ROTHESAY

PUBLIC HEARING AGENDA
7:00 p.m.
Monday, January 19, 2026 at 7:00 p.m.
Common Room, Rothesay Town Hall

PUBLIC HEARING – 15-17 Chapel Road (PIDs 00065094 & 00056614)
REZONING from Single Family Residential – Standard [R1B] to Multi-Unit Residential (R4)

1. CALL TO ORDER Instructions

2. PUBLIC HEARING

Documentation

25 November 2025	Staff Report to the Planning Advisory Committee (PAC)
24 December 2025	Community Planning Act, Section 111 notice website/Town Hall
19 January 2026	Social media messages - schedule
5 January 2026	Recommendation from Planning Advisory Committee
30 December 2025	Staff Report to the Planning Advisory Committee (PAC)
DRAFT	By-law 2-10-43
DRAFT	Development Agreement

Appearances/Presentations:

Presentation:	Mark Reade, P.Eng. MCIP RPP Director of Planning/Development Services	
In attendance:	Jacob Kilpatrick, P.Eng	Engineering by Houghton
Appearances:	Tom Mueller Patrick Thomas	
Comments:	December 2025	Polling letter responses
	Dec 2025 - Jan 2026	Additional responses
	January 2026	Petition

3. ADJOURNMENT

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

From: **Mark Reade, P.Eng., RPP, MCIP – Director of Planning and Development Services**

Date: **Tuesday, November 25, 2025**

Subject: **Rezoning – Multi-Unit Residential [R4]– 15-17 Holland Drive**

Applicant:	A.C. Baskin Investments Inc.	**Property Owner:**	A.C. Baskin Investments Inc. & Holland Hills Developments Ltd
Mailing Address:	18 Kildare Court Rothesay, NB E2H 1C4	**Mailing Address:**	18 Kildare Court Rothesay, NB E2H 1C4
Property Location:	15-17 Holland Drive	**PID:**	00065094, 00056614
Plan Designation:	High Density Residential	**Zone:**	Single Family Residential – Standard [R1B]
Application For:	Rezoning to Multi-Unit Residential [R4]		
Input from Other Sources:	Operations, KVFD, KRPF, Utilities, NBDELG		

Origin:
Rothesay's Planning Advisory Committee (PAC) has received an application from A.C. Baskin Investments Inc.to rezone a parcel of land having an approximate area of 8110 square meters located along Holland Drive (PIDs 00065094 and 00056614). The applicant is seeking a rezoning from Single Family Residential – Standard [R1B] to Multi-Unit Residential [R4].

Background:
The adjacent parcel to the north was rezoned from Single Family Residential – Standard [R1B] to Multi-Unit Residential [R4] in 2023 to allow for the development of a four storey, 48-unit building. This building is currently under construction.

To provide for the proposed development, the applicant is requesting a rezoning to Multi-Unit Residential [R4], to allow for the development of two, additional 48-unit buildings. The property is designated High Density Residential in the Municipal Plan which provides a future land use context for the proposed building form. This section of Holland Drive serviced with both sanitary sewer and water.

Figure 1 – View of site from Holland Drive

Municipal Plan:

The subject site is designated High Density Residential in the Municipal Plan. These are areas in proximity to arterial / collector streets and commercial areas where the dominant form of development is envisioned to be multi-storey apartment or condominium dwellings. This area of Rothesay was designated as a future high-density residential area in the Municipal Plan given its proximity to major commercial uses (Canadian Tire and Sobeys), and Hampton Road. Development of a higher density residential use on the site will promotes pedestrian connectivity and ease of access for future residents. The proximity to Rothesay's commercial areas also reduces sprawl and creates a more walkable neighbourhood.

Policy HDR-2 of the Municipal Plan guides development in this designation.

> *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.*

In addition to conforming to Policy HDR-2 of the Municipal Plan, Staff note the proposal aligns with accepted good planning practice for the location of higher density residential

developments[1] as outlined in policy HDR-4 of the Plan. These criteria include the location and size of the site, servicing availability, traffic impacts, and site and building design considerations.

DESIGN CRITRERIA	STAFF COMMENT
Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;	The proposed buildings will be located approximately 260 meters from Hampton Road. A traffic impact statement was prepared for the development. Consistent with the development agreement for the adjacent property, staff will include clauses to secure capital cost contributions towards the following infrastructure improvements in the development agreement for the subject site: • Future signalization at the intersection of Marr Road and Chapel Road should Rothesay proceed with the installation of traffic signals at this intersection, and • any additional sidewalk or pedestrian crossing facilities that may be required.
The maximum density does not exceed 100 square meters of land per apartment unit;	The site has a total area of 8109 square meters. While the proposed density of 118 units per hectare exceeds the 100 units per hectare cap in the Municipal Plan, policies R-1 and R-2 of the Municipal Plan allow for the increased density that is proposed.
Subject lands are adequate in size relative to the intensity and scale of the proposed land development;	The proposed building would be in a mixed-use development area containing major commercial uses and a variety of medium and low-density residential uses. The site can accommodate the proposed buildings along with required parking, landscaping, and setbacks.
The subject lands do not exceed 1 acre in total area (or 40 apartment units);	Notwithstanding, the 40-unit / acre (100 units/hectare) maximum density, Policies R-1 and R-2 of the Municipal Plan permit Council to consider an increase in density by 2 percent for every apartment unit meeting affordability standards or constructed as an accessible unit beyond Provincial accessibility requirements with a maximum density increase of 20%. The density proposed by the applicant will require 9 affordable units.
Underground parking is provided;	The proposal includes underground parking in each of the buildings. A surplus of parking is provided, and Staff will require the surface parking lots to be reduced

[1] Policy HDR-4 of the Municipal Plan contains such criteria which are meant to guide the assessment of multiple unit residential development on lands designated as Commercial in the Municipal Plan. The site can be considered adjacent to lands designated as Commercial on the Municipal Plan's Future Land Use map due to property configuration. In addition, it is the professional opinion of staff that the criterial provided in policy HDR-4 provide good design principles for higher density residential development such as that proposed in the application.

DESIGN CRITRERIA	STAFF COMMENT
	by 8 spaces to comply with the standards of the Zoning By-Law.
Require the developer provide a technical wind and shadow study, to be completed by a certified professional, to ensure the proposed development does not generate excessive wind or cast a shadow on abutting properties or public road right-of-way that would detract from the quality, enjoyment, or use of the space.	The developer has not provided a technical shadow study of the proposed building.
Require the developer to complete a traffic impact assessment for the proposed development on the surrounding area completed by a qualified transportation engineer or other technical specialist;	Staff have reviewed the traffic study and will include provisions in the development agreement regarding network improvements.
Excellence in site design best practices addressing features such as Crime Prevention through Environmental Design (CPTED) principles, urban design, and high quality landscaping; and	Staff believe that the proposed building in this mixed-use neighbourhood achieves good design as the scale, bulk and height of the building is appropriate to the existing or desired future character of Hampton Road and surrounding buildings.
A building design of high quality that is consistent with community values and architectural best practices.	Design modifications are required for the surface parking area and front entrances of the buildings.

The proposal conforms to the Municipal Plan, Affordability and site design issues will be components of the Development Agreement.

Zoning:
A rezoning to Multi-Unit Residential [R4] is required to accommodate the proposal. The proposed development aligns with the requirements of the Zoning By-Law, with the following variances identified:

- A variance is required to increase the driveway widths from 5 metres to 6 metres.
- A variance is required to increase the height of both buildings from 15 metres to 17.12 metres.
- A variance is required to increase the minor side yard of the southern building from 10 metres to 12.15 metres.
- A variance is required to decrease the drive aisle width in the parking lots from 7.5 metres to 6.5 metres.

Staff are supportive of these variances and will issue Development Officer variances should Council approve the rezoning.

The proposed density and number of units will require the provision of 9 affordable dwellings units in accordance with the Municipal Plan. While the R4 zone requires a maximum density of 50 units per hectare (200 square metres of lot area per residential unit), the Municipal Plan provides for a density of 100 units per hectare (100 square metres of lot area per residential unit), which can be increased by up to 20% if affordable housing is provided. Under New Brunswick planning legislation, where a conflict exists between the Municipal Plan and a Zoning By-law, the Municipal Plan prevails. Provision of the required affordable housing will be a requirement of the Development Agreement.

An initial review of the drawings submitted has identified the following issues:

- **Architectural Design** – Staff are supportive of the architectural design. However, additional prominence from an architectural standpoint is required for the pedestrian entries on the facades facing Holland Drive. A covered entry or portico are design elements that could be added to the street-facing facades.

- **Parking Area** – Staff are supportive of the above variances related to site circulation and access and note the parking lot will function as a shared parking area. This will be subject to the Development Agreement and a separate agreement between the individual building owners should the buildings be owned through separate corporate entities. An additional variance is required to allow parking to straddle the lot line separating the two parcels.

  Certain design elements of the proposed surface parking do not conform to the standards of the by-law and require additional redesign:

  - The parking area does not meet the requirements for the required area of landscaped islands and trees for the size of the parking area.
  - A pedestrian connection is required through the landscaped island separating the two portions of the parking lot.
  - The 8 spaces at the front of the parking area are within the required front yard setback and must be eliminated.
  - The number of parking spaces within a row is greater than the maximum permitted by the by-law.

Development Agreement:
A rezoning to R4 would be subject to Council's discretionary approval and be subject to the approval of a Development Agreement pursuant to Section 59 of the *Community Planning Act*. From the initial review of the application, Staff have identified the following elements for inclusion in the Development Agreement:

a) a legal subdivision plan;
b) engineering drawings for site servicing and any necessary off-site infrastructure upgrades;
c) a storm water management plan; and
d) landscaping and architectural plans and details

Consistent with Rothesay's approval process, the draft Development Agreement will be provided to the Committee with the Staff Recommendation on the application once Council has set the required Public Hearing Date for the rezoning.

Polling
Polling letters were sent to nearby residents to inform them of the application and soliciting their comments or feedback. Any written correspondence received from the polling has been provided in the agenda packet.

Should Council elect to set a public hearing date Staff will send out polling letters to notify the area landowners of the application, and the date of the public hearing. Signage will also be provided in accordance with PAC's Polling Policy.

Summary

Staff have reviewed the applicant's proposal and have determined that at the preliminary stage, the proposed project conforms to the Municipal Plan and aligns with the intent of the Multi-Unit Residential [R4] zone and Zoning By-Law. Given this, it is recommended that a Public Hearing date be set by Rothesay Council.

Staff will provide a recommendation and draft development agreement for PAC's consideration and recommendation prior to the Public Hearing.

Recommendation:

It is recommended THAT the Planning Advisory Committee:

A. Recommend that Rothesay Council schedule a public hearing to consider the rezoning of 15-17 Holland Drive (PIDs 00065094 and 00056614) from Single Family Residential – Standard [R1B] to Multi-Unit Residential (R4).

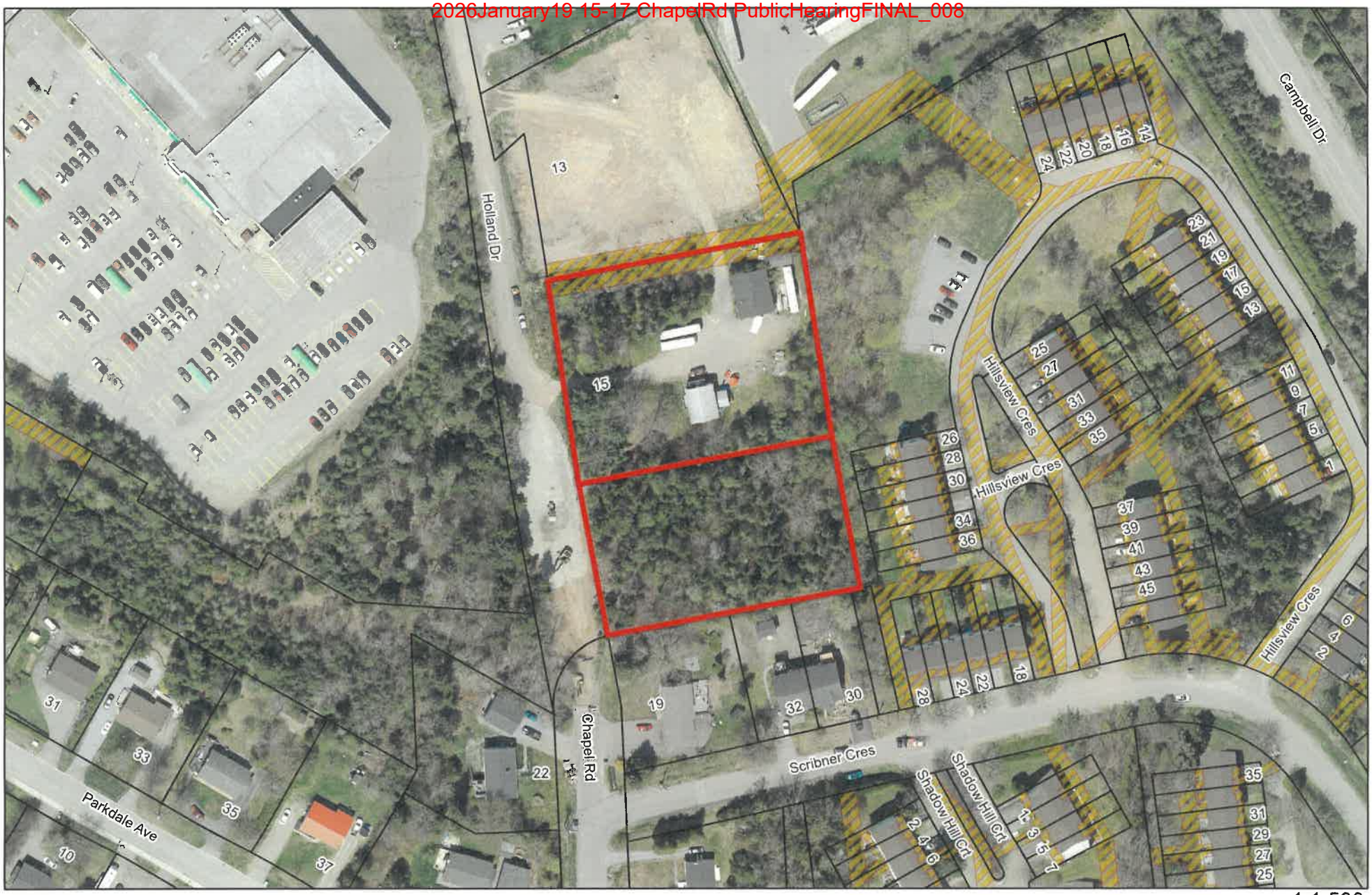
Attachments:

Map 1	Aerial Photo Location Map
Map 2	Future Land Use Map - Municipal Plan
Map 3	Zoning Map
Attachment 1	Site and Building Plans
Attachment 2	Building Renderings
Attachment 3	Traffic Impact Study

Report Prepared by: Mark Reade, P.Eng., RPP, MCIP
Date: Tuesday, November 25, 2025

15 & 17 Holland Drive Air Photo

2026January19 15-17 ChapelRd PublicHearingFINAL_008



Subject Site

Property_Owner

Encumbrance

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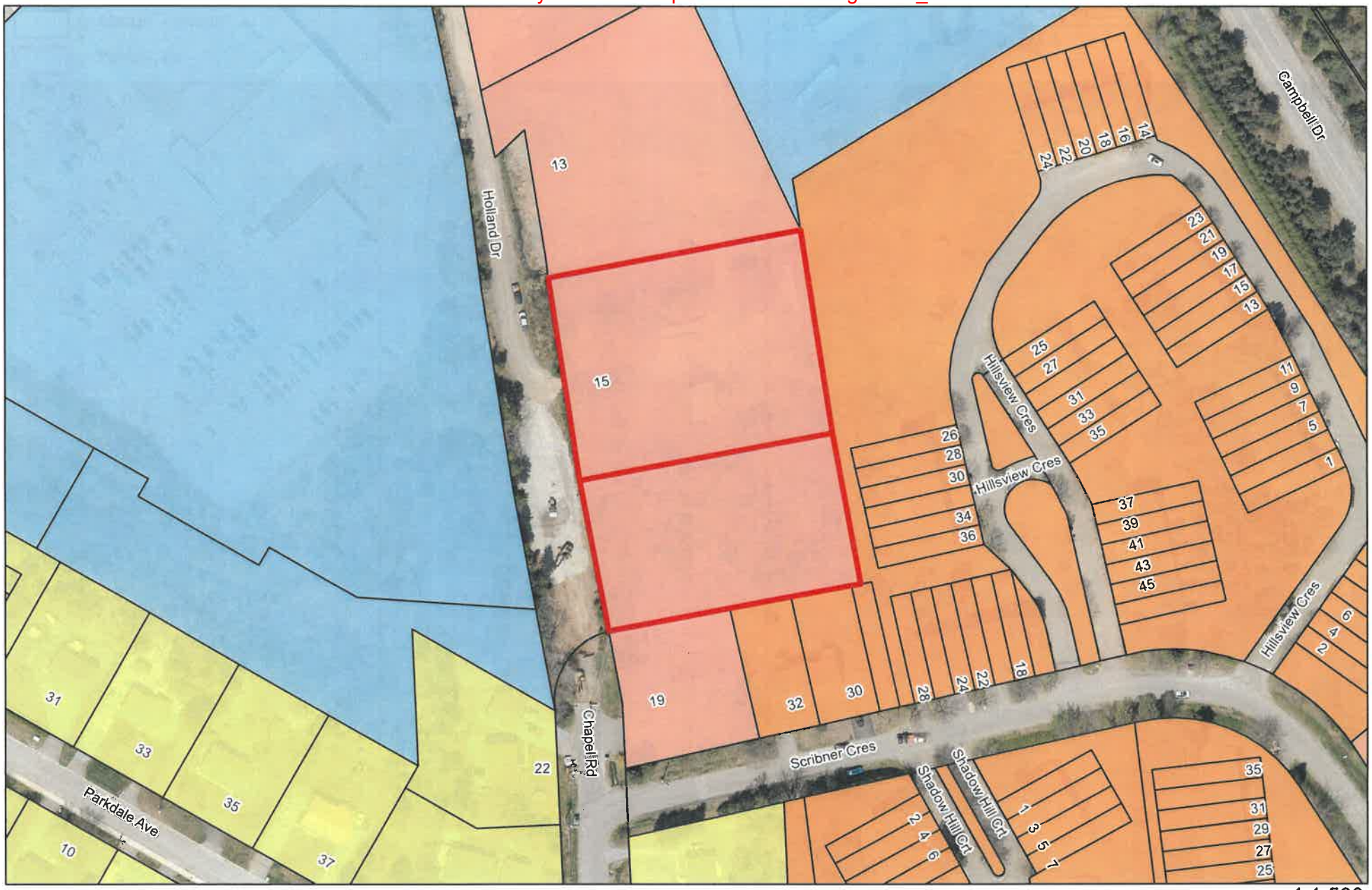
0 12.5 25 50 75 100

Meters

15 & 17 Holland Drive Future Land Use



1:1,500

Subject Site

Property_Owner

Future Land Use

Commercial

High Density

Low Density

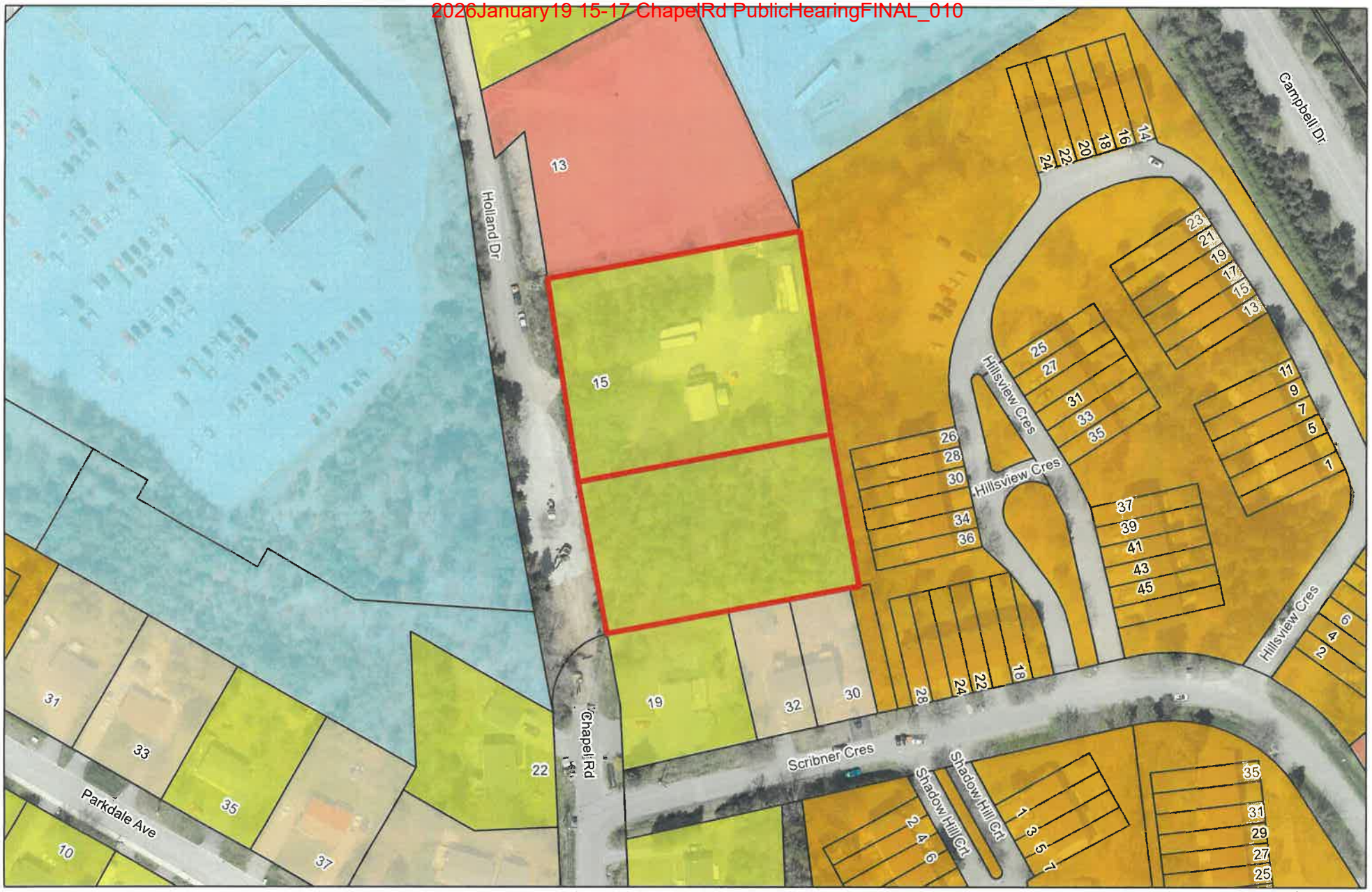
Medium Density

0 12.5 25 50 75 100

Meters

15 & 17 Holland Drive Zoning

2026January19 15-17 ChapelRd PublicHearingFINAL_010



SCHEMATIC SUMMARY	
	16 Holland Dr., Rothesay, NB
	3,423.1 m² / 32,394.1 ft²
	R1
	TBD
	-
	20%
	Not Applicable
	Not Applicable
	54
	1 Bedroom & 2 Bedrooms = 1.3 Over 2 Bedrooms = 1.5
	41
	Not Applicable
	1,144 m² / 12,317 ft²
	30.9%
	4
	17.1 m
	15.0 m
	Non-Combustible (Wood)
	48
	Not Applicable
	Shared Collective Parking Lot
	Building Height Over the max.
	Driveway over the minimum dimension (6.0m / 5.0m)
	Drive aisle under the minimum dimension (6.5m / 7.5m)

Disclaimer: This preliminary schematic site plan is based on site information provided by the client, or found on a public domain. The site plan is a graphical representation which approximates the size, configuration and location of features. This plan is not intended to be used for legal descriptions or to calculate exact dimensions or areas. Several yet unknown factors may affect the functionality of the site plan, including existing topography, service easements, soil conditions, etc.

LEGEND OF SYMBOLS

- PROPERTY LINE — SITE PROPERTY LINE
- SETBACK LINE — SETBACK LINE
- EASEMENT LINE
- REQUIRED LANDSCAPE BUFFER
- PAINTED BARRIER FREE PARKING SYMBOL
- 2m TALL CHAIN LINK FENCE COMPLETE WITH PVC PRIVACY SLATS, ALL GATES AND DOORS WITHIN FENCE TO CONTAIN PVC PRIVACY SLATS
- NEW 2m TALL DECIDUOUS TREE
- NEW 2m TALL DECIDUOUS SHRUB
- BUILDING ACCESS / EGRESS LOCATION

1 SCHEMATIC MASTER PLAN
1 : 400

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE

NOTES

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ALL CONTRACTORS MUST CONFORM TO ALL REGULATIONS, MUNICIPAL AND PROVINCIAL BY-LAWS AND "THE NATIONAL BUILDING CODE OF CANADA".

ALL REQUIRED PERMITS MUST BE OBTAINED PRIOR TO ANY CONSTRUCTION.

Rev #	Description	Date

Stamp:

Architect
spitfire ARCHITECTURE

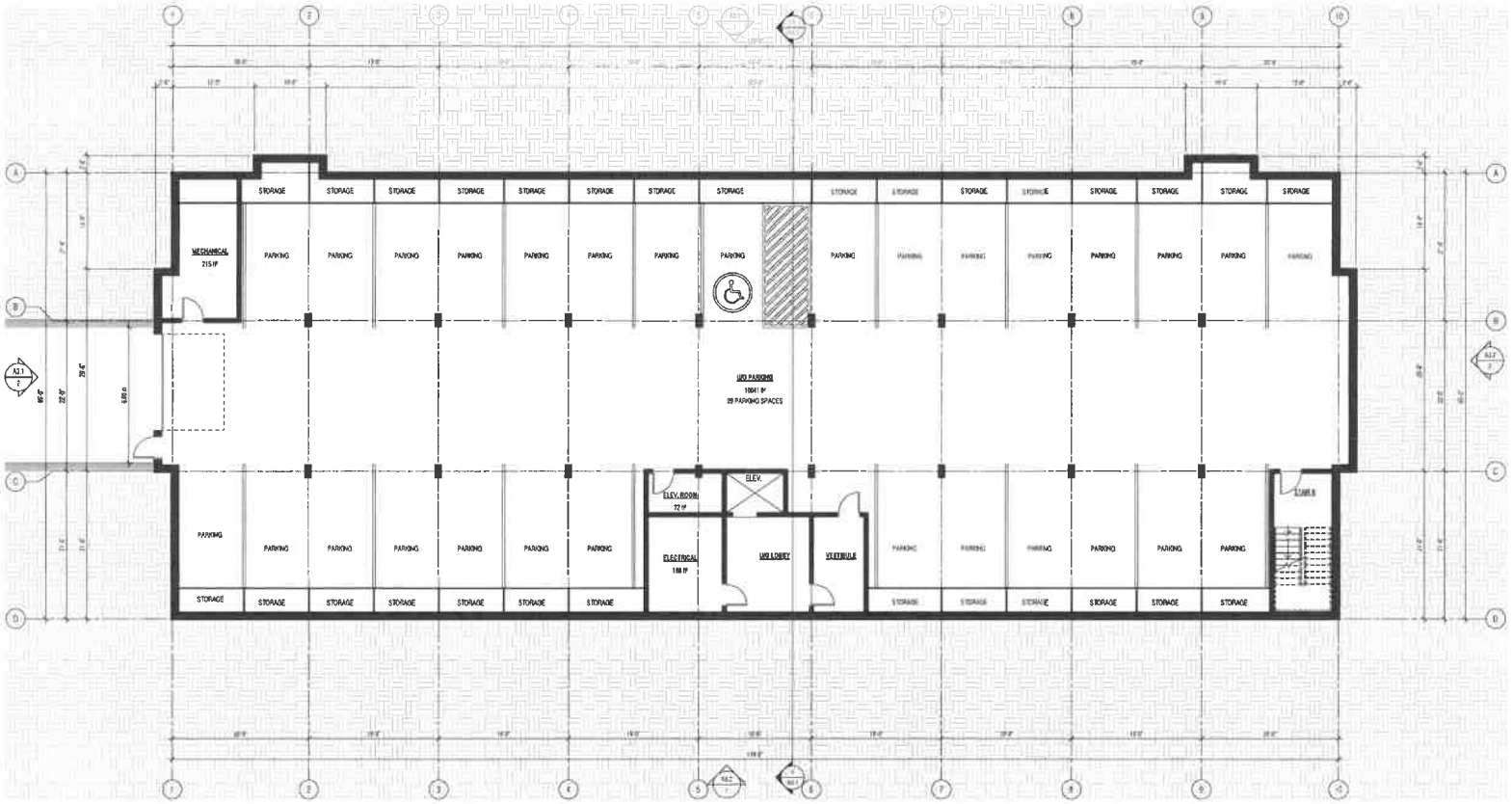
Consultant
spitfire DESIGN CO.
111 Lutz Street Moncton NB E1C 5C3
Tel: (506) 855-7777

Client
A.C. Baskin Investments

Project
PHASE 2 - MULTI RES
16 Holland Dr., Rothesay, NB

Drawing Title
MASTER PLAN

Date	OCTOBER 28, 2025
Checked by	B.O.
Drawn by	A.R.R.
Revision	00
Scale	AS NOTED
Sheet	A1.0
Plot no.	4338b



1 SCHEMATIC LEVEL 0 - FLOOR PLAN
1/8" = 1'-0"

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE
-	-	

Rev #	Description	Date

Stamp

spitfire ARCHITECTURE

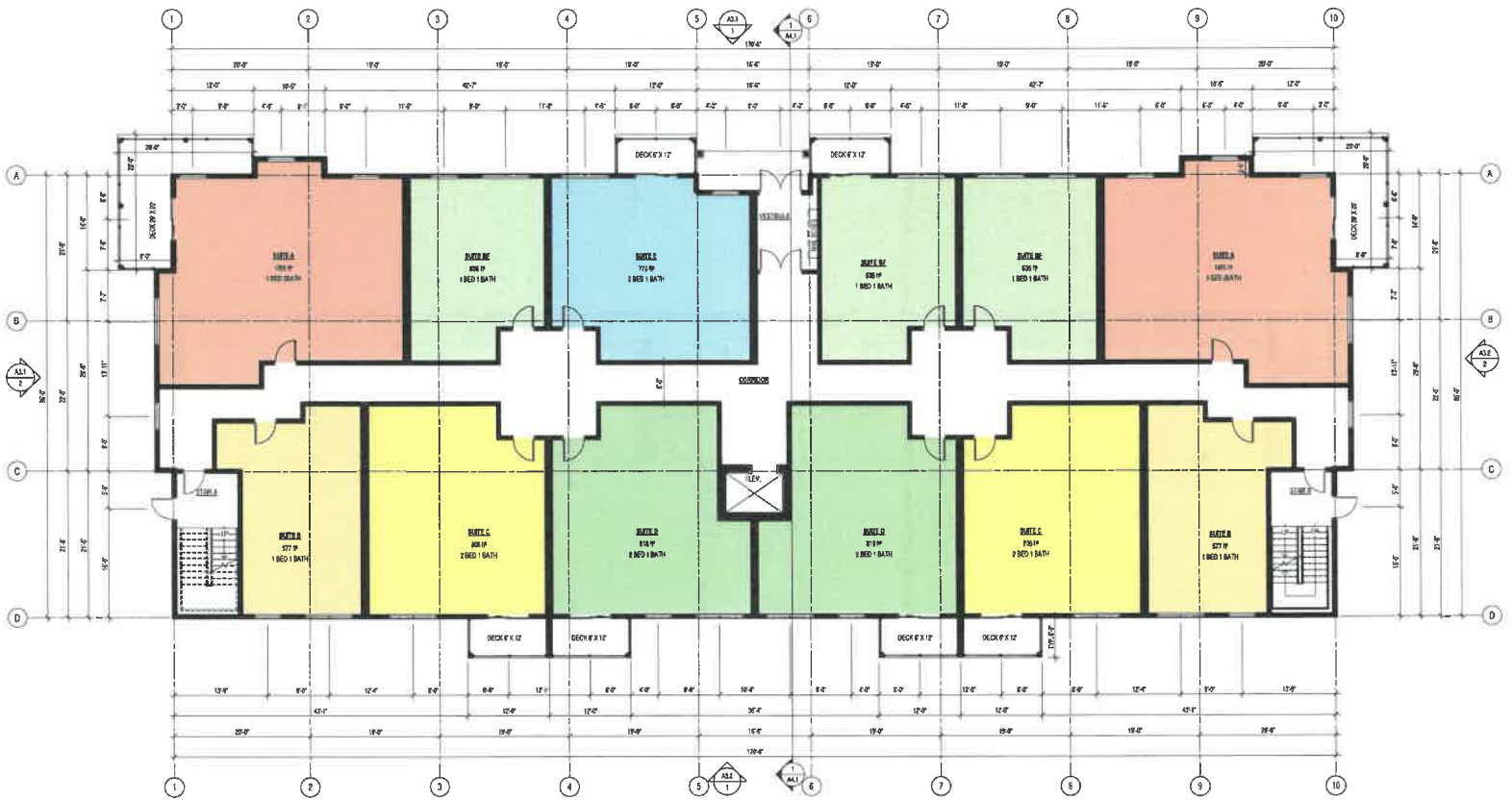
spitfire DESIGN CO.
170 Isaac Street Moncton NB E1C 5E8
Fax (506) 852-3777

Client
A.C. Baskin Investments

Project
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Drawing Title
SCHEMATIC LEVEL 0 - FLOOR PLAN

Date	OCTOBER 29, 2025		
Checked by	B.D.		
Drawn by	A.P.P.	Revision	00
Scale	AS NOTED		
Sheet	A2.1	Plotted no	4329b



1 SCHEMATIC LEVEL 1 - FLOOR PLAN

1/8" = 1'-0"

SUITE TYPE SCHEDULE

Name	Area	Comments	Count
SUITE A	1055 ft²	3 BED 2BATH	8
SUITE B	577 ft²	1 BED 1 BATH	8
SUITE BF	535 ft²	1 BED 1 BATH	3
SUITE C	806 ft²	2 BED 1 BATH	8
SUITE D	818 ft²	2 BED 1 BATH	8
SUITE E	773 ft²	2 BED 1 BATH	7
SUITE F	535 ft²	1 BED 1 BATH	8

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SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 1					
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 1	SUITE BF	1 BED 1 BATH	535 ft²	2	1
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 1	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 1	SUITE BF	1 BED 1 BATH	535 ft²	2	1

42

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 2					
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 2	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 2	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 2	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 2	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2

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SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 3					
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 3	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 3	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2

44

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 4					
LEVEL 4	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 4	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 4	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 4	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2

44

THE WINGMAN spitfire DESIGN CO. EXPERIENCE

Preliminary
"Not for Construction"

Mark	Description	Date

Rev #	Description	Date

spitfire ARCHITECTURE

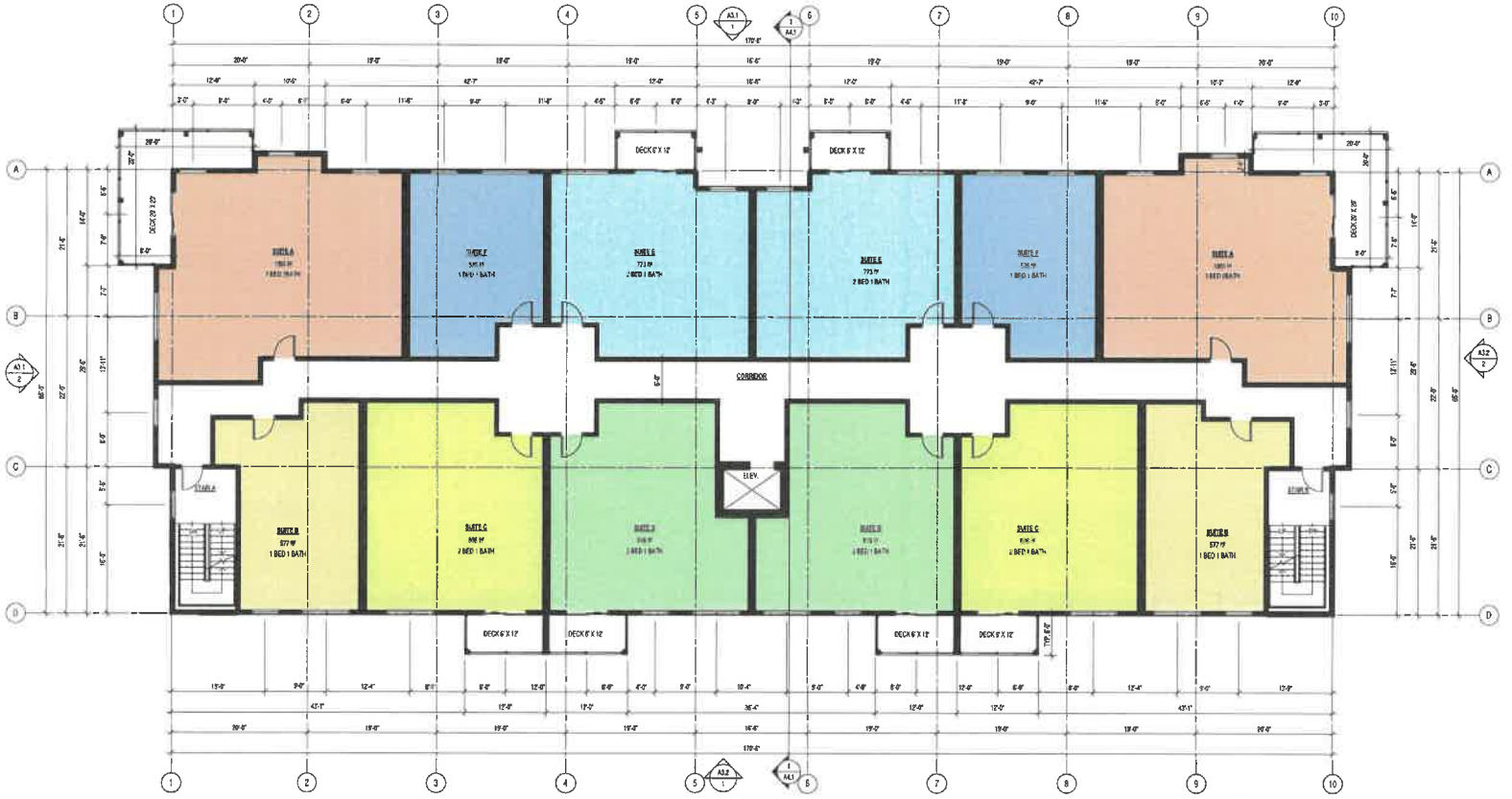
spitfire DESIGN CO.
171 Lee Street Moncton NB E1C 5G9
Fax: (506) 855-3277

Client:
A.C. Baskin Investments

Project:
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Project Title:
SCHEMATIC LEVEL 1 - FLOOR PLAN

Date:	OCTOBER 28, 2025
Checked by:	B.O.
Drawn by:	A.R.R.
Revision:	00
Scale:	AS NOTED
Sheet:	A2.2
Project No:	4329b



1 SCHEMATIC TYP. LEVEL 2 TO 4 - FLOOR PLAN

1/8" = 1'-0"

SUITE TYPE SCHEDULE

Name	Area	Comments	Count
SUITE A	1055 ft²	3 BED 2BATH	5
SUITE B	577 ft²	1 BED 1 BATH	5
SUITE BF	526 ft²	1 BED 1 BATH	5
SUITE C	806 ft²	2 BED 1 BATH	5
SUITE D	815 ft²	2 BED 1 BATH	5
SUITE E	773 ft²	2 BED 1 BATH	7
SUITE F	526 ft²	1 BED 1 BATH	5

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 1					
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 1	SUITE BF	1 BED 1 BATH	526 ft²	2	1
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 1	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 1	SUITE BF	1 BED 1 BATH	526 ft²	2	1
				42	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 2					
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 2	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 2	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 2	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 2	SUITE G	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 3					
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 3	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 3	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 4					
LEVEL 4	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 4	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 4	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 4	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	815 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

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Project
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Drawing Title
SCHEMATIC TYP. LEVEL 2 TO 4 - FLOOR PLAN

Date	OCTOBER 28, 2025
Checked by	B.C.
Drawn by	A.R.R.
Revision	00
Scale	AS NOTED
Sheet	A2.3
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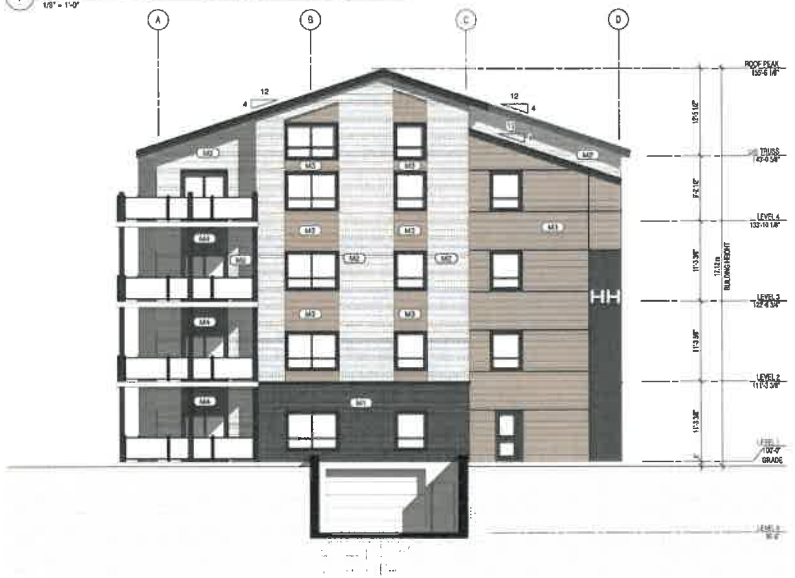
1 SCHEMATIC ELEVATION 1 - FRONT



2 SCHEMATIC ELEVATION 2 - STREET

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Drawing Title: SCHEMATIC ELEVATIONS (1/2)

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1 SCHEMATIC ELEVATION 3
1/8" = 1'-0"

2 SCHEMATIC ELEVATION 4
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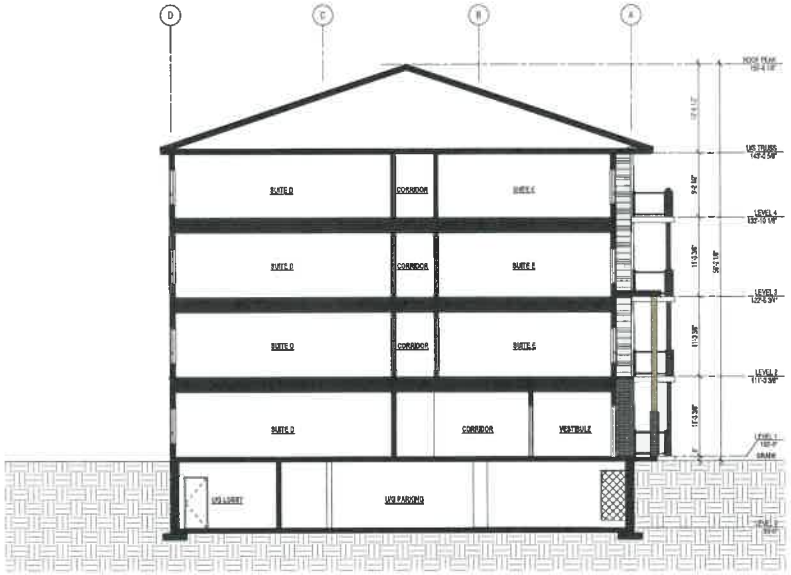

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HOLLAND DRIVE APARTMENTS
TRAFFIC IMPACT STATEMENT REVISION

Traffic Impact Study
Proj. No.2105753.001

October 31, 2025
Revision No.: 1

Holland Hills Developments Ltd

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Appendix B: Traffic Count Data
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Appendix D: Signal Warrant Worksheets
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1 INTRODUCTION

1.1 PROJECT BACKGROUND

A new residential development has been proposed on Holland Drive in the Town of Rothesay. The original development was proposed in 2021 to consist of two 6-storey, 48-unit apartment buildings as well as a surface parking lot. Each building was proposed to include four levels of residential dwelling units and two levels of underground parking.

