



ROTHESAY

PUBLIC HEARING AGENDA

6:30 p.m.

Monday, September 11, 2023
Common Room, Rothesay Town Hall



Public access to the Live stream will be available online at 6:30 p.m.:

[PUBLIC HEARING LIVESTREAM](#)

PUBLIC HEARING – 2 Campbell Drive (PIDs 00065201 & 30347942)
Rezoning Single Family Residential (R1A) to Light Industrial (LI)

1. **CALL TO ORDER** Instructions

2. **PUBLIC HEARING**
Documentation
6 September 2023 Memorandum prepared by Town Clerk Banks (public notices)
17 August 2023 *Community Planning Act*, Section 111 notice to website/Town Hall

DRAFT By-law 2-10-35

6 September 2023 Recommendation from Planning Advisory Committee (PAC)
1 September 2023 Staff Report to PAC
4 August 2023 Staff Report to PAC with Polling Results and draft By-law

Appearances:
Jeff Kitchen, Vantage Build

Town Manager John Jarvie MCIP RPP

Appearances: Dr. Cathy Adams

Comments: Letter from Quispamsis resident

3. **ADJOURNMENT**



ROTHESAY MEMORANDUM



TO : Mayor Grant and Rothesay Council
FROM : Town Clerk Banks
DATE : 6 September 2023
RE : Public Hearing Notice and social media schedule
2 Campbell Drive (PIDs 00065201 & 30347942)

August 17, 2023 Public Hearing Notice posted to the Rothesay website and in the Town Office, in accordance with the *Community Planning Act*

Social media messages schedule (6):

Thursday, August 31

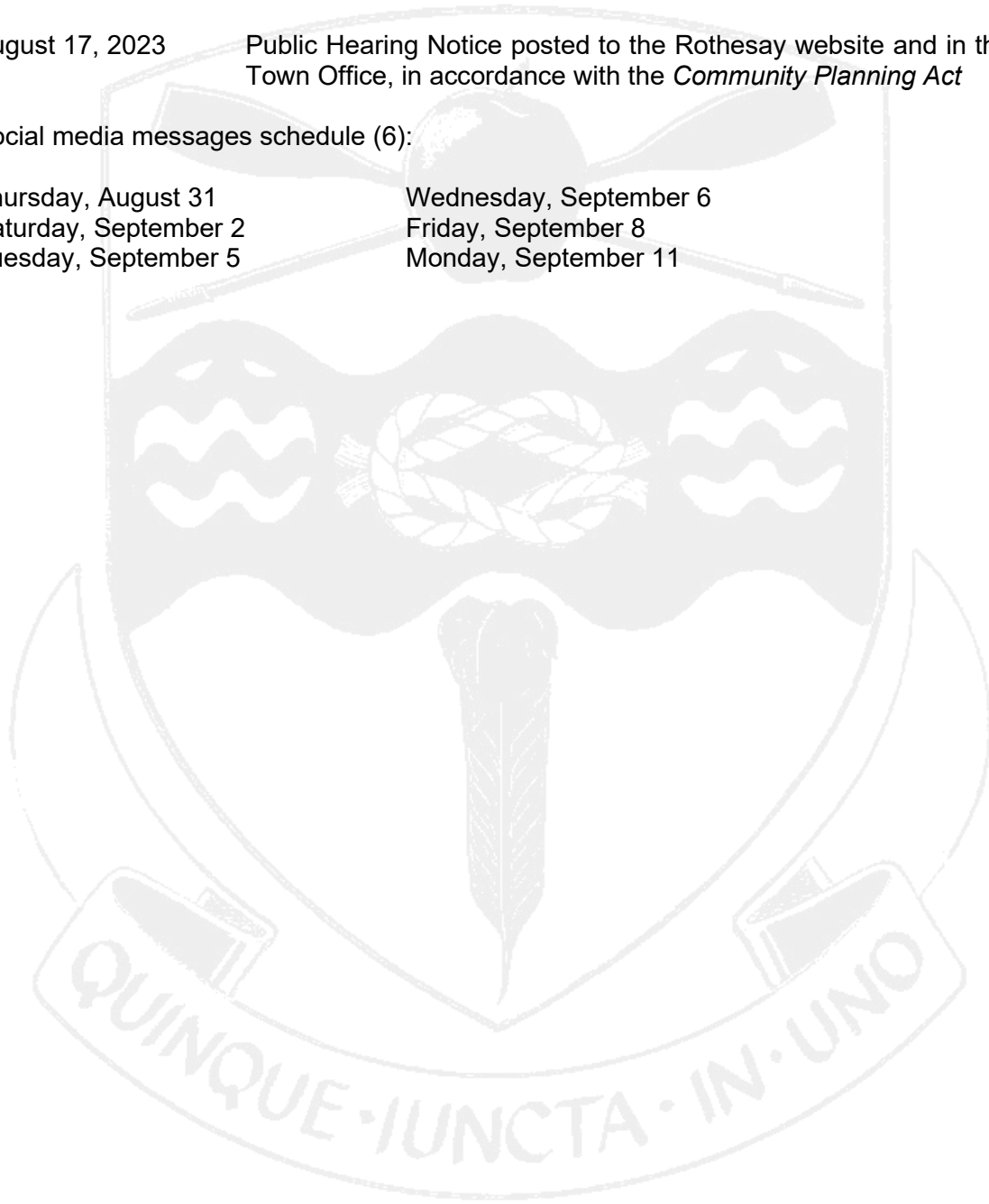
Saturday, September 2

Tuesday, September 5

Wednesday, September 6

Friday, September 8

Monday, September 11



ROTHESAY



PUBLIC HEARING NOTICE – 2 CAMPBELL DRIVE

17 August 2023

In accordance with Section 111 of the *Community Planning Act*, SNB 2017, c19 and amendments thereto, PUBLIC NOTICE is hereby given that the town of Rothesay intends to consider an amendment to By-law 2-10, "Rothesay Zoning By-law" to rezone 2 Campbell Drive (PIDs 00065201 & 30347942) from Single Family Residential (R1A) zone to the Light Industrial (LI) zone to allow for the continuation of Vantage Build, being a company engaged in the design, repair, renovation and construction of buildings.

