Planning Advisory Committee
October 3rd, 2022

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

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

Date: **Wednesday, September 28, 2022**

Subject: **Rezoning 50 Hampton Road – Apartment Building**

Applicant:	Andrew McKay	**Property Owner:**	Glynn Johnston
Mailing Address:	308 Model Farm Road Quispamsis, NB E2G 1L8	**Mailing Address:**	50 Hampton Road Rothesay, NB E2E 5L2
Property Location:	50 Hampton Road	**PID:**	00255984
Plan Designation:	High Density Residential	**Zone:**	R1A – Single Family
Application For:	Rezoning (1 apartment building – 27 units)		
Input from Other Sources:	Operations, KVFD		

ORIGIN:
An application from Mr. Andrew McKay to develop a three story 27-unit apartment building at 50 Hampton Road. The subject property has a total area of 4,360.09 square meters (1.1 acres) and is zoned Single Family Residential – Large Serviced Zone [R1A]. The property is also designated for future high density residential land uses.

The subject land abuts the "Central Park" condominium development off Hillcrest Avenue and the parking lot of the Arthur Miller Turf Sport Fields. The property also fronts on Hampton Road a provincially designated highway (Route 100) which is generally considered to be Rothesay's "main street".

Figure 1 – Site Location (50 Hampton Road)

AMENDMENT (REZONING) PROCESS:

The application is to rezone the subject property to the R-4 Multi-Unit Residential Zone to permit a multi-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.

In general, Staff support the redevelopment of the property (50 Hampton Road) for higher density residential and note the added population to the area will support the existing churches, schools and businesses in area. Staff also note that this form of higher density is increasingly the preferred housing option for an ageing population and smaller household sizes. For these reasons Staff believe the proposed location is well suited to this form of housing.

BACKGROUND

The property is currently zoned single family residential (R1A) and designated for HIGH DENSITY residential uses. The designation of High Density residential means that Council can consider zoning the property to the High Density residential (R4) zone.

Figure 2 – Municipal Plan Designation High Density Residential – Property Outlined

Figure 3 - Site Plan Proposed Apartment Building

The Municipal Plan has designated high-density residential areas near commercial uses, and arterial and/or collector streets. The primary rationale to locate high-density residential land uses in these areas is to promote pedestrian connectivity and convenient access to services for residents.

Figure 4 - Rendering of Proposed 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
A. That the proposal is not premature or inappropriate by reason of:	
1) The financial capability of Rothesay to absorb any costs relating to the development;	Rothesay does not anticipate any costs to born by the Town directly related to this development.
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 believe the community and municipal facilities are adequate for the proposed development.
4) The adequacy of road networks leading to or within the development; and	The building has direct access to Hampton Road and the developer submitted a traffic impact statement that notes low traffic volumes that will be generated by the proposed development will have a negligible impact on the flow of traffic along Hampton Road. Staff are however, concerned that while the proposed site has good pedestrian accessibility, there will be an increasing desire for residents to cross the Hampton Road to walk to the services at or near the Rothesay Common. Staff are reviewing potential solutions and cost allocations that may attributed to the developer.
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 high-density residential use at this location represents a "book end" for high density land uses in the area.
1. Type of use;	The multi-unit residential building is located along Hampton Road a major transportation corridor and provides a good mid-rise residential project which is compatible with the surrounding residential properties.

2. Height, bulk and lot coverage of any proposed building;	Staff believe the building is appropriate to the location. 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.
3. Traffic generation, access to and egress from the site, and parking; open storage; and	Staff are satisfied with the site plan and access to the public road. The proposed access spacing from Henderson Park Road and the Arthur Miller Fields access follows or exceeds the TAC minimum requirements and will not impact traffic operations along Hampton Road.
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 VALLEY FIRE DEPARTMENT:
KV Fire Department reviewed the application site plan and have no initial concerns, noting that the site plan shows good overall access. The Department did have questions regarding municipal fire hydrant flow rate and location is for that area. Staff are reviewing question to determine if a new hydrant would need to be installed.

