



**To:** Chair and Members of Rothesay Planning Advisory Committee

**From:** Brian L. White, MCIP, RPP  
Director of Planning and Development Services

**Date:** Friday, April 30, 2021

**Subject:** 48 Unit Apartment Building – Rezoning Chapel Road (PID 30206882)

<b>Applicant:</b>	Sean Hall & Luke Moffett	<b>Property Owner:</b>	637339 NB Inc.
<b>Mailing Address:</b>	76 Highland Avenue Rothesay NB E2E 5N3	<b>Mailing Address:</b>	317 Hampton Road Quispamsis NB E2E 4M9
<b>Property Location:</b>	Chapel Road	<b>PID:</b>	30206882
<b>Plan Designation:</b>	Commercial	<b>Zone:</b>	General Commercial
<b>Application For:</b>	48 Unit Apartment Building		
<b>Input from Other Sources:</b>	Operations, KVFD, KRPF, Anglophone South District School Board		

**ORIGIN:**

An application from Mr. Sean Hall and Mr. Luke Moffett on behalf of the property owner Tammy Moffett, Director of 637339 NB Inc. to develop 48 unit apartment building on a 5,973 square meter (1 ½ acres) vacant lot off Chapel Road.

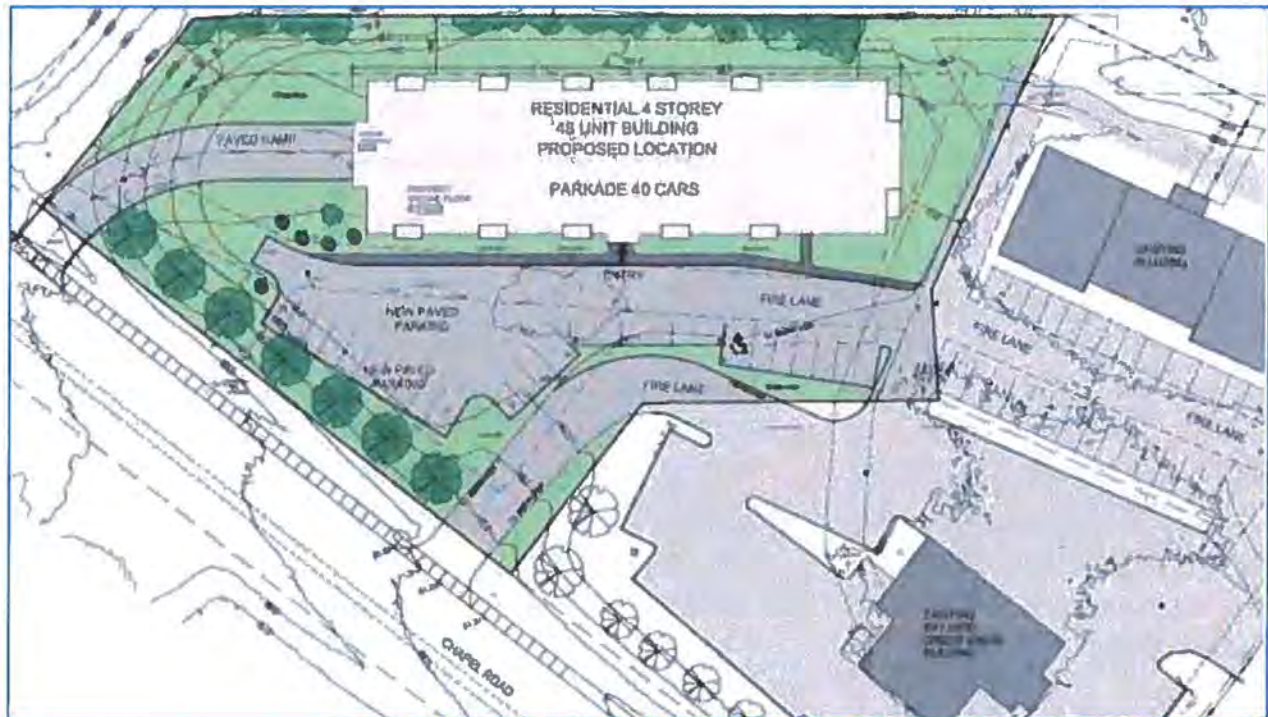


Figure 1 - Proposed Site Plan - Vacant Lot off Chapel Road

**APPROVAL PROCESS:**

The application is rezone the subject property to the R-4 Multi-Unit Residential Zone to permit a 48-unit apartment building by development agreement. The application is being reviewed pursuant to the policies of Rothesay Municipal Plan 1-20 which was enacted on April 12, 2021. The standard procedure for a rezoning is that Council receive from PAC a recommendation to hold a Public Hearing and that both the rezoning (by-law amendment) and the development agreement be prepared in advance of the public hearing. Staff note that Municipal Elections are scheduled for May 10, 2021 and for that reason no Council meeting will be held until the newly elected Council is sworn into office.

The date of the swearing into office will be potentially delayed as the Act Respecting Municipal General Elections in 2021 states that due to the pandemic the reporting of results will be delayed until all electors in the suspended parts of the province have had the opportunity to cast a ballot. Furthermore, the Local Governance Act Part 56(1) (**Restriction on powers of outgoing council**) states that during the period beginning on election day and ending on the day of the first meeting of an incoming council, the Council can continue the day-to-day activities of the municipality but shall not enact, amend or repeal a by-law, or become a party to any agreement, or contract.

For that reason Staff will continue to process the application by conducting polling, preparing a draft by-law amendment and development agreement, and forwarding a supplemental staff report to PAC once the election results are finalized and a new Council is sworn into office.



Figure 2 - 48 unit Apt Building - Comeau MacKenzie Architecture

**BACKGROUND**

The property is currently zoned General Commercial (GC) this zone is intended to apply to larger commercial operations, such as large commercial retail stores, hotels, shopping centers, car dealerships and self-storage facilities. The proposed use as a residential apartment building is not listed as a permitted use within the GC zone. However, the Municipal Plan By-law 1-20 does contain policy direction (see Policy HDR-4 follows) that would allow Council to consider the application.

*The commercial areas in Rothesay 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.



Figure 3 - Vacant Land off Chapel Road

**ANALYSIS:**

Policy HDR-4 High-density Residential	Staff Comment
Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;	The proposed building is located 250 meters from Marr Road with access Chapel Road. A traffic impact statement is being prepared to determine any additional traffic enhancement or requirements.
The maximum density does not exceed 100 square meters of land per apartment unit;	The property is 5,973 square meters in area and proposed density at 48 units does not exceed the 100 square meters of land per apartment unit.
Subject lands are adequate in size relative to the intensity and scale of the proposed land development;	The proposed 4-story building would be located in a mixed-use development area containing light industrial, commercial and institutional uses. The site shares a property boundary and driveway with an existing commercial plaza, and bank property (Bayview Credit Union). The site also backs onto the Rothesay Ballet School and Urban Landscaping. The nearest low density properties are located in the Chapel Hill Estates development approximately 200 feet from the site at the nearest location.
The subject lands do not exceed 1 acre in total area (or 40 apartment units);	The density at 48 units would exceed the 40-apartment unit limit on density. However, the applicant also intends to make use of POLICY R-1 and R-2 that permit Council to consider an increase in density by 2 percent for every

Policy HDR-4 High-density Residential	Staff Comment
	apartment unit meeting affordability standards or constructed as an accessible unit. The applicant is proposing 2 accessible units and 8 affordable units and therefore would be eligible for an increase in density of 20% (8 additional units).
Underground parking is provided;	The proposal includes underground parking for 37 vehicles and 24 surface parking spaces for 61 parking spaces. The total number of parking spaces complies with the zoning by-law calculated at 1.25 spaces per apartment unit.
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.	The developer has provided a technical shadow study of the proposed building. The results of the study show that the scale of the building would not create excessive shadows on the adjacent commercial and institutional land uses.
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;	<p>The developer is preparing a traffic impact assessment. Staff intend to review the study by understanding how the apartment building development adheres to good planning principles to ensure safe and equal access to the transportation system by all users, including vehicles of residents and their guests, foot traffic of residents and their guests to and from the building to a public sidewalk or other destination (bank/restaurant), cyclists, and the loading and unloading commercial trucks (garbage, moving vans, delivery vehicles, etc.).</p> <p>Two major concerns will be looking to understand better are the as follows:</p> <ol style="list-style-type: none"> <li>1. Identification of transportation system improvements (traffic lights) at the Marr Road/Chapel Road intersection.</li> <li>2. Assessments of parking and access issues related to the existing commercial complex parking lot (Bayview Credit Union, Golden Fry, Legion, etc.)</li> </ol>
Excellence in site design best practices addressing features such as Crime Prevention through Environmental Design	One of the key features of CPTED is the placement of physical features, activities and people in a way that maximizes visibility as a key concept directed toward keeping intruders easily

Policy HDR-4 High-density Residential	Staff Comment
(CPTED) principles, urban design, and high quality landscaping; and	observable, and therefore less likely to commit criminal acts. Features that maximize the visibility of people, parking areas and building entrances are unobstructed doors and windows, pedestrian-friendly sidewalks and streets, front porches and appropriate nighttime lighting. Staff note that because the proposed building would share a property boundary with a commercial parking lot it will be very important to define property lines with landscaping or decorative fencing such that commercial visitors do not use or confuse the building as a commercial property.
A building design of high quality that is consistent with community values and architectural best practices.	<p>Good design responds and contributes to the neighbourhood context. Staff review the building design based on the natural and built features of the local neighbourhood, and the relationship and the character they create when combined with the proposed building.</p> <p>The area has some challenges in that the NB Power infrastructure does not create an attractive view for residents; however, the proposed building will be an attractive enhancement for the area.</p> <p>Staff believe that the proposed building in this mixed-use neighbourhood achieves good design as the scale, bulk and height of the building is appropriate to the existing or desired future character of Chapel Road and surrounding buildings.</p>

**DENSITY INCENTIVE POLICY:**

As noted above the applicants’ proposed density at 48 units would exceed the 40-apartment unit limit on density. However, the applicant also intends to make use of POLICY R-1 and R-2 that permit Council to consider an increase in density by 2 percent for every apartment unit meeting affordability standards or constructed as an accessible unit. The applicant is proposing 2 accessible units and 8 affordable units and therefore would be eligible for an increase in density of 20% (8 additional units).

Policy R-1 regard Affordable Housing states the Council can *“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”*.

The applicants are proposing that 8 residential rental units will be 10% below their potential residential rental income as supported by an appraisal report or qualified financing representative that is part of the

lending team; or the 8 apartment units must be affordable with rents at or below 30% of the median household income in Rothesay. One point of concern that Staff identified is that median incomes in Rothesay are relatively high and therefore the rents would not target households with incomes below the median. For example, the Statistics Canada reported median incomes for Rothesay are as follows:

<b>2015 Median Household Income</b>	<b>30% of total</b>	<b>Monthly Rental Max Budget</b>
\$88,623.00	\$26,586.90	\$2,215.58
<b>2015 Single Parent Median Income</b>		
\$53,376.00	\$16,012.80	\$1,334.40

Staff are concerned that the proposed methodology could result in rents between \$1300 and \$2200 and be deemed “affordable”. For that reason, Staff will be recommending that the development agreement specify that the developer enter into the Affordable Rental Housing Program or Provincial Rent Supplement Assistance Program with the Province of New Brunswick.

Staff have consulted with CMHC and the Province of NB to determine the most effective method of determining an affordable rental rate. Furthermore, Staff will investigate and present within the development agreement an effective approach to ensuring the agreed rental rates are monitored.

The applicants also intend to construct 2 accessible apartment units to utilize Policy R-2 regarding Age-Friendly Housing that states Council can “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.”

Universal design is an international design philosophy that enables people to continue living in the same home by ensuring that apartments are able to change with the needs of the occupants. Universally designed apartments are safer and easier to enter, move around and live in. They benefit all members of the community, from young families to older people, their visitors, as well as those with permanent or temporary disabilities. A universally designed apartment provides design feature such as wider circulation spaces, kitchens and laundry rooms designed for accessibility with easy to reach and operate fixtures and appliances. Staff will be able to enforce the construction of a universally designed apartment unit through the building permit process.