In 2025, Holland Hill Developments Ltd retained Englobe Corp. to complete revisions to the previously submitted TIS with an increase in the proposed development size from 96 to 144 total units (three 48-unit apartment buildings). One of the three buildings is currently under construction. The first building is 5 storeys and the proposed buildings to be constructed will be 4 storeys each with 29 underground parking spaces. The updated development site plan, which is included in **Appendix A**, shows 140 new parking spaces, including 82 surface level spaces and 58 underground spaces. The plan also includes 6 barrier free spaces – 4 at surface level and 2 underground. The proposed development has been updated to include 6 accesses that will connect to a northern extension of Chapel Road.

The development will include 6 accesses that will connect to a northern extension of Chapel Road. Three of the accesses will provide access to the surface level parking lots and three accesses will provide access to the underground parking in each building. Development traffic will be directed from the Chapel Road extension onto Chapel Road, where it's expected that most traffic will continue south to Marr Road, while some traffic will use Parkdale Avenue to connect with Hampton Road. Although the civic address of the development will officially be on Holland Drive, access to Holland Drive will not be permitted from the development site as the road will be cut off immediately north of the development.

As part of the development approval process, the Town of Rothesay requires that a Traffic Impact Statement (TIS) be completed for this development. The primary concern is how the development will impact traffic at the intersection of Marr Road and Chapel Road and whether traffic signals will be warranted at the intersection with the additional development traffic. The Study Area for this TIS includes the intersections of Marr Road and Chapel Road, Parkdale Avenue and Chapel Road, as well as the proposed development, as shown in **Figure 1.**

The anticipated full buildout of the development has been updated to 2027, with a future horizon analysis year of 2032 (11 years past the original existing conditions analysis from 2021).

Figure 1 – Study Area

1.2 STUDY TASKS

The main objectives of this TIS were to estimate how much additional traffic the residential development would generate and determine what impact, if any, the development traffic would have on the intersection of Marr Road and Chapel Road. The following activities were undertaken as part of this TIS:

- Englobe staff visited the Study Area to review existing conditions;
- Existing traffic data for the intersection of Marr Road and Chapel Road that were collected by Englobe in April 2021 were reviewed;
    - A 1.0 % annual growth rate was applied to these traffic volumes to estimate the future (2032) background traffic volumes for the intersection. 2032 represents the 5-year horizon period beyond the anticipated full build-out of the development;
- Additional traffic data for the intersection of Marr Road and Chapel Road that were collected by Englobe again in April 2024 were reviewed in comparison with the 2021 data;
- Traffic volumes were collected at the intersection of Parkdale Avenue and Chapel Road to determine existing traffic distributions in the area;
- Level of Service (LOS) analyses were completed for the existing and future traffic conditions at the Chapel Road and Marr Road intersection without the development in place;
- ITE Trip Generation rates were used to estimate the amount of traffic that will be generated by the new development. These were added to the background traffic volumes based on the existing traffic distributions at Parkdale Avenue / Chapel Road to estimate the 2032 traffic volumes with the development in place;
- LOS analyses were completed for the 2032 future conditions at the Chapel Road and Marr Road intersection with full build out of the development. These were completed for the intersection under the existing stop-control and under signal-control;
- A review of pedestrian connectivity in the area of the proposed development was completed; and
- The methodology, findings, and recommendations of the TIS were documented in this written report.

1.3 HORIZON YEAR

A 5-year horizon period was utilized for the analysis. Should all approvals be granted, it is expected that the proposed development will be fully operational in 2027, therefore 2032 was chosen as the future horizon year for the analysis.

2 INFORMATION GATHERING

2.1 STREET AND DEVELOPMENT CHARACTERISTICS

Chapel Road is a collector road that is oriented in the north-south direction and has an AADT that ranges between 600 vehicles/day on its north end and 1,500 vehicles/day on its south end. It features one lane in each direction and has a speed limit of 40 km/h. Chapel Road features a sidewalk along the east side of the street from Marr Road to Chapel Hills Boulevard and along the west side of the street from Chapel Hills Boulevard to Parkdale Avenue. North of Parkdale Avenue, no sidewalk is provided. Narrow gravel shoulders extend along the sides of the street where sidewalks are not present.

Marr Road is a collector road with an AADT of approximately 7,000 vehicles/day near Chapel Road. Marr Road is oriented in the east-west direction, has one lane in each direction and a speed limit of 50 km/h. Marr Road features unidirectional bike lanes along both sides of the street and a sidewalk along the north side of the street.

The intersection of **Marr Road and Chapel Road** is a stop-controlled intersection. Marr Road is free flowing and a stop sign is present at the north leg on Chapel Road. The south leg consists of a commercial development access. A crosswalk is present across the Chapel Road approach.

2.2 TRAFFIC DATA AND COVID ADJUSTMENTS

Traffic volumes were collected by the Study Team at the intersection of Marr Road and Chapel Road as part of a separate study on Monday, April 26th, 2021. These data, which were collected during the AM and PM peak periods, were used for the analysis in this study. The traffic count data are provided in **Appendix B**.

Since traffic patterns have decreased as a result of the current COVID-19 pandemic, the Study Team determined that the traffic count data used in this study should be adjusted to better represent typical traffic volumes under normal conditions. Adjustment factors that were developed by the Study Team as part of a January 2021 study were used. This study compared traffic data that were collected in 2016 at two locations in Fredericton, NB to traffic volumes that were collected during the COVID-19 pandemic. The average AM and PM peak hour adjustment factors were calculated for the two Fredericton locations and applied to the traffic volume data. The adjustment factors are shown in **Table 1**.

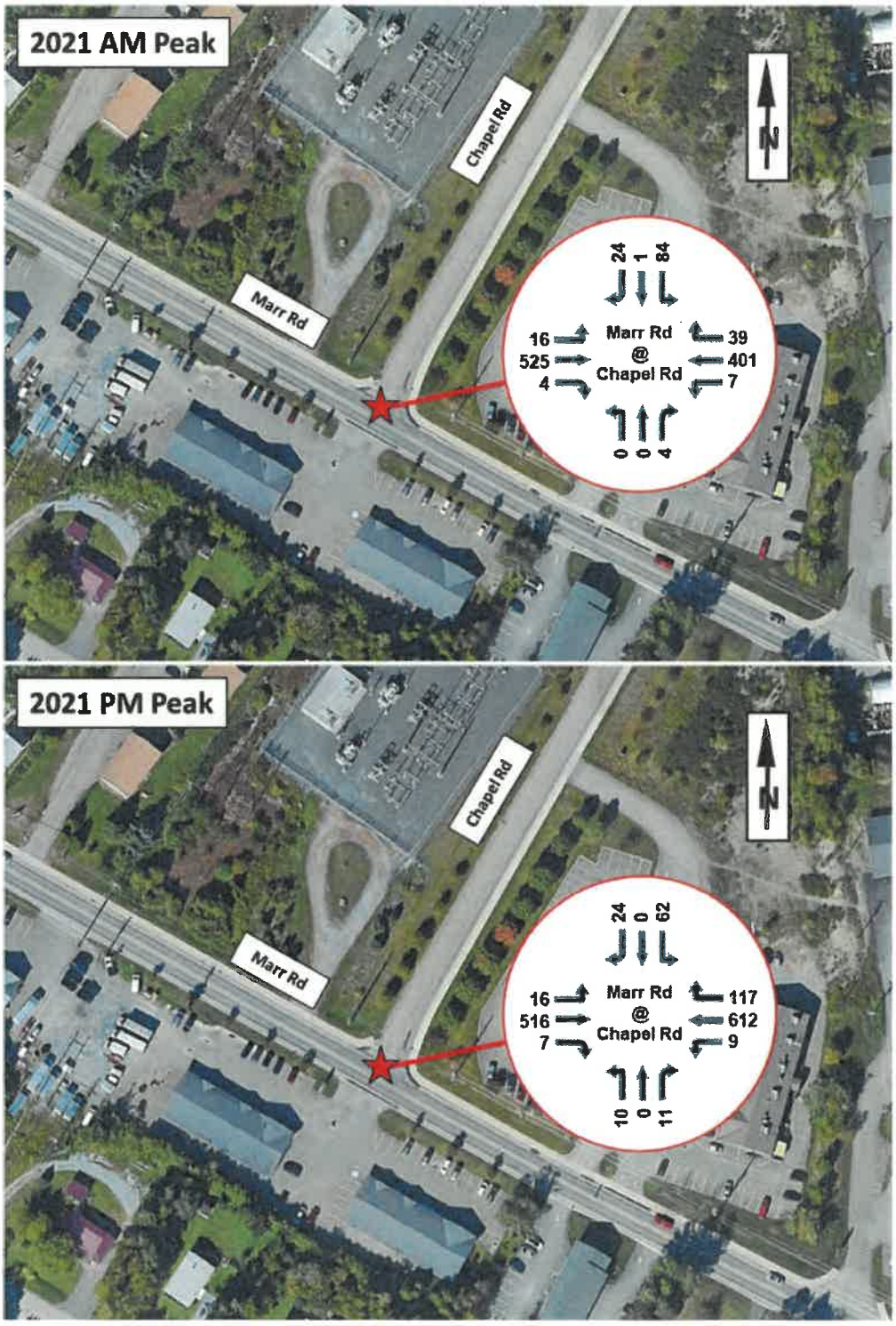
Table 1 – COVID-19 Adjustment Factors

Study	Date	AM Peak	PM Peak
Fredericton, NB	January, 2021	1.26	1.20
Fredericton, NB	January, 2021	1.36	1.25
Averages (Applied to This Study)	**April, 2021**	**1.31**	**1.22**

The adjustment factors were applied to the peak hour volumes at the intersection of Marr Road / Chapel Road. The adjusted 2021 AM and PM background traffic volume estimates are shown in **Figure 2**.

Traffic volumes were collected again at the intersection of Marr Road and Chapel Road as part of a Signal Warrant Analysis and Intersection Review from Wednesday, April 10th to Friday, April 12th, 2024. These data showed that the volumes at the intersection were on average lower than the volumes collected in 2021 and were all lower than the 2021 COVID-adjusted volumes. Therefore, to remain conservative, the original adjusted 2021 traffic volumes were used in this study for the existing conditions.

Figure 2 – 2021 Background Peak Hour Volumes



3 EXISTING LEVEL OF SERVICE

A Level of Service (LOS) analysis was completed for the existing and future (2032) traffic conditions at the intersection of Marr Road and Chapel Road. The findings are discussed in this section.

3.1 LEVEL OF SERVICE CRITERIA

The LOS analyses were completed with Synchro 11, which is a traffic analysis software that uses the Highway Capacity Manual and Intersection Capacity Utilization procedures.

The intersection performance was evaluated mainly in terms of the level of service (LOS), which is a common performance measure of an intersection. LOS is determined based on vehicle delay and is expressed on a scale of A through F, where LOS A represents very short delay (<10 seconds per vehicle) and LOS F represents very long delay (>50 seconds per vehicle at a stop controlled intersection and >80 seconds per vehicle at a signalized intersection). A LOS D is often considered acceptable in urban locations; however, some communities will accept a LOS E. The LOS criteria for both signalized and stop control intersections are shown in Table 2.

Table 2 – Intersection Level of Service Criteria

LOS	LOS Description	Control Delay (seconds per vehicle)	
		Signalized Intersections	Stop Controlled Intersections
A	Very low delay; most vehicles do not stop (**Excellent**)	less than 10.0	less than 10.0
B	Higher delay; more vehicles stop (**Very Good**)	between 10.0 and 20.0	between 10.0 and 15.0
C	Higher level of congestion; number of vehicles stopping is significant, although many still pass through intersection without stopping (**Good**)	between 20.0 and 35.0	between 15.0 and 25.0
D	Congestion becomes noticeable; vehicles must sometimes wait through more than one red light; many vehicles stop (**Satisfactory**)	between 35.0 and 55.0	between 25.0 and 35.0
E	Vehicles must often wait through more than one red light; considered by many agencies to be the limit of **acceptable** delay	between 55.0 and 80.0	between 35.0 and 50.0
F	This level is considered to be unacceptable to most drivers; occurs when arrival flow rates exceed the capacity of the intersection (**Unacceptable**)	greater than 80.0	greater than 50.0

3.2 EXISTING LOS ANALYSIS

A LOS analysis was completed for the existing traffic conditions at the intersection of Marr Road and Chapel Road. The LOS results are summarized as follows:

- The Marr Road / Chapel Road intersection operates efficiently at an overall LOS A during both peak periods.
- At the Marr Road / Chapel Road intersection, the southbound approach operates at LOS E and F with v/c ratios of 0.50 and 0.58 during the AM and PM peak periods, respectively.
- All other movements operate efficiently at a LOS C or better during both peak periods.

The LOS results indicate that the southbound approach at the Marr Road / Chapel Road intersection experiences delay during both peak periods; however, the approach is well below capacity.

The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the existing conditions are summarized in **Table 3**. Detailed Synchro analysis outputs are included in **Appendix C**.

The 2024 volumes at this intersection were considered to determine how they would affect the analysis. As the 2021 COVID-adjusted volumes were higher, the analysis was completed conservatively using the original COVID-adjusted volumes from the 2021 study.

3.3 FUTURE BACKGROUND LOS ANALYSIS

A LOS analysis was completed for the future 2032 background traffic volumes at the intersection of Marr Road and Chapel Road. The peak hour traffic volumes for the 2032 horizon year were estimated by applying an annual growth rate of 1.0 % to the 2021 background traffic volumes and adding traffic volumes that will be generated by another new development in the area. A traffic study, which was completed by the Study Team in April 2021, reviewed traffic impacts of a new residential development which will be located on Chapel Road. This development will add 10 and 13 vehicles to the intersection of Marr Road / Chapel Road during the AM and PM peak periods, respectively.

The future background LOS results indicate that the delay for the southbound approach at the Marr Road / Chapel Road intersection will increase by 20 - 50 seconds per vehicle as a result of the background traffic growth; however, both movements will remain well below capacity and the intersection will continue to operate efficiently overall.

The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the future background conditions are summarized in **Table 3**. Detailed Synchro analysis outputs are included in **Appendix C**.

Table 3 – Existing and Background LOS Results

Intersection			Overall LOS, Delay (sec/veh)	Turning Movement LOS Average Delay (seconds per vehicle) [Volume to Capacity Ratio (v/c)] 95th Percentile Queue (m)											
				Eastbound			Westbound			Northbound			Southbound		
East-West Street @ North-South Street	Traffic Control	Time Period		L	T	R	L	T	R	L	T	R	L	T	R
2021 Existing LOS Results															
Marr Road @ Chapel Road	STOP	AM Peak	LOS A 3.8	Shared	A 0.4 [0.02] <1	Shared	Shared	A 0.2 [0.01] <1	Shared	Shared	B 11.9 [0.01] <1	Shared	Shared -	E 35.0 [0.50] 20	Shared
		PM Peak	LOS A 4.0	Shared	A 0.5 [0.02] <1	Shared	Shared	A 0.2 [0.01] <1	Shared	Shared	C 24.8 [0.11] 3	Shared	Shared	F 52.5 [0.56] 23	Shared
2032 Background LOS Results															
Marr Road @ Chapel Road	STOP	AM Peak	LOS A 6.0	Shared	A 0.5 [0.02] <1	Shared	Shared	A 0.2 [0.01] <1	Shared	Shared	B 12.5 [0.01] <1	Shared	Shared -	E 56.8 [0.68] 33	Shared
		PM Peak	LOS A 7.2	Shared	A 0.6 [0.02] <1	Shared	Shared	A 0.3 [0.01] <1	Shared	Shared	D 31.6 [0.16] 4	Shared	Shared	F 101.1 0.81] 39	Shared

4 DEVELOPMENT TRAFFIC GENERATION

4.1 TRAFFIC GENERATION AND ASSIGNMENT

Trip generation rates for the proposed development were estimated using the ITE TripGen Web-based App, which is based on the 11th Edition of the Institute of Transportation Engineer's (ITE) *Trip Generation Manual*. Engineering by Houghton provided information regarding the size and type of development that is planned. The proposed development will consist of three 4-5-storey buildings with a total of 144 dwelling units (48 per building).

ITE Land Use #221 (Multifamily Housing – Mid-Rise) was used to generate trips for the development. The resulting vehicle trip generation is shown in **Table 4**. It was assumed that all of these trips would be made by motor vehicle as that would represent a conservative approach in estimating traffic generation.

Table 4 - Traffic Generation for the Proposed Development

Development	Size	AM Peak Hour			PM Peak Hour			Daily Total
		In	Out	Total	In	Out	Total	
Multifamily Housing - Mid-Rise (ITE Land Use #221)	144 Dwelling Units	12	41	53	34	22	56	640

The development traffic was assigned to Chapel Road and to the intersection of Marr Road / Chapel Road based on the existing traffic volume distributions at the Parkdale Avenue / Chapel Road intersection. The traffic assignments are shown in **Figure 3**.

The peak hour traffic volumes for the 2032 horizon year were estimated by adding the traffic generated by the development to the 2032 background traffic volumes discussed in **Section 3**. The 2032 traffic volumes at the intersection of Marr Road / Chapel Road with the development in place are shown in **Figure 4**.

Figure 3 – Development Traffic Assignments

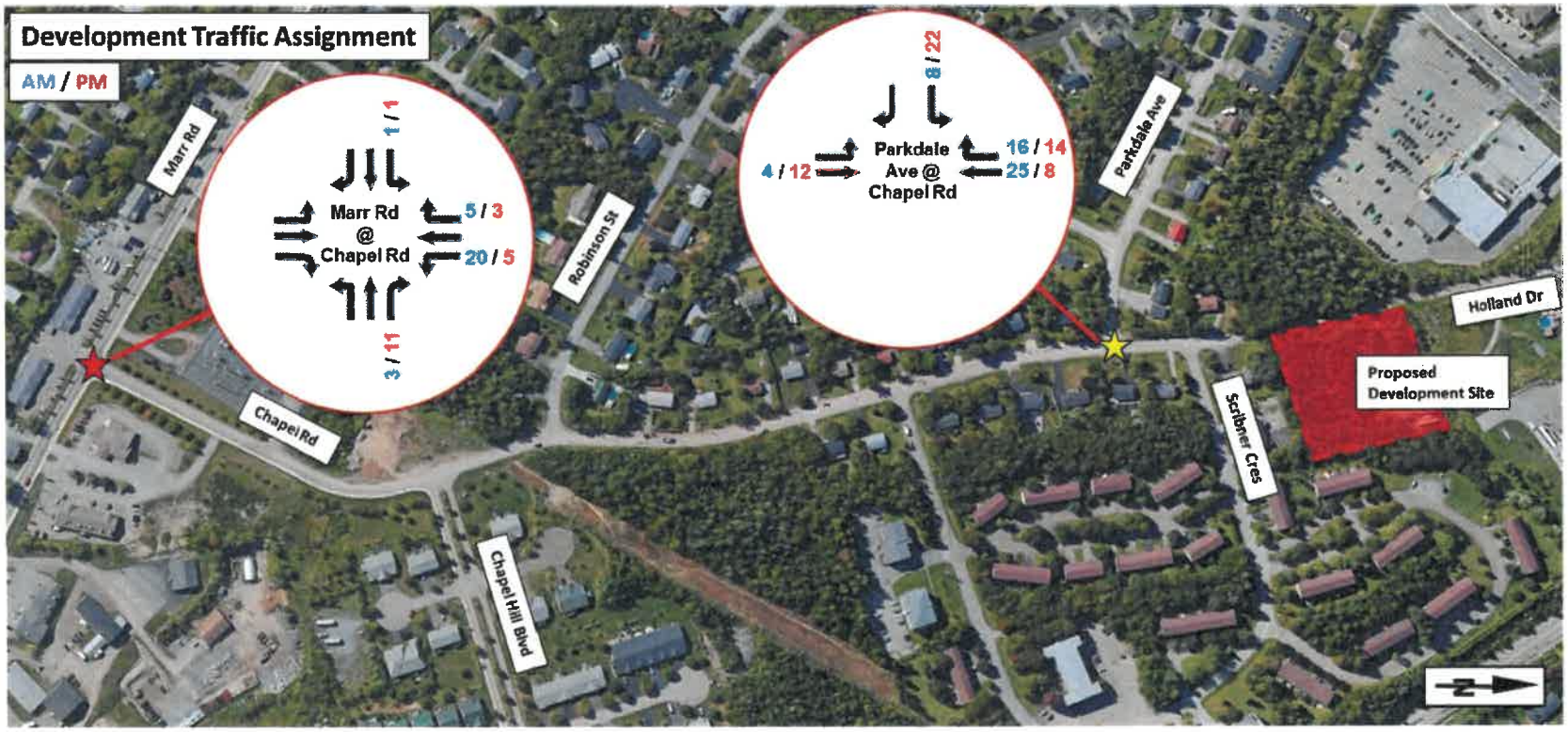
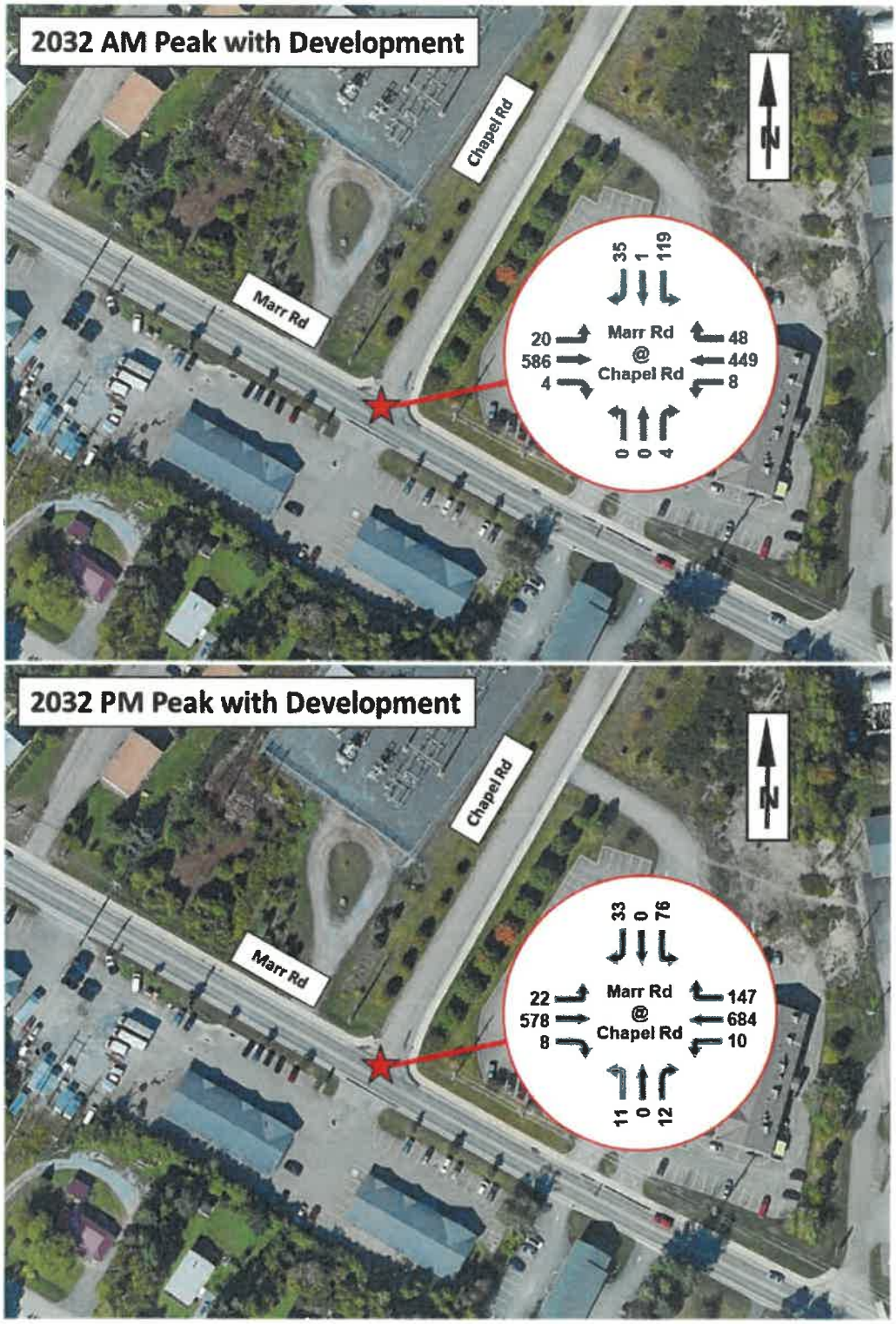


Figure 4 – 2028 Peak Hour Traffic Volumes with Development in Place



5 LOS ANALYSIS WITH DEVELOPMENT

A Level of Service (LOS) analysis was completed for the 2032 traffic conditions at the Marr Road / Chapel Road intersection with the proposed residential development in place. The analysis was performed for the current intersection configuration (i.e. stop controlled) and with traffic signal control.

5.1 2032 STOP CONTROL WITH DEVELOPMENT

The 2032 LOS results for the intersection of Marr Road / Chapel Road under stop-control with the development in place are summarized as follows:

- In 2032, the Marr Road / Chapel Road intersection would operate efficiently at an overall LOS B during the AM peak and an overall LOS A during the PM peak.
- The southbound approach would operate at LOS F with v/c ratios of 0.87 and 0.92 during the AM and PM peak periods, respectively.
- All other movements at Marr Road / Chapel Road would operate efficiently with a LOS D or better during both peak periods.

The LOS results indicate that, in 2032 with the additional development traffic, the delays at the southbound approach are expected to be approximately 25-30 seconds higher than the 2032 background condition; however, the approach will remain below capacity. This is not uncommon at stop control intersections where the traffic volumes on the major street are much higher than the volumes on the minor street. The overall intersection delay and LOS are expected to remain acceptable up to 5 years beyond the anticipated full build-out.

The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the 2032 traffic conditions with the development in place are summarized in **Table 5**. Detailed Synchro analysis outputs are included in **Appendix C**.

5.2 2032 TRAFFIC SIGNAL WITH DEVELOPMENT

A LOS analysis was completed for the future 2032 traffic condition at the intersection of Marr Road / Chapel Road under traffic signal control with the development in place. The results indicate that adding traffic signals at the intersection would result in slightly lower overall delays when compared to the 2032 LOS results with the intersection under the existing stop control. Traffic at the Marr Road approaches would experience higher delays, while traffic at the Chapel Road approach would experience lower delays.

The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the 2032 traffic conditions with the development in place are summarized in **Table 5**. Detailed Synchro analysis outputs are included in **Appendix C**.

Table 5 – 2032 LOS with Development

Intersection			Overall LOS, Delay (sec/veh)	Turning Movement LOS Average Delay (seconds per vehicle) [Volume to Capacity Ratio (v/c)] 95th Percentile Queue (m)											
				Eastbound			Westbound			Northbound			Southbound		
East-West Street @ North-South Street	Traffic Control	Time Period		L	T	R	L	T	R	L	T	R	L	T	R
Stop-Controlled															
Marr Road @ Chapel Road	STOP	AM Peak	LOS B 10.8	Shared	A 0.5 [0.02] <1	Shared	Shared	A 0.3 [0.01] <1	Shared	Shared	B 12.5 [0.01] <1	Shared	Shared	F 85.8 [0.87] 52	Shared
		PM Peak	LOS A 9.6	Shared	A 0.8 [0.03] <1	Shared	Shared	A 0.3 [0.01] <1	Shared	Shared	D 33.2 [0.165] 5	Shared	Shared	F 125.7 [0.92] 48	Shared
Signalized															
Marr Road @ Chapel Road		AM Peak	LOS A 9.6	Shared	A 9.3 [0.55] 71	Shared	Shared	A 7.8 [0.46] 53	Shared	Shared	A 0.0 [0.01] <1	Shared	Shared	B 17.0 [0.47] 24	Shared
		PM Peak	LOS A 9.1	Shared	A 6.5 [0.49] 58	Shared	Shared	A 9.8 [0.67] 116	Shared	Shared	A 8.4 [0.09] 5	Shared	Shared	B 19.3 [0.42] 19	Shared

6 TRAFFIC SIGNAL WARRANT

The Study Team completed a traffic signal warrant using the TAC methodology, which is documented in the *Traffic Signal and Pedestrian Signal Head Warrant Handbook (2014)*. The methodology considers the following intersection characteristics:

- Six-hour turning movement and pedestrian volumes covering the AM, Noon, and PM peaks;
- Intersection geometry (lane configurations, spacing, right-turn slip lanes, etc.);
- Adjacent land uses (schools, mobility challenged citizens, senior citizen complexes, etc.);
- Distance of nearest upstream traffic signals;
- Population of community;
- Location within the community (central business district, etc.); and
- Percentage of heavy vehicles.

The TAC methodology determines the need for a traffic signal based on a priority point system using the characteristics described above. Each characteristic contributes toward the justification of a traffic signal. If the signal warrant generates 100 points or more, then traffic signals are typically warranted.

Traffic signal warrants were completed for the intersection of Marr Road and Chapel Road for the 2032 background condition without the development in place, the 2032 future condition with the development traffic distributed between Parkdale Avenue and Chapel Road, and the 2032 traffic condition with all of the development traffic travelling south on Chapel Road and through the Marr Road / Chapel Road intersection. The signal warrant results are summarized in **Table 6**.

Table 6 – Traffic Signal Warrant Results

Traffic Condition	Traffic Signal Warrant Score
2032 without Development	55
2032 with Development Traffic, Distributed	65
2032 with Development Traffic, All	72

Warrant scores of 55, 65, and 72 points were achieved for the 2032 horizon year without the development, with the development traffic distributed, and with all the development traffic, respectively. **The signal warrant results show that, in 2032, a traffic signal will not be warranted at the intersection of Marr Road / Chapel Road regardless of the new development and how its traffic is distributed**. The signal warrant worksheets are provided in **Appendix D**.

7 PEDESTRIAN ACCESS

The Study Team completed a review of the existing pedestrian infrastructure near the proposed development site. Chapel Road currently features a 1.7 m wide monolithic concrete sidewalk along the east side of the street from Marr Road to Chapel Hill Boulevard. At Chapel Hill Boulevard, the sidewalk moves to the opposite side of the street. A monolithic sidewalk extends along the west side of the street from Chapel Hill Boulevard to Parkdale Avenue. North of Parkdale Avenue, Chapel Road does not feature sidewalk.

The proposed development site plan shows a 1.5 m wide monolithic sidewalk along the east side of the road directly in front of the development site. To improve pedestrian connectivity, it is recommended that the new sidewalk in front of the development be connected to the existing sidewalk facilities on Chapel Road. Sidewalk could be extended from the development site to the south along the east side of Chapel Road to Scribner Crescent, where a signed and marked crosswalk could be provided to connect with an additional section of sidewalk that would extend along the west side of Chapel Road to Parkdale Avenue. It is also recommended that the new sidewalk be widened to 1.7 m in order to maintain a consistent sidewalk width along Chapel Road.

8 CONCLUSIONS AND RECOMMENDATIONS

The key findings and recommendations of this Traffic Impact Statement are summarized as follows:

1. The proposed development, which would be located along a new section of Chapel Road, consists of three 4/5-storey apartment complexes with 48 dwelling units each. The proposed development plan shows 140 new parking spaces, including 82 regular and 4 barrier-free surface level parking spaces and 58 regular and 2 barrier-free underground parking spaces. The surface level parking facility would be accessible via three accesses off of the new Chapel Road extension and the underground parking in each building would be accessible via three separate accesses off of the Chapel Road extension.
2. The LOS results for the 2021 existing conditions at the intersection of Marr Road and Chapel Road showed that, although the intersection of Marr Road and Chapel Road currently operates efficiently overall, the southbound approach on Chapel Road experiences some delay.
3. It is expected that the proposed development will generate 53 vehicle trips during the AM Peak hour (12 entering/41 exiting), 56 vehicle trips during the PM Peak hour (34 entering/22 exiting) and a total of 640 trips daily. These trips were added to the Marr Road / Chapel Road intersection based on the existing traffic distributions at the intersection of Parkdale Avenue / Chapel Road.
4. The LOS results for the 2032 horizon period with the development in place indicate that delays at the southbound approach of the Marr Road / Chapel Road intersection will increase; however, the approach will remain below capacity and the intersection will continue to perform efficiently overall. The LOS results for the 2032 horizon period with signal control at the Marr Road / Chapel Road intersection indicate that the delay would increase on the Marr Road approaches and would decrease at the Chapel Road approach. The impacts to the overall intersection delay would be very minimal.
5. The traffic signal warrant analysis concluded that a traffic signal will not be warranted at the intersection of Marr Road / Chapel Road in 2032 with full build-out of the proposed development.
6. Based on a review of the existing pedestrian facilities near the development property, it is recommended that a 1.7 m wide sidewalk connection be provided along Chapel Road between the proposed development and the existing sidewalk facilities on Chapel Road south of Parkdale Avenue. This could be facilitated with extension of sidewalk along the east side of Chapel from the development to Scribner Crescent, a crosswalk on Chapel Road at Scribner, and sidewalk along the west side of Chapel from Scribner to Parkdale. It is also recommended that the proposed sidewalk in front of the development be widened to 1.7m.

7. A review of the Chapel-Marr intersection completed by Englobe for the Town of Rothesay in May 2024 indicated that a left turn lane added on Marr Road would help alleviate queuing and delays on both Marr Road and Chapel Road. The report for this analysis is included in **Appendix E:**

Appendix A: Development Site Plans

SCHEMATIC SUMMARY	
LOT INFO	
PID	00409694
Civic Address	18 Holland Dr., Rothesay, NB
Lot Area	4 829.5 m² / 49 885.8 ft²
Zone	R1
Proposed Use	TBD
Min. Lot Frontage	-
Min. Lot Depth	-
Max. Lot Coverage	50%
Min. Open Space	Not Applicable
Max. Density	Not Applicable
PARKING - PHASE 2	
Parking Required	84
Parking Calculation	1 Bedroom & 2 Bedrooms = 1.3 Over 2 Bedrooms = 1.6
Parking Provided	43
Compact Spaces	Not Applicable
Barrier Free Spaces	02
Visitor Spaces	01 (1 Inside)
Bicycle Parking	70
Loading Spaces	1.45
Snow Storage	TBD
Garbage Pickup	-
BUILDING INFO - PHASE 2	
Building Footprint	1 605.6 m² / 111 888.4 ft²
Lot Coverage	33.2%
Number of Storeys	4
Building Height	17.2 m
Max. Building Height	15.0 m
Construction Type	Non-Combustible (Wood)
Number of Units	48
Sprinkler System	Not Applicable
Number of Buildings	-
SETBACKS	
Front Yard Setback	-
Rear Yard Setback	-
Side Yard Setback	-
REQUESTED VARIANCE	
Variance	Shared Collective Parking Lot
Variance	Building Height Over the max.
Variance	Driveway over the maximum dimension (9.0m / 5.0m)
Variance	-

Disclaimer: This preliminary schematic site plan is based on site information provided by the client, or found on a public domain. This site plan is a graphical representation which approximates the size, configuration and location of features. This plan is not intended to be used for legal descriptions or to calculate exact dimensions or areas. Several yet unknown factors may affect the functionality of this site plan, including existing topography, service easements, soil conditions, etc.

LEGEND OF SYMBOLS

- PROPERTY LINE — SITE PROPERTY LINE
- SETBACK LINE — SETBACK LINE
- EASEMENT LINE
- REQUIRED LANDSCAPE BUFFER
- PAINTED BARRIER FREE PARKING SYMBOL
- 2m TALL CHAIN LINK FENCE COMPLETE WITH PVC PRIVACY SLATS, ALL GATES AND DOORS WITHIN FENCE TO CONTAIN PVC PRIVACY SLATS
- MT — NEW 2m TALL DECIDUOUS TREE
- NS — NEW 2m TALL DECIDUOUS SHRUB
- BUILDING ACCESS / EGRESS LOCATION

1 SCHEMATIC MASTER PLAN
1 : 400

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-		

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Client: **A.C. Baskin Investments**

Project: **PHASE 2 - MULTI RES**
18 Holland Dr., Rothesay, NB

Drawing Title: MASTER PLAN

Date:	OCTOBER 20, 2025		
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Drawn by:	A.R.R.	Revision:	00
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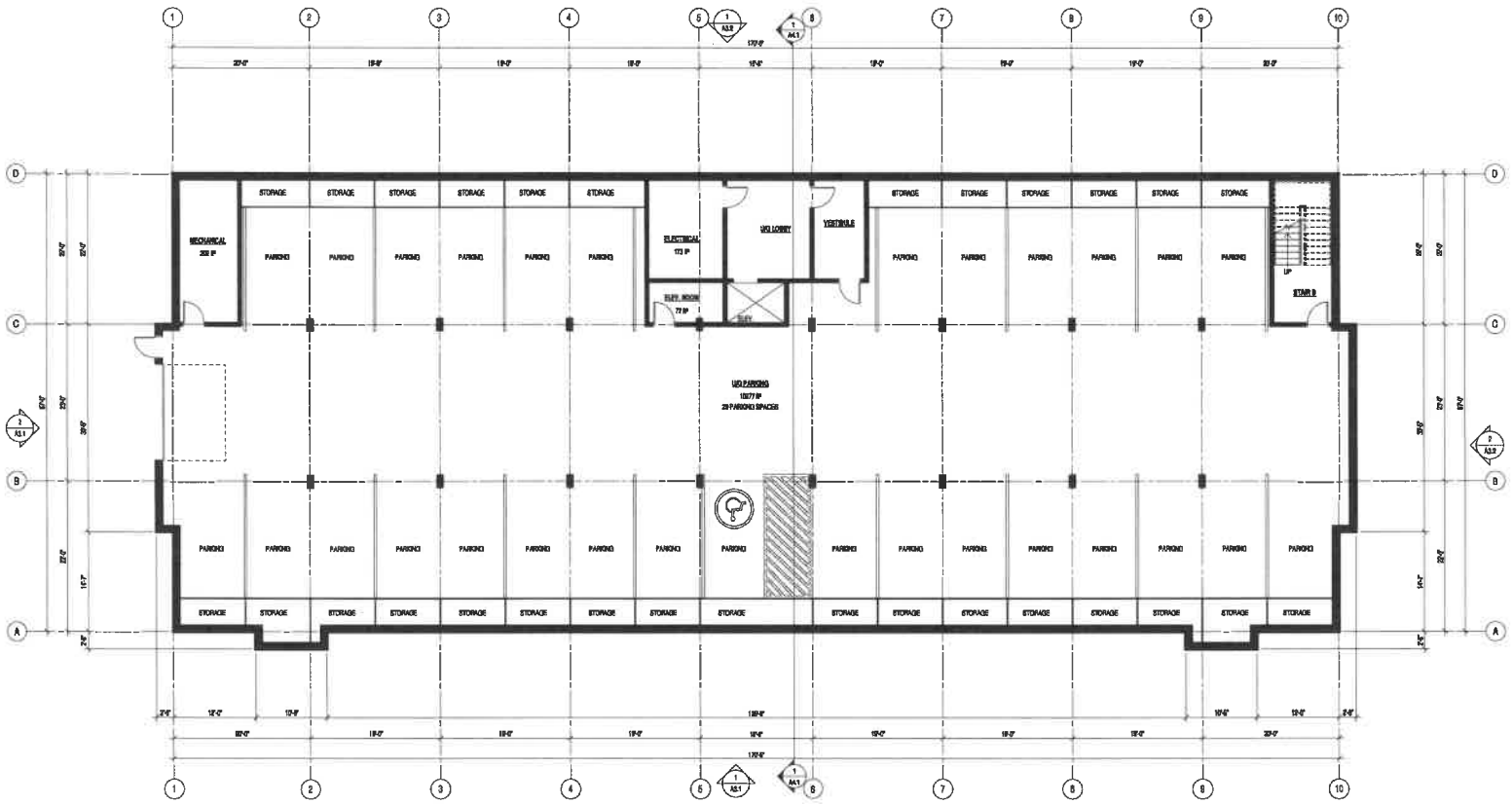
Sheet:	A1.0	Page no:	4339b



1 SCHEMATIC LEVEL 0 - FLOOR PLAN
1/8" = 1'-0"

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16 Holland Dr., Rothesay, NB

Drawing Title: SCHEMATIC LEVEL 0 - FLOOR PLAN

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Revision:	00
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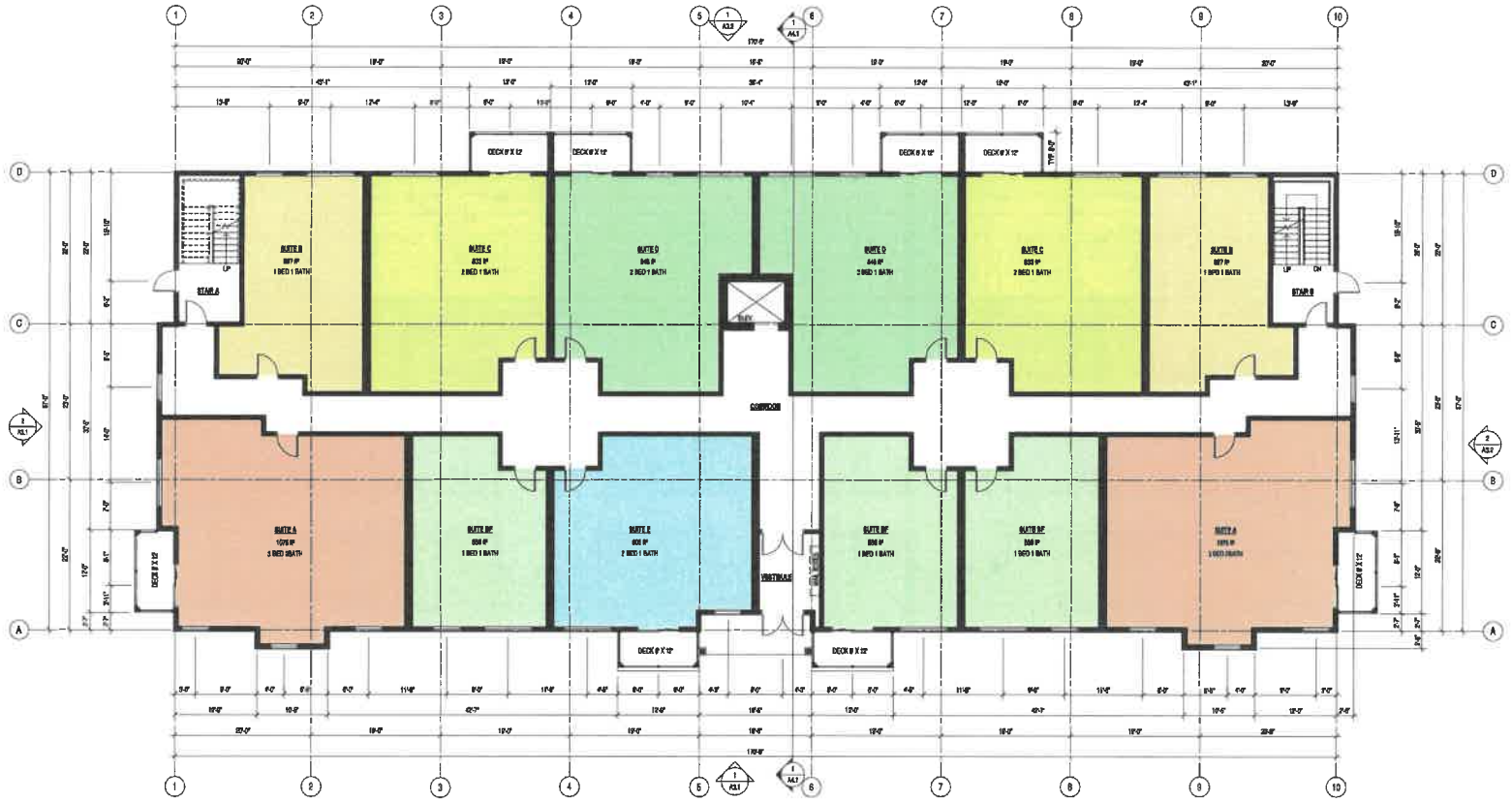

1 SCHEMATIC LEVEL 1 - FLOOR PLAN

1/8" = 1'-0"

SUITE TYPE SCHEDULE

Name	Area	Comments	Count
SUITE A	1076 SF	3 BED 2 BATH	6
SUITE B	597 SF	1 BED 1 BATH	6
SUITE BF	556 SF	1 BED 1 BATH	10
SUITE C	633 SF	2 BED 1 BATH	8
SUITE D	845 SF	2 BED 1 BATH	8
SUITE E	803 SF	2 BED 1 BATH	7
SUITE F	556 SF	1 BED 1 BATH	6