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

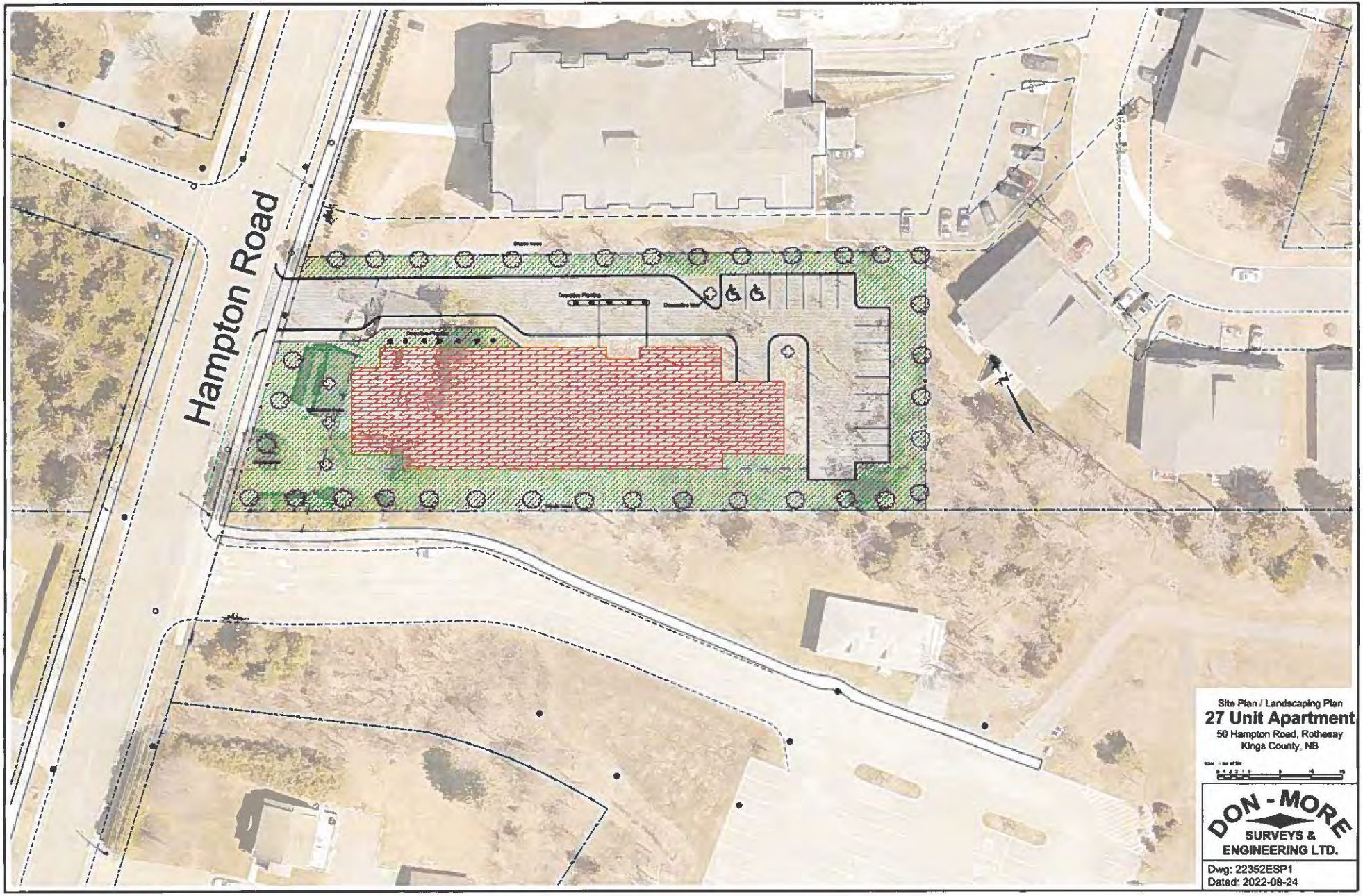
RECOMMENDATION:
Staff recommend the Planning Advisory Committee consider the following MOTION:

