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

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

Date: **Friday, February 04, 2022**

Subject: **Rezoning - 40 Unit Apartment Building – (Highland Avenue & Hillcrest Drive)**

Applicant/owner:	Sean Hall	**Applicant/owner:**	Luke Moffett
Mailing Address:	41 Brigadoon Terrace Saint John, NB E2K 5P5	**Mailing Address:**	James Avery Grace Corp. 76 Highland Avenue Rothesay NB E2E 5N3
Property Location:	Highland Avenue & Hillcrest Drive	**PID:**	00444885, 00444877, 30346308, 30187629
Plan Designation:	High Density	**Zone:**	Single Family R1A
Application For:	41 Unit Apartment Building + 2 Single Family Dwellings		
Input from Other Sources:			

RECOMMENDATION:
Staff recommend that PAC consider removing from the Table an application to rezone land off Highland Avenue and Hillcrest Drive from Single Family Residential – Large Serviced Zone [R1a] to the Multi-Unit Residential Zone [R4]) subject to a development agreement.

ORIGIN:
At their December 6th, 2021 regular meeting Rothesay PAC TABLED the application to rezone land off Highland Avenue and Hillcrest Drive from the R1A zone to the R4 Multi-Unit Residential zone pending a revision of the proposed development to reduce the density of the project to 34 units plus bonus units requested by the developer, and approved by the Planning Advisory Committee, and further revision of the architectural style of the project to reinforce the general character of the area.

DENSITY:
As noted the PAC tabling motion includes a directive that the applicant revise the proposed development to reduce the density of the project to 34 units plus bonus units. The applicant's revised proposal utilizes a density calculation as follows:

> *"We are requesting to utilize 7 Affordable/Age Friendly Bonusing Units from Policies R-1 and R-2 (using 14% rather than 20%) My understanding was the tabled motion was 34 units and for the developer to assess the application. 34 X (1.14) = 39 Units. (39 Minus 2 existing single-family homes is 37 Units) and we request 3 Net Zero units utilizing policy R12"*

Staff want to clarify for PAC that the proposal as submitted is for 42 units.

Density refers to the total number of dwelling units on the property. The apartment building is 40 units, plus the 2 existing homes, which gives a total number of dwelling units at 42. The applicant's proposal as described above suggests that subtract the 2 homes. There is no methodology, which would permit staff, PAC or Council to ignore the 2 existing homes when calculating the total density. The total land area is 6751.79 square meters. The R4 zones permits one dwelling unit per 200m^2 of land, which as calculated permits a maximum density of 33.76 units (rounded to 34). The Municipal Plan provides

policy to encourage affordable and age friendly housing in exchange for a max of 20% density bonus, which is 6 more units. However, to limit the densification and the scale and intensity of a development, Implementation Policy IM-7 restricts the density bonusing provisions and in "no circumstance shall the density bonus exceed 20% of the maximum allowable density" permitted by the Zoning By-law. Therefore, the maximum density is 34 units plus 6 bonus units with a total number of 40 not 42.

The applicants wish to make use of additional density bonusing provisions however; the Municipal Plan is clear in that the policies were not intended compound density beyond guidance of the Implementation Policy IM-7, which restricts the density bonusing provisions to 20% of the maximum allowable density. The Municipal Plan provides clear guidance "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."

Staff would also like to reiterate that in comparison to the condominium project at 52-54 Hampton Road, the density of the proposed project of 42 units on 1.67 acres has a density of 25.15 units per acre whereas the 52-54 Hampton Road condominium development at has a density of 58 units on 3.85 acres or 15.06 units per acre. The proposed 42-unit development would represent a 70% increase over the 52-54 Hampton Road condominium development and Staff are concerned that such a major increase could have a negative impact on neighborhood character.

Staff believe the revised proposal requires additional revision to address PAC's Motion to reduce the density to 34 units, plus the density bonusing.

ARCHITECTURE

The second condition attached to PAC's Motion was that the applicant further revise the architectural style of the project to reinforce the general character of the area. Figures 1 and 2 below are renderings of the applicant's original proposal and the revisions made since the December PAC meeting.

Figure 1 – Original Proposed Apartment Building

Figure 2 - Revised Building Architectural Rendering

As noted in the preceding section of this report, Staff believe that the project density of 42 units "could have a negative impact on neighborhood character". The project density and the architectural design of the building are intertwined, and it may be difficult for the "architectural style of the project to reinforce the general character of the area" when the general character of the area is of a density lower than the current proposal.

The revised proposal (Figure 2) is largely unchanged from the original proposal (Figure 1) with the exception of changes to the fourth floor elevations. The revised building design makes use of a mansard or modified mansard roof. The application notes:

> "We engaged our Architecture consultants to redesign the roof line architecture of the building. This may reduce unit sizes on the top floor. The roof was redesigned as a Mansard Style Roof with secondary and minor roof lines. The redesign also includes dormers and peaks to help break up and reduce the apparent mass of the roof and the building. These were key elements or suggestions from town staff to our architect. Our architects also took inspiration from a building in Halifax that was recommended by Town Staff in evaluating rooflines."

