



To: Chair and Members of Rothesay Planning Advisory Committee
From: Brian L. White, MCIP, RPP
Director of Planning and Development Services
Date: Wednesday, June 01, 2022
Subject: Rezoning 122 Gondola Point & 4 Clark Road

Applicant:	Dave Brown; & Russell MacDonald	Property Owner:	727547 NB Ltd.
Mailing Address:	PO BOX 21064 Quispamsis, NB E2E 4Z4	Mailing Address:	PO BOX 21064 Quispamsis, NB E2E 4Z4
Property Location:	122 Gondola Point Road / 4 Clark Road	PID:	30262448, 30262430, 00254912
Plan Designation:	High Density Residential	Zone:	Two Family Residential & Neighbourhood Commercial
Application For:	1 – 24 unit apartment building		
Input from Other Sources:	Operations, KVFD		

ORIGIN:

An application from Mr. Dave Brown and Mr. Russell MacDonald, Directors of 727547 NB Ltd. to develop a three story 24-unit apartment building on three parcels of land on the corner of the Gondola Point Road and Clark Road with a total area of 4,904.08 square meters (1.2 acres).



Figure 1 – Site Location (122 Gondola Pt. Road and 4 Clark Road)

AMENDMENT (REZONING) PROCESS:

The application is to rezone the subject property to the R-4 Multi-Unit Residential Zone to permit a 24-unit apartment building by development agreement. The typical 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. PAC recommendation to Council is also influenced by public feedback received through the polling process. Staff have not yet conducted the polling of neighbours, prepared the by-law amendment or the development agreement.

EXISTING DEVELOPMENT AGREEMENT:

The development site has an existing development agreement registered to all three parcels (PIDs 00254912,30262430, 30262448). That agreement was registered on the Land Title as document number 29522464 on November 26, 2010.

The agreement was a condition of rezoning the property to Neighbourhood Convenience for the purpose of a constructing convenience store. The agreement also acknowledged that the ownership of a portion of PID 00254912 along the Clark Road was in dispute. Furthermore, the agreement restricted the development from that disputed portion of the land parcel.

Staff understand that the property boundary is no longer disputed and furthermore that development of the proposed building would not interfere with the Town’s plans to improve the Gondola point Road Clark Road intersection. Should Council consider the rezoning of the property by development agreement, it would also require the preparation of a DISCHARGE AGREEMENT to remove the obligations of the existing agreement.

BACKGROUND

The property is currently zoned two family residential (R2); neighbourhood commercial and designated for HIGH DENSITY residential uses.



Figure 2 - Property Zoning (Neighbourhood Commercial - NC) and Two Family Residential (R2)



Figure 3 - Site Plan Proposed 24-unit Building

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 property was designated, as a future High-density residential area in the Municipal Plan primarily because it is located at the intersection of two major road corridors (Clark Road & Marr Road). Ideally the location of high-density residential would be closer to the commercial area of Rothesay. However, the property is not an good location for single family residential because of the busy road intersection. Furthermore, new commercial uses at this location would potentially conflict with the proposed traffic improvements to the intersection. A high-density residential land use located at this location does not promote pedestrian connectivity or creates a more walkable neighbourhood. However, the public benefit of developing this property for high-density residential is supported in the Municipal Plan.



Figure 4 - Rendering of Proposed 24-unit Apartment Building

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:

Implementation Policy IM-13	Staff Review
<p>A. That the proposal is not premature or inappropriate by reason of:</p>	
<p>1) The financial capability of Rothesay to absorb any costs relating to the development;</p>	<p>Rothesay has a long standing interest in addressing the traffic management issues at the intersection of Clark Road and Gondola Point Road. The development of the building at the corner will require some design and engineering coordination between the Town and Developers’ engineers.</p>
<p>2) The adequacy of municipal wastewater facilities, storm water systems or water distribution systems;</p>	<p>Staff believe that the municipal infrastructure is adequate for the proposed development.</p>
<p>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;</p>	<p>Staff believe the community and municipal facilities are adequate for the proposed development.</p>

<p>4) The adequacy of road networks leading to or within the development; and</p>	<p>Staff will be coordinating with the developers' engineers to integrate intersection upgrades with the proposed development.</p>
<p>5) The potential for damage or destruction of designated historic buildings and sites.</p>	<p>There are no historic buildings or sites identified within the project's vicinity.</p>
<p>B. that controls are placed on the proposed development so as to reduce conflict with any adjacent or nearby land uses by reason of:</p>	<p>A high-density residential use represents a good buffer or transition from the intersection to the adjacent single-family homes. The building is in the lowest part of the Clark Road and has a building height of 3 stories which should be compatible with the 2 story homes on Sprucewood Avenue which are at a higher elevation by nearly 10-15ft.</p>
<p>1. Type of use;</p>	<p>The multi-unit residential building is located along at the intersection of two major transportation corridors and provide a good mid-rise transition residential which is compatible with the surrounding residential properties.</p>
<p>2. Height, bulk and lot coverage of any proposed building;</p>	<p>Staff believe the building is appropriate to the location abutting single family homes. The peaked roof architecture and 3 story height of the building combined with the volume and lot coverage would not conflict with nearby land uses.</p>
<p>3. Traffic generation, access to and egress from the site, and parking; open storage; and</p>	<p>Staff are satisfied with the site plan and access to the public road.</p>
<p>4. Signage.</p>	<p>No commercial signage is requested.</p>
<p>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.</p>	<p>The site is suitable for development and will be subject to geotechnical approval during the building permit approval process,</p>

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. KV Fire Department conducted a quick review and have no preliminary concerns however, they are still preparing a formal response regarding the proposed development.

POLLING:

Staff will prepare a polling notification letter to be sent to surrounding property owners.

RECOMMENDATIONS:

Staff recommend the Planning Advisory Committee consider the following MOTION:

- A. PAC HEREBY tables the application for a 24-unit apartment building located at the intersection of Clark Road and Gondola Point Road pending the receipt of a supplemental staff report containing the following:
1. Polling results;
 2. Review by KVFD
 3. Draft Discharge Agreement; and
 4. Draft development agreement and rezoning By-law.

Attachment A PAC APPLICATION

A handwritten signature in blue ink, appearing to read "B. White", is written over the typed name.

