



Village of New Maryland

Village of New Maryland

Special Session of Council

Wednesday, 13 September 2023
New Maryland Centre – 754 New Maryland Highway
6:30 p.m.

AGENDA

- (1) Call to Order
- (2) Approval of the Agenda
- (3) Declaration(s) of Conflict of Interest
- (4) Public Hearing: Zoning By-law Amendment No. 04-02-2023
Proposed 20-Unit and 28-Unit Apartment Buildings
196 Phillips Drive (PIDs 75260265, 75260273, 75260281, 75250257 & 75062208)
 - (a) Overview of By-law Amendment Public Consultation Process
 - (b) Documentation
 - (i) Procedure for Public Hearings
 - (ii) Draft Zoning By-law Amendment No. 04-02-2023
 - (iii) Public Notifications
 - (iv) Staff Report to Planning Advisory Committee – 14 August 2023
 - (v) Correspondence received from the Public
 - (vi) Planning Advisory Committee meeting draft Minutes w/recommendations
 - (vii) Reports and Studies submitted by Applicant
 - (c) Appearances/Presentations: Applicant - Justin Bowers, Bowers Construction NB Inc.
 - (d) Comments
 - (e) Closing Remarks
- (5) Adjournment

Appendix “A”
Village of New Maryland
Procedure for Public Hearings

1. Public Notice for a Public Hearing shall be distributed in accordance with provisions in the New Brunswick *Community Planning Act* and the New Brunswick *Local Governance Act*.
2. The Mayor, or his/her designate, shall be the Presiding Officer for the Public Hearing.
3. The Presiding Officer shall read the agenda item, advise of the purpose of the Public Hearing, outline the procedural rules for the hearing and advise if objections or other correspondence has been received. Only information submitted directly to the Village Clerk prior to adjournment of the Public Hearing shall be considered (note: no social media postings shall be submitted or considered).
4. The Village Development Services Department representative will provide: a presentation explaining the agenda item; a summary of the administrative report from staff or Village Consultants; an overview of objections or other correspondence received; and recommendations to Council.
5. The Proponent shall then be called upon to add any further explanation or information in support of the application. Presentations shall be limited to 10 minutes.
6. Members of the public wishing to speak or submit documents in favour of the agenda item will be invited to address Council, state their name, address, and/or the name of the organization being represented, declare their support for the agenda item and provide any further statements for the public record.
7. Members of the public wishing to speak or submit documents in opposition to the agenda item will then be invited to address Council, state their name, address, and/or the name of the organization being represented, declare their opposition to the agenda item and provide any further statements for the public record.
8. The Proponent will be given an opportunity to respond to any noted concerns or requests for clarifications.
9. Members of Council may then pose questions to the Proponent or objectors but shall not enter into a debate.
10. The Presiding Officer then shall call three times for anyone else who wishes to speak in favor of, and then in opposition to, the agenda item. Every person wishing to speak to the agenda item shall be given an opportunity to do so.
11. When all presentations have been completed, the Presiding Officer shall declare the Public Hearing adjourned. Comments and/or information received after adjournment of the Public Hearing shall not be taken into consideration.



Village of New Maryland

584 New Maryland Hwy., New Maryland, NB E3C 1K1
T. 506.451.8508 F. 506.450.1605 www.vonm.ca

VILLAGE OF NEW MARYLAND BY-LAW AMENDMENT NO. 04-02-2023 A BY-LAW TO AMEND THE ZONING BY-LAW

The Council of the Village of New Maryland, under the authority vested in it by the Community Planning Act, and amendment thereto, hereby amends *Village of New Maryland Zoning By-law No. 04-2019* and enacts as follows:

That *Schedule A*, entitled “*Village of New Maryland Zoning Map*”, as attached to *By-law No. 04-2019* “*Village of New Maryland Zoning By-law*” is hereby amended as identified on Attachment “A-1” attached to and forming part of this by-law amendment.

The purpose of the amendment is to re-zone lands located at civic address 196 Phillips Drive, also identified as PIDs 75260265, 75260273, 75260281, 75260257 and 75062208, from a Residential Zone Two (R-2) to a Residential Zone Three (R-3) for the development of a proposed 2 (two)-storey, 20 (twenty)-unit apartment building, and a 2 (two)-storey, 28 (twenty-eight)-unit apartment building, subject to the execution of a development agreement in accordance with the Community Planning Act, supra:

Read First Time:

(*By Title Only*)

Read Second Time:

(*By Title Only*)

Read Third Time:

(*In Its Entirety*)

Read Final Time

(*By Title Only*) and ENACTED:

MAYOR
Judy Wilson-Shee

CAO/CLERK
Cynthia Geldart

DRAFT

Village of New Maryland Proposed Zoning By-Law Amendment No. 04-02-2023 Attachment "A-1"



N.T.S.

DRAFT

Judy Wilson-Shee
Mayor

Cynthia Geldart
CAO/Clerk

Re: September 13, 2023 Public Hearing – Proposed Zoning By-law Amendment 04-02-2023
Public Hearing Package -rev. 1-196 Phillips Drive- Zoning By-law Amendment 04-02-2023 - Posted to Village Website 08 September 2023 - 5

 VillageOfNewMaryland @VLGNewMaryland · Aug 22
Click here to view. AH [vonm.cs/wp-content/upl...](#)

 Public Hearing Notice!