A mansard roof is a four-sided hip roof characterized by inward sloping walls on the upper most part of a building usually punctured by dormer windows. The use of a mansard provides additional floor space and reduces the overall height of the roof without compromising the number of building storeys. Staff appreciate the attempt to modify the building design but believe the design remains largely of a large flat roof building. The application notes that the "architects also took inspiration from a building in Halifax that was recommended by Town Staff".

Figure 3 - Fairmont Condo Building Halifax, NS

Staff wish to be clear that the building in Halifax referenced by Town Staff was one of many buildings provided as examples to the developer (See Figure 4). Staff forwarded the Halifax example as a large 3-storey building featuring good articulation techniques that break down the perceived scale of the building. The building is constructed with variety materials and details that adds visual interest to appear less dense than a boxier or less detailed building.

Staff note that the examples provided to the applicant for design inspiration were largely peaked roof gable design buildings, each with differing architectural merits. Nevertheless, all of the examples provided were three storey buildings. Staff note that our written advice to the developers early in the application stage stated the following:

> "With regard to the ROOF LINE design issues raised by the Town the main concern we have is with architectural compatibility. The apparent mass of a roof is a function of its articulation and the roof forms used in its design. Many residential buildings in the area of your proposed apartment building have secondary roof forms, along with the primary roof, and some also have

minor roof forms (for example, over Town Hall's main entrance, windows, or dormers) that help to break up and reduce the apparent mass of the roof and the building. Consistency in roof slope or the consistent use of certain roofing materials also contribute to a particular neighborhood character. The general area your project is in has an established pattern of roof form and you should be consistent with that pattern, complexity, and slope. I would suggest that you consider secondary and minor roof forms to reduce the apparent massing of the building and be reasonably consistent with the architectural style of the neighbourhood. Added roof forms should be compatible with the slope, massing, and complexity of the primary roof. Secondary roof lines should mimic the primary roof line. (I have attached some general example images)"

Figure 4 - 3 Pictures (above) Provided as Examples of Compatible Building Forms

Regrettably, Staff do not believe the proposed changes to the four-story building relate well to this specific neighbourhood. As noted, in the December 2021 report to PAC the Staff advice was that "the developer and their architects can present a building that will strengthen the local character of this neighbourhood. Staff observe the one of the major architectural features found in this local neighbourhood context is that of large gabled roofs with pediments[1]. (See figure 5)

Figure 5 - Rothesay Town Hall and 52 Hampton Road

EXISTING SINGLE FAMILY HOMES

Staff have previously discussed why the proposal to integrate the two existing single-family homes located on the property is not a good example of how infill high density residential can be constructed next to single-family homes. Furthermore, the proposal conflicts with the zoning by-law which states that the permitted uses in the R4 zone are apartment building, condominium building, townhouses, and garden homes. Single-family dwellings are not a permitted use and Staff do not recommend that PAC support this element of the application.

[1] A Pediment is triangular gable forming the end of the roof slope over the entrance of a building or a similar form used decoratively over a window or block of windows.

RECOMMENDATION:

Staff recommend THAT the Planning Advisory Committee consider the following Motion:

A. PAC Hereby TABLES the application to rezone land off Highland Avenue and Hillcrest Drive from the R1a zone to the R4 Multi-Unit Residential Zone pending a revision of the proposed development to reduce the density of the project, revision of the architectural style of the project to reinforce the general character of the area and to remove the existing low-density dwellings in accordance with the zoning By-law.

Report Prepared by: Brian L. White, MCIP, RPP
Date: Friday, February 04, 2022

Attachment A Revised Submission from Applicant

ATTACHMENT A

To: Rothesay Planning Advisory Committee
Applicants: Luke Moffett and Sean Hall

Date: **December 29, 2021**
Property Owners: Entities owned by Luke Moffett and Sean Hall

PLANNING ADVISORY COMMITTEE PROJECT INTRODUCTION

We hope everyone enjoyed the holidays. As a follow-up to our initial meeting, we worked through the holidays with our Architects to make revisions and compromises to our submission which was initially made In July 2021 and was put on the agenda and presented at the December meeting.

Our architects worked extras hours to revise the architecture of the roof line based on feedback from town staff and drew inspiration from a building in Halifax recommended by town staff. This included designing a partial mansard style roof with secondary and minor roof lines. The redesign also includes dormers and peaks to help break up and reduce the apparent mass of the roof and the building.