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SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 1					
LEVEL_1	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_1	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_1	SUITE BF	1 BED 1 BATH	556 SF	2	1
LEVEL_1	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_1	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_1	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_1	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL_1	SUITE BF	1 BED 1 BATH	556 SF	2	1
LEVEL_1	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_1	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL_1	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_1	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL_1	SUITE BF	1 BED 1 BATH	556 SF	2	1

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SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL_2	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_2	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_2	SUITE F	1 BED 1 BATH	556 SF	2	1
LEVEL_2	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_2	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_2	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_2	SUITE F	1 BED 1 BATH	556 SF	2	1
LEVEL_2	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_2	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL_2	SUITE E	2 BED 1 BATH	803 SF	4	2

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SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL_3	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_3	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_3	SUITE F	1 BED 1 BATH	556 SF	2	1
LEVEL_3	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_3	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_3	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_3	SUITE F	1 BED 1 BATH	556 SF	2	1
LEVEL_3	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_3	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL_3	SUITE E	2 BED 1 BATH	803 SF	4	2

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SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL_4	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_4	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_4	SUITE F	1 BED 1 BATH	556 SF	2	1
LEVEL_4	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_4	SUITE B	1 BED 1 BATH	597 SF	2	1
LEVEL_4	SUITE A	3 BED 2BATH	1076 SF	6	3
LEVEL_4	SUITE F	1 BED 1 BATH	556 SF	2	1
LEVEL_4	SUITE C	2 BED 1 BATH	633 SF	4	2
LEVEL_4	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL_4	SUITE G	2 BED 1 BATH	845 SF	4	2
LEVEL_4	SUITE E	2 BED 1 BATH	803 SF	4	2
LEVEL_4	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL_4	SUITE E	2 BED 1 BATH	803 SF	4	2

44

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Architectural Consultant: spitfire ARCHITECTURE

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Drawing Title: SCHEMATIC LEVEL 1 - FLOOR PLAN

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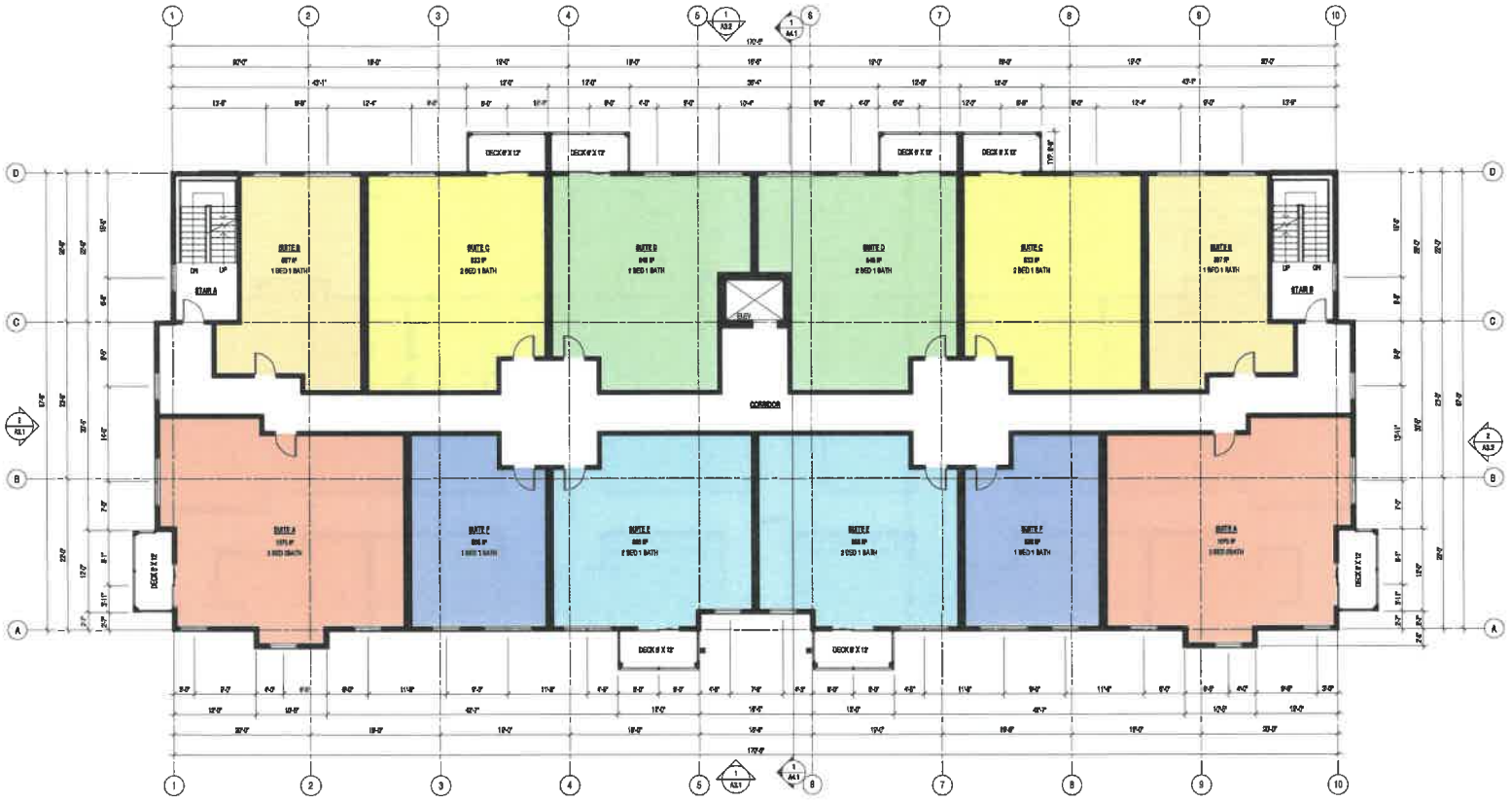

1 SCHEMATIC TYP. LEVEL 2 TO 4 - FLOOR PLAN

1/8" = 1'-0"

SUITE TYPE SCHEDULE

Name	Area	Comments	Count
SUITE A	1075 SF	2 BED 2BATH	6
SUITE B	587 SF	1 BED 1 BATH	5
SUITE BF	588 SF	1 BED 1 BATH	5
SUITE C	633 SF	1 BED 1 BATH	5
SUITE D	845 SF	2 BED 1 BATH	5
SUITE E	803 SF	2 BED 1 BATH	7
SUITE F	555 SF	1 BED 1 BATH	5
			43

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 1					
LEVEL 1	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 1	SUITE A	2 BED 2BATH	1076 SF	4	2
LEVEL 1	SUITE BF	1 BED 1 BATH	588 SF	2	1
LEVEL 1	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 1	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 1	SUITE A	2 BED 2BATH	1076 SF	4	2
LEVEL 1	SUITE BF	1 BED 1 BATH	588 SF	2	1
LEVEL 1	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 1	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 1	SUITE E	2 BED 1 BATH	805 SF	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 1	SUITE BF	1 BED 1 BATH	556 SF	2	1
				43	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 2					
LEVEL 2	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 2	SUITE A	2 BED 2BATH	1075 SF	4	2
LEVEL 2	SUITE F	1 BED 1 BATH	588 SF	2	1
LEVEL 2	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 2	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 2	SUITE A	2 BED 2BATH	1075 SF	4	2
LEVEL 2	SUITE F	1 BED 1 BATH	588 SF	2	1
LEVEL 2	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 2	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	803 SF	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	803 SF	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 3					
LEVEL 3	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 3	SUITE A	2 BED 2BATH	1075 SF	4	2
LEVEL 3	SUITE F	1 BED 1 BATH	588 SF	2	1
LEVEL 3	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 3	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 3	SUITE A	2 BED 2BATH	1075 SF	4	2
LEVEL 3	SUITE F	1 BED 1 BATH	588 SF	2	1
LEVEL 3	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 3	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	803 SF	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	805 SF	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 4					
LEVEL 4	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 4	SUITE A	2 BED 2BATH	1075 SF	4	2
LEVEL 4	SUITE F	1 BED 1 BATH	588 SF	2	1
LEVEL 4	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 4	SUITE B	1 BED 1 BATH	587 SF	2	1
LEVEL 4	SUITE A	2 BED 2BATH	1075 SF	4	2
LEVEL 4	SUITE F	1 BED 1 BATH	588 SF	2	1
LEVEL 4	SUITE C	1 BED 1 BATH	633 SF	2	1
LEVEL 4	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	803 SF	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	845 SF	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	803 SF	4	2
				44	

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Issue	Description	Date

Rev.#	Description	Date

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spitfire ARCHITECTURE

spitfire DESIGN CO.
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Client:
A.C. Baskin Investments

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PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Drawing Title:
SCHEMATIC TYP. LEVEL 2 TO 4 - FLOOR PLAN

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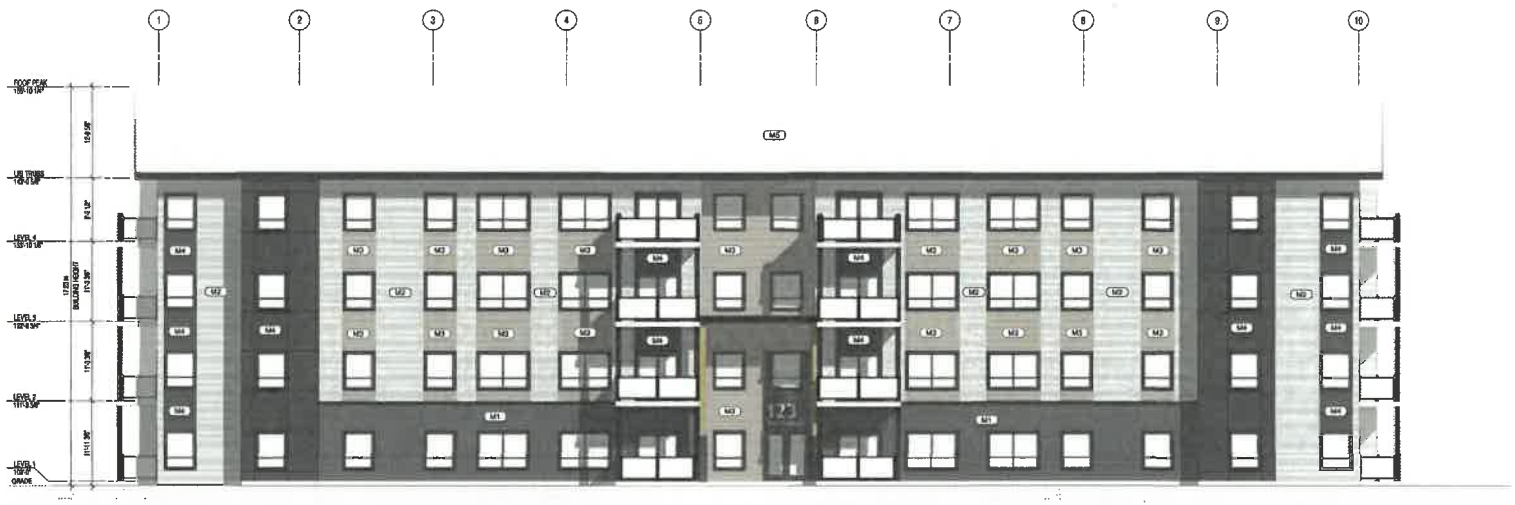
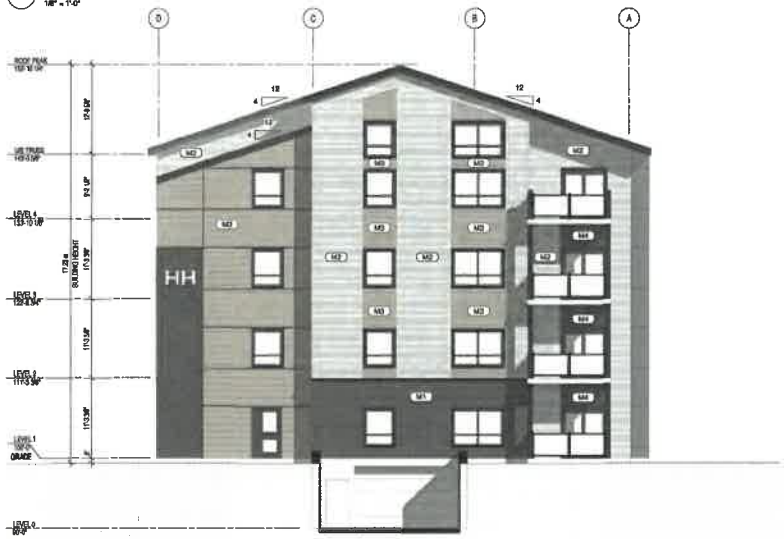
Plot #:	4339b



1 SCHEMATIC ELEVATION 1 - FRONT
1/8" = 1'-0"



2 SCHEMATIC ELEVATION 2 - STREET
1/8" = 1'-0"

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M2 - FIBER CEMENT - LAP SIDING, ARTIC WHITE , BY JAMES HARDIE
M3 - FIBER CEMENT - LAP SIDING, KHAKI BROWN, BY JAMES HARDIE
M4 - FIBER CEMENT - BOARD & BATTEN, MIDNIGHT BOOT, BY JAMES HARDIE
M5 - ASPHALT SHINGLES

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Project:
PHASE 2 - MULTI RES
18 Holland Dr., Rothesay, NB

Drawing Title:
SCHEMATIC ELEVATIONS (1/2)

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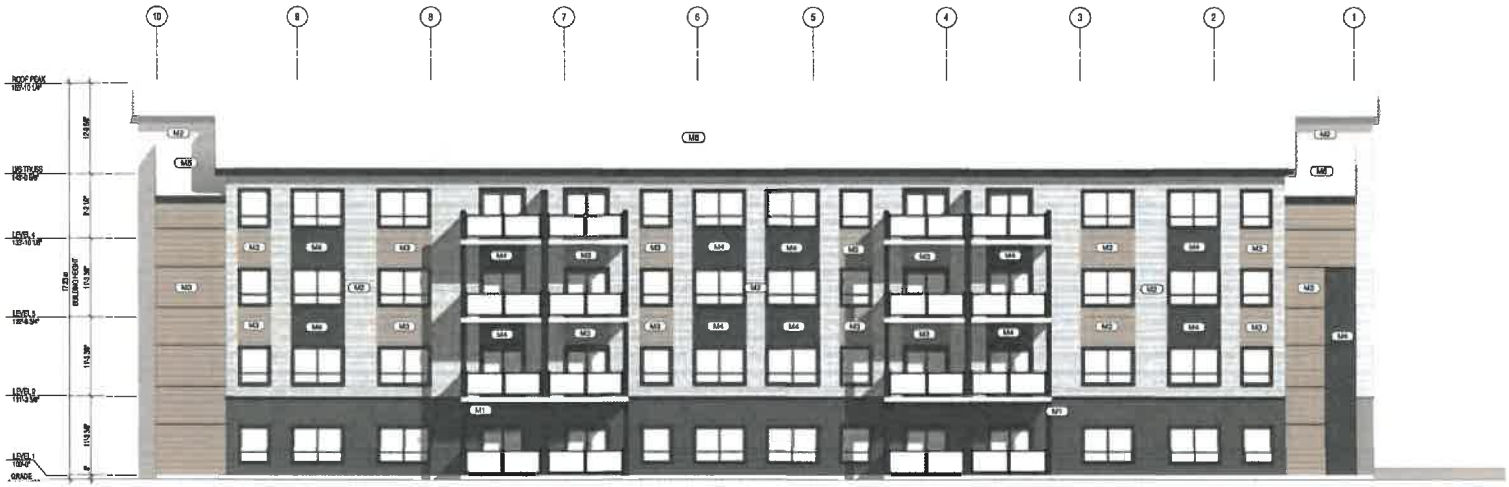
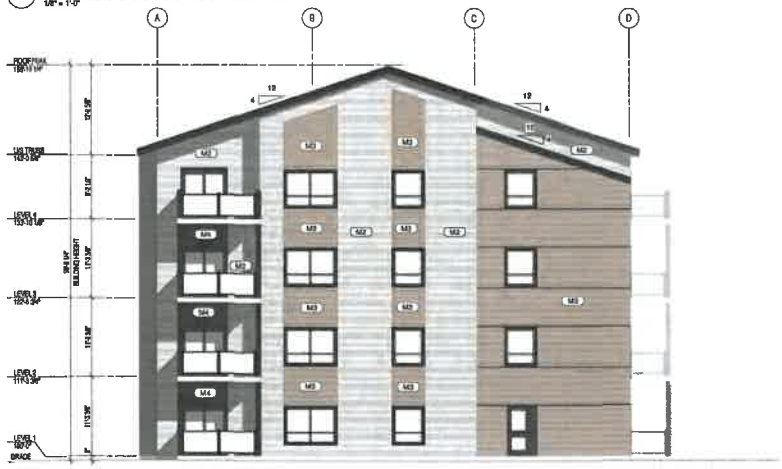


1 SCHEMATIC ELEVATION 3
1/8" = 1'-0"



2 SCHEMATIC ELEVATION 4
1/8" = 1'-0"

MATERIALS:

MATERIAL TYPES ARE SELECTED TO MEET NATIONAL BUILDING CODE OF CANADA AND LOCAL ZONING BYLAW REQUIREMENTS. DEVIATIONS TO TYPE OF MATERIAL SHOWN ARE SUBJECT TO ARCHITECT APPROVAL

MATERIALS MANUFACTURER AND COLORS SHOWN IN THIS LEGEND ARE THE BASIS OF THIS DESIGN. FINAL MATERIAL MANUFACTURER AND COLOR ARE SUBJECT TO ARCHITECT REVIEW AND OWNER APPROVAL.

M1 - BRICK VENEER - HERITAGE DRY STACK, SLATE, BY BRICKLAID
M2 - FIBER CEMENT - LAP SIDING, ARTIC WHITE , BY JAMES HARDIE
M3 - FIBER CEMENT - LAP SIDING, MAIN BROWN, BY JAMES HARDIE
M4 - FIBER CEMENT - BOARD & BATTEN, MIDNIGHT SCOT, BY JAMES HARDIE
M5 - ASPHALT SHINGLES

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE

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ALL REQUIRED PERMITS MUST BE OBTAINED PRIOR TO ANY CONSTRUCTION.

Rev #	Description	Date

Stamp:

Architectural Consultant: spitfire ARCHITECTURE

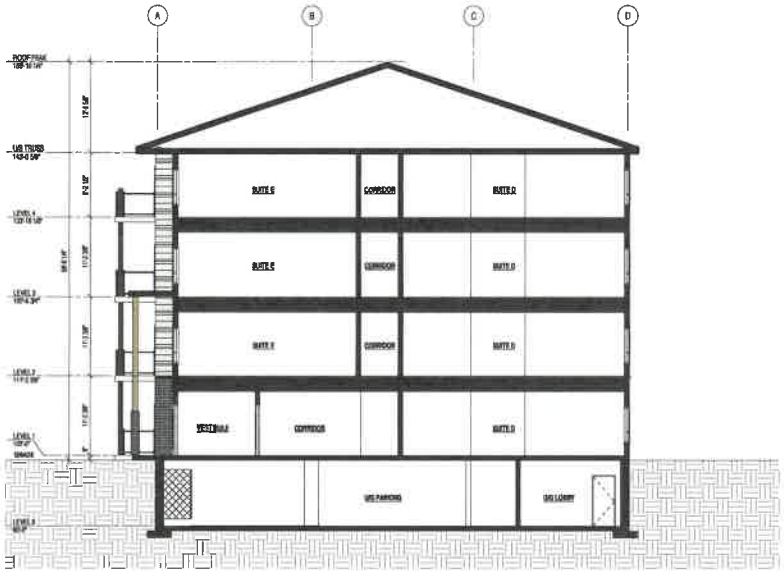
Architectural Designer: spitfire DESIGN CO.
78 Lois Street, Moncton, NB E1C 5E8
Tel: (506) 536-7777

Client: **A.C. Baskin Investments**

Project: **PHASE 2 - MULTI RES**
18 Holland Dr., Rothesay, NB

Drawing Title: SCHEMATIC ELEVATION (2/2)

Date:	OCTOBER 20, 2025		
Checked by:	S.C.		
Drawn by:	A.R.R.	Revision:	00
Scale:	AS NOTED		
Sheet:	A3.2	Plot # or:	43399



1 SCHEMATIC SECTION
1/8" = 1'-0"

Preliminary
"Not for Construction"

Issue	Description	Date

Rev. #	Description	Date

spitfire ARCHITECTURE

spitfire DESIGN CO.
78 Lutz Street, Moncton, NB E1C 5E8
Tel: (506) 855-7777

Client: **A.C. Baskin Investments**

Project: **PHASE 2 - MULTI RES**

16 Holland Dr., Rothesay, NB

Drawing Title: SCHEMATIC SECTION

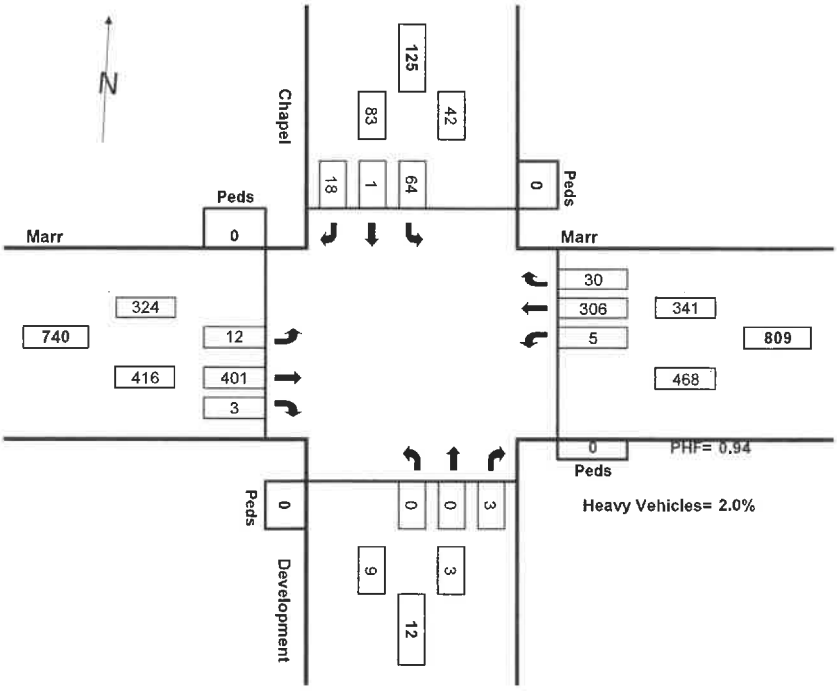
Date:	OCTOBER 20, 2025		
Checked by:	D.O.		
Drawn by:	A.R.R.	Revision:	00
Scale:	AS NOTED		
Sheet:	A4.1	Page of:	42/300

Appendix B: Traffic Count Data

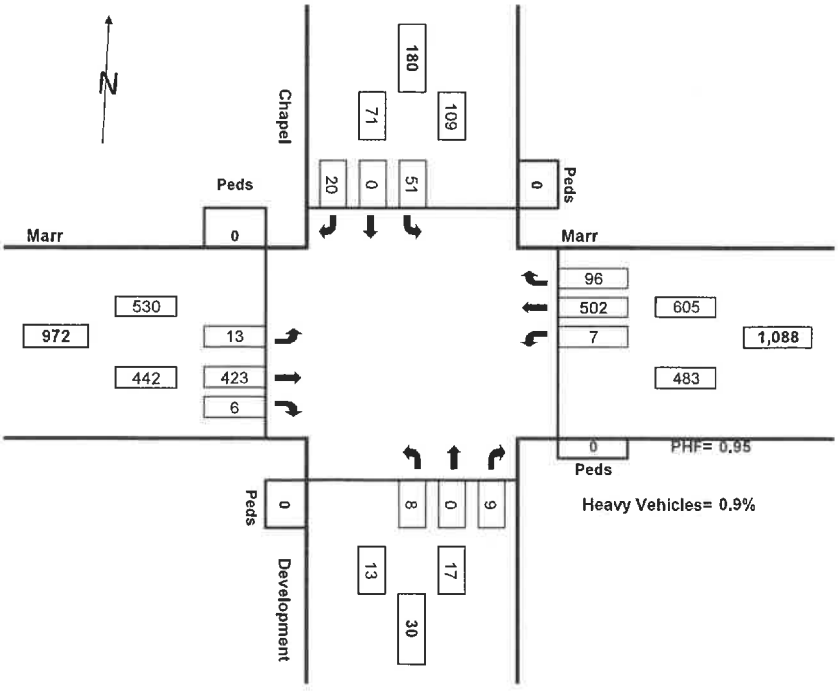
Traffic Count Summary
AM and PM Peak Hours

Marr @ Chapel

AM Peak Hour 07:30 - 08:30



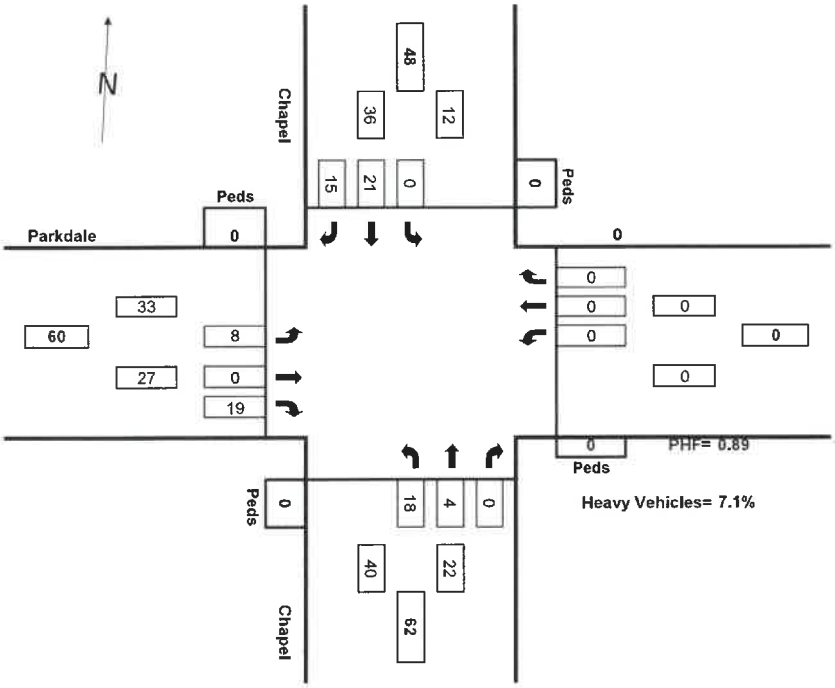
PM Peak Hour 16:15 - 17:15



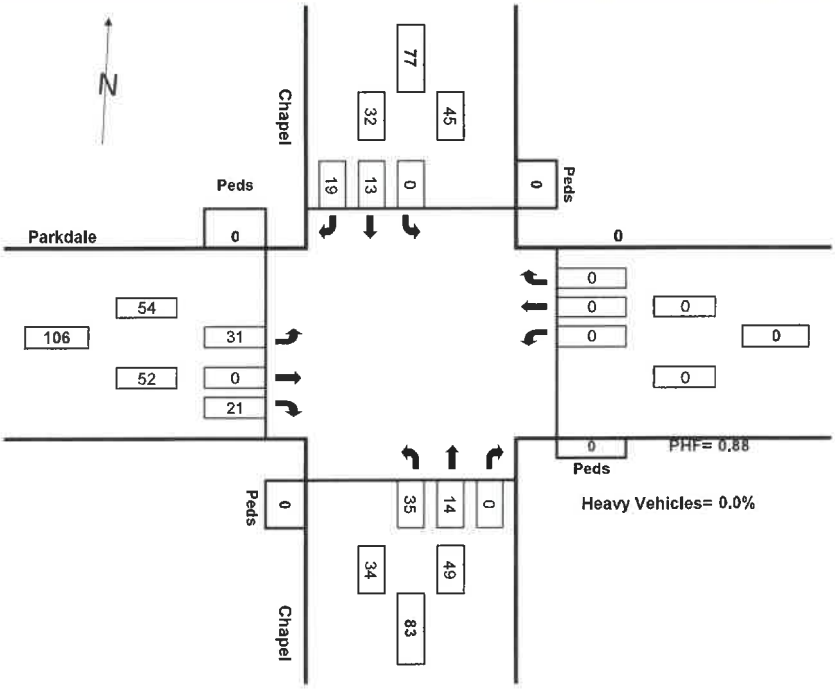
Traffic Count Summary
AM and PM Peak Hours

Parkdale @ Chapel

AM Peak Hour 07:30 - 08:30



PM Peak Hour 16:45 - 17:45



Appendix C: Level of Service Reports

2021 AM Peak
3: Development/Chapel Rd & Marr Rd

05-21-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	525	4	7	401	39	0	0	4	84	1	24
Future Volume (Veh/h)	16	525	4	7	401	39	0	0	4	84	1	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	17	559	4	7	427	41	0	0	4	89	1	26
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	468			563			1083	1077	561	1060	1058	448
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	468			563			1083	1077	561	1060	1058	448
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	100	99	55	100	96
cM capacity (veh/h)	1094			1008			183	214	527	197	220	611

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	580	475	4	116
Volume Left	17	7	0	89
Volume Right	4	41	4	26
cSH	1094	1008	527	232
Volume to Capacity	0.02	0.01	0.01	0.50
Queue Length 95th (m)	0.4	0.2	0.2	20.4
Control Delay (s)	0.4	0.2	11.9	35.0
Lane LOS	A	A	B	E
Approach Delay (s)	0.4	0.2	11.9	35.0
Approach LOS			B	E

Intersection Summary				
Average Delay	3.8			
Intersection Capacity Utilization	56.3%	ICU Level of Service	B	
Analysis Period (min)	15			

2021 PM Peak
3: Development/Chapel Rd & Marr Rd

05-21-2021

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	16	516	7	9	612	117	10	0	11	62	0	24
Future Volume (Veh/h)	16	516	7	9	612	117	10	0	11	62	0	24
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	17	543	7	9	644	123	11	0	12	65	0	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	767			550			1329	1366	546	1316	1308	706
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	767			550			1329	1366	546	1316	1308	706
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			91	100	98	50	100	94
cM capacity (veh/h)	851			1025			122	144	539	129	156	438

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	567	776	23	90
Volume Left	17	9	11	65
Volume Right	7	123	12	25
cSH	851	1025	205	161
Volume to Capacity	0.02	0.01	0.11	0.56
Queue Length 95th (m)	0.5	0.2	3.0	23.0
Control Delay (s)	0.5	0.2	24.8	52.5
Lane LOS	A	A	C	F
Approach Delay (s)	0.5	0.2	24.8	52.5
Approach LOS			C	F

Intersection Summary				
Average Delay	4.0			
Intersection Capacity Utilization	57.4%	ICU Level of Service	B	
Analysis Period (min)	15			

2032 AM Background
3: Development/Chapel Rd & Marr Rd

10-31-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	525	4	7	401	39	0	0	4	84	1	24
Future Volume (vph)	16	525	4	7	401	39	0	0	4	84	1	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.988			0.865			0.970	
Flt Protected		0.999			0.999						0.963	
Satd. Flow (prot)	0	1859	0	0	1839	0	0	1611	0	0	1740	0
Flt Permitted		0.999			0.999						0.963	
Satd. Flow (perm)	0	1859	0	0	1839	0	0	1611	0	0	1740	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		107.7			116.5			59.5			161.7	
Travel Time (s)		7.8			8.4			4.3			11.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Adj. Flow (vph)	19	626	5	8	478	46	0	0	5	100	1	29
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	650	0	0	532	0	0	5	0	0	130	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 61.4%		ICU Level of Service B	
Analysis Period (min) 15			

2032 PM Background
3: Development/Chapel Rd & Marr Rd

10-31-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	16	516	7	9	612	117	10	0	11	62	0	24
Future Volume (vph)	16	516	7	9	612	117	10	0	11	62	0	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.979			0.930			0.963	
Flt Protected		0.999			0.999			0.977			0.965	
Satd. Flow (prot)	0	1876	0	0	1840	0	0	1709	0	0	1748	0
Flt Permitted		0.999			0.999			0.977			0.965	
Satd. Flow (perm)	0	1876	0	0	1840	0	0	1709	0	0	1748	0
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		107.7			116.5			59.5			161.7	
Travel Time (s)		7.8			8.4			4.3			11.6	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%	112%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	19	608	8	11	722	138	12	0	13	73	0	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	635	0	0	871	0	0	25	0	0	101	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(m)		0.0			0.0			0.0			0.0	
Link Offset(m)		0.0			0.0			0.0			0.0	
Crosswalk Width(m)		4.8			4.8			4.8			4.8	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (k/h)	25		15	25		15	25		15	25		15
Sign Control		Free			Free			Stop			Stop	

Intersection Summary			
Area Type:	Other		
Control Type: Unsignalized			
Intersection Capacity Utilization 63.4%		ICU Level of Service B	
Analysis Period (min) 15			

2032 AM Stop Controlled with Dev
3: Development/Chapel Rd & Marr Rd

10-31-2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	586	4	8	449	48	0	0	4	119	1	35
Future Volume (Veh/h)	20	586	4	8	449	48	0	0	4	119	1	35
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	21	623	4	9	478	51	0	0	4	127	1	37
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	529			627			1226	1214	625	1192	1190	504
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	529			627			1226	1214	625	1192	1190	504
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	98			99			100	100	99	20	99	93
cM capacity (veh/h)	1038			955			141	176	485	159	182	568

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	648	538	4	165
Volume Left	21	9	0	127
Volume Right	4	51	4	37
cSH	1038	955	485	190
Volume to Capacity	0.02	0.01	0.01	0.87
Queue Length 95th (m)	0.5	0.2	0.2	51.8
Control Delay (s)	0.5	0.3	12.5	85.8
Lane LOS	A	A	B	F
Approach Delay (s)	0.5	0.3	12.5	85.8
Approach LOS			B	F

Intersection Summary				
Average Delay	10.8			
Intersection Capacity Utilization	64.3%	ICU Level of Service	C	
Analysis Period (min)	15			

2032 PM Stop Controlled with Dev
3: Development/Chapel Rd & Marr Rd

10-31-2025

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		✣			✣			✣			✣	
Traffic Volume (veh/h)	22	578	8	10	684	147	11	0	12	76	0	33
Future Volume (Veh/h)	22	578	8	10	684	147	11	0	12	76	0	33
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	23	608	8	11	720	155	12	0	13	80	0	35
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	875			616			1512	1555	612	1490	1482	798
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	875			616			1512	1555	612	1490	1482	798
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	97			99			86	100	97	17	100	91
cM capacity (veh/h)	776			969			87	109	495	97	121	388

Direction, Lane #	EB 1	WB 1	NB 1	SB 1
Volume Total	639	886	25	115
Volume Left	23	11	12	80
Volume Right	8	155	13	35
cSH	776	969	153	125
Volume to Capacity	0.03	0.01	0.16	0.92
Queue Length 95th (m)	0.7	0.3	4.5	47.6
Control Delay (s)	0.8	0.3	33.2	125.7
Lane LOS	A	A	D	F
Approach Delay (s)	0.8	0.3	33.2	125.7
Approach LOS			D	F

Intersection Summary			
Average Delay	9.6		
Intersection Capacity Utilization	64.8%	ICU Level of Service	C
Analysis Period (min)	15		

2032 AM Signalized with Dev
3: Development/Chapel Rd & Marr Rd

10-31-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	586	4	8	449	48	0	0	4	119	1	35
Future Volume (vph)	20	586	4	8	449	48	0	0	4	119	1	35
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.999			0.987			0.865			0.970	
Flt Protected		0.998			0.999						0.963	
Satd. Flow (prot)	0	1857	0	0	1837	0	0	1611	0	0	1740	0
Flt Permitted		0.979			0.990						0.773	
Satd. Flow (perm)	0	1822	0	0	1820	0	0	1611	0	0	1397	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		1			14			220			28	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		107.7			116.5			59.5			161.7	
Travel Time (s)		7.8			8.4			4.3			11.6	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	21	623	4	9	478	51	0	0	4	127	1	37
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	648	0	0	538	0	0	4	0	0	165	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Total Split (s)	32.5	32.5		32.5	32.5		22.5	22.5		22.5	22.5	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Act Effct Green (s)		26.5			26.5			9.8			9.8	
Actuated g/C Ratio		0.64			0.64			0.24			0.24	
v/c Ratio		0.55			0.46			0.01			0.47	
Control Delay		9.3			7.8			0.0			17.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.3			7.8			0.0			17.0	
LOS		A			A			A			B	
Approach Delay		9.3			7.8						17.0	
Approach LOS		A			A						B	
Queue Length 50th (m)		28.1			20.7			0.0			8.3	
Queue Length 95th (m)		70.9			52.6			0.0			24.2	
Internal Link Dist (m)		83.7			92.5			35.5			137.7	
Turn Bay Length (m)												
Base Capacity (vph)		1281			1284			854			652	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.42			0.00			0.25	

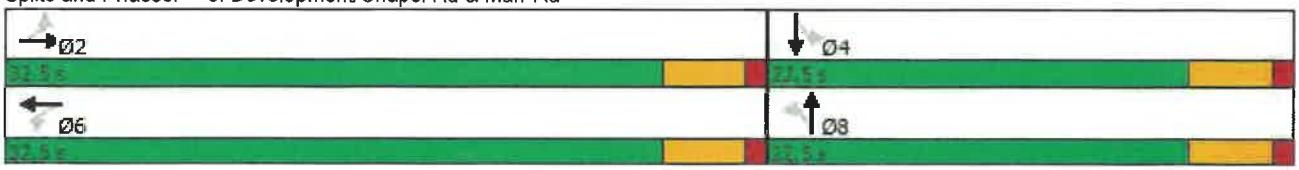
Intersection Summary	
Area Type:	Other
Cycle Length: 55	
Actuated Cycle Length: 41.3	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	

2032 AM Signalized with Dev
3: Development/Chapel Rd & Marr Rd

10-31-2025

Intersection Signal Delay: 9.6 | Intersection LOS: A
Intersection Capacity Utilization 65.1% | ICU Level of Service C
Analysis Period (min) 15

Splits and Phases: 3: Development/Chapel Rd & Marr Rd



2032 PM Signalized with Dev
3: Development/Chapel Rd & Marr Rd

10-31-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	578	8	10	684	147	11	0	12	76	0	33
Future Volume (vph)	22	578	8	10	684	147	11	0	12	76	0	33
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.998			0.976			0.930			0.959	
Flt Protected		0.998			0.999			0.977			0.966	
Satd. Flow (prot)	0	1874	0	0	1834	0	0	1709	0	0	1743	0
Flt Permitted		0.963			0.993			0.869			0.777	
Satd. Flow (perm)	0	1808	0	0	1823	0	0	1520	0	0	1402	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		2			28			27			35	
Link Speed (k/h)		50			50			50			50	
Link Distance (m)		107.7			116.5			59.5			269.2	
Travel Time (s)		7.8			8.4			4.3			19.4	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Adj. Flow (vph)	23	608	8	11	720	155	12	0	13	80	0	35
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	0	0	886	0	0	25	0	0	115	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	22.5	22.5		22.5	22.5		22.5	22.5		22.5	22.5	
Total Split (s)	37.5	37.5		37.5	37.5		22.5	22.5		22.5	22.5	
Total Split (%)	62.5%	62.5%		62.5%	62.5%		37.5%	37.5%		37.5%	37.5%	
Maximum Green (s)	33.0	33.0		33.0	33.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0	1.0		1.0	1.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		4.5			4.5			4.5			4.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)		35.5			35.5			8.6			8.6	
Actuated g/C Ratio		0.72			0.72			0.18			0.18	
v/c Ratio		0.49			0.67			0.09			0.42	
Control Delay		6.5			9.8			8.4			19.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.5			9.8			8.4			19.3	
LOS		A			A			A			B	
Approach Delay		6.5			9.8			8.4			19.3	

2032 PM Signalized with Dev
3: Development/Chapel Rd & Marr Rd

10-31-2025

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Approach LOS		A			A			A			B	

Intersection Summary			
Area Type:	Other		
Cycle Length: 60			
Actuated Cycle Length: 49			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.67			
Intersection Signal Delay: 9.1		Intersection LOS: A	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: Development/Chapel Rd & Marr Rd

Appendix D: Signal Warrant Worksheets

Town of Rothesay - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Marr Road	Direction (EW or NS)	EW
Side Street (name)	Chapel Rd	Direction (EW or NS)	NS
Quadrant / Int #		Comments	2032 without Development
	CHECK SHEET		

for Warrant Calculation Results, please hit 'Page Down'

Road Authority:	Town of Rothesay
City:	Rothesay
Analysis Date:	2025 Oct 30, Thu
Count Date:	2021 April 26, Mon
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	RT Channelization (y/n)	UpStream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Marr Road	WB				1				500	1	perm	y	y
Marr Road	EB				1				850	1	perm	y	y
Chapel Rd	NB				1				1,000	1	perm	y	y
Chapel Rd	SB				1				1,000	1	perm	y	y

Saturation Flow Rates (if not default) (vphpl)		Default Saturation Flow Rates (vphpl)
Left Turn		1,650
Through		1,800
Right Turn		1,500

Are the Chapel Rd NB right turns significantly impeded by through movements? (y/n)	n
Are the Chapel Rd SB right turns significantly impeded by through movements? (y/n)	n
Are the Marr Road WB right turns significantly impeded by through movements? (y/n)	n
Are the Marr Road EB right turns significantly impeded by through movements? (y/n)	n

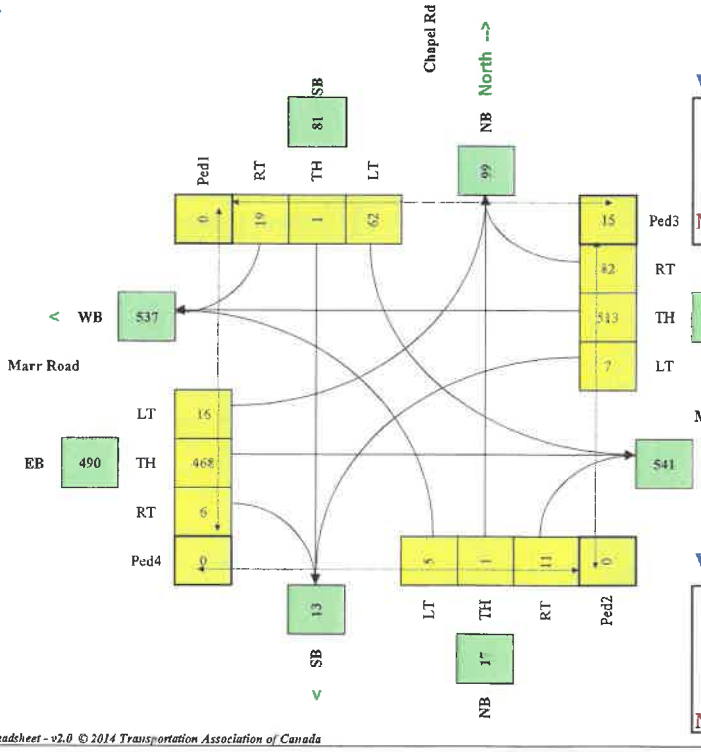
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	11,659
Central Business District	(y/n)	y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Marr Road	EW	50	2.0%	n	0.0
Chapel Rd	NS	40	2.0%	n	0.0

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00	0	0	4	94	1	26	7	447	44	18	586	4			15	
	1	1	3	53	1	19	9	355	38	10	390	6			15	
	8	0	14	49	0	16	6	470	88	13	395	6			15	
	8	0	16	54	0	16	7	511	95	14	429	7			15	
	11	0	19	68	0	20	8	648	120	18	544	8			15	
	4	3	10	56	1	14	4	648	106	23	463	5			15	
Total (6-hour peak)	32	4	66	374	3	111	41	3,079	491	96	2,807	34	0	0	90	0
Average (6-hour peak)	5	1	11	62	1	19	7	513	82	16	468	6	0	0	15	0
Actual Pedestrian Crossing Distance (m)																

Average 6-hour Peak Turning Movements



$W_{SIG} = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] \times C_i$

W =	55	55	0
		Veh	Ped

NOT Warranted

RESET SHEET

$W_{PED} = [F ((Xped_m)d_m/K_2) + (Xped_s)d_s/K_3)]$

W = 0

Not Warranted - Ped Vol<25(avg)

