourhoods in which they are located. Schools provide a strong anchor for these neighbourhoods and are typically successful at attracting families to these areas. During the lifetime of this Plan it is expected that the population dynamic of Rothestay will continue to shift, in that persons older than 50 will continue to grow, while persons 20 and younger and persons between the ages of 20 and 34 will continue to decrease. With this expectation, future consideration shall be given to what services will be needed in the future. We may also consider what amenities or facilities may attract new residents, or retain our existing population, and what may be provided to attract more people to our community. Rothestay's Age-Friendly designation is an incredible asset to the Town's marketability, as it encourages ageing in place.

Our institutional uses can be categorized by their scale and/or intensity of use. Typically those uses that are large in scale would be used by residents in multiple neighbourhoods, and serve as destinations for community activities or events. Minor institutional uses are typically smaller, local uses that service a neighbourhood. Police and Fire emergency services and the Rothestay Arena are examples of major institutional uses, as they serve the public and provide services beyond the scope of a single neighbourhood. Minor institutional uses may include schools and community centers, as they are typically spread throughout Rothestay and are located within established neighbourhoods. Major institutional uses are typically located along arterial or collector roads, while minor uses can be found on local roads. Areas that are in close proximity to institutional land uses are typically highly valued by residents.



Rothesay Netherwood School (RNS) is a private boarding and day school that provides university-preparatory education to students between the grades of 6 and 12. The school is situated on 200 acres of land, and provides education to 275 students. The school provides accommodations for 149 students, male and female, in four different dormitories. RNS has a full kitchen and dining room, providing three meals a day for students. Students and staff also have access to a chapel on-site. RNS provides a range of programs and recreational opportunities, through sports teams, intramurals, and tournaments that take place throughout the academic year. RNS has 3 tennis courts, 5 sports fields, a running track, an indoor arena, and gym. There are 14 buildings, including dorms and educational facilities, in addition to the head masters house and 10 dwellings that are included on the campus for staff.

RNS is a remarkable institution and campus surrounded by gentle hills and approximately 200 acres of land with many trails for students to go hiking and enjoy the scenery with views out to the Kennebecasis River and along Taylor Brook. In the spring of 2020 RNS began construction on a new 8000 square foot science education building. The school has a Strategic Plan and Campus Master Plan and within the timeframe of this Plan (2020-2030) it is anticipated RNS will continue additional expansion. The largely undeveloped land holdings of the school present many opportunities for future campus master planning. Updates to the schools recreational facilities have been completed recently, though future outdoor amenities may be required. Student accommodations may also require updating, and new housing will likely be required if the school were to expand. Council recognizes the long history RNS has in Rothesay, and the service it provides to students. It is expected that RNS will continue to grow in the future. Accordingly, policy encourages future growth and development at RNS, through a variety of uses that will enable institutional education operations and services while permitting for a range of associated campus uses.

Council recognizes the importance and value of institutional uses in Rothestay and their role in supporting the daily life of our residents. Council also recognizes that Rothestay’s proximity to Saint John and Quispamsis provides opportunities for collaboration in the future and Rothestay will continue to seek opportunities to meet the needs of its residents. Accordingly, the following policies will ensure that essential institutional services are provided to residents.

Council Shall:

Policy IT-1

Institutional Designation:

Designate lands identified on the Generalized Future Land Use Map as encompassing those areas of Rothestay where the primary land use shall be Institutional.

Policy IT-2

Institutional Uses:

Allow within the Institutional Designation, a range of uses that may provide services to persons of all ages, abilities, and interests, including arena, school, art gallery, place of worship, day care, sports complex, museum, police station, fire hall, library, community hall, assisted living facility, cemetery, nursing home, retirement complex, cultural centre, medical clinic, and government office. Other compatible uses may be permitted in the Institutional Designation without amendment to the Municipal Plan, including but not limited to public utilities, parks, and semi-detached, Townhouse, duplex, garden homes, or attached dwellings.

Policy IT-3

Institutional Zones:

Establish standards in the Zoning By-law to regulate institutional development appropriate for the neighbourhood in which it is located, by requiring appropriate setbacks, massing and height requirements, and the limits to the institutional uses in the following zones:

- a) Institutional (INS); and
- b) Rothestay Netherwood School (RNS).

As Rothestay’s population continues to age, and our senior population becomes more dependent, a shift in housing may be required to accommodate the changing needs of our ageing population. Assisted living and retirement homes may provide the support and services necessary to ensure our ageing and dependent residents are able to continue living in our community. Accordingly, the following policy intends to provide the standards necessary in the Zoning By-law to allow for assisted living and/or retirement homes.

Council Shall:

Policy IT-4

Assisted Living and Retirement Homes:

Establish appropriate standards in the Zoning By-law to regulate the location of assisted living facilities or retirement homes in Rothsay, particularly on large sites that may accommodate phased growth, high-density, and/or be able to provide on-site, private recreational and communal facilities.

Accessibility to municipal facilities is an important value in determining where people choose to live. Rothsay is fortunate to offer many municipal facilities and in the future may provide additional services as Rothsay grows. The potential to provide municipal facilities is dependent on the built form, where distance and the relative density of the population account for the accessibility to a service. The concept of complete communities bridges the gap between these two factors and encourages a built form that supports a live, work, and play culture. Through this approach land uses are mixed-use and accommodate high-density residential, commercial, and institutional uses. In an effort to consider the potential for providing additional municipal facilities in the future that may be accessible to more families and users, the following policy allows for a mixed-use institutional and residential zone where specific criteria can be met in the Zoning By-law.

Council Shall:

Policy IT-5

Mixed-Use Institutional:

Establish appropriate standards in the Zoning By-law to allow mixed-use institutional development where the use is a mix of residential and institutional uses; accordingly, Council may consider semi-detached and attached dwellings through re-zoning and the development agreement process where such development can meet the following criteria:

- a) Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;
- b) Subject lands are in proximity to one or more of the following land uses: commercial; parks; and recreational facilities;
- c) Subject lands are adequate in size relative to the intensity and scale of the proposed development;
- d) Sufficient on-site parking is provided;
- e) The building is designed to a high quality that is consistent with community values and architectural best practices; and
- f) The residential dwellings are limited to low and medium density uses.

Infill development has the advantage of being able to be developed on a site that will typically have access to services, which reduces costs and urban sprawl, and will often be located in an existing, established community, which is ideal for attracting new users or customers or homebuyers. Furthermore, infill development can be advantageous where the proposed development makes use of existing lands that are underutilized. In an effort to increase access to municipal services and facilities, this policy intends to consider allowing the ability to develop institutional uses through infill development where specific requirements can be met.

Council Shall:

Policy IT-6

Institutional Infill:

Consider, notwithstanding any other institutional policy, institutional development that provides Rothsay with services that may be appropriate throughout the entire Plan area; accordingly, Council may consider government offices and buildings, assisted living facility, daycare, sports complex, nursing home, retirement complex, medical clinic, or health and emergency services through the re-zoning and development agreement process where such development demonstrates compliance with the following requirements:

- a) Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;
- b) The subject lands are in close proximity to one or more of the following land uses: commercial, medium or high-density residential;
- c) Sufficient on-site parking is provided; and
- d) The building is designed to a high quality that is consistent with community values and architectural best practices.



Parks and Conservation Designation

The Parks and Conservation Designation comprise an area of 16,311 or 20 percent of the total land area of Rothsay and permits a range of uses, including green spaces, parks, and conservation areas. Lands designated as Parks and Conservation are located throughout the Plan area, with a particular focus on Rothsay's waterfront, the municipal watershed and wellfield, and Town parks. Additional areas are those that have been determined to be environmentally sensitive areas, such as Taylor Brook and Renforth Bog. Lands have also been designated for their function as a park and have been classified as such to preserve these green spaces for the future, and to meet the general intent of the 2009 Rothsay Recreation Master Plan.

Lands zoned for Open Space and Conservation make up those lands that are intended to protect the natural and built environment, including both private and public features, infrastructure, and development. The Open Space and Conservation zone will be used throughout Rothsay as a means of protecting lands for future generations and to restrict development in certain areas of the Town, particularly those areas that are susceptible to damage from flooding and areas determined to be sensitive to development. One such area is the Renforth Bog, a provincially designated wetland that is located west of the Mackay Highway near the Fox Farm Road. The wetland serves a multitude of functions, including its role in providing a natural habitat for wildlife and as its ability to manage stormwater runoff. The 2019 Secondary Planning Study identified future open space and recreation trails such as the Hillside Trail from Grove Avenue continuing past the golf course and then parallel the Wiljac Street extension up to Riverside Drive. This provides access to the future institutional lands and the Renforth Bog wetland, which was identified as a future open space area.



The 2019 Secondary Plan also recognized Spyglass Hill as an important cultural and recreational amenity in Rothsay. The top of Spyglass Hill is one of the highest points in Rothsay, with excellent vistas of the Kennebecasis River and Long Island. While this area is used by many residents, and is considered an incredible community asset the lands remain privately owned in 2021, and therefore are subject to development pressure. The Secondary Plan proposed that a portion of these lands be conserved for park use, and the remainder of the lands be developed with a mix of low, medium, and high-density residential

uses. The Secondary Plan proposed that 15 to 18 acres of land would ensure this recreational amenity is preserved as the area develops. The approach to developing a public park on Spyglass Hill is dependent on the level of cooperation from the landowners, as well as the public's commitment to acquisition of these lands.

The Neighbourhood Park zone is found throughout Rothesay's residential neighbourhoods and provides a small scale, low intensity park use that supports a service area up to 0.8 kilometres. These parks are located on local streets in neighbourhoods. The Rothesay Recreation Master Plan (2009) indicates that additional Neighbourhood Parks need to be added to Rothesay in order to meet the recommended standards set out in the Master Plan. Parks that have been identified in Rothesay as Neighbourhood Parks include: Highland Avenue/Clermont Avenue Playground, Donlyn Drive Playground, Islay Drive Playground, Stuart Dobbin Memorial Park, Dobbin Street Playground, Monaco Drive Playground, and the James Renforth Rotary Park.



The Community Park zone is found in limited areas of Rothesay. Community Parks are typically moderate in scale and intensity, and are effective at providing accessible park space up to an area of 1.5 kilometers. These parks are located on local or collector streets and will typically feature a playground, sports fields, baseball diamonds, community gardens, trails, and small municipal facilities. An assessment of the Rothesay Recreation Master Plan indicates that Rothesay requires additional community park lands. Parks that have been identified in Rothesay as Community Parks include: J.M. Fitzgerald Memorial Field, East Riverside-Kingshurst Park, Scribner Crescent Playground and Ball Field, James Renforth Wharf, Beach, and Playground, Fairvale Outing Association Ball Field, Steele Kennedy Nature Park, and Jordan Millar Park and Beach.



The Regional Park zone is located in specific locations of Rothesay, as these parks serve primarily as green space with limited active recreation uses. Regional Parks are typically large in scale and have a moderate to high land use intensity with a service area of up to 30 kilometers. Typical uses of Regional Parks include trails, sports fields, recreation facilities, outdoor rinks, community gardens, stage and pavilion, dock and marina, and playgrounds. The Rothesay Recreation Master Plan indicates that Rothesay requires additional regional parklands. Rothesay's regional parks include the Rothesay Common, Wells Recreation Park, and James Renforth Rotary Park.

Rothesay is well known for its heavily treed neighbourhoods, its access to green space and parks, and for the quality of its natural environment. Residents have a strong connection and appreciation for their outdoor areas and consider them an asset to Rothesay. For many residents the green spaces of our community are one of the attractions that bring them to Rothesay. The following policies will endeavor to protect these spaces for future generations by limiting development in these areas and provide regulations to allow green spaces and parks to meet the needs of our residents.

Council Shall:

Policy OsC-1

Parks and Conservation Designation:

Designate lands identified on the Generalized Future Land Use Map as encompassing those areas of Rothesay where the primary land use shall be Park and Conservation.

Policy OsC-2

Parks and Conservation Uses:

Allow within the Parks and Conservation Designation a range of passive and active recreation uses, including but not limited to the following uses: trail, playground, beach, swimming pool, outdoor rink, sports field, stage, pavilion, clubhouse, community garden, park, dog park, and green space. Other compatible uses may be permitted in the Park and Conservation Designation

without amendment to this Plan, including public utilities and municipal facilities.

Council Shall:

Policy OsC-3

Parks and Conservation Zone:

Establish standards in the Zoning By-law to allow for a range of conservation and park uses appropriate to the neighbourhood in which it is located, by limiting the permissible uses in the following zones:

- a) Open Space and Conservation (OsC);
- b) Neighbourhood Park (NP);
- c) Community Park (CP); and
- d) Regional Park (RP).

As Rothesay continues to develop and grow the demand for parks and recreational space may change. We must also anticipate that a changing climate will affect some of our more environmentally sensitive lands. For this reason it is critical to provide opportunities for lands to be used in alternative ways in the future, accordingly, the following policy allows parks and conservation lands to be permitted throughout the Rothesay Plan area notwithstanding any other policy in the Plan. The value of this policy allows Council and staff to react to changing societal demands and changing climactic conditions.