We also compromised on our density request. Although it could be calculated to have a maximum of a 39-unit new apartment building, our initial request was for 41 units based on our interpretation of the plan. Our revised request is for a 40-unit new multi-family building. This allows us to maintain our investment in engineering and demonstrates our commitment to compromise and work with the municipality on this exciting project.

Our density calculation is as follows:

We are requesting to utilize 7 Affordable/Age Friendly Bonussing Units from Policies R-1 and R-2 (using 14% rather than 20%)

My understanding was the tabled motion was 34 units and for the developer to assess the application.

34 X (1.14) = 39 Units. (39 Minus 2 existing single-family homes is 37 Units) and we request 3 Net Zero units utilizing policy R12

With that background, Bespoke Suites Inc. is pleased to submit our revisions for your consideration and support for Rezoning and Approval for a Multi Family development that aims to support the Town of Rothesay's affordable, age friendly and sustainability initiatives as well as increasing the housing options for all residents of Rothesay.

Highland Suites
by Bespoke Suites Inc.

January 5th, 2022

Revised Proposed New Multi-Family Development

With Affordable, Age Friendly , Family Friendly , and Net Zero Sustainable Units

PAC PRESENTATION

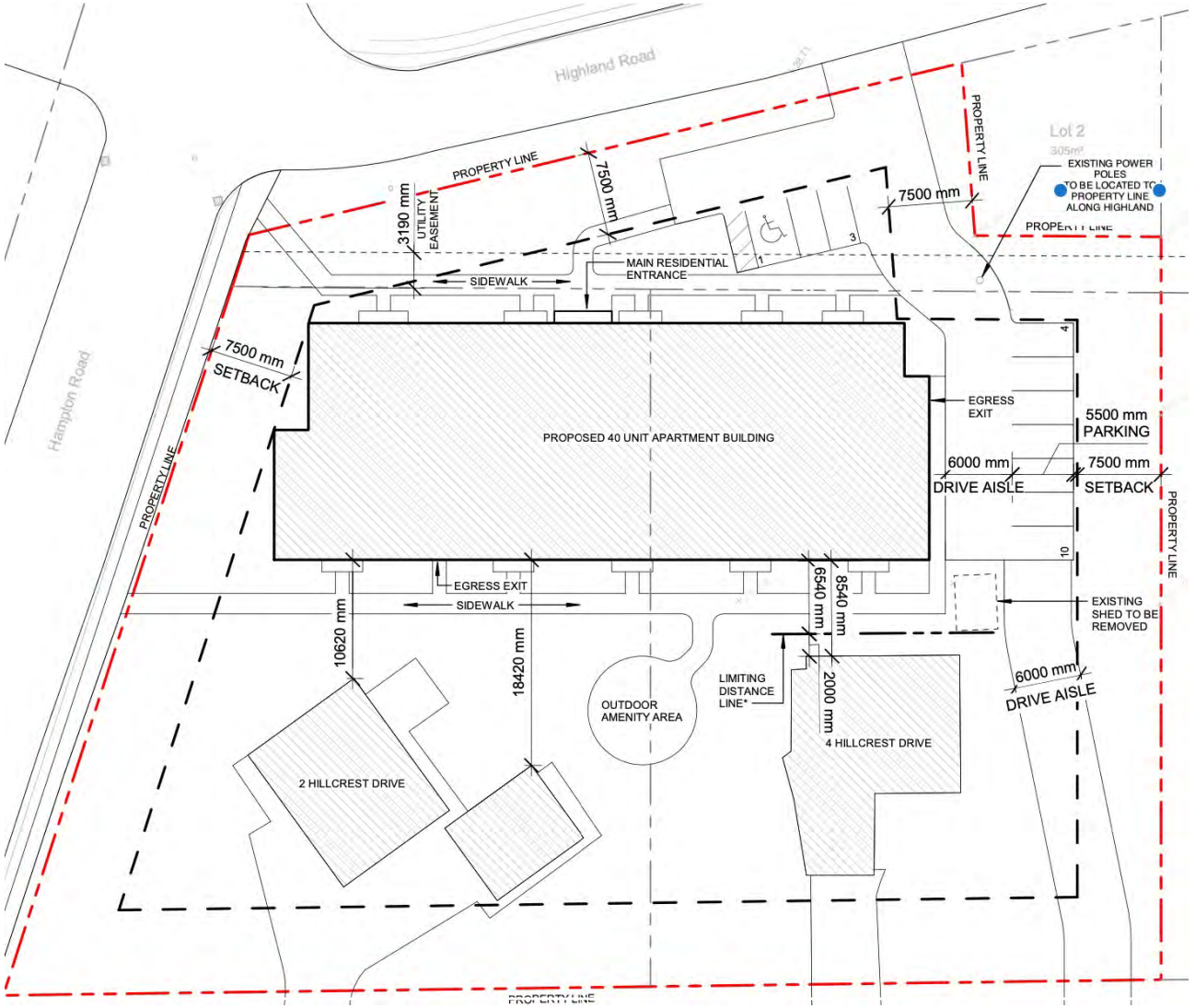
Project Overview

Project

Location	Corner of Hampton Road and Highland Avenue
Land	6,738 square meters ± (1.67 acres ±)
Planned Units	40 new residential units while maintaining two existing residential single-family houses, 1 Fitness Unit, 1 to two Social Room Unit
Other Unit Attributes	A Combination of 7 Affordable and Age Friendly Units, 3 Net Zero Units **(We believe a first for Rothesay)**
Storeys	4 storeys above an underground parking garage
Construction Period:	14-17 Months
Architect	ZZAP Architecture and Planning For Conceptual Phase
Project Status	Conceptual Design Completed – Submission for review to Municipality for **Planning Advisory Submission Package submitted on July 29th, 2021** (Geotechnical, survey, elevations, rendering, traffic impact study, shadow study, conceptual suite layouts).
Project Team	DON-MORE SURVEYS & ENGINEERING LTD. · Englobe · Bespoke Suites · ZZAP · FUNDY Engineering

Highland Suites – Site Plan

- The site is in the transitional area from institutional / green space to residential.