**DEVELOPMENT AGREEMENT:**

Staff will prepare a development agreement for PAC’s review before proceeding to Council. A development agreement is a contract between Rothesay and the property owners that specify the details and obligations of the individual parties concerning the proposed development. Implementation Policy IM-13 states that Council shall consider development agreement applications pursuant to the relevant policies of the Municipal Plan (See Policies HDR-4, R-1, and R-2) and consideration of the following:

<b>Implementation Policy IM-13</b>	<b>Staff Review</b>
<b>A. That the proposal is not premature or inappropriate by reason of:</b>	

Implementation Policy IM-13	Staff Review
1) The financial capability of Rothesay to absorb any costs relating to the development;	Staff note that <b>Policy DEVC-1</b> requires that developers pay for 100 percent of infrastructure costs to service 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. Staff are concerned about the need for traffic lights, and note that the developer would be responsible to absorb these costs pursuant to DEVC-1.
2) The adequacy of municipal wastewater facilities, storm water systems or water distribution systems;	Staff believe that the municipal infrastructure is adequate for the proposed development.
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;	Staff have sent the development to the Anglophone South School District for review. Staff believe the municipal facilities are adequate for the proposed development.
4) The adequacy of road networks leading to or within the development; and	The applicant is completing a traffic study. Staff are concerned about the potential need for system improvements (traffic lights) at the Marr Road/Chapel Road intersection.
5) The potential for damage or destruction of designated historic buildings and sites.	There are no historic buildings or sites identified within the project's vicinity.
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;	The multi-unit residential is a compatible use with the surrounding businesses.
2. Height, bulk and lot coverage of any proposed building;	The height, volume and lot coverage does not conflict with nearby land uses.
3. Traffic generation, access to and egress from the site, and parking; open storage; and	A traffic study is underway, that will include assessments of parking and access issues related to the existing commercial complex parking lot.
4. Signage.	No commercial signage is requested.
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.	The site is suitable for development and will be subject to geotechnical approval during the building permit approval process.

**KENNEBECASIS REGIONAL POLICE FORCE**

Staff requested that KRPF review and comment on the proposed development. The KRPF stated that the intersection of Chapel Road and the Clark Road experiences a large volume of traffic not just during



the day but also for the morning and evening peak commute times. The existing residential and rental properties coupled with vehicles that circumvent the Marr Road intersection through this route to and from the Hampton Road, becomes quite challenging in exiting onto the Marr Road. An additional 48-unit apartment complex with a proposed number of 64 parking spaces would add to this current volume.

Traffic lights at the intersection of Chapel Road and the Marr Road would definitely mitigate this congestion and improve safety, not just in allowing the movement of vehicles to and from Chapel Road, but could also slow down the north/southbound Marr Road traffic where speeds can be quite high at times.

The KRPF also reviewed the project with Crime Prevention through Environmental Design principles and they agree that from a CPTED point of view that the apartment proposal seems to have good sight lines and may offer some deterrence to possible criminal activity to nearby businesses.

**KENNEBECASIS VALLEY FIRE DEPARTMENT:**

As is required by Municipal Plan Policy FR-7, the KVFD must review proposals for new development projects to ensure that public safety and firefighting concerns are addressed. The KVFD is currently reviewing the proposal and will forward their comments once that review is complete.

**POLLING:**

Staff will prepare a polling notification letter to be sent to surrounding property owners. The applicant has solicited letters of support for the project and these are included in Attachment D.

**RECOMMENDATIONS:**

Staff recommend the Planning Advisory Committee consider the following MOTION:

- A. PAC HEREBY tables the application for a 48 unit apartment building located off Chapel Road pending the receipt of a supplemental staff report containing the following:
  - 1. Traffic impact assessment results and review;
  - 2. Polling results;
  - 3. Review by KVFD; and
  - 4. Draft development agreement and rezoning By-law.

Map I	Location Map
Attachment A	Proposed Development
Attachment B	Engineering Plans (Servicing, Stormwater, Erosion Control)
Attachment C	Shadow Study
Attachment D	Developer's Polling Letters of Support



Report Prepared by: Brian L. White, MCIP, RPP

Date: Friday, April 30, 2021

# Vacant Land off Chapel Road (PID 30206882)



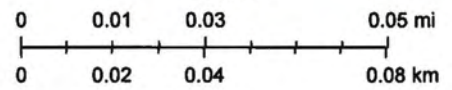
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 Rothesay Boundary