Council Shall:

Policy OsC-4

Park and Conservation Infill:

Recognize that notwithstanding any other policy in this Plan, new parks and conservation lands may be added throughout the entire Plan area to conserve lands, or to satisfy the requirements of the Rothesay Recreation Master Plan.

As a means of protecting public infrastructure and municipal facilities, Council will consider acquiring through private purchase lands that are considered to be environmentally sensitive. These lands may be considered environmentally sensitive because of their location, their threat from changing climactic conditions, or may be environmentally significant because the lands serve a cultural, social, or economic function for Rothesay. In the interest of protecting private property, Council will take a firm stance in requiring private property be protected by private interests. However, Council will support the acquisition of these lands if there is public value in making them conservation lands. The intent of this policy is to allow Council to consider purchasing lands where they believe the lands would

Council Shall:

Policy OsC-5

Land Conservation Acquisition:

Consider acquiring lands that are identified as being environmentally sensitive for the purpose of land conservation within Rothesay.

Where existing homes are located on lands that are designated Open Space Conservation in the Municipal Plan but zoned for residential use these homes will be allowed to continue, provided that no new subdivision development is proposed. The intent of this policy is to ensure new homes are not built in the Open Space Conservation designation in the future. This allows existing long-term homeowners to continue living in their homes and does not penalize new homeowners.

Council Shall:

Policy OsC-6

Residential Conservation Existing Use:

Establish standards in the Zoning By-law to regulate existing residential dwellings within the Open Space Conservation Designation, where existing homes are zoned for residential use.



Spyglass Hill is for many an escape to the great outdoors and a greenspace that offers excellent hiking and walking trails with scenic views of the Kennebecasis River. However, these lands are private, and may well be subject to development in the future. While the Spyglass Hill area is widely used by the public, there are private interests in these lands. In an effort to meet the interests of all stakeholders the following policy has provided Council with a clear direction in prioritizing the acquisition of Spyglass Hill land through the land for public purposes subdivision process as public parkland.

Council Shall:

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).



The Rothesay Common is a well-known community space often used as a social and cultural center for festivals, community events, and activities. The Common continues to serve an important role as a park and recreation facility. Upgrades to the Common in 2015 provided many new features and allowed for greater uses year round; however, the upgrades did raise questions of how the Common was to be developed and what restrictions were enforced. In the interest of ensuring the Rothesay Common may continue to serve as a relevant and vital community facility, the following policy requires Council be responsible for creating a master plan detailing how the Common may develop and be used in the future. The intent of this policy is not to change the Common, rather it provides an opportunity to gain feedback from the public in how the Common may continue to serve the interests of our community, and where change is desired, have it conducted through a planned approach. In 2016, the Canadian Institute of Planners recognized the Rothesay Common with the People’s Choice for Public Space in the National Great Places in Canada Award.

Council Shall:

Policy OsC-8

Rothesay Common:

Prepare a Rothesay Common Master Plan within the timeline of this Municipal Plan that identifies a long-term strategy for the management, capital reinvestment, and potential expansion of the Rothesay Common, including the following items:

- a) Developing a landscaping care and maintenance plan;
- b) Reinforcing the aesthetic values of the Common;
- c) Addressing emerging recreational trends and needs; and
- d) Ensuring the preservation of the Common’s cultural and heritage significance



The Renforth Bog is a Provincially Significant Wetland (PSW), being an area identified by the province as one of the more ecologically valuable wetlands in New Brunswick. For that reason, the Provincial regulators do not permit development on or around the bog. In an effort to protect this area and to expand future possibilities of providing walking and hiking trails, this policy provides Council with regulation to prioritize the acquisition of land around the Renforth Bog by acquiring land through the land for public purposes subdivision process.

Council Shall:

Policy OsC-9
Renforth Bog:

Prioritize the acquisition of land in and around the Renforth Bog 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).

Rural Designation

The lands designated as Rural comprise an area of 32,557 acres or 39 percent of the total land area of Rothesay. This area is limited to the southeast side of the Mackay Highway. The Rural designated lands are largely undeveloped at this time (circa 2021), and the decision and precedence for doing so in the future will be based upon growing development pressures in Rothesay, and the need to provide more developable land. At this time, Rothesay has an ample supply of infill sites capable of being developed. The majority of these lands will remain undeveloped due to challenging topography of the area, and the existing infill development opportunities in the Hillside South and Hillside North Planning Areas. Municipal services are also not available southeast of the Mackay Highway and are not expected to be during the lifetime of this Plan. The predominant form of land use is residential, though the Rural Designation allows for a mix of uses including commercial, industrial, institutional, open space and conservation, parks, and Holding zone.



The Rural designation accommodates suburban living, but at a scale and intensity more fitting to a rural setting. The rural residential neighbourhoods may be characterized by their large lots, heavily treed properties, and quiet streets. These qualities are reflective of much of the housing, but the rural land uses accommodates much larger residential developments, which further diversify the available housing. This area captures the rural, agricultural history of the community that was so cherished when it was founded.

The Holding zone is identified as lands that are considered to be premature for development. These lands may be undesirable for development because of a lack of municipal services and infrastructure. Lands development may also be premature or undesirable due to the land location, the topography of the land, and existing municipal or provincial policies that limit or prohibit development opportunities on certain lands. This zone also serves as a land use control method that regulates potential development. Lands zoned as Holding may require an in depth planning review and master planning to determine how development will proceed.

The Highway Commercial zone provides a service that caters to commuters and travelers in Rothesay, but also to persons in the greater Kennebecasis Valley area. The location of our highway commercial site is accessible directly off the highway, where other highway commercial uses and services are conventionally

accessed off a highway exit service road. Rothestay's highway commercial establishment, the Route 1 Irving Big Stop, is a gas station, truckers rest, and restaurant destination for the travelling public and more locally for residents. The business is expected to continue to be a destination. The Highway Commercial zone also extends beyond the Route 1 MacKay Highway to French Village, where commercial establishments may be found along major roads as a means to provide essentials to these neighbourhoods.



Council recognizes that this area is unique to Rothestay and sees the value that it provides to the community and the residents of the area. The intent of this Plan is to protect the existing neighbourhood character, and quality of life present in the rural area of Rothestay, while providing additional land use opportunities for the future. Accordingly, the following policies will preserve these land uses while encouraging additional development possibilities.

Council Shall:

Policy RU-1

Rural Designation:

Designate lands identified on the Generalized Future Land Use Map as encompassing those areas of Rothestay where the primary land use shall be Rural.

Policy RU-2

Rural Uses:

Allow within the Rural Designation, a range of uses, including highway commercial, neighbourhood commercial, rural, un-serviced rural residential, open space and conservation, public park, municipal watershed, municipal wellfield, and holding areas. Other compatible uses that may be added to the Rural Designation without amendment to the Municipal Plan include public utilities and municipal facilities, and parks.

Policy RU-3

Rural Zones:

Establish standards in the Zoning By-law to allow for appropriate uses in the neighbourhood and area in which the use is to be located, by requiring appropriate

setbacks, massing, height, and limits to the permissible rural uses in the following zones:

- a) Highway Commercial (HC);
- b) Rural Industrial (RI);
- c) Rural Residential Un-Serviced Small Lot (R1-UNS);
- d) Rural Residential Un-Serviced Large Lot (R1-UNL);
- e) Open Space and Conservation (OsC);
- f) Holding/Reserve (H); and
- g) Institutional (INS).

Policy RU-4

Highway Commercial Zone:

Allow highway commercial uses in the Rural Designation by rezoning where compliance with the following requirements is demonstrated:

- a) The subject site is located on a Provincially designated 100 series highway or major arterial street;
- b) There is a demonstrable need for additional highway commercial in the area; and
- c) Consideration is given to site suitability, including such considerations as road access, availability of services, compatibility with surrounding land uses, and is of high quality design and landscaping.



A long-term planning approach is considered when reviewing the regulations of land development and the designation of lands for future uses. To understand how lands may be used in the future, a comprehensive knowledge of Rothsay is required to identify what demands we may have in the future. To ensure the appropriate lands are available for the uses required, some lands are reserved to provide for future development opportunities where demand merits the extension of services and infrastructure. Lands must also be reserved for future uses to ensure there is ample space to provide growth, and at a time that goes beyond the lifetime of the Municipal Plan. Holding Zones are an effective way of designating lands for future development by requiring developmental controls to ensure the lands are not being developed prematurely, and that the lands will be developed in a planned, coordinated approach by connecting existing infrastructure and roads to future connections. Accordingly, the following policy shall provide Council with clear direction to not allow development within a Holding Zone until certain development conditions arise.

Council Shall:

Policy RU-5

Holding Zone Development Restriction:

Regulate within the Holding Zone all uses prior to the completion of a detailed plan, which shall identify and/or designate lands for future land use, streets, or public services. Council shall determine whether lands shall be rezoned from the Holding zone, based upon the following criteria:

- a) The amount of existing greenfield, infill sites available in Rothsay;
- b) The proposed land use;
- c) The services required; and
- d) The capital costs of municipal services and infrastructure

Environment and Open Space

Rothsay residents have a strong connection to the natural environment. The transitional topography along the Kennebecasis River Valley ranges from gently sloping hills to wooded inland open space areas and areas that provide visual opportunities including parks and green spaces, with pleasant river views. Rothsay residents value the environment as an important part of their daily experience and consequently worthy of protection and preservation for future generations. Residents also enjoy the suburban lifestyle that offers many luxuries not afforded in cities. This section provides policies meant to protect the natural environment and open spaces from development pressures and changing climactic conditions.



Residents continue to enjoy the natural features, and have maintained a close connection to the environment throughout its history, creating social and economic ties with the land. Rothsay and its residents have endured a changing environment too. With more frequent and severe storms, higher flood levels, and harsh weather events, residents have to combat a changing climate. In the future greater consideration must be given to how development impacts the natural landscape, and how in turn the environment may affect the development of land. Growth and development shall be done through a planned approach whereby values and interests are preserved, and the natural and physical features are protected from a changing climate and natural events. Accordingly, the following policies will preserve the social, cultural, environmental, and economic value of our natural and built environment.

The development of land strikes a careful balance between preserving the natural environment and providing additional places to live, work, and enjoy in our community. In identifying this balance, we must recognize as a community that there are requirements to satisfy sustaining the operation of a community; however, we must also acknowledge that the development that may sustain Rothsay may also alter or harm the natural and physical environment if left unchecked. Accordingly, the following policy ensures that Council will require development does not affect, alter, or harm Rothsay's natural or physical environment.

Council Shall:

Policy GE-1

Environmental Preservation:

Ensure that development does not affect, alter, or harm Rothestay's natural or physical environment or the quality of these spaces as a social, cultural, economic, spiritual space, or historical feature.

Rothestay's Wellfield and Watershed area has been defined to include lands owned by both the Town and private stakeholders. In the interest of providing safe, accessible drinking water to residents, it is in the best interest of Rothestay to protect the water source within the existing wellfield and watershed. Accordingly, the following policy provides Council with the regulatory authority to acquire privately owned lands and exercise land development controls to regulate the use of lands in Rothestay's wellfield and watershed area.

Council Shall:

Policy GE-2

Environmental Conservation:

Acquire land within Rothestay's designated wellfield and watershed areas, or lands determined to be environmentally sensitive in order to protect and preserve the natural and physical environment of Rothestay through:

- a) Appropriate zoning and land use controls;
- b) Conditions of a development agreement; and
- c) Land acquisitions, where appropriate.



CHAPTER 3 - MUNICIPAL SERVICES & INFRASTRUCTURE

Access to quality services and community infrastructure are essential to supporting a sustainable and resilient community. Maintaining and renewing infrastructure and supporting the delivery of services in our community can present a major challenge to the fiscal and policy realities of Rothsay.



As of 2021, Rothsay has enjoyed good quality municipal services and infrastructure. Town officials are well aware that from an economic standpoint, failing to provide or having inadequate infrastructure impedes new economic opportunities, which makes existing activities more expensive (and therefore less competitive), and reduces the likelihood that communities will be able to attract and retain people. Accordingly, Rothsay takes pride in the quality of its municipal services and infrastructure associated with wastewater collection and treatment, drinking water treatment and distribution, and the positive effect it has on livability, economic competitiveness, development capacity, and the overall well-being of Rothsay residents.

The water and sewage infrastructure in Rothsay is essential to the operation of the commercial businesses and many of our resident's homes. Moreover, Rothsay takes responsibility for the maintenance of these services and their function as a basic service to residents. The following policy will ensure that these services continue to be provided in a financially sustainable manner.

Council Shall:

Policy MS-1 Service Statement

Ensure that the sewage and water infrastructure under Rothsay's jurisdiction is provided in a manner that will sustain the water resources upon which such services rely is financially sustainable, and that the operating utilities comply with all regulatory requirements for the protection of human health and the natural environment.