Town of Rothesay - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Marr Road
Side Street (name)	Chapel Rd
Quadrant / Int #	
	CHECK SHEET

for Warrant Calculation Results, please hit 'Page Down'

Direction (EW or NS)	EW
Direction (EW or NS)	NS
Comments	2032 with Development, Development Traffic Distributed

Road Authority:	Town of Rothesay
City:	Rothesay
Analysis Date:	2025 Oct 31, Fri
Count Date:	2021 April 26, Mon
Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	RT Channelization (y/n)	UpStream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Marr Road	WB				1				500	1	perm	y	y
Marr Road	EB				1				850	1	perm	y	y
Chapel Rd	NB				1				1,000	1	perm	y	y
Chapel Rd	SB				1				1,000	1	perm	y	y

Saturation Flow Rates (if not default) (vphpl)		Default Saturation Flow Rates (vphpl)
Left Turn		1,650
Through		1,800
Right Turn		1,500

Are the Chapel Rd NB right turns significantly impeded by through movements? (y/n)		n
Are the Chapel Rd SB right turns significantly impeded by through movements? (y/n)		n
Are the Marr Road WB right turns significantly impeded by through movements? (y/n)		n
Are the Marr Road EB right turns significantly impeded by through movements? (y/n)		n

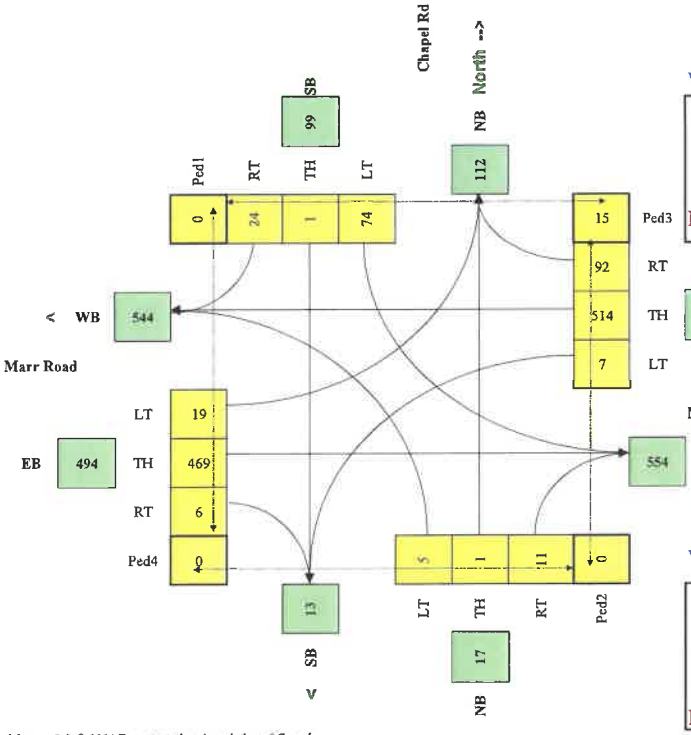
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	11,659
Central Business District	(y/n)	y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Marr Road	EW	50	2.0%	n	0.0
Chapel Rd	NS	40	2.0%	n	0.0

Set Peak Hours

Traffic Input		NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
		LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00		0	0	4	119	1	34	7	449	48	20	386	4			15	
		1	1	5	72	1	25	9	356	41	12	390	6			15	
		8	0	14	54	0	20	6	471	100	16	395	6			15	
		8	0	16	60	0	20	7	512	108	17	431	7			15	
		11	0	19	75	0	26	8	649	136	22	546	8			15	
		4	3	10	65	1	20	4	649	121	22	465	3			15	
Total (6-hour peak)		32	4	66	443	3	148	41	3,086	554	114	2,813	34	0	0	90	0
Average (6-hour peak)		5	1	11	74	1	24	7	514	92	19	469	6	0	0	15	0
														Actual Pedestrian Crossing Distance (m)			

Average 6-hour Peak Turning Movements



$W_{SIG} = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] \times C_i$

W =	65	65	0
		Veh	*Ped*

NOT Warranted

RESET SHEET

$W_{PED} = [F ((Xped_m)d_m/K_2) + (Xped_s)d_s/K_3)]$

W = 0

Not Warranted - Ped Vol<25(avg)

Town of Rothesay - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Marr Road	Direction (EW or NS)	EW	Road Authority:	Town of Rothesay
Side Street (name)	Chapel Rd	Direction (EW or NS)	NS	City:	Rothesay
Quadrant / Int #		Comments	2032 with Development, All Development Traffic to Marr / Chapel	Analysis Date:	2025 Oct 31, Fri
CHECK SHEET				Count Date:	2021 April 26, Mon
for Warrant Calculation Results, please hit 'Page Down'				Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	QT Channelization (y/n)	UpStream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Marr Road	WB				1				500	1	perm	y	y
Marr Road	EB				1				850	1	perm	y	y
Chapel Rd	NB				1				1,000	1	perm	y	y
Chapel Rd	SB				1				1,000	1	perm	y	y

Saturation Flow Rates (if not default) (vphpl)		Default Saturation Flow Rates (vphpl)
Left Turn		1,650
Through		1,800
Right Turn		1,500

Are the Chapel Rd NB right turns significantly impeded by through movements? (y/n)	n
Are the Chapel Rd SB right turns significantly impeded by through movements? (y/n)	n
Are the Marr Road WB right turns significantly impeded by through movements? (y/n)	n
Are the Marr Road EB right turns significantly impeded by through movements? (y/n)	n

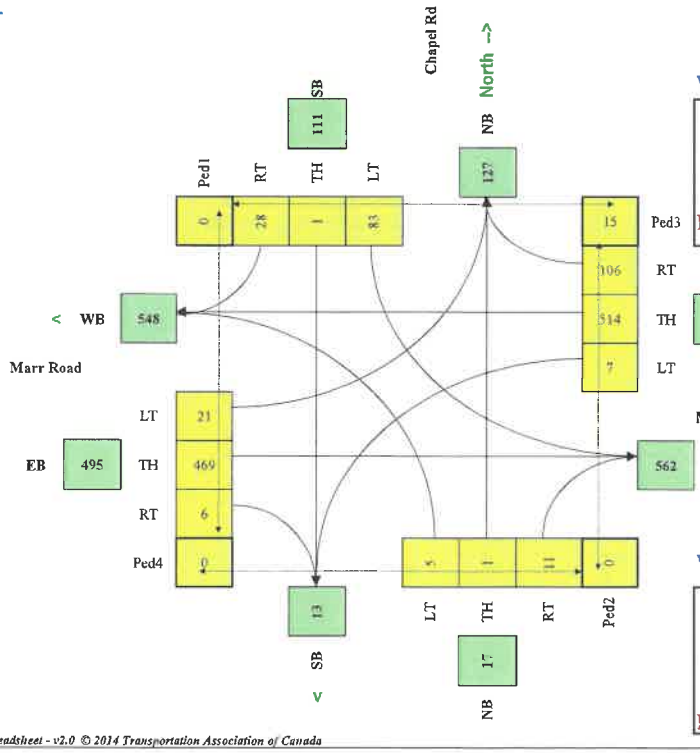
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	11,659
Central Business District	(y/n)	y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Marr Road	EW	50	2.0%	n	0.0
Chapel Rd	NS	40	2.0%	n	0.0

Set Peak Hours

Traffic Input		NB			SB			WB			EB			Ped1 NS	Ped2 NS	Ped3 EW	Ped4 EW
		LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT	W Side	E Side	N Side	S Side
7:00 - 8:00		0	0	4	132	1	37	7	449	54	22	586	4			15	
		1	1	3	81	1	27	9	356	46	13	390	6			15	
		8	0	14	60	0	24	6	471	115	17	395	6			15	
		8	0	16	67	0	24	7	512	123	18	431	7			15	
		11	0	19	84	0	31	8	649	156	24	546	8			15	
		4	3	10	71	1	24	4	649	139	29	465	3			15	
Total (6-hour peak)		32	4	66	495	3	167	41	3,086	633	123	2,813	34	0	0	90	0
Average (6-hour peak)		5	1	11	83	1	28	7	514	106	21	469	6	0	0	15	0
Actual Pedestrian Crossing Distance (m)																	

Average 6-hour Peak Turning Movements



$W_{SIG} = [C_{bt}(X_{v-v}) / K_1 + (F (X_{v-p}) L) / K_2] \times C_i$

W =	72	72	0
		Veh	Ped

NOT Warranted

RESET SHEET

$W_{PED} = |F ((Xped_m)d_m/K_2) + (Xped_s)d_s/K_3)]$

W = 0

Not Warranted - Ped Vol<25(avg)

Appendix E: 2024 Signal Warrant Analysis and Intersection Review

ENGLOBE

May 22, 2024

Town of Rothesay
70 Hampton Road
Rothesay, NB E2E 5Y2
Attention: Brett Mclean

Subject: **Signal Warrant Analysis and Intersection Review**
Englobe reference: 00017095

1 Introduction

Englobe Corp. was retained by the Town of Rothesay, to undertake a signal warrant analysis to assess the viability of traffic signals at the existing stop-controlled intersection of Marr Road and Chapel Road. This intersection is highlighted in the figure below. The intersection configuration was also examined, and recommendations were made to address queuing on Chapel Road.

Figure 1: Study Intersection

T 506 451-4400 x179026 – ryan.esligar@englobecorp.com
565 Priestman Street, Unit 400 – Fredericton, NB – Canada E3B 5X8
englobecorp.com

2 TAC Traffic Signal Warrant

Traffic counts were collected on April 10th- April 12th, 2024, using a Miovision system. The existing conditions were assessed using a traffic signal warrant analysis. The Transportation Association of Canada (TAC) provides a warrant analysis for traffic signals that is based on the lane configuration, environment, demographics, traffic volumes, and pedestrian volumes at an intersection. The output of the TAC warrant is a score, where scores over 100 indicate that signals are typically warranted, and higher scores indicate higher priority for signalization. Applying the TAC warrant analysis based on the existing traffic volumes, the intersection of Marr/Chapel has a score of 37 priority points. This indicates that the Marr/Chapel intersection does not require traffic signals based on current traffic volumes. The warrant calculation sheets and traffic counts for these intersections are attached in Appendix A.

Although the current conditions do not warrant traffic signals, there are plans for future development on Chapel Road which has potential to increase traffic volumes at the Marr/Chapel intersection. A sensitivity analysis was conducted to examine the impact of potential increases in traffic at this intersection, which is displayed in Table 1. Note that thru traffic on Marr Road remained constant in this analysis, and only turning movements that would be impacted by a development were increased (southbound left, southbound right, eastbound left, westbound right).

The results indicated that traffic volumes would become warranted when traffic volumes at the Marr Road/ Chapel intersection increased by approximately 275%. This corresponds to approximately 1,364 additional vehicles making southbound left, southbound right, eastbound left, or westbound right turning movements over a six (6) hour period. For reference, Table 2 displays a variety of development types and the corresponding size required to generate 1,364 daily trips. Although this is not intended to provide a precise estimate for what size developments may warrant traffic signals, it can be used as a preliminary guide. Note that the ITE Trip Generation Manual was used to estimate trips shown in Table 2.

Table 1: Traffic Signal Warrant with Sensitivity Analysis

Increase in Traffic	TAC Warrant Score	Warranted/Unwarranted
Existing Traffic	37	Unwarranted
25% Increase	47	Unwarranted
50% Increase	55	Unwarranted
100% Increase	73	Unwarranted
150% Increase	92	Unwarranted
275% Increase	**101**	**Warranted**

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Table 2: Daily Trip Rates Generated by Developments

Development	ITE Land Use Code	Size (Number of Units)	Added Daily Total SBR, SBL, EBL, WBR Traffic
Multifamily Housing (Low-Rise)	220	**201**	**1364**
Multifamily Housing (Mid-Rise)	221	**296**	**1365**
Multifamily Housing (High-Rise)	222	**263**	**1366**
Single-Family Attached Housing	215	**186**	**1367**
Single-Family Detached Housing	210	**139**	**1366**

Although the current conditions at the intersection of Marr Road and Chapel Road do not warrant traffic signals, future developments will have an impact on the decision to install traffic signals depending on the size and land use.

3 Left Turn Lane Warrant on Marr Road

The Study Team reviewed video footage of the intersection that was collected by the MioVision camera and noted that queuing on the Chapel Road approach was often exacerbated by queuing at the eastbound Marr Road approach. Currently, Marr Road has a two-lane cross section with auxiliary turning lanes and during peak periods vehicles attempting to turn left onto Chapel often must wait for several seconds before making a left turn. This forces all traffic travelling behind the left-turning vehicle to queue up. These queued vehicles impact the delay experienced on Chapel, as vehicles waiting on Chapel must wait for the left-turning vehicle to turn onto Chapel and then wait for the remaining vehicles queued on Marr Road to clear the intersection before they can make the left turn themselves. Reducing the queuing on Marr Road should help reduce delays and queuing of traffic on Chapel Road.

A left turn lane warrant analysis was conducted using the AM and PM Peak Period volumes. The methodology for this analysis was consistent with the procedure outlined in the Ontario Geometric Design Guide. This guide presents the warrants in a series of nomographs that are a function of the percentage of left turning traffic in the "advancing" direction, advancing traffic volume, opposing traffic volume, and design speed. Marr Road has a 50 km/h posted speed limit, so a 60 km/h design speed was used for this analysis. The left turn warrant revealed that the PM peak hour traffic volumes would warrant a left turn lane, although it was noted that the left turn volume is less than 5% of the advancing volume; therefore, the nomograph shown in Figure 2 would slightly over-estimate the need for a left turn lane. Overall, we would recommend that a left turn lane be added on Marr Road to help alleviate queuing and delays on both Marr Road and Chapel Road. The results are shown in Figure 2.

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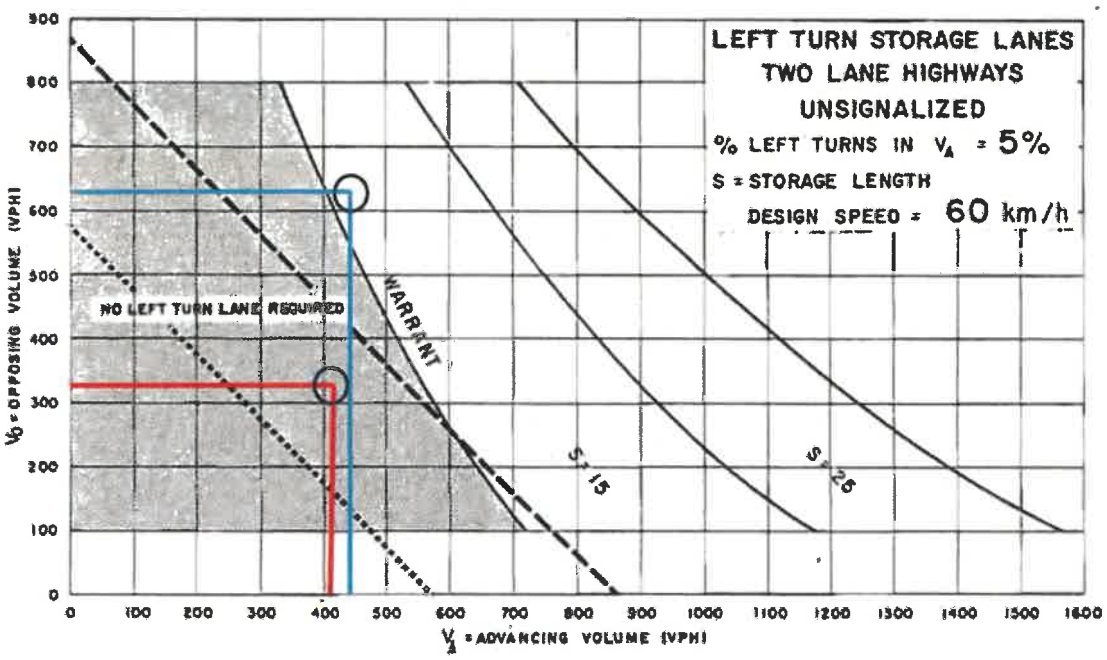
Figure 2: Left Turn Lane Warrant



Peak Period	VA (Advancing Volume)	VO (Opposing Volume)	Left Turn Traffic
7:30-8:30 AM	407	326	9
4:30-5:30 PM	444	624	14

4 Turn Lanes on Chapel Road

A separate right turn lane could be added on the Chapel Road approach so that left turn and right turn movements are separated. This would not have much of an impact for drivers who are trying to turn left onto Marr Road; however, it would reduce delays for drivers who are turning right onto Marr Road, as these drivers would no longer be held up by traffic waiting to make a left turn.

5 Conclusions and Recommendations

The key findings and recommendations of this report are summarized as follows:

1. Traffic signals are not currently warranted at the intersection of Marr Road and Chapel Road. Traffic volumes on Chapel Road would have to increase by approximately 275% for traffic signals to become warranted. This corresponds to an increase of approximately 1,364 vehicles during the peak six hours of the day.
2. Two additional options were identified that would help reduce delays and queuing on Chapel Road.

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a. This includes adding a left turn lane at the eastbound approach on Marr Road. This will help reduce delays and queuing for eastbound traffic on Marr Road and all traffic on Chapel Road.

b. Delays for right turning traffic on Chapel Road could be further reduced by adding a separate right turn lane on Chapel Road. It was noted that this improvement will not have much of an impact on traffic turning left from Chapel Road onto Marr Road.

Yours very truly,

Englobe Corp.

Ryan Esligar, M.Sc.E, P.Eng.
Transportation Engineer

William Morrison, M.Sc.E, EIT
Junior Transportation Engineer

APPENDICES

Appendix A Warrant Sheets and Traffic Counts

T 506 451-4400 x179026 – ryan.esligar@englobecorp.com
565 Priestman Street, Unit 400 – Fredericton, NB – Canada E3B 5X8
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Appendix A Warrant Sheets and Traffic Counts

T 506 451-4400 x179026 – ryan.esligar@englobecorp.com
565 Priestman Street, Unit 400 – Fredericton, NB – Canada E3B 5X8
englobecorp.com

Rothesay - Traffic Signal & Pedestrian Signal Head Warrant Analysis

Main Street (name)	Marr Road	Direction (EW or NS)	EW	Road Authority:	Rothesay
Side Street (name)	Chapel Road	Direction (EW or NS)	NS	City:	Rothesay NB
Quadrant / Int #		Comments	Existing Conditions	Analysis Date:	April 19th 2024
for Warrant Calculation Results, please hit 'Page Down'	CHECK SHEET			Count Date:	April 10th 2024
				Date Entry Format:	(yyyy-mm-dd)

Lane Configuration		Excl LT	Th & LT	Through	Th+RT+LT	Th & RT	Excl RT	RT Channelization (y/n)	UpStream Signal (m)	# of Thru Lanes	LT Phase Type	RTOR Allowed (y/n)	Actuated Thru Phase
Marr Road	WB				1			n	500	1			
Marr Road	EB				1			n	850	1			
Chapel Road	NB				1			n		1			
Chapel Road	SB				1			n		1			

Saturation Flow Rates (if not default) (vphpl)		Default Saturation Flow Rates (vphpl)
Left Turn		1,650
Through		1,800
Right Turn		1,500

Are the Chapel Road NB right turns significantly impeded by through movements? (y/n)	y
Are the Chapel Road SB right turns significantly impeded by through movements? (y/n)	y
Are the Marr Road WB right turns significantly impeded by through movements? (y/n)	n
Are the Marr Road EB right turns significantly impeded by through movements? (y/n)	n

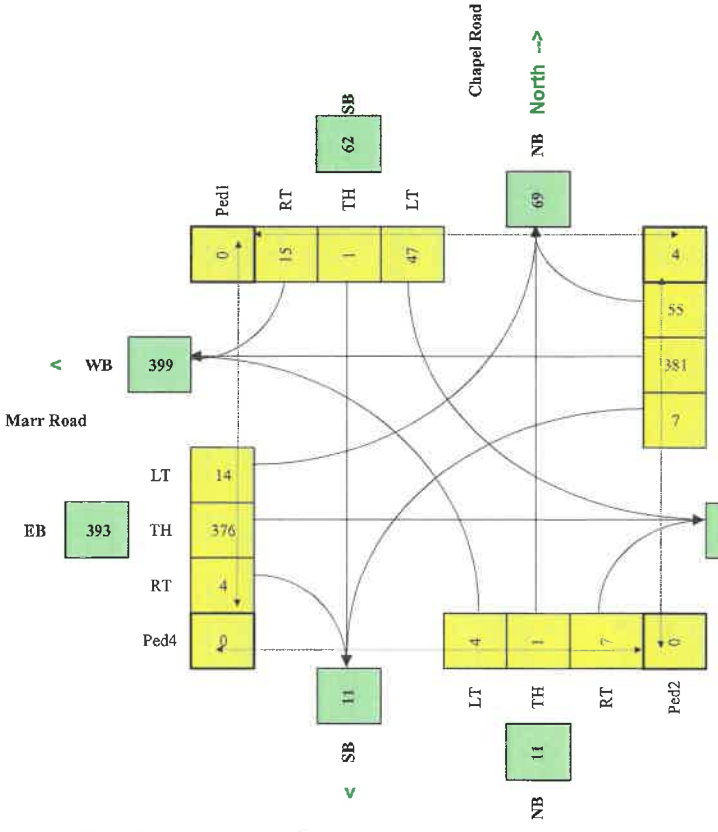
Demographics		
Elem. School/Mobility Challenged	(y/n)	n
Senior's Complex	(y/n)	n
Pathway to School	(y/n)	n
Metro Area Population	(#)	12,260
Central Business District	(y/n)	y

Other input		Speed (Km/h)	Truck %	Bus Rt (y/n)	Median (m)
Marr Road	EW	50	2.0%	y	0.0
Chapel Road	NS		2.0%	y	0.0

Set Peak Hours

Traffic Input	NB			SB			WB			EB			Ped1 NS W Side	Ped2 NS E Side	Ped3 EW N Side	Ped4 EW S Side
	LT	Th	RT	LT	Th	RT	LT	Th	RT	LT	Th	RT				
press 'Set Peak Hours' Button to set the peak hour periods	0	0	1	59	0	13	2	217	25	3	315	0			4	
	0	0	2	63	0	17	6	298	33	14	375	2			5	
	7	1	8	36	1	11	7	407	38	14	348	6			1	
	4	1	8	42	0	14	8	412	43	13	422	8			11	
	5	1	13	41	1	22	11	480	93	20	429	7			2	
	7	1	7	39	1	11	5	470	98	17	369	3			2	
Total (6-hour peak)	23	4	39	280	3	88	40	2,284	330	81	2,258	21	0	0	25	0
Average (6-hour peak)	4	1	7	47	1	15	7	381	55	14	376	4	0	0	4	0
Actual Pedestrian Crossing Distance (m)																

Average 6-hour Peak Turning Movements



$W_{SIG} = [C_{bt}(X_{v\text{-}v}) / K_1 + (F (X_{v\text{-}p}) L) / K_2] \times C_1$

W = 37 37 0

Veh *Ped*

Not Warranted - Vs<75

RESET SHEET

$W_{PED} = [F ((Xped_m)d_m/K_2) + (Xped_s)d_s/K_3)]$

W = 0

Warranted - Complex Intersection

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024
Page No: 1

Turning Movement Data

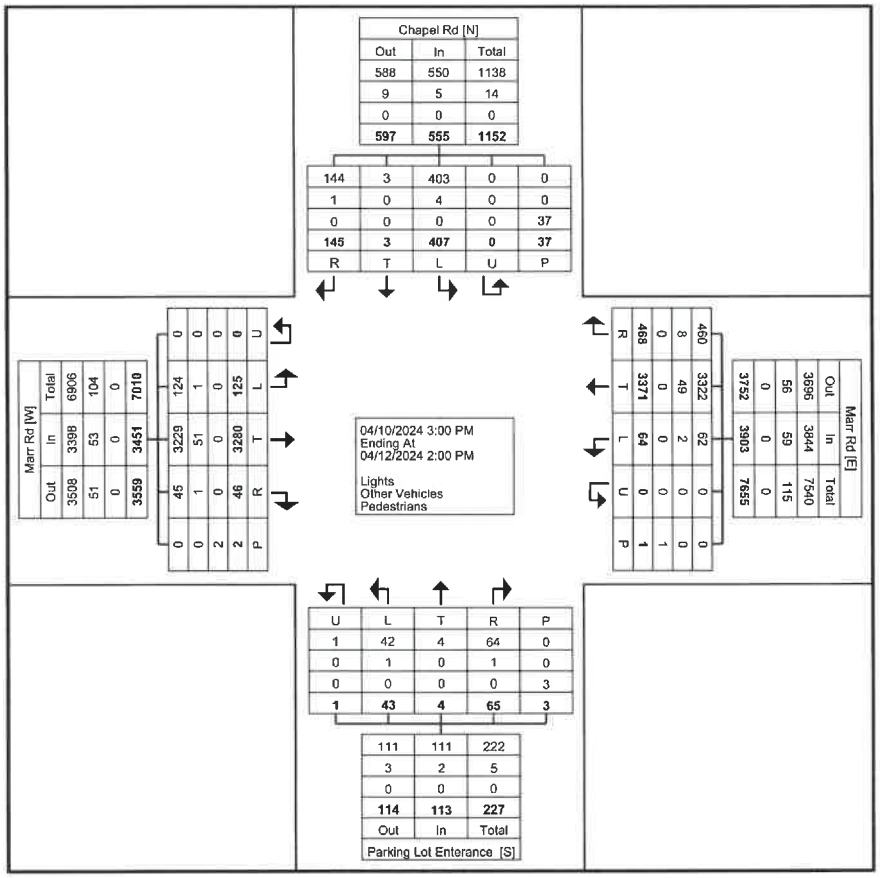
Start Time	Chapel Rd Southbound						Marr Rd Westbound						Parking Lot Enterance Northbound						Marr Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
3:00 PM	9	0	12	0	0	21	10	94	3	0	0	107	4	0	3	0	0	7	3	102	6	0	0	111	246
3:15 PM	6	0	13	0	7	19	14	92	1	0	0	107	4	0	1	0	0	5	1	78	7	0	0	86	217
3:30 PM	2	0	5	0	0	7	11	109	4	0	0	124	1	0	4	0	0	5	2	108	3	0	0	113	249
3:45 PM	5	0	5	0	3	10	12	115	2	0	0	129	1	0	1	0	0	2	1	93	4	0	0	98	239
Hourly Total	22	0	35	0	10	57	47	410	10	0	0	467	10	0	9	0	0	19	7	381	20	0	0	408	951
4:00 PM	6	0	6	0	3	12	27	101	2	0	0	130	5	1	2	0	0	8	0	111	7	0	0	118	268
4:15 PM	3	1	9	0	0	13	11	123	3	0	0	137	2	0	0	0	0	2	1	91	5	0	0	97	249
4:30 PM	7	0	14	0	0	21	24	126	2	0	0	152	4	0	1	0	0	5	0	129	1	0	1	130	308
4:45 PM	6	0	12	0	0	18	31	130	4	0	0	165	2	0	2	0	0	4	1	98	7	0	0	106	293
Hourly Total	22	1	41	0	3	64	93	480	11	0	0	584	13	1	5	0	0	19	2	429	20	0	1	451	1118
5:00 PM	2	0	14	0	1	16	21	121	0	0	0	142	3	1	6	0	0	10	2	104	3	0	0	109	277
5:15 PM	2	0	6	0	1	8	31	134	0	0	0	165	2	0	1	0	0	3	1	95	3	0	0	99	275
5:30 PM	4	1	11	0	2	16	23	126	2	0	0	151	1	0	0	0	0	1	0	77	3	0	0	80	248
5:45 PM	3	0	8	0	0	11	23	89	3	0	0	115	1	0	0	0	0	1	0	93	8	0	0	101	228
Hourly Total	11	1	39	0	4	51	98	470	5	0	0	573	7	1	7	0	0	15	3	369	17	0	0	389	1028
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
7:00 AM	1	0	12	0	0	13	0	32	0	0	0	32	1	0	0	0	0	1	0	62	0	0	0	62	108
7:15 AM	4	0	9	0	1	13	8	44	0	0	0	52	0	0	0	0	0	0	0	59	1	0	0	60	125
7:30 AM	3	0	22	0	0	25	7	58	0	0	0	65	0	0	0	0	0	0	0	106	0	0	0	106	196
7:45 AM	5	0	16	0	0	21	10	83	2	0	0	95	0	0	0	0	0	0	0	88	2	0	0	90	206
Hourly Total	13	0	59	0	1	72	25	217	2	0	0	244	1	0	0	0	0	1	0	315	3	0	0	318	635
8:00 AM	10	0	32	0	4	42	8	70	1	0	0	79	0	0	0	0	0	0	0	93	3	0	0	96	217
8:15 AM	5	0	13	0	2	18	12	74	1	0	0	87	0	0	0	0	0	0	1	110	4	0	1	115	220
8:30 AM	1	0	12	0	1	13	6	75	1	0	0	82	0	0	0	0	0	0	0	89	3	0	0	92	187
8:45 AM	1	0	6	0	3	7	7	79	3	0	0	89	2	0	0	1	1	3	1	83	4	0	0	88	187
Hourly Total	17	0	63	0	10	80	33	298	6	0	0	337	2	0	0	1	1	3	2	375	14	0	1	391	811
9:00 AM	2	0	9	0	0	11	2	65	2	0	1	69	0	0	0	0	1	0	3	54	2	0	0	59	139
9:15 AM	5	0	11	0	0	16	10	43	1	0	0	54	0	0	2	0	0	2	1	62	2	0	0	65	137
9:30 AM	3	0	11	0	1	14	12	59	2	0	0	73	3	0	0	0	0	3	2	69	1	0	0	72	162
9:45 AM	6	0	11	0	1	17	12	93	3	0	0	108	1	0	4	0	0	5	4	68	2	0	0	74	204
Hourly Total	16	0	42	0	2	58	36	260	8	0	1	304	4	0	6	0	1	10	10	253	7	0	0	270	642
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11:00 AM	3	1	10	0	0	14	8	88	0	0	0	96	3	0	2	0	0	5	3	99	2	0	0	104	219
11:15 AM	1	0	9	0	1	10	10	99	1	0	0	110	3	1	0	0	0	4	1	95	3	0	0	99	223
11:30 AM	2	0	9	0	1	11	6	112	5	0	0	123	2	0	2	0	0	4	1	72	6	0	0	79	217

11:45 AM	5	0	8	0	0	13	14	108	1	0	0	123	0	0	3	0	1	3	1	82	3	0	0	86	225
Hourly Total	11	1	36	0	2	48	38	407	7	0	0	452	8	1	7	0	1	16	6	348	14	0	0	368	884
12:00 PM	4	0	12	0	1	16	13	111	1	0	0	125	1	0	1	0	0	2	0	123	2	0	0	125	268
12:15 PM	6	0	7	0	1	13	10	101	4	0	0	115	2	0	2	0	0	4	4	94	2	0	0	100	232
12:30 PM	2	0	5	0	0	7	8	110	2	0	0	120	3	1	1	0	0	5	2	110	6	0	0	118	250
12:45 PM	2	0	18	0	0	20	12	90	1	0	0	103	2	0	0	0	0	2	2	95	3	0	0	100	225
Hourly Total	14	0	42	0	2	56	43	412	8	0	0	463	8	1	4	0	0	13	8	422	13	0	0	443	975
1:00 PM	5	0	15	0	0	20	16	109	2	0	0	127	3	0	0	0	0	3	2	90	3	0	0	95	245
1:15 PM	2	0	12	0	0	14	10	92	2	0	0	104	4	0	4	0	0	8	2	88	4	0	0	94	220
1:30 PM	6	0	9	0	2	15	12	98	0	0	0	110	4	0	0	0	0	4	1	109	5	0	0	115	244
1:45 PM	6	0	14	0	1	20	17	118	3	0	0	138	1	0	1	0	0	2	3	101	5	0	0	109	269
Hourly Total	19	0	50	0	3	69	55	417	7	0	0	479	12	0	5	0	0	17	8	388	17	0	0	413	978
Grand Total	145	3	407	0	37	555	468	3371	64	0	1	3903	65	4	43	1	3	113	46	3280	125	0	2	3451	8022
Approach %	26.1	0.5	73.3	0.0	-	-	12.0	86.4	1.6	0.0	-	-	57.5	3.5	38.1	0.9	-	-	1.3	95.0	3.6	0.0	-	-	-
Total %	1.8	0.0	5.1	0.0	-	6.9	5.8	42.0	0.8	0.0	-	48.7	0.8	0.0	0.5	0.0	-	1.4	0.6	40.9	1.6	0.0	-	43.0	-
Lights	144	3	403	0	-	550	460	3322	62	0	-	3844	64	4	42	1	-	111	45	3229	124	0	-	3398	7903
% Lights	99.3	100.0	99.0	-	-	99.1	98.3	98.5	96.9	-	-	98.5	98.5	100.0	97.7	100.0	-	98.2	97.8	98.4	99.2	-	-	98.5	98.5
Other Vehicles	1	0	4	0	-	5	8	49	2	0	-	59	1	0	1	0	-	2	1	51	1	0	-	53	119
% Other Vehicles	0.7	0.0	1.0	-	-	0.9	1.7	1.5	3.1	-	-	1.5	1.5	0.0	2.3	0.0	-	1.8	2.2	1.6	0.8	-	-	1.5	1.5
Pedestrians	-	-	-	-	37	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024



Turning Movement Data Plot

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Chapel Rd Southbound						Marr Rd Westbound						Parking Lot Enterance Northbound						Marr Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
4:30 PM	7	0	14	0	0	21	24	126	2	0	0	152	4	0	1	0	0	5	0	129	1	0	1	130	308
4:45 PM	6	0	12	0	0	18	31	130	4	0	0	165	2	0	2	0	0	4	1	98	7	0	0	106	293
5:00 PM	2	0	14	0	1	16	21	121	0	0	0	142	3	1	6	0	0	10	2	104	3	0	0	109	277
5:15 PM	2	0	6	0	1	8	31	134	0	0	0	165	2	0	1	0	0	3	1	95	3	0	0	99	275
Total	17	0	46	0	2	63	107	511	6	0	0	624	11	1	10	0	0	22	4	426	14	0	1	444	1153
Approach %	27.0	0.0	73.0	0.0	-	-	17.1	81.9	1.0	0.0	-	-	50.0	4.5	45.5	0.0	-	-	0.9	95.9	3.2	0.0	-	-	-
Total %	1.5	0.0	4.0	0.0	-	5.5	9.3	44.3	0.5	0.0	-	54.1	1.0	0.1	0.9	0.0	-	1.9	0.3	36.9	1.2	0.0	-	38.5	-
PHF	0.607	0.000	0.821	0.000	-	0.750	0.863	0.953	0.375	0.000	-	0.945	0.688	0.250	0.417	0.000	-	0.550	0.500	0.826	0.500	0.000	-	0.854	0.936
Lights	17	0	46	0	-	63	107	510	6	0	-	623	11	1	10	0	-	22	4	425	14	0	-	443	1151
% Lights	100.0	-	100.0	-	-	100.0	100.0	99.8	100.0	-	-	99.8	100.0	100.0	100.0	-	-	100.0	100.0	99.8	100.0	-	-	99.8	99.8
Other Vehicles	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	1	0	0	-	1	2
% Other Vehicles	0.0	-	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.0	0.0	0.0	-	-	0.0	0.0	0.2	0.0	-	-	0.2	0.2
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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1234 Place

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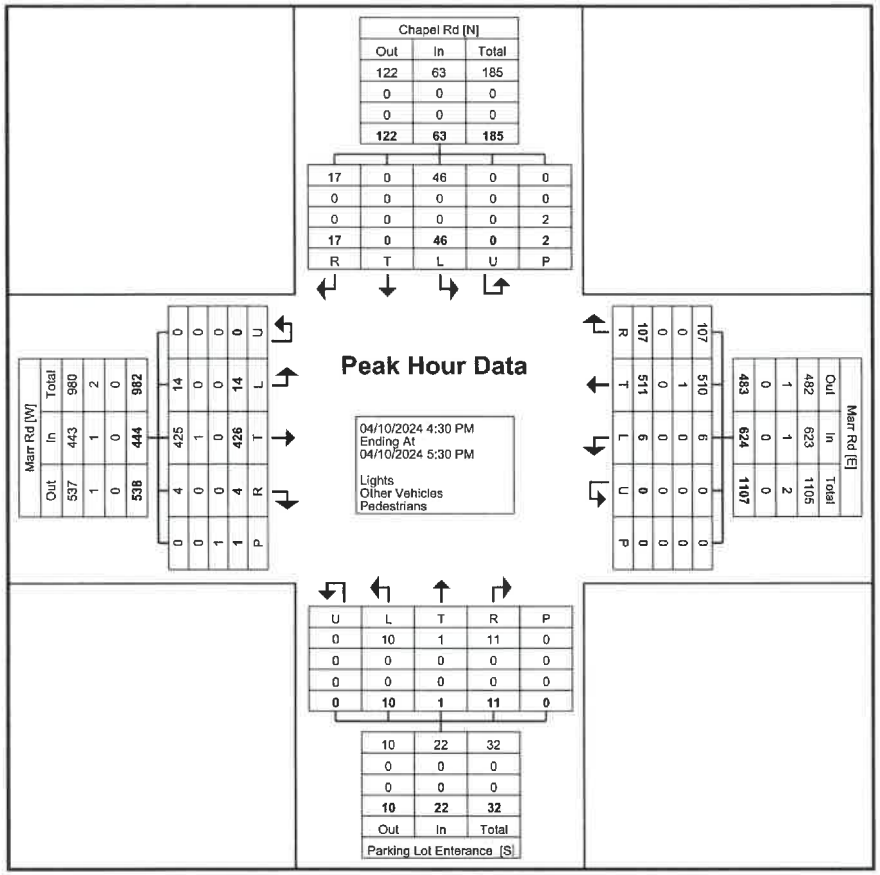

Turning Movement Peak Hour Data Plot (4:30 PM)

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Chapel Rd Southbound						Marr Rd Westbound						Parking Lot Enterance Northbound						Marr Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
7:30 AM	3	0	22	0	0	25	7	58	0	0	0	65	0	0	0	0	0	0	0	106	0	0	0	106	196
7:45 AM	5	0	16	0	0	21	10	83	2	0	0	95	0	0	0	0	0	0	0	88	2	0	0	90	206
8:00 AM	10	0	32	0	4	42	8	70	1	0	0	79	0	0	0	0	0	0	0	93	3	0	0	96	217
8:15 AM	5	0	13	0	2	18	12	74	1	0	0	87	0	0	0	0	0	0	1	110	4	0	1	115	220
Total	23	0	83	0	6	106	37	285	4	0	0	326	0	0	0	0	0	0	1	397	9	0	1	407	839
Approach %	21.7	0.0	78.3	0.0	-	-	11.3	87.4	1.2	0.0	-	-	0.0	0.0	0.0	0.0	-	-	0.2	97.5	2.2	0.0	-	-	-
Total %	2.7	0.0	9.9	0.0	-	12.6	4.4	34.0	0.5	0.0	-	38.9	0.0	0.0	0.0	0.0	-	0.0	0.1	47.3	1.1	0.0	-	48.5	-
PHF	0.575	0.000	0.648	0.000	-	0.631	0.771	0.858	0.500	0.000	-	0.858	0.000	0.000	0.000	0.000	-	0.000	0.250	0.902	0.563	0.000	-	0.885	0.953
Lights	23	0	82	0	-	105	37	278	4	0	-	319	0	0	0	0	-	0	1	393	9	0	-	403	827
% Lights	100.0	-	98.8	-	-	99.1	100.0	97.5	100.0	-	-	97.9	-	-	-	-	-	-	100.0	99.0	100.0	-	-	99.0	98.6
Other Vehicles	0	0	1	0	-	1	0	7	0	0	-	7	0	0	0	0	-	0	0	4	0	0	-	4	12
% Other Vehicles	0.0	-	1.2	-	-	0.9	0.0	2.5	0.0	-	-	2.1	-	-	-	-	-	-	0.0	1.0	0.0	-	-	1.0	1.4
Pedestrians	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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1234 Place

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Count Name: Chapel at Marr
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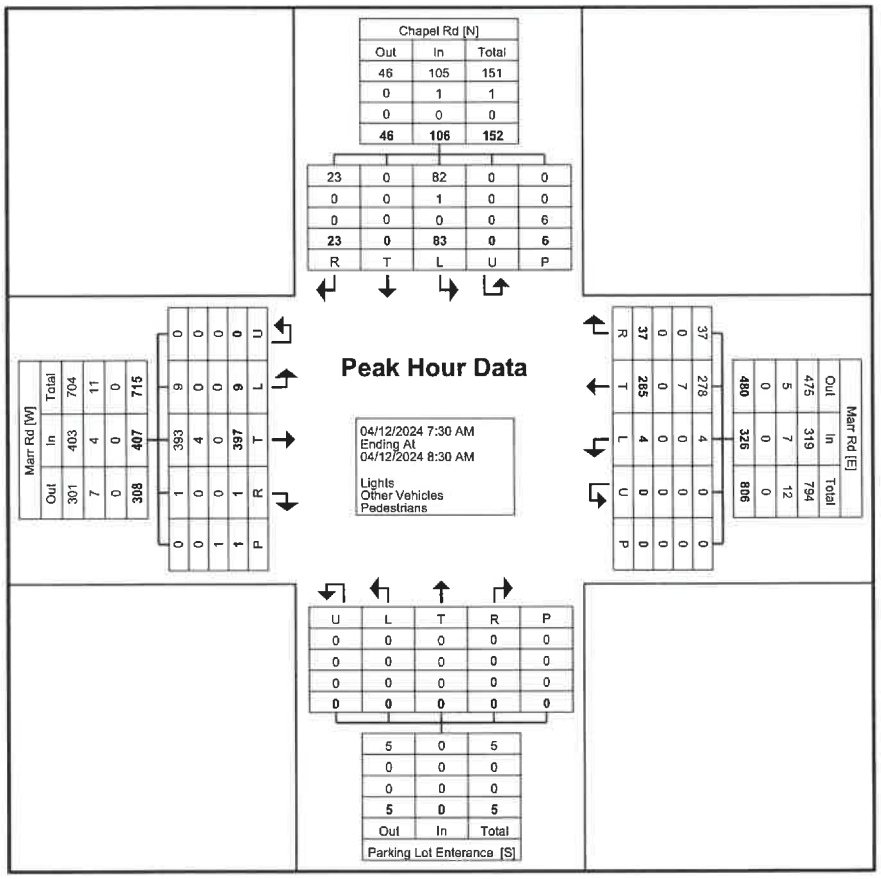


Turning Movement Peak Hour Data Plot (7:30 AM)

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024

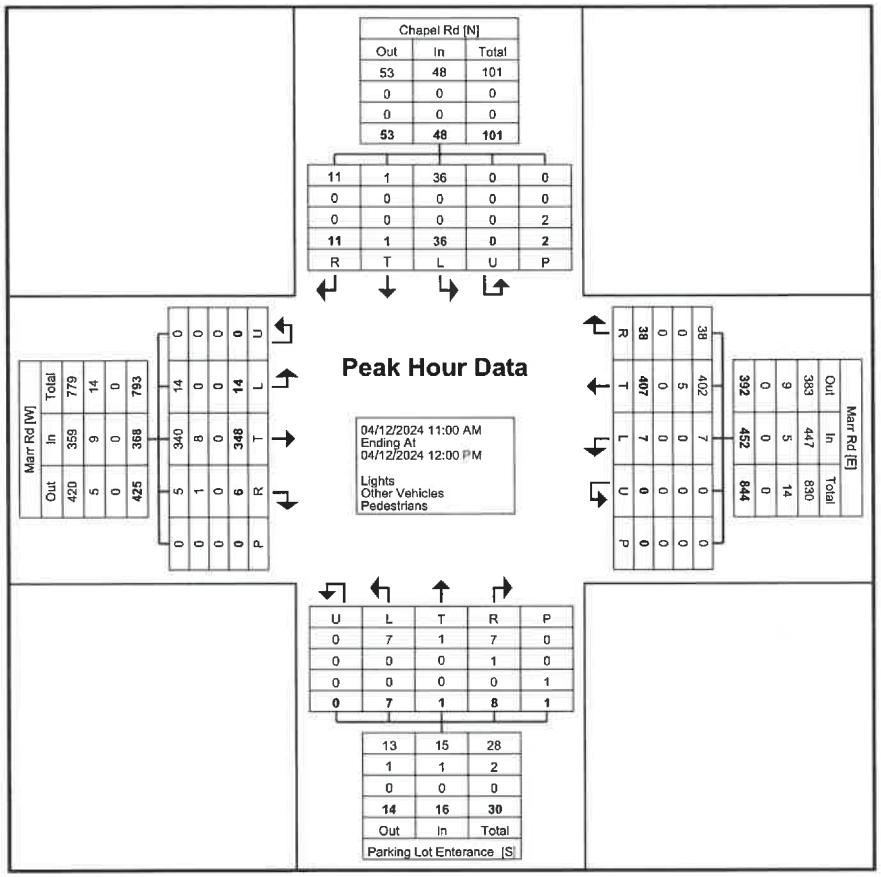
Turning Movement Peak Hour Data (11:00 AM)