 Property

Civic Address

1:2,257



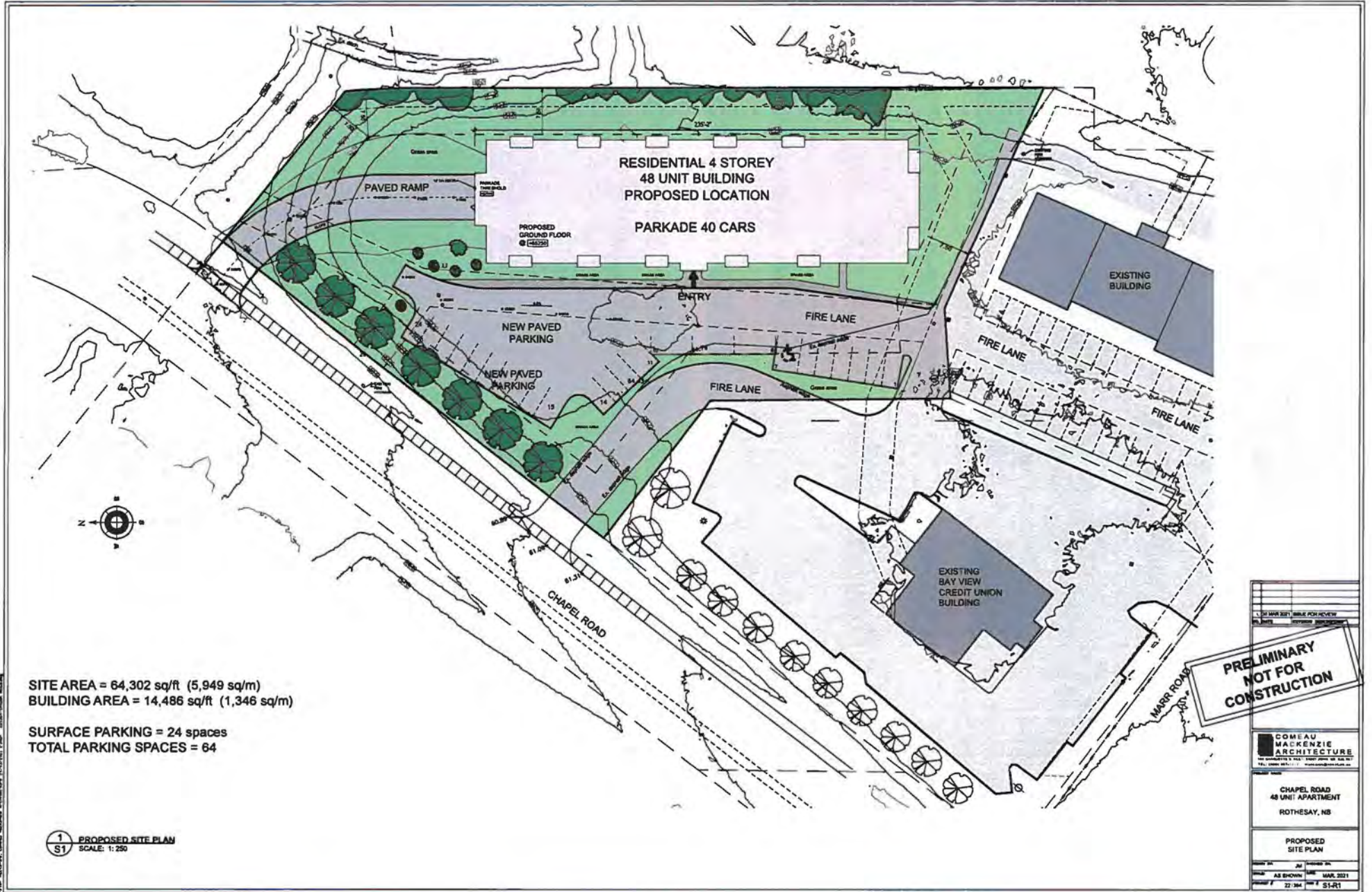


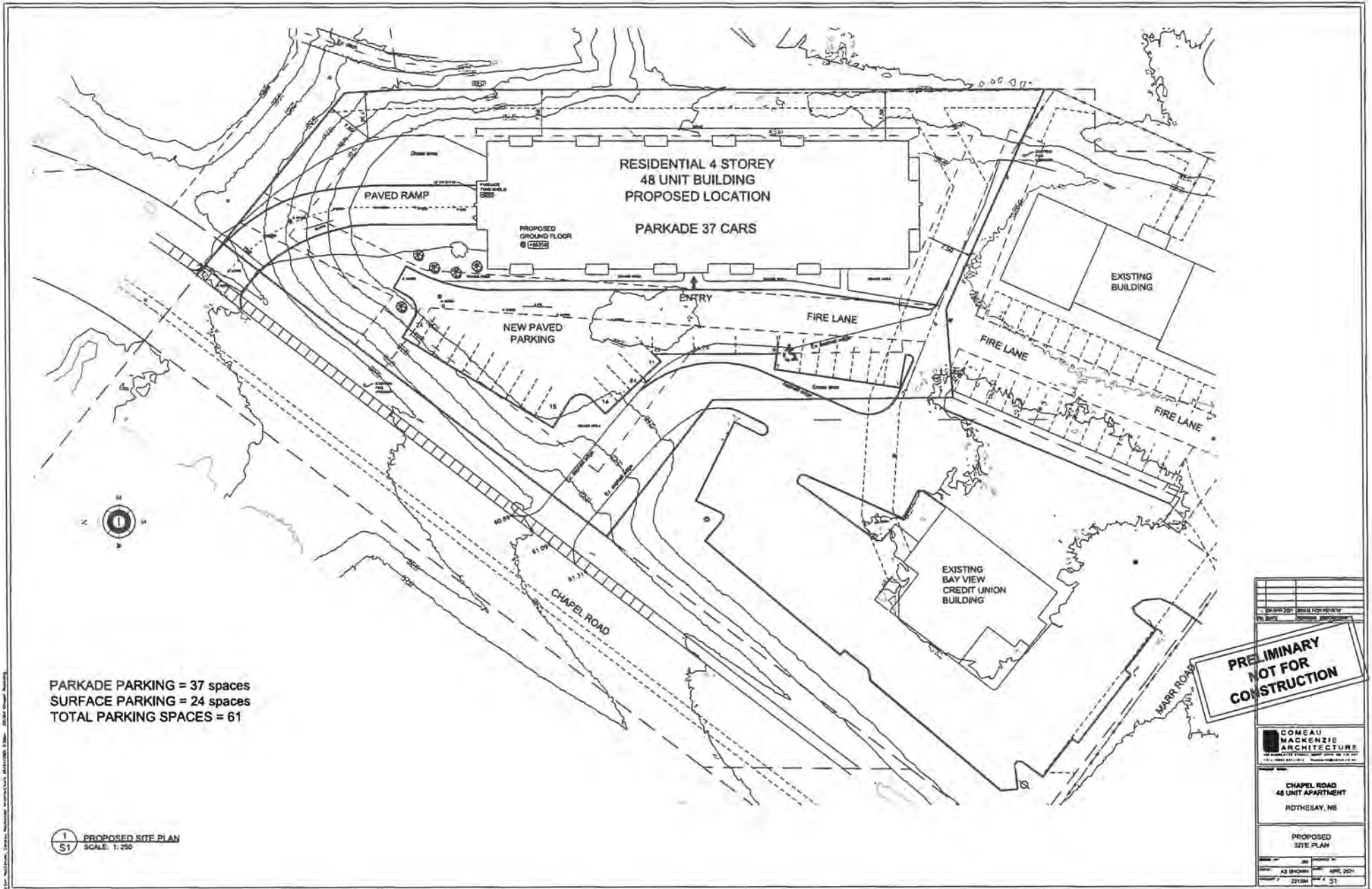
**COMEAU  
MACKENZIE  
ARCHITECTURE**

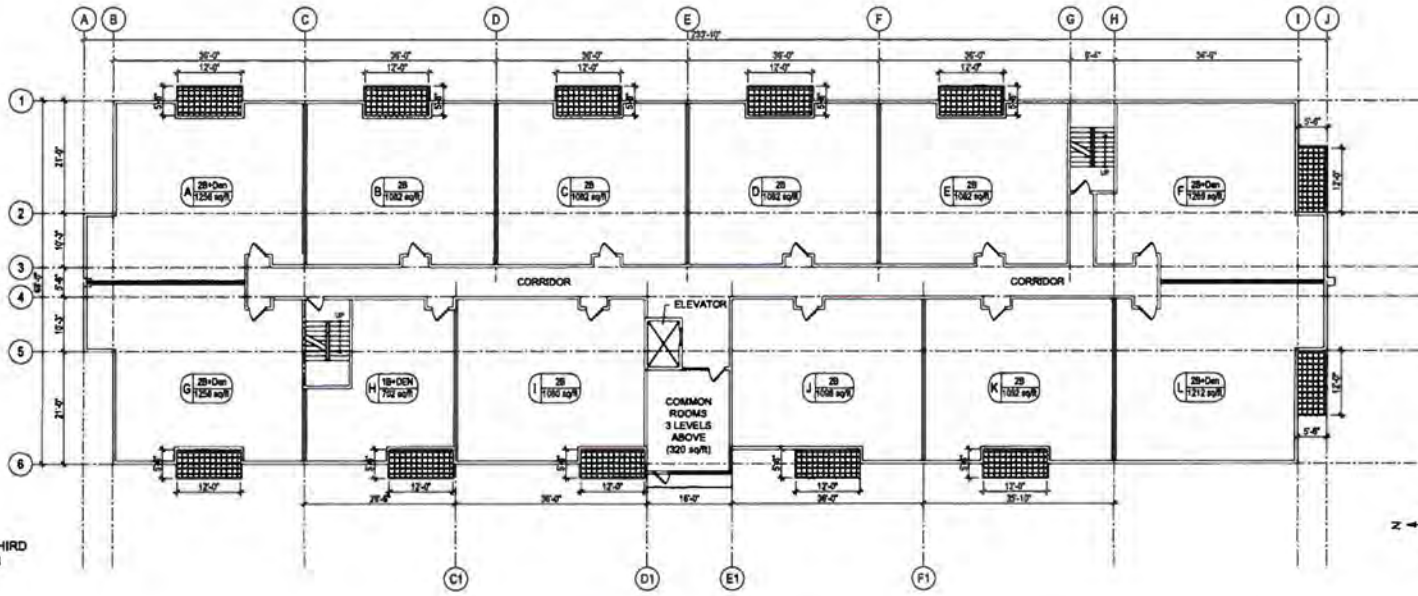
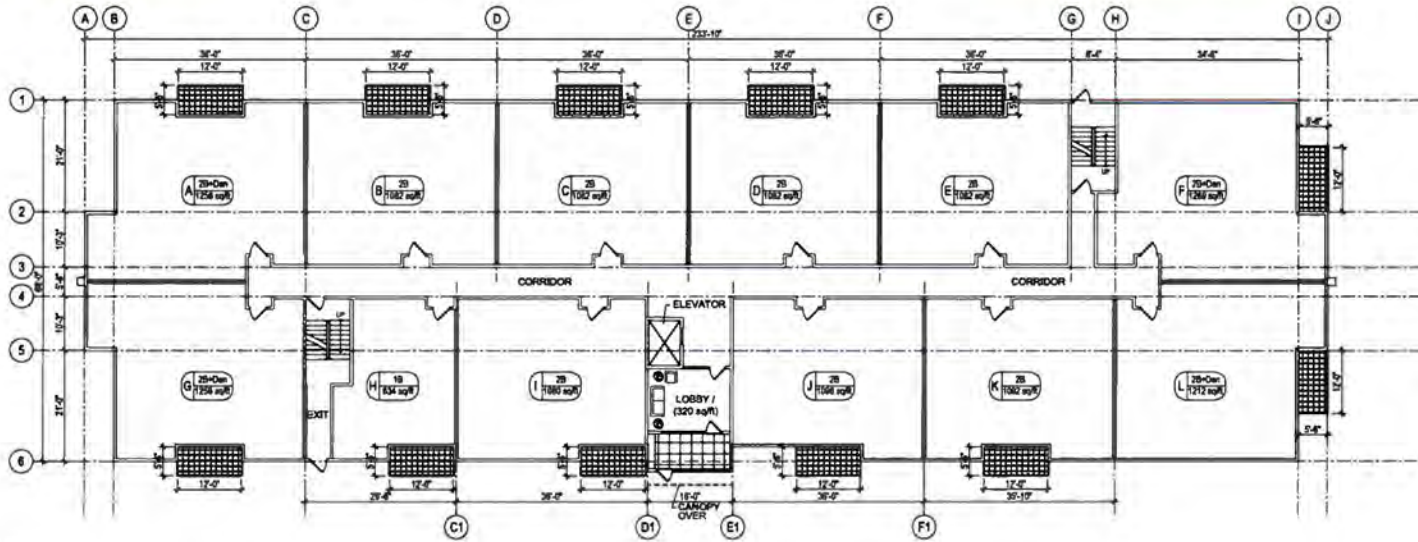
183 CHARLOTTE STREET, SAINT JOHN, NB E2L 0C7  
TEL: (506) 657-1611 mackarch@nbnet.nb.ca

**48-UNIT APARTMENT**  
CHAPEL ROAD, ROTHESAY, NB

April 2021







**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

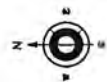
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**COMEAU  
MACKENZIE  
ARCHITECTURE**  
781-233-1212

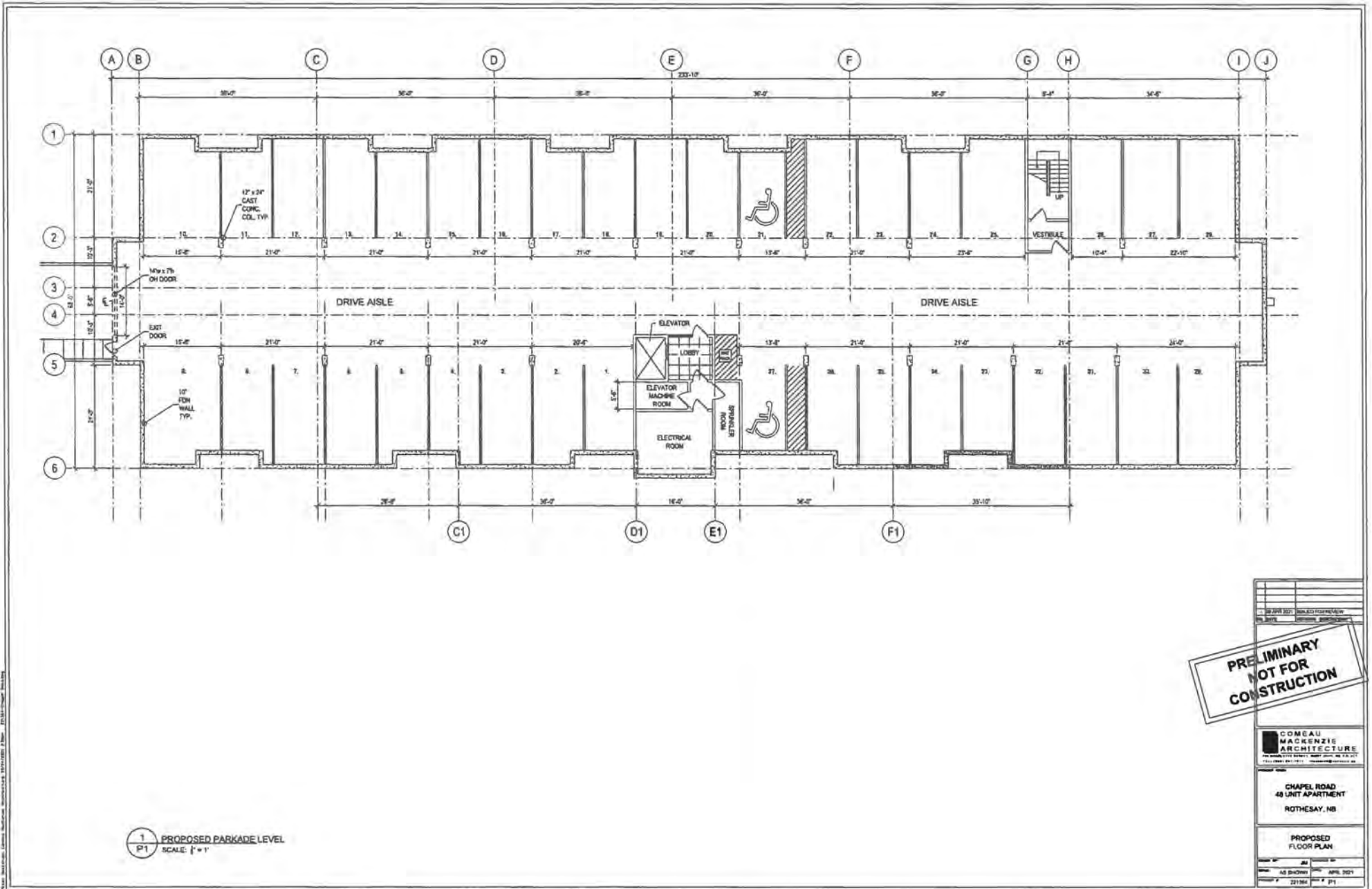
CHAPEL ROAD  
48 UNIT APARTMENT  
ROTHERSAY, NB

PROPOSED  
FLOOR PLAN

DATE: 2021 APRIL 2021  
PROJECT: 2213M UNIT # A1



Plan: 2021.07.12 Open Session FINAL\_176



**PRELIMINARY  
NOT FOR  
CONSTRUCTION**

**COMEAU  
MACKENZIE  
ARCHITECTURE**  
 1000 SHEPPARD AVENUE EAST, SUITE 100  
 SCARBOROUGH, ONTARIO M1S 1T7  
 TEL: (416) 291-1111 FAX: (416) 291-1112

**CHAPEL ROAD  
48 UNIT APARTMENT  
ROTHESAY, NB**

**PROPOSED  
FLOOR PLAN**

DATE	NO.
2021 APR 2021	1
2021 APR 2021	1
2021 APR 2021	1

**1**  
**P1** PROPOSED PARKADE LEVEL  
 SCALE: 1/8" = 1'

# Luke Moffett Chapel Road Apartment Rothesay, NB



### List of Drawings

- Sheet 1 Cover Sheet
- Sheet 2 Site Plan
- Sheet 3 Grading Plan
- Sheet 4 Plan & Profile
- Sheet 5 Stormwater Management Plan
- Sheet 6 Erosion & Sedimentation Control Plan

**DON-MORE**  
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ENGINEERING LTD.



I, Andrew F. Toole, a Professional Engineer registered in the Province of New Brunswick, do hereby certify that the above drawings were prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the Province of New Brunswick. I am not providing any professional services for the above project in the Province of New Brunswick.

I, Andrew F. Toole, a Professional Engineer registered in the Province of New Brunswick, do hereby certify that the above drawings were prepared by me or under my direct supervision and that I am a duly Licensed Professional Engineer in the Province of New Brunswick. I am not providing any professional services for the above project in the Province of New Brunswick.