Rothsay's water and sewage infrastructure is complex. While the majority of this infrastructure has been mapped and cataloged, through time the exact locations and service points have become unclear. To ensure that the continual operation of service of the water and sewage infrastructure in Rothsay may continue, Council has adopted the following policy to require that a long range water and sewage master plan be prepared, implemented, and then used to monitor this infrastructure.

Council Shall:

**Policy MS-2
Servicing Plans**

Prepare, implement, and monitor a long-range water and sewage master plan to help direct the development and operation of the municipal servicing systems; where such a plan is prepared, the following aspects shall be considered:

- a) Examine the long range servicing system requirements of Rothsay;
- b) Provide a strategy that addresses the comprehensive long-term servicing needs of Rothsay and ensure they are consistent with the development and growth objectives outlined in this Plan;
- c) Identify major problems or deficiencies in the existing systems;
- d) Identify and evaluate various alternative solutions to solve long range servicing problems or deficiencies;
- e) Establish the preferred solution and corresponding implementation measures; and
- f) Any other considerations as deemed necessary.

The provision of quality services and infrastructure are essential to the long-term sustainability and development of Rothsay and the health of our residents. Renewing outdated services and supporting the delivery of Rothsay's existing service infrastructure can present a variety of problems, including meeting fiscal demands and budgets and in meeting a range of municipal policies. The importance of providing adequate services cannot be overlooked as they serve a vital role in providing a healthy quality of life for residents, allow businesses to operate, and will attract potential new residents and businesses in the future. However, a balance must be continued to ensure the expansion of services is done so in a fiscally responsible way, and in a developmentally sustainable way, to avoid over expansion. Accordingly, the following policy provides clear guidance when new or expanded services may be desirable in our community.

Council Shall:

Policy MS-3
Service Expansion

When considering new or expanded services, give priority to:

- a) Areas identified as experiencing problems related to insufficient quality and/or poor quality of existing wastewater disposal or sources of water supply;
- b) Existing neighbourhoods within a reasonable distance of the wastewater or water supply system where there is a demonstrated need and sufficient supply capacity; and
- c) Areas that would provide looping of existing infrastructure thereby enhancing reliability of the municipal system(s) in the local area.

The provision of water and sewage services is a required basic service of any home. While homes located in the rural area are not connected to Rothsay's municipal services, the Province and Town regulate the services provided on each lot to ensure that homes have adequate services. To ensure that homes are supplied with adequate services that meet the demands of their use, all residential development shall require a permit prior to the construction of the home.

Council Shall:

Policy MS-4
Rural Services

Require that all development designated as Rural shall be served by private sewer and water systems. Prior to deciding on a discretionary application or the issuance of a Development or Building permit, Rothsay in consultation with the relevant Provincial Departments and any other pertinent agencies, shall ensure that there is an adequate on-site supply of potable groundwater and that on-site soils and lot sizes are adequate for the required sewage disposal system. Minimum lot sizes for lots with individual private sewer and water systems shall be set forth in the implementation of the Zoning By-law, although larger lot sizes, as may be required by the Province, shall prevail.

Transportation

Rothsay completed an Active Transportation (AT) Plan and Traffic Study in 2012-2013. The primary goal of the AT Plan was to develop a 10-year implementation plan of active transportation facilities throughout Rothsay that included bike lanes, sidewalks, and multi-use trails, while the primary goal of the Traffic Study was to evaluate and recommend road network improvements and prioritize those recommendations over a 10-year implementation period. The two studies were carried out at the same time allowing to coordinate recommendations.



In 2017, four years into the planning periods of the two studies, the Town hired consultants to review and update the two plans and produce a concise, consolidated report. This updated document contains a summary of implementation progress made to date and provides coordinated recommendations over a 5-year implementation timeframe with cost estimates for each improvement. This will be a guiding document that coordinates capital roadwork priorities with the sidewalk and trails program that allows for annual tracking of progress.

In coordination with the transportation report from 2017, active transportation facilities and infrastructure will need to be identified and created where demand deems necessary. As a measure of importance a list of Active Transportation Priorities will be created in an effort to identify these facilities and infrastructure. Priority will be based on importance, function, and length of time. Accordingly, the following policy requires Council to create and maintain a list of active transportation priorities over the lifetime of the Municipal Plan to ensure that facilities and infrastructure demands are met.

Council Shall:

Policy GT-1
Active Transportation

Maintain a list of Active Transportation Priorities and update an implementation plan of active transportation

facility improvements to be prioritized over short term (0-2 years), medium term (2 to 5 years), and long term (5-10 years) implementation timeframes. Those facilities may include the following:

- a) Dedicated bicycle lanes, shared lanes, and signed bicycle routes;
- b) New sidewalks and pedestrian street or highway crossings;
- c) Paved roadway shoulders; and
- d) Hard and gravel surfaced multi-use trails.

Following the creation of the consolidated transportation study by consultants in 2017, Rothsay has continued to upgrade and maintain roads throughout Rothsay. To have a clear understanding of future work, Council will create a road and network priorities list to identify what roads must be improved based on existing conditions. Accordingly, the following policy requires Council to create a Road Network Priorities list to be used over the lifetime of the Municipal Plan to ensure Rothsay's roads and road network are maintained and upgraded to meet demand and safety requirements.

Council Shall:

Policy GT-2
Transportation

Maintain a list of Road Network Priorities and update an implementation plan of road network improvements (exclusive of regular maintenance) based on existing and future traffic needs and deficiencies, as well as other factors to improve safety and quality of life in the Town prioritized over short term (0-2 years), medium term (2 to 5 years), and long term (5-10 years) implementation timeframes.

Urban Forest Management

One of Rothestay’s greatest assets is our mature urban forest canopy. Elevating the importance of the urban forest in Rothestay will create an environment that is resilient to change and enhance our reputation as a place where people want to live, raise families, and retire.



Urban forests require sustainable management that focuses on the ecological, cultural, economic, and health benefits that our trees provide. Conversely, should Rothestay lose a large population of mature tree canopy it would have a dramatic effect on the aesthetic and livability of Rothestay. The urban forest provides multiple benefits for people in a developed community; the trees are part of Rothestay’s identity and a source of civic pride, quality of life and sense of wellbeing, but they also provide measurable economic benefits. Some examples of these services include improved air quality, biodiversity, carbon capture and storage, improved energy efficiency, stormwater control, and noise reduction.

Management of the entire urban forest in Rothestay, including both public and private ownership, must draw from a wide array of tools and approaches to satisfy the values of residents and foster public engagement and stewardship. In Rothestay, tree management is focused primarily on response to dangerous or diseased tree removal, post storm cleanup of fallen trees and branches, and associated replacement planting. Council recognizes that there will be costs associated with the management of our trees; however, the benefits of prioritizing the urban forest will result in the creation of a community legacy that benefit the next generation of Rothestay residents. Urban forests improve health, social and economic function in a community. Accordingly, the following policy provides Council with the direction in managing our urban forests with the preparation of an Urban Forest Management Plan.

Council Shall:

Policy UF-1

Urban Forest Master Plan

Prepare an Urban Forest Management Plan within the timeline of this Municipal Plan that identifies a clear strategy to maximize the urban forest in Rothestay by:

- e) Documenting the location, quantity, and condition of trees under Rothestay's care;
- f) Developing a care and maintenance action plan;
- g) Reinforcing the aesthetic values of mature canopy cover over and along public streets;
- h) Ensuring the health of parks and recreational areas; and
- i) Ensuring the preservation of Rothestay's wellfield, watershed and other conservation areas of Rothestay.

Private Streets

Rothsay consists of both Town owned and maintained roads, and privately owned roads. Private roads are those that are owned by one or more landowners who use it to access their properties. Public maintenance and services are limited on these roads. Garbage collection, asphalt maintenance, and snow removal is traditionally offered at the nearest intersection to a public street.

Rothsay, has received requests from property owners to assume public ownership of these private roads. However, Rothsay requires that the property owners must construct roads to the better-quality municipal standard prior to change in public ownership.

Where possible, the planning of new neighbourhoods should be designed to incorporate new public roads with existing public road networks to enhance the overall street network. Private streets can prove challenging to maintain and can create accessibility challenges for residents and emergency vehicles. Public roads are built to a design standard that ensures traffic safety and access, and are maintained by the public. The following policy ensures that Council will prohibit the development of new private streets within Rothsay.

Council Shall:

Policy PS-1

Private Streets

Prohibit development of new private streets, exclusive of private driveways.

The new buildings lots should be accessible directly to a public road right-of-way accessible by emergency responders, and these lots should, ideally, be connected to municipal services. When creating a flag lot, limitations are placed on the lot in that the total frontage of the lot is decreased, and that the accessibility and serviceability is potentially reduced. As a means of controlling the limit and size of a property that may be subdivided in such a method, Council has adopted the following Policy.

Council Shall:

Policy PS-2

Flag Lots

Restrict the design of flag lots in new subdivisions such that no more than three flag lots are contiguous to each other with all access through a common right-of-way. The maintenance of the common right-of-way shall be attributed to all properties and documented through a private driveway agreement registered on the property title.

Rail

Rothestay has a long-lasting association with rail. The Rothestay Railway Station is a registered National Historic Site of Canada and is one of the oldest railway stations in Canada, built between 1858 and 1860. The rail line that runs through Rothestay is called the “Sussex subdivision” of CN rail. The rail runs for 7.8 kilometres through Rothestay. At present there are 408 houses within the Rothestay boundaries that can only be accessed by crossing the tracks. There is also an elementary school located in Kennebecasis Park and housing approximately 200 students that can only be reached by crossing the railroad tracks. Seniors housing at Sisters of Charity and the Villa Madonna and the Bill McGuire Memorial Centre and the East Riverside – Kingshurst Park are also located between the tracks and the River.



Trains running on this track have a length in excess of several kilometers long, travelling 64 kilometres per hour, and regularly cut off access to these riverfront homes. The desire to ensure safety and promote a high quality of life for people living and working in close proximity to railway corridors is a shared objective of both the railway operator and our community.



In 2013, the Federation of Canadian Municipalities and the Railway Association of Canada developed a National Guideline for New Development in Proximity to Railway Operations. The Proximity Guidelines are for use by municipalities and provincial governments, municipal staff, railway corporations, developers, and property owners when developing lands in proximity to railway operations. Rothesay agrees that these guidelines will contribute considerably in the preparation of plan policies regarding development of land in proximity to railway facilities.

Rail has always been a part of Rothesay and increasingly important public safety issues around public road railway grade crossings, residential proximity to railway operations, and trespassing on railway property are topics of local and national discussion. The increased attention given to railroad safety manifests in our desire to be pre-emptive in regulating land use near the existing rail line. Rothesay has approximately 400 residential properties and an elementary school in close proximity to the railway. For that reason, the community is aware of the risks associated with rail traffic. Reports from the Federation of Canadian Municipalities and the Railway Association of Canada have provided guidelines for development setbacks. This Municipal Plan includes the following policy to require Council to establish land development set back standards from railways.

Council Shall:

Policy RS-1
Rail Safety Setbacks

Establish within the Zoning By-law such requirements and regulations necessary to implement appropriate separation distances from freight rail lines to address fundamental life safety concerns and land use incompatibilities such as noise and vibration.

Kennebecasis Valley Fire Department

Since 1924, the Kennebecasis Valley Fire Department (Department) has existed to protect the citizens of the Kennebecasis Valley. In 2020, the Department is comprised of 40 full-time professional firefighters including 12 company officers that includes senior firefighters, lieutenants, and captains. The management structure includes the fire chief, deputy fire chief, two division chiefs, and two support staff including an administrative assistant and financial clerk. As an incorporated entity, the Department is directed by the Joint Board of Fire Commissioners (Fire Board) which is formed from the Rothestay–Quispamsis Regional Fire Protection Agreement.



Operating out of two fire stations, the Department provides fire protection and vehicle, off-road, ice, and water rescue and responds to medical emergencies with Ambulance New Brunswick. The Department also has an active fire prevention division that conducts fire code inspections, provides fire and life safety educational programs, including a child car seat installation program.

The provision of essential emergency services is required for the health and safety of our community. In order to provide these services, first responders and their organizations must be knowledgeable of Rothestay and be able to access the community in a timely manner. Accordingly, Rothestay Council will support capital projects and subdivision applications that support the entry and movement of Kennebecasis Valley Fire Department vehicles and responders.

Council Shall:

Policy FR-1

Reduce Response Times

Support capital projects and subdivision applications where the development of alternative vehicle entry points, new street network connections, and standardized public street road designs in new and existing neighbourhoods would reduce neighbourhood isolation and improve public safety through reduced emergency vehicle response times.

The effectiveness and ability for our firefighters to serve our community relies on their ability to access our community quickly and access to well-located fire hydrants. The placement and infrastructure required to provide fire hydrants require the careful planning and consideration for how our community develops. Accordingly, Council will maintain and expand the network of fire hydrants to ensure the Kennebecasis Valley Fire Department may have access to hydrants that provide sufficient fire flow ratings through the following policy.