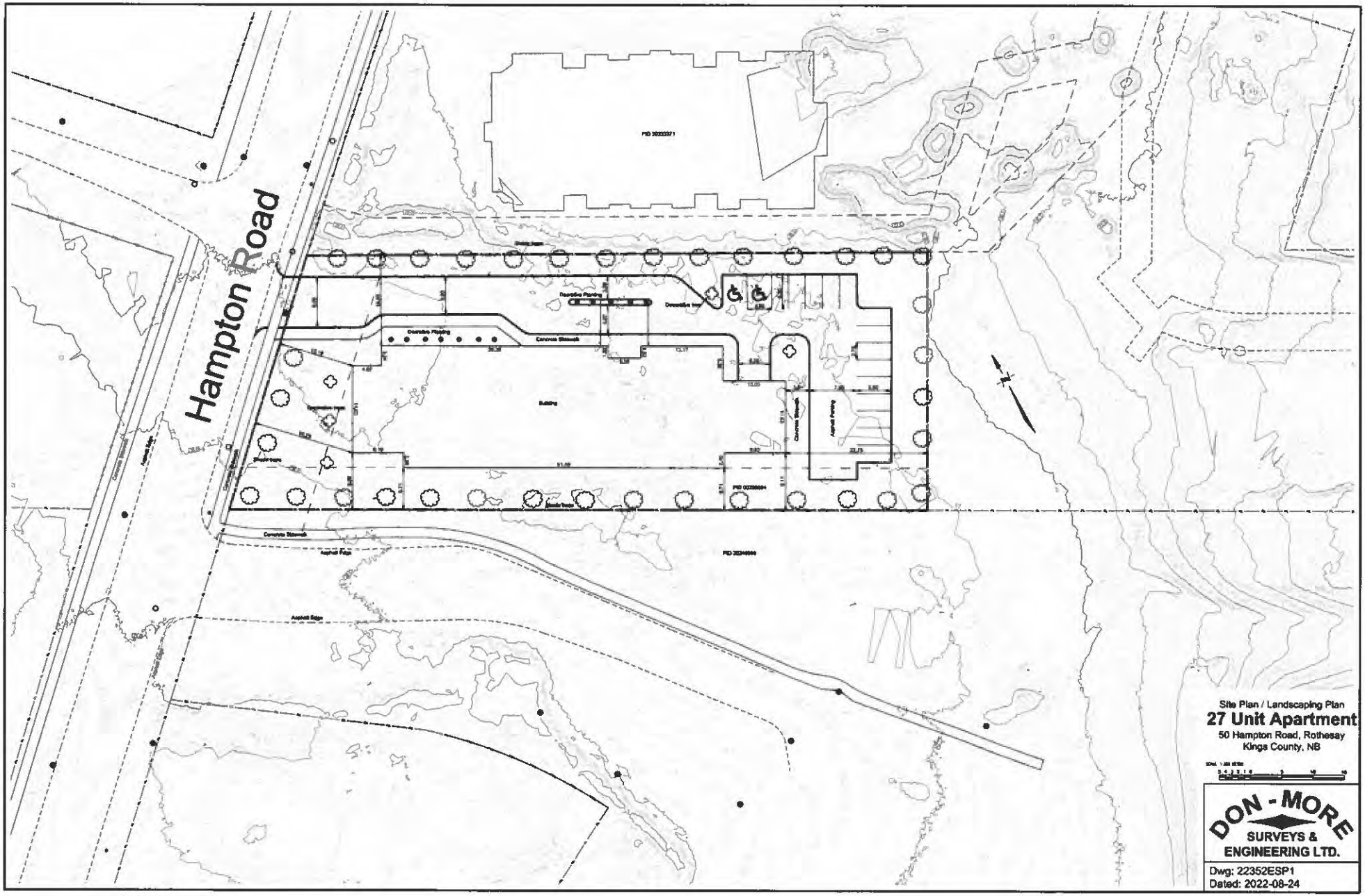
PAC HEREBY tables the rezoning application for a multi-unit apartment building located at 50 Hampton Road pending the receipt of a supplemental staff report containing the following:

1. Polling results;
2. Draft Development Agreement; and
3. Draft Rezoning By-law.

Report Prepared by: Brian L. White, MCIP, RPP
Date: Wednesday, September 28, 2022