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

Date: Wednesday, June 01, 2022

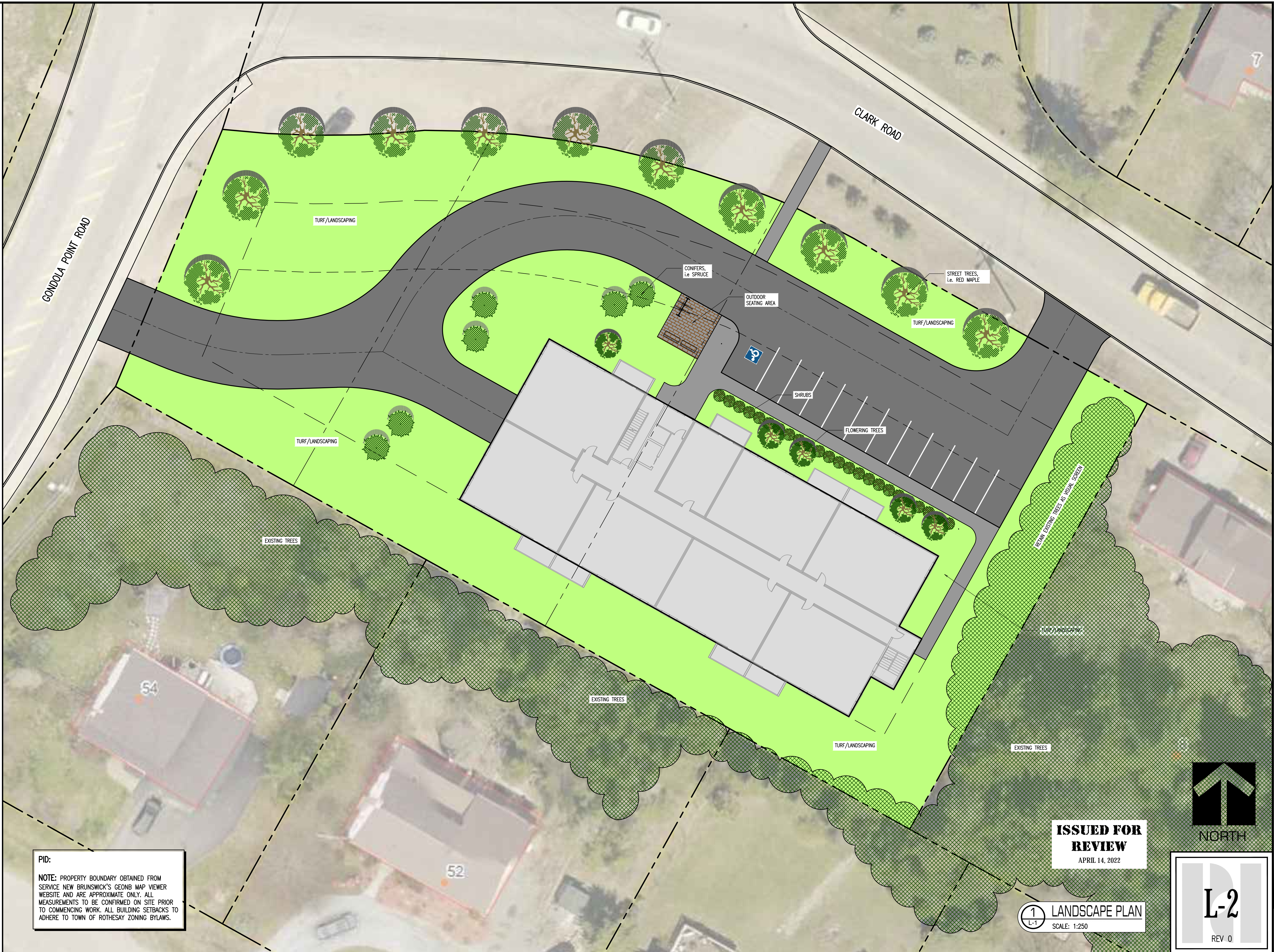
24 UNIT APARTMENT BUILDING 4 CLARK ROAD ROTHESAY, NEW BRUNSWICK

Polyline Designs Inc.
BUILDING AND SITE DESIGN SERVICES

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506.850.3630
melissa@polylinedesigns.ca
WWW.POLYLINEDESIGNS.CA

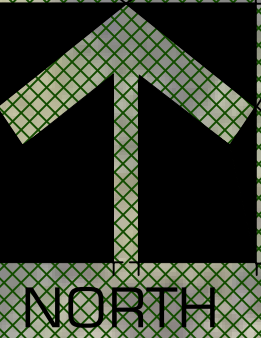
SUSSEX OFFICE
506.434.1157
kelly@polylinedesigns.ca

PID:
NOTE: PROPERTY BOUNDARY OBTAINED FROM SERVICE NEW BRUNSWICK'S GEONB MAP VIEWER WEBSITE AND ARE APPROXIMATE ONLY. ALL MEASUREMENTS TO BE CONFIRMED ON SITE PRIOR TO COMMENCING WORK. ALL BUILDING SETBACKS TO ADHERE TO TOWN OF ROTHESAY ZONING BYLAWS.