Council Shall:

Policy FR-2

Hydrants

Maintain and expand the network of fire hydrants as the water system is expanded throughout Rothsay and ensure that hydrants have sufficient fire flows and reserve water capacity. In addition, hydrants shall be colour coded to denote fire flow rating in accordance with the National Fire Protection Association's Recommended Practice for Fire Flow Testing and Marking of Hydrants, as may be amended from time to time.

The provision of publicly funded services requires transparency in the work provided. As such Council will direct the Joint Board of Fire Commissioners prepare and maintain a five year plan and request that plans are presented on an annual basis to inform Council and the public on Department operations in response to community needs and demands.

Council Shall:

Policy FR-3

Governance

Direct the Joint Board of Fire Commissioners (Fire Board) to prepare and maintain a five-year plan and request that such plans be presented to Council and the public on an annual basis.

The taxpayers of Rothsay have a collective interest in the services provided to them. Moreover, they have an interest in the services necessary to protect and maintain their community. Accordingly, where issues or questions are raised by Rothsay taxpayers, Rothsay Council will require that the Fire Board respond to these inquiries related to fire services.

Council Shall:

Policy FR-4
Response to Issues

Require that the Fire Board responds to service related issues raised by Rothsay taxpayers.

The operation, management, and provision of the Fire Department are crucial to the success of the Fire Department, as well as the need to provide the appropriate resources and finances to fund the organization. Council will ensure the annual budget considers the financial demands and concerns of the Fire Department through the following policy.

Council Shall:

Policy FR-5
Budget

Ensure that Rothsay's annual budget considers the financial demands and concerns of the Fire Department.

Where possible Council will consider the enactment of by-laws that support the Fire Department in their role to serve and protect the public, properties, and to recover fire service fees and charges through the following policy.

Council Shall:

Policy FR-6
By-law Support

Consider the enactment of by-laws that support the Fire Department in their public safety role to prevent fires, to protect people and property, and to recover fire service fees and charges.

The value of our Fire Department's service to protect our built form cannot be understated. Having a clear understanding of what limitations or prohibitions a development may have on the Fire Department's ability to protect our community is a critical component of the planning and development process. In an effort to ensure, new development does not encumber the effectiveness of our firefighters; the Kennebecasis Fire Department will be consulted. Accordingly, the following policy requires Council review proposals with the Kennebecasis Fire Department to ensure public safety and firefighting concerns are addressed.

Council Shall:

Policy FR-7
New Development

Review proposals for new development projects with the Fire Department to ensure that public safety and firefighting concerns are addressed.

Kennebecasis Regional Police Force

The Kennebecasis Regional Police Force (Force) is responsible for policing of the Towns of Quispamsis and Rothsay, a service area with a combined population of 29,904 citizens (2016). The Force currently (circa 2020) has 39 sworn police officer positions, 4 civilian staff and a significant complement of volunteers. Term employees are also used to fill vacancies created by secondments or assignments. As of September 2018, there are four term employees. There are 19 police vehicles including two all-terrain vehicles and one motorcycle. The Force offers a range of general and specialized policing services, with some employees fulfilling more than one role.



The Force's jurisdiction encompasses a relatively large area (NB standards) and presents aspects of urban and rural policing. The Force's 2018 Multi-Year Strategic Plan notes that of the "307 jurisdictions in Canada with over 10,000 people the Kennebecasis Regional Police Force enjoys the lowest Crime Severity Index at 18.25. The national average is 72.87 and the highest in the country is 371.58. The Crime Severity Index is compiled considering the amount of crime in a jurisdiction as well as the severity of the crime. The lower the rate the safer the community."

The provision of essential emergency services is required for the health and safety of our community. In order to provide these services these responders and their organization must be knowledgeable of Rothsay and able to access the community in a timely manner. Accordingly, Rothsay Council will support capital projects and subdivision applications that support the entry and movement of Kennebecasis Regional Police Force vehicles and responders.

Council Shall:

Policy PF-1

Reduce Response Times

Support capital projects and subdivision applications where the development of alternative vehicle entry points, new street network connections, and

standardized public street road designs in new and existing neighbourhoods would reduce neighbourhood isolation and improve public safety through reduced emergency vehicle response times.

The provision of publicly funded services requires transparency in the work provided. As such Council will direct the Kennebecasis Regional Joint Board of Police Commissioners prepare and maintain a five year plan. The plans are then presented to Council and the public how the Police Board is operating in response to community needs and demands

Council Shall:

Policy PF-2
Governance

Direct the Kennebecasis Regional Joint Board of Police Commissioners to prepare and maintain a five-year plan and request that such plans be presented to Council and the public on an annual basis.

The taxpayers of Rothsay have a collective interest in the services provided to them; moreover, they have an interest in the services that are required to protect and maintain their quality of life in their community. Accordingly, where issues or questions are raised by Rothsay taxpayers Rothsay Council will require that the Police Board respond to these inquiries related to issues and services.

Council Shall:

Policy PF-3
Response to Issues

Require the Kennebecasis Regional Joint Board of Police Commissioners to respond to service related issues raised by Rothsay taxpayers.

The operation, management, and provision of the police officers are all crucial to the success of the Police Department. Council also understands that it has a responsibility to provide the appropriate resources and finances to fund the police. As such, Council will ensure Rothsay's annual budget will consider the financial demands and concerns of the Police Department through the following policy.

Council Shall:

Policy PF-4
Budget

Ensure that Rothsay's annual budget considers the financial demands and concerns of the Police Force.

The role our police officers have in policing our community and protecting our residents is a highly valued service. The Town also recognizes the relationship between an officer's duty and their role in protecting residents and their property, which includes the social, cultural, and built environments. In an effort to assist the Kennebecasis Regional Police Force, the Municipal Plan contains the following policy that allows Council to consider enacting new by-laws to aid the Police Force in their duties to protect residents and their property.

Council Shall:

Policy PF-5
By-law Support

Consider the enactment of by-laws that support the Police Force in their public safety role to prevent crime and to protect people and property.

Financial Services

In New Brunswick, local governments are required to prepare and adopt a five-year capital plan to ensure the effective management of capital assets. A five-year capital plan is prepared for municipal infrastructure, water, sewer, transportation, and other essential public services and is an important component of a Rothesay's municipal plan.

Capital plans will be drafted in conformity with the broader Capital Asset Management Plan including regulations mandated by other levels of Government (i.e. the requirement for a five year Gas Tax Funding Plan). These budgets will be reviewed annually with an objective to address changing priorities that occur, balanced against the financial resources of Rothesay.

Good fiscal management at the local government level requires that the expenditures of the municipality be carefully balanced with the revenues to be generated; including user fees and taxes, grants from senior levels of governments and miscellaneous sources. Expenditures should reflect the services provided and these services should be in turn reflect the priorities of taxpayers. The Town will adopt a set of Financial Principles consistent with these objectives.

Capital expenditures are prioritized to ensure the most effective expenditure of funds to meet the needs of the community as understood by Council.

Capital projects are a necessary requirement for Rothesay as they ensure new and existing services and infrastructure are maintained and upgraded. It is in the public's best interest to ensure there is a clear vision for needed infrastructure projects. Accordingly, this policy requires Council have capital plans that clearly identify capital-planning projects.

Council Shall:

Policy FS-1
Capital Plans:

Ensure that capital plans are prepared to facilitate the physical development of Rothesay.

The capital budget sets goals for capital spending in future years, though through time the objectives and/or priority of capital spending may change, thereby requiring a new budget. Annual reviews of the capital budget may ensure that priority projects are funded and that Rothesay is made aware of new projects crucial to the everyday operations of the Town and of benefit to residents. The following ensures Council will prepare a five-year capital budget that will be reviewed annually.

Council Shall:

Policy FS-2

Capital Budget:

Ensure that the five-year capital budgets are reviewed and updated on an annual basis.

In providing quality services and infrastructure to the community, Rothsay is required to budget for large capital expenditures, which are paid for in part by our taxes. This fiscal responsibility demands transparency and accountability which the Town has maintained by producing reports that detail yearly capital expenditures. So too is the responsibility of Rothsay to ensure these expenditures are necessary or of importance. Accordingly, the following policy requires Council to include capital expenditures to those listed and thereby circumvent inefficient spending.

Council Shall:

Policy FS-3

Capital Expenditure:

Require that capital expenditures include:

- a) Maintenance of existing infrastructure;
- b) Extension of sewer and water systems supported by user fees;
- c) Projects co-funded by senior levels of government;
- d) Upgrades of existing roads in accordance with the Transportation policies of this Plan; and
- e) Additions to open space and conservation, parks, and trails.

Policy FS-4

Funding Sources:

Seek alternate sources of funding in addition to property taxes whenever applicable.

The Town must meet the demands of many stakeholders; but the primary focus remains to serve the residents of Rothsay and the public interest. The public interest is measured in many ways, though the collective interest may be considered as projects that benefit the greater good. Concerning capital expenditure, the Town holds a principled standard in its duty to uphold fiscal responsibility and in performing its duty to serve the public interest in which there are measurable benefits. Where capital spending is required to support a project, the money spent must be in the public's interest. Accordingly, the following policy requires Council to direct spending where the projects have a broad benefit to Rothsay.

Council Shall:

Policy FS-5

Capital Spending:

Require capital spending be directed to projects with broad benefits to Rothsay.

As a means to improve specific areas of Rothesay, local improvement charges may be levied against a private properties by the Town in order to improve infrastructure or a public amenity. These charges can be beneficial to parts of Rothesay that require infrastructure updates and allow developers to pay the fee over a set period of time at a fixed rate. In the interest of ensuring Rothesay's infrastructure is continually maintained, the following policy will require that Council consider local improvement charges for projects benefiting local areas.

Council Shall:

Policy FS-6

Local Improvement Charges:

Require that local improvement charges and by-laws be considered for projects benefiting local areas.

The operation and management of public infrastructure and services requires constant investment. As a means of controlling spending and to allow future withdrawal of large-scale loans, Council will undertake to fund capital projects from operating revenues.

Council Shall:

Policy FS-7

Small Capital Projects:

Undertake to fund capital projects from operating revenue and to borrow only for large capital projects.

The operation and maintenance of the Town requires significant investment and resources, which requires planning for future capital investment and projects. Understanding the future demands of Rothesay and anticipating what priorities may arise requires careful planning and a comprehensive understanding of the Town's finances. It is in the best interest of Rothesay and its residents to be financially sound; accordingly, the following policy ensure that the proposed capital budgets are within the fiscal budgets of the Town.

Council Shall:

Policy FS-8

Capital Management:

Ensure that the proposed capital budgets are within the fiscal resources of Rothesay.

To manage the costs of Town facilities and/or services a fee may be implemented to ensure that users may have continued access and use. A fee may be used to charge a portion of the cost or all of the cost assumed by Rothesay as a means of providing long-term public service. Accordingly, Council may consider implementing a user fee through the following policy.

Council Shall:

Policy FS-9

User Fee:

Consider that, notwithstanding any other by-law, where a direct relationship exists between the service provided and those receiving benefit, a user fee to recover all or a portion of the cost may be charged.

The recommended User Fee Policy sets out a consistent and transparent approach for establishing and managing user fees. The fundamental principle of the recommended Policy is that user fees should be utilized to finance those public services and projects that provide a direct benefit(s) to specific users and that user fees should be set to recover the full cost of those services to the extent that there is no conflict with Town policy objectives and other provincial legislative requirements. Services that benefit the entire community should continue to be funded by the Town.

Council Shall:

Policy FS-10

Fee Structure:

Adopt fee structures for development control (e.g. building permits) services that reflect a cost recovery approach.

DEVELOPMENT CHARGES

When a new community, subdivision, or other development project is built, developers must cover 100 per cent of the cost of that new growth. Rothesay recognizes that new growth represents an opportunity to rehabilitate, upgrade, and replace infrastructure that would not otherwise be in the Town's short-term capital program schedule. Since there are generally limited public financial resources to apply to infrastructure upgrades in a given year, Rothesay has an interest in cost sharing with developers in limited situations where there are demonstrated mutual benefits for the public to address existing infrastructure deficiencies.

Development costs associated with private development is the sole responsibility of the developer. The Town maintains that development of private land holdings be determined by free market interests and as such should be constructed when the market will support the development of homes and/or businesses. The Town has an obligation to the residents and taxpayers of Rothesay to be economically sustainable, and to avoid unjust or unwarranted risk. Fiscal responsibility requires the Town avoid dealings with private landowners where the development is not seen as providing a community benefit. Accordingly, the following policy requires Council have developers pay 100 percent of the infrastructure costs within the boundaries of their private land holdings and 100 percent of the costs of the minimum upgrades needed that would connect with the site.

Council Shall:

Policy DEVC-1

Developers' Responsibility

Require that 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 that falls outside their project boundaries but is directly necessary for the development.