Start Time	Chapel Rd Southbound						Marr Rd Westbound						Parking Lot Enterance Northbound						Marr Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
11:00 AM	3	1	10	0	0	14	8	88	0	0	0	96	3	0	2	0	0	5	3	99	2	0	0	104	219
11:15 AM	1	0	9	0	1	10	10	99	1	0	0	110	3	1	0	0	0	4	1	95	3	0	0	99	223
11:30 AM	2	0	9	0	1	11	6	112	5	0	0	123	2	0	2	0	0	4	1	72	6	0	0	79	217
11:45 AM	5	0	8	0	0	13	14	108	1	0	0	123	0	0	3	0	1	3	1	82	3	0	0	86	225
Total	11	1	36	0	2	48	38	407	7	0	0	452	8	1	7	0	1	16	6	348	14	0	0	368	884
Approach %	22.9	2.1	75.0	0.0	-	-	8.4	90.0	1.5	0.0	-	-	50.0	6.3	43.8	0.0	-	-	1.6	94.6	3.8	0.0	-	-	-
Total %	1.2	0.1	4.1	0.0	-	5.4	4.3	46.0	0.8	0.0	-	51.1	0.9	0.1	0.8	0.0	-	1.8	0.7	39.4	1.6	0.0	-	41.6	-
PHF	0.550	0.250	0.900	0.000	-	0.857	0.679	0.908	0.350	0.000	-	0.919	0.667	0.250	0.583	0.000	-	0.800	0.500	0.879	0.583	0.000	-	0.885	0.982
Lights	11	1	36	0	-	48	38	402	7	0	-	447	7	1	7	0	-	15	5	340	14	0	-	359	869
% Lights	100.0	100.0	100.0	-	-	100.0	100.0	98.8	100.0	-	-	98.9	87.5	100.0	100.0	-	-	93.8	83.3	97.7	100.0	-	-	97.6	98.3
Other Vehicles	0	0	0	0	-	0	0	5	0	0	-	5	1	0	0	0	-	1	1	8	0	0	-	9	15
% Other Vehicles	0.0	0.0	0.0	-	-	0.0	0.0	1.2	0.0	-	-	1.1	12.5	0.0	0.0	-	-	6.3	16.7	2.3	0.0	-	-	2.4	1.7
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024



Turning Movement Peak Hour Data Plot (11:00 AM)

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024

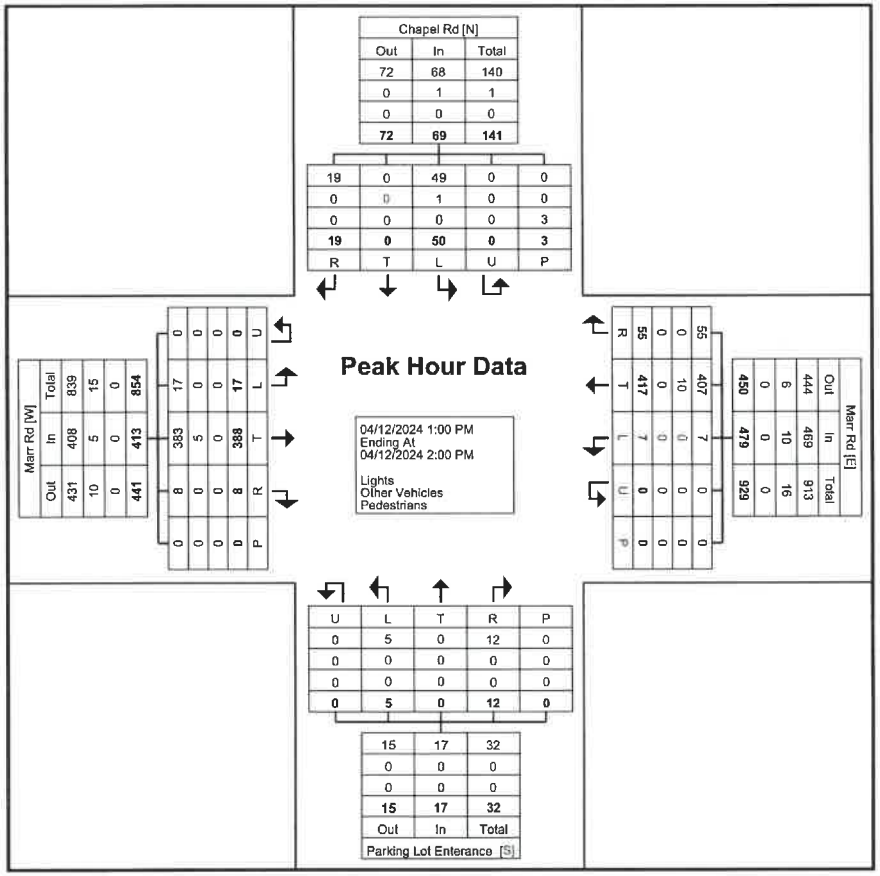
Turning Movement Peak Hour Data (1:00 PM)

Start Time	Chapel Rd Southbound						Marr Rd Westbound						Parking Lot Enterance Northbound						Marr Rd Eastbound						Int. Total
	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	Right	Thru	Left	U-Turn	Peds	App. Total	
1:00 PM	5	0	15	0	0	20	16	109	2	0	0	127	3	0	0	0	0	3	2	90	3	0	0	95	245
1:15 PM	2	0	12	0	0	14	10	92	2	0	0	104	4	0	4	0	0	8	2	88	4	0	0	94	220
1:30 PM	6	0	9	0	2	15	12	98	0	0	0	110	4	0	0	0	0	4	1	109	5	0	0	115	244
1:45 PM	6	0	14	0	1	20	17	118	3	0	0	138	1	0	1	0	0	2	3	101	5	0	0	109	269
Total	19	0	50	0	3	69	55	417	7	0	0	479	12	0	5	0	0	17	8	388	17	0	0	413	978
Approach %	27.5	0.0	72.5	0.0	-	-	11.5	87.1	1.5	0.0	-	-	70.6	0.0	29.4	0.0	-	-	1.9	93.9	4.1	0.0	-	-	-
Total %	1.9	0.0	5.1	0.0	-	7.1	5.6	42.6	0.7	0.0	-	49.0	1.2	0.0	0.5	0.0	-	1.7	0.8	39.7	1.7	0.0	-	42.2	-
PHF	0.792	0.000	0.833	0.000	-	0.863	0.809	0.883	0.583	0.000	-	0.868	0.750	0.000	0.313	0.000	-	0.531	0.667	0.890	0.850	0.000	-	0.898	0.909
Lights	19	0	49	0	-	68	55	407	7	0	-	469	12	0	5	0	-	17	8	383	17	0	-	408	962
% Lights	100.0	-	98.0	-	-	98.6	100.0	97.6	100.0	-	-	97.9	100.0	-	100.0	-	-	100.0	100.0	98.7	100.0	-	-	98.8	98.4
Other Vehicles	0	0	1	0	-	1	0	10	0	0	-	10	0	0	0	0	-	0	0	5	0	0	-	5	16
% Other Vehicles	0.0	-	2.0	-	-	1.4	0.0	2.4	0.0	-	-	2.1	0.0	-	0.0	-	-	0.0	0.0	1.3	0.0	-	-	1.2	1.6
Pedestrians	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Englobe Corp Moncton (NB)
1234 Place

Omaha, Alabama, United States 12345
506-857-2777 william.morrison@englobecorp.com

Count Name: Chapel at Marr
Site Code:
Start Date: 04/10/2024



Turning Movement Peak Hour Data Plot (1:00 PM)

Phone: (506) 848-6600 (24/7 service) Email: rothesay@rothesay.ca

ROTHESAY

PUBLIC HEARING NOTICE: 15-17 CHAPEL ROAD REZONING

PUBLIC HEARING NOTICE

Monday, January 19, 2026

7:00 p.m. Common Room

Rothesay Town Hall

24 December 2025

In accordance with Section 111 of the *Community Planning Act*, SNB 2017, c 19 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 consider the rezoning of 15-17 Chapel Road (PIDs 00065094 & 00056614) from Single Family Residential – Standard [R1B] to Multi-Unit Residential (R4).

Figure 1 – Subject Lands

Figure 1 - Subject Lands

The Public Hearing will be held **in-person** on **Monday, January 19, 2026, commencing at 7:00 p.m.** in the Common Room, Rothesay Town Hall, 70 Hampton Road.

Written objections to the proposed amendment will be received by the undersigned until **12 noon on Wednesday, January 14, 2026** 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, January 14, 2026 at 12 NOON**. Please contact the Clerk's office at (506)848-6600 or Rothesay@rothesay.ca.

The following documentation is available online and can also be reviewed at the Town Office, 70 Hampton Road, Rothesay, NB Monday to Friday 8:15 am – 12 noon and 1:15 – 4:30 pm (closed between 12 noon and 1 pm), exclusive of civic holidays:

28 November 2025	Staff Report to the Planning Advisory Committee (PAC)
December 2025	Polling letter responses
January 2026	Staff Report to the Planning Advisory Committee (PAC)
January 2026	Recommendation from Planning Advisory Committee
DRAFT	By-law 2-10-43
DRAFT	Development Agreement

The Agenda package for the January 19th public hearing will be available online the day of the hearing: https://www.rothesay.ca/town-hall/agendas/

2026January19 15-17 ChapelRd PublicHearingFINAL_090

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 Chief Administrative Officer, Brett McLean, P.Eng.

Mary Jane E. Banks, BComm

Town Clerk – Rothesay

ROTHESAY
MEMORANDUM

TO	:	Mayor and Council
FROM	:	Town Clerk Mary Jane Banks
DATE	:	19 January 2026
RE	:	Social media messages for 15 – 17 Chapel Road Rezoning (PIDs 00065094 & 00056614)

24 December 2025 Public Hearing Notice posted to the Rothesay website and in the Town Office, in accordance with the *Community Planning Act*

24 December 2025 Added to Town Community calendar on Rothesay website

SCHEDULE: Social media messages (8):

December 27, 30
January 2, 6, 8,14,16,19 *(<- day of)*

ROTHESAY
MEMORANDUM

TO	:	Mayor Grant and Council
FROM	:	Planning Advisory Committee
DATE	:	7 January 2026
RE	:	15-17 Chapel Road (Holland Hills) PIDs 00065094 & 00056614

Background:
The Planning Advisory Committee passed the following motions at its regular meeting of Monday, January 5, 2026

> **MOVED** by Counc. Lewis and seconded by Counc. Shea the Planning Advisory Committee hereby recommends that Council enact By-law 2-10-43 to rezone land located off Chapel Road (PIDs 00065094 & 00056614) from Single Family Residential – Standard [R1B] to Multi-Unit Residential (R4) to allow for the development of two, 48-unit apartment buildings subject to the execution of a Development Agreement in accordance with the Community Planning Act.
>
> **CARRIED.**

> **MOVED** by Counc. Lewis and seconded by M. Graham the Planning Advisory Committee hereby recommends that Council authorize the Mayor and Clerk to enter into an agreement, to allow for the development of two, 48-unit apartment buildings on land located off Chapel Road (PIDs 00065094 & 00056614).
>
> **CARRIED.**

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

From: **Mark Reade, P.Eng., RPP, MCIP – Director of Planning and Development Services**

Date: **Tuesday, December 30, 2025**

Subject: **Rezoning – Multi-Unit Residential [R4]– 15-17 Chapel Road**

Applicant:	A.C. Baskin Investments Inc.	**Property Owner:**	Holland Hills Developments Ltd
Mailing Address:	18 Kildare Court Rothesay, NB E2H 1C4	**Mailing Address:**	18 Kildare Court Rothesay, NB E2H 1C4
Property Location:	15-17 Chapel Road	**PID:**	00065094, 00056614
Plan Designation:	High Density Residential	**Zone:**	Single Family Residential – Standard [R1B]
Application For:	Rezoning to Multi-Unit Residential [R4]		
Input from Other Sources:	Operations, KVFD, KRPF, Utilities, NBDELG		

Origin:
Rothesay's Planning Advisory Committee (PAC) has received an application from A.C. Baskin Investments Inc.to rezone a parcel of land having an approximate area of 8110 square meters located along Chapel Road (PIDs 00065094 and 00056614). The applicant is seeking a rezoning from Single Family Residential – Standard [R1B] to Multi-Unit Residential [R4]. Two 48-unit buildings are proposed for the site.

At their meeting of December 1, 2025, PAC recommended that Rothesay Council set a Public Hearing for the proposed rezoning. Rothesay Council, at their meeting of December 8, 2025, set a Public Hearing date of Monday January 19, 2026, for the application.

Background:
The adjacent parcel to the north was rezoned from Single Family Residential – Standard [R1B] to Multi-Unit Residential [R4] in 2023 to allow for the development of a four storey, 48-unit building. This building is currently under construction.

To provide for the proposed development, the applicant is requesting a rezoning to Multi-Unit Residential [R4], to allow for the development of two, additional 48-unit buildings. The property is designated High Density Residential in the Municipal Plan which provides a future land use context for the proposed building form. This section of Chapel Road serviced with both sanitary sewer and water.

Figure 1 – View of site from Chapel Road

Municipal Plan:
The subject site is designated High Density Residential in the Municipal Plan. The proposed development conforms to Policy HDR-2 of the Plan and aligns with accepted good planning practice for the location of higher density residential developments[1] as outlined in policy HDR-4 of the Plan. These criteria include the location and size of the site, servicing availability, traffic impacts, and site and building design considerations.

Zoning and Site Design:
A rezoning to Multi-Unit Residential [R4] is required to accommodate the proposal.

Since the December PAC meeting, the proponent has revised the design to eliminate the lofts within the fourth storey units and are now proposing a flat roof. The proposed development aligns with the requirements of the Zoning By-Law, with the following variances identified:

- A variance is required to increase the driveway widths from 5 metres to 6 metres.
- A variance is required to increase the height of both buildings from 15 metres to 15.17 metres.
- A variance is required to increase the major side yard of the southern building from 10 metres to 12.92 metres.

[1] Policy HDR-4 of the Municipal Plan contains such criteria which are meant to guide the assessment of multiple unit residential development on lands designated as Commercial in the Municipal Plan. The site can be considered adjacent to lands designated as Commercial on the Municipal Plan's Future Land Use map due to property configuration. In addition, it is the professional opinion of staff that the criterial provided in policy HDR-4 provide good design principles for higher density residential development such as that proposed in the application.

- A variance is required to decrease the drive aisle width in the parking lots from 7.5 metres to 6.5 metres.
- A variance is required to provide for the proposed parking for both buildings to straddle the property line of the two properties. Staff note a separate access and parking agreement will be required in addition to the development agreement.

Staff are supportive of these variances and will issue Development Officer variances should Council approve the rezoning.

The proposed density and number of units will require the provision of 9 affordable dwellings units in accordance with the Municipal Plan. While the R4 zone requires a maximum density of 50 units per hectare (200 square metres of lot area per residential unit), the Municipal Plan provides for a density of 100 units per hectare (100 square metres of lot area per residential unit), which can be increased by up to 20% if affordable housing is provided. Under New Brunswick planning legislation, where a conflict exists between the Municipal Plan and a Zoning By-law, the Municipal Plan prevails. Provision of the required affordable housing will be a requirement of the Development Agreement.

A review of the drawings submitted has identified the following issues that will be required to be addressed by the proponent as the design is finalized:

- **Architectural Design** – Staff are supportive of the architectural design. However, additional prominence from an architectural standpoint is required for the pedestrian entries on the facades facing Chapel Road. A covered entry or portico are design elements that could be added to the street-facing facades.

- **Parking Area** – Staff are supportive of the above variances related to site circulation and access and note the parking lot will function as a shared parking area. This will be subject to the Development Agreement and a separate agreement between the individual building owners should the buildings be owned through separate corporate entities. An additional variance is required to allow parking to straddle the lot line separating the two parcels.

  Certain design elements of the proposed surface parking do not conform to the standards of the by-law and will require additional redesign:

  - The parking area does not meet the requirements for the required area of landscaped islands and trees for the size of the parking area.
  - A pedestrian connection is required through the landscaped island separating the two portions of the parking lot.
  - The 8 spaces at the front of the parking area are within the required front yard setback and must be eliminated.
  - The number of parking spaces within a row is greater than the maximum permitted by the by-law (20).

  The draft development agreement requires a redesign of the parking area to eliminate these deficiencies.

Development Agreement:
The rezoning to R4 is subject to Council's discretionary approval and a Development Agreement pursuant to Section 59 of the *Community Planning Act*. A draft development agreement is attached.

Polling
Staff have sent notification of the Public Hearing to landowners within 100 metres of the site.

Summary
Staff recommend enactment of the amending by-law and authorization of the Development Agreement.

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

A. PAC HEREBY recommends that Council enact **BY-LAW 2-10-43** to rezone land located off Chapel Road (PIDs 00065094 and 00056614) from Single Family Residential – Standard Zone [R1B] to Multi-Unit Residential (R4) to allow for the development of two, 48-unit apartment buildings subject to the execution of a Development Agreement, in accordance with the Community Planning Act.

B. PAC HEREBY recommends that Council authorize the Mayor and Clerk to enter into an agreement, to allow for the development of two 48-unit apartment buildings on land located off Chapel Road (PIDs 00065094 and 00056614).

Attachments:

Map 1	Aerial Photo Location Map
Map 2	Future Land Use Map - Municipal Plan
Map 3	Zoning Map
Attachment 1	Site and Building Plans
Attachment 2	Building Renderings
Attachment 3	DRAFT By-law 2-10-43
Attachment 4	DRAFT Development Agreement

Report Prepared by: Mark Reade, P.Eng., RPP, MCIP
Date: Tuesday, December 30, 2025

15 & 17 Chapel Road Air Photo

2026January19 15-17 ChapelRd PublicHearingFINAL_097

Subject Site

Property_Owner

Encumbrance

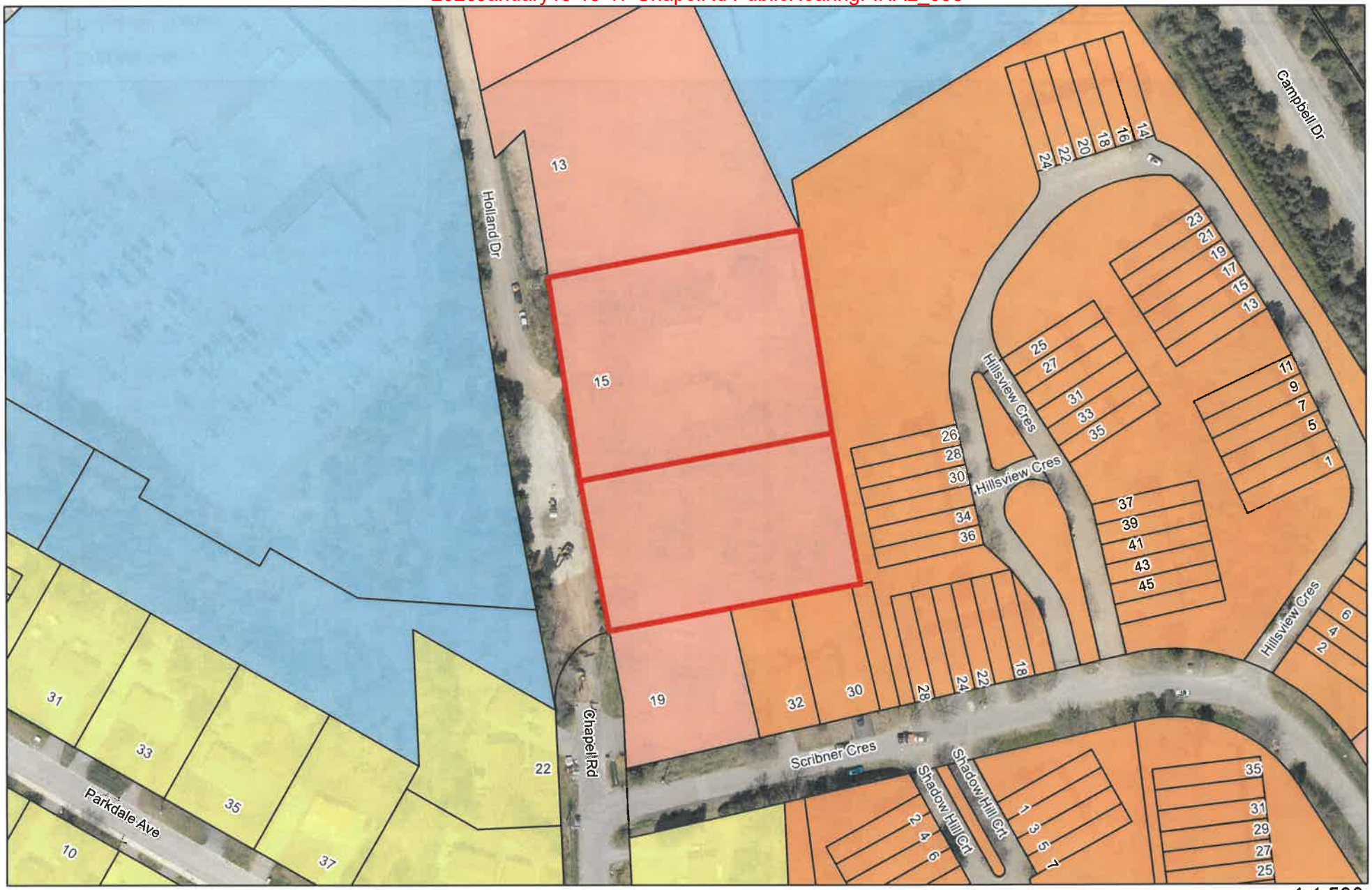
1:1,500

0 12.5 25 50 75 100

Meters

15 & 17 Chapel Road Future Land Use

2026January19 15-17 ChapelRd PublicHearingFINAL_098



Subject Site

Property_Owner

Future Land Use

Commercial

High Density

Low Density

Medium Density

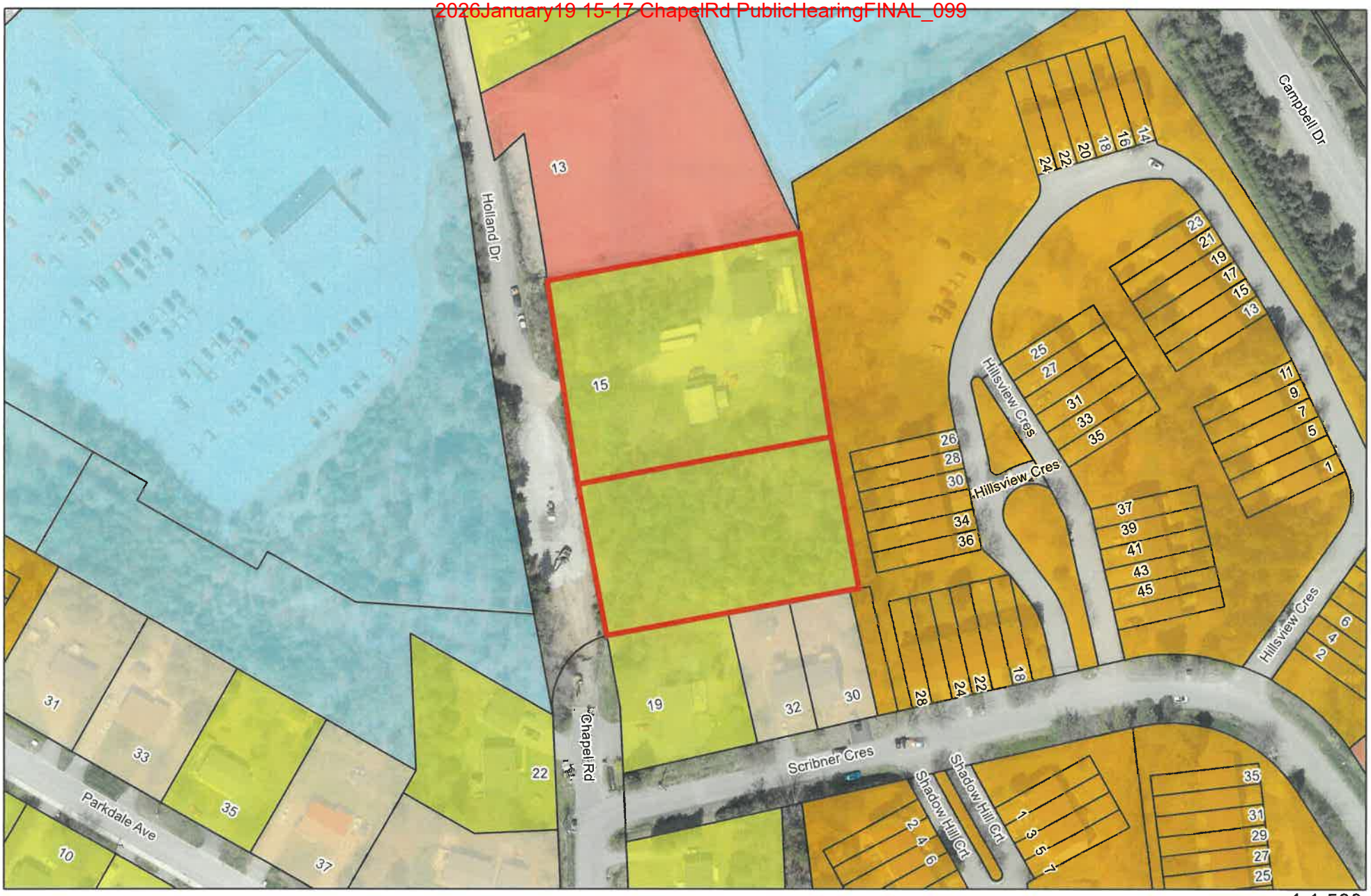
1:1,500

0 12.5 25 50 75 100

Meters

15 & 17 Chapel Road Zoning

2026January19 15-17 ChapelRd PublicHearingFINAL_099



Subject Site

Property_Owner

Zoning

CC

R1B

R2

R3

R4

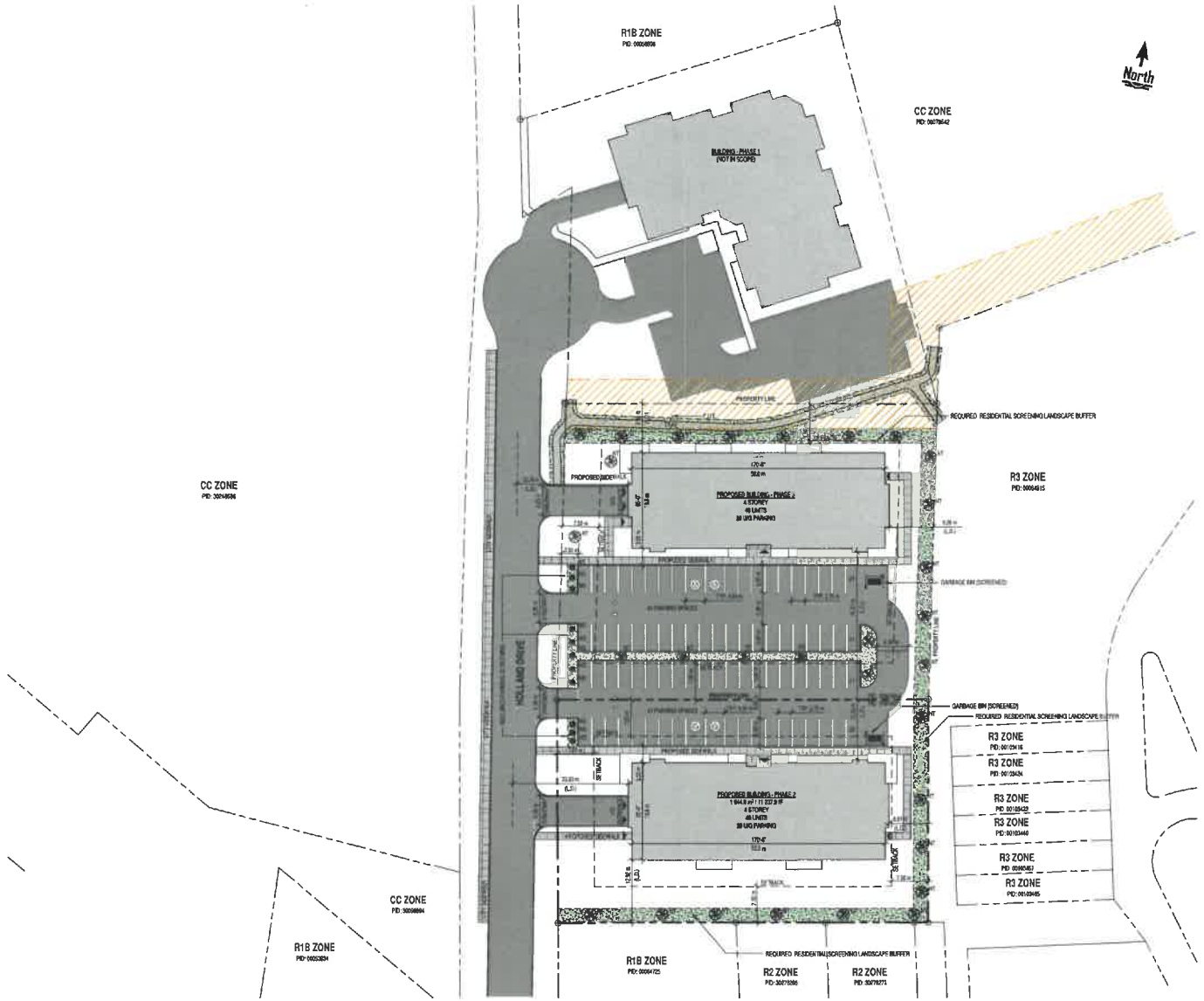
1:1,500

0 12.5 25 50 75 100

Meters

SCHEMATIC SUMMARY	
	00050814
	15 Holland Dr., Rothesay, NB
	3 672.1 m² - 37 394.1 ft²
	R1
	TBD
	-
	-
	35%
	Not Applicable
	Not Applicable
	48
	1 Bedroom & 2 Bedrooms = 1.2 Over 2 Bedrooms = 1.5
	41
	Not Applicable
	25
	3 (1 Inside)
	70
	1.45
	TBD
	-
	1 644.0 m² - 11 257.9 ft²
	30.0%
	4
	15.2 m
	16.8 m
	Non-Combustible (Wood)
	48
	Not Applicable
	-
	Shared Collective Parking Lot
	Building Height Over the max.
	Driveway over the maximum dimension (5.0m / 5.0m)
	Drive aisle under the maximum dimension (8.5m / 7.5m)

Disclaimer: This preliminary schematic site plan is based on site information provided by the client, or found on a public domain. The site plan is a graphical representation which approximates the size, configuration and location of features. The plan is not intended to be used for legal descriptions or to calculate exact dimensions or areas. Several yet unknown factors may affect the functionality of the site plan, including existing topography, service easements, soil conditions, etc.



LEGEND OF SYMBOLS

- PROPERTY LINE — SITE PROPERTY LINE
- SETBACK LINE — SETBACK LINE
- EASEMENT LINE
- REQUIRED LANDSCAPE BUFFER
- PAINTED BARRIER FREE PARKING SYMBOL
- 2m TALL CHAIN LINK FENCE COMPLETE WITH PVC PRIVACY SLATS, ALL GATES AND DOORS WITHIN FENCE TO CONTAIN PVC PRIVACY SLATS
- NT — NEW 2m TALL DECIDUOUS TREE
- NS — NEW 2m TALL DECIDUOUS SHRUB
- BUILDING ACCESS / EGRESS LOCATION

1 SCHEMATIC MASTER PLAN
1 : 400

Preliminary
"Not for Construction"

MARK		DATE

NOTES:

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ALL REQUIRED PERMITS MUST BE OBTAINED PRIOR TO ANY CONSTRUCTION.

Rev #	Description	Date

Stamp

Architectural Consultant
spitfire ARCHITECTURE

Architectural Designer
spitfire DESIGN CO.
61 Lutz Street Moncton NB E1C 5E9
fax: (506) 855-3777

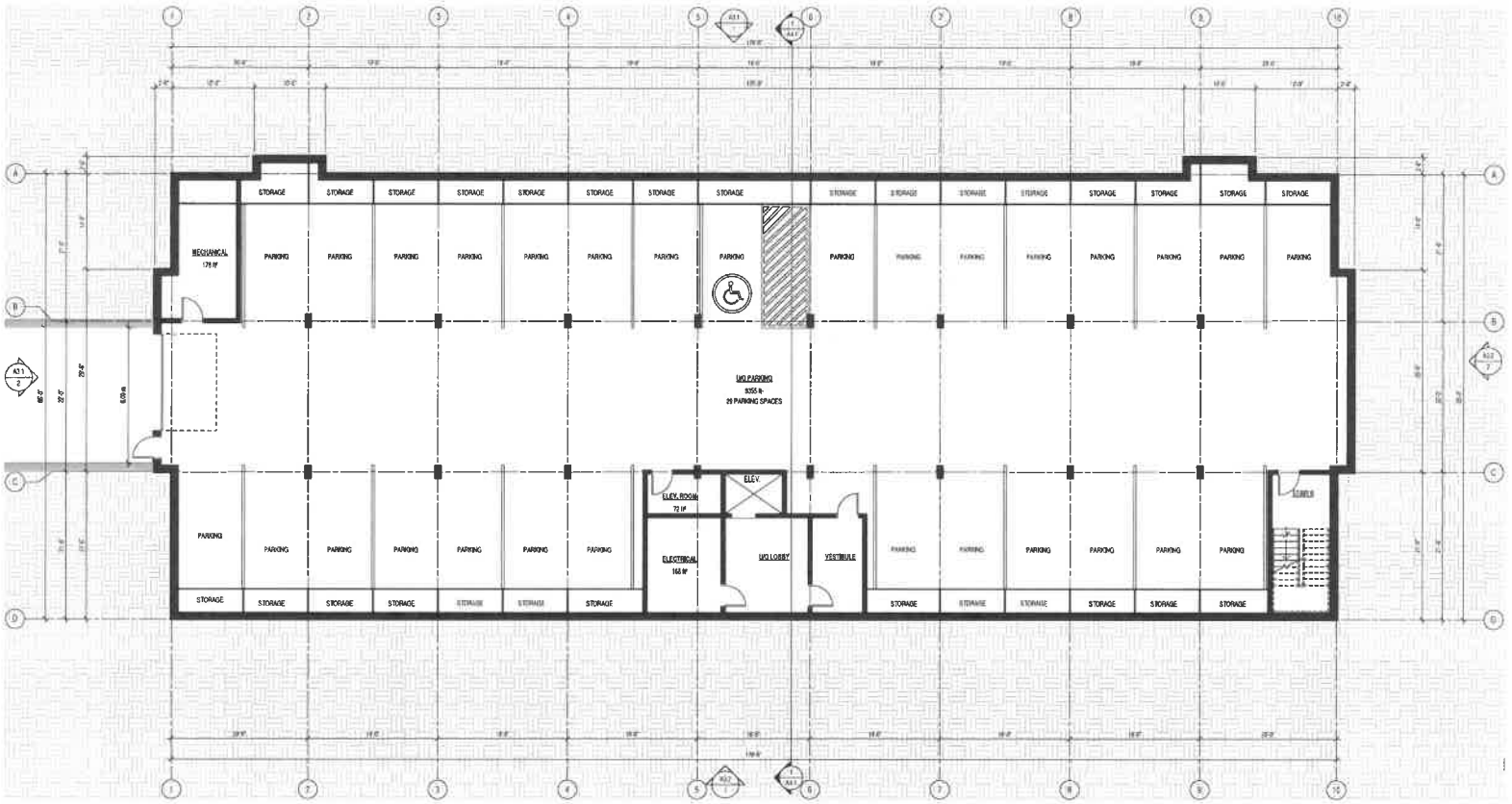
Client
A.C. Baskin Investments

Project
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Drawing Title
MASTER PLAN

Date	DECEMBER 16, 2025		
Checked by	B.O.		
Drawn by	A.R.R.	Revision	00
Scale	AS NOTED		
Sheet	A1.0	Right no	4339b

PHASE 2



1 SCHEMATIC LEVEL 0 - FLOOR PLAN
1/8" = 1'-0"

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE

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Rev #	Description	Date

Architectural Consultants

spitfire ARCHITECTURE

spitfire DESIGN CO.
01 Lutz Street Moncton NB E1C 5C8
Bus: (506) 855-0777

Client: **A.C. Baskin Investments**

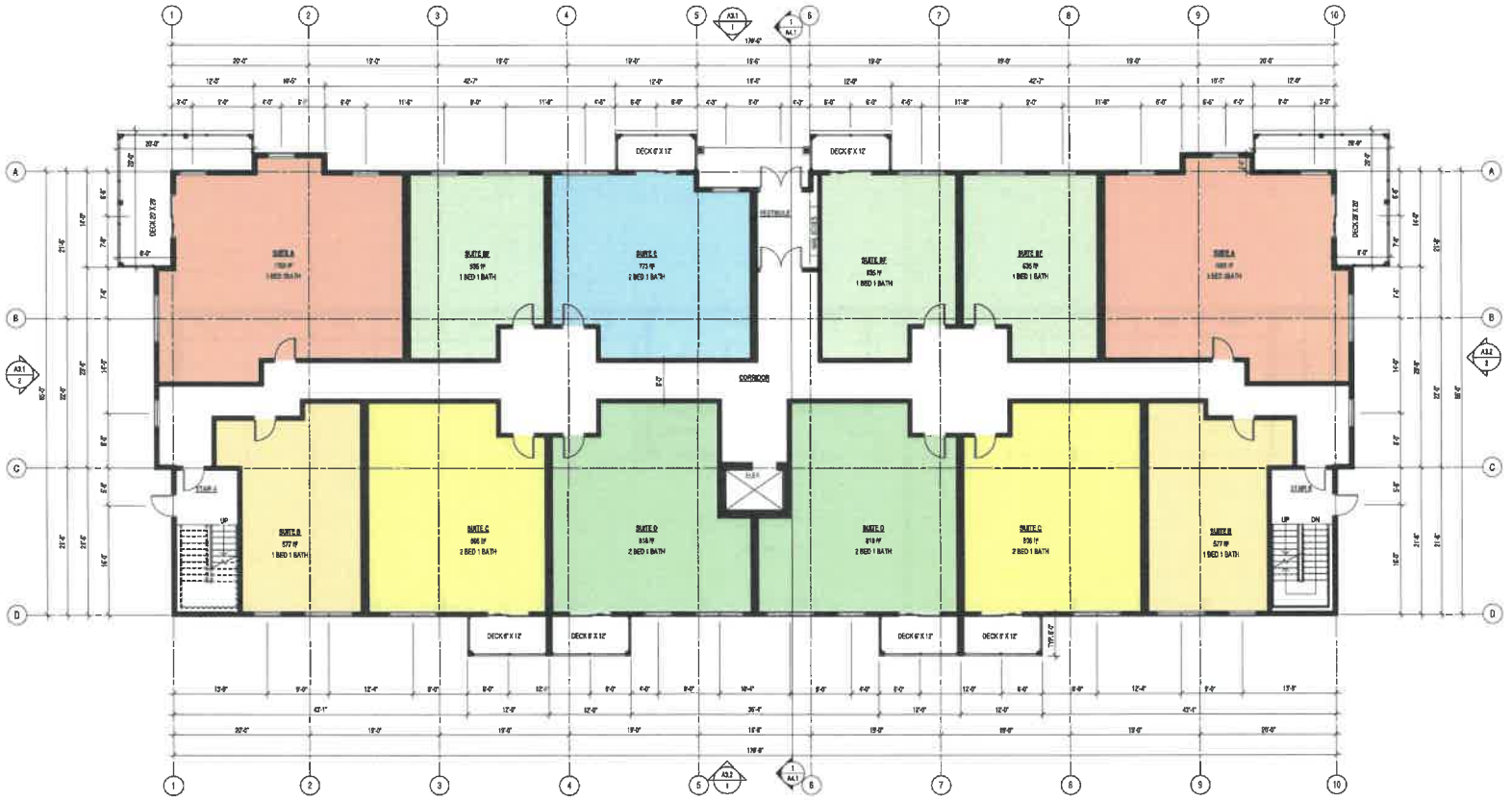
Project: **PHASE 2 - MULTI RES**

15 Holland Dr., Rothesay, NB

Drawing Title: SCHEMATIC LEVEL 0 - FLOOR PLAN

Date	DECEMBER 16, 2025
Checked by	D.O
Drawn by	A.R.R.
Revision	00
Scale	AS NOTED
Status	A2.1
Page no.	4339

PHASE 2



1 SCHEMATIC LEVEL 1 - FLOOR PLAN
1/8" = 1'-0"

SUITE TYPE SCHEDULE

Name	Area	Comments	Count
SUITE A	572 ft²	1 BED 1 BATH	8
SUITE B	577 ft²	1 BED 1 BATH	8
SUITE BF	535 ft²	1 BED 1 BATH	3
SUITE C	806 ft²	2 BED 1 BATH	8
SUITE D	818 ft²	2 BED 1 BATH	8
SUITE E	773 ft²	2 BED 1 BATH	2
SUITE F	535 ft²	1 BED 1 BATH	6
			44

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 1					
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 1	SUITE BF	1 BED 1 BATH	535 ft²	2	1
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 1	SUITE BF	1 BED 1 BATH	535 ft²	2	1
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 1	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 1	SUITE BF	1 BED 1 BATH	535 ft²	2	1
				42	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 2					
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 2	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 2	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 2	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 2	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 3					
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 3	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 3	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 4					
LEVEL 4	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 4	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 4	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	535 ft²	2	1
LEVEL 4	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

THE WINDMAN spitfire DESIGN CO EXPERIENCE

Preliminary
"Not for Construction"

Mark	Description	Date

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ALL CONTRACTORS MUST CONFORM TO ALL REGULATIONS, MUNICIPAL AND PROVINCIAL BY-LAWS AND "THE NATIONAL BUILDING CODE OF CANADA".

ALL REQUIRED PERMITS MUST BE OBTAINED PRIOR TO ANY CONSTRUCTION.