The Public Hearing will be held in-person on **Monday, September 11, 2023 at 6:30 pm** in the Common Room, Rothesay Town Hall, 70 Hampton Road. You can watch the livestream at <https://www.youtube.com/user/RothesayNB> and the agenda will be available online at <https://www.rothesay.ca/town-hall/agendas/>.

Written objections to the proposed amendment will be received by the undersigned until **12 noon on Wednesday, September 6, 2023** and will be provided to Council for the public hearing.

Anyone wishing to speak at the Public Hearing may register with the Clerk's office no later than **Wednesday, September 6, 2023 at 12 NOON**. Please contact the Clerk's office at 848-6664 or Rothesay@rothesay.ca for more information.

The following documentation is available online and can also be reviewed at the Town Office, 70

Hampton Road, Rothesay, NB Monday to Friday 8:30 am – 12 noon and 1:30 pm (closed
between 12 noon and 1 pm), exclusive of civic holidays:

4 August 2023 **Staff Report to Planning Advisory Committee**

DRAFT **By-law 2-10-35**

The Agenda package for the September 11th public hearing will be available here:

<https://www.rothesay.ca/town-hall/agendas/>

Please note that all records in the custody or under the control of the town of Rothesay are subject to the provisions of the *Right to Information and Protection of Privacy Act*, SNB 2009, c. R-10.6 and may be subject to disclosure. Records may be shared with internal departments, Council, external agencies or released at a Town committee meeting, which may be public. Any questions regarding the collection of this information can be directed to the Rothesay Town Clerk.

Mary Jane E. Banks, BComm

Town Clerk – Rothesay

(Rothesay@rothesay.ca)

506-848-6600



**BY-LAW 2-10-35
A BY-LAW TO AMEND THE ZONING BY-LAW
(No.2-10 Rothesay)**

The Council of the town of Rothesay, under authority vested in it by the Community Planning Act, and amendments thereto, hereby amends By-Law 2-10 “Rothesay Zoning By-law” and enacts as follows:

That Schedule A, entitled “Zoning” as attached to By-Law 2-10 “ROTHESAY ZONING BY-LAW” is hereby amended, as identified on the attached sketch, identified as Attachment “2-10-35”.

The purpose of the amendment is to rezone lands located at 2 Campbell Drive (PID 00065201 and PID 30347942) from Single Family Residential R1A zone to the Light Industrial LI zone in accordance with the Community Planning Act, supra.

FIRST READING BY TITLE :
SECOND READING BY TITLE :
READ IN ENTIRETY :
THIRD READING BY TITLE
AND ENACTED :

MAYOR

CLERK




Bylaw 2-10-35 Campbell Drive (PIDs 00065201, 30347942)

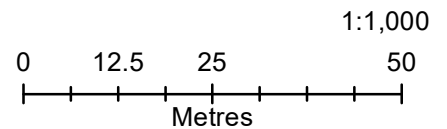
2023September11 Public Hearing 2 CampbellDr FINAL_006



2023-07-17, 11:30:39 AM

Buildings

-  Commercial
-  Residential
-  Property Boundary



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2023September 11 Public Hearing 2 CampbellDr FINAL_007

ROTHESAY

MEMORANDUM



TO : Mayor and Council
FROM : Planning Advisory Committee
DATE : September 7, 2023
RE : 2 Campbell Drive (PIDs 00065201 & 30347942)

Background:

The Planning Advisory Committee discussed the following motions at its regular meeting on Tuesday, September 5, 2023:

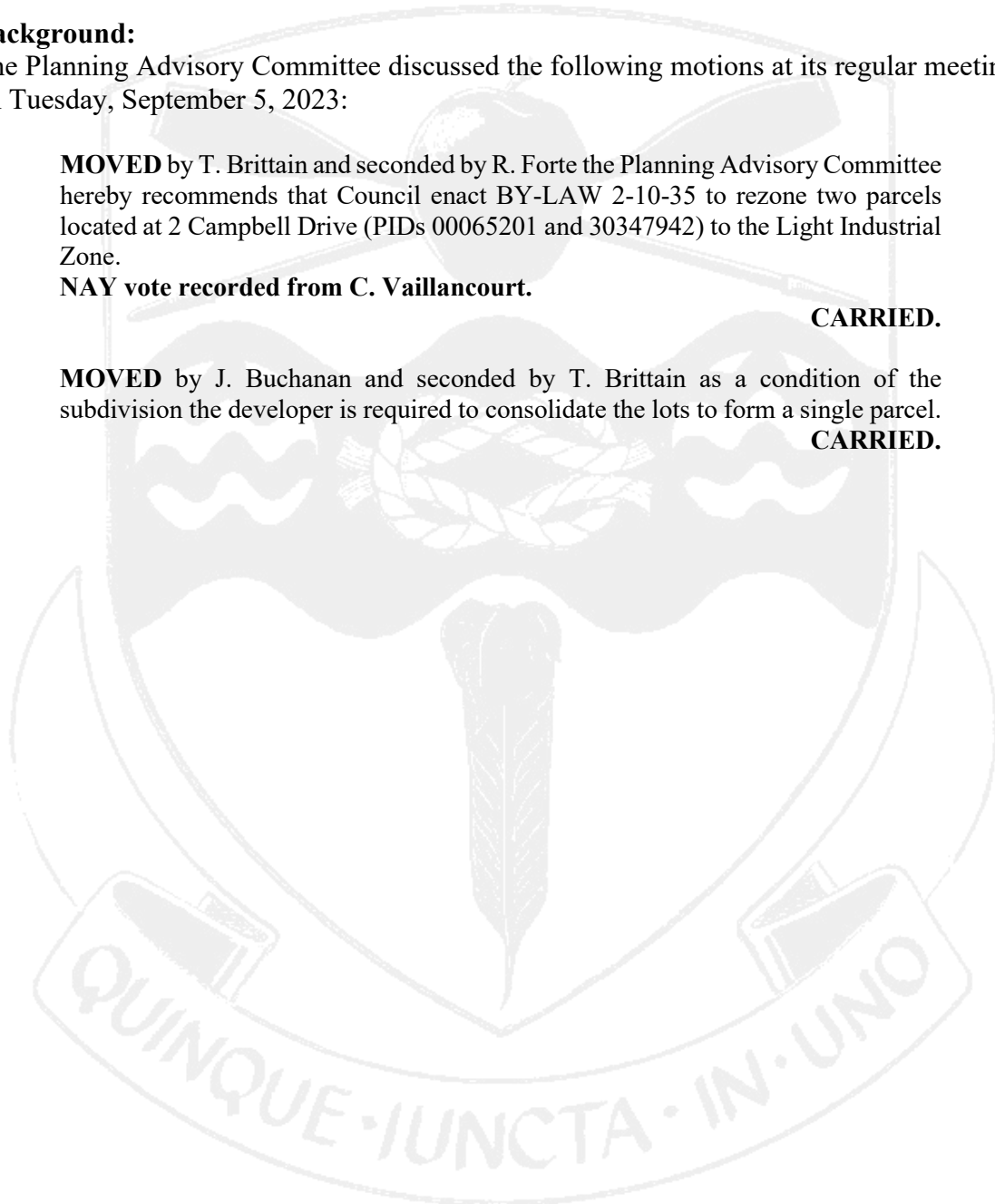
MOVED by T. Brittain and seconded by R. Forte the Planning Advisory Committee hereby recommends that Council enact BY-LAW 2-10-35 to rezone two parcels located at 2 Campbell Drive (PIDs 00065201 and 30347942) to the Light Industrial Zone.