Development costs associated with private development is typically the sole responsibility of the developer, except in circumstances where there is mutual benefit to the private landowner and the Town to upgrade the infrastructure servicing a property. While Rothesay has an obligation to the residents and taxpayers of

Rothsay makes every effort to be economically sustainable, and provide the public infrastructure and services to a standard that is safe and ensures a healthy community. Where there are possibilities that allow Rothsay to cooperate and share the cost of infrastructure that would benefit Rothsay, it is in the best interest of Council to consider cost sharing through a development charge. Accordingly, the following policy allows Council to consider a cost sharing agreement with a developer where applicable conditions can be met.

Council Shall:

Policy DEVC-2
Development Charge By-law

Notwithstanding Policy DEVC-1, consider cost sharing through the enactment of a Development Charge By-law to pay for all or part of the on or off-site capital cost of new, expanded, or upgraded infrastructure associated with a proposed development as follows:

- a) To address existing infrastructure deficiencies or to upgrade existing undersized infrastructure;
- b) Facilities and infrastructure for the supply and distribution of water;
- c) Facilities and infrastructure for the collection, treatment and disposal of sewage;
- d) Storm water management facilities and infrastructure;
- e) New or expanded public street, sidewalks, and trails required for or impacted by a subdivision or development; and
- f) New traffic signs, signals, and new or expanded transit facilities.

CAPITAL ASSET MANAGEMENT

Rothsay is a safe, livable, sustainable, and economically vibrant community underpinned by well-managed and maintained infrastructure assets. These assets include, but are not limited to: transportation networks (roads and sidewalks), water distribution networks, stormwater management infrastructure, sewage collection systems, vehicle and equipment fleets (snowplows, dump trucks, etc.), parks, and municipal facilities (Town hall, community centre, etc.). The public expectation is that the Town maintain and operate these assets efficiently and effectively for many years.



It is acknowledged that each individual asset (buildings, vehicles, etc.) has a defined service life. As these assets age and deteriorate, Rothesay must manage the infrastructure in such a way to ensure that the full service life is reached and that a mechanism is in place to enable their replacement. The term Asset Management fundamentally refers to the application of sound technical and economic principles that consider present and future needs of Rothesay residents and the service life of an asset. An asset management policy articulates Rothesay's commitment to asset management and provides policy guidance in carrying out Rothesay's strategies, plans and activities.

Of increasing importance in communities is the practice of asset management, that is the management of the Town's assets, including facilities and infrastructure, to ensure that they are working in a functional and economically viable manner. An Asset Management Plan (AMP) will allow staff and Council to be aware of the condition of public infrastructure and facilities and respond accordingly to issues that may arise. The success of the AMP will require monitoring of Rothesay's corporate capacity with respect financial, staff, and technological services and inputs. The following policy requires Council implement and periodically update an AMP to support an Asset Management system for Rothesay.

Council Shall:

Policy AM-1

Asset Management

Implement and periodically update an Asset Management Plan (AMP) and maintain the necessary corporate capacity (including human resources, financial support, staff capabilities, business processes, data and integrated information systems) to support the elements and practices of an Asset Management system.

UNIVERSAL DESIGN

In 1976 New Brunswick became the first jurisdiction in Canada to add *physical disability* as a listed ground of prohibited discrimination to the New Brunswick Human Rights Act. The Act "stipulates a right to accessible workplaces, public transit, schools, libraries, restaurants, shops, hotels, theatres etc. and places an obligation on businesses and government to make their facilities accessible. Failure to provide equal access to a facility, including a workplace is a violation of the Act and can form the basis of a human rights complaint."

To ensure that Rothesay's infrastructure meets the intent of the Act an important first step would be an accessibility audit. An accessibility audit of the locations or facilities that have accessibility barriers would give Council a working list of improvements to make Rothesay more accessible and inclusive for all people including those with disabilities. In particular, this type of audit would:

- a) Inventory the existing conditions in Rothesay as they relate to accessibility and inclusion;
- b) Identify issues and opportunities to improve accessibility and inclusion within Rothesay;
- c) Present an implementation strategy for making Rothesay a model community for accessibility and inclusiveness; and
- d) Increase the awareness and knowledge of accessibility issues faced by people with disabilities.



The change in our population's demographics requires an assessment of our changing needs as the proportion of older persons continues to increase. Our built form must be able to accommodate the lifestyle of this demographic. Universal Design principles allow persons of all abilities and/or disabilities to use a space, which greatly increases our Town's livability, and marketability and a desirable place to live for persons of all ages, and of any ability. As a recognized age-friendly community, it is critical to understand how our built form may support age friendly living. Accordingly, the following policy requires Council to direct staff to include Universal Design principles for new development of municipal buildings, facilities, and parks.

Council Shall:

Policy UD-1

Universal Design

Direct Staff to include Universal Design principles when tendering construction and the design of new municipal buildings, undertaking significant upgrades to existing municipal buildings, public park and recreational amenities, and where possible during minor upgrades and maintenance work to existing buildings.

The adoption of Universal Design in our community will increase the livability for all residents. Identifying public owned buildings and facilities and parks will be crucial in ensuring Rothesay is outfitted with the appropriate Universal Design standards. An audit of Town owned buildings, facilities, and parks is necessary in determining the quality of these spaces with respect to Universal Design principles. In identifying these areas Rothesay will be able to renovate and upgrade existing buildings, facilities, and parks to the appropriate standards. Accordingly, the following policy requires Council to undertake a

community wide audit of Town owned buildings, facilities, and parks to ensure they meet appropriate standards.

Council Shall:

Policy UD-2
Universal Design Audit

Undertake within the timeframe of this plan a Universal Design compliance audit of Town owned buildings, facilities, and parks.



CHAPTER 4 - DEVELOPMENT CONTROL

The day-to-day activities involved in implementing the Municipal Plan include both routine and complex procedures associated with the issuance of permits and development controls. These daily responsibilities are delegated to Rothestay's public servants and appointed bodies who carry out their duties in a fair, transparent and efficient manner.

Projects that are more complex require a higher level of expertise in navigating and interpreting the Plan's policies and other applicable regulations that apply to a development proposal. Applicants will be provided with information that is both relevant and complete and is accurately prepared so they may receive timely results. Applicants must also recognize the legal nature of the process and must appreciate that Rothestay has a legitimate interest in how their lands are to be developed.

The engagement of professional expertise is critical in ensuring that the necessary research is done before moving forward with a discretionary approval application. Because the applicable Land Use regulations can sometimes be difficult to navigate and understand, Rothestay strongly encourages the use of development professionals. Furthermore, there may be other limitations to a development proposal that are not regulatory in nature.



Rothestay Council also understands that developer's costs for professional expertise is not insignificant. However, architectural and engineering professionals are an important factor for Council's decision-making process and a reasonable business expense for developers. Moreover, without full, clear, and accurate information it would be challenging for the public to engage in meaningful participation and for Council to make knowledgeable decisions.

The Province of New Brunswick has set standards and regulations through the Clean Water Act that regulate standing and flowing waterbodies, including lakes, wetlands, bogs, rivers, streams, and other tributary systems. In recognition of this Act and the regulations that permit development in our area, Rothesay Council has adopted the following policy to ensure these water features may continue to be protected through the standards and practices of the Province.

Council Shall:

Policy DC-1
WAWA Permits

Ensure that development applications comply with the Watercourse and Wetland Alteration Regulations of the Clean Water Act, as may be amended from time to time, by requiring that applicants obtain necessary provincial permit(s) prior to the issuance of a permit by Rothesay.

The Province of New Brunswick regulates the issuance and use of wells through the New Brunswick Water Well Regulation as a means of controlling and monitoring the use of wells. This ensure that wells are constructed in a way that support safe, healthy operation, and that the wells are located in an area that may access a sustainable source of water. In recognition of this regulation, Council has adopted the following policy to ensure water wells are constructed in a regulated manner.

Council Shall:

Policy DC-2
Ground Water Well Construction

Ensure that applications that would utilize groundwater supply sources comply with the New Brunswick "Water Well Regulation" by requiring that applicants obtain necessary provincial permit(s) prior to the issuance of a permit by Rothesay. Furthermore, Council may require, when necessary, that an applicant provide a written assessment from a qualified professional regarding how neighbouring properties might be impacted from the operation of the proposed well.

On-site sewage disposal systems are used for a large number of homes in Rothesay, many of which are located southeast of the Mackay Highway. On-site sewage systems require technical installations, and maintenance to provide a healthy and safe waste disposal service, which are covered under the Public Health Act. Accordingly, Council recognizes the importance of ensuring these systems are built and maintained to a standard that protects public health through the following policy.

Council Shall:

Policy DC-3
On-Site Sewage Disposal

Ensure that applications that would utilize an existing or new on-site sewage disposal system comply with the Technical Guidelines established in accordance with regulations respecting On-site Sewage Disposal Systems under the Public Health Act, as amended from time to

time, by requiring that applicants obtain necessary provincial permit(s) prior to the issuance of a permit by Rothsay.

The quality and character of our community is in the built form. Home and business owners take pride in their properties, a reflection of the manicured yards, and well care for buildings. This established built form can at times clash with temporary uses, whether through location on the property or because of the use. As a means of controlling the temporary use and mitigating its effect on the established uses of a neighbourhood, the following policy will require that Council locate temporary uses in the side or rear yard of a lot. The restriction of these temporary uses to be located in the side or rear yards will ensure the existing character of a neighbourhood remains unchanged.

Council Shall:

Policy DC-4

Temporary Uses:

Require all temporary uses be located in the side or rear yard of a lot, unless permitted otherwise by the Development Officer or the Planning Advisory Committee.

MUNICIPAL WATERSHED

Rothsay residents use wells or municipal water as their source of potable water. Those using municipal water are serviced by the large water source, known as the Carpenter Pond Watershed, which serves approximately 2000 equivalent users. Council recognizes that the municipal watershed is an extremely vital asset to the community. The protection and preservation of this asset is a mandate for the future. Where possible, the municipality has acquired undeveloped land in the watershed in an effort to control development activity to protect this valuable community resource, and will continue to do so in the future as Council recognizes the importance of safe, clean, municipal water. Accordingly, the following policies encourage the protection of these lands for their continued use as watershed lands so that future generations have access to clean, potable water.

The Town's watershed area is a crucial asset for our community. Where possible, Rothsay has acquired lands within the Watershed as a means of controlling and limiting the potential development of land. In order to protect this asset for future use, Council will identify within the Zoning By-law the areas where the Rothsay Watershed exists.

Council Shall:

Policy CRP-1

Watershed Designation:

Identify within the Zoning By-law those areas of Rothsay where the lands that are Watershed as the Watershed Overlay Zone.

Policy CRP-2

Watershed Uses:

Allow within the Watershed Overlay Zone, only the land uses that are permissible with provincial regulations.

Policy CRP-3

Municipal Watershed Zone:

Establish appropriate standards in the Zoning By-law to protect the Municipal Watershed by requiring appropriate massing, setbacks, and limits to the permissible uses in the following zone:

- a) Watershed (WS).

WELLFIELD PROTECTED AREA

Wellfields are large areas of land that contain undergroundwater storage areas called aquifers. Rothsay's wellfield protected area is located on the east side of the Mackay Highway, around the Carpenter Pond Watershed. Wellfield Protected Areas are an effective way to protect groundwater sources to limit and/or prevent contamination of groundwater at the source. Accordingly, Council has identified the importance of protecting the wellfield area and has ensured this area is preserved for future generations through the provision of the following policies.

The Town's wellfield protected area is a critical asset for the community. The wellfield area serves as a groundwater retention area that provides potable water to many of our residents. Land use development controls may protect this asset by limiting the types and intensities of development permitted. Accordingly, the following policy requires Council to identify within the Zoning By-law the areas where Rothsay has a wellfield-protected area.

Council Shall:

Policy WLF-1

Municipal Wellfield Designation:

Identify, within the Zoning By-law, Wellfield areas in Rothsay as the Wellfield Overlay Zone.

Policy WLF-2

Wellfield Use:

Allow within the Wellfield Overlay Zone, only the land uses that are permissible with provincial regulations.

Policy WLF-3

Municipal Wellfield Zone:

Establish appropriate standards in the Zoning By-law to protect the Municipal Wellfield by requiring appropriate massing, setbacks, and limits to the permissible uses in the following zone:

- a) Wellfield (WF).

GROUNDWATER PROTECTION

Many residents use private wells as their source of potable water that are connected to undergroundwater sources known as aquifers. These sources of water are recharged through water permeation through the soil over long periods of time from precipitation and water runoff. As these aquifers are located deep beneath the soil and rock layers, the recharge area is large and is also highly susceptible to contamination from various sources, including bacteria, pesticides and herbicides, petroleum products, and other contaminants. Council recognizes the value of these natural assets in our community and their importance in serving residents with a potable water source. Accordingly, Council

has created the following policies to ensure these sources are protected for future generations through municipal collaboration efforts, monitoring, and land use controls.

Groundwater does not follow the boundaries of a municipality; however, these underground aquifers can collect water from a large area including multiple municipalities. As a result the source of the water and water quality will be impacted by the area it is collected. For the purpose of ensuring that Rothesay has access to clean, safe, potable ground water, the following policy shall require Council participate in a joint municipal groundwater monitoring program with the Town of Quispamsis in an effort to protect groundwater sources.