ISSUED FOR REVIEW
APRIL 14, 2022

1 LANDSCAPE PLAN
L-1 SCALE: 1:250



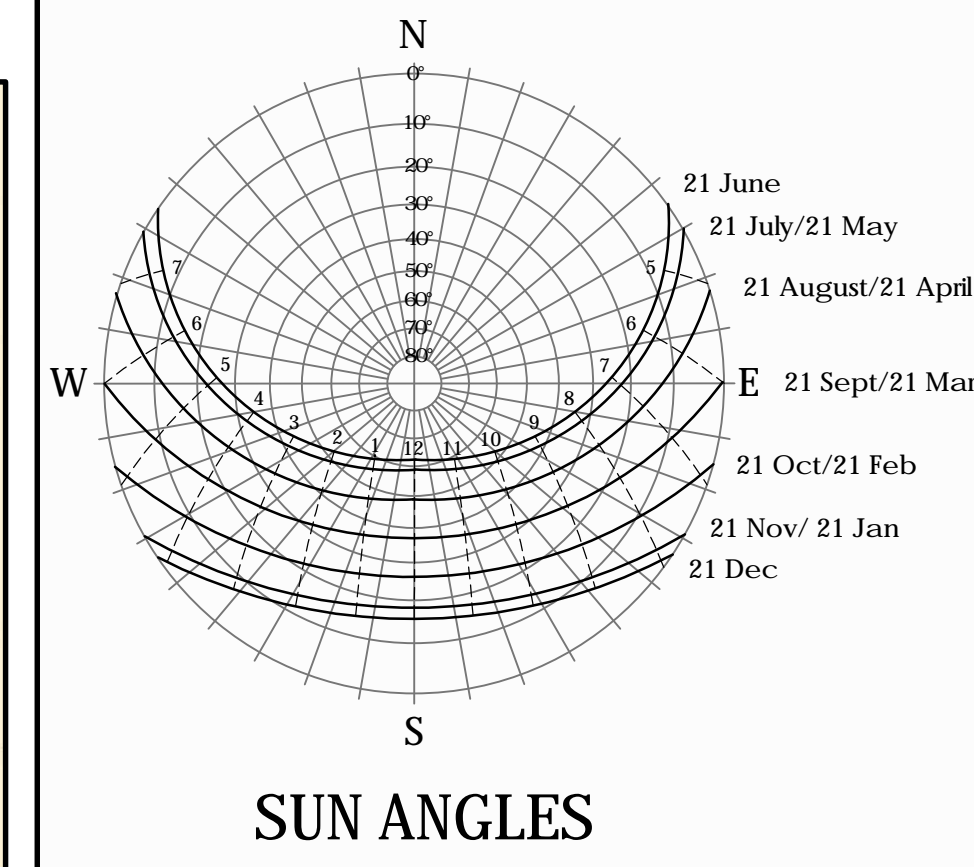
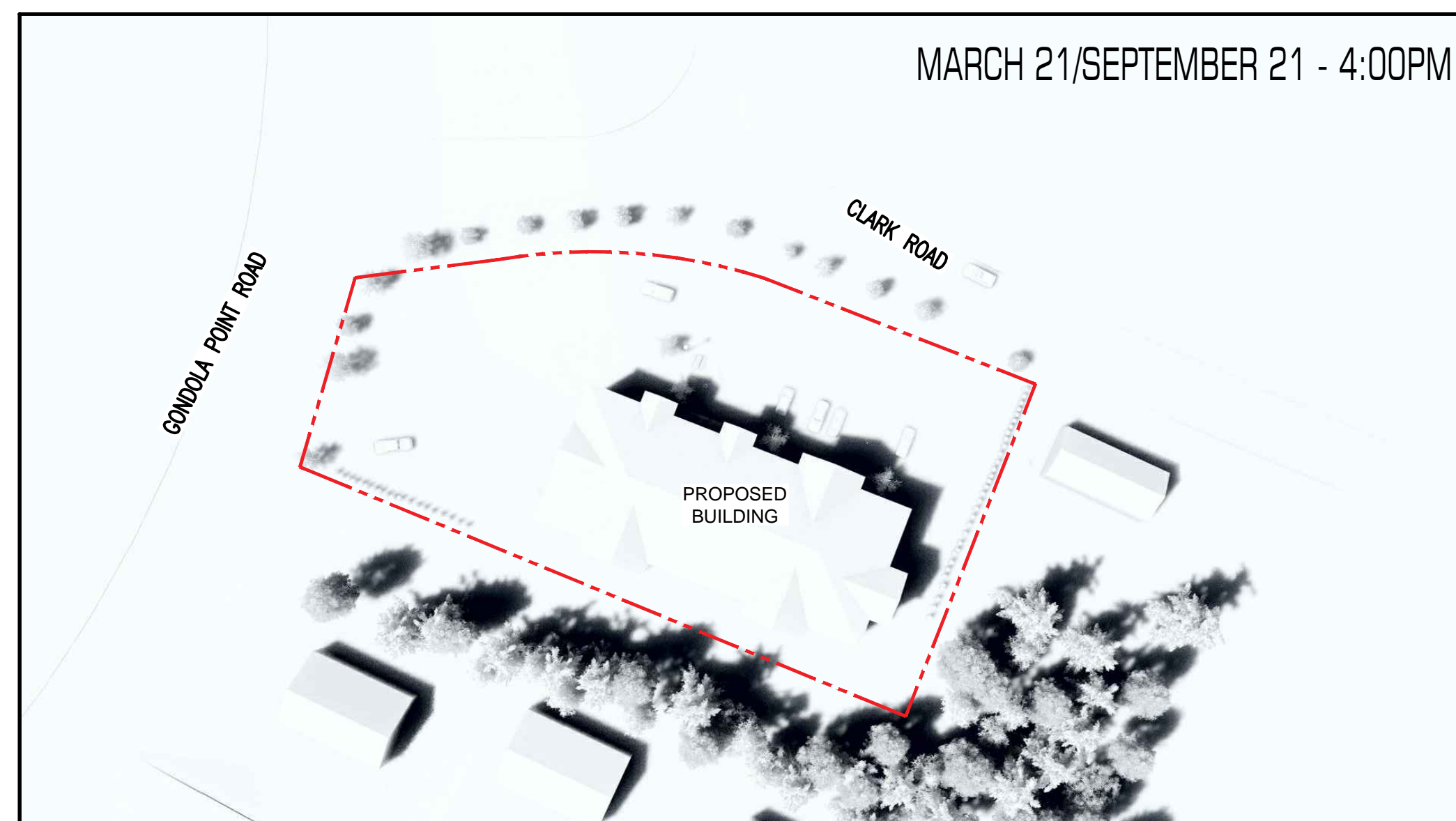
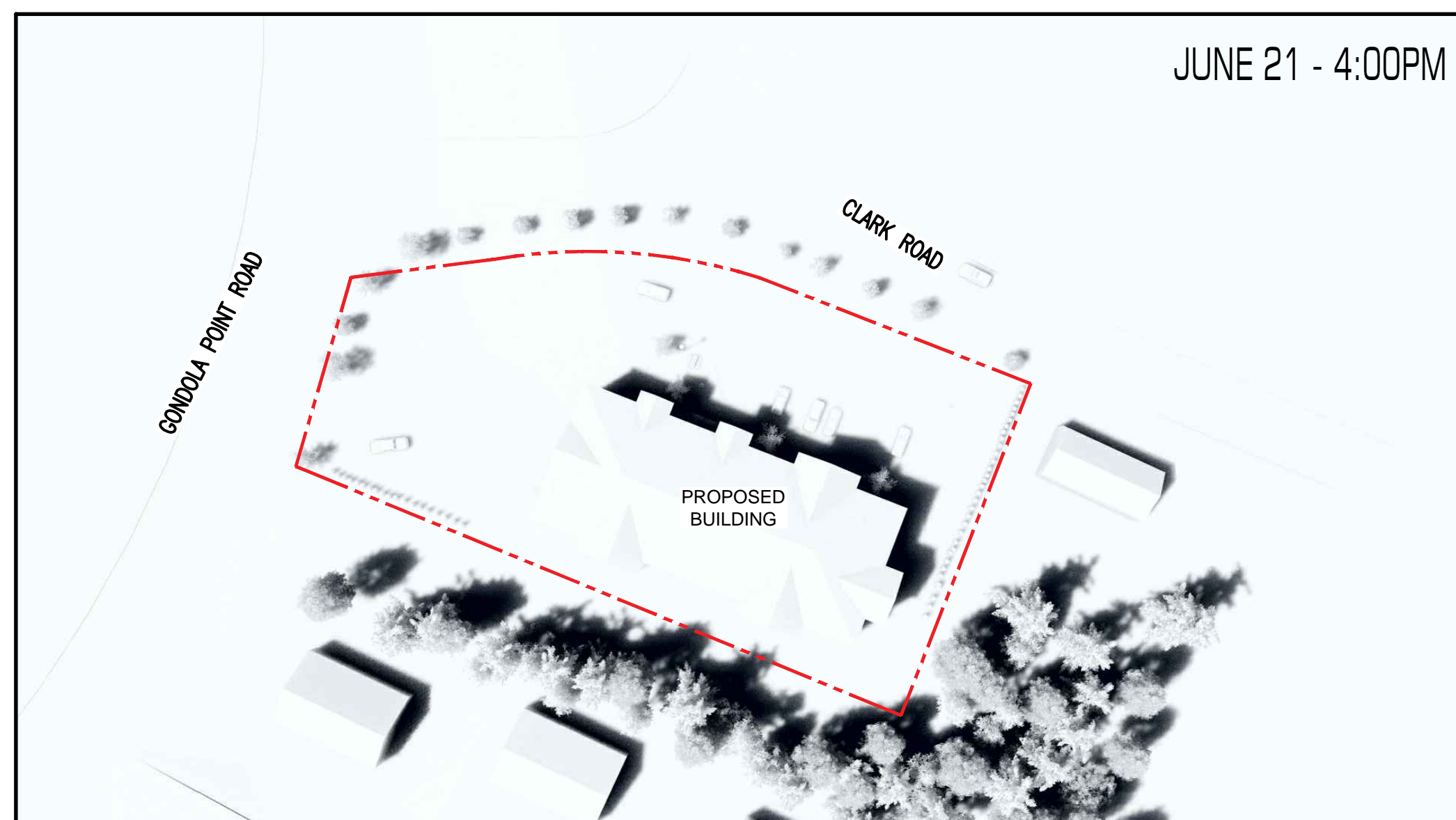