1 - 2021-04-05 Issued for Review	
Date	2021-04-05
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Checked by:	A. Toole
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Scale 1:10,000	Horizontal 1:10,000 Vertical N/A
Scale 1:10,000	Horizontal 1:10,000 Vertical N/A

Client: **Luke Moffett**

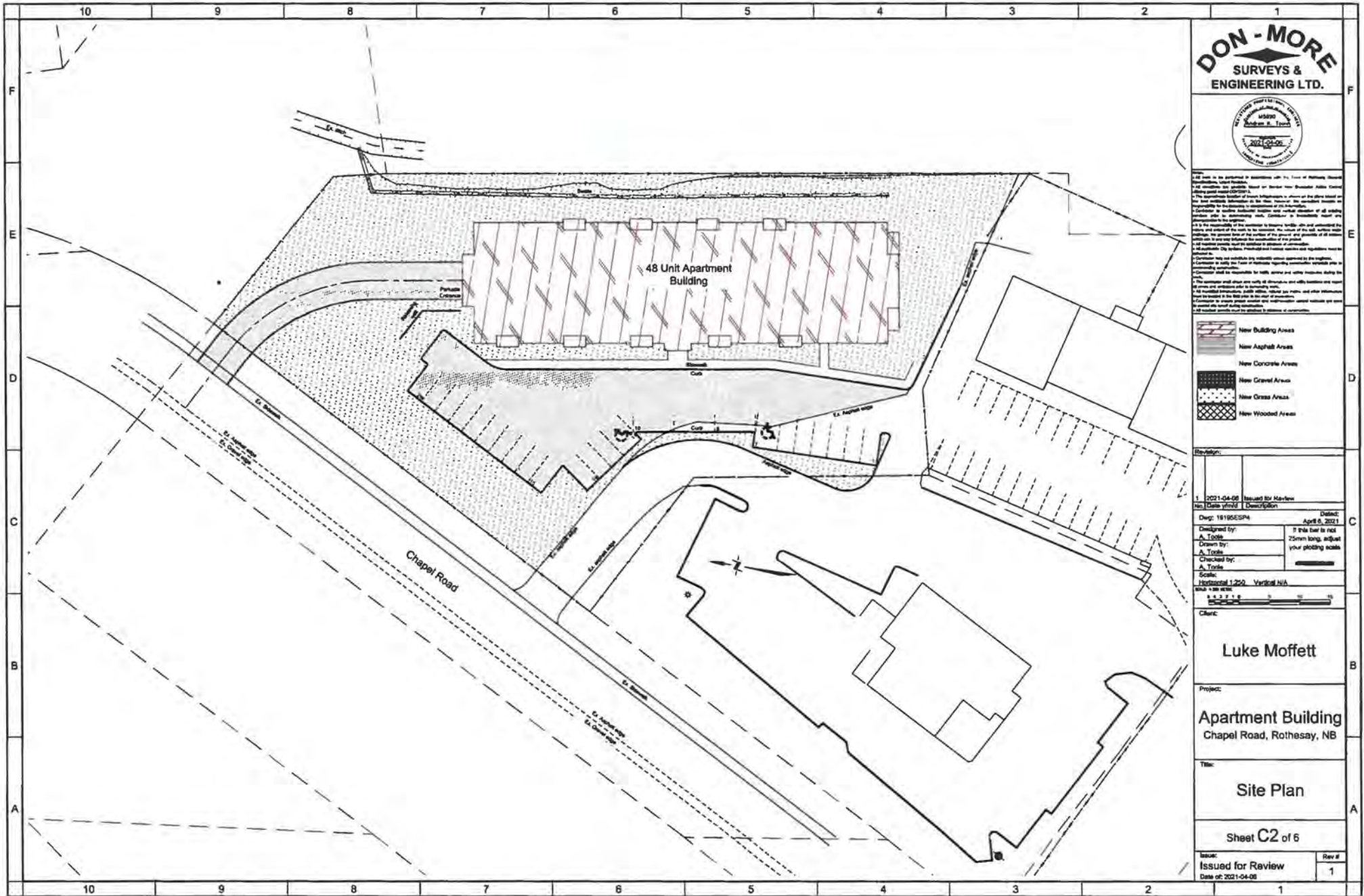
Project: **Apartment Building  
Chapel Road, Rothesay, NB**

Title: **Cover Sheet**

Sheet **C1** of 6

Issue	Rev #
Issued for Review	1
Date of 2021-04-05	





**DON - MORE**  
SURVEYS & ENGINEERING LTD.



All work to be performed in accordance with the Code of Ethics, Board Regulations, and Statutes.  
All drawings are created based on the most recent information available. The Engineer is not responsible for any errors or omissions in the drawings or any consequences arising therefrom.  
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- New Building Areas
- New Asphalt Areas
- New Concrete Areas
- New Gravel Areas
- New Grass Areas
- New Wooded Areas

Rev #	Date	Description
1	2021-04-06	Issued for Review

Drawn by: A. Toles  
Checked by: A. Toles  
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Date: April 6, 2021  
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your plotting scale

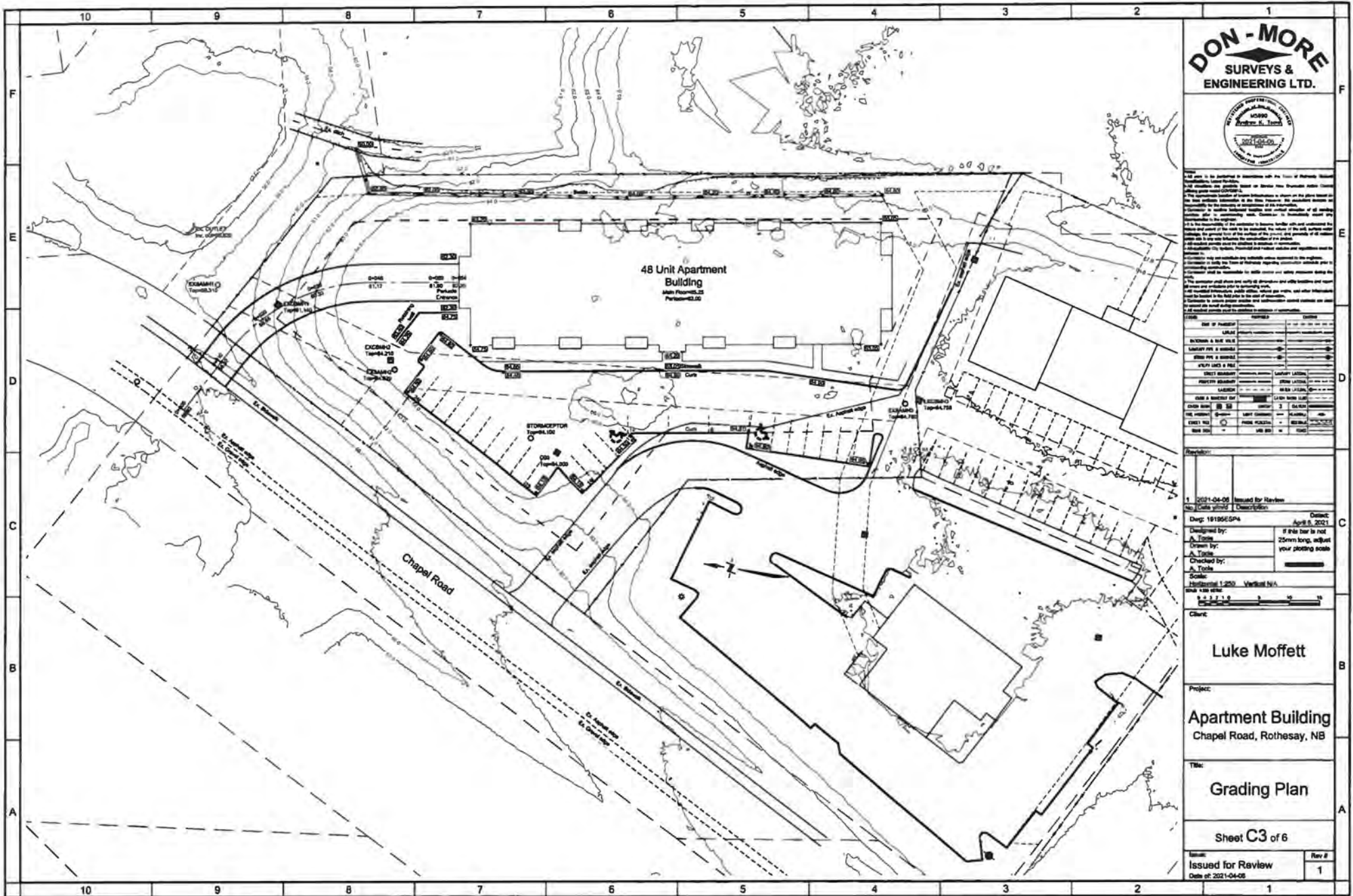
Client: Luke Moffett

Project: Apartment Building  
Chapel Road, Rothesay, NB

Title: Site Plan

Sheet C2 of 6

Issue	Rev #
Issued for Review Date of: 2021-04-06	1



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This plan is to be prepared in accordance with the Code of Professional Practice and the provisions of the Survey Act, R.S.N.B. 1973, Chapter 103. The Engineer shall be responsible for the accuracy of the information shown on this plan and shall be liable for any errors or omissions. The Engineer shall not be responsible for the accuracy of any information supplied by others. The Engineer shall not be responsible for the accuracy of any information supplied by others. The Engineer shall not be responsible for the accuracy of any information supplied by others.

DATE	DESCRIPTION	BY
2021-04-05	ISSUED FOR REVIEW	A. TOLSON
2021-04-05	DESIGNED	A. TOLSON
2021-04-05	DRAWN	A. TOLSON
2021-04-05	CHECKED	A. TOLSON