Council Shall:

Policy GWP-1

Regional Participation Program:

Participate in a joint municipal groundwater-monitoring program with the Town of Quispamsis to ensure groundwater resources in both municipalities are actively monitored.

Groundwater sources are highly valuable, though they are also susceptible to many inputs, including land uses and contaminants. Once contaminated, groundwater sources are typically left unusable for future use, making them fragile to the pressures of development. Recognizing this, Council shall regulate land uses that have a measurable negative impact on groundwater sources in Rothesay through the following policy.

Council Shall:

Policy GWP-2

Groundwater Management:

Regulate land uses which have a measureable negative impact on the groundwater resources of Rothesay.

The provision of federal and provincial Acts, regulations and programs in Canada and New Brunswick set clear standards and guidelines for how groundwater and water sources shall be protected and used. Rothesay is no exception, and Council recognizes the value these groundwater sources are to the Town. Accordingly, Council shall require that all federal and provincial Acts, regulations, and programs are implemented and followed.

Council Shall:

Policy GWP-3

Groundwater Protection:

Require that all federal and provincial Acts, regulations, and programs for the conservation and protection of groundwater and source water in Rothesay are complied with prior to the issuance of any development control permits.

Rothesay has a mix of well water and municipal water users, where approximately 2000 users are connected to municipal water. The demand for water will continue as our community grows, and with it a greater need to monitor and protect our water sources. As a means of regulating the use of water, and

ensuring that all new developments provide citizens with clean, safe, potable water, each will be required to connect to a municipal water connection as a condition of their development.

Council Shall:

Policy GWP-4

Municipal Water Connections:

Require all new development to be connected, where available, to the municipal water system.

WATERCOURSES AND WATERBODIES

Rothsay has a significant number of brooks, streams, ponds, marshes and a provincially designated wetland, the Renforth Bog. The Kennebecasis River, Taylor Brook, and Bradley Brook are notable watercourses in the area. This system of watercourses and waterbodies provides numerous benefits to Rothsay as a habitat for fish and wildlife, as green space and a natural buffer between the physical and natural environment, and as a source of recreation throughout the year. This system also helps with the collection and discharge of stormwater runoff. Accordingly, Council recognizes the value of these natural areas and has determined their use is important to the ongoing function of Rothsay. The following policies seek to protect these watercourse and waterbody features for future generations with the use of development controls.

The protection of watercourses and waterbodies is regulated at the federal and provincial levels through Acts, regulations, and programs. Recognizing the importance of our watercourses and waterbodies, the most notable being the Kennebecasis River, Council shall require that all federal and provincial standards and regulations are met through the development control permits.

Council Shall:

Policy WW-1

Watercourse and Waterbody Development

Restriction:

Require that all federal and provincial Acts, regulations, and programs for the conservation and protection of watercourses in Rothsay are complied with prior to the issuance of any development control permits.

In recognition of the proximity to nature and the numerous watercourses in Rothsay, Council has determined that in certain standards should be provided within the Zoning By-law that limits and controls development within a certain area of a watercourse. The following policy will ensure that these watercourse features are protected from development and ensure they may continue to serve Rothsay as a natural stormwater runoff discharge, and to play a role in the ecosystem.

Council Shall:

Policy WW-2

Watercourse Development Restriction:

Establish appropriate standards in the Zoning By-law to regulate development activity in the watercourse buffer.

FLOODING AND FLOOD RISK AREAS

Rothesay has more than 15 kilometers of river frontage on the lower reaches of the Kennebecasis River in an area where the river forms a junction with the Saint John River. In 2018 and 2019 Rothesay, like many other communities along the Saint John and Kennebecasis River experienced record flooding at levels not seen in decades. Residents are long accustomed to the annual spring freshet that occurs as the snow pack melts and the spring rains begin to fall in the upper portions of the Saint John River watershed. However, these two years (2018 and 2019) marked historically bad years for Rothesay, in which more than 150 homes were impacted by the flood. In addition, parks and public facilities were damaged, municipal services (sewerage) were interrupted, wells contaminated, and infrastructure damaged.



It is anticipated that regular flooding in conjunction with the annual freshet is now the new standard, due in part to a changing climate and more extreme weather. It is also expected that future flooding events will be more severe, that the severity of storms will increase, and that the duration of the events will be longer. This Plan will endeavor to control land uses and development in these areas to avoid unnecessary damage and loss to the built and natural environment.

Rothesay reaches flood stage when the river level is measured at 4.2 metres above sea level. Flood levels reached 4.64 metres in 2017, 5.76 metres in 2018, and 5.55 metres in 2019. In the five years between 2014 and 2019, Rothesay had only a single year 2016 in which it did not reach flood stage during the annual spring freshet. In lieu of a provincial policy and a statement on flooding, Rothesay has identified areas of land along the Kennebecasis River with the greatest risk of flooding. Accordingly, Rothesay has developed policy and regulations to ensure that development in these areas is more resilient to the risks of flooding.

As a river community, Rothesay experiences annual freshets that cause widespread flooding for those along the shores of the Kennebecasis River. The floods of 2018 and 2019 were particularly damaging, and have raised questions for many landowners and how future floods may affect their properties. Comparatively, the 2019 flood was better handled by most, though its effects left many in our community

without accessible homes during the flood and thousands of dollars in damages. In preparing for future floods it has become necessary to identify those areas that will be most severely affected, and how those areas may be protected from future flood events. In an effort to identify these flood prone areas, the following policy requires Council to identify these areas in the Zoning Bylaw.

Council Shall:

Policy F-1

Flood Area Identification: Identify within the Zoning By-law those areas prone to or at risk of flooding as the Flood Overlay zone.

The Town's role in regulating the development and use of land has required Town staff and Council to consider how Rothsay may be involved in the planning of lands involved in flood prone areas. As a means of limiting the damage done to future developments, it would be beneficial to restrict the possible development allowed within these flood areas. The following policy requires Council to establish standards in the Zoning By-law to regulate development in flood prone areas.

Council Shall:

Policy F-2

Flood Area Development Restrictions: Establish appropriate standards in the Zoning By-law to regulate development in areas identified in the Flood Overlay Zone.

With the possibility of more intense flooding in future freshets, staff and Council considered the possibilities in preparing Rothsay for future flood events. A strategy for such a large widespread problem requires cooperation at many levels and the coordination of many moving parts. Thus, a strategy is required to ensure that the execution of a plan is coordinated. A management and mitigation flood response strategy will ensure that our community is organized and prepared for future flood events.

Council Shall:

Policy F-3

Flood Preparation and Response: Create a flood management and mitigation strategy for Rothsay in conjunction with the New Brunswick Emergency Measures Organization (EMO), and other relevant agencies.

It is anticipated that annual freshets will continue to increase in severity, due in part to changing climactic conditions. With these changes, it is unknown how much the flood waters are expected to rise in future freshets and how much damage may occur. The majority of lands that front the Kennebecasis River are privately owned and host a range of single-detached family dwellings. These lots are expected to bear the burden of future floods because of the existing development. In contrast, most of Rothsay owned lands abutting the River do not have structures as the land is designated for Open Space and Conservation. The Town has a vested interest in preserving the Kennebecasis River shoreline, and in preserving public infrastructure. Where possible, Rothsay has taken initiatives to improve infrastructure for the betterment of its citizens. As a means of further improving the quality of the Town's shoreline access, and preventing damage to infrastructure, Council shall consider acquiring lands along the Kennebecasis River if those lands

are prone to or at risk of flooding. While this policy is conditional, it does provide a supporting policy for Council to consider over the course of the lifetime of the Municipal Plan and provides direction for future decisions regarding private land holdings along the River.

Council Shall:

Policy F-4

Flood Area Land Sterilization:

Consider the acquisition of lands along the Kennebecasis River that are prone to or at risk of river flooding in order to prevent reoccurring property damage and development in the flood risk areas.

STORMWATER MANAGEMENT

Rothesay's stormwater system uses both natural features and infrastructure to collect and control stormwater runoff. Stormwater runoff accumulates as precipitation falls onto hard, impervious surfaces towards stormwater management features. However, severe storm events can overwhelm this system as the total runoff exceeds the capacity of the infrastructure (pipes, ditches, etc.), which can cause localized flooding. The amount of stormwater runoff the community has to manage is essentially based on how Rothesay is developed and what stormwater management is carried out. Effective stormwater managements systems can delay the stormwater discharge, slow its flow, and where possible collect some of the runoff.



Climate change will continue to increase the frequency and intensity of storm events. The resulting increase in precipitation will put greater stress on our existing stormwater infrastructure, so it is imperative that future development consider the importance of site design in response to stormwater runoff. Accordingly, the following policies will ensure future development in Rothesay manages stormwater runoff.

New development has created some flooding and drainage problems in Rothesay in the past. These matters have been primarily private matter between property owners. Rothesay upholds that stormwater drainage across private land is a civil matter to be resolved by the between private property owners. Rothesay is aware that the permitting and regulatory authorization of development falls on the Town. As

a measure to ensure all new development does not adversely impact or alter the lands' ability to control or hold stormwater runoff. The following Policy requires all developments meet a net zero increase standard for stormwater runoff.

Council Shall:

Policy SWM-1

Net Zero Increase:

Require that all new development stormwater runoff have a net zero increase to the pre-development stormwater runoff levels.

New development can disrupt the flow of stormwater runoff, particularly in areas that are marshy or have a large flow of surface water runoff. In these areas, the chance of flooding is greatest when a stormwater management plan is not in place to identify how the development may affect the flow of stormwater runoff. As a requirement for all future development, Council will require that all proposed developments have a Stormwater Management Plan.

Council Shall:

Policy SWM-2

Stormwater Management Plan:

Require all proposed developments have a Stormwater Management Plan, which shall be completed by a qualified engineer or other qualified professional, in addition to a Development Permit prior to the alteration, excavation, or change of the land. The Stormwater Management Plan and Development Permit shall be submitted prior to the issuance of a Building Permit.

The methods and materials used in stormwater management infrastructure can be diverse, and some more effective than others based on the climate and site conditions of a site. To ensure developers and engineers have a variety of materials and methods in constructing the necessary stormwater infrastructure for their site; the following policy will allow Council to consider the use of soft and hard landscape designs, features, and materials.

Council Shall:

Policy SWM-3

Stormwater Infrastructure:

Consider the use of soft and hard landscape designs, features, and/or materials in stormwater management site design.

Policy SWM-4

Stormwater Quality and Runoff Rates:

Require that developments conform to stormwater quality and runoff rates within the Zoning By-law.

ENVIRONMENTALLY SIGNIFICANT AREAS

Environmentally significant areas may be classified as either physical or natural areas, and may have social, cultural, environmental, or economic importance. The significance of an area is often founded in local traditions, and are places recognized for wilderness and open space qualities. Accordingly, Council recognizes the importance of several key areas in the Town and has created the following policies so that these areas may be protected for future generations.

Council Shall:

Policy ESA-1

Environmentally Significant Area: Identify within the Zoning By-law environmentally significant areas as the Environmentally Significant Overlay Zone.

Policy ESA-2

Environmentally Significant Uses: Allow within identified Environmentally Significant areas conservation and parkland uses.

Policy ESA-3

Environmentally Significant Area Development Restrictions: Establish appropriate standards in the Zoning By-law to regulate the conservation of land with appropriate setbacks from watercourses, water bodies, and wetlands.

STEEP SLOPES

Rothsay's geographical location creates many attractions and development opportunities in our community. The varying elevations provide exceptional views of the Kennebecasis River and Long Island and add tremendous value to the homes and neighbourhoods of these areas. These areas have been and will continue to be a highly desirable area for homeowners of all types. However, there are challenges in building in these areas for homeowners and developers.

Slope refers to the change in height between two points; the greater the slope the larger the degree of change in height and or elevation between the points. Land use planning must consider how development will interact with the natural and built environment; moreover, planning must consider safe, sustainable land uses so as not to jeopardize the health or well-being of community or its residents. Slopes that are calculated to be less than 10 percent are typically considered standard for development and are common in most communities. A slope of between 10 and 30 percent is considered to be steep, and land use planning dictates that these areas be analyzed to ensure proper municipal services be provided and that development in this area would not affect or in any way impact a neighbouring property. Slopes that are greater than 30 percent are considered undevelopable and/or have too many constraints to develop in a safe, sustainable way. Few areas of Rothsay have a slope that is greater than 30 percent.

The development of steep slopes while idealistic for views of the river can provide challenges in regards to stormwater management, soil erosion, snow clearance, and the provision of municipal and protective services. The challenge is to balance these with the attraction and opportunities of these areas as natural features that may be enjoyed by property owners and the public. Furthermore, a balance must be met

with the type and location of development and how it may potentially impact adjacent land uses. Accordingly, Council has identified these areas as being a development opportunity for homeowners and has created the following policies to limit the development and land uses acceptable in these areas.