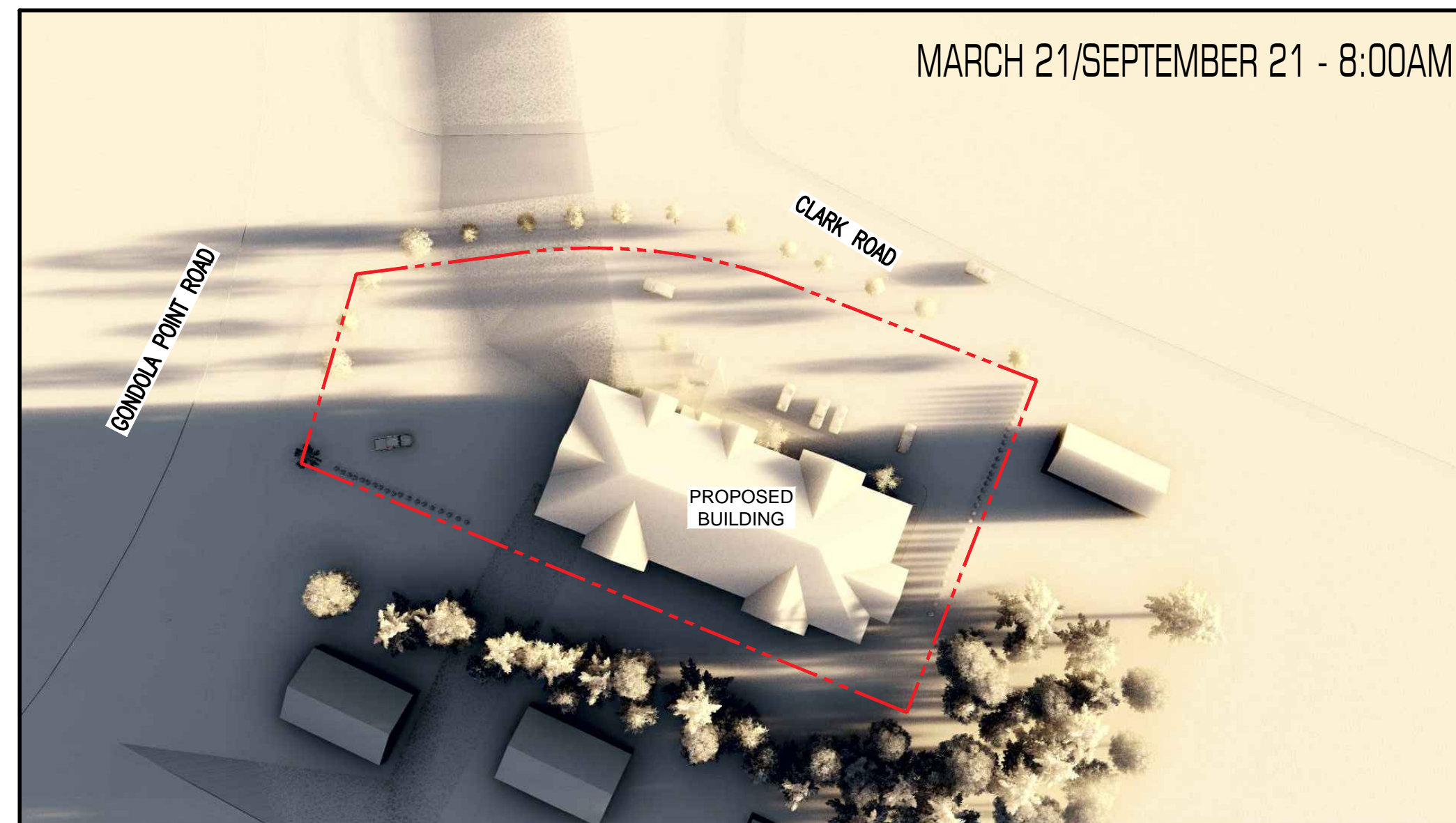
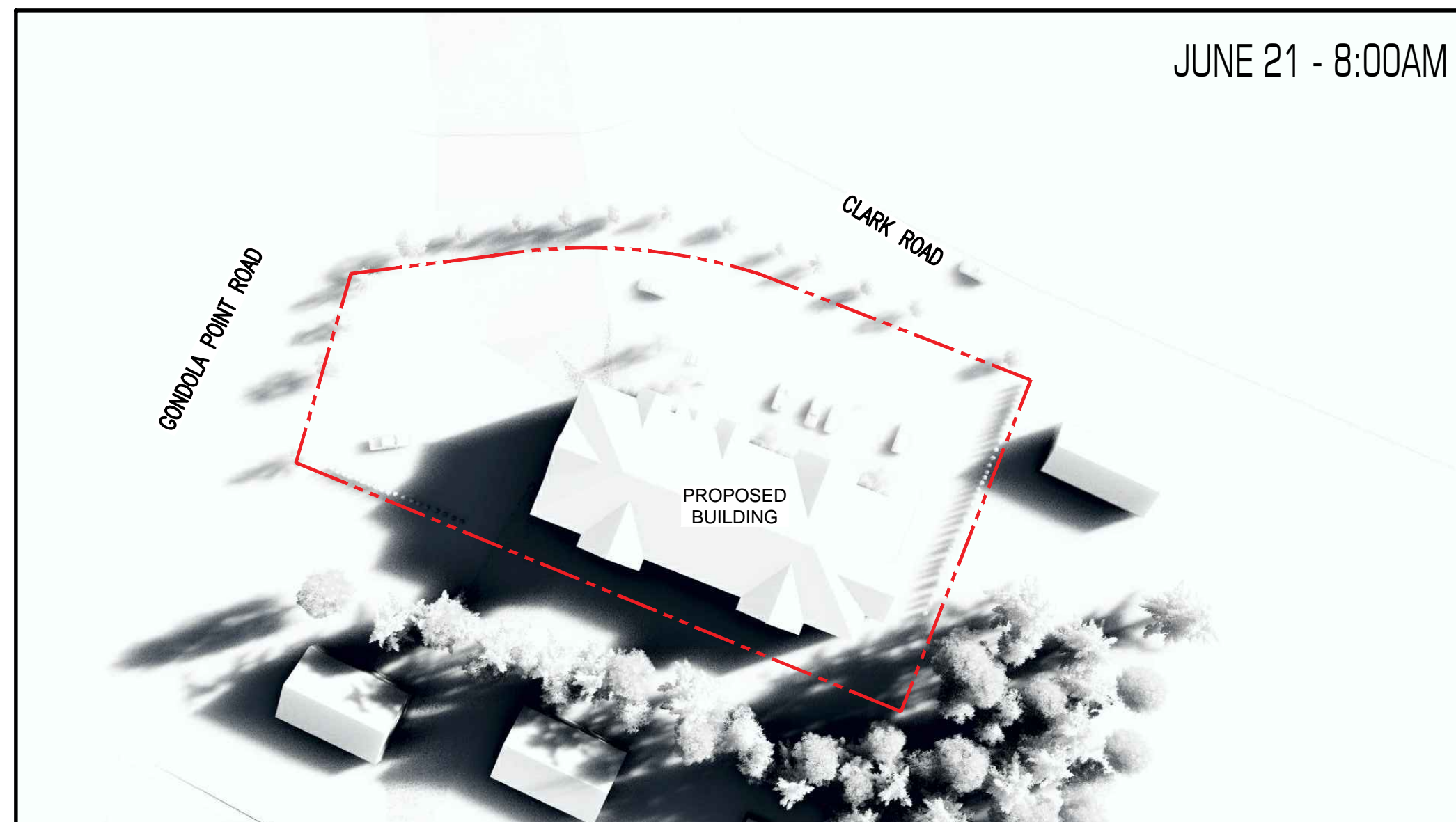
L-2
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24 UNIT APARTMENT BUILDING 4 CLARK ROAD ROTHESAY, NEW BRUNSWICK