ATTACHMENTS
Attachment A Application Submission & Traffic Impact Statement


Hampton Road
Site Plan / Landscaping Plan
27 Unit Apartment
50 Hampton Road, Rothesay
Kings County, NB
DON-MORE
SURVEYS &
ENGINEERING LTD.
Dwg: 22352ESP1
Dated: 2022-08-24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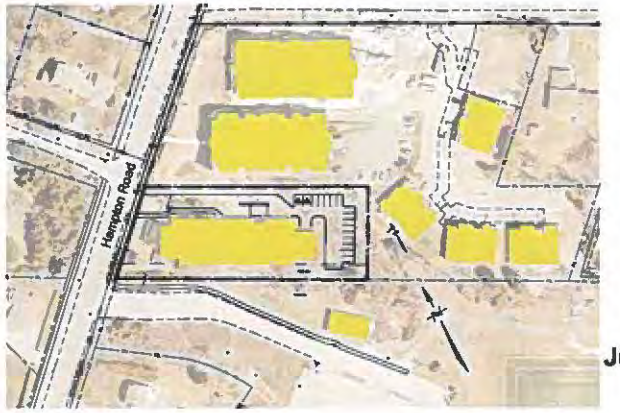
Dwg: 22352ESP1
Dated: 2022-08-24

March 21
September 21
8:00

June 21 - 8:00

March 21
September 21
12:00



June 21 - 12:00

March 21
September 21
16:00

June 21 - 16:00

Shadow Study

27 Unit Apartment

50 Hampton Road, Rothesay
Kings County, NB

DON-MORE
SURVEYS & ENGINEERING LTD.

Dwg: 22352ESP1
Dated: 2022-09-20

506.433.4427 (Sussex)
506.652.1522 (Saint John)
info@dmse.ca
www.dmse.ca

DON - MORE
SURVEYS &
ENGINEERING LTD.

Auguts 25, 2022

Brian White
Town of Rothesay,
70 Hampton Road,
Rothesay, NB E2E 5Y2

VIA E-Mail: BrianWhite@rothesay.ca

Re: 22352ESP1 - 50 Hampton Road - PID 00255984

This property is currently a single family home adjacent to the entrance to the Arthur Miller Fields on the south, and a condominium development on the north.

The applicant would like to rezone the property to allow the creation of a new 27 unit building complete with underground parking. The construction standards and finishes of the new building would be very similar to those of the existing condominium building.

The development would be accessed by a private driveway from Hampton Road.

The new building would be serviced with municipal sanitary and water. A detailed analysis of the existing sanitary and water systems has not been undertaken at this point, but this development would access the new infrastructure installed by the developer as part of the upgrades to allow the two 24 unit buildings adjacent to this development.

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. Storage of stormwater would be provided to offset peak flows to pre-development levels.

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,

Don-More Surveys & Engineering Ltd.

Andrew Toole

Andrew Toole, NBLS, P.Eng.

September 1, 2022

Andrew McKay
380 Model Farm Road
Quispamsis, NB, E2G 1L8

Subject: **Traffic Impact Study for 50 Hampton Road**
Englobe reference: 02207894.000

Englobe Corp. was retained to prepare a Traffic Impact Study for the development of a new 27-unit apartment building at 50 Hampton Road in Rothesay, NB. The site plan for the development is included in Appendix A. The scope of work for this TIS included estimating the traffic generated by the development, assessing the impact of this traffic on Hampton Road, reviewing pedestrian access into the development, and assessing the proposed access location. The study area is illustrated in Figure 1.

Figure 1: Study Area

T 506 451-4400 – jill.demerchant@englobecorp.com
133 Prince William Street, Suite 703 – Saint John, NB – Canada E2L 2B5
englobecorp.com

2028 was used as the analysis year for this study to provide a 5-year horizon past construction in 2023.

1 Road Characteristics

The proposed access will connect the development to Hampton Road. Hampton Road is a 2-lane collector roadway with a posted speed limit of 50 km/h in the area of the development. The roadway is generally straight and level and features sidewalk and bike lanes on both sides of the roadway near the proposed access driveway.

2 Traffic Data

Traffic data previously collected at the intersections of Hampton Road/Hillcrest Drive (2016) and Hampton Road/Highland Avenue (2021) were used to determine background traffic volumes on Hampton Road near the proposed access. The 2021 data were adjusted for traffic effects of COVID-19 at the time and balanced with the 2016 data. An annual growth factor of 1% was applied to grow the 2016 and 2021 data to the anticipated 2028 volumes. These anticipated 2028 traffic volumes are illustrated in Figure 2.