NAY vote recorded from C. Vaillancourt.

CARRIED.

MOVED by J. Buchanan and seconded by T. Brittain as a condition of the subdivision the developer is required to consolidate the lots to form a single parcel.

CARRIED.





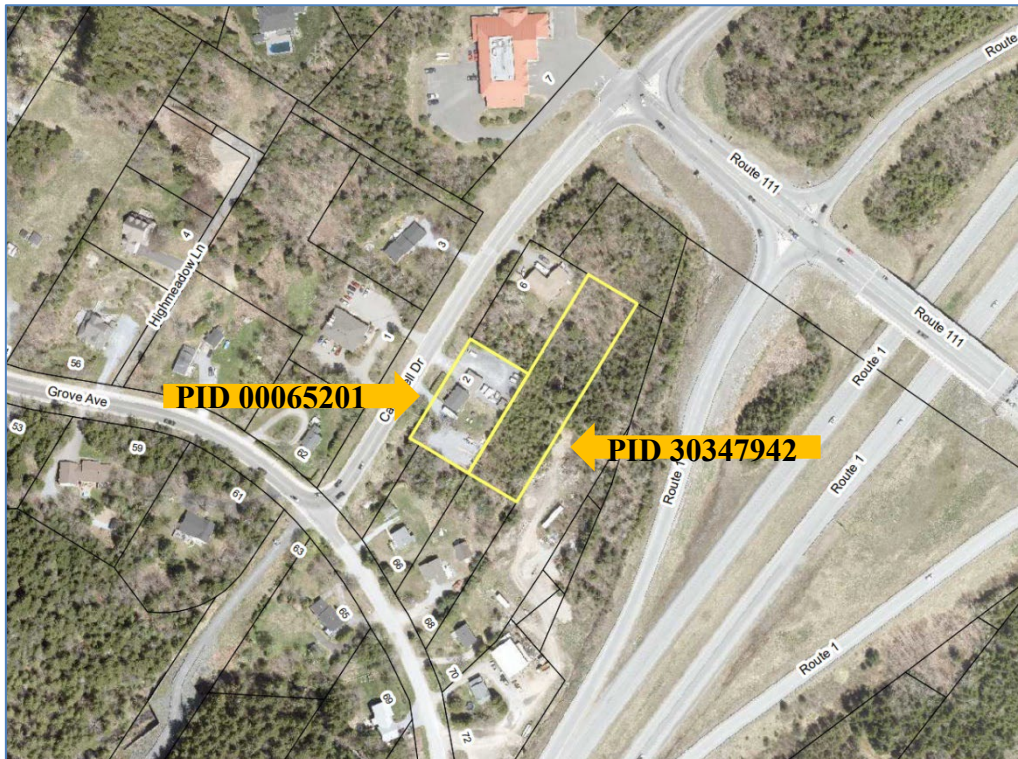
To: Chair and Members of Rothesay Planning Advisory Committee
From: John Jarvie, MCIP, RPP
Town Manager
Date: Friday, September 01, 2023
Subject: Rezoning 2 Campbell Drive (Light Industrial)

Applicant:	Jeff Kitchen	Property Owner:	693279 NB LTD.
Mailing Address:	23 Scovil Road, E2H 1S1, Rothesay NB	Mailing Address:	23 Scovil Road, E2H 1S1, Rothesay NB
Property Location:	2 Campbell Drive	PIDs:	00065201 & 30347942
Plan Designation:	Light Industrial	Zone:	Single Family Residential
Application For:	Rezoning Light Industrial		
Input from Other Sources:	Polling		

ORIGIN:

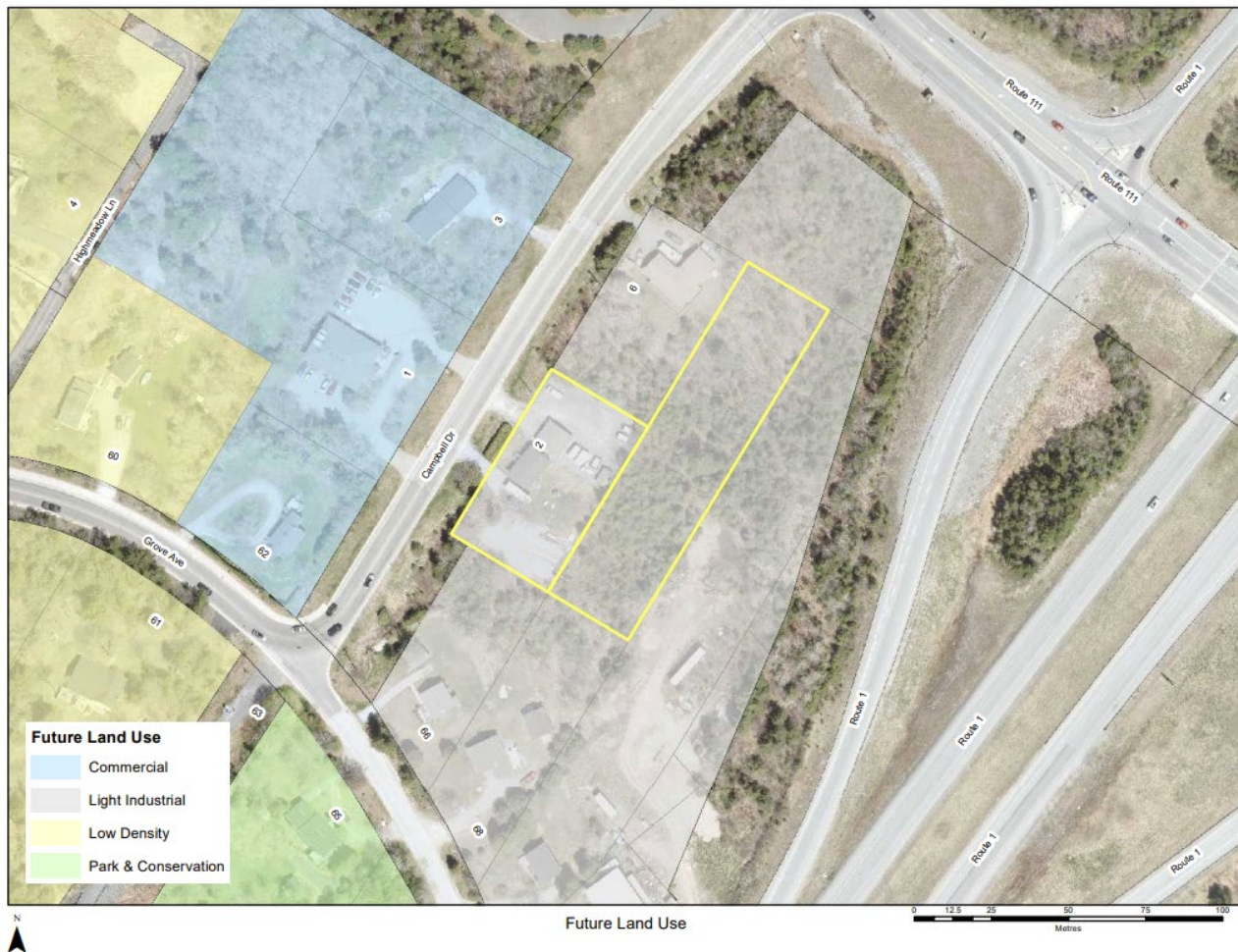
An application from Jeff Kitchen, owner of Vantage Build to rezone two (2) PIDs off Campbell Drive to Light Industrial. PID (00065201) has an area of 2,288.47 square meters and PID (30347942) has a total area of 3801.81 square meters, totaling a combined 6090.28 square meters. Both PIDs are currently zoned Single Family Residential [R1A] – Large Serviced.

The subject land is located between Campbell Drive and New Brunswick Route 1 Highway. PID (00065201) frontage is on Campbell Drive.



BACKGROUND

The two (2) subject PIDs (00065201) (30347942) total 6090.28 square meters and are currently zoned R1A – Single Family Residential and designated for LIGHT INDUSTRIAL uses on the Rothesay Municipal Plan – Future Land Use Map. As previously discussed at August PAC, staff are supportive of the rezoning application because of its close proximity to highway network and its' industrial designation. The other Light Industrial designated lands in Rothesay are limited to the northwest side of the Mackay Highway along Campbell Drive and Marr Road. The subject lands are situated in a high traffic area on the periphery of one of Rothesay's larger residential neighbourhoods and are visible to residents of the community. Despite the existing four properties used for residential purposes, it is unlikely future residential developers would find this land attractive. The applicant has prematurely used the site for some light manufacturing and storage in advance of this application.



These parcels lie in a block of land bounded by Campbell Dr., Grove Avenue and components of the Mackay Highway. A portion of this block has been historically used for heavy industrial activity although now in limited use. If the subject parcels are disregarded almost half of the area of the block is currently used for industrial purposes. If Council approves the proposal over 60% of the block not set aside for the highway network would be zoned for industrial use. It is likely the long-term use for the residential parcels will be conversion to light industrial.

STAFF ANALYSIS:

Staff support the rezoning application of the subject property to Light Industrial largely on the basis of Rothesay Municipal Plan – Future Land Use Map and the following analysis.

Staff Notes:

1. Land Use Designation	The subject property is designated for Light Industrial Uses however, the Municipal Plan conflicts with the current zoning and use of the property. Rezoning the property to Light Industrial would bring the zoning by-law, municipal plan and use of the property into alignment.
2. Noise Pollution	Staff do not believe that noise and vibration generating from subject property will be disturbing to nearby properties as most activity would be conducted inside or offsite. Additionally, the zoning by-law setback by-law requirement requires 10m (33 ft) from property line.
3. Community Impact	Light Industrial developments in Rothesay will be designed in a way that minimizes visual impact and maintains the aesthetics of the surrounding area. Outside storage must be screened from public view with a solid fence or a hedge at least 2m high on any property line which abuts a residential zone. In this case vegetation on the abutting residential properties should contribute to buffering the deleterious effects of the industrial use in the near term.
4. Environmental Consideration	The work on the subject property will not pose any environmental impacts such as emissions, waste disposal, or potential chemical spills. Light industrial activities have lower environmental impacts compared to heavy industries.
5. Proximity to Transportation	The site is strategically located near transportation networks (Mackay Highway) to facilitate the movement of goods. The close proximity of highway ensures that industrial traffic will not be routed through residential neighbourhoods.

Aspects such as drainage, screening and future buildings will be subject to the specific requirement in the Zoning By-law applicable at the time.