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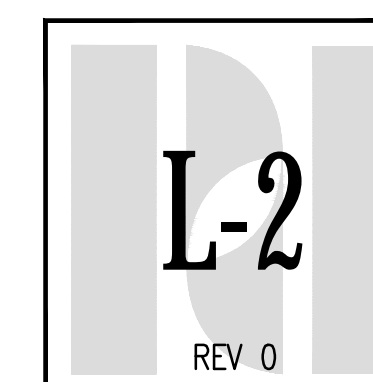
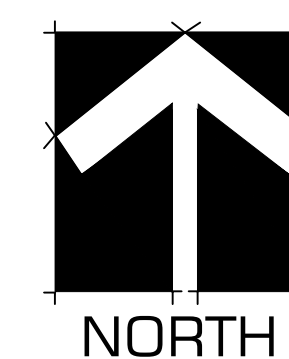
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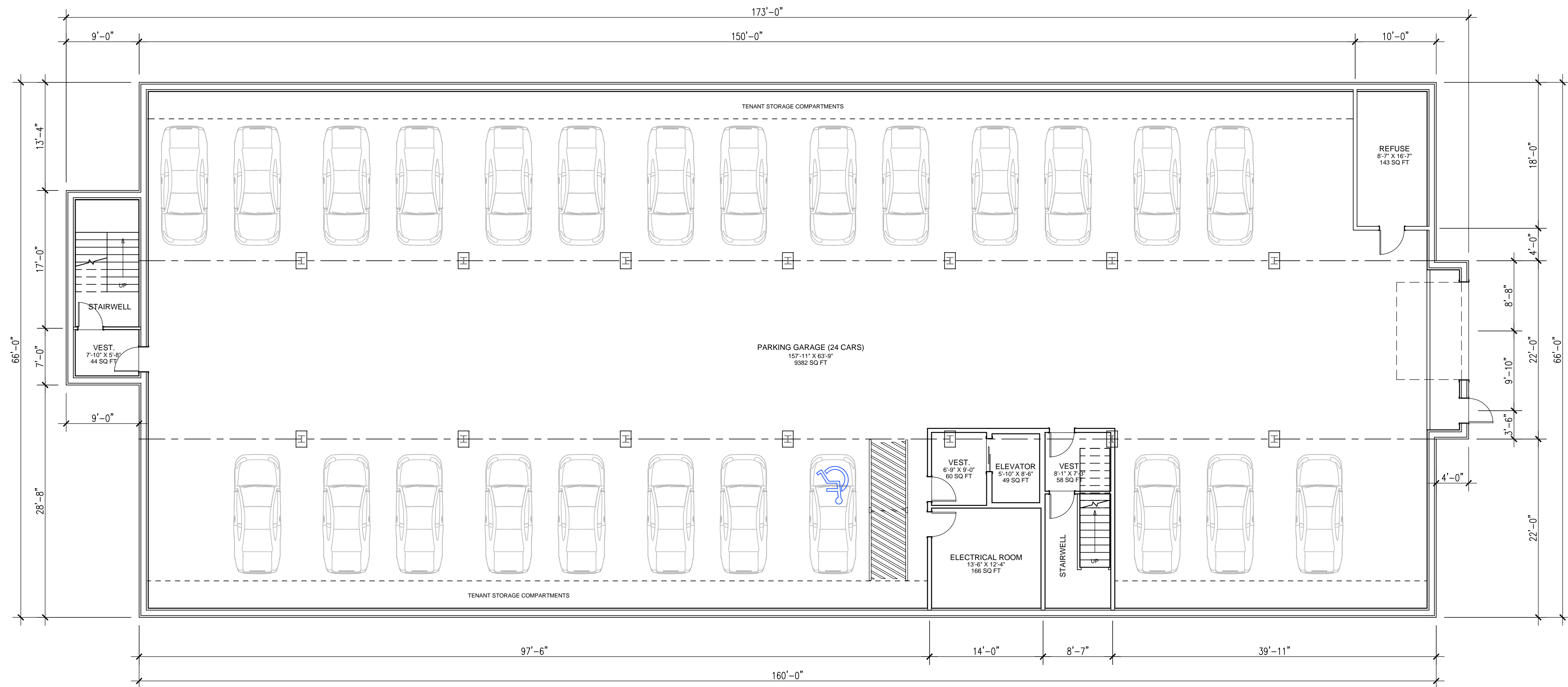
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1 SHADOW STUDY
SCALE: NTS