Rev #	Description	Date

Stamps

Architectural Consultant
spitfire ARCHITECTURE

Architectural Designer
spitfire DESIGN CO.
[illegible] Street Headrow MB R1C 5E8
Box: (506) 856-3777

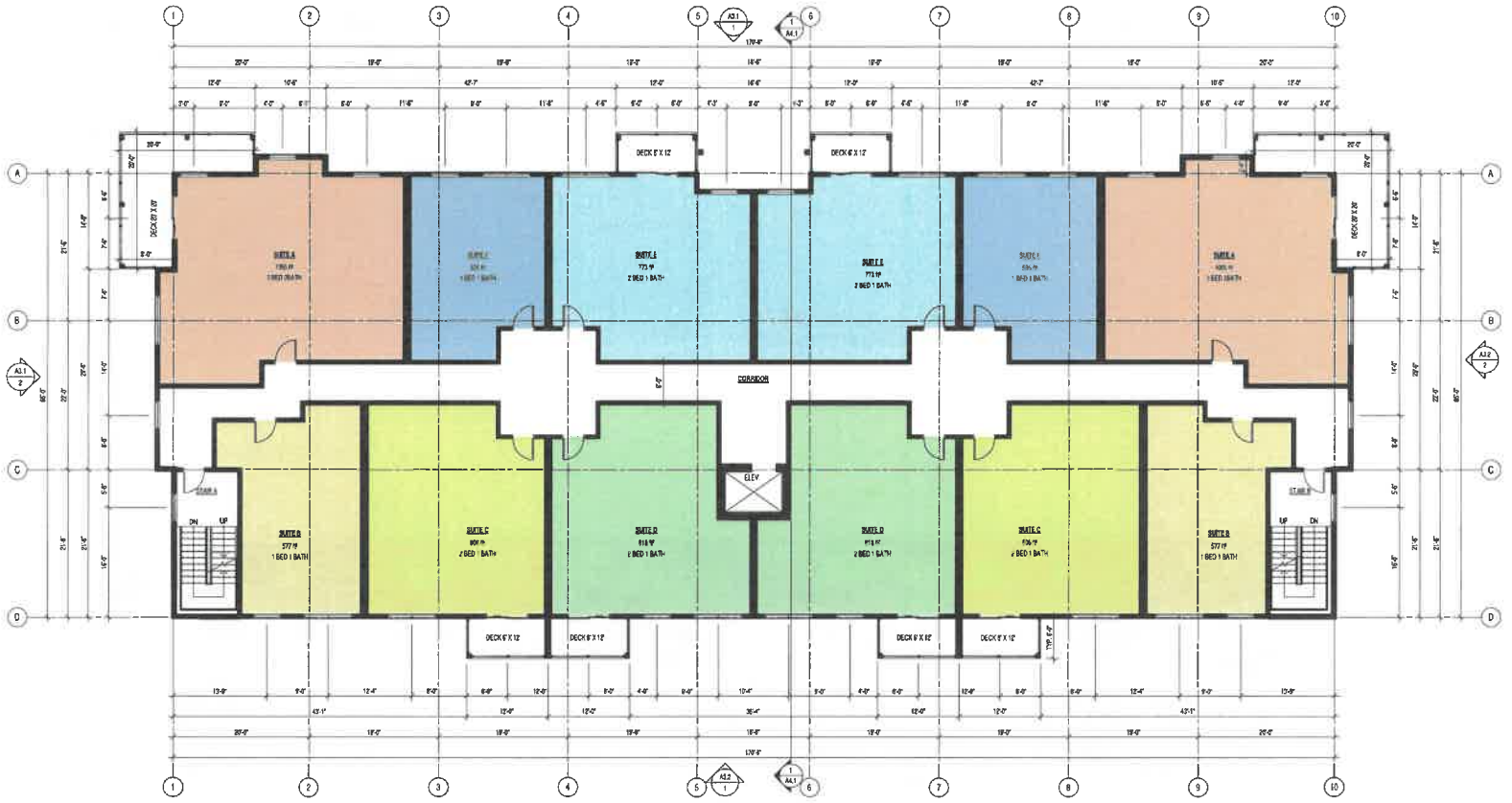
Client:
A.C. Baskin Investments

Project
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, MB

Drawing Title
SCHEMATIC LEVEL 1 - FLOOR PLAN

Date	DECEMBER 18, 2025
Checked by	S.O.
Drawn by	A.R.R.
Revision	00
Scale	AS NOTED
Sheet	A2.2
Right no.	4309b

PHASE 2



1 SCHEMATIC TYP. LEVEL 2 TO 4 - FLOOR PLAN

1/16" = 1'-0"

SUITE TYPE SCHEDULE

Name	Area	Comments	Count
SUITE A	1055 ft²	1 BED 2BATH	6
SUITE B	577 ft²	1 BED 1 BATH	6
SUITE BF	526 ft²	1 BED 1 BATH	1
SUITE C	806 ft²	2 BED 1 BATH	9
SUITE D	818 ft²	2 BED 1 BATH	9
SUITE E	773 ft²	2 BED 1 BATH	7
SUITE F	526 ft²	1 BED 1 BATH	1
			42

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 1					
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	1 BED 2BATH	1055 ft²	6	1
LEVEL 1	SUITE BF	1 BED 1 BATH	526 ft²	2	1
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 1	SUITE A	1 BED 2BATH	1055 ft²	6	1
LEVEL 1	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 1	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 1	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 1	SUITE BF	1 BED 1 BATH	526 ft²	2	1
				42	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 2					
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	1 BED 2BATH	1055 ft²	6	1
LEVEL 2	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 2	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 2	SUITE A	1 BED 2BATH	1055 ft²	6	1
LEVEL 2	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 2	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 2	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 2	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 3					
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 3	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 3	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 3	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 3	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 3	SUITE D	2 BED 1 BATH	813 ft²	4	2
LEVEL 3	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

SUITE SCHEDULE

Level	Name	Comments	Area	Occupant Count	No. of Bedrooms
LEVEL 4					
LEVEL 4	SUITE B	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	3 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 4	SUITE C	1 BED 1 BATH	577 ft²	2	1
LEVEL 4	SUITE A	1 BED 2BATH	1055 ft²	6	3
LEVEL 4	SUITE F	1 BED 1 BATH	526 ft²	2	1
LEVEL 4	SUITE C	2 BED 1 BATH	806 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	818 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2
LEVEL 4	SUITE D	2 BED 1 BATH	813 ft²	4	2
LEVEL 4	SUITE E	2 BED 1 BATH	773 ft²	4	2
				44	

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE

Rev #	Description	Date

Stamp

Architectural Consultant
spitfire ARCHITECTURE

Architectural Designer
spitfire DESIGN CO.
171 Lotz Street Moncton NB E1C 5J8
Tel: (506) 855-3777

Client
A.C. Baskin Investments

Project
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Drawing Title
SCHEMATIC TYP. LEVEL 2 TO 4 - FLOOR PLAN

Date	DECEMBER 16, 2025
Checked by	B.O
Drawn by	A.R.R.
Revision	00
Scale	AS NOTED
Sheet	A2.3
Project no	47396

PHASE 2

1 SCHEMATIC ELEVATION 1 - FRONT
1/8" = 1'-0"

2 SCHEMATIC ELEVATION 2 - STREET
1/8" = 1'-0"

MATERIALS:

MATERIAL TYPES ARE SELECTED TO MEET NATIONAL BUILDING CODE OF CANADA AND LOCAL ZONING BYLAW REQUIREMENTS. DEVIATIONS TO TYPE OF MATERIAL SHOWN ARE SUBJECT TO ARCHITECT APPROVAL.

MATERIALS MANUFACTURER AND COLORS SHOWN IN THIS LEGEND ARE THE BASIS OF THIS DESIGN. FINAL MATERIAL MANUFACTURER, AND COLOR ARE SUBJECT TO ARCHITECT REVIEW AND OWNER APPROVAL.

M1 - BRICK VENEER - HERITAGE DRY-STACK, SLATE, BY BARKDALE
M2 - FIBER CEMENT - LAP SIDING, ARTIC WHITE , BY JAMES HARDIE
M3 - FIBER CEMENT - LAP SIDING, 10YR5 BROWN, BY JAMES HARDIE
M4 - FIBER CEMENT - BOARD & BATTEN, MIDNIGHT BOOT, BY JAMES HARDIE
M5 - ASPHALT SHINGLES

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE

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Rev.#	Description	Date

spitfire ARCHITECTURE

spitfire DESIGN CO.
171 Lutz Street Moncton NB E1C 5E8
Ben (506) 855-3777

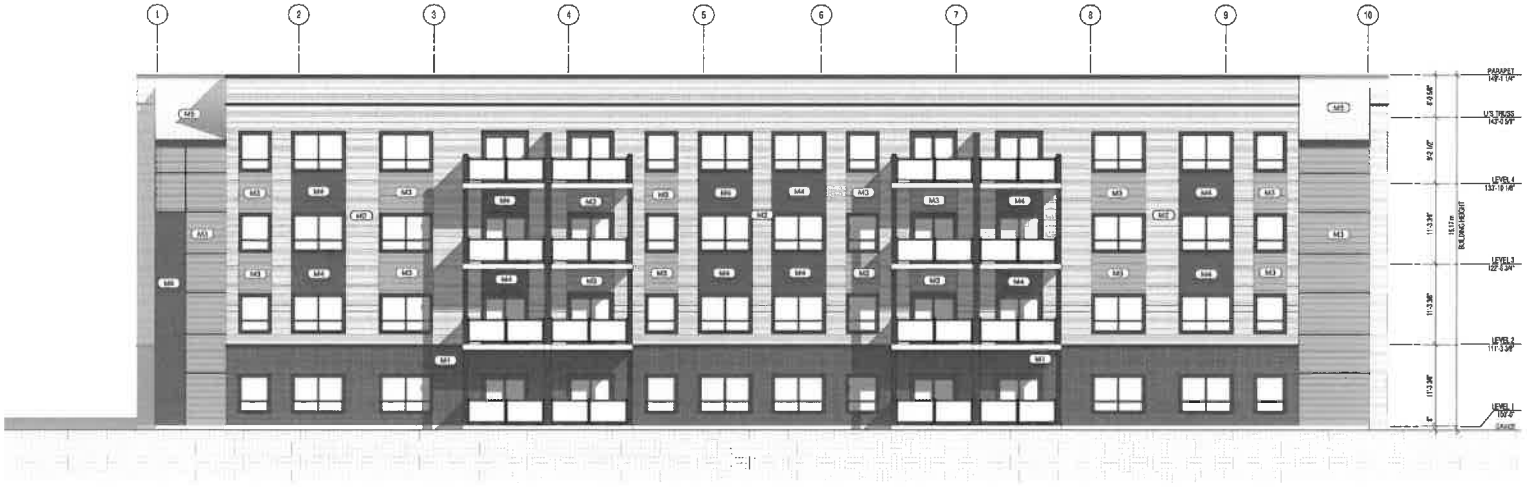
Client:
A.C. Baskin Investments

Project:
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Drawing Title:
SCHEMATIC ELEVATIONS (1/2)

Date:	DECEMBER 18, 2025		
Checked by:	B.O.		
Drawn by:	A.R.R.	Revision:	00
Scale:	AS NOTED		
Sheet:	A3.1	Plan no:	4399b

PHASE 2



1 SCHEMATIC ELEVATION 3
1/8" = 1'-0"

2 SCHEMATIC ELEVATION 4
1/8" = 1'-0"

MATERIALS:

MATERIAL TYPES ARE SELECTED TO MEET MATERIAL BUILDING CODE OF CANADA AND LOCAL ZONING BYLAW REQUIREMENTS. DEVIATIONS TO TYPE OF MATERIAL SHOWN ARE SUBJECT TO ARCHITECT APPROVAL.

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M1 - BRICK VENEER - HERITAGE DRY-STACK, SLATE, BY BRICKLAD
M2 - FIBER CEMENT - LAP SIDING, ARTIC WHITE , BY JAMES HARDIE
M3 - FIBER CEMENT - LAP SIDING, RAWHIDE BROWN, BY JAMES HARDIE
M4 - FIBER CEMENT - BOARD & BATTEN, MIDNIGHT BLACK, BY JAMES HARDIE
M5 - ASPHALT SHINGLES

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE

NOTES:

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Rev #	Description	Date

Stamp

Architect of Consultant
spitfire ARCHITECTURE

Architectural Designer
spitfire DESIGN CO.
171 Lutz Street Moncton NB E1C 5C8
Fax (506) 855-3777

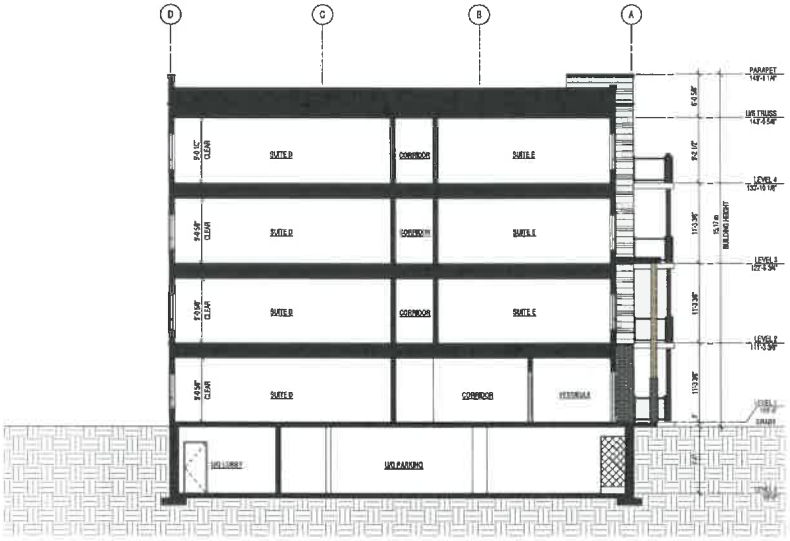
Client: **A.C. Baskin Investments**

Project: **PHASE 2 - MULTI RES**
15 Holland Dr., Rothesay, NB

Drawing Title: SCHEMATIC ELEVATION (2/2)

Date	DECEMBER 16, 2025
Checked by	D.O.
Drawn by	A.R.R.
Revision	00
Scale	AS NOTED
Sheet	A3.2
Plot file	4339D

PHASE 2



1 SCHEMATIC SECTION
1/8" = 1'-0"

Preliminary
"Not for Construction"

ISSUE	DESCRIPTION	DATE

Rev #	Description	date

Stamp

Architectural Consultant
spitfire ARCHITECTURE

Architectural Designer
spitfire DESIGN CO.
171 Lutz Street, Moncton NB E1C 5E8
Bus: (506) 855-0777

Client:
A.C. Baskin Investments

Project:
PHASE 2 - MULTI RES
15 Holland Dr., Rothesay, NB

Drawing Title:
SCHEMATIC SECTION

Date:	DECEMBER 16, 2025		
Checked by:	B.D.		
Drawn by:	A.R.R.	Revision:	00
Scale:	AS NOTED		
Sheet:	A4.1	Page no:	43995

PRELIMINARY CONCEPT

PRELIMINARY CONCEPT

PRELIMINARY CONCEPT

PRELIMINARY CONCEPT

BY-LAW 2-10-43
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, SNB 2017, c.19, 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 A – Bylaw 2-10-43".

The purpose of the amendment is to rezone land located at 15-17 Chapel Road (PIDs 00065094 and 00056614) from Single Family Residential – Standard (R1B) to Multi-Unit Residential (R4) to permit the construction of two multiple-unit dwellings.

FIRST READING BY TITLE :

SECOND READING BY TITLE :

READ IN ENTIRETY :

THIRD READING BY TITLE
AND ENACTED :

MAYOR

CLERK

Attachment A - Bylaw 2-10-43

PIDs 00056614 & 00065094

2025-12-22, 10:55:16 AM

1:1,250

Subject Properties

Buildings

Residential

0 25 50 100

Metres

Rothesay

DEVELOPMENT AGREEMENT

***Land Titles Act*, S.N.B. 1981, c.L-1.1, s.24**

Parcel Identifier of Parcels Burdened by Agreement:	00065094 and 00056614
Owner of Land Parcels:	**Holland Hills Developments Ltd.** 18 Kildare Court Rothesay, New Brunswick E2H 1C4 (Hereinafter called the "Developer")
Agreement with:	**Rothesay** 70 Hampton Road Rothesay, New Brunswick E2E 5L5 (Hereinafter called the "Town") a body corporate under and by virtue of the Local Governance Act, RSNB 2021, Chapter 18, located in the County of Kings and Province of New Brunswick

WHEREAS the Developer is the registered owner of certain land located off Chapel Road (PIDs 00065094 and 00056614) and which said lands are more particularly described in Schedule A hereto (hereinafter called the "Lands");

AND WHEREAS the Developer is now desirous of entering into a development agreement to allow for the development of two, forty-eight (48) unit apartment buildings with underground parking on the Lands as described in Schedules B through E. (herein after called the "Project")

AND WHEREAS Rothesay Council did, on INSERT DATE authorize the Mayor and Clerk to enter into a Development Agreement with Holland Hills Developments Ltd. to develop a residential apartment complex on the Lands.

NOW THEREFORE THIS AGREEMENT WITNESSETH that for and in the consideration of the mutual covenants and agreements herein expressed and contained, the parties hereto covenant and agree as follows:

1. The Developer agrees that the total number of residential units situated on the Lands shall not exceed two buildings each with a maximum of forty-eight (48) residential apartment units.

Schedules

2. The Developer agrees to develop the Lands in a manner, which, in the opinion of the Development Officer, is generally in conformance with the following Schedules attached to this Agreement:
    a. Schedule A Legal Description of Parcels
    b. Schedule B Proposed Site and Building Plans
    c. Schedule C Building Elevations
    d. Schedule D Landscape Plan
    e. Schedule E Storm Water Management Plan

Site Development

3. The Developer agrees that except as otherwise provided for herein the use of the Lands shall comply with the requirements of the Rothesay Zoning By-law and Subdivision By-law, as may be amended from time to time.

4. The Developer agrees to develop the Lands in a manner, which, in the

opinion of the Development Officer, is generally in conformance with Schedules B, C, D and E subject to the following modifications to the proposed parking area:

a. Elimination of the eight (8) parking spaces that are within the 7.5 metre required front yard of the site along Chapel Road.

b. Provision of a pedestrian walkway through the landscaped island in the centre of the parking area to the satisfaction of the Development Officer.

c. Enhanced landscaping in the landscaped island between the two parking areas and along the eastern and western sides of the parking area to the satisfaction of the Development Officer.

Tenant Selection

5. The Town and the Developer agree that prior to Final Occupancy the parties SHALL enter into a Memorandum of Understanding regarding the selection of tenants for the affordable housing and Universal Design Barrier-Free Apartments units that reflects a mutual commitment to housing low-income people and persons with disabilities.

Affordable Housing

6. The Developer agrees to maintain for a period of twenty (20) years, adjusted by the Consumer Price Index based upon initial occupancy at the first day of building occupancy, no fewer than nine (9) 'affordable' 2 bedroom apartment units with similar finishes for flooring, trim, bathrooms, paint and kitchen cabinets as the market rental units, with a Base Monthly Rental Rate at or below 30% of the Median Total Income of Lone-Parent economic families in the published 2015 Statistics Canada data, being $53,376, in Rothesay.

7. The Developer further agrees that once the base rents for the affordable units are established in the first year of occupancy, they shall only be raised by a maximum of the Consumer Price Index (CPI), annual average not seasonally adjusted for Saint John, NB.

8. The Developer agrees to provide to Rothesay an annual audit or legal affidavit signed by a licensed member in good standing of the Chartered Professional Accountants of New Brunswick that provides reasonable assurance that the rents of the affordable units comply with this agreement.

9. The Developer agrees to bear all costs associated with the annual audit or legal affidavit referenced in the preceding paragraph (8) above and to fully cooperate with Rothesay relating to such audit monitoring and evaluation.

10. The Developer agrees that during the full Term of this Agreement, that any failure by the Developer to maintain the affordability provisions as set out in the preceding paragraphs above (6 to 8) or any other violation of any material term of the affordability principles shall constitute a default under this Agreement.

11. The Developer agrees that upon any such default, Rothesay may demand and the Developer agrees to pay to Rothesay an amount equal to twice the difference of the actual rent received and the maximum amount of rent permitted under clause 7. The Developer agrees to pay interest on any balance in arrears at the rate of 1.25% percent per month compounded monthly.

12. Rothesay and the Developer agree to defer monitoring of the affordable housing aspects of this Agreement should the development become subject to or be monitored under a Federal or Provincial recognized affordable housing program that provides governance, regulation and

monitoring. Where no such program is in effect, this agreement shall prevail.

13. Rothesay and the Developer agree that nothing contained in this agreement shall make or be construed to make any tenant or resident of the Project the responsibility of Rothesay.

Architectural Guidelines

14. The Developer agrees that an objective of this development is to provide a high quality and visually attractive development, which exhibits an architectural design that reinforces the community character and that is generally consistent with the existing styles of housing in Rothesay. The Developer agrees to ensure the following:
    a. The architectural design of the building shall be, in the opinion of the Development Officer, generally in conformance with Schedule C.
    b. Additional architectural prominence is to be incorporated for the pedestrian entries on the facades facing Chapel Road to the satisfaction of the Development Officer.
    c. All exterior mounted ventilation and related mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner to reduce clutter and negative impacts on the architectural character of the building.

Storm Water

15. The Developer shall carry out, subject to inspection and approval by Town representatives, the installation of a storm water system as per Schedule E of this agreement. The Developer agrees to accept responsibility for all costs associated such installation including the following:
    a. Construction, to Town standards, of a storm water system including pipes, fittings, precast sections for manholes and catch basins capable of removing surface water from the entire developed portion of the lands to a predetermined location selected by the Developer's Engineer and approved by the Director of Operations; and
    b. Topsoil and hydro-seeding of shoulders of roadways.

16. The Developer agrees to submit for approval by the Town, prior to commencing any work on the storm water system such plans, as required by the Town, that shall conform with the design schematics and construction standards of the Town, unless otherwise acceptable to the Director of Operations.

17. The Developer agrees that all roof leaders, down spouts, and other storm water drains from the building, parking lot and landscape features shall not be directed or otherwise connected or discharged directly to the Town's storm water or sanitary collection system.

18. The Developer agrees to provide to the Director of Operations written certification of a Professional Engineer, licensed to practice in New Brunswick that the storm water system has been satisfactorily completed and constructed in accordance with the Town specifications.

General Servicing

19. The Developer agrees to provide signed documentation and progress reports from a practicing Professional Engineer, licensed in New Brunswick ensuring that applicable codes and standards have been met and that the work was completed and utilizing such materials as in accordance with the terms of this Agreement and approved specifications.
20. The Developer agrees to provide as-built drawings that delineate all public

infrastructure to be submitted to Rothesay in compliance with the minimum standards and requirements specified in Rothesay's Digital Data Submission Standards for Infrastructure and Construction Drawings.

21. The Developer agrees that all items, materials, pipes, fittings, and other such infrastructure following acceptance of delivery on site by the Developer shall remain the full responsibility of the Developer against their accidental breakage or vandalism until Rothesay accepts the completed works.

22. The Developer agrees to restore all disturbed or damaged areas of the public street and right of way to the satisfaction of Rothesay's Engineer following installation of the required municipal services.

Intersection Improvements – Cost Contribution

23. The Developer agrees to pay to Rothesay upon receipt of an invoice an amount not exceeding twenty percent (20%) of the actual cost incurred and expended by Rothesay for traffic signalization including, curbing, sidewalks, road widening, traffic lights, poles, controllers, accessories, electrical equipment, and appurtenances necessary for their installation and initial operation, installed at the intersection of Marr Road and Chapel Road. This is in addition to any payment required for the development at 13 Chapel Road (PID 00056598).

24. Rothesay and the Developer agree that the capital cost contribution obligation shall expire in ten (10) years from the date of the execution of this agreement should Rothesay not proceed with the traffic signalization at the intersection of Marr Road and Chapel Road.

25. The Town and Developer agree that the design and construction of the intersection and related improvements shall be solely determined by the Town.

Water Supply

26. The Developer agrees to connect to the Town's nearest and existing water system at a point to be determined by the Director of Operations and utilizing methods of connection approved by the Director of Operations.

27. The Town agrees to supply potable water for the purposes and for those purposes only for a maximum of ninety-six (96 residential dwellings and for minor and accessory purposes incidental thereto and for no other purposes whatsoever.

28. The Developer agrees to pay the Town a fee for connection of the building to the Town water system including sprinkler feed to the Town water system calculated in the manner set out in By-law 1-18, Rothesay Water By-law as amended from time to time, to be paid to the Town twelve (12) months following the issuance of the building permit.

29. The Developer agrees that the Town does not guarantee and nothing in this Agreement shall be deemed a guarantee of an uninterrupted supply or of a sufficient or uniform water pressure or a defined quality of water. The Town shall not be liable to the Developer or to any person, firm or corporation for any damage or injury caused by the interruption of the supply of water, the lack of uniform pressure thereof or the quality of water.

30. The Developer agrees that all connections to the Town water mains shall be approved and inspected by the Director of Operations or such other person as is designated by the Town prior to backfilling and that the operation of water system valves is the sole responsibility of the Town.

31. The Developer agrees to comply with the Town's Water By-law and furthermore that a separate water meter shall be installed, at their expense,

for each residential connection made to the Town's water system.

32. The Developer agrees that the Town may terminate the Developer's connection to the Town water system in the event that the Town determines that the Developer is drawing water for an unauthorized purpose or for any other use that the Town deems in its absolute discretion or if an invoice for water service is more than 90 days in arrears.

33. The Developer agrees to provide, prior to the occupation of the building, written certification of a Professional Engineer, licensed to practice in New Brunswick that the connection to the Town water system has been satisfactorily completed and constructed in accordance with the Town specifications.

Sanitary Sewer

34. The Developer agrees to connect to the existing sanitary sewer system at a point to be determined by the Director of Operations and utilizing methods of connection approved by the Director of Operations.

35. The Developer agrees to pay the Town a fee for connection to the Town sewer system calculated in the manner set out in By-law 1-15 Rothesay Sewage By-law, as amended from time to time, to be paid to the Town twelve (12) months following the issuance of the building permit.

36. The Developer agrees to carry out subject to inspection and approval by Town representatives and pay for the entire actual costs of Engineering design, supply, installation, inspection and construction of all service lateral(s) necessary to connect to the existing sanitary sewer system inclusive of all pipes, laterals, fittings, and precast concrete units.

37. The Developer agrees to submit for approval by the Town, prior to commencing any work to connect to the sanitary sewer system, any plans required by the Town, with each such plan meeting the requirements as described in the Town specifications for such development.

38. The Developer agrees that connection to the Town sanitary sewer system shall be supervised by the Developer's engineer and inspected by the Director of Operations or such other person as is designated by the Town prior to backfilling and shall occur at the sole expense of the Developer.

Retaining Walls

39. The Developer agrees that dry-stacked segmental concrete (masonry block) gravity walls shall be the preferred method of retaining wall construction for the purpose of erosion control or slope stability on the Lands and furthermore that the use of metal wire basket cages filled with rock (gabions) is not an acceptable method of retaining wall construction.

40. The Developer agrees to obtain from the Town a Building Permit for any retaining wall, as required on the Lands, in excess of 1.2 meters in height and that such retaining walls will be designed by a Professional Engineer, licensed to practice in New Brunswick.

Indemnification

41. The Developer does hereby indemnify and save harmless the Town from all manner of claims or actions by third parties arising out of the work performed hereunder, and the Developer shall file with the Town prior to the commencement of any work hereunder a certificate of insurance naming the Town as co-insured evidencing a policy of comprehensive general liability coverage on "an occurrence basis" and containing a cross-liability clause which policy has a limit of not less than Two Million Dollars ($2,000,000.00) including a project wrap-up liability policy (with no less than 24 months coverage after project completion). The aforesaid certificate must provide that the coverage shall stay in force and not be amended, canceled or allowed to lapse within thirty (30) days prior to notice in writing

being given to the Town. The aforesaid insurance coverage must remain in full force and effect during the period available to the Developer pursuant to this agreement to complete the work set out as described in this Agreement.

Notice

42. Any notice or advice which is to be given under this Agreement shall be deemed to have been satisfactorily given to the Developer if delivered personally or by prepaid mail addressed to **Holland Hills Developments Ltd.,** 18 Kildare Court, Rothesay, New Brunswick, E2H 1C4 and to the Town if delivered personally or by prepaid mail addressed to **ROTHESAY,** 70 HAMPTON ROAD, ROTHESAY, NEW BRUNSWICK, E2E 5L5. In the event of notice by prepaid mail, the notice will be deemed to have been received four (4) days following its posting.

By-laws

43. The Developer agrees to be bound by and to act in accordance with the By-laws of the Town as amended from time to time and such other laws and regulations that apply or that may apply in the future to the site and to activities carried out thereon.

Termination

44. The Town reserves the right and the Developer agrees that the Town has the right to terminate this Agreement without compensation to the Developer if the specific proposal has not been completed on or before INSERT DATE being a date 5 years (60 months) from the date of Council's decision to enter into this Agreement. Accordingly, the Agreement shall have no further force or effect and henceforth the development of the Lands shall conform to the provisions of the Rothesay Zoning By-law.

45. Notwithstanding the preceding paragraph (44) above, the Parties agree that the development shall be deemed to have commenced if within a period of not less than three (3) months prior to INSERT DATE the construction of the municipal service infrastructure has begun and that such construction is deemed by the Development Officer in consultation with the Director of Operations as being continued through to completion as continuously and expeditiously as deemed reasonable.

46. The Developer agrees that should the Town terminate this Agreement the Town may call the Letter of Credit described herein and apply the proceeds to the cost of completing the work or portions thereof as outlined in this Agreement. If there are amounts remaining after the completion of the work in accordance with this Agreement, the remainder of the proceeds shall be returned to the Institution issuing the Letter of Credit. If the proceeds of the Letter of Credit are insufficient to compensate the Town for the costs of completing the work mentioned in this Agreement, the Developer shall promptly on receipt of an invoice pay to the Town the full amount owing as required to complete the work.

Security & Occupancy

47. The Town and Developer agree that Final Occupancy of the proposed building(s), as required in the Building By-law, shall not occur until all conditions above have been met to the satisfaction of the Development Officer and an Occupancy Permit has been issued.

48. Notwithstanding Schedule D and E of this Agreement, the Town agrees that the Occupancy Permit may be issued provided the Developer supplies a security deposit in the amount of one hundred twenty percent (120%) of the estimated cost to complete the required storm water management and landscaping. The security deposit shall comply with the following conditions:

a. security in the form of an automatically renewing, irrevocable letter of credit issued by a chartered bank dispensed to and in favour of Rothesay;

b. Rothesay may use the security to complete the work as set out in Schedule D and E of this Agreement including landscaping or storm water works not completed within a period not exceeding six (6) months from the date of issuance of the Occupancy Permit;

c. all costs exceeding the security necessary to complete the work as set out in Schedule D and E this Agreement shall be reimbursed to Rothesay; and

d. any unused portion of the security shall be returned to the Developer upon certification that the work has been completed and acceptable to the Development Officer.

Failure to Comply

49. The Developer agrees that after sixty (60) days written notice by the Town regarding the failure of the Developer to observe or perform any covenant or condition of this Agreement, then in each such case:

(a) The Town shall be entitled to apply to any court of competent jurisdiction for injunctive relief including an order prohibiting the Developer from continuing such default and the Developer hereby submits to the jurisdiction of such Court and waives any defense based upon the allegation that damages would be an adequate remedy;

(b) The Town may enter onto the Lands and perform any of the covenants contained in this Agreement or take such remedial action as is considered necessary to correct a breach of the Agreement, whereupon all reasonable expenses whether arising out of the entry onto the Lands or from the performance of the covenants or remedial action, shall be a first lien on the Lands and be shown on any tax certificate issued under the Assessment Act;

(c) The Town may, by resolution of Council, discharge this Agreement whereupon this Agreement shall have no further force or effect and henceforth the development of the Lands shall conform with the provisions of the Land Use By-law; and/or

(d) In addition to the above remedies, the Town reserves the right to pursue any other remediation under the *Community Planning Act* or Common Law in order to ensure compliance with this Agreement.

Entire Agreement

50. This Agreement contains the whole agreement between the parties hereto and supersedes any prior agreement as regards the lands outlined in the plan hereto annexed.

Severability

51. If any paragraph or part of this agreement is found to be beyond the powers of the Town Council to execute, such paragraph or part or item shall be deemed to be severable and all other paragraphs or parts of this agreement shall be deemed to be separate and independent therefrom and to be agreed as such.

Reasonableness

52. Both parties agree to act reasonably in connection with any matter, action, decision, comment or approval required or contemplated under this Agreement.

This Agreement shall be binding upon and endure to the benefit of the Parties

hereto and their respective heirs, administrators, successors and assigns.

IN WITNESS WHEREOF, each of the parties set out below has caused this Agreement, made in duplicate, to be duly executed by its respective, duly authorized officer(s) as of _____, 2026.

Holland Hills Developments Ltd.

_____ _____

Witness: Andrew C. Baskin, Director

Rothesay

_____ _____

Witness: Nancy E. Grant, Mayor

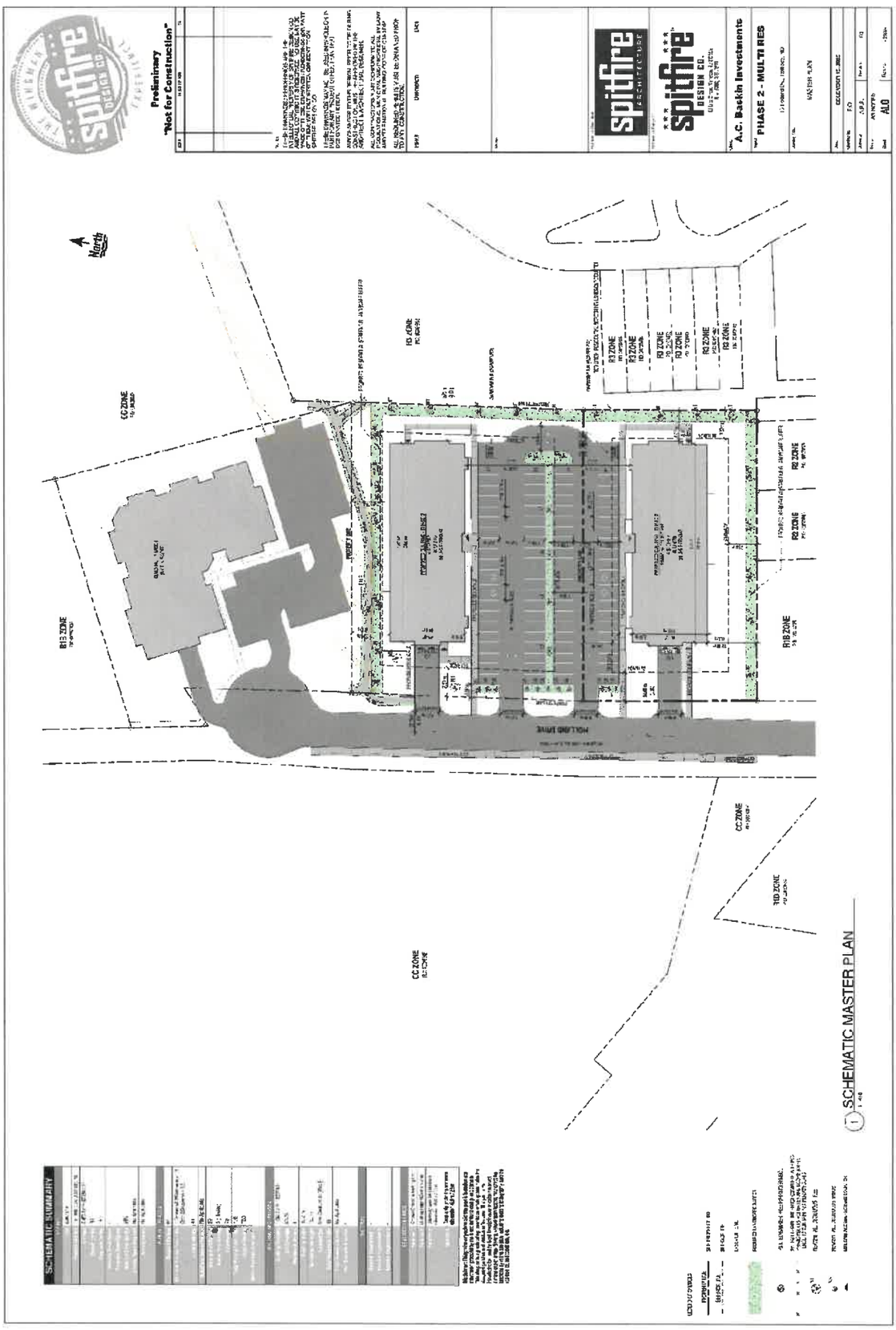
_____ _____

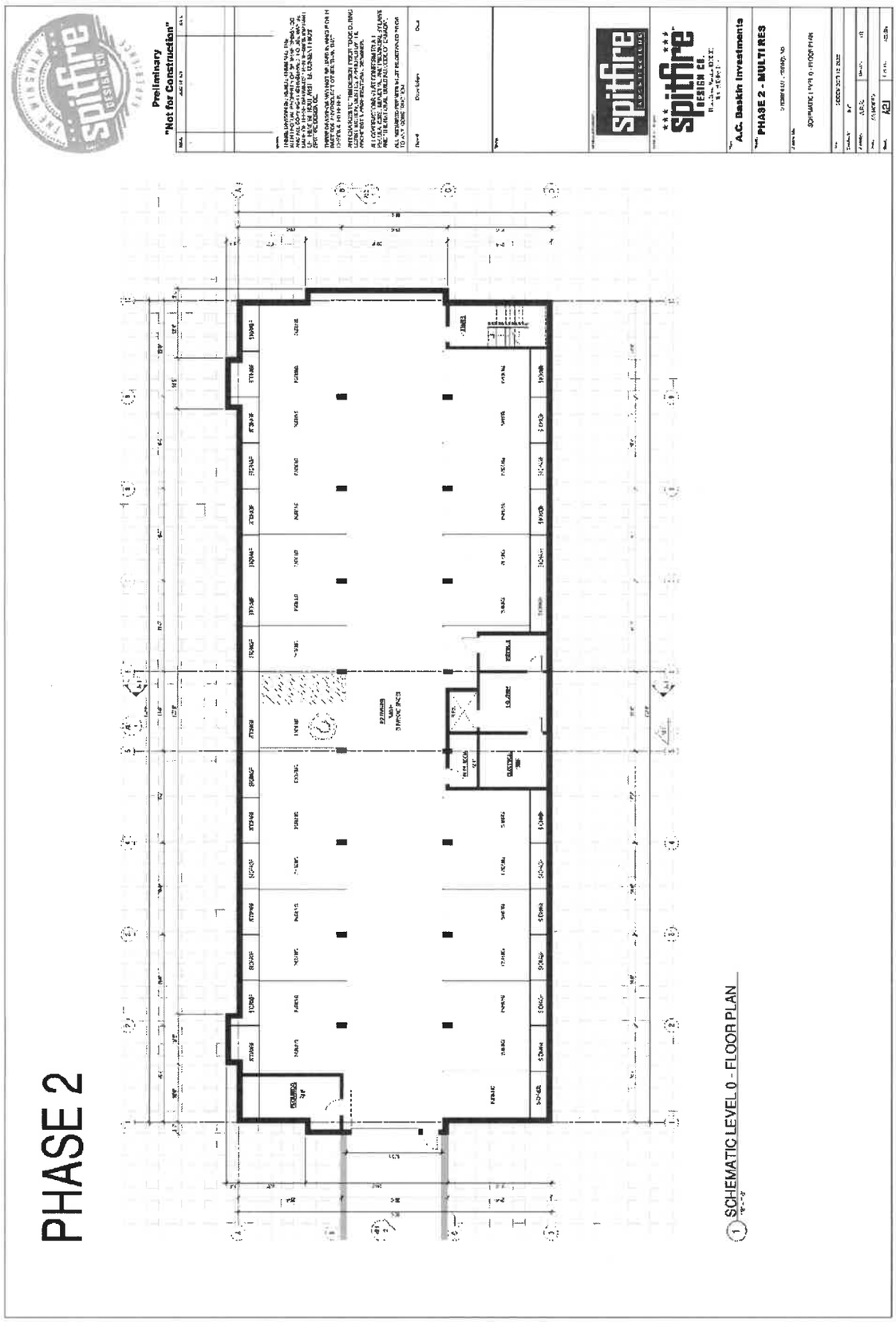
Witness: Mary Jane E. Banks, Clerk

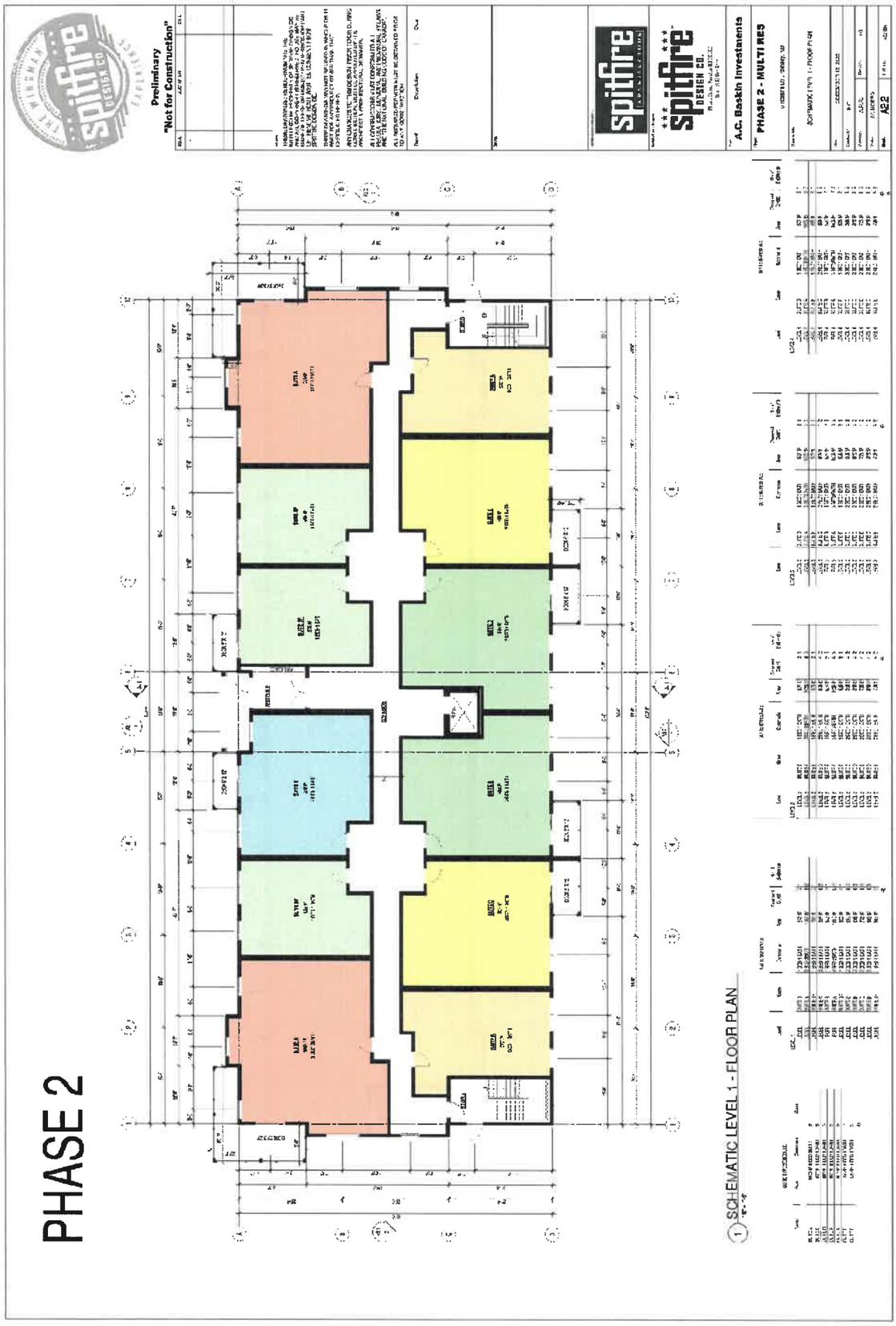
SCHEDULE A – LEGAL DESCRIPTION OF PARCELS