Council Shall:

Policy ESA-4

Steep Slopes Identification:

Identify within the Zoning By-law steep slope areas as the Steep Slopes Overlay Zone.

Policy ESA-5

Steep Slope Uses:

Allow within identified Steep Slope areas parks and conservation land uses.

Policy ESA-6

Steep Slope Development Restrictions:

Establish appropriate standards in the Zoning By-law to regulate the conservation of land with development restrictions on sloped lands.

Construction Practices

As Rothestay continues to grow, older mature neighbourhoods and undeveloped natural areas are being disturbed to accommodate new development. The Town's topography is such that the new development in many areas results in the creation of lots that are either on steep sloping sites or with properties that slope away from the street and below the grade of road. These conditions lead to substantial cut and fill activity. The scale of some fill and excavation operations has been such that they are a major neighbourhood nuisance and the resulting graded lots may perhaps pose a significant negative impact on neighbouring properties. Rothestay is aware that uncontrolled fill and excavation activity in the past has led in some instances, to runoff and erosion problems. In other cases, building foundation problems were experienced because the foundation soils and unsuitable fill were improperly compacted.

The development and use of land are a natural part of a community's growth, operation, and management. However, the method of land use can drastically change the intended building site. One of most sudden and damaging changes to a site is the removal of vegetation and/or the altering of the surface of the land. Levelling, grading, filling, cutting, or making other changes to the surface of land may affect adjacent properties by redirecting stormwater runoff, privacy may be reduced or eliminated, and the value and/or character of the neighbourhood may be changed. Additionally, removing trees and vegetation may reduce shade, reduce habitat for wildlife, and lead to soil erosion. Together, these changes can have a large impact on a site and its ability to provide social, economic, and environmental value to Rothestay. In many instances changes of this magnitude can have costly fixes and in some cases cause irreversible damage. Accordingly, the following policies regulate how land may be cleared, altered, and/or graded in order to protect existing properties and reduce impacts to the subject site.

Council Shall:

Policy CP-1

Unsuitable Roads

Regulate the placement or dumping of fill on a lot fronting on a public street that has been deemed by the

Director of Operations or their designate, in their sole discretion, to be unsuitable for the transportation of heavy loaded trucks transporting fill.

The development of a site often requires an alteration to the land, with either the removal or addition of soils and aggregates, to have the desired grade to begin construction. As a result, trucks are used to haul soils and aggregates through dumping or removal of fill from or to the site. This process can be quite disruptive to the surrounding properties and to the neighbourhood in which the site is located; furthermore, the transportation of fill often creates dust and the deposit of materials on the road right-of-way. Council recognizes the impact that the transportation and hauling of fill can have on a neighbourhood; accordingly, the following policy will require Council to establish requirements and standards in the Zoning By-law to control this process.

Council Shall:

Policy CP-2

Hauling

Establish within the Zoning By-law such requirements as necessary to ensure that the alteration of land by placing, dumping or removal of fill is done in accordance with proper engineering principles and any design standards of Rothsay, including a mud tracking and dust control program containing measures to control mud tracking and dust along the proposed truck route to be used by the Applicant.

Proposed changes to haul routes to and from the site, are to be submitted to the Director of Operations or designate for review and approval. Modifications of haul routes are not to occur unless approved by the Director.

Furthermore, where a permit is to be issued, no person shall place or dump fill, remove any topsoil or fill, alter the grade or land, or perform or permit any site alteration except in accordance conditions that may include, but are not limited to:

- a) Restricted hours of operation;
- b) Designated haul routes to and from the site;
- c) Restricted daily volume or daily number of truck loads; and
- d) Restrict designated sources of the fill.

Policy CP-3

Erosion Control

Establish within the Zoning By-law erosion control measures and enforce those standards through the subdivision approval process in order to minimize the

impact of development on Rothsay's environment and adjacent properties.

To maintain the established character defining elements of Rothsay's built form, all properties will be required to maintain a minimum level of landscaping. Accordingly, the following policy requires that all properties meet the minimum landscaping requirements as identified in the Zoning By-law for the respective zone.

Council Shall:

Policy CP-4

Standard Quality:

Require all properties, irrespective of zone, meet the minimum landscaping requirements as set out in the Zoning By-law and any relevant General Provisions.

To preserve the aesthetic and character defining elements of Rothsay's built form, all properties will be required to maintain yards facing all public right-of-ways. This also ensures all residents and land owners continue to take pride in their land and in their community. Accordingly, the following policy requires all properties be maintained.

Council Shall:

Policy CP-5

Yard Maintenance:

Require all properties maintain yards facing a public right-of-way. Yards will be manicured and free of debris and garbage.

The development of land often requires the movement and alteration of top soils and the grade of land in order to achieve the desired groundwork for the development. As a means of controlling the work conducted on a site, Rothsay has required grading plans be submitted. However, there have been issues with consistency and quality of the plans submitted, that resulted in undesirable outcomes for landowners and the Town. As a means of regulating all future grading plans, Rothsay will require these plans to be submitted by a qualified engineer or another qualified professional.

Council Shall:

Policy CP-6

Grading Plan:

Require all developers submit a Grading Plan, completed by a qualified engineer or another person qualified to do such work, when the development would change the slope, grade, or surface of the land.

The development of a site often requires the topsoil be moved and in other instances, a site needs to be excavated in order to have the desired conditions to build. As a result, the surface of a site changes and the conditions on the site and those surrounding it may be affected. Often the first impact is of surface water runoff and encroachment. As a means of controlling for these factors, Rothsay requires that all proposed development have a Development Permit prior to alteration.

Council Shall:

Policy CP-7

Surface Alteration, Development Permit:

Require all proposed development have a Development Permit prior to the alteration or change of the surface of land, prior to the issuance of a Building Permit.



CHAPTER 5 - IMPLEMENTATION

The implementation Chapter describes how the policies and procedures contained within this Municipal Plan are carried out by Rothesay. It outlines the procedures and application requirements for the different types of planning applications such as development agreements, rezoning, variances, and by-law amendments. This section also outline the plan amendment process.

Council values input from the public, applicants, and Staff when considering planning applications. In order to ensure that the land use planning application decision making process has the benefit of meaningful input, it is essential to consistently follow a clear procedure where all parties understand how their opinions will be heard. A confusing planning application process that is not implemented consistently will tend to frustrate attempts by both applicants and the public to have their say. The following policies and proposals consist of basic requirements related to proper implementation of the Plan.

The Community Planning Act and Local Governance Act are statutes that provide regulatory and legislative authority to Council to make decisions with respect to land use development and municipal affairs. Accordingly, Council will ensure that the Municipal Plan is implemented in compliance with the Acts through the following policy.

Council Shall:

Policy IM-1

Implementation Power

Ensure that the Municipal Plan is implemented pursuant to the powers delegated to Council, Rothesay's Planning Advisory Committee (PAC) and Council appointed officials under the legislated authority of the Community Planning Act, the Local Governance Act and other relevant Provincial and Federal legislation as may be amended throughout the life of this Plan.

Council recognizes the importance of maintaining a clear and consistent methods for the public and developers. Accordingly, Council has adopted the following policy to ensure that a clear and consistent application process be adopted.

Council Shall:

Policy IM-2

Consistent Process

Develop and consistently follow clear application processes for all applications to amend the Municipal Plan or the Zoning By-law.

The Municipal Plan By-law provides a blue print for Rothesay with respect to growth, development, and land use. In reading the Plan, the intention is to serve the interests of Rothesay. Interpretation of the By-law, when needed, should be consistent and reasonable. Council recognizes this and has adopted the following policy to guide readers in the interpretation.

Council Shall:

Policy IM-3
Interpretation

Recognize that this Plan is enacted as a by-law and shall not be interpreted as a statute. Accordingly, the contents are statements of policy and shall be afforded a liberal interpretation with a view of furthering the policy objectives herein. Such an approach requires that this Plan not be subject to excessive meticulous interpretation, as might be expected in a jurisdictional examination of a statute. The Municipal Plan By-law is prepared and enacted by Council and is a wide-ranging document which establishes an extensive variety of policies to guide Rothsay Council, its appointees and Staff.

The Generalized Future Land Use Map (GFLUM 2020) is a blueprint for future development in Rothsay. In conjunction with the policies of this plan the GFLUM informs and guides future land use decisions and potential zoning. Accordingly, Council shall ensure that all future growth and development in Rothsay will abide by the GFLUM as stated in the following policy.

Council Shall:

Policy IM-4
Future Land Use

Ensure that the growth and development of Rothsay is guided by the Generalized Future Land Use Map adopted as Schedule A of this document.

The Generalized Future Land Use Map (GLFUM) is used as a blueprint for all future development and growth in the Town, as such, it is critical to ensure that those areas identified on the GFLUM are suitable for the designated uses. Accordingly, Council has adopted the following policy to ensure that those identified on the Generalized Future Land Use Map are sufficient for the intended uses.

Council Shall:

Policy IM-5
Future Land Use Map

Ensure that those areas identified on the Generalized Future Land Use Map:

- a) Provide sufficient lands to accommodate the projected demands for residential, commercial, light industrial and other uses;
- b) Provide for a limited range of compatible uses to occur within each of the land use designations subject to the applicable policies of this Plan and relevant legislation;
- c) Provide for the more specific delineation of map designations in the Zoning by-law; and

- d) Consider amendments to Schedule A through the process of proposed significant or substantive land use changes.

The Municipal Plan is a document that provides regulatory authority over the growth, development, and use of land in Rothsay. This regulation is carried out through various policies, which are informed through public feedback, consultation, and professional opinion of staff and consultants. Over the course of the lifetime of the Plan, it is expected that the objectives of Rothsay may change and the relevance and effectiveness of policies may require review. As a result, the Community Planning Act requires a Municipal Plan review be initiated within 10 years of the enactment of this Plan and that the review take no longer than 36 months, as stated in the following policy.

Council Shall:

Policy IM-6

Ten Year Review

Ensure that a review of the Municipal Plan is initiated within ten (10) years after the enactment of the by-law and that such a review shall take no longer than 36 months.

To limit the densification of land, and the scale and intensity of a development, no more than one density bonusing policy may be used on a single project or proposal as stated in the following policy.

Council Shall:

Policy IM-7

Density Bonus Conflicts

Restrict the density bonusing provisions of this Plan (Policy R-1 Affordable Housing and R-2 Age-Friendly Housing) to not more than one policy per proposal or project and in no circumstance shall the density bonus exceed 20% of the maximum allowable density permitted by the Zoning By-law. Furthermore, the proposal shall meet all other provisions of the Zoning By-law, notwithstanding that the Development officer, Planning Advisory Committee (PAC), or Council may at their discretion grant an applicable variance.

The Municipal Plan is a living document, its intent and purpose is to fulfill the objectives and vision of our community and its stakeholders. As such, the document may be considered a dynamic, living document that is subject to change based on real world conditions and stakeholder feedback. These changes may come about through proposed amendments to the Plan, where the changes may address changing community conditions, make use of technical or scientific data, or be in compliance with either Provincial or Federal regulations, laws, or policies. A Plan amendment shall be considered by Council through the following policy.

Council Shall:

Policy IM-8
Plan Amendments

Consider amendments to the Municipal Plan when it can be demonstrated that the Plan's effectiveness and policies should be examined based on one or more of the following:

- a) changing community demographics, climactic or environmental conditions, technological advances, or unforeseen community economic circumstances;
- b) additional technical information or scientific studies which identify the need for change; and
- c) Changes to Provincial or Federal regulations, laws or policies.

Where necessary it may be reasonable to enact additional by-laws in support of the Municipal Plan that address building, development, design, land use, and other such matters that may be deemed necessary to achieve the intent and policy directs of the Plan as stated in the following policy.

Council Shall:

Policy IM-9
Additional By-Laws

Enact by-laws respecting building, property maintenance standards, signage, subdivision, unsightliness and other matters deemed necessary to achieve the intent and policy directives of the Municipal Plan.

Through the Zoning By-law a series of land use regulations and development controls will be established in order to implement and carryout the policies of the Municipal Plan. Accordingly, the following policy will allow Council to establish appropriate standards in the Zoning By-law.

Council Shall:

Policy IM-10
Zoning By-Law

Establish appropriate standards in the Zoning By-law including development control regulations that are necessary to implement the policies of this Municipal Plan.

Policy IM-11
Policy Consideration

Review all applications to amend the Zoning By-law for conformity with the policies of this Plan with particular regard to the Future Land Use designation relevant to the application and the policies found in the Implementation chapter.

To assist in the consistency and clarity of the application process, it is critical that all applications received be of the same quality, and prepared in a clear and understandable manner. To this end, all submissions will require a qualified professional to prepare the supporting documents used in an application, as outlined in the following policy.