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APRIL 14, 2022





1 FLOOR PLAN LEVEL 0
SCALE: 1/8"=1'-0"

General Notes:

1. THE CONTRACTOR IS HELD RESPONSIBLE TO VERIFY ALL DIMENSIONS, THEIR RELATIONSHIP TO EXISTING SITE CONDITIONS AND THE PROPOSED WORK INTENDED FOR INSTALLATION PRIOR TO COMMENCING OR INSTALLING THE WORK. REPORT ANY DISCREPANCIES THAT MAY AFFECT THE WORK TO THE CONSULTANT FOR REVISION PRIOR TO PROCEEDING. ALL WORK INSTALLED SHALL BE DEEM AS BEING VERIFIED BY THE CONTRACTOR AND BECOMES THE CONTRACTOR'S SOLE RESPONSIBILITY FOR CORRECTNESS.
2. PERFORM ALL WORK TO THE LATEST EDITION OF THE NATIONAL BUILDING CODE OF CANADA.
3. ALL PLUMBING, ELECTRICAL, MECHANICAL, AND VENTILATION BY OTHERS.

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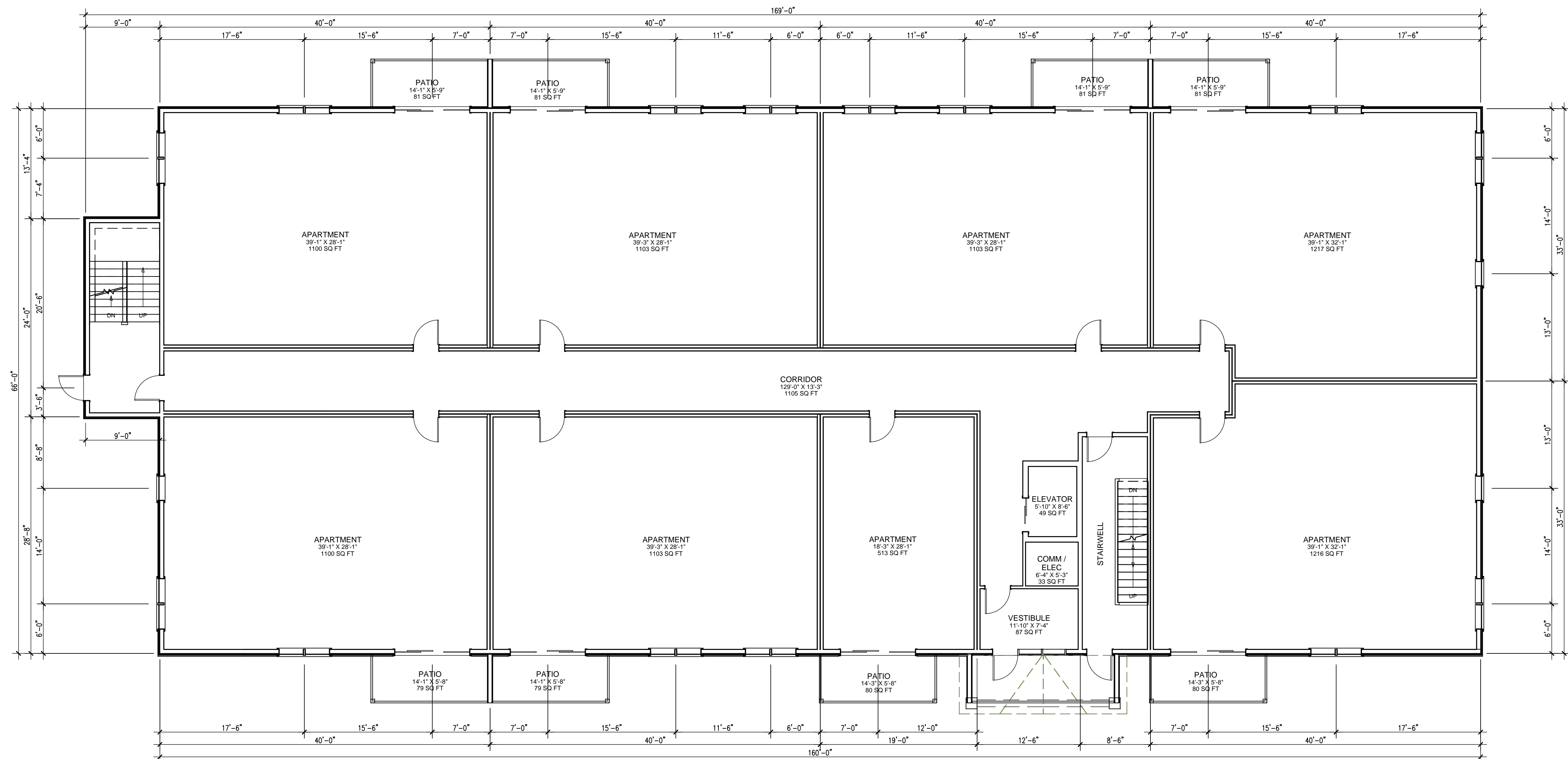
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APRIL 14, 2022

24 UNIT APARTMENT BUILDING
4 CLARK ROAD
ROTHESAY, NEW BRUNSWICK

Drawing Title: FLOOR PLAN LEVEL 0	
Project No: 22-051	Drawn By: KP
Date: APRIL 2022	Scale: AS SHOWN