- Designed based on R4 setbacks and requires no variances.
- Site is surrounded by three streets that all have sidewalks for enhanced walkability
- Within 60 meters of public transportation.
- Across the street from the Hive located at Rothesay town hall, Rothesay High School and Central Park Condos.
- Surface level parking access from Highland Avenue with Underground parking access from Hillcrest.



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.

Traffic Study Conclusions

CONCLUSIONS AND RECOMMENDATIONS OF ENGLOBE

The key findings and recommendations of this Traffic Impact Statement are summarized as follows:
The proposed development, which would be located near the corner of Hampton Road and Highland Avenue, is a 4-storey apartment complex consisting of new 40 dwelling units. The proposed development plan shows 51 parking spaces, including 9 regular and 1 barrier-free surface level parking spaces and 40 regular and 1 barrier-free underground parking spaces. The development would include two accesses – one off Hillcrest Drive and one off of Highland Avenue.

The LOS results for the 2021 existing scenario show that the intersections of Hampton Road / Hillcrest Drive and Hampton Road / Highland Avenue currently operate efficiently overall, however the eastbound approach at the Hampton Road / Highland Avenue intersection experiences some delay.
It is expected that the proposed development will generate 14 vehicle trips during the AM Peak hour (4 entering/10 exiting) and 18 vehicle trips during the PM Peak hour (11 entering/7 exiting) and a total of 218 trips daily.

The LOS results for the 2028 horizon period with the development in place indicate that delays at the eastbound approach of the Hampton Road / Highland Avenue intersection will increase slightly (3 - 4 seconds per vehicle); however, **the approach will remain below capacity and the intersection will continue to perform efficiently overall. Traffic signals are not warranted at the intersection in the 2028 horizon period. The intersection of Hampton Road / Hillcrest Drive and both development accesses are expected to operate efficiently with minimal delay during both peak periods.**

Based on a review of the existing pedestrian facilities near the development property, the proposed sidewalk connections between the apartment building and the Hampton Road sidewalk should provide sufficient connectivity.