Council Shall:

Policy IM-12

Submission Requirements

Require that applicants submit with their rezoning application for a specific development proposal, where such a proposal involves dimensional or aesthetic issues, a professionally prepared site plan and graphic representations of the proposal drawn to accurate scale. Such documents supporting the application must clearly indicate the following;

- a) The location, area, and dimensions of the subject property;
- b) The location, dimensions, height, and proposed use of all proposed buildings;
- c) The means by which the site is to be serviced by sanitary and storm water infrastructure, water, electrical service and other utilities;
- d) The location of any parking stalls, driveways, walkways, lighting, fencing, refuse containers, and snow storage;
- e) Landscape plans including the vegetation to be retained and a reasonably precise estimate of the number and location of proposed shrubs and trees; and
- f) Architectural details of the proposed development including exterior cladding and finishing materials.

A development agreement is a contract between Rothesay and a property owner that stipulates the details and obligations of the respective parties concerning the development of the subject property. Where a development agreement is believed to be necessary, Council shall consider development applications as stated in the following policy.

Council Shall:

Policy IM-13

Development Agreements

Consider development agreement applications pursuant to the provisions and criteria as set out in various policies of this Plan and consideration of the following:

- a) That the proposal is not premature or inappropriate by reason of:
 - 1) The financial capability of Rothsay to absorb any costs relating to the development;
 - 2) The adequacy of municipal wastewater facilities, storm water systems or water distribution systems;
 - 3) The proximity of the proposed development to schools, recreation or other municipal facilities and the capability of these services to satisfy any additional demands;
 - 4) The adequacy of road networks leading to or within the development; and
 - 5) The potential for damage or destruction of designated historic buildings and sites.
- b) that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:
 - 1) Type of use;
 - 2) Height, bulk and lot coverage of any proposed building;
 - 3) Traffic generation, access to and egress from the site, and parking; open storage; and
 - 4) Signage.
- c) That the proposed development is suitable in terms of the steepness of grades, soil and geological conditions, proximity to watercourses, or wetlands and lands that are vulnerable to flooding.

Council Shall:

Policy IM-14
Adjoining Designations

Consider amendments to the Zoning By-law on lands that adjoin a different land use designation for a use that is permitted within the adjoining designation. Notwithstanding the above, no such considerations shall be given to properties where the designations are not adjoining.

Policy IM-15
Proposed Public Streets

Consider that the location of proposed roads on Schedule C as approximate and for illustrative purposes and Council may give Assent to new public streets as shown on a plan of subdivision where the arrangement and alignment of these roads generally conforms to the Plan without need to revise or amend Schedule C.

Policy IM-16
Public Participation

Subject to the legislative requirements, adopt a decision-making process for discretionary approvals of development projects that provide opportunities for meaningful public participation and education in the planning process for all interested parties.

Policy IM-17
Text Only Amendments

Evaluate text only amendments to the Zoning by-law that do not include a specific development proposal by considering the land use planning implications and conformance with other Municipal Plan policies.



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Repeal and Enactment

Repeal of Existing By-Laws

By-law 1-10 and amendments thereto are hereby repealed.

Enactment of By-Law 2-20

Rothsay By-law 2-20, the Rothsay Municipal Plan, is enacted as follows:

FIRST READING BY TITLE:	February 8, 2021
SECOND READING BY TITLE:	March 8, 2021
(Advertised as to content on Rothsay website in accordance with the Local Governance Act)	March 11, 2021
READ IN SUMMARY	April 12, 2021
THIRD READING BY TITLE/ENACTMENT	April 12, 2021

Nancy E. Grant
Nancy E. Grant
Mayor

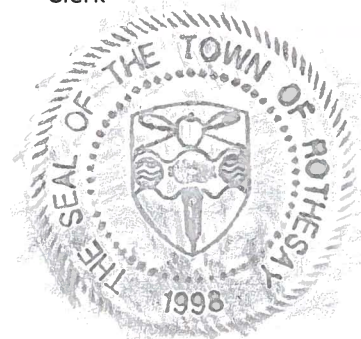
APPROVED
Pursuant to the
Community Planning Act

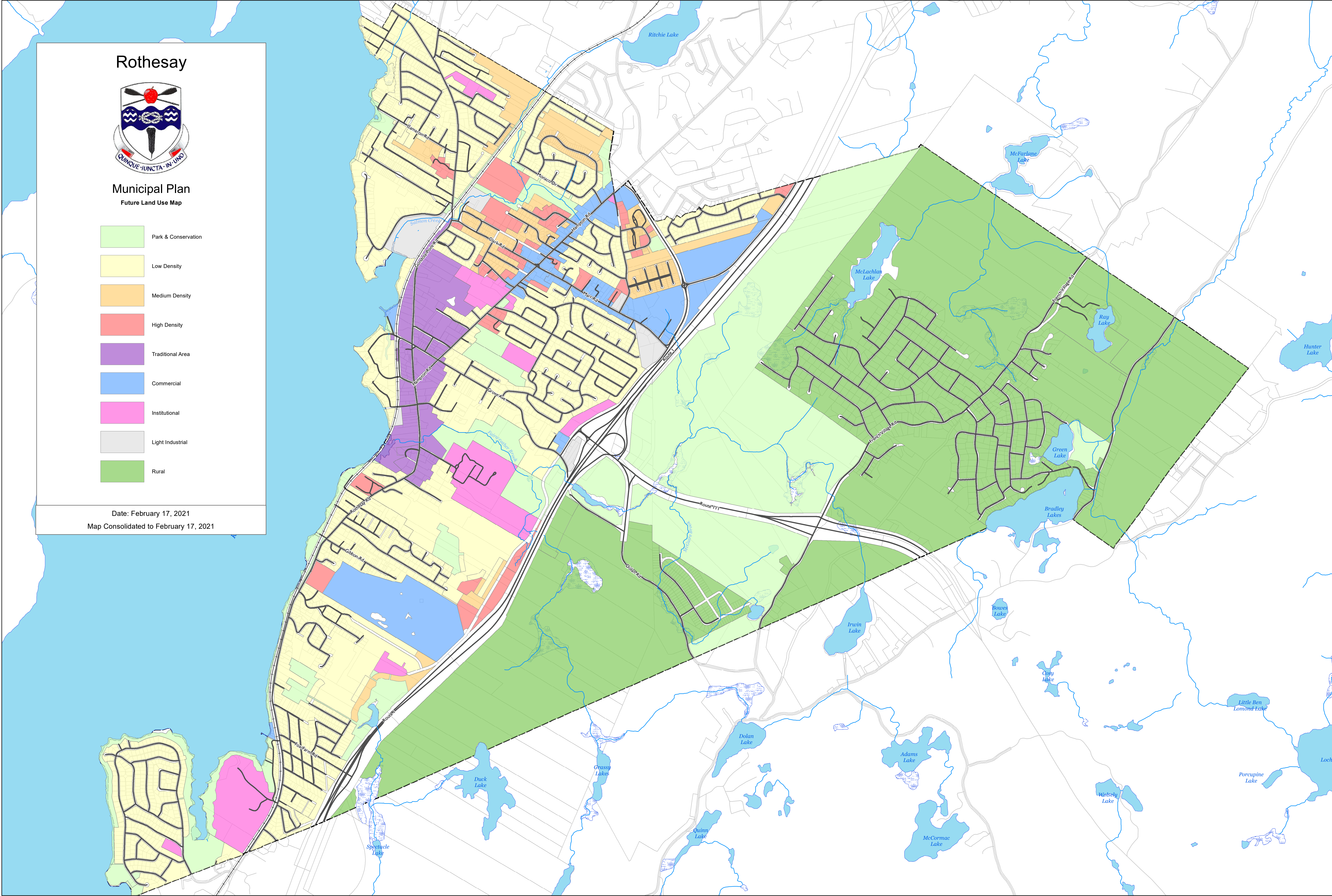
APPROUVÉ
En application de la
loi sur l'aménagement

Paul J. [Signature]
For - Minister / pour le/la Ministre
Local Government and Governance Reform
Gouvernements Locaux et de la Réforme de la gouvernance locale

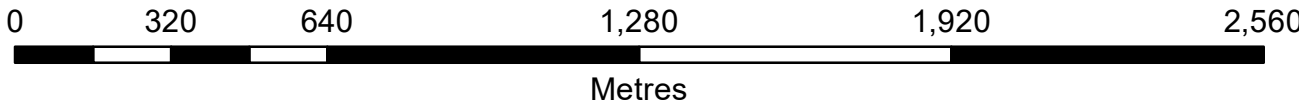
April 23, 2021
Date

Mary Jane E. Banks
Mary Jane E. Banks
Clerk





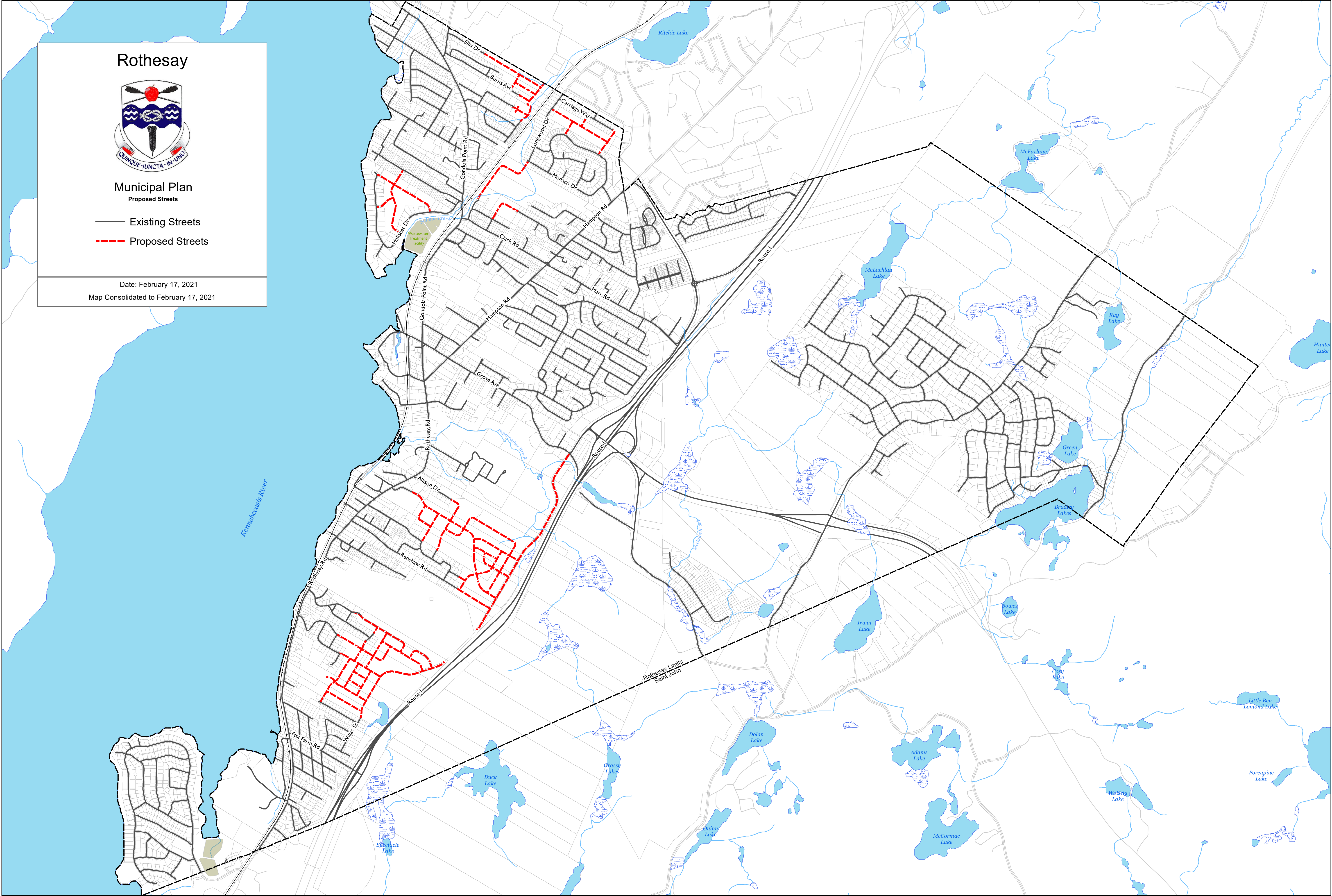
Schedule A - Future Land Use Map



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

FIVE-YEAR CAPITAL BUDGET SUMMARY

PROJECT NAMES	Actual 2021	2022	Preliminary Forecast		2025	Total
			2023	2024		
Operating Fund						
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
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
Total Utility Fund	3,730,000	9,000,000	8,900,000	9,000,000	1,000,000	31,630,000
Total Capital Expenditures	\$9,230,000	\$15,950,000	\$13,550,000	\$13,150,000	\$5,150,000	\$57,030,000
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						-
	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
Total Sources of Funds	\$9,230,000	\$15,950,000	\$13,550,000	\$13,150,000	\$5,150,000	\$57,030,000



Rothesay



Municipal Plan
Proposed Streets

- Existing Streets
- - - Proposed Streets

Date: February 17, 2021
Map Consolidated to February 17, 2021



Schedule C - Proposed Public Streets