RECOMMENDATION:

Staff recommend the Planning Advisory Committee consider the following MOTIONS:

- A. PAC HEREBY recommends that Council enact BY-LAW 2-10-35 to rezone two parcels located at 2 Campbell Drive (PIDs 00065201 and 30347942) to the Light Industrial Zone.
- B. As a condition of the subdivision the developer is required to consolidate the lots to form a single parcel.

Draft Report Prepared by: Zack Vanderhyden

Date: Friday, September 01, 2023

ATTACHMENTS

Attachment A DRAFT BY-LAW 2-10-35



**BY-LAW 2-10-35
A BY-LAW TO AMEND THE ZONING BY-LAW
(No.2-10 Rothesay)**

The Council of the town of Rothesay, under authority vested in it by the Community Planning Act, and amendments thereto, hereby amends By-Law 2-10 “Rothesay Zoning By-law” and enacts as follows:

That Schedule A, entitled “Zoning” as attached to By-Law 2-10 “ROTHESAY ZONING BY-LAW” is hereby amended, as identified on the attached sketch, identified as Attachment “2-10-35”.

The purpose of the amendment is to rezone lands located at 2 Campbell Drive (PID 00065201 and PID 30347942) from Single Family Residential R1A zone to the Light Industrial LI zone in accordance with the Community Planning Act, supra.

FIRST READING BY TITLE :
SECOND READING BY TITLE :
READ IN ENTIRETY :
THIRD READING BY TITLE
AND ENACTED :

MAYOR

CLERK

Bylaw 2-10-35 Campbell Drive (PIDs 00065201, 30347942)

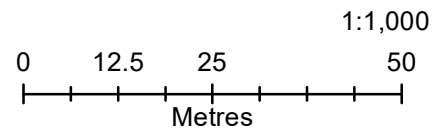
2023September11 Public Hearing 2 CampbellDr FINAL_012



2023-07-17, 11:30:39 AM

Buildings

-  Commercial
-  Residential
-  Property Boundary



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To: Chair and Members of Rothesay Planning Advisory Committee
From: John Jarvie, Town Manager
Date: Friday, August 04, 2023
Subject: Rezoning 2 Campbell Drive (Light Industrial)

Applicant:	Jeff Kitchen	Property Owner:	693279 NB LTD.
Mailing Address:	23 Scovil Road, E2H 1S1, Rothesay NB	Mailing Address:	23 Scovil Road, E2H 1S1, Rothesay NB
Property Location:	2 Campbell Drive	PIDs:	00065201 & 30347942
Plan Designation:	Light Industrial	Zone:	Single Family Residential
Application For:	Rezoning Light Industrial		
Input from Other Sources:	Polling		

ORIGIN:

An application from Mr. Jeff Kitchen to rezone land off Campbell Drive to Light Industrial for the purpose of continuing his business Vantage Build being a company engaged in the design, repair, renovation, and construction of buildings. The rezoning includes two (2) parcels PID (00065201) and PID (30347942) with a total combined area of 6090.28 square meters (1 ½ acres). Both PIDs are zoned Single Family Residential [R1A] – Large Serviced.

The subject land is located between Campbell Drive and New Brunswick Route 1 Highway with frontage is on Campbell Drive and serviced by municipal water.



Figure 1 - Property Location 2 Campbell Drive

AMENDMENT (REZONING) PROCESS:

The procedure for a rezoning application is that Council receives a recommendation from PAC to hold a public hearing and that a by-law amendment be drafted in advance of the public hearing. Once a hearing date is set the PAC will then review Staff recommendations, consider the public feedback received through the polling process and forward to Council a final recommendation on the rezoning proposal.

BACKGROUND

The subject property is designated for Light Industrial Use in the Rothesay Municipal Plan. The designation enables Council to consider rezoning the two (2) PIDs to Light Industrial Zone.