Figure 2: 2028 Background Traffic Volumes

3 Development Trip Generation and Impact Assessment

Development traffic was estimated using the ITE Trip Generation Manual 10th Edition (via ITE TripGen Web-Based App). The proposed development classifies as Multifamily Housing - Mid-Rise (ITE #221).

Table 1 summarizes the trips that would be anticipated entering/existing the development during the AM peak period, PM peak period, and daily.

Table 1: Traffic Generation for the Proposed Development

Development	# of Dwellings	AM Peak			PM Peak			Daily		
		In	Out	Total	In	Out	Total	In	Out	Total
Multifamily Housing (Mid-Rise) (ITE 221)	27	2	7	9	8	5	13	73	73	146

These development traffic volumes were added to the network based on the proportion of traffic flow entering/exiting Hillcrest Drive from the 2016 traffic count, which also leads to a predominantly residential area. Figure 3shows the development traffic volumes (turning movements) alongside the anticipated 2028 background volumes (thru movements).

Figure 3: 2028 Traffic Volumes with Development

The low traffic volumes that will be generated by the proposed development will have a negligible impact on the flow of traffic along Hampton Road. The level of service at the proposed access driveway will be comparable to, or better than, that of the intersection of Hampton Road/Hillcrest Drive, which notably has minor road stop control and no added turn lanes. Hampton Road also has sufficient capacity to handle the daily volumes that will be added by the proposed development.

4 Pedestrian Access Review

Hampton Road has sidewalk on both sides near the proposed development, and the proposed site plan (Appendix A) shows sidewalk connecting the main entrance and parking lot of the development to the existing sidewalk infrastructure. There are no pedestrian destinations immediately across from the proposed development, and the existing crosswalks at Highland Avenue (to the north) and Church Avenue (to the south) provide reasonable crossing opportunities towards the most likely pedestrian destinations that would require crossing Hampton Road in each direction. In summary, **the proposed site has good pedestrian accessibility and we would not recommend any additional measures be implemented.**

5 Access Driveway Review

Our team reviewed the location of the proposed access driveway against the locations of Henderson Park Road and the Arthur Miller Fields access.

5.1 Henderson Park Road

The slight offset along Hampton Road between the proposed access location and Henderson Park Road can create turning conflicts that are not ideal for traffic operation; however, the Geometric Design Guide for Canadian Roads, published by the Transportation Association of Canada (TAC) states that "if one or both of the driveways are low volume, [the spatial relationship between driveways on opposite sides of the road] does not impact traffic operations." In this case both the proposed access driveway and Henderson Park Road, which is functionally a laneway to 4 single-detached homes, have low traffic volumes and, therefore, their spacing does not impact traffic operations according to TAC. Further, "thru movements" between Henderson Park Road and the proposed access would be extremely infrequent, which limits some of the traffic conflicts that can occur with offset accesses.

5.2 Arthur Miller Fields Access

The space between the Arthur Miller Fields Access and the proposed access driveway is approximately 29 m. TAC recommends a minimum spacing of 1.0 to 3.0 m between driveways depending on the type of access on collector roads, which this proposed layout will substantially exceed.

6 Summary

In summary, this TIS found that:

- The low traffic volumes that will be generated by the proposed development will have a negligible impact on the flow of traffic along Hampton Road;
- The proposed site has good pedestrian accessibility and we would not recommend any additional measures be implemented; and
- The proposed access spacing from Henderson Park Road and the Arthur Miller Fields access follow or exceed TAC minimum requirements and will not impact traffic operations along Hampton Road.

If you have any questions about the analysis contained in this report, please feel free to contact us.

Yours very truly,

Englobe Corp.