A-1
OF X



1 FLOOR PLAN LEVEL 1
SCALE: 1/8"=1'-0"

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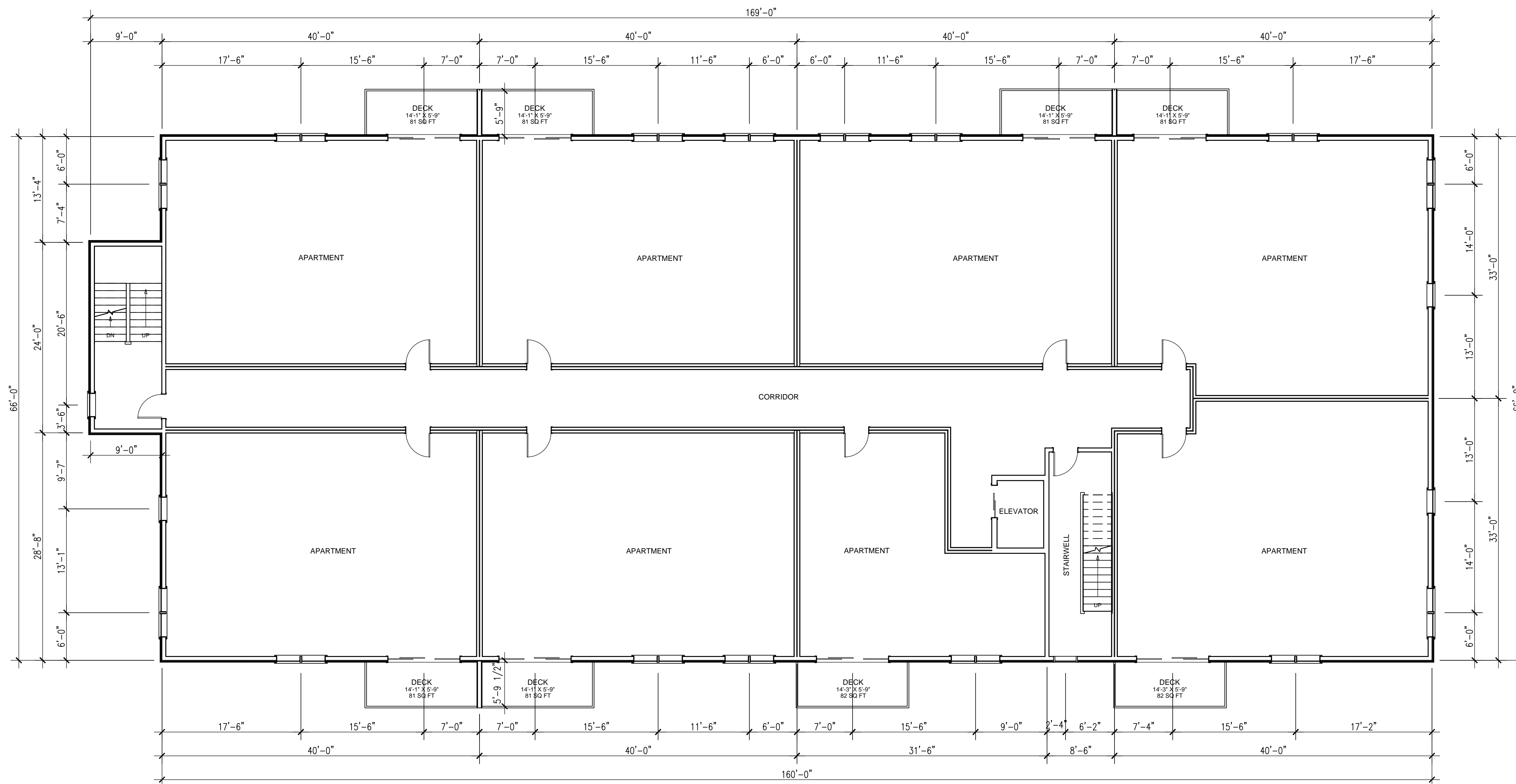
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PAC
SUBMISSION**
APRIL 14, 2022

24 UNIT APARTMENT BUILDING
4 CLARK ROAD
ROTHESAY, NEW BRUNSWICK

Drawing Title: FLOOR PLAN LEVEL 1	
Project No: 22-051	Drawn By: KP
Date: APRIL 2022	Scale: AS SHOWN

A-2
OF X



1 FLOOR PLAN LEVELS 2 and 3
SCALE: 1/8"=1'-0"

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4 CLARK ROAD
ROTHESAY, NEW BRUNSWICK

Drawing Title: FLOOR PLAN LEVELS 2 AND 3	
Project No: 22-051	Drawn By: KP
Date: APRIL 2022	Scale: AS SHOWN



4 WEST ELEVATION
SCALE: 3/32"=1'-0"



3 SOUTH ELEVATION
SCALE: 3/32"=1'-0"



2 EAST ELEVATION
SCALE: 3/32"=1'-0"



1 NORTH ELEVATION
SCALE: 3/32"=1'-0"

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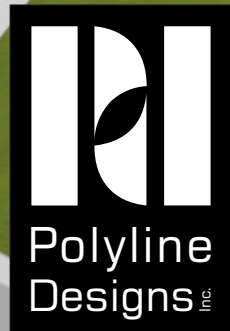
24 UNIT APARTMENT BUILDING
4 CLARK ROAD
ROTHESAY, NEW BRUNSWICK

Drawing Title: BUILDING ELEVATIONS	
Project No: 22-051	Drawn By: KP
Date: APRIL 2022	Scale: AS SHOWN

A-4
OF X

GONDOLA POINT ROAD

CLARK ROAD



**24 UNIT APARTMENT
CLARK ROAD, ROTHESAY, NB**





**24 UNIT APARTMENT
CLARK ROAD, ROTHESAY, NB**



**24 UNIT APARTMENT
CLARK ROAD, ROTHESAY, NB**



Ref: 22111-StormwaterReview

April 8, 2022

Mr. McLean,

Re: 4 Clark Road - 24 Unit Apartment - Stormwater Review

Don-More Surveys & Engineering Ltd. (DMSE) has been engaged to perform a high level review of a proposed development at the above address relative to a stormwater management strategy.

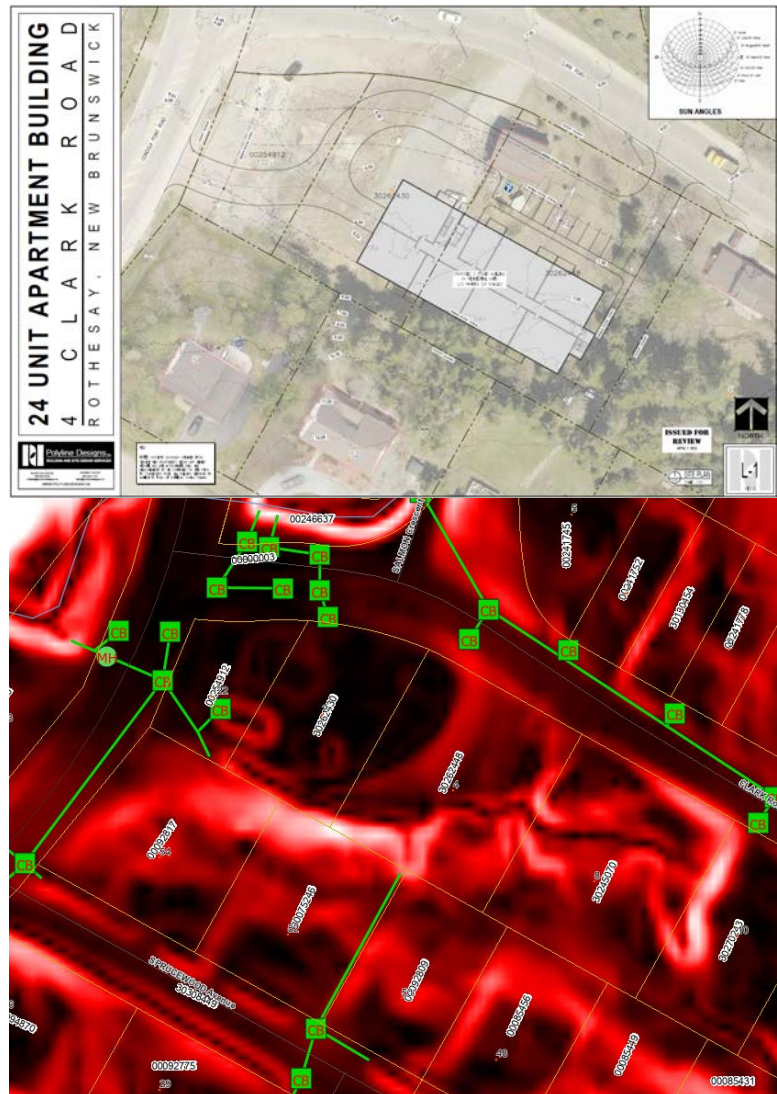
We have been provided with a conceptual site plan prepared by Polyline Designs dated April 7, 2022 and this review is limited to details shown on this site plan.