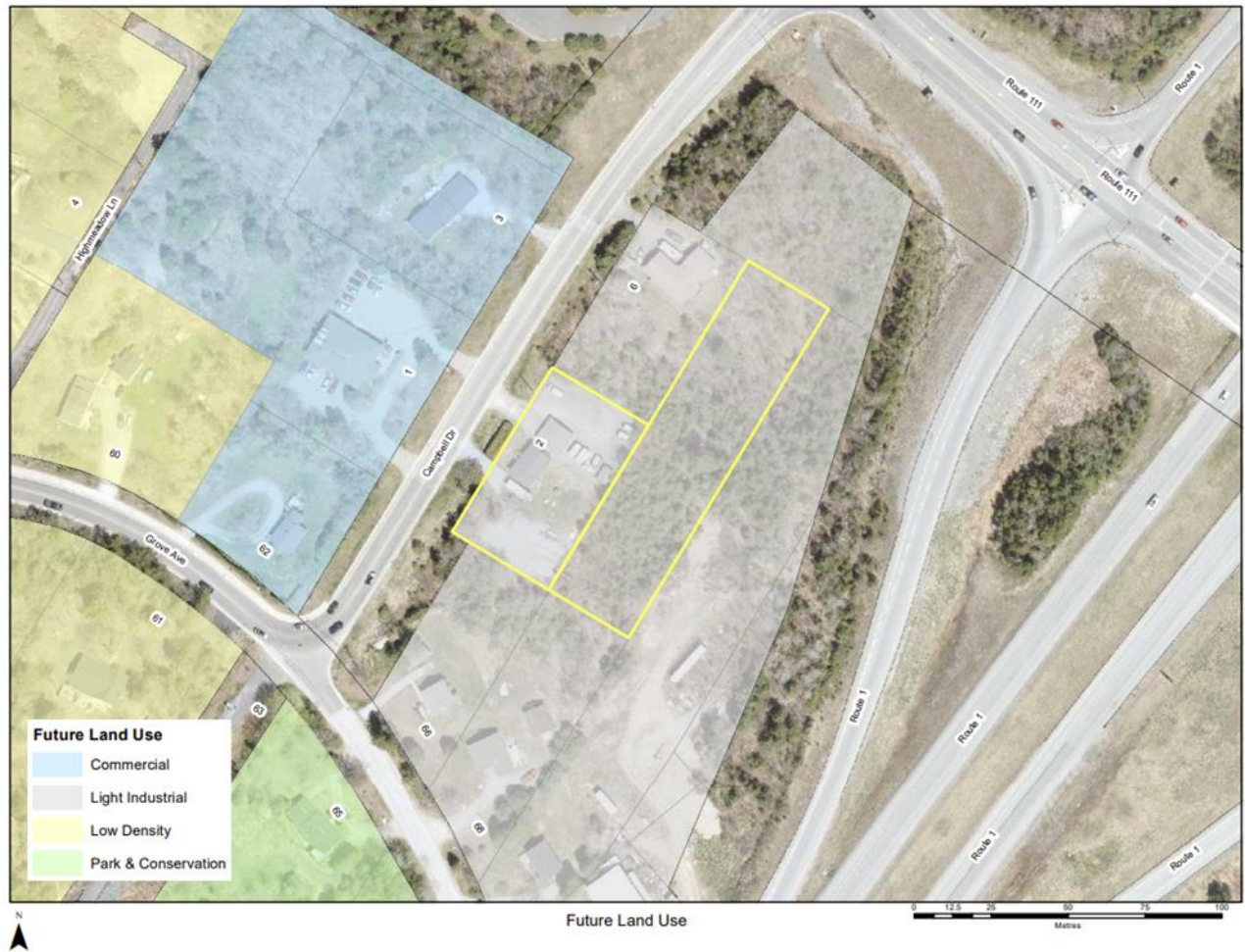


Figure 2 - Land Use Designation for Subject Parcel

APPLICANT PROPOSAL:

The subject property is currently being used as a contractor’s yard for the preparation and assembly of building components for various residential and commercial buildings in Rothesay with a particular focus on heritage era buildings. This includes renovation, restoration, and new build residential home projects throughout Rothesay and the surrounding area.

Staff agree that Rothesay has many heritage era and heritage style homes, these types of buildings are in many ways representative of Rothesay’s character. However, these homes do require tradespeople, and craftsmen with specialized skills to restore and maintain these buildings.

The applicant has indicated that the property will be used primarily for storage of building materials and that his long-term vision is to develop the property into a landmark gateway for Rothesay by constructing a heritage style traditional timber framed barn to house the craftsmen workshop for Vantage Build.



Figure 3 – EXAMPLE ONLY - Applicant’s Intention for Future Development (Barn Style / Warehouse)

MUNICIPAL PLAN:

The Rothesay Municipal Plan designated lands these lands bounded by Campbell Drive and the Mackay Highway for Light Industrial uses. The zoning by-law has the land zoned for single family residential uses. Land use designation and zoning are two different concepts that are often used interchangeably, but they have distinct differences.

The term “land use designation” is limited to the Municipal Plan and refers to how land can be used. The Rothesay Municipal Plan is established under the authority of the Provincial Community Planning Act which states, that “The adoption of a municipal plan shall prevent the undertaking of a development in any manner inconsistent with a policy outlined or suggested in the plan.” The CPA further states that if there is a conflict between a municipal plan and a zoning by-law, the municipal plan prevails.

A zoning by-law is the “child” of the Municipal Plan and is the regulatory document which provides specific detail on how a property can be developed and used.

The Rothesay Municipal Plan designated lands these lands bounded by Campbell Drive and the Mackay Highway for Light Industrial uses. These lands were selected for light industrial because they are situated in a high traffic area on the periphery of Rothesay’s residential core. The location provides convenient access to residents of the community, while ensuring that existing residential neighbourhoods are not disrupted by this type of higher intensity uses. The Municipal Plan selected this area as a good location for light industrial uses by considering several factors as follows:

- | | |
|---|---|
| 1. Land use compatibility: The location should be compatible with the surrounding land uses | Noise and vibration generating from subject property will be limited and buffered by the proximity of development to the highway. Adequate access to transportation infrastructure, such as MacKay highway is easily accessible. Light Industrial zoning provides regulation to minimize visual impact. |
| 2. Proximity to transportation: The location should be easily accessible by transportation modes such as highways to facilitate the movement of goods and materials | The location is strategically located near transportation networks (MacKay Highway) to facilitate the movement of goods without travelling through residential neighbourhoods. The accessibility of the subject location helps in the efficient transportation of raw material and finished products. |
| 3. Environmental considerations: The potential risks associated with light industrial property zoning include noise pollution, smoke, smell, waste, and other environmental elements | Light industrial activities have significantly lower environmental impacts compared to heavy industries. Work generating noise is conducted inside and is hidden from the public view. The outside storage of materials will be hidden from the public view. |
| 4. Permitted uses: It is important to check the list of permitted uses in the light-industrial zoning district to ensure that the intended use is allowed | The proposed building contractors yard falls within the zoning list of permitted uses as a <u>light manufacturing</u> and assembly, and warehousing and distribution facilities. |
| 5. Community impact: The location should be far away from residential spaces to prevent harm to residents and lower property values | The location and future vision will have positive effects on the neighborhood and reinforce community values. The subject property poses no significant impacts to the surrounding community. |

LIGHT INDUSTRIAL ZONE:

Staff point out that the zoning by-law contains regulation that should mitigate most concerns over the proposed development as follows:

- (a) The development of multiple buildings on one parcel of land may be permitted where it can be demonstrated that there is an adequate internal vehicle circulation system that provides for the

safe and efficient movement of vehicles on the site. Such a system must be designed to meet the requirements of the National Building Code and shall be maintained by the property owner.

- (b) Outside storage is prohibited in the Light Industrial Zone other than in a compound screened from public view except for a maximum of two (2) delivery or service vehicles each with a dead weight not exceeding 4,000 kilograms and one garbage container.
- (c) Setback distances shall be maintained with a minimum area of 40% in turf or other landscaping material such as trees, planting beds, hedges and walkways.
- (d) A solid fence or a hedge at least two metres high shall be erected on any property line which abuts a residential or institutional zone.