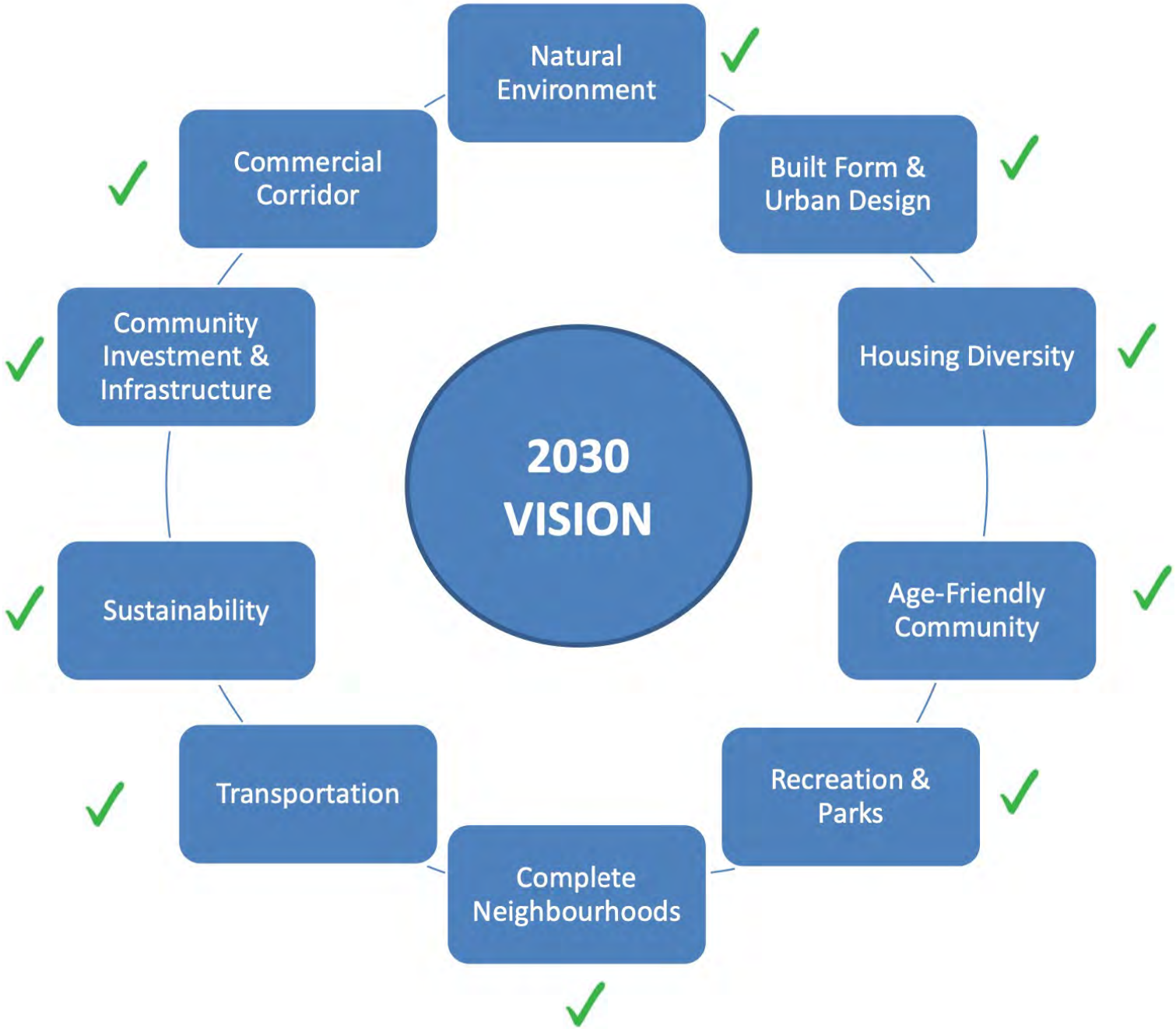
Commercial vehicles will be able to access the development via either of the proposed accesses. Delivery, moving and other service vehicles will be able to access the development from Highland Avenue at the buildings main entrance and garbage trucks will access the development from Hillcrest Drive through the underground parking facility.

No concerns identified with Traffic Impact Study

Project Rationale

ALIGNMENT WITH MUNCIPAL PLAN	Our plan aligns with the future land use designated in the recently adopted Municipal Plan and its Vision, Objectives, and Goals for housing diversity.
PROJECT SUPPORTS SUSTAINABILITY, AGE FRIENDLY, FAMILY FRIENDLY, AND AFFORDABILITY	The proposed development is supporting the Municipality's and CMHC initiative of adding affordable units to the community. The project is proposing a combination of seven affordable and age friendly density bonusing units through the Town of Rothesay's new Municipal Plan, Rezoning and Development Agreement process.
THE RIGHT LOCATION	The location is a in highly sought area with great walk ability and tenant offerings for seniors, young families, and all residents looking for a condominium style apartment. We are also proud of the location as it is near the location of 24 previously demolished affordable units.
NO VARIANCES	We do not believe the project requires any variances as the instructions to the engineering team was to design a project that respects the neighbors properties as best as possible, to reflect the community existing development while also respecting it is 2021, and to support the objectives established in the Municipal Plan.
TENANT VALUE PROPOSITION RELATIVE TO CURRENT MARKET OFFERINGS	The Tenant value proposition commences with the walkability of the location, the amenity offerings, and construction method of the building itself. While one or two buildings may offer a similar offering from a walkability perspective, no other rental building in the area offers the combination of the three that this proposed project will.
FLEXIBLE DESIGN	The unit design has incorporated the widest range of potential tenants. With a mix of one, two and three bedroom units, the development will be attractive to retiree, empty nesters, young families, those looking for a home office or the convenience of maintenance free living.
WATER TEST	The concerns of Staff on the water levels of Hampton Road were tested and there is ample water.
TRAFFIC	The traffic study did not raise any concerns.
Architecture	Town Staff provided building in Halifax for Architects to use as a source of inspiration for Mansard roof and secondary roof lines and features.

Alignment with 2030 Vision



DENSITY

Affordable and Age Friendly Density Bonussing

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.
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.
IM7	Clarifies that you can not get more than 20% bonusing through the use of these two policies.
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.

Policy – R-12 Sustainable Design

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.