Client: **Luke Moffett**

Project: **Apartment Building  
Chapel Road, Rothesay, NB**

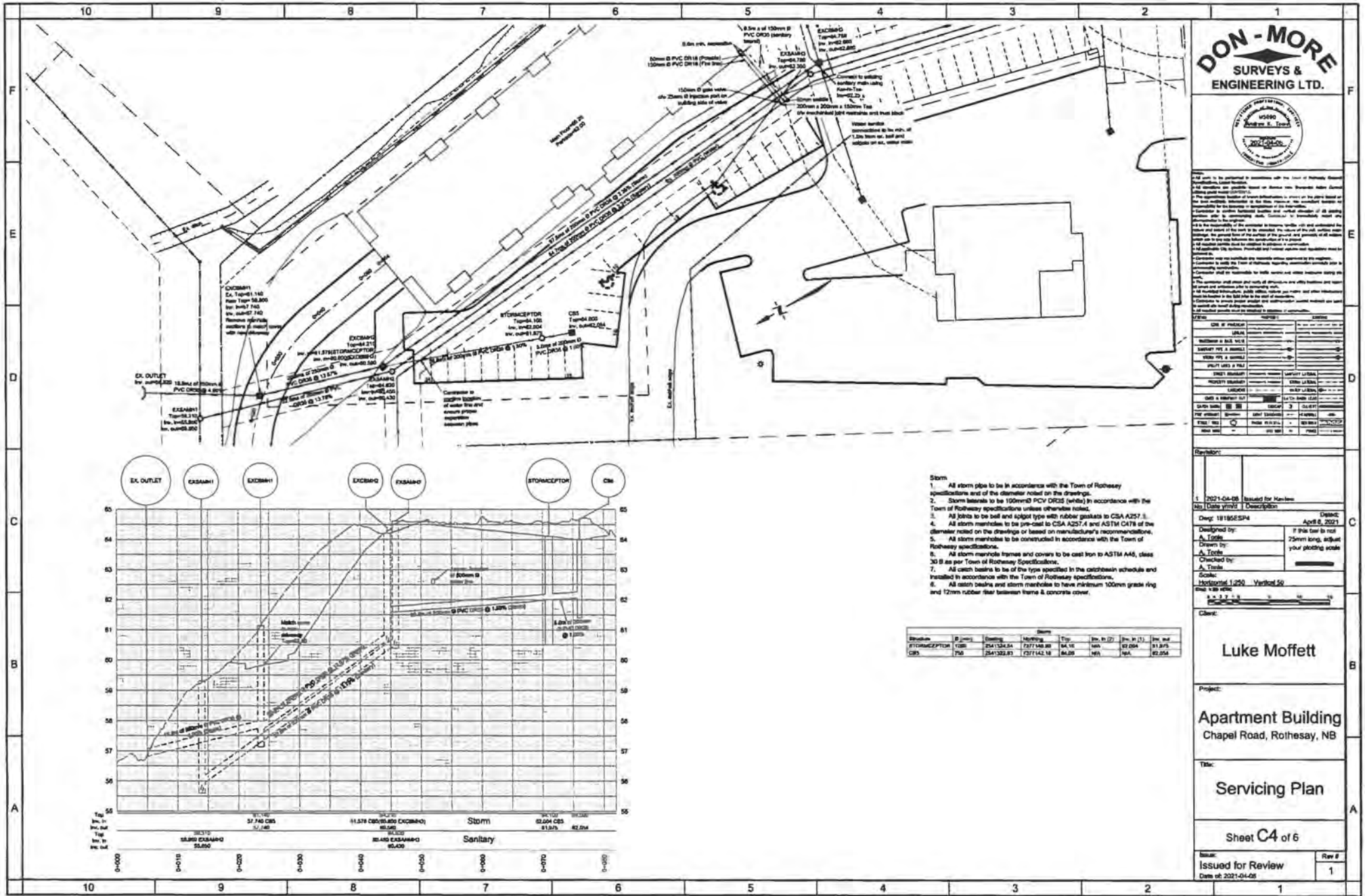
Title: **Grading Plan**

Sheet **C3** of 6

Scale: Horizontal 1:200 Vertical N/A

Issue: Issued for Review  
Date of: 2021-04-05

Rev # 1



**DON-MORE**  
SURVEYS &  
ENGINEERING LTD.



All work to be performed in accordance with the Town of Rothesay, Quebec. All drawings are prepared based on the latest available information. The engineer assumes no liability for any errors or omissions in the drawings or for any damage or loss of property or injury to persons or animals caused by the use of the drawings. The engineer is not responsible for the design or construction of any structure or for any other work shown on the drawings. The engineer is not responsible for the design or construction of any structure or for any other work shown on the drawings. The engineer is not responsible for the design or construction of any structure or for any other work shown on the drawings.

REVISIONS

NO.	DATE	DESCRIPTION
1	2021-04-08	Issued for Review
2		
3		
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- Storm**
1. All storm pipe to be in accordance with the Town of Rothesay specifications and of the diameter noted on the drawings.
  2. Storm laterals to be 100mmØ PCV DR23 (white) in accordance with the Town of Rothesay specifications unless otherwise noted.
  3. All joints to be bell and gasket type with rubber gaskets to CSA A257.1.
  4. All storm manholes to be pre-cast to CSA A257.4 and ASTM C478 of the diameter noted on the drawings or based on manufacturer's recommendations.
  5. All storm manholes to be constructed in accordance with the Town of Rothesay specifications.
  6. All storm manhole frames and covers to be cast iron to ASTM A46, class 30 B as per Town of Rothesay Specifications.
  7. All catch basins to be of the type specified in the catchbasin schedule and installed in accordance with the Town of Rothesay specifications.
  8. All catch basins and storm manholes to have minimum 100mm grade ring and 12mm rubber floor between frame & concrete cover.

Station	Ø (mm)	Length	Notes	Typ	Sp. In (2')	Sp. In (1')	Sp. In (0.5')
STORMRECEPTOR	100	2541.328.84	7777.98.88	14.16	14.16	14.16	14.16
CBS	750	2541.328.83	127142.14	84.08	84.08	84.08	84.08

Revision:

1. 2021-04-08 Issued for Review

2. 2021-04-08 Issued for Review

3. 2021-04-08 Issued for Review

4. 2021-04-08 Issued for Review

5. 2021-04-08 Issued for Review

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19. 2021-04-08 Issued for Review

20. 2021-04-08 Issued for Review

Client: Luke Moffett

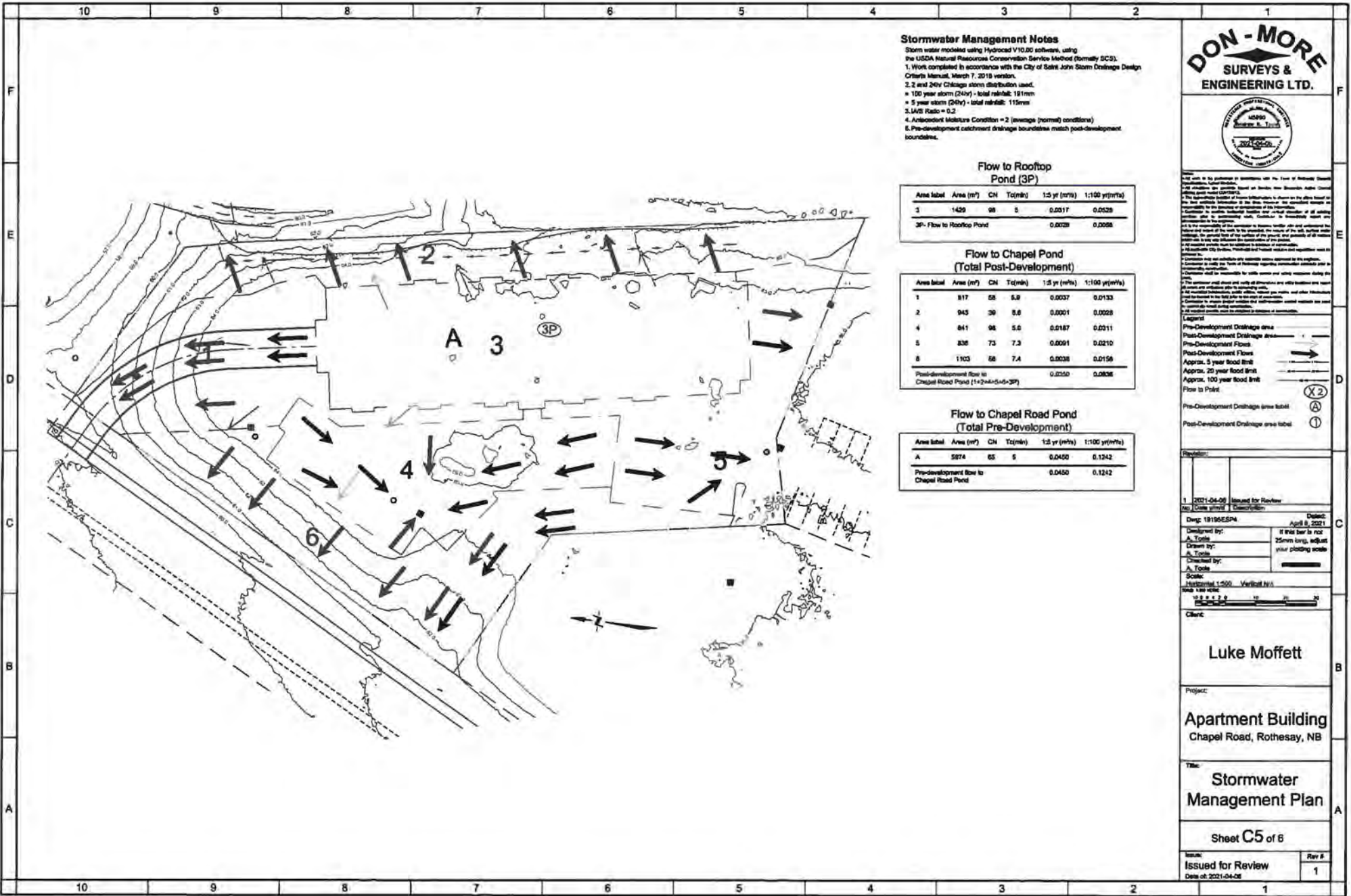
Project: Apartment Building, Chapel Road, Rothesay, NB

Title: Servicing Plan

Scale: Horizontal 1:250, Vertical 5:1

Sheet C4 of 6

Issue: Issued for Review, Date: 2021-04-08, Rev #: 1



**Stormwater Management Notes**

Storm water modeled using HydroCAD V10.00 software, using the USDA Natural Resource Conservation Service Method (formally SCS) Criteria Manual, March 7, 2018 version.

1. Work completed in accordance with the City of Saint John Storm Drainage Design Manual, March 7, 2018 version.
2. 2 and 24hr Chicago storm distribution used.
3. 100 year storm (24hr) - total rainfall: 191mm
4. 5 year storm (24hr) - total rainfall: 115mm
5. IAWQ Ratio = 0.2
6. Adjacent lot/drainage Condition = 2 (average (normal) conditions)
7. Pre-development catchment drainage boundaries match post-development boundaries.

**Flow to Rooftop Pond (3P)**

Area label	Area (m <sup>2</sup> )	CN	Tc(min)	1.5 yr (m <sup>3</sup> /hr)	1:100 yr(m <sup>3</sup> /hr)
3	1426	98	5	0.2017	0.2528
3P - Flow to Rooftop Pond				0.0028	0.0036

**Flow to Chapel Pond (Total Post-Development)**

Area label	Area (m <sup>2</sup> )	CN	Tc(min)	1.5 yr (m <sup>3</sup> /hr)	1:100 yr(m <sup>3</sup> /hr)
1	817	58	5.8	0.0037	0.0133
2	943	39	8.6	0.0001	0.0028
4	841	98	5.0	0.0187	0.0311
5	836	73	7.3	0.0091	0.0210
6	1103	66	7.4	0.0038	0.0156
Post-development flow to Chapel Road Pond (1+2+4+5+6-3P)				0.0250	0.0836

**Flow to Chapel Road Pond (Total Pre-Development)**

Area label	Area (m <sup>2</sup> )	CN	Tc(min)	1.5 yr (m <sup>3</sup> /hr)	1:100 yr(m <sup>3</sup> /hr)
A	5974	65	6	0.0450	0.1242
Pre-development flow to Chapel Road Pond				0.0450	0.1242

**DON - MORE SURVEYS & ENGINEERING LTD.**



Don More is a professional in accordance with the Town of Frederic County Professional Engineer Act. He is a member of the Professional Engineers of Canada and the Engineers of Ontario. The Engineer's liability is limited to the work for which he is licensed. The Engineer is not responsible for the design or construction of any work not shown on the drawings. The Engineer is not responsible for the design or construction of any work not shown on the drawings. The Engineer is not responsible for the design or construction of any work not shown on the drawings.

- Legend**
- Pre-Development Drainage area
  - Post-Development Drainage area
  - Pre-Development Flows
  - Post-Development Flows
  - Approx. 5 year flood limit
  - Approx. 20 year flood limit
  - Approx. 100 year flood limit
  - Flow to Pond
  - Pre-Development Drainage line label
  - Post-Development Drainage area label

**Revisions:**

No.	Date	Description
1	2021-04-06	Issued for Review

Drawn by: A. Toft  
 Checked by: A. Toft  
 Scale: Horizontal 1:500 Vertical N/A  
 Date: 2021-04-06

**Client:**

**Luke Moffett**

Project:

**Apartment Building**  
Chapel Road, Rothesay, NB

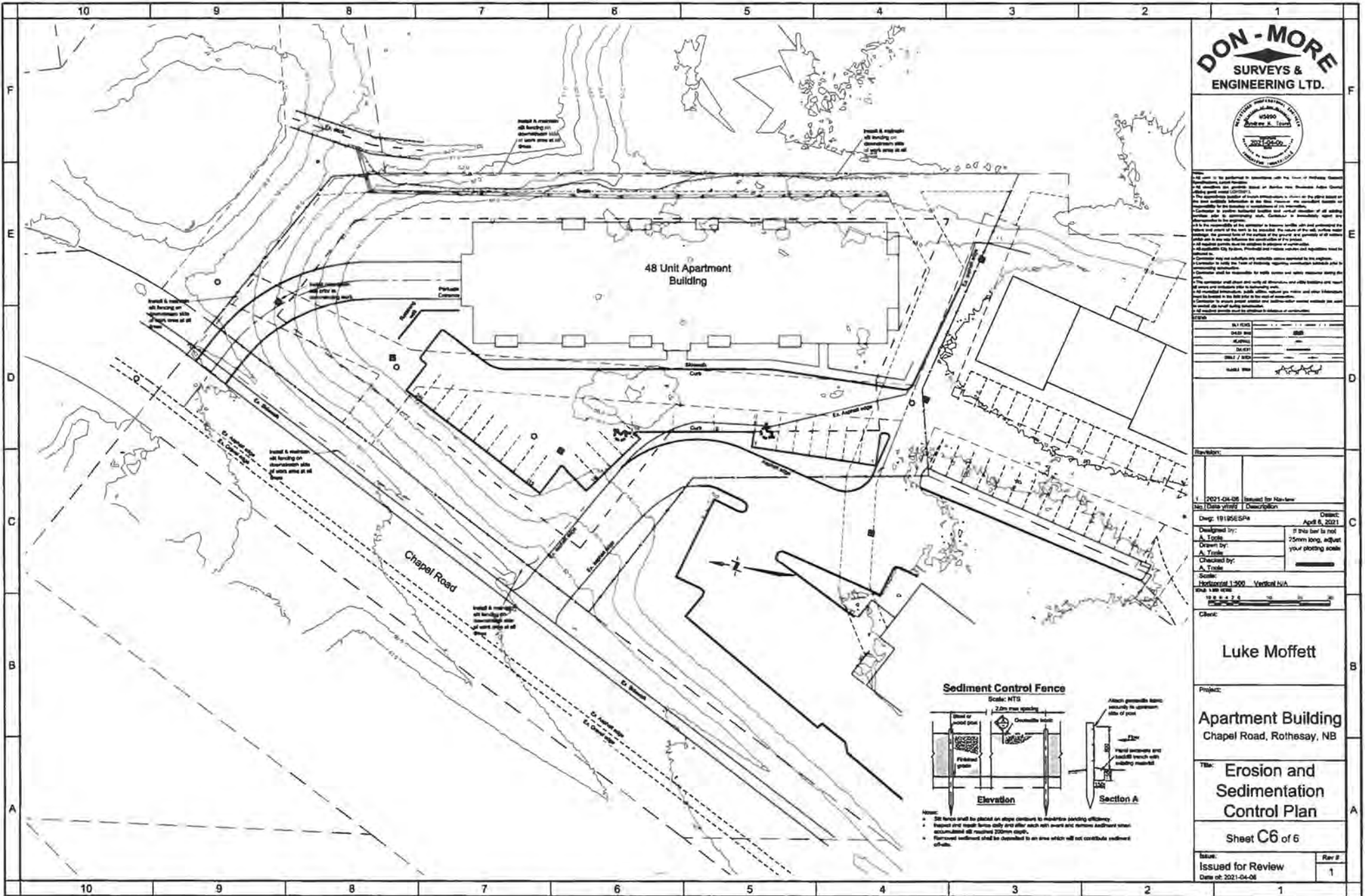
Title:

**Stormwater Management Plan**

Sheet C5 of 6

Issue	Rev #
Issued for Review	1

Date of: 2021-04-06



**DON-MORE**  
SURVEYS &  
ENGINEERING LTD.



This plan is to be performed in accordance with the laws of the Province of New Brunswick and the standards of the Surveyors Act, R.S.B.N. 1990, Chapter 103, and the standards of the Engineering Council of New Brunswick. The Engineer undertakes to provide professional services in accordance with the standards of the Engineering Council of New Brunswick. The Engineer is not responsible for the accuracy or completeness of any information provided to the Engineer. The Engineer is not responsible for the accuracy or completeness of any information provided to the Engineer. The Engineer is not responsible for the accuracy or completeness of any information provided to the Engineer. The Engineer is not responsible for the accuracy or completeness of any information provided to the Engineer.

Project: **Apartment Building**  
Chapel Road, Rothesay, NB

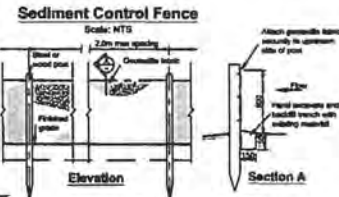
Client: **Luke Moffett**

Scale: **Horizontal 1:500 Vertical N/A**

Sheet C6 of 6

Issue: **Issued for Review**  
Date: 2021-04-06

Rev # **1**



- Silt fence shall be placed on slope contours to maximize silt-trapping efficiency.
- Inspect and repair fence daily and after each rain event and remove sediment when accumulated at maximum 200mm depth.
- Removal sediment shall be deposited in an area which will not contribute sediment off-site.

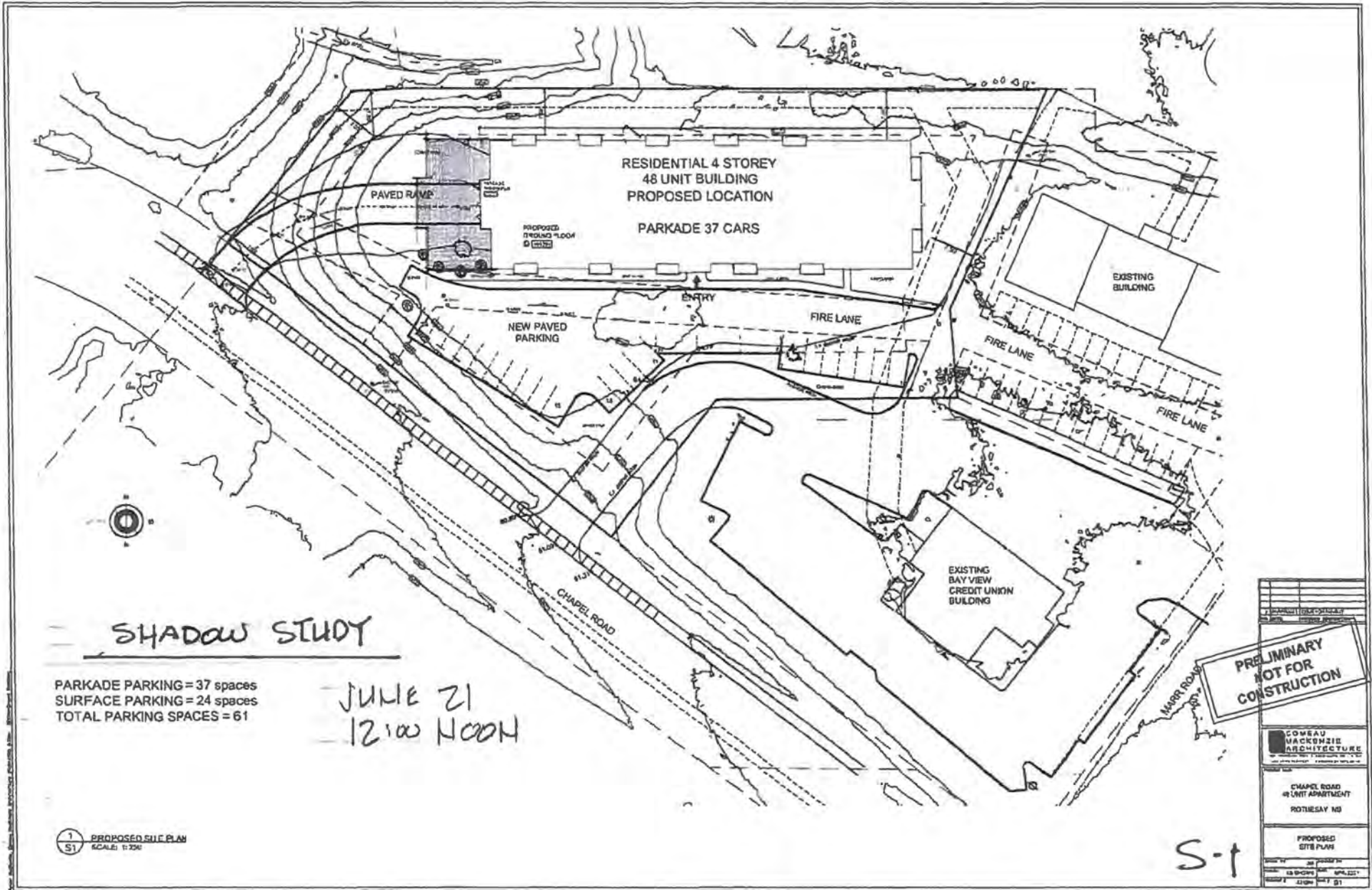
**CHAPEL ROAD - 48-UNIT APARTMENT  
ROTHESAY, NEW BRUNSWICK**

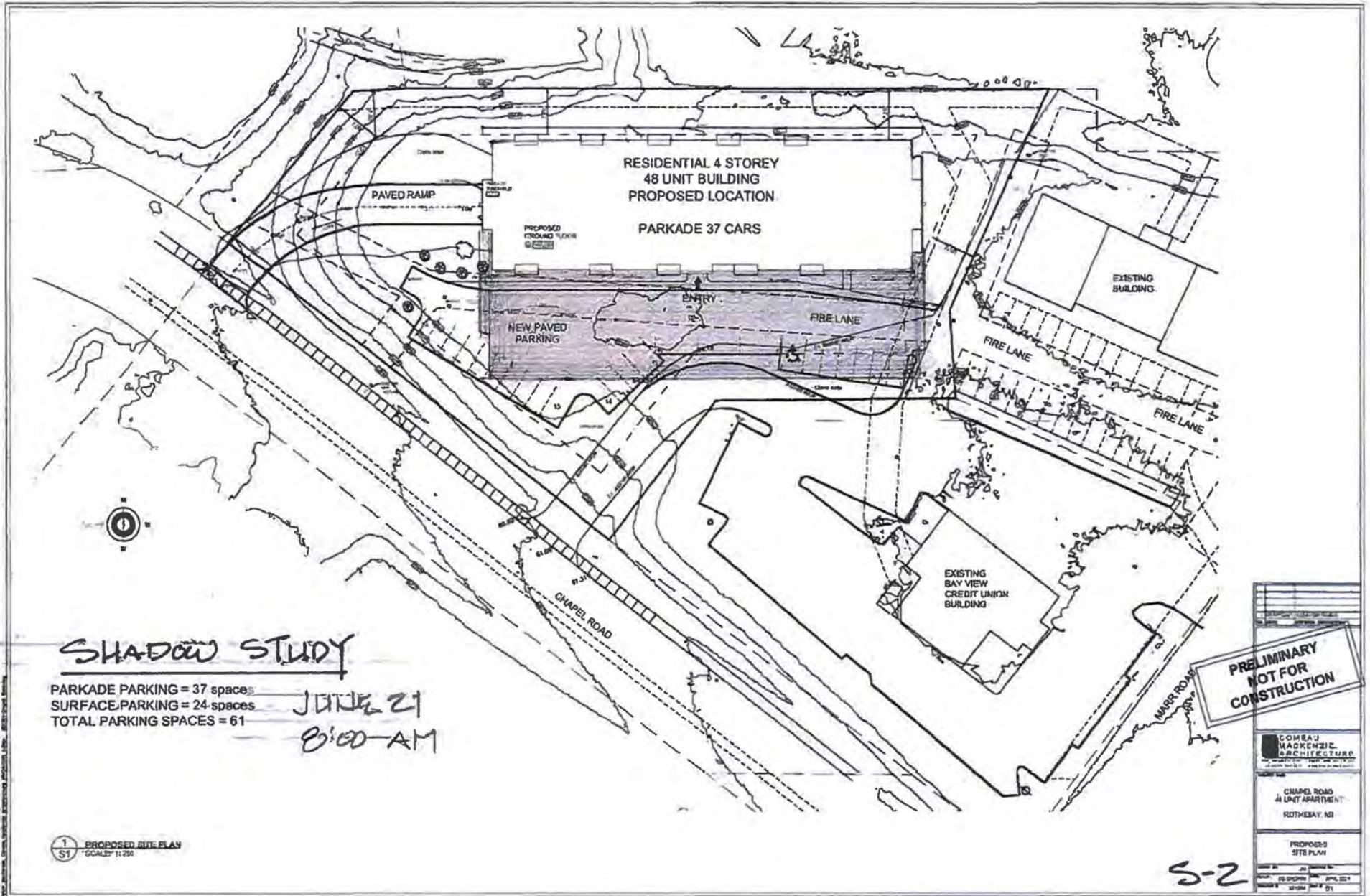
---

ROTHESAY, NB 45.35° N LATITUDE		SUN ANGLES		AZIMUTHS	
		SOLAR NOON	8:00 AM/4:00 PM	SUNRISE	SUNSET
Summer Solstice	June 21	68°	51°	N54°E	S305°W
Equinoxes	March 21 September 21	45°	28°	N89°E	S271°W
Winter Solstice	December 21	21°	Not Risen Set 4:40 @ 237°	N123°E	S237°W

## NOTES:

1. Sun times based on: Solar noon = 12:00 pm  
8:00 am = 4 hours BEFORE solar noon  
4:00 pm = 4 hours AFTER solar noon  
(Daylight Savings Time not accounted for)
2. Sun angles measured from true horizon upwards to sun centre.
3. Horizontal angles based on solar north/south, similar to GeoNB grid north.
4. Equinoxes set at March 21 and September 21, varying on a year-by-year basis.
5. Shade and shadow diagrams: Shown for June 21 and equinoxes only, 8:00 am/4:00 pm.