Staff also note that Implementation Policy IM-13 states that Council shall consider the following:

Implementation Policy IM-13	Staff Review
A. That the proposal is not premature or inappropriate by reason of:	In the opinion of staff, the project is not premature at this location.
1) The financial capability of Rothesay to absorb any costs relating to the development;	Rothesay does not anticipate any costs to be borne by the Town directly related to this development.
2) The adequacy of municipal wastewater facilities, storm water systems or water distribution systems;	The property has access to Municipal water and is not serviced by sewer. Provincial Onsite Sewage Disposal Guidelines for a light industrial use as proposed would have much reduced demand than a residential use. The province only requires that the applicant submit an application to Connect to an Existing Onsite System in order to register the change of use.
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;	The KV Fire Department is within 100 meters. Staff identified no conflicts due to proximity to schools, recreation or other municipal facilities.
4) The adequacy of road networks leading to or within the development; and	The building has direct access to the Mackay highway from Campbell Drive. Transport trucks can access the subject property immediately after getting off the highway. The subject property will not noticeably increase traffic volume in Rothesay.
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:	The storage yard(s) will required opaque fencing sufficient to screen the view from neighbouring properties.
1. Type of use;	The property will be used to manufacture building components for heritage buildings in Rothesay.

<p>2. Height, bulk and lot coverage of any proposed building;</p>	<p>The maximum height allowed for any structure on land zoned light industrial is 10m. Maximum building coverage of PID 00065201 is 801 sq m, maximum building coverage of PID 30347942 is 1330.6 sq m.</p>
<p>3. Traffic generation, access to and egress from the site, and parking; open storage; and</p>	<p>The use will not noticeably increase traffic volume. There is clear access to and egress from the site.</p>
<p>4. Signage.</p>	<p>The business is not a customer destination and the signage for Vantage Build will conform with the sign by-law requirements.</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 appears suitable for development and will be subject to geotechnical approval during the building permit approval process.</p>

POLLING:

Staff sent a polling notification letter to surrounding property owners. Staff did receive letters of concern from neighbouring properties (see Attachment A).

RECOMMENDATION:

Staff recommend the Planning Advisory Committee consider the following MOTION:

PAC HEREBY recommends that Council schedule a Public Hearing to consider rezoning 2 Campbell Drive (PID 00065201) & PID (30347942) from Single Family Residential R1A zone to the Light Industrial LI zone.

ATTACHMENTS

- Attachment A Polling Results
- Attachment B Draft By-law 2-10-35

ATTACHMENT A POLLING RESULTS

66 Grove Avenue

Good morning,

Thank you for the letter regarding the rezoning application of 2 Campbell Drive from Single Family Residential to Light Construction Zone for use as a contractor's yard.

The application for rezoning appears to be happening after the fact, as there are two workshop buildings constructed in addition to the house / apartment on the site. The parking large lot that was cleared and built up borders my property (66 Grove Avenue). Several work vehicles, work trailers, metal trailers, piles of scaffolding, port-a-potty, lumber, pipes, and other materials are already stored on site.

I have questions regarding the definition of 'light industrial', as construction materials are already stored on site and there is regular activity.

The rezoning would lead to further storage of equipment & materials, and vehicles. Beyond more truck traffic and noise on an already busy road, the greatest concern is environmental impact as the brook / runoff feeds into the river on Hillside Trail.

I was concerned building permits and rezoning had occurred before community consideration. I thank you for your letter.

Warm regards,

66 Grove Avenue

Dr Catherine Adams



July 17, 2023

Dear Mr White,

I wish to express my objection to the use of 2 Campbell Drive as a construction yard.

A construction yard is noisy, and will disturb our already stressed patients and their owners.

Its presence will attract vandals and thieves, and by association of proximity, my property will also be at risk.

When I applied for rezoning of my property, I was required to ensure that the appearance of my property was in keeping with the residential appearance of the area. I feel that the Animal Hospital property has accomplished this.

A construction yard across the street will be unsightly, dirty, dusty, and detract from the value of my property and others in the vicinity

The mud and other debris, which typically gets left on the road, will also be unsightly, and dangerous to traffic, especially in wet weather. Heavy machinery being moved will impede traffic flow to the hospital

Campbell drive to Grove Avenue is an entry portal into the town of Rothesay. A construction yard at the entryway to such a beautiful community will distract from the feeling of tranquility, which now exists.

Years ago, I put a sea can on my lower driveway, to provide temporary storage while I renovated my basement. Within a week, I was visited by the town of Rothesay, to express their concern at the presence of such an unsightly item.

How then, can you even consider a construction yard directly across the street?

The presence of a construction yard may cause a future potential renter to look elsewhere, thereby reducing my earning potential.

Again, I vehemently oppose this application, as it will negatively impact my business, devalue my property, and negatively affect the enjoyment of my property by me, my clients, and our precious patients..