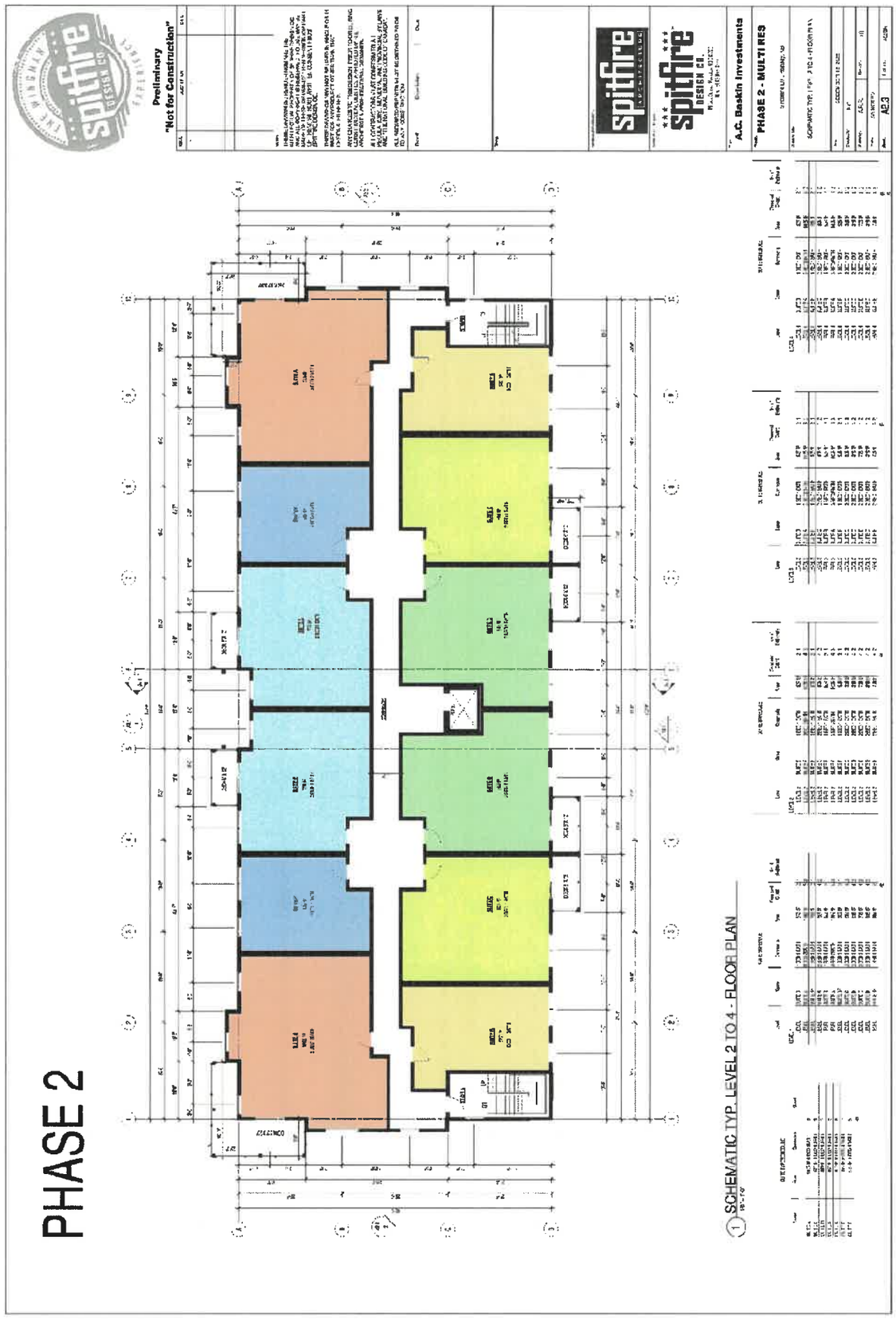
PID: | **00065094 and 00056614**

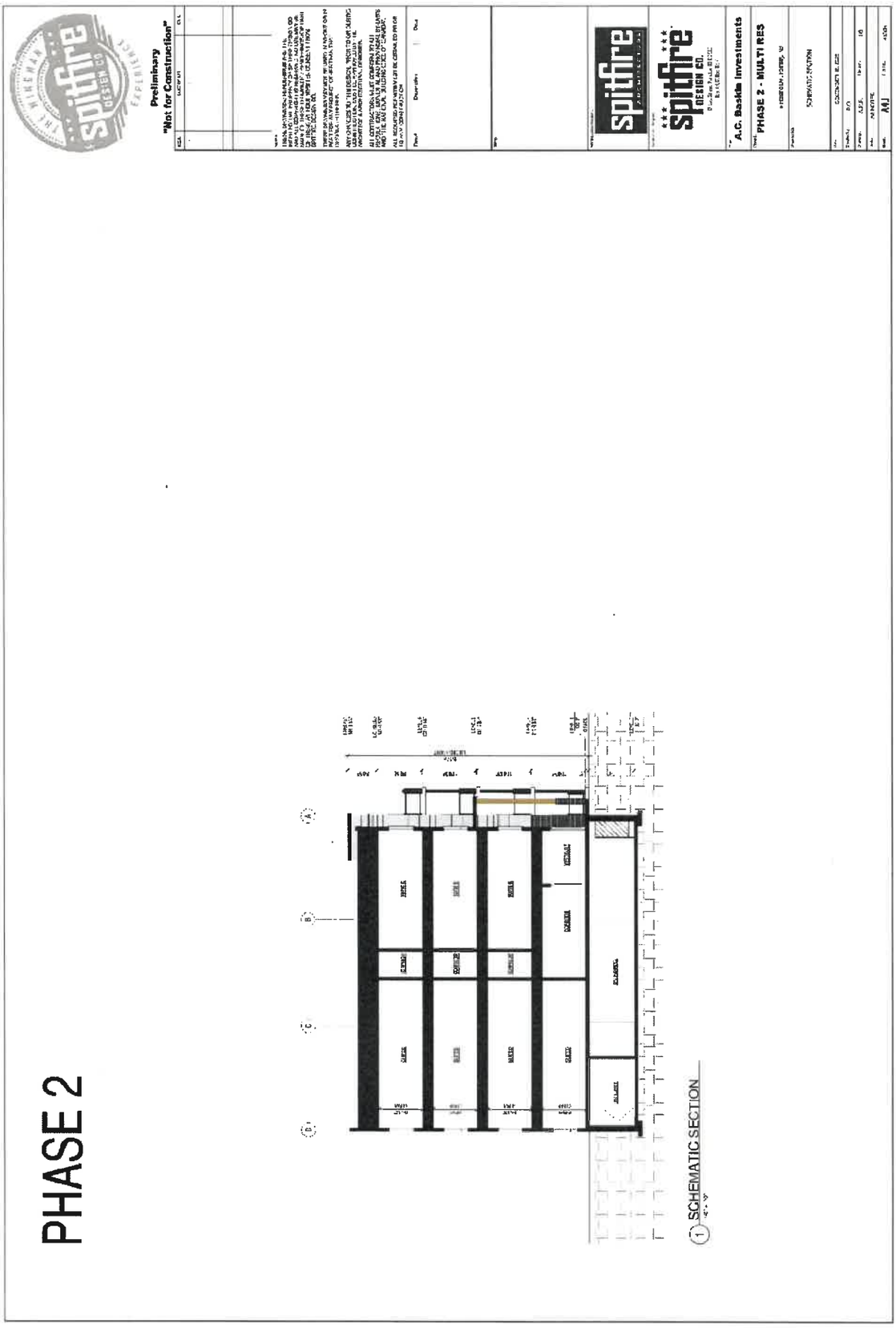
SCHEDULE B – PROPOSED SITE AND BUILDING PLANS



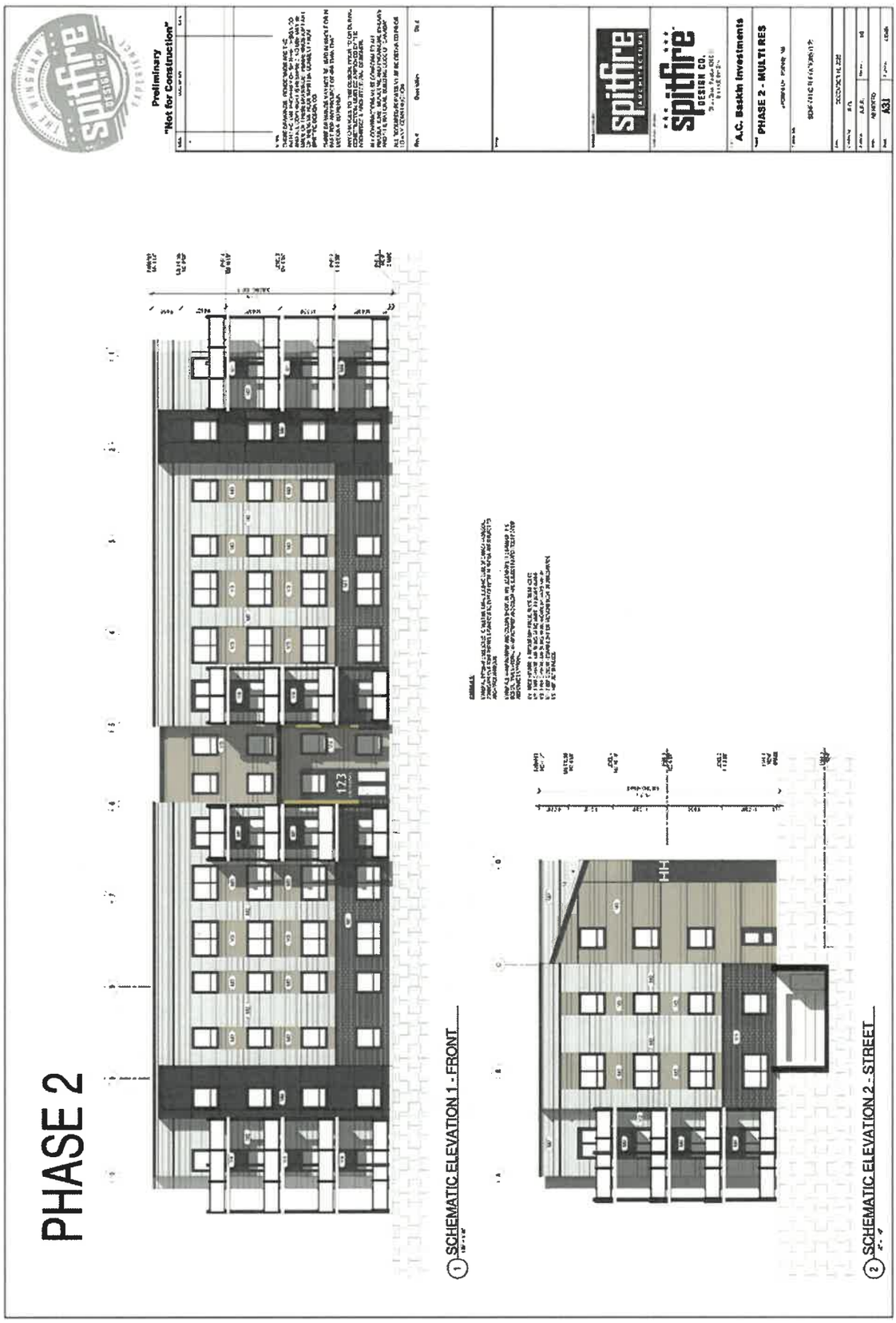

PHASE 2
1 SCHEMATIC LEVEL 0 - FLOOR PLAN
Preliminary
"Not for Construction"
spitfire DESIGN CO
A.C. Baskin Investments
PHASE 2 - MULTI RES

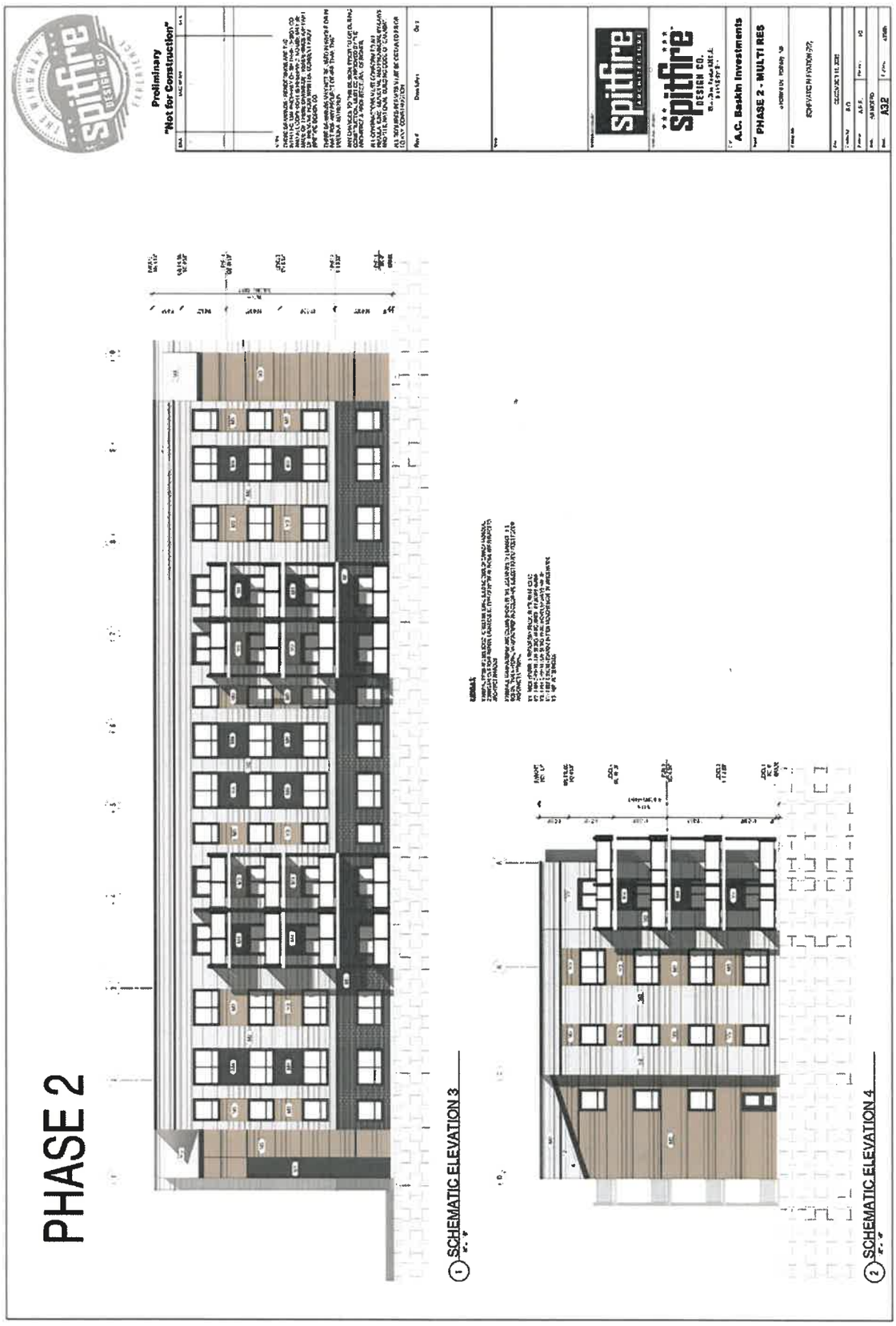

PHASE 2
SCHEMATIC LEVEL 1 - FLOOR PLAN
Preliminary
"Not for Construction"
A.C. Baskin Investments
PHASE 2 - MULTI RES
A2.2


Preliminary
"Not for Construction"
A.C. Baskin Investments
PHASE 2 - MULTIRES
PHASE 2
SCHEMATIC TYP. LEVEL 2 TO 4 - FLOOR PLAN

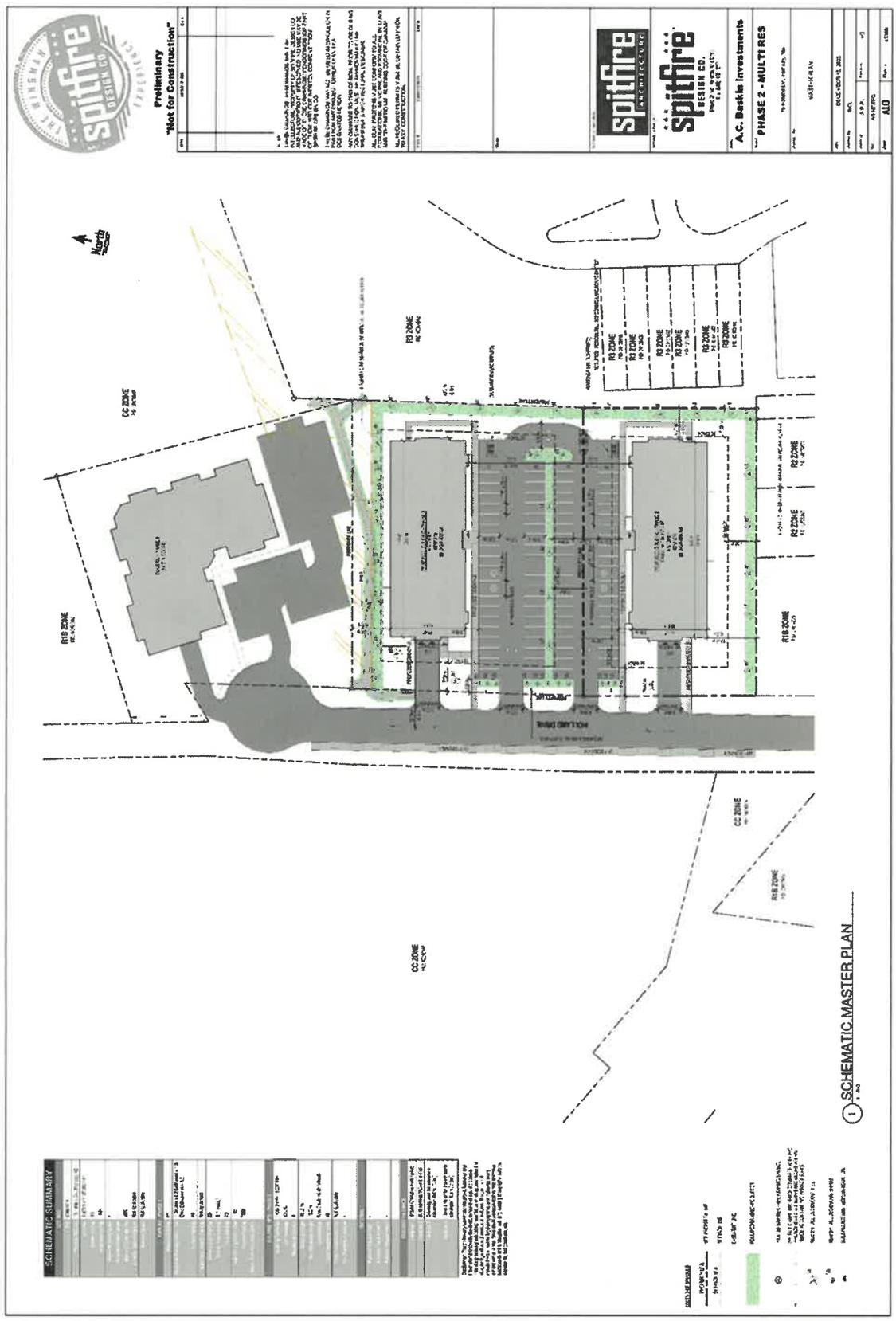

Preliminary
"Not for Construction"
spitfire
DESIGN CO.
A.C. Baskin Investments
PHASE 2 - MULTI RES
SCHEMATIC SECTION
PHASE 2
1 SCHEMATIC SECTION

SCHEDULE C – BUILDING ELEVATIONS




Preliminary
"Not for Construction"
spitfire DESIGN CO.
A.C. Baskin Investments
PHASE 2 - MULTI RES
PHASE 2
1 SCHEMATIC ELEVATION 3
2 SCHEMATIC ELEVATION 4

SCHEDULE D – LANDSCAPE PLAN



SCHEDULE E – STORMWATER MANAGEMENT PLAN

To be Finalized

Form 45

AFFIDAVIT OF CORPORATE EXECUTION

***Land Titles Act*, S.N.B. 1981, c.L-1.1, s.55**

Deponent:	Andrew C. Baskin 18 Kildare Court Rothesay, New Brunswick E2H 1C4
Office Held by Deponent:	**Director**
Corporation:	Holland Hills Developments Ltd.
Place of Execution:	Rothesay, Province of New Brunswick.
Date of Execution:	_____, 2026

I, **ANDREW C. BASKIN**, the deponent, make oath and say:

1. That I hold the office specified above in the corporation specified above, and am authorized to make this affidavit and have personal knowledge of the matters hereinafter deposed to;

2. That the attached instrument was executed by me as the officer(s) duly authorized to execute the instrument on behalf of the corporation;

3. the signature "**Andrew Baskin**" subscribed to the within instrument is the signature of me and is in the proper handwriting of me, this deponent.

4. the Seal affixed to the foregoing indenture is the official seal of the said Corporation was so affixed by order of the Board of Directors of the Corporation to and for the uses and purposes therein expressed and contained;

5. That the instrument was executed at the place and on the date specified above;

DECLARED TO at Rothesay,)
in the County of Kings,)
and Province of New Brunswick,)
This ___ day of _____, 2026)
)
BEFORE ME:)
)
_____)
Commissioner of Oaths)

_____
Andrew C. Baskin

Form 45

AFFIDAVIT OF CORPORATE EXECUTION

***Land Titles Act*, S.N.B. 1981, c.L-1.1, s.55**

Deponent:	**MARY JANE E. BANKS** Rothesay 70 Hampton Road Rothesay, N.B. E2E 5L5
Office Held by Deponent:	Clerk
Corporation:	**Rothesay**
Other Officer Who Executed the Instrument:	**NANCY E. GRANT** Rothesay 70 Hampton Road Rothesay, N.B. E2E 5L5
Office Held by Other Officer Who Executed the Instrument:	Mayor
Place of Execution:	Rothesay, Province of New Brunswick.
Date of Execution:	_____, 2026

I, **MARY JANE E. BANKS**, the deponent, make oath and say:

1. That I hold the office specified above in the corporation specified above, and am authorized to make this affidavit and have personal knowledge of the matters hereinafter deposed to;

6. That the attached instrument was executed by me and **NANCY E. GRANT**, the other officer specified above, as the officer(s) duly authorized to execute the instrument on behalf of the corporation;

7. The signature "**NANCY E. GRANT**" subscribed to the within instrument is the signature of Nancy E. Grant, who is the Mayor of the town of Rothesay, and the signature "**Mary Jane E. Banks**" subscribed to the within instrument as Clerk is the signature of me and is in the proper handwriting of me, this deponent, and was hereto subscribed pursuant to resolution of the Council of the said Town to and for the uses and purposes therein expressed and contained;

8. The Seal affixed to the foregoing indenture is the official seal of the said Town and was so affixed by order of the Council of the said Town, to and for the uses and purposes therein expressed and contained;

9. That the instrument was executed at the place and on the date specified above;

DECLARED TO at town of
Rothesay, in the County of Kings,)
and Province of New Brunswick,)
This ___ day of _____, 2026)
)
BEFORE ME:)
)
)
_____)
Commissioner of Oaths)

_____
MARY JANE E. BANKS

Public Hearing
Rezoning - 15-17 Chapel Road
R-1B to R4

2026 January 19

15-17 Chapel Road

Rezoning to R4

Public Hearing to consider rezoning **15-17 Chapel Road (PIDs 00065094 & 00056614)**

Rezoning from Single Family Residential – Standard [R1B] to Multi-Unit Residential [R4]

Allow for the development of two, 48-unit dwellings

Proposed buildings are on separate lots with shared parking

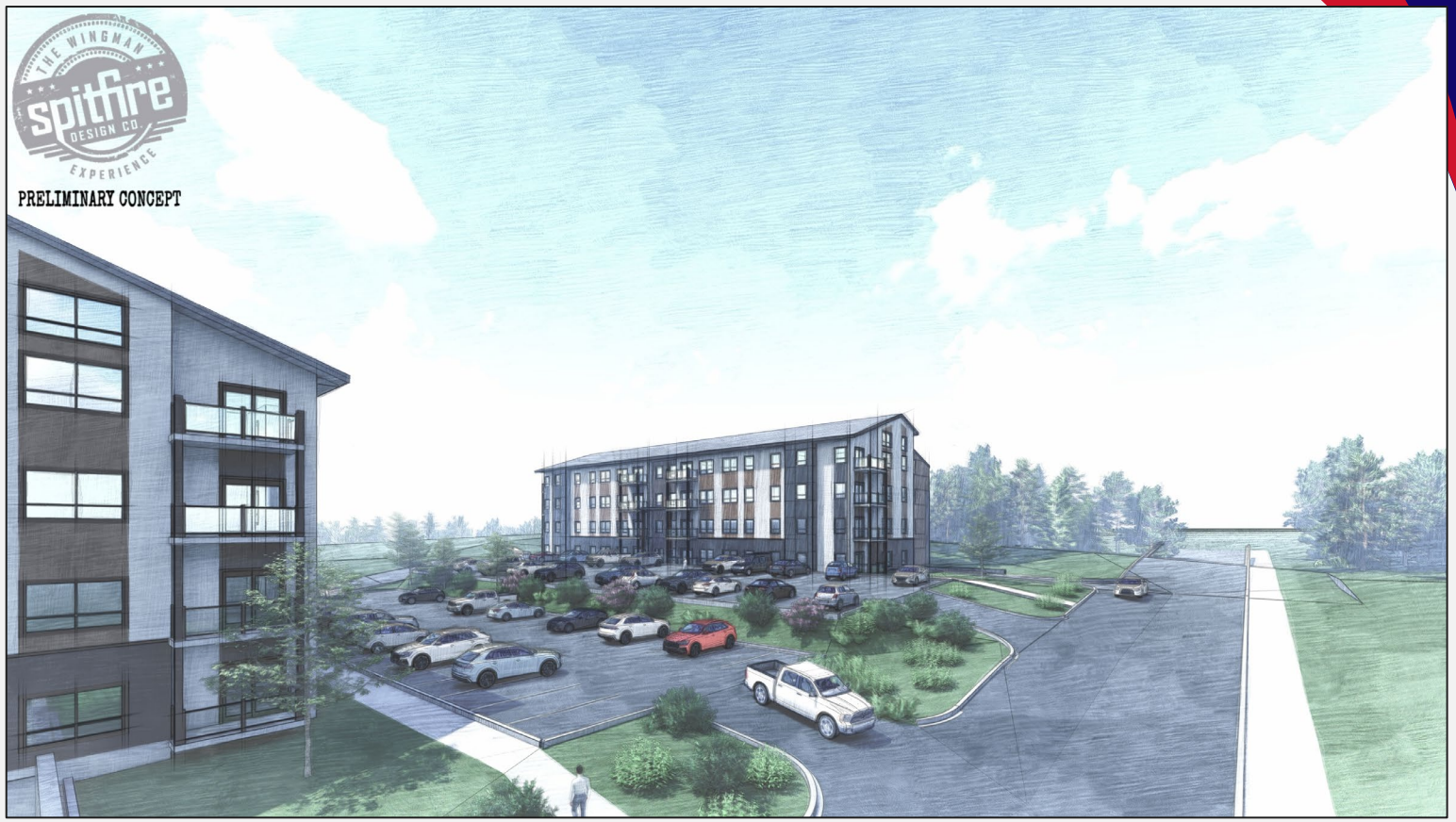

2026January19 15-17 ChapelRd PublicHearingFINAL_135
Holland Dr
Campbell Dr
Hillsview Cres
Scribner Cres
Shadow Hill Crt
Chapel Rd
Parkdale Ave
Subject Site
Encumbrance
1:1,500
0 12.5 25 50 75 100
Meters

15-17 Chapel Road

Development Site

15-17 Chapel Road

Proposed Development – Original Building Design

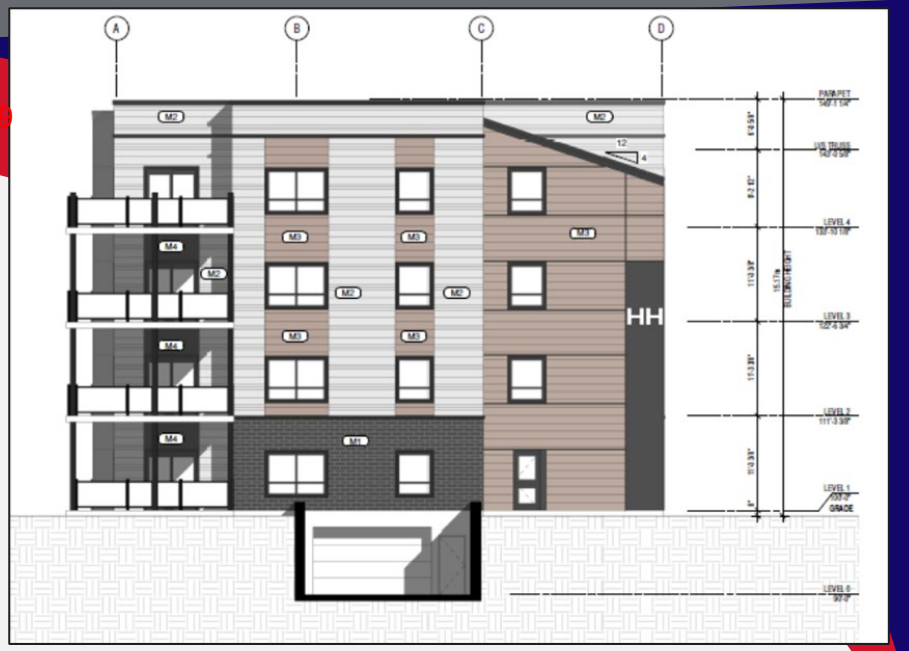


15-17 Chapel Road

Proposed Development – Original Building Design

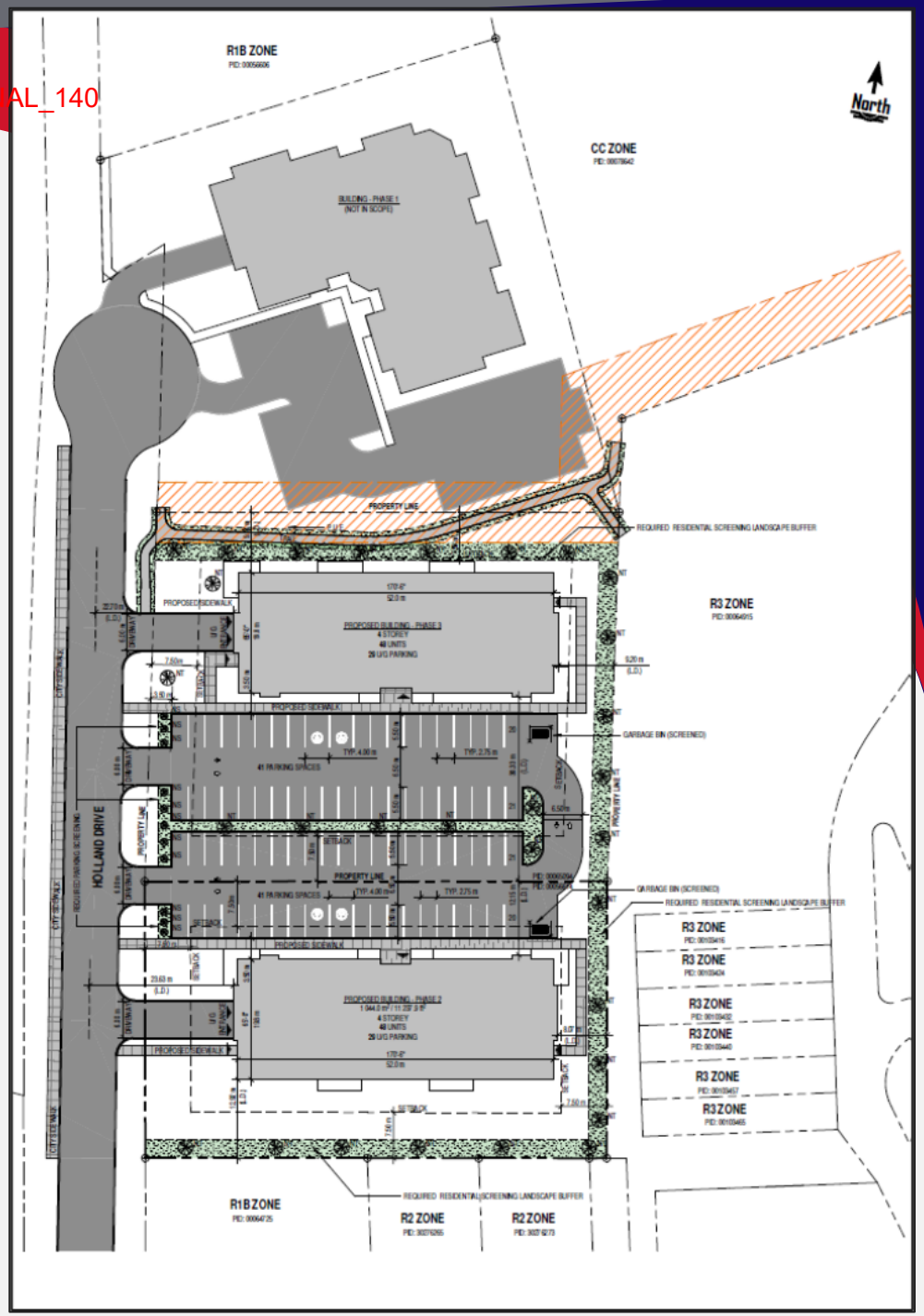
15-17 Chapel Road

Proposed Development – Revised Building Design



15-17 Chapel Road

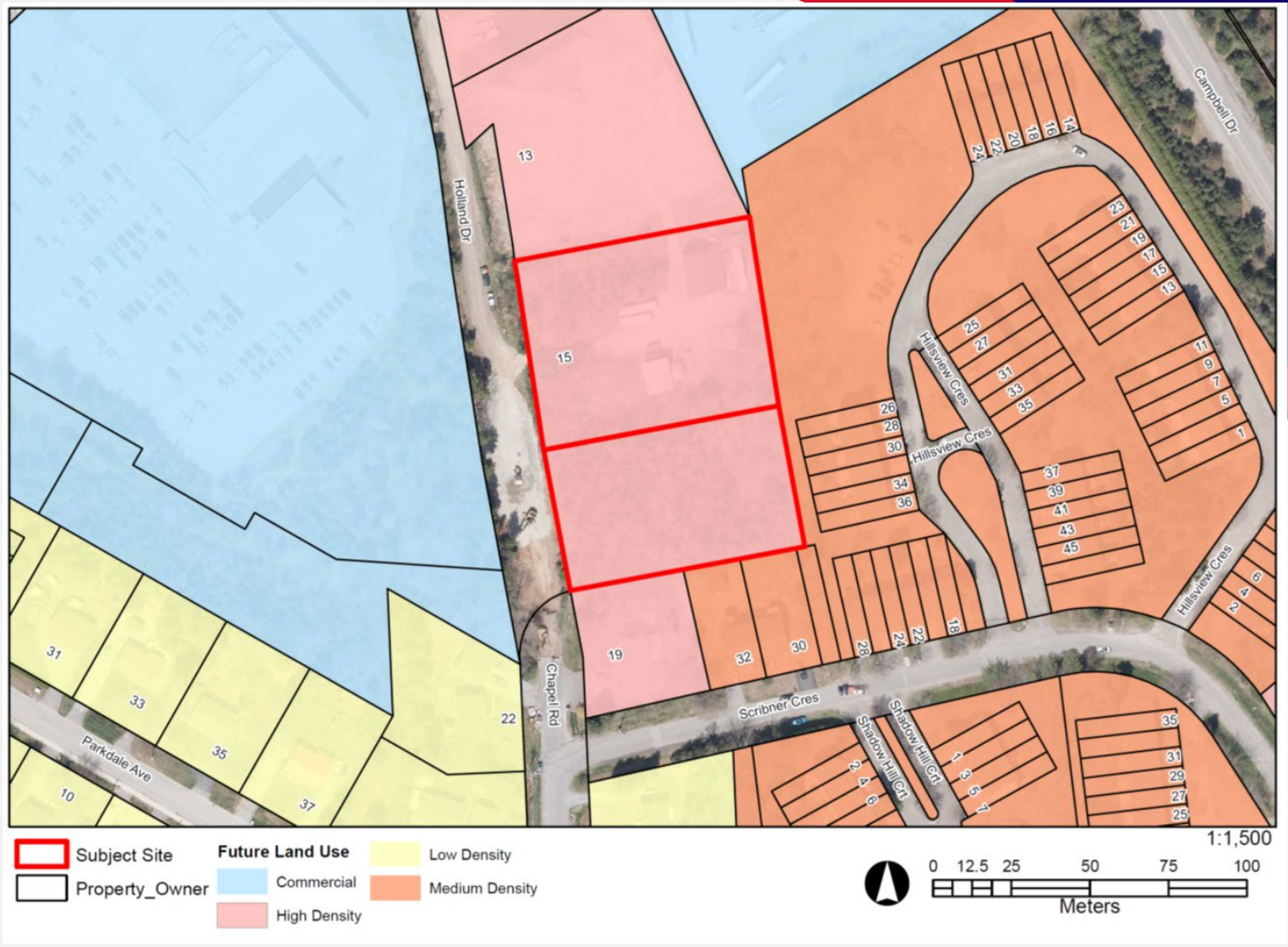
Proposed Development– Revised Building Design



15-17 Chapel Road

Municipal Plan

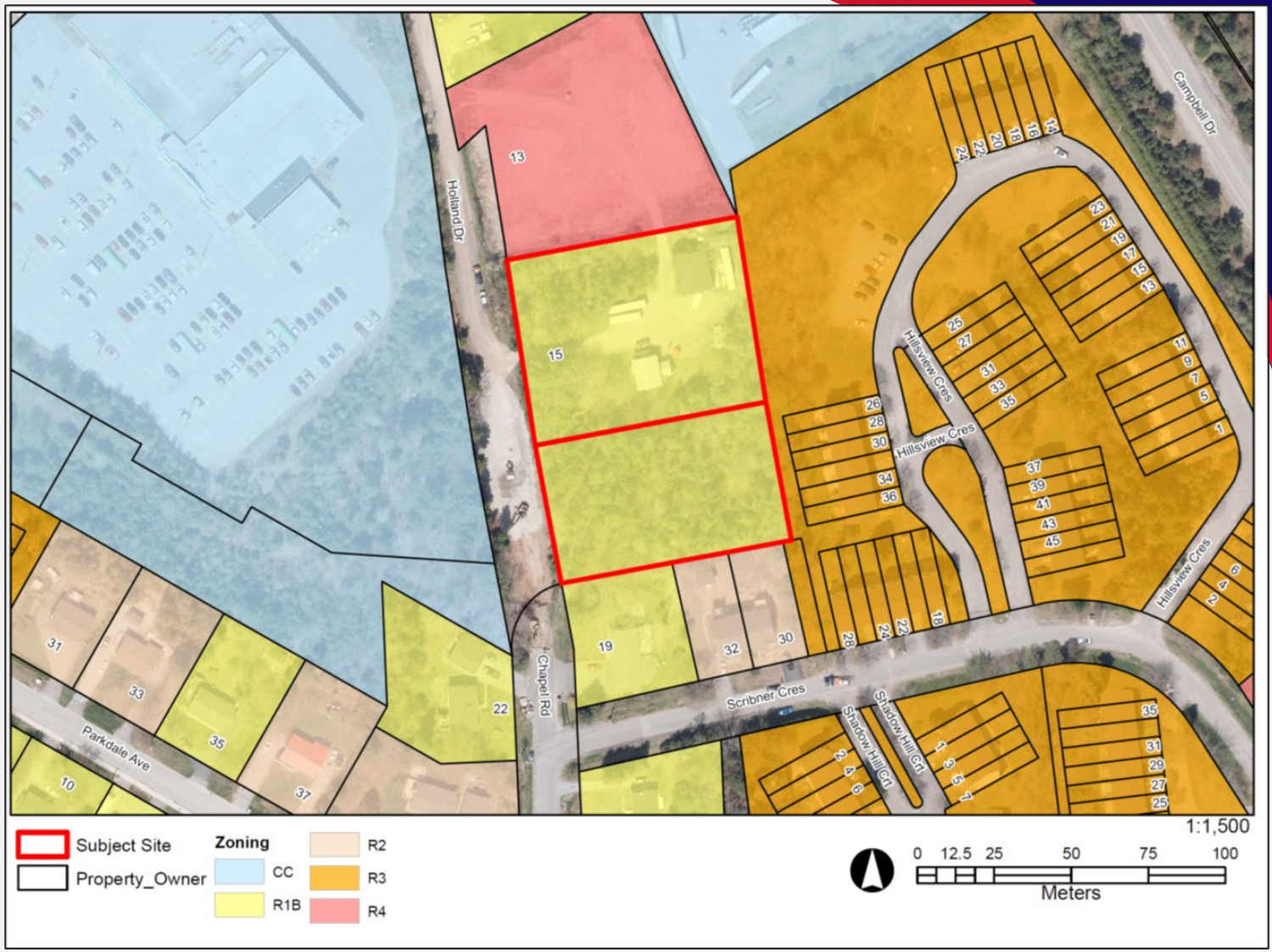
- Site is designated High Density in the Municipal Plan
- Policy HDR-2 guides development in these areas



15-17 Chapel Road

Zoning

- Site is currently zoned Single Family Residential – Standard [R1B]
- Rezoning to Multi-Unit Residential [R4] is required
- Generally conforms to R4 zone standards



15-17 Chapel Road

Municipal Plan

- Policy HDR-2 Medium 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.

- The proposed multiple unit buildings conform to the Municipal Plan

15-17 Chapel Road

Zoning - Variances

- Variances required:
  - Increase driveway widths from 5 metres to 6 metres.
  - Decrease the drive aisle width in the parking lots from 7.5 metres to 6.5 metres.
  - Allow for the proposed parking area for both buildings to straddle the property line of the two properties
    - Separate access and parking agreement required in addition to the development agreement.
  - Increase the height of both buildings from 15 metres to 15.17 metres.
  - Increase the major side yard of the southern building from 10 metres to 12.92 metres.