# SHADOW STUDY

PARKADE PARKING = 37 spaces  
SURFACE PARKING = 24 spaces  
TOTAL PARKING SPACES = 61

JUNE 21  
8:00 AM

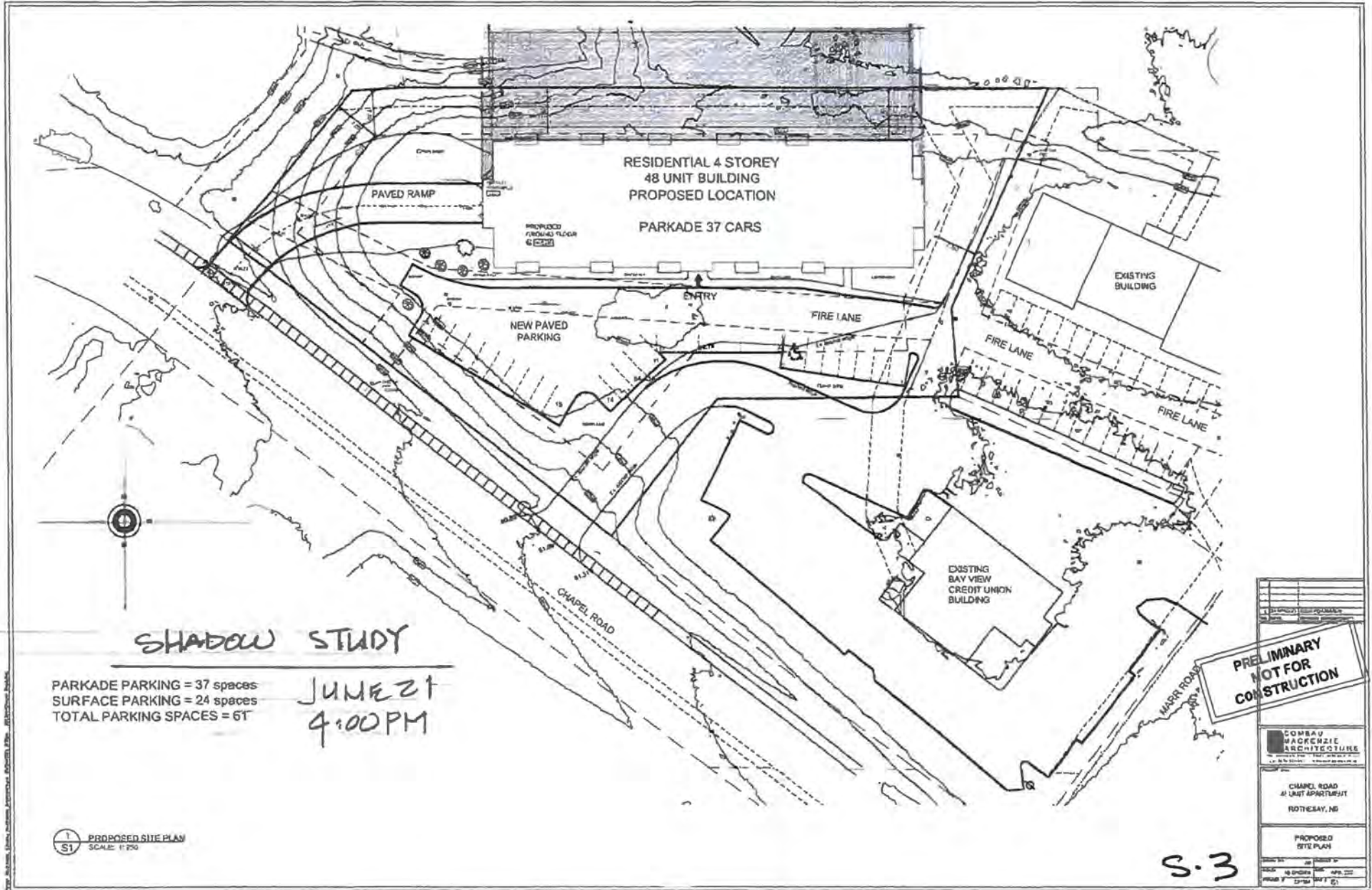
1 PROPOSED SITE PLAN  
S1 SCALE: 1/8" = 1'-0"

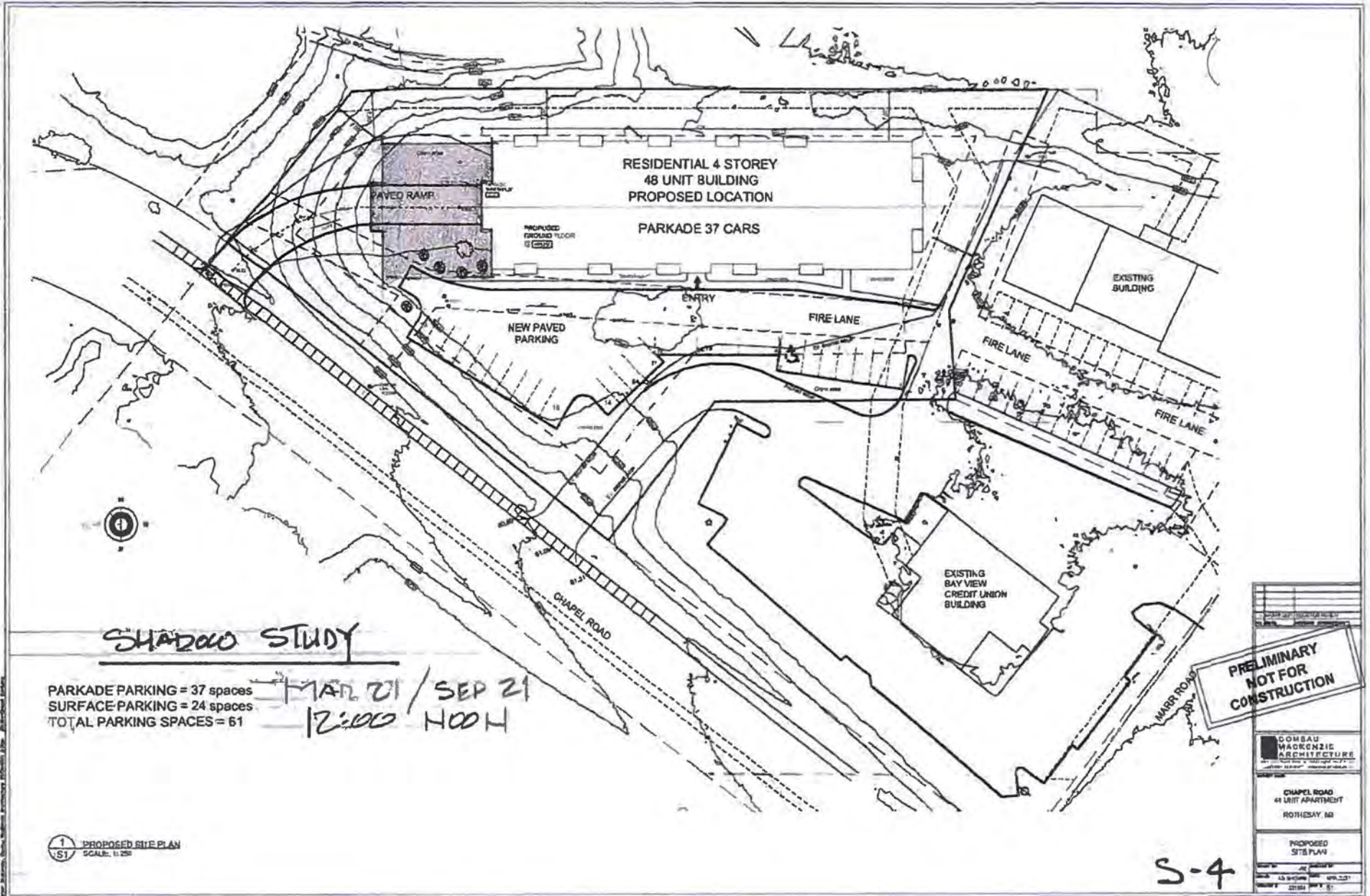
PRELIMINARY  
NOT FOR  
CONSTRUCTION

COMEAU  
WACKENZEL  
ARCHITECTURE  
CHAPEL ROAD  
4 UNIT APARTMENT  
ROTHERBAY, NJ  
PROPOSED  
SITE PLAN  
DATE: 06/21/21  
DRAWN BY: [illegible]  
CHECKED BY: [illegible]

S-2







SHADOW STUDY

PARKADE PARKING = 37 spaces  
SURFACE PARKING = 24 spaces  
TOTAL PARKING SPACES = 61