The Plan provides for the ability for Council to consider additional density bonusing for sustainability initiatives

We are requesting three density bonusing units under R-12. Our electrical engineers would perform calculations on the energy usage and would work with our solar partner to determine the required sizing to determine net zero.

Development Plans - Net Zero

Bespoke Suites believes that integrated housing is a collaborative win. Through its collaboration with the team, the Town of Rothesay, and CMHC the development would be a positive development for the community.

What is Net Zero ?	A Net Zero Home produces as much energy as it consumes and is up to 80% more energy efficient than home built to conventional standards.
How?	Our plan is to work with an Engineering Firm and The Smart Energy Company™ of Quispamsis to design and install solar panels on the roof to provide enough power for three units in the building.
Why?	Good for the environment Based on the policy it makes the incentive work.

Canadian Home Builders' Association

Density Calculation

THE SECOND REASON

DENSITY CALCULATION

OUR REVISED PROPOSAL IS TO REDUCE THE NUMBER OF AFFORDABLE AND AGE FRIENDLY UNITS

Size of Property is: 6738 Square Meters

Divided this by 200 and you get: 33.69. This rounded to the nearest whole number is 34.

Our proposal is to have a mix of 7 Affordable Units and/or Age Friendly units. Two of the Affordable Units would be the single-family homes which would be established at 10% below market rates (this aligns with CMHC standards and would be established by an Appraiser and then could escalate by CPI annually). These homes have been inspected by the provincial affordable housing program and were confirmed adequate for affordable housing (see correspondence provided from GNB).

The new build units would utilize the same definition as the 48 Unit on Chapel Road that was previously approved by Council for the affordable units. The developer would utilize CMHC's guidelines for Maintaining Seniors' Independence Through Home Adaptations as its guide in making Age Friendly units available. See the link - https://www.cmhc-schl.gc.ca/en/professionals/industry-innovation-and-leadership/industry-expertise/senior-housing/maintaining-seniors-independence-through-home-adaptations-a

Utilizing the maximum density bonusing policy of IM7 under the Affordable and Age Friendly policies of 20% provides:
34 X 1.2 = 41 Units – minus 2 existing signal family homes is 39 Units.

We are requesting to utilize 7 Affordable/Age Friendly Bonussing Units from Policies R-1 and R-2
34 X 1.14 = 39 Units. (39 Minus 2 existing house is 37 Units) and request 3 Net Zero units utilizing policy R12.