Existing Site

The existing site can be characterised as a generally flat area with an existing single family home near the centre of the site. The left and rear portion of the site are wooded. The right portion of the site is generally gravel and lower vegetation.

The site slopes from the southeast to northwest and generally sheet drains to the intersection of Gondola Point Road and Clark Road. Both Gondola Point Road and Clark Road have catch basins and a piped storm system which drains to Salmon Creek.

The areas south and east of the site slope towards the site and sheet flows drain onto and through the site. There is an existing drainage channel entering the site near the midpoint of



the eastern side of the site, and a storm outfall directed onto the site along the southern property line. This outfall and channel combine and flow northwest across the rear of the site and enter a storm inlet on the site which is directed to an outfall into Salmon Creek.

The remainder of the site that is not directed to this drainage channel sheet drains from the site and crosses the curb and enters the piped system in the streets and ultimately drains into Salmon Creek.

Stormwater Management Approach

The proposed site plan shows the new building sitting on the southern portion of the site and lying on top of the existing drainage channel. We would likely extend the existing piped storm system from the existing inlet pipe near Gondola Point Road southeast to connect to the existing outfall from Sprucewood Avenue, and further southeast and northeast to include a new inlet to intercept the existing drainage channel entering the site. A secondary overland flow path would be provided around the rear of the building in the event of the piped system failing or surcharging.

The new site would be designed to perform stormwater management to limit peak flows to pre development levels. Water draining from the parking areas would be directed to a hydrodynamic separator to provide treatment of water quality. Below are preliminary design ideas for how this will be achieved.

The new parking area would be designed to have a catch basin system which will collect the water and direct it to a hydrodynamic separator, then discharge to the piped system leaving the property. The parking lot around the catch basins will be graded to create “ponds” at the catch basins and Inlet Control Devices (ICD’s) will be installed on the catch basins to limit peak flows into the piped system. This results in water ponding on the parking area in peak rain events.

Following detailed design and once modelling of this approach has been completed, if additional measures are required to reduce peak flows we would look at either a traditional stormwater management pond at the northwest corner of the property, or along the southern side of the driveway.

Closing

We trust this is sufficient for your present needs. Please feel free to contact the undersigned at 506.636.2136 or at at@dmse.ca for any additional information or clarification.

Yours truly,

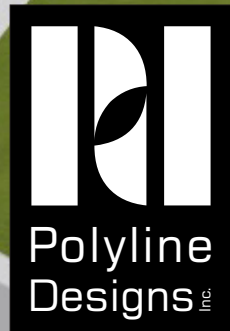
Andrew Toole

Don-More Surveys & Engineering Ltd.

Andrew Toole, NBLIS, P.Eng.

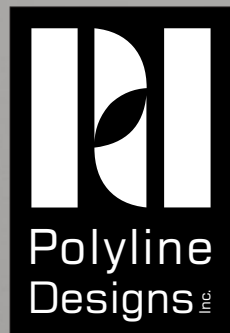
GONDOLA POINT ROAD

CLARK ROAD



**24 UNIT APARTMENT
CLARK ROAD, ROTHESAY, NB**





**24 UNIT APARTMENT
CLARK ROAD, ROTHESAY, NB**



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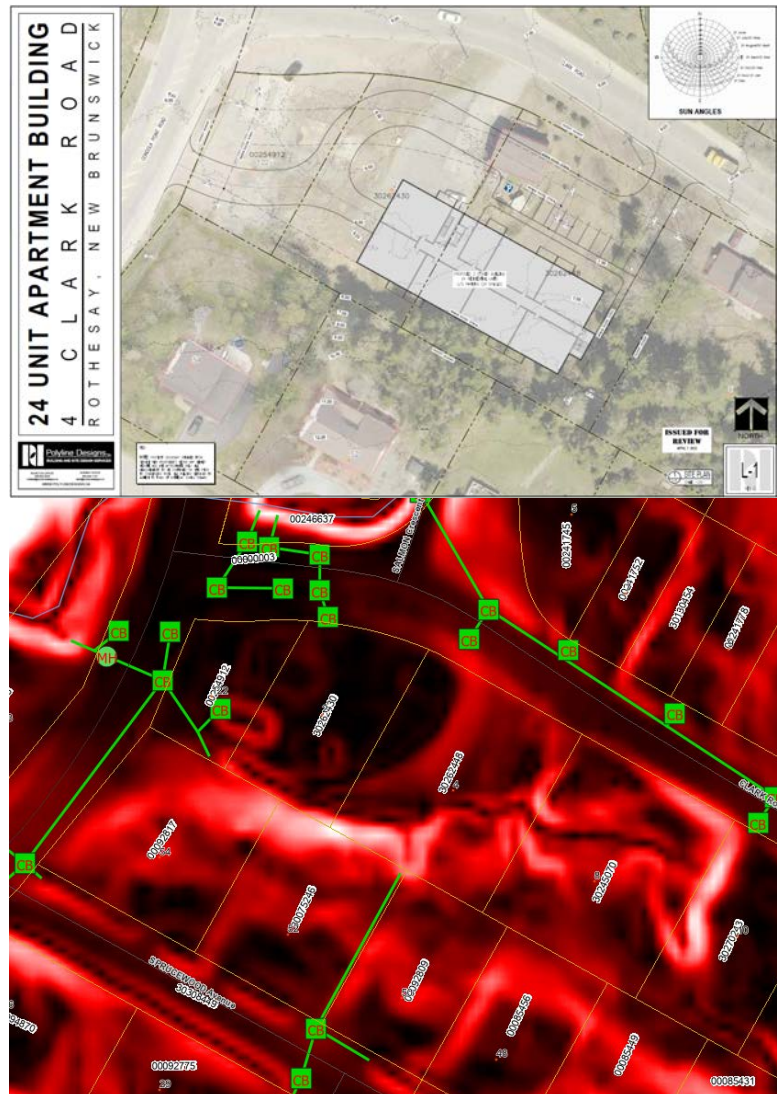
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