I appreciate the opportunity to express my feelings on this issue

Sincerely,

Catherine Adams, BSc(Agr), DVM, CCRT



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(No.2-10 Rothesay)**

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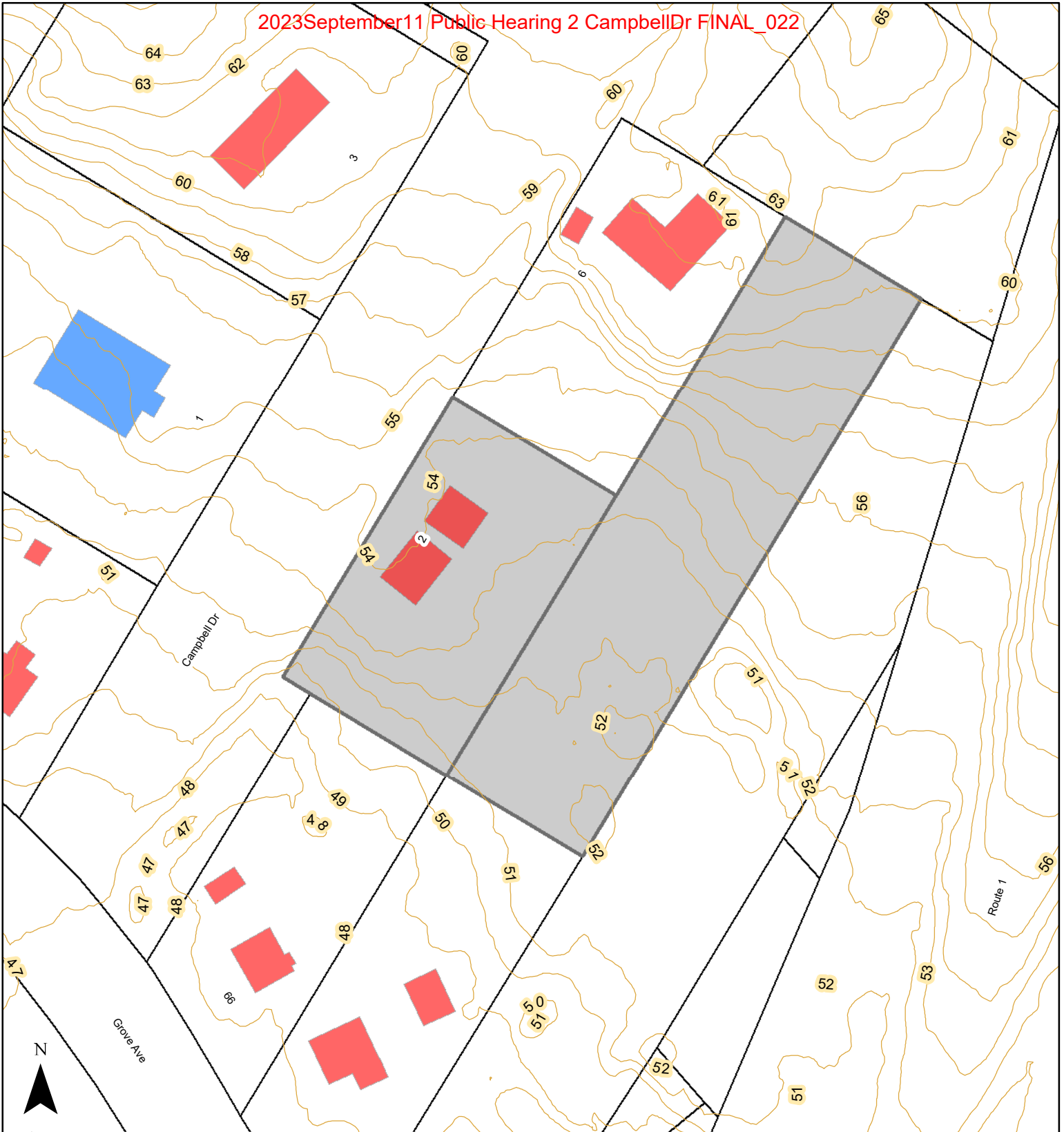
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


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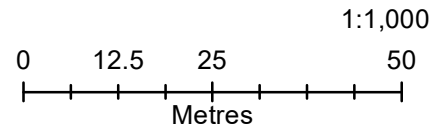
2023September11 Public Hearing 2 CampbellDr FINAL_022



2023-07-17, 11:30:39 AM

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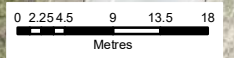
2 Campbell Dr - PIDs 00065201 & 30347942

2023September11 Public Hearing 2 CampbellDr FINAL_023



Campbell Dr

Route 1



2023September11 Public Hearing 2 CampbellDr FINAL_024

Re Jeff Kitchen application for rezoning 2 Campbell Drive from Single Family Residential R1A to Light Industrial. PIDS 00065201 & 30347942. By-law 2-10-35

Sept 3 2023. I have several concerns regarding this application.

Traffic flow is currently poor at the intersection of Campbell Drive and Route 111 because of the high number of vehicles turning left onto the Highway. Vehicles are often backed up along Campbell Dr waiting to turn left. The Aug 4 2023 PAC report states: *“The location is strategically located near transportation networks (MacKay Highway) to facilitate the movement of goods without travelling through residential neighbourhoods. The accessibility of the subject location helps in the efficient transportation of raw material and finished products.”*

Vehicles departing the site can get onto the Highway. However, I do not think vehicles arriving will access the site directly from the Highway. They would need to drive down Campbell Dr to the Marr Rd intersection, then turn around, or drive through residential streets and access the site via Grove Ave.

As a client of the Fairvale Animal Hospital, I am concerned that the increase in traffic, and especially large trucks carrying building materials, will make it difficult to safely enter and exit the Animal Hospital (located directly across the road). What length of vehicles would be accessing 2 Campbell Dr? Would they be able to turn into and out of that driveway without crossing or blocking the opposing lane (as sometimes happens with long trailer and semi-trucks eg carrying building materials, large beams etc)? This will encourage other drivers to avoid that intersection and instead choose routes coming from the residential area (Grove Ave). Shifting traffic onto residential streets is not good planning. Protecting access to and from the Firestation at Campbell Dr is important. Anything that might delay firefighters getting to an emergency in the residential area via Grove Ave should be more adequately considered.

I also enjoy the nearby Hillside Trail. Rothesay has invested into establishing and improving that Trail. How many loud, noxious diesel vehicles will access the building site? The increased industrial traffic would encourage those accessing the Trail to shift their route to use the residential streets instead.

We have already experienced extreme rainstorms. They are predicted to increase in frequency and severity. A more cleared site with harder surfaces would reduce shade and increase runoff, possibly into the watercourse by the Hillside Trail.

While the Municipal Plan allows for Light Industrial along Campbell Dr, and Vantage Build seems to have a laudable business goal, I do not think any Industrial use that includes clearing more trees and increasing traffic by adding large vehicles, is appropriate for that side of the intersection, especially considering what is currently in that area.

I have noticed recently several lost opportunities to increase density and provide additional housing in already cleared land. For example, several new 1 storey buildings along Hampton Rd could have easily accommodated 1 or 2 stories of apartments on top of the commercial ground floors. They have ample parking which would not be used overnight after business hours. They are also in the core of Town, with sidewalks, allowing for easy walking to grocery stores and services. With Climate Change, we need to be better utilizing already cleared, centrally located land, for residential, commercial and industrial use.

Thank-you for your attention,

640 Gondola Point Rd Quispamsis.