MAR 21 / SEP 21  
12:00 NOON

PRELIMINARY  
NOT FOR  
CONSTRUCTION

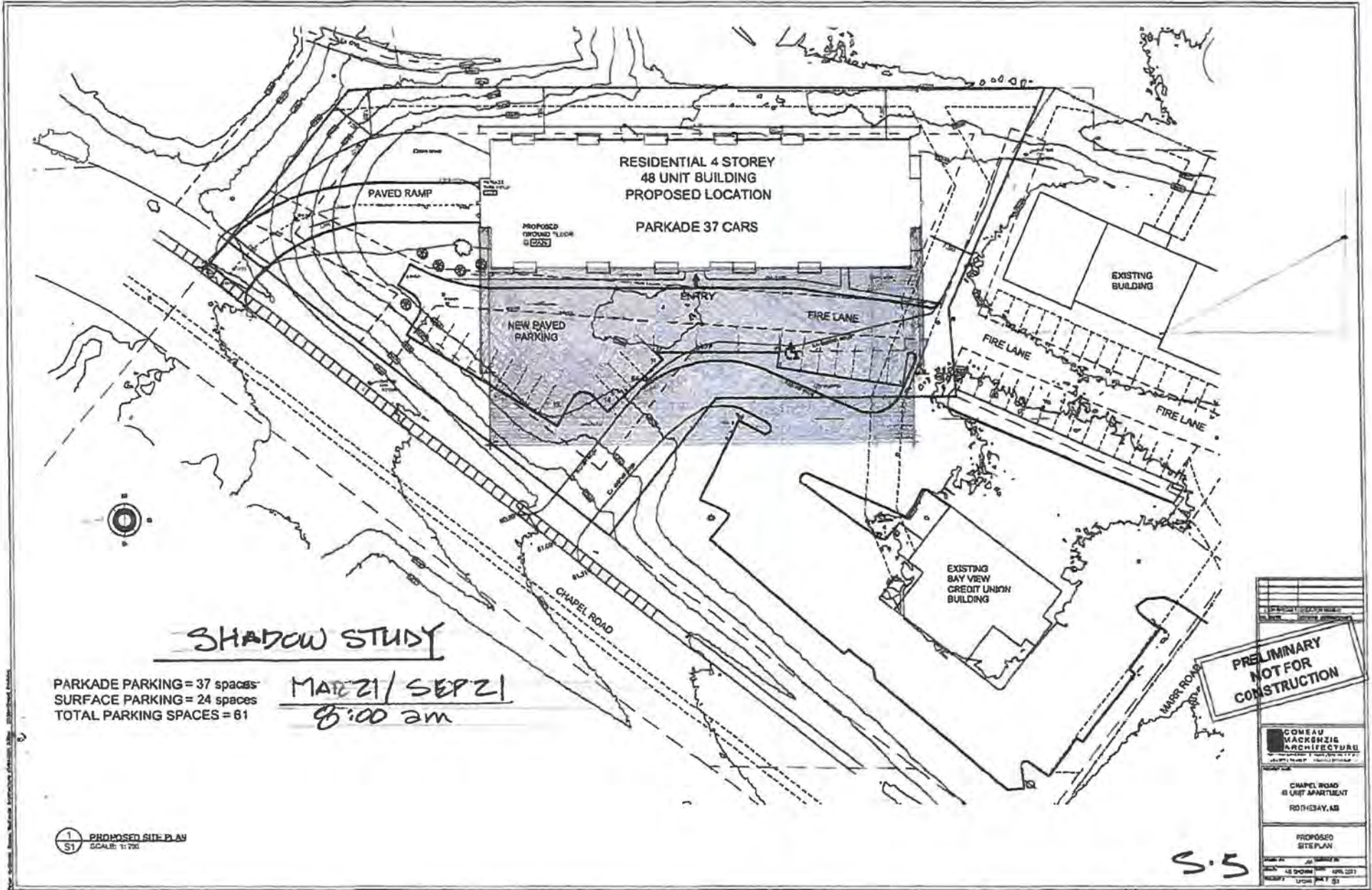
COMBAU  
WACKENZIE  
ARCHITECTURE

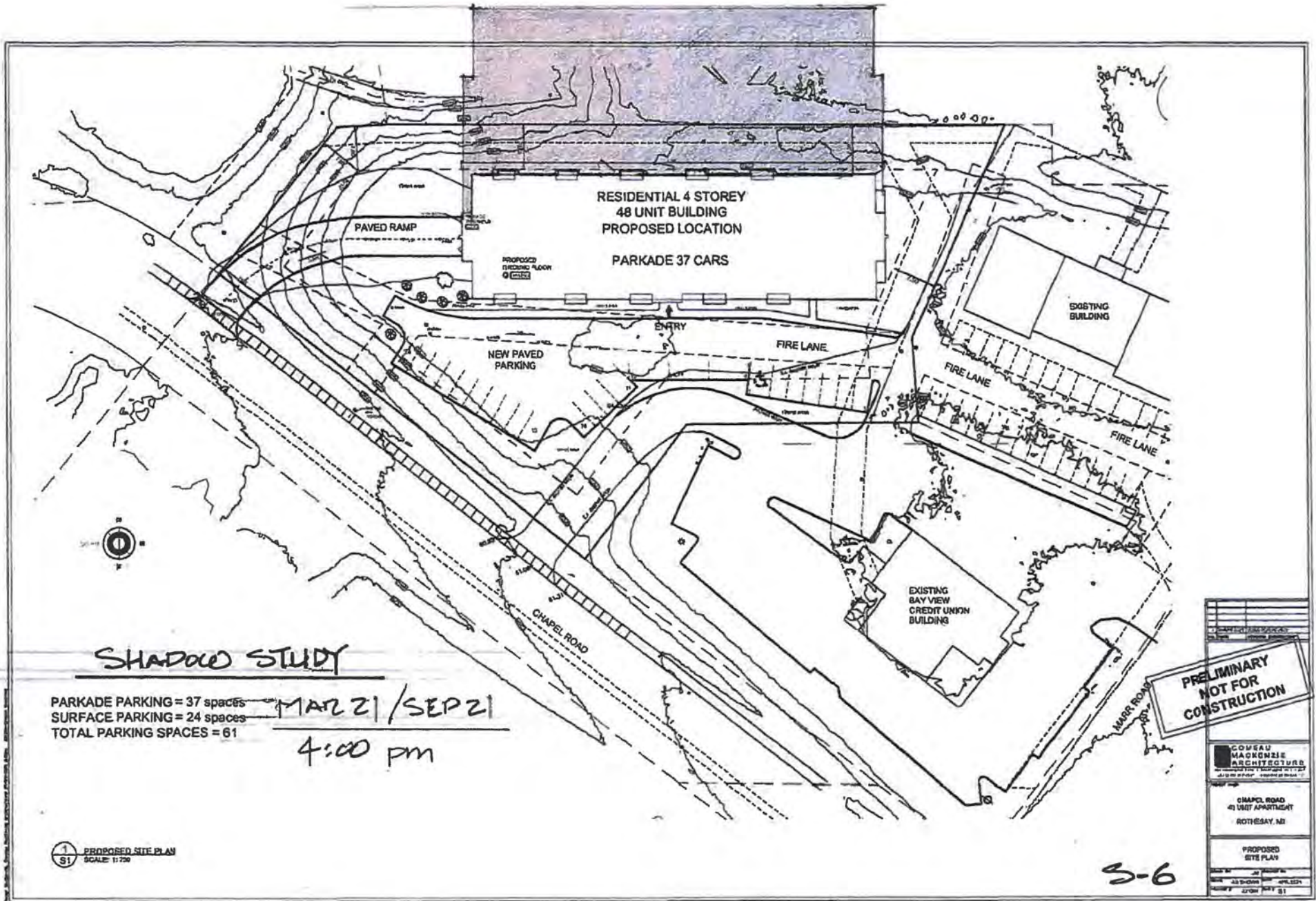
CHAPEL ROAD  
48 UNIT APARTMENT  
ROTHESAY, NS

PROPOSED  
SITE PLAN

1  
S1 PROPOSED SITE PLAN  
SCALE: 1:250

S-4





### SHADOW STUDY

PARKADE PARKING = 37 spaces  
 SURFACE PARKING = 24 spaces  
 TOTAL PARKING SPACES = 61

MAR 21 / SEP 21  
 4:00 pm

**PRELIMINARY  
 NOT FOR  
 CONSTRUCTION**

<b>COVEAU          MACKENZIE          ARCHITECTURE</b> <small>400 BAYVIEW AVE. SUITE 1000 SCARBOROUGH, ONT. M1S 1B2          TEL: (416) 291-1111 FAX: (416) 291-1112</small>	
01 MAPLE ROAD 48 UNIT APARTMENT ROTHSAY, MI	
PROPOSED SITE PLAN	
DATE: JUL 2021	DRAWN BY: JLM
SCALE: AS SHOWN	PROJECT: 220101
SHEET: 01 OF 01	SHEET: S1

1  
 S1 PROPOSED SITE PLAN  
 SCALE: 1:200

S-6



Chapel Road Apartments is a four-storey, 48-unit apartment complex, over a single level of underground parking for 37 cars and 24 surface parking spaces the remainder of site is landscaped with a combination of deciduous and coniferous trees to maintain a green appearance during winter months. Access to the site is directly from Chapel Road, with a secondary access by right-of-way from Marr Road.

This convenient location is nearby to local services and is supportive of municipal "walkable community" aspirations as it is within 1 kilometre of a grocery store, neighbourhood park, pharmacy, community store, and 1.5 kilometres of a public school, childcare centre and healthcare services, Rothesay's to main commercial streets.

Please accept my signature below as a letter of support for the new 48 unit proposed development on Chapel Road. The location will not hinder traffic and is an ideal location for those that are looking to live in our community. With the many benefits Rothesay has to offer, increasing the housing options, such as Apartments with underground parking for existing or new residents is positive for the long term.

Print	Signature	Date
Tammy Clark (KV Auto)		April 19/2021
Steve Marr (KV Auto)		April 19/2021
Jeff Pail (KV Auto)		Apr. 19/2021
Jon Curlew (Rothesay Community Pharm)		Apr 20/21

# New 48 Unit Proposed Residential Development – Chapel Road



Complete Balance  
Physiotherapy

61 Marr Road, Rothesay, NB E2E 5Y8

April 17, 2021

To: Brian White and Planning Advisory Committee

I would like to offer strong support to the proposed 48 unit development on Chapel Road as I believe it will provide support to an economic recovery from the pandemic, support Rothesay, and provide newer living opportunities in our town. I have seen many new developments occurring in Quispamsis and welcome seeing new development near our commercial establishment.

Sincerely,

Allen McQuaid  
Jessica Holland



---

To: Town of Rothesay Municipal Planning Department

From: Royal Canadian Legion Branch #58

Regarding- Chapel Apartments Proposal

As a local business, we are excited to see the proposed development of additional housing for the Rothesay area. In reviewing the proposed plan and traffic flow, we are confident that the addition of a new building in our neighbourhood will boost our value and curb appeal.

We are happy to offer support to the approval process. We are actively working with the developer to minimize the impact of traffic flow in the shared parking lot and are confident we can strike an equitable shared access agreement with all parties.

To that end we to look forward to working together with our new neighbours to continue growth and prosperity in Rothesay.

Thanks

A handwritten signature in black ink, appearing to read "Steve [unclear]".

\_\_\_\_\_  
President RCL Branch #58

A handwritten signature in black ink, appearing to read "Gloria Roberts".

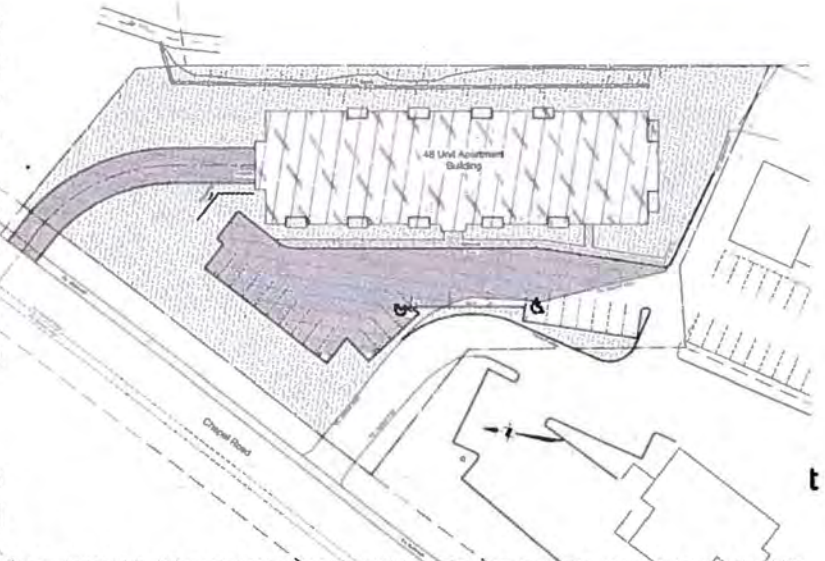
\_\_\_\_\_  
Secretary RCL Branch #58



For Illustration Only - New 48 Unit Proposed Residential Development – Chapel Road Subject to rezoning and feasibility.

The site includes 24 surface parking spaces site is landscaped with a combination of de appearance during winter months. Access secondary access by right-of-way from Mar

This convenient location is nearby to local community aspirations. CMHC also identifies a store, neighbourhood park, pharmacy, corner childcare centre and healthcare services, a for multi-family developments. This site fit:



Please accept my signature below as a letter on Chapel Road. The location will not hinder are looking to live in our community. With the many economic benefits, this is a positive housing options, such as Apartments with underground parking for existing or new residents is positive for the long term.

Print

Signature

Date

(Royal LePage)

Kevin Donovan

Kevin Donovan

4/21/2021 | 9:38 AM ADT





## Future Solutions

## Memo

April 12 ,2021

**To: Town of Rothesay Municipal Planning Department**

**From: Future Solutions**

**Regarding- Chapel Apartments Proposal**

As a local business, I am excited to see the proposed development of additional housing for the Rothesay area. In reviewing the proposed plan and traffic flow, I am confident that the addition of a new building in the neighbourhood will boost value and curb appeal for my clients.

I am happy to offer support to the approval process. I am involved by my representation of Kings County Condominium Corp #3 and I am actively working with all parties to facilitate an equitable shared access agreement to govern the traffic flow and maximize safety in the existing laneway and parking areas.

To that end we to look forward to working together with our new neighbours to continue growth and prosperity in Rothesay.

Thanks

A handwritten signature in black ink that reads 'Les Gillet'. The signature is written in a cursive, flowing style.

Les Gillet,

Future Solutions

126 Hampton Road,

Rothesay, NB,

E2E2N6

506.657.0013