Andrew Northmore, Ph.D., P.Eng., RSP1
Transportation Engineer

Jill DeMerchant, M.Eng., P.Eng.
Traffic Engineer | Project Manager

REGISTERED PROFESSIONAL ENGINEER
Province of New Brunswick
M8255
J.G. DeMerchant
Signature
Sept 1, 2022
Date
Province du Nouveau-Brunswick
INGÉNIEURE IMMATRICULÉE

APPENDICES

Appendix A Site Plan

Revisions and publications log

REVISION No.	DATE	DESCRIPTION
0A	September 1, 2022	Preliminary version published for comments
1A	September 1, 2022	Final Version

Distribution

1 original + 1 copy + 1 PDF copy Mr. Andrew McKay

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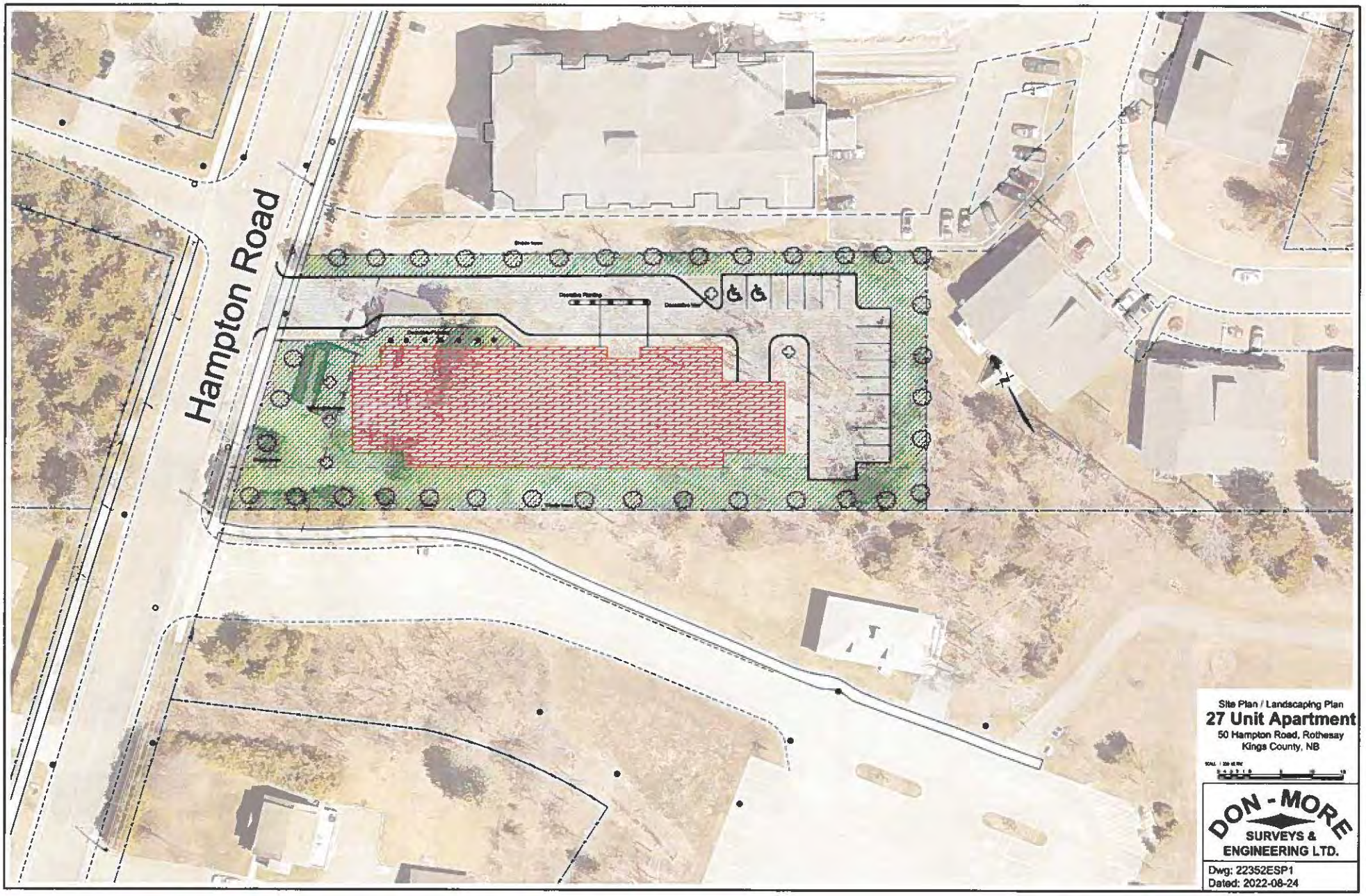
Appendix A Site Plan