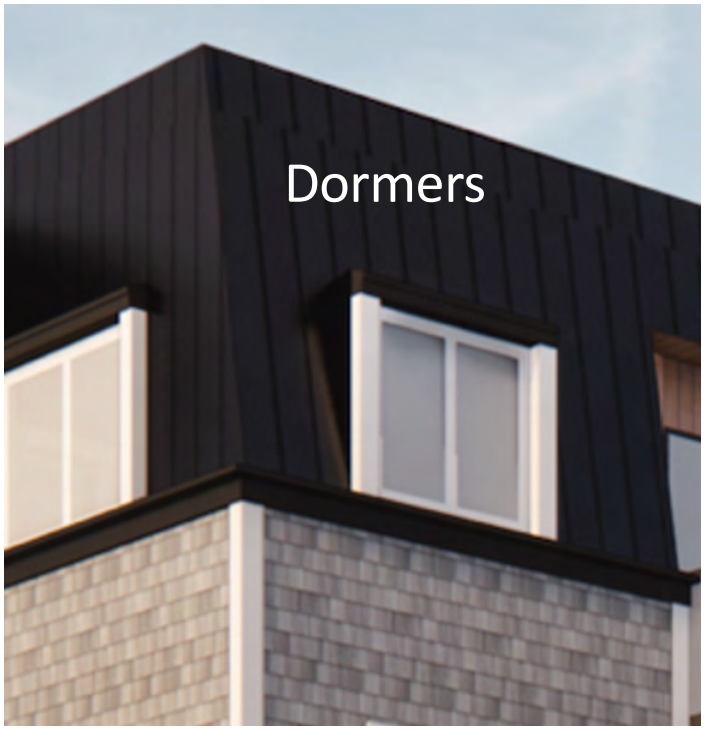
ARCHITECTURE

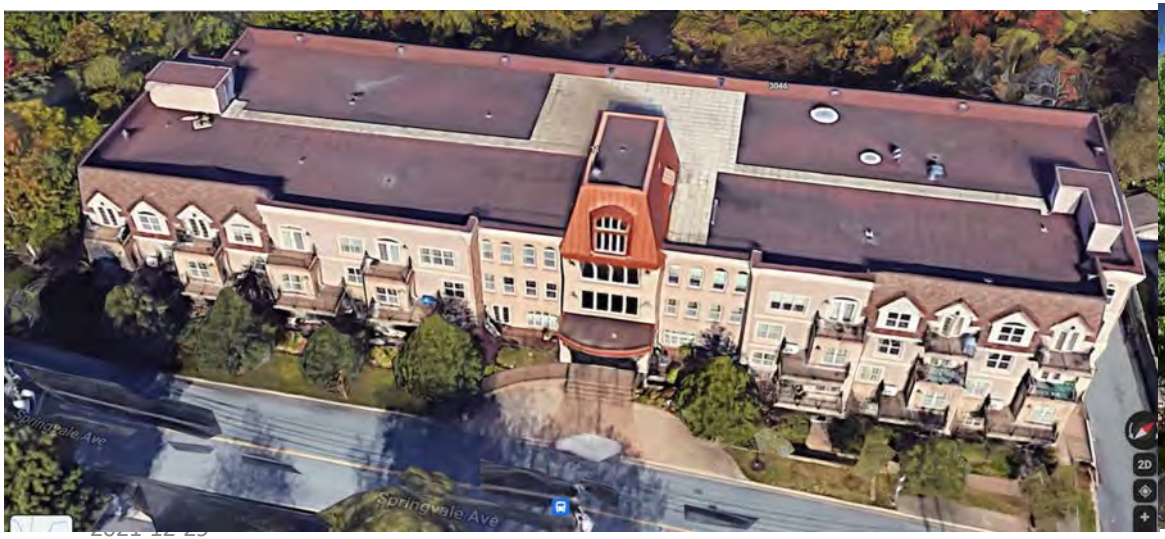
Project Overview – Changes from Initial PAC Application

We engaged our Architecture consultants to redesign the roof line architecture of the building. This may reduce unit sizes on the top floor. The roof was redesigned as a Mansard Style Roof with secondary and minor roof lines. The redesign also includes dormers and peaks to help break up and reduce the apparent mass of the roof and the building. These were key elements or suggestions from town staff to our architect. Our architects also took inspiration from a building in Halifax that was recommended by Town Staff in evaluating rooflines.

Halifax – Multi Family Recommended by Town Staff to examine Roof Lines

The Architects Utilized the Building Suggested by Town Staff to Get Inspiration From





Why Flatt Roof – Sustainability Initiative

November 9, 2021

Hi Luke,

Here is a response to your question regarding the advantages/differences between a flat roof vs. a peaked roof solar energy system.

Cost

- *Materials cost: Solar panels installed on a flat roof will incur additional materials cost when compared with peaked roof solar energy system. These materials include racking to properly angle the panels, and a ballast system to anchor the solar energy system to the roof platform.*
- *Installation cost: This is typically greater for peaked roof solar energy systems due to the logistics associated with navigating the slope of the roof. There is also added complexity with peaked roof installations as you are retrofitting a new physical structure onto an existing roof and penetrating the surface to accomplish this.*
- *Overall, the costs for flat roof solar energy systems can be competitive with peaked roof solar energy systems as the greater materials costs required for flat roof mounting may be offset by its lesser installation costs and lower complexity. -*

The original budget that was proposed in July was $20,000-$40,000 per Net Zero Unit, however this was budgetary and is subject to change based on the final building specifications and electrical design.

Efficiency

- *A flat roof solar energy system can usually orient the solar modules due south for optimal placement to maximize energy generation from the sun. With a peaked roof solar energy system, you are subject to the azimuth of the existing slope and have limited ability to re-orient solar modules to improve solar energy efficiency.*

Maintenance

- *Flat roof solar energy systems may incur less future maintenance challenges as there is typically room to maneuver around the physical structure, whereas accessing areas beneath a peaked roof solar energy system usually would require more significant intervention.*
- *Both drainage and snow shedding need to be considered and incorporated in the structural design for either type of roof mounted solar energy system.*

We would highly support your initiative to achieve a Net Zero Energy rating for your designated building units and would work with you to ensure the solar energy system is designed to generate sufficient energy to achieve this objective.

Best Regards,

Joe Allison
Business Development Manager
The Smart Energy Company™
M: 506.651.2868 P: 506-849-3081
A: Quispamsis, New Brunswick
W: thesmartenergycompany.ca
E: joeallison@thesmartenergycompany.ca

THE SmartEnergy™ COMPANY

KEY POINTS:

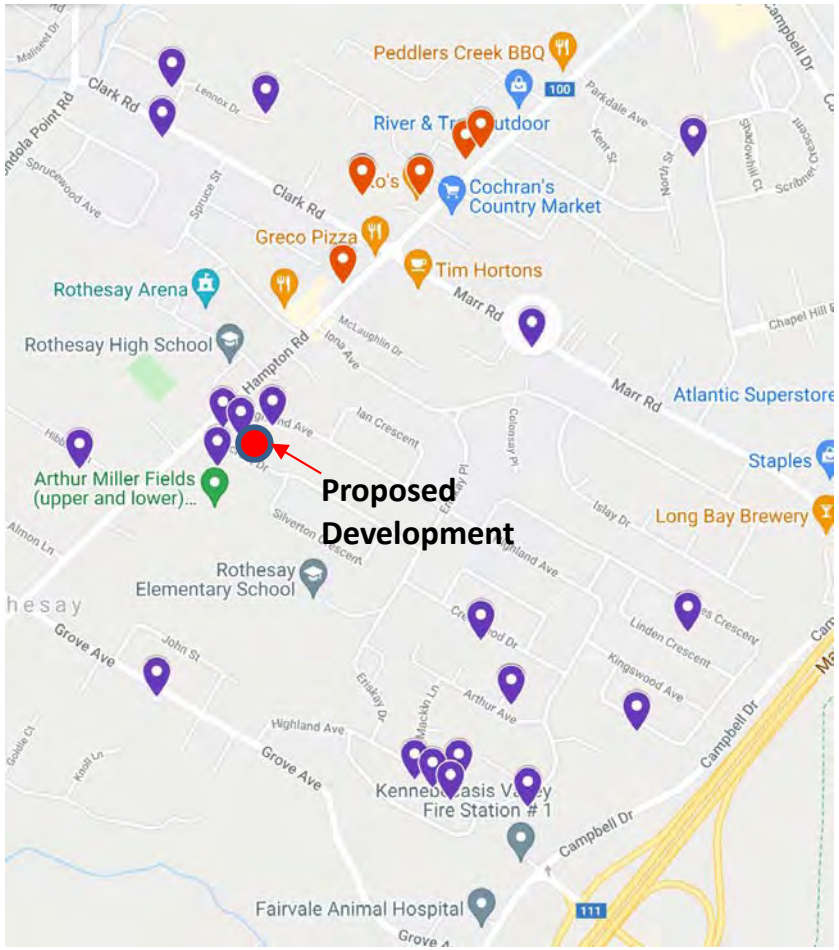
A Flat roof improves the sustainability initiative of utilizing solar power.

DEVELOPER OBSERVATION

For a town that supports recycling and having brown paper bags in support of the environment – having a flat roof to help reduce carbon emissions was viewed as a positive in our planning process.

Community Project Support for Architecture (previous rendition), site plan, units, and location

As part of our public engagement and market assessment, we shared an overview of the rendering, elevations, traffic impact study, site plan, objectives and general overview which was received positively.



We have performed community engagement and received over 35 signatures from residents and small businesses that include:

- *Seniors*
- *Young families*
- *Low to medium income families*
- *Tenants*
- *Tenants of older apartment buildings*
- *Real estate professionals that include*
  - *Architects,*
  - *Appraiser,*
  - *Agents, and*
  - *Developers*
- *Empty Nester Professionals*
- *Neighbors*
- *Surrounding community*
- *Small businesses*

We will have more support when we have a public hearing, however our goal was to get a cross section of residents and small businesses that support the site plan, architecture, and overall development, our goal when we collected these signatures was to demonstrated that the subjective points were supported as we were not asking for any variances in our development.

Dear: Director of Town Planning & Development Officer, Planning Advisory Council, and Town Council

I advocate support for the rezoning application for a 40 unit high density residential development as proposed at the corner of Hampton Road and Highland Avenue. The site provides unique potential for the town of Rothesay to strategically advance its affordable housing goals, add condo style apartments and add new residential units that align with the towns new 2020 Municipal Plan bylaw. With many facing increasing financial pressures due to low inventory, increasing home prices, and recovery from the pandemic, this project makes a lot of sense. The diversity of housing options in this attractive location is a well sought out development.

I support the architecture style as what would be expected in new development for this location. City staff recommendations that include incorporating affordable housing and sustainable units demonstrates the Municipality's commitment to its Plan are to be applauded, as is the developer's ability to consolidate the parcels and analyze the highest and best land use/zoning with the goal of increasing the development potential of the property while incorporating the objectives of the new Plan.

This project would provide important increased density near our schools, recreational facilities, and small businesses. Our young professionals, families, retirees, empty nesters, new community members all need housing options that align with their life stage. Providing higher-density with a mix of one-, two- and three-bedroom multi-family housing inventory will ensure that the individuals who help create the fabric of our community will have a place to live nearby.

Signature	Print Name	Address
	Bill LeRay	20 Partridge Rd, Rothesay
S Hebert	Savannah Hébert	30 Marr Rd, Rothesay
Olivia Georgadis	Olivia Georgadis	20 Eddie Dr, Rothesay
Sheri Clarke (Hillcrest)	Sheri Clarke	111 Hampton Rd. Rothesay.
Julie mercer	Julie Mercer (manager)	40 salmon creek RD
Brady corbett	Brady corbett	16 Clark Road
Megan Urquhart	Megan Urquhart	23 Lennox Dr. Rothesay