- Staff support these variances and will issue Development Officer variances should Council approve the rezoning

15-17 Chapel Road

Traffic Impacts

- Traffic Impact Study completed for development
- Traffic generation from proposed buildings
  - AM Peak Hour 53 trips (12 entering / 41 exiting)
  - PM Peak Hour 56 trips (34 entering / 22 exiting)
- Examined operations at Marr Road / Chapel Road intersection
  - 2032 with development – increased delays on Chapel Road approach
  - 2032 with development – signals not warranted

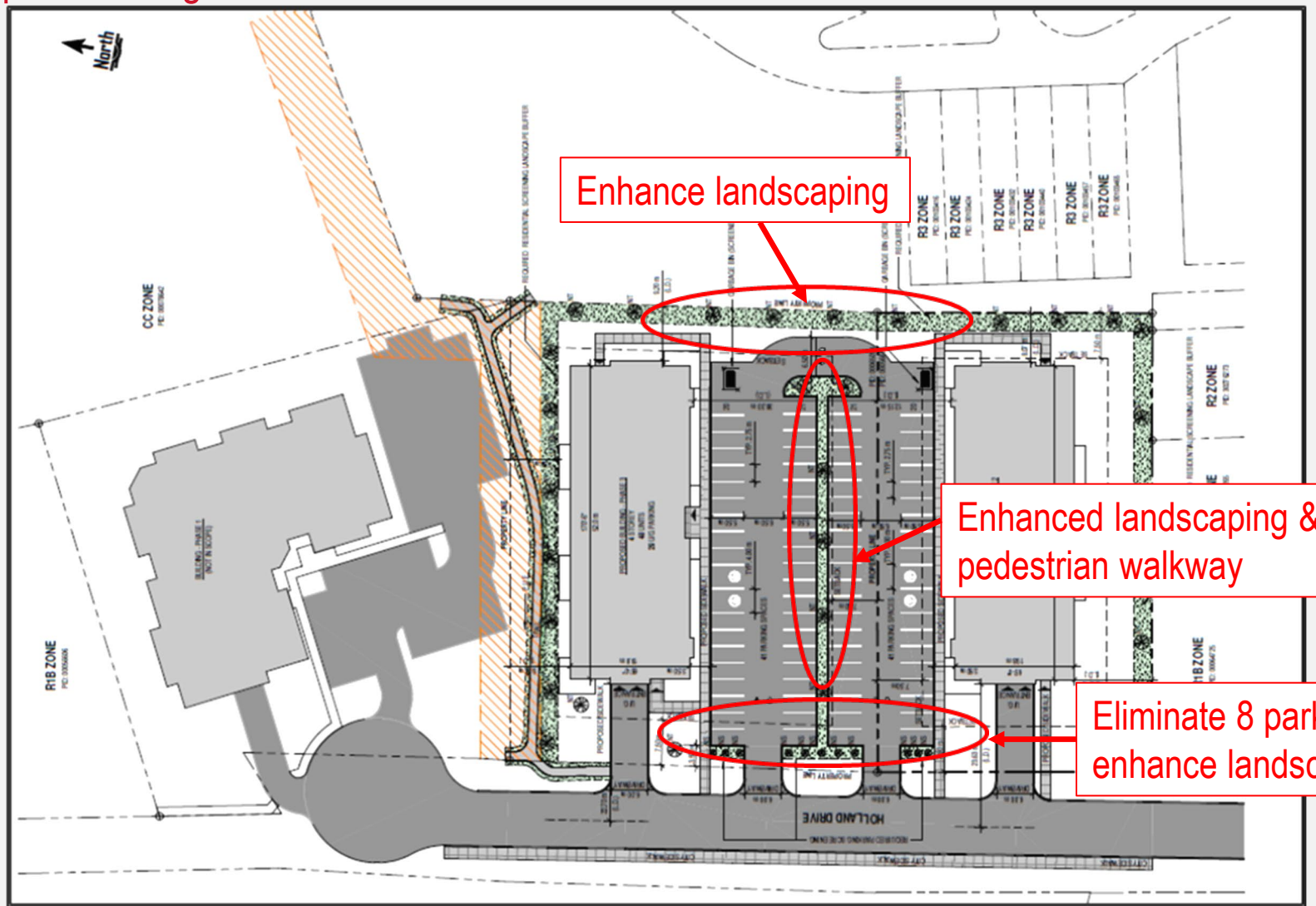
15-17 Chapel Road

Traffic Impacts - Counts

- Traffic volume counts completed in April 2021
- Volumes adjusted based on data collected in 2016 and 2021
  - 2016 traffic volumed found to be 20-30% higher
  - Volumes used in study increased by these factors (31 % AM Peak, 22% PM Peak)
- Additional counts at Marr Road / Chapel Road in April 2024
  - Traffic volumes were lower than those observed in 2021
- Factored 2021 volumes used in analysis – conservative approach

15-17 Chapel Road

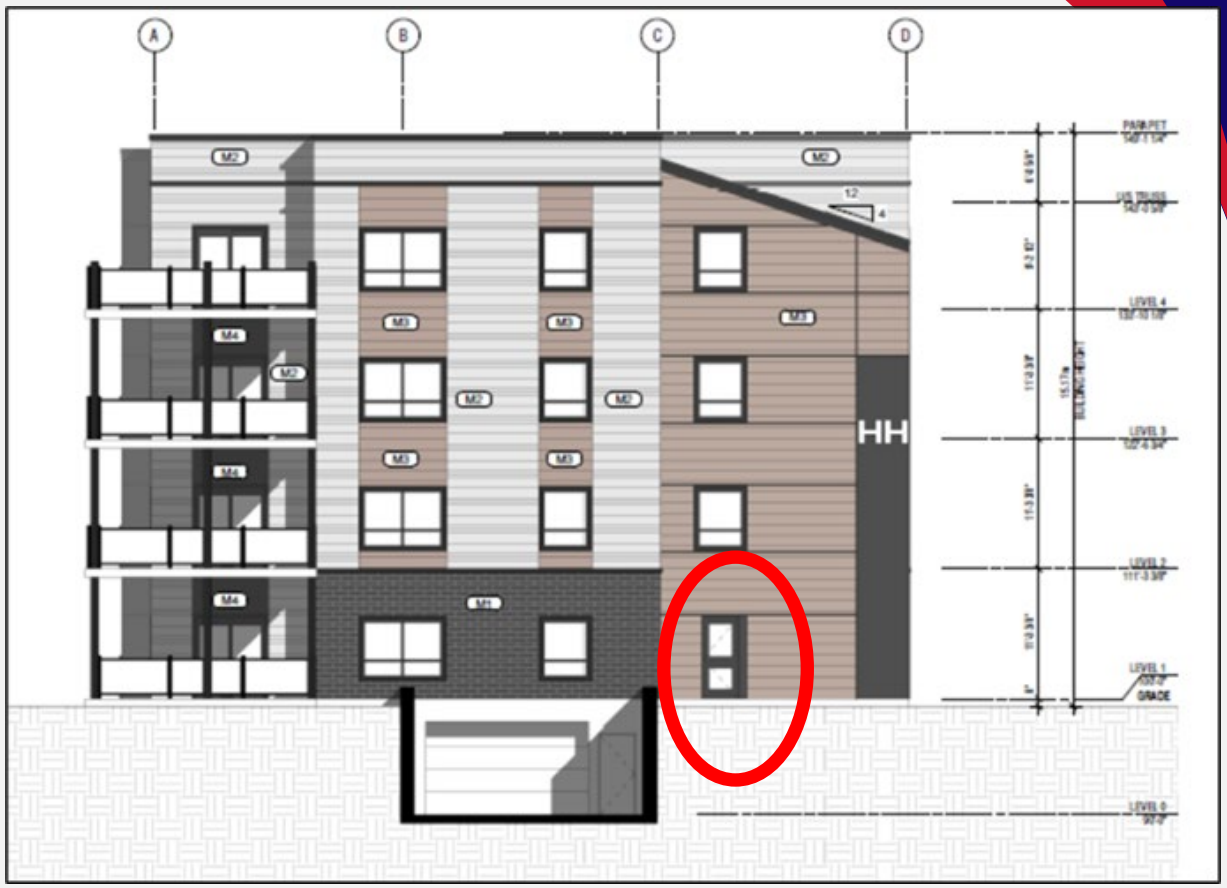
Development Agreement – Modifications to Site Plan



15-17 Chapel Road

Development Agreement – Architectural Design

- General conformance with drawings submitted
- Additional architectural prominence for the pedestrian entries on the Chapel Road facades
- Exterior mounted ventilation and mechanical equipment shall be concealed by screening



15-17 Chapel Road

Development Agreement – Affordable Housing

- MOU Tenant selection prior to occupancy
- 9 ‘affordable’ 2-bedroom apartment units
  - twenty (20) years term
  - CPI adjustment
  - Similar unit finishes
  - Base Monthly Rental Rate at or below 30% of the Median Total Income of Lone-Parent economic families in the published 2015 Statistics Canada data, being $53,376
- Annual audit

15-17 Chapel Road

Development Agreement – Servicing and Traffic

- Stormwater
- Water and sanitary servicing
- Contribution towards traffic signal – Marr Road at Chapel Road

15-17 Chapel Road

BY-LAW 2-10-43
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, SNB 2017, c.19, 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 A – Bylaw 2-10-43".

The purpose of the amendment is to rezone land located at 15-17 Chapel Road (PIDs 00065094 and 00056614) from Single Family Residential – Standard (R1B) to Multi-Unit Residential (R4) to permit the construction of two multiple-unit dwellings.

FIRST READING BY TITLE :

SECOND READING BY TITLE :

READ IN ENTIRETY :

THIRD READING BY TITLE AND ENACTED :

MAYOR

CLERK

Attachment A - Bylaw 2-10-43
PIDs 00056614 & 00065094

15-17 Chapel Road

Staff and Planning Advisory Committee Recommendation

1. PAC HEREBY recommends that Council enact BY-LAW 2-10-43 to rezone land located off Chapel Road (PIDs 00065094 and 00056614) from Single Family Residential – Standard Zone [R1B] to Multi-Unit Residential (R4) to allow for the development of two, 48-unit apartment buildings subject to the execution of a Development Agreement, in accordance with the Community Planning Act.

2. PAC HEREBY recommends that Council authorize the Mayor and Clerk to enter into an agreement, to allow for the development of two 48-unit apartment buildings on land located off Chapel Road (PIDs 00065094 and 00056614).

ENGINEERING by HOUGHTON

Rezoning Application

15 & 17 Holland Drive

“Chapel Crest Community”

Presented to: Rothesay Council and Residents
Presented by EBH on Behalf of Landowner: Holland Hills Developments Ltd.
Public Hearing: January 19 2026

ebyh.ca info@ebyh.ca 1.506.777.3294

Quality, Affordability, Convenience – In the Heart of Rothesay

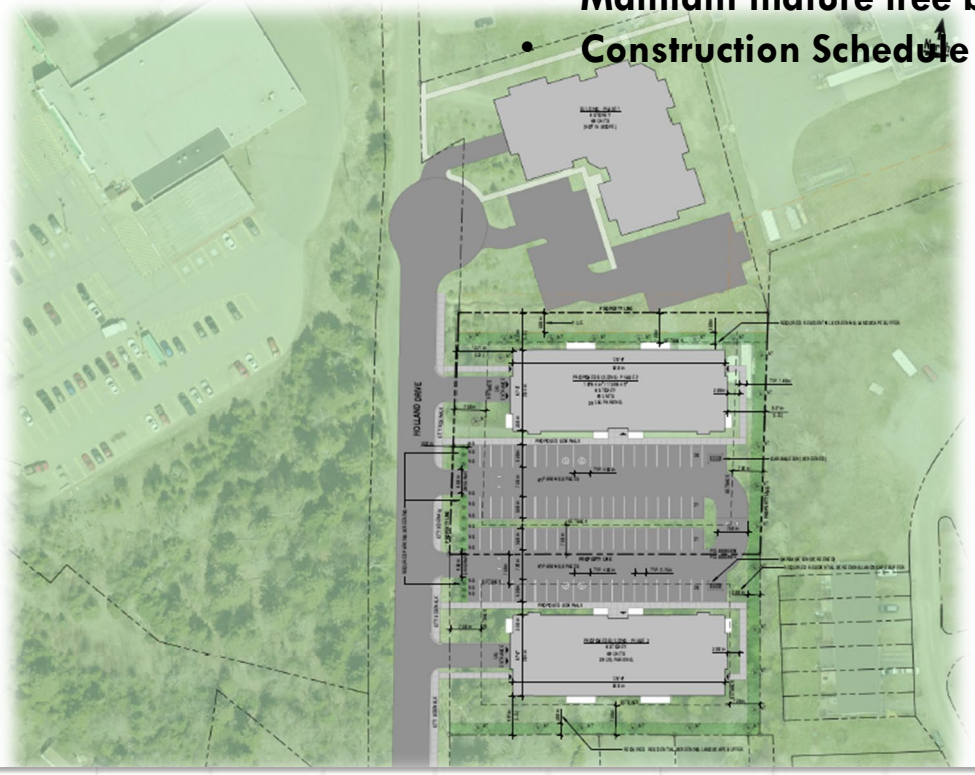
Building on the momentum of Phase 1 of the 'Holland Hills' development – Phases 2 & 3, now appropriately named "Chapel Crest" offers a unique opportunity to deliver attainable, modern homes for young families, working professionals, downsizing seniors, and others - offering quality living options within an established community and with minimal new infrastructure costs to the Town.

Site Location and Use

Nestled into the hill adjacent to existing commercial and mid-density residential areas, the combined Phase 2 & 3 parcels of approximately 2 acres provides a natural opportunity for gentle intensification while respecting the surrounding environment.

The Proposal

- Two 4-storey buildings – 96 total units – Mix of 1, 2, and 3 bedroom Suites;
- Underground and Surface Parking
- Extension of Chapel Road to Cul-de-Sac
- Sidewalk Connection to Parkdale Avenue
- Maintain mature tree buffering
- Construction Schedule – Phase 2: Fall 2026 start | Phase 3: Spring 2027 start



Municipal Plan, Zoning By-Law, and 2026-2031 Strategic Plan Alignment

Rezoning

Proposed: Rezoning from single family residential (R1B) to multi-unit residential (R4)

Municipal Plan

- Currently Designated High-Density Residential

- Aligns with Policy HDR-4 of Rothesay's Municipal Plan

2026-2031 Strategic Plan

- **Common narrative – Provide exceptional services while maintaining fiscal prudence**
- **Strategic Pillars:**
  - **Operational Excellence**
  - **Infrastructure Development**
  - **Recreation**
  - **Housing**

.

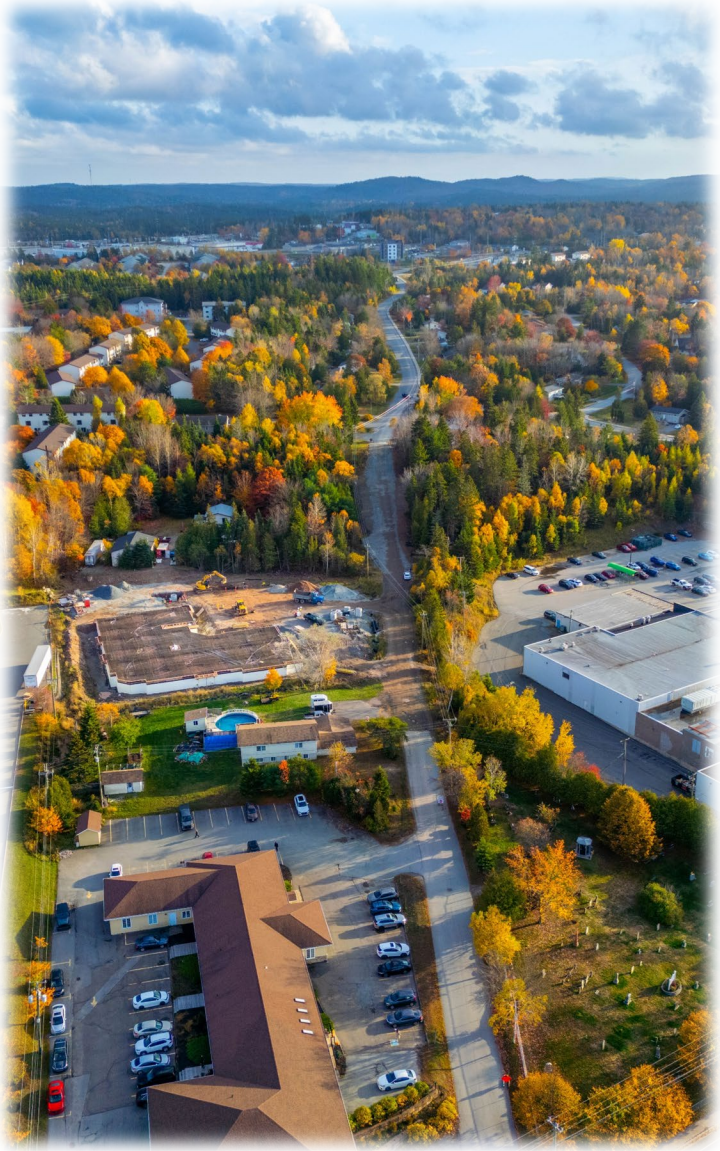
Community Benefits & Affordable Housing

- 144 total Units in Phases 1-3 = 30 Units Designated Affordable Suites
- Smart Density – Tax Base Growth without significant infrastructure costs
- Over $350,000 annual property tax revenue for the Town
  - = 1/3 of the Town's annual snow and ice removal budget
  - = Over 100% of the Town's Water Supply for Fire Protection Budget
  - = Over 2 lane-km of street asphalt resurfacing
  - = 3km of new concrete sidewalk
  - = 500m of new water main pipe
- Purposeful densification does not take away from Rothesay's identity as New Brunswick's premiere residential community – it helps maintain that identity. Helps keep residential tax rate low while increasing revenue to provide exceptional services.
- Alternative housing option for residents looking to downsize in Rothesay – 21% of residents over 65.
- Safe pedestrian corridor connecting residential neighbourhoods to commercial

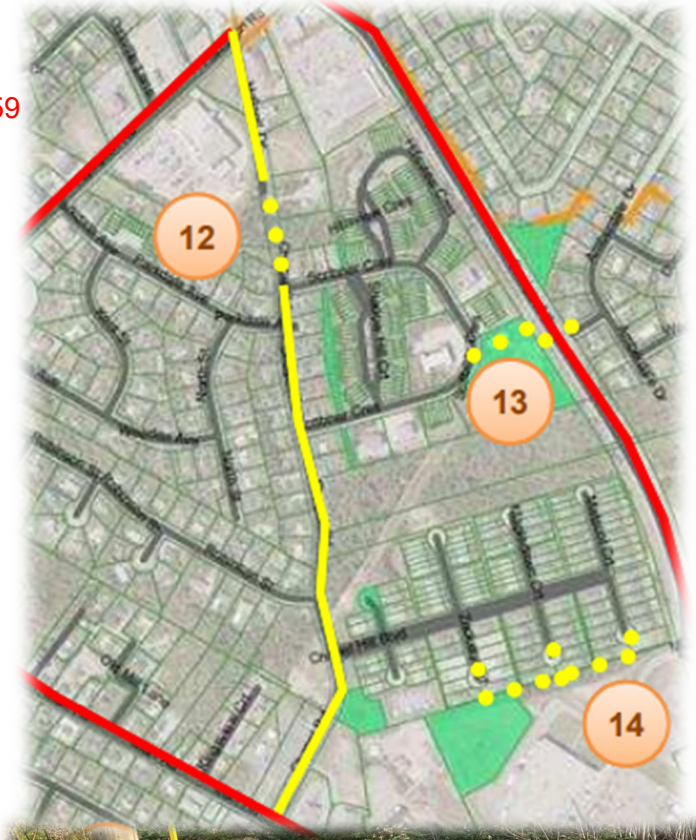
Proven Developer & Phase 1Momentum

- Developer is a Rothesay resident with strong ties to the community
- Proven follow through with construction well underway on Phase 1 building
- Due to site location, community disturbance due to construction activity has been minimal

Infrastructure Suitability



- Traffic and Road Network
- Active Transportation
- Water Servicing
- Sanitary Sewer
- Stormwater Management



ENGINEERING by HOUGHTON

2026January19 15-17 ChapelRd PublicHearingFINAL_160

Thank you

ebyh.ca info@ebyh.ca 1.506.777.3294

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 8:33 AM
To: Mark Reade; Liz Hazlett
Subject: FW: Concerns regarding rezoning application 15 – 17 Holland Dr.

-----Original Message-----
From:
Sent: Wednesday, November 26, 2025 6:30 PM
To: Rothesay Info <rothesay@rothesay.ca>
Subject: Concerns regarding rezoning application 15 – 17 Holland Dr.

Good evening,
I am reaching out to voice my concerns regarding the application to rezone property at 15-17 Holland Dr.; as someone who lives in the quiet subdivision behind there. The people of this subdivision believe that this will negatively affect our whole subdivision as the only exit and entrance noted for all three of these buildings which could have up to 250 cars plus will connect onto chapel road. It is hard enough to commute in and out of here to go to work, appointments, school as it is let alone with at least another 250 plus cars being potentially added to our already over capacity roads.
With this increased traffic our roads will be less safe for children to play in as well as people to cycle, walk, and enjoy our quiet subdivision. This will be taking our already high density area and unnecessarily increasing the density of population, as well as the amount of car traffic noise and people there are thousands of acres of undeveloped land in New Brunswick. We do not need three apartment complexes built next to our already at capacity neighbourhood.

Kind regards,

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 8:31 AM
To: Mark Reade; Liz Hazlett
Subject: FW: Reject - Rezoning Application - 15-17 Holland Drive

From:
Sent: Wednesday, November 26, 2025 11:10 PM
To: Rothesay Info <rothesay@rothesay.ca>
Subject: Reject - Rezoning Application - 15-17 Holland Drive

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I own 31 Hillsview Crescent and strongly oppose the proposed rezoning application.
The proposed 2 new 48 unit buildings will overload the ability of Chapel Road to handle up to 250 more vehicles. It will overcrowd the peaceful area where children play outside on our quiet crescent with basket ball hoops and bicycles.
It will drastically reduce the tranquility of, and lower the value of, our existing properties by destroying our shared border areas of trees which cut the noise from Campbell Drive.
Please reject this application.

Sincerely,

31 Hillsview Crescent.
Rothesay, NB

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 12:13 PM
To: Liz Hazlett
Subject: FW: 15-17 Holland Drive

Mary Jane E. Banks, BComm, NACLAA II
Town Clerk – Rothesay
Director of Administrative Services
70 Hampton Road
Rothesay, NB E2E 5L5

p (506)848-6664
f (506)848-6677
Before printing, please think about the environment. Respectez l'environnement, réfléchissez avant d'imprimer

-----Original Message-----
From:
Sent: Thursday, November 27, 2025 12:11 PM
To: Rothesay Info <rothesay@rothesay.ca>
Subject: 15-17 Holland Drive

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Hello,

I have lived at 41 Hillsview Crescent for over 13 years. I would like to voice my concerns over having an additional 96 unit buildings. This neighbourhood already has a lot of traffic due to all of the apartments already existing on Scribner and all of the townhouses. I feel that an additional 96 families/ people on top of the building already being built driving up chapel road will cause way too much traffic, I have already noticed the increase with the construction happening and trucks driving very fast down chapel. There are many small children living in this subdivision and I worry about safety as where the dead end at chapel was is now I blind hill and you don't see a car coming until they are right at the top where cars are turning out of Parkdale or Scribner.

Thank you,

Sent from my iPhone

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 1:31 PM
To: Liz Hazlett
Subject: Fw: Rezoning Application 15-17 Holland Drive

Mary Jane Banks
Town Clerk

Sent from my Bell Samsung device over Canada's largest network.

From:
Sent: Thursday, November 27, 2025 1:18:04 PM
To: Rothesay Info <Rothesay@rothesay.ca>
Subject: Rezoning Application 15-17 Holland Drive

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To Mark Reade ,
Director of Planning and Development Services

I am writing to formally express my concern regarding the proposed development of two 48 unit apartment buildings planned for the area near my home of Hillsview Crescent. I believe that there will be significant issues that have not been considered.

The scale and density of the proposed development is not in-line with character of our neighborhood. Yes, there are both townhouses and smaller apartment building but introducing two high density structures of this size can negatively impact our property value and long term cohesion of our neighborhood. We chose to make our homes in a town, not a city , and this kind of large scale, high density development goes against the very character and pace of life that bought families like ours here in the first place.

I am extremely concerned about traffic congestion and parking pressure. When the Hillsview townhouse complex was built most families had one vehicle now it's two or three per household. We already have 5 apartment buildings along with 120 townhouses in our small land space, not to mention with the new building already being developed on Holland drive.
Our streets are already strained during peak hours and with the proposed number of units it will dramatically increase the volume of traffic. Our residents will be impacted and will face daily challenges that will compromise safety and accessibility.
I see all the traffic from the three buildings will be rerouted on Chapel Road. I grew up on Chapel Road, and for decades it has been a quiet, stable residential area. With the rapid pace of new high density development , it feels as though our neighborhood is being transformed without regard for the people who have built their lives here. This proposal is completely inconsistent with the long standing residential nature of this community.

Additionally,the project raises issues with infrastructure capacity, including water, sewage, and emergency services. It is unclear whether the current systems can accommodate this sudden increase in population density without significant investment and strain on our community.

Finally , the development plan lacks sufficient public consultation and transparency. Many residents , including myself , only became aware of the proposal yesterday. This leaves very little time to voice concerns or understand the long term implications for our neighborhood. Community input should be a central part of a major development process, and we as the residence of Hillsview and Chapel Rd deserve to be heard.

For all these reasons , I strongly urge the Town of Rothesay to reject this proposal of rezoning Holland Drive and prevent high density development planned by A.C. Baskin Investments Inc. from moving forward at 15-17 Holland Drive. This project is incompatible with the established residential character of our community, disregards the importance of preserving our limited green space, and poses significant noise and traffic risks that will negatively impact our residents.

Sincerely,

President Hillsview HOA

Sent from my iPad

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 3:36 PM
To: Liz Hazlett
Subject: Fw: New development on Chapel

Mary Jane Banks
Town Clerk

Sent from my Bell Samsung device over Canada's largest network.

From:
Sent: Thursday, November 27, 2025 2:15:49 PM
To: Rothesay Info <rothesay@rothesay.ca>
Subject: New development on Chapel

I am a resident on Hillsview Crescent

This project will affect the entire subdivision, as the only entrance and exit for all three proposed buildings — potentially housing up to 250 vehicles — will connect to Chapel Road.

Our roads are already over capacity, and adding another 250+ cars will make commuting to work, school, and appointments even more difficult. Increased traffic will also make our streets less safe for children and reduce our ability to enjoy walking and cycling in what is currently a quiet subdivision.

This proposal will raise the population density of an already high-density area and significantly increase noise and traffic. There are thousands of acres of undeveloped land in New Brunswick — there is no need for three large apartment buildings to be placed directly next to an already at-capacity neighbourhood.

This proposal is unreasonable, and it appears the Town of Rothesay is advancing it without considering the impact on nearby residents.

Another big concern is the overflow parking lot located on Hillsview crescent. That is the only space the residents on Hillsview can park in the winter that isn't there driveway. With all these people moving nearby, I am concerned I'm not going to be able to find parking spots, as it is already hard enough now.

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 3:36 PM
To: Liz Hazlett
Subject: Fw: Holland dr rezoning

Mary Jane Banks
Town Clerk

Sent from my Bell Samsung device over Canada's largest network.

From:
Sent: Thursday, November 27, 2025 2:31:46 PM
To: Rothesay Info <Rothesay@rothesay.ca>
Subject: Holland dr rezoning

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Hello I am writing this today to express my concern and displeasure with this new proposal of 2 48 unit apartment buildings being built on Holland Drive.

The first and foremost issue with 3 new apartment buildings being connected to are aging and already over capacity subdivision is there will be anywhere from 250 plus cars coming from 3 new apartment buildings threw are small roads that were not designed with traffic control elements for this amount of traffic threw a high density residential neighbourhood.

As well as are residential roads are enjoyed for walking, exercise and cycling by a significant amount of residents and there children adding more traffic will make this next to impossible to do safely.

These buildings will also create more noise and light pollution than we have ever had before in our residential neighbourhood that was never zoned for this type of development.

Commuting in and out of this subdivision is already a problem in the summer months let alone in the winter months when the roads are more narrow due to snowbanks with another 250 plus cars coming from these apartment complexes this is going to add increase struggle and stress on everyone's already stressful daily commute in and out of this subdivision

Are subdivision is quiet in peaceful as it is being over capacity now I doubt that it will be the case with another potential 250 residence being unnecessarily added

Another big concern is safety of are residents having more cars and more people can increase the chances of people being in vehicle accidents, as well as can increase potentially the crime rate in are quite peaceful and safe residential subdivision

As well as on Hillsview, where the apartment buildings will be facing is our overflow parking lot where we have already too many cars on our road Another concern of ours on Hillsview is how are we going to stop these people from coming up and parking in our lot and then walking down to their buildings if they have too many cars. And to add to that point, how will the town of Rothesay help us if this situation were to arise.

As well let it be record that The town of Rothesay is supposed to work for the citizens of Rothesay and not developers considering that these notices for the rezoning application were only received by some residence yesterday 24 hours before the deadline for concerns is unacceptable and a failure of the town of Rothesay public servants just like with the building that is currently being built on Holland Drive there was little to No notice given to most residence for that re zoning Most people did not receive anything for the rezoning application and a lot of people are shocked and concerned to see this building being built now with this most recent proposal, as no one knew about this new proposal for 2 more buildings and to everyone's surprise and displeasure we've learned that the building being built now is connecting to Chapel rd it was most residence assumption that that building would be connected to the Hampton Road and not our subdivision.

Sent from

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 3:37 PM
To: Liz Hazlett
Subject: Fw: Rezoning Application - 15-17 Holland Drive Do Not Approve

Mary Jane Banks
Town Clerk

Sent from my Bell Samsung device over Canada's largest network.

From:
Sent: Thursday, November 27, 2025 3:15:42 PM
To: Rothesay Info <Rothesay@rothesay.ca>
Subject: Rezoning Application - 15-17 Holland Drive Do Not Approve

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Absolutely Do Not Approve this development!!

First, the only exit and entrance for all of these buildings, which could have up to 150 cars, will also connect to Chapel Road. It is already difficult to commute in and out of here for work, appointments, and school as it is via busy Marr Road during hours, let alone with at least another 150 plus cars potentially added to our already over-capacity residential roads. It will be less safe for children to play, ride bikes, and walk around the subdivision.

Second, what about water and sewage? This area was developed over 40 years ago. Where is the water and sewage coming from for all of these people???? Are they going to be connected to ours?

Third, will this affect our resale value? Property taxes? Water and sewage bills?

There are many other better-suited areas in the KV area for this. These complexes do not need to be put in the center of Rothesay, just because this area is close to all amenities. This will make our already highly populated area unnecessarily crowded.

Sincerely,

18 Scribner Cres

Sent from my iPhone

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 4:55 PM
To: Liz Hazlett
Subject: Fw: Rezoning Application 15-17 Holland drive

Mary Jane Banks
Town Clerk

Sent from my Bell Samsung device over Canada's largest network.

From:
Sent: Thursday, November 27, 2025 3:37:34 PM
To: Rothesay Info <rothesay@rothesay.ca>
Subject: Rezoning Application 15-17 Holland drive

To whom it may concern,

I'm writing concerning the letter we received about the proposed rezoning of 15-17 Holland Drive. I live at 41 Hillsview Crescent and I have several issues with this proposal.

I understand the current need for housing across Canada. I agree that we need to create more affordable housing for our growing population, but proposals like this increase population density without making it affordable. Several apartment buildings have gone up in this immediate area over the past few years. All of it expensive and increasing traffic in an area with an abundance of children. This is too much, too fast. There is already a large apartment building being constructed on Holland. There hasn't been any time to see how that will affect traffic patterns. Rushing through 2 more buildings is reckless and desperate.

Traffic is even more of a concern. From what I see in the proposal, Chapel will be extended and then dead-ended. Chapel is already a busy street. It now feeds one of the more densely populated neighborhoods in Rothesay, but it is also used by many people taking a shortcut from Marr Rd to Hampton (most of these folks exceed the speed limit and blow through stop signs).

By adding another ~100 cars, this will dramatically change the congestion in this neighborhood. There is a dirt road from the current construction site up to Chapel. Even as a dirt road, there are already contractors flying up that blind hill onto Chapel. I've witnessed several near misses. While I already worry about the new congestion, dead ending Chapel/Holland drive (ie: routing everything up to Chapel) makes this even worse as traffic can't just exit out to Hampton Road.

I implore you to reject this current proposal. There needs to be amendments and have this project thought through better. I don't want to say "not in my back yard", but if it's going to be in my literal back yard, please do better.

-
41 Hillsview Crescent, Rothesay

Sent from my Galaxy

Liz Hazlett

From: Mary Jane Banks
Sent: Thursday, November 27, 2025 4:57 PM
To: Liz Hazlett
Subject: Fw: Development off of Holland/Chapel

Mary Jane Banks
Town Clerk

Sent from my Bell Samsung device over Canada's largest network.

From:
Sent: Thursday, November 27, 2025 4:28:45 PM
To: Rothesay Info <rothesay@rothesay.ca>
Subject: Development off of Holland/Chapel

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To whom it may concern,

I am the owner of the residence at 14 Hillsview Crescent.
I want to express my concern with the proposed addition of two more multi unit apartment buildings, for which we only received the letter in the mail two days prior to this deadline.

Traffic flow on Chapel and trying to turn left onto Marr Rd or left/right onto Hampton Rd St the foot of Parkdale Drive is already beyond frustrating.

I have concerns about the addition of so many added vehicles, as well as it being proposed as a dead end on Holland. I don't remember seeing that in the proposal for the first building

Having it connect to Hampton rd would alleviate a lot of the huge traffic increase that these additional buildings would cause.

I also disagree with cramming so much density into a small space, with the reduction of green and trees being drastic, when there are other spaces in our town with much lower density that could handle these buildings.

Thank you

Sent from my iPhone

Liz Hazlett

From: Mary Jane Banks
Sent: Monday, December 1, 2025 2:21 PM
To: Mark Reade
Cc: Liz Hazlett
Subject: FW: Rezoning application 15-17 Holland drive

For the records - thanks

Mary Jane E. Banks, BComm, NACLAA II
Town Clerk – Rothesay
Director of Administrative Services
70 Hampton Road
Rothesay, NB E2E 5L5

p (506)848-6664
f (506)848-6677

-----Original Message-----
From:
Sent: Monday, December 1, 2025 1:55 PM
To: Rothesay Info <Rothesay@rothesay.ca>
Subject: Rezoning application 15-17 Holland drive

This is unacceptable, closing the end of Holland drive and Hampton rd will mean more traffic up through Chapel hill rd. Our quiet neighborhood on Scribner will be jammed with more traffic. Clearly Chapel hill rd cannot take on more traffic.

From: Mary Jane Banks
To: Mary Jane Banks
Subject: FW: Rezoning application 15-17 Holland drive
Date: Friday, December 12, 2025 3:35:40 PM

-----Original Message-----
From:
Sent: Monday, December 1, 2025 1:55 PM
To: Rothesay Info <Rothesay@rothesay.ca>
Subject: Rezoning application 15-17 Holland drive

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CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or clicking links, especially from unknown senders.

This is unacceptable, closing the end of Holland drive and Hampton rd will mean more traffic up through Chapel hill rd. Our quiet neighborhood on Scribner will be jammed with more traffic. Clearly Chapel hill rd cannot take on more traffic.

2026January19 15-17 ChapelRd PublicHearingFINAL_176

From:
To: Rothesay Info
Subject: rezoning application 15-17 Holland Drive
Date: Wednesday, January 7, 2026 4:43:02 AM

Dear Sir/Madam

My husband and I are once again submitting our objections to another multi flat apartment building(s). We have lived here for 37 years and it was always a nice, quiet, single family residential area. Now Baskin Investments wants to turn our quiet little street into another Hampton Road.

We live at 21 Chapel Road and when leaving our driveway we have to watch for traffic from Schribner and Chapel Road. Now with this proposal we will have another 96plus(?) cars coming over the crest of Holland Drive . Dangerous!!!

We have a new apartment building at the south end of Chapel Road and if this proposal goes through there will be another two muti-apartment buildings at the north end. Our safety, house values and privacy will be affected, all for the sake of filling Baskin Investments pockets and Rothesay collecting more tax dollars. I propose you find other options for their pricey behemoths, for example----Rothesay Commons (lovely historic area!) or the closed baseball park on Schribner Crescent, (including the community gardens) or the wee park in front of town hall.....

Yours-----

21 Chapel Road
Rothesay E2E 3N8

2026January19 15-17 ChapelRd PublicHearingFINAL_177

From:
To: Rothesay Info
Cc:
Subject: Rezoning Application 15-17 Holland Drive
Date: Wednesday, January 14, 2026 11:15:10 AM

I am writing to further clarify my opposition to the rezoning of 15-17 Holland Drive, specifically regarding new safety hazards and the deteriorating state of our street.

In addition to the noise and vibration issues previously reported by my wife, the current development environment has created two critical problems that must be addressed before any further rezoning or permits are granted:

• Traffic Safety and Blind Spots: Vehicle traffic on Chapel Road has increased significantly. Construction trucks and associated traffic are frequently traveling at high speeds. Because of the way the traffic flows, it is becoming increasingly dangerous to pull out of my own driveway, as I cannot see these fast-moving vehicles coming until they are right upon me. People are constantly walking and I am concerned over their safety as well.
• Unfinished Sidewalks/Aesthetics: The sidewalk project that began last year directly in front of my yard remains unfinished. It has been left as an eyesore for months, negatively impacting my property value and the overall look of the neighborhood. It is also a safety issue as there were large dips until late winter which were filled up before the snow fell.

As we head into the spring—when construction is expected to ramp up—the combination of high-speed heavy machinery and unfinished infrastructure is a recipe for a serious accident.

A neighborhood should not be left in a state of disrepair for over a year while developers seek further approvals. I am asking the Board to require the completion of all outstanding infrastructure and a proven traffic safety plan before this rezoning application moves forward.

Sincerely,

2026January19 15-17 ChapelRd PublicHearingFINAL_178

From:

Subject: Rezoning Application 15-17 Holland Drive
Date: Wednesday, January 14, 2026 11:06:25 AM

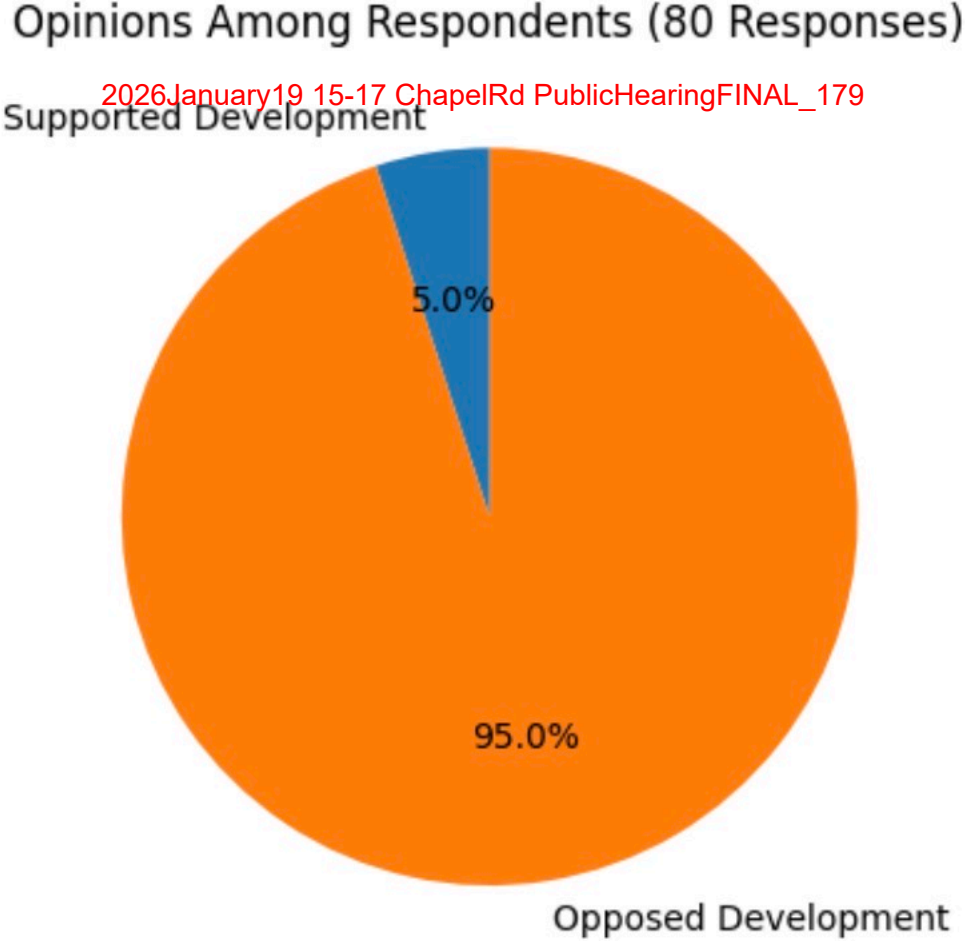
I am writing as a resident of 22 Chapel Road to express my strong opposition to the proposed rezoning of 15-17 Holland Drive.

As spring approaches, I am deeply concerned about the inevitable increase in construction activity. Based on my experience over the last year, the current management of this site is completely incompatible with a residential neighborhood. My primary concerns include:

- Disruptive Operating Hours: Construction trucks currently run from as early as 5:00 AM until 11:00 PM. These hours are unreasonable and prevent any semblance of quiet enjoyment of my property.
- Late-Night Noise: This past summer, I was repeatedly awakened at 3:00 AM by jackhammering and heavy machinery.
- Structural Vibrations: The intensity of the traffic and work causes my entire home to vibrate. This is constant, distressing, and makes it impossible to rest.

A residential neighborhood should not feel like an active industrial zone 20 hours a day. I urge the board to consider the impact on current taxpayers and deny this application unless strict, enforceable limits on operating hours and vehicle weight are established.

Sincerely,



PETITION OPPOSING THE PROPOSED 2-48 UNIT APARTMENT DEVELOPMENT ON HOLLAND DRIVE

NAME	ADDRESS	SIGNATURE	DATE
Robyn Prime	20 Hillsview Crescent		2025-12-20
Krista Patrick	14 Hillsview Cres		2025-12-20
Doug Symonds	24 Hillsview Cres		2025-12-20
Anita Thomas	15 Hillsview Cres		2025-12-20
Cady Didenko	32 Hillsview Crs		2025-12-20
Kelly Myers	36 Hillsview Cres		2025-12-20
Andrew Clack	41 Hillsview Cres		2025-12-20
Alicia Steen	45 Hillsview		2025-12-20
Caroline Kessels	2 Hillsview.		2025-12-20
Rick Cheuland	8 Hillsview		2025-12-20
Adrian Little	21 Hillsview		2025-12-20
Angela Little	21 Hillsview		2025-12-20
Cindy Giddings	16 Hillsview Cres		2025-12-20
Wendy Chenier	22 Scribner Cres		2025-12-20
William Cummings	21 CHAPEL ROAD		2025-12-20
Anne Cummings	21 Chapel Road		2025-12-20
ELMER M	23 Chapel RD		2025-12-20
Kyle Phillips	25 Chapel RD		2025-12-20
Eileen Holmes	40 Chapel Rd		2025-12-20
Hoogeveen	26 Chapel Rd		2025-12-20

PETITION OPPOSING THE PROPOSED 2-48 UNIT APARTMENT DEVELOPMENT ON HOLLAND DRIVE

NAME	ADDRESS	SIGNATURE	DATE
Will Ror	37 Hillsview Cres		Dec 20/25
RUTH Ross	43 HILLSVIEW CRES		"
Jennifer Clark	41 Hillsview Crescent		Dec 20 2025
Peter Weiss	6 Hillsview Cres		Dec 20, 2025
Stephanie Daigle	12 Hillsview Cres		Dec 20/25
Nicole Davis	7 Hillsview Crd		Dec 20/25
KEVIN SANTOS	29 HILLSVIEW CRE.		DEC 20
Patrick Thomas	15 Hillsview Cres		12/20/2025
EDWIN FLORES	19 Chapel Road		12/20/2025
Stacy Blaney	22 Chapel Rd		12/20/25
Mike Blaney	22 Chapel Rd		12/20/25
Judy Pierce	18 Scribner Cres		12/20/25
C. Campbell	31 Scribner Cres		12/20/25
N Bogen	30 Scribner Cres		12/20-25
Laura Bogen	30 Scribner Cres		12/20/2025
Victor Bogen	30 Scribner Cres		12/20/2025
Dimple Dhillon	35 Chapel Rd		12/20/2025

PETITION OPPOSING THE PROPOSED 2-48 UNIT APARTMENT DEVELOPMENT ON HOLLAND DRIVE

NAME	ADDRESS	SIGNATURE	DATE
Yiling Zhu	25 Hillsview Crest		Dec 21, 2025
Sean mills	27 Hillsview Cres		Dec 21/25
Christina McLaughlin	36 Shadow Hill Court		Dec 21/25
Ben Quinlan	40 Shadow hill Crt		Dec 21/25
B Sauer	29 Shadowhill Ct		Dec 21/25
[illegible]	3 Maple Court		Dec 31/25
Tim Mearin	44 Chapel Road		Dec/31/25
Enid Haley	24 Chapel Road		Dec 31/25
Ryan Coleman	27 Chapel Road		Dec. 31st/25
eo Arongaus	14C Scribner Cres		Dec 31/25
[illegible]	14D Scribner Cres		Dec 31/25
[illegible]	Scribner Cres		Dec 31/
John Hebert	29 Scribner Cres		Dec 31
Cheryl Kierstead	33 Scribner Cres		Dec. 31
Anne Williams	30 Hillsview Cr.		Jan 14/25
Peter Lynch	32 Hillsviews		13/01/25

PETITION OPPOSING THE PROPOSED 2-48 UNIT APARTMENT DEVELOPMENT ON HOLLAND DRIVE

NAME	ADDRESS	SIGNATURE	DATE
Michael Holmes	40 Chapel Rd		Dec 20/25
John Fairweather	38 Chapel Rd		Dec 20/2025
Iris Fairweather	38 Chapel Rd		Dec 20/2025
Cory Roberts	36 Chapel Rd		Dec 20/25
Andrew P.	28 Chapel Rd		Dec 20/25
Wilma Carter	28 Chapel Rd.		Dec 20/25
Jane McLean	26 Scribner Cres		Dec 20/25
Hoogeveen	26 Chapel Rd		Dec 20/25
Marcus Spence	18 Scribner Cres		Dec 21/25
AY Noftall	2 Shadowhill Ct		Dec 21/25
Celeste Noftall	2 Shadowhill Crt		Dec 21/25
Kim Parsons	4 Shadowhill Ct.		Dec 21/25
MARK OLSEN	26 SHADOWHILL CT.		DEC 21/25
Natalie Hardy	28 Shadowhill Ct		dec 21/25.
Richard Flood	35 Shadow Hill Ct		Dec 21/25
Lena Vanderbyttle	38 Shadowhill Crt		Dec 21/25
Connor Delcourt	39 Shadow Hill Ct.		Dec 21/25
Natalie MacGillivray	9 Shadowhill Ct.		DEC 21/25

PETITION OPPOSING THE PROPOSED 2-48 UNIT APARTMENT DEVELOPMENT ON HOLLAND DRIVE

NAME	ADDRESS	SIGNATURE	DATE
Jenn White	35 Hillsview		Jan. 13/26
Darren. N.	31 Hills View		Jan. 13/26
Sarah. F	23 Hillsview		Jan. 13/26
Amanda	20 Hillsview		Jan. 13/26
Colin. Reid	14 Hillsview		Jan 13/26