ENGLOBE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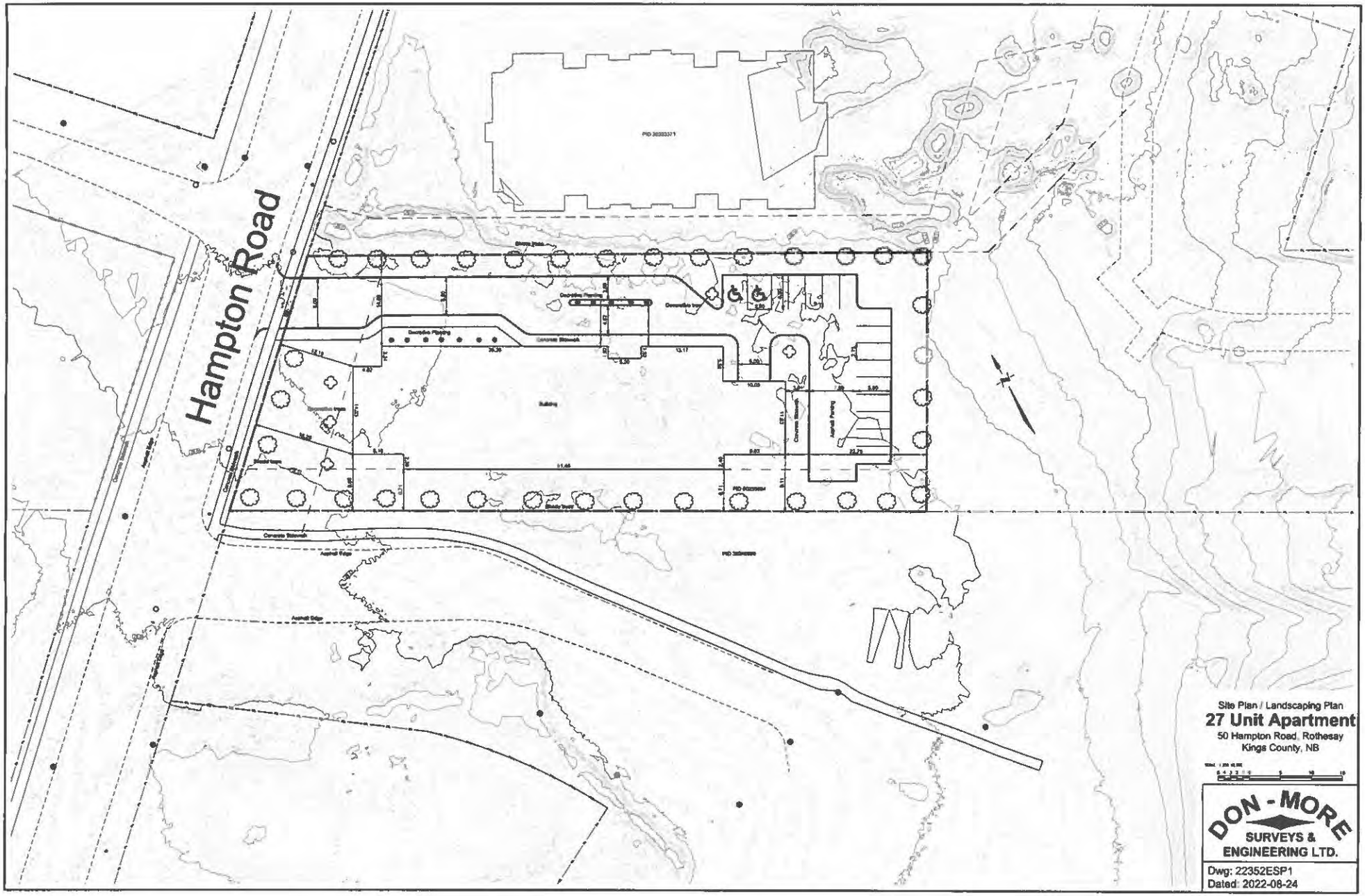
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