    75 

Village of New Maryland

Intro

The VONM Facebook page is updated by and questions responded to by Village Staff MS, LMS, AH & SCE.

Page · Government organization

- 584 New Maryland Hwy.
- michelle.sawyer@vonm.ca
- VONMLA

Photos See all photos

Public Hearing Notice!

August 22 at 8:02 PM · 🌐

Click here to view: [AH https://www.vonm.ca/.../Notice-of-Public-Hearing-Proposed...](#)

👍 Like Comment Share

1 comment · 2 shares

The image is a screenshot of a web browser window. The address bar shows the URL: vonm.ca/wp-content/uploads/2023/06/Notice-of-Public-Hearing-Proposed-Zoning-By-law-Amendment-04-02-2023.pdf. The browser's tab bar shows several open tabs, including 'Intelliscast - Weather...', 'Fraser Holm...', 'Suggested Sites', 'Imported From B...', 'Village of New Mar...', 'SNB Property Asses...', 'Village of New Mar...', 'New Report looks a...', 'Canadian Govern...', 'Wetlands - ArcGIS...', 'Charlottetown work...', and 'Indstry constructio...'. The main content area of the browser displays a PDF document titled 'Notice of Public Hearing-Proposed Zoning-By-law Amendment-04-02-2023.pdf'. The document is from the 'VILLAGE OF NEW MARYLAND' and is a 'NOTICE OF A PUBLIC HEARING' for a 'PROPOSED ZONING BY-LAW AMENDMENT 04-02-2023'. The notice includes the village's coat of arms and states that the Council for the Village of New Maryland intends to consider an application to re-zone approximately 7540 square metres (1.8 acres) of vacant land located at the southern intersection of Phillips Drive with New Maryland Highway (PIDs: 75260265, 75260273, 75260281, 75260257 and 75062208) to a Residential Zone Three (R-3) for a proposed 2 (two)-storey, 20 (twenty)-unit apartment building, and a 2 (two)-storey, 28 (twenty-eight)-unit apartment building. A public hearing will be held on Wednesday, September 13th, 2023, commencing at 6:30 p.m. at the New Maryland Centre, located at 754 New Maryland Highway. The purpose of the hearing is to consider public comments in support of, or opposition to, proposed Zoning By-law Amendment 04-02-2023. Any person wishing to speak for or against the proposed amendment may do so at that time. Written or verbal comments received will become part of the public record and will not be accepted after adjournment of the meeting. Copies of the proposed by-law amendment may be inspected at the address below during office hours, Monday through Friday, excluding civic holidays, or online on the Village website at www.vnm.ca by searching 'Municipal By-laws'. Please also be advised that Village Council may give consideration to the commencement of readings for proposed Zoning By-law Amendment 04-02-2023 at their September 20th, 2023, regular meeting. Contact information for Cynthia Geldart, CAO Clerk, is provided: 584 New Maryland Highway, New Maryland, NB, E3C 1K1, E-mail: cynthia.geldart@vnm.ca, Phone: 451-8508. The browser's taskbar at the bottom shows the Windows Start button, several application icons (including Word, Excel, Edge, and various utility tools), and the system tray area showing the date and time as 2023-08-22 4:21 PM.

Public Notification: Per the intent of the Community Planning Act, and in accordance with Village procedural requirements, written notification is provided to landowners within 100 metres of a property that is subject to consideration of a variance approval by the Planning Advisory Committee, or consideration by Council of a proposed municipal plan or zoning by-law amendment.

Village of New Maryland
584 New Maryland Hwy., New Maryland, NB E3C 1K1
T: 506-451-8508 F: 506-450-1605 www.vnmn.ca

29 August 2023
[Redacted]
186 Phillips Drive
New Maryland, NB E3C 1G2

Via: Regular Mail

Dear Resident:

**Re: Notification of a Public Hearing – Application for Re-Zoning and Variance Approvals
Vacant Land (PIDs 75260265, 75260273, 75260281, 75260257 and 75062208) – Formerly 196 Phillips Drive**

Please be advised that the Council for the Village of New Maryland is in receipt of a request to amend the *Zoning By-law No. 04-2019* to permit the approximately 1.8 acre vacant property located at the corner of Phillips Drive (south) and New Maryland Highway to be re-zoned from a Residential Zone Two (R-2) to a Residential Zone Three (R-3). The Applicant proposes the construction of two two-storey apartment buildings, with 28-units and 20-units respectively.

When a request is made to amend a zoning by-law, the New Brunswick *Community Planning Act (the "Act")* states that Council shall host a public hearing for the consideration of objections to the proposed by-law.

The purpose of this letter is to inform residents in the immediate area of the subject property that a Public Hearing has been scheduled for **Wednesday, September 13th, 2023, commencing at 6:30 p.m.** at the **New Maryland Centre** at 754 New Maryland Highway.

In accordance with the *Act* and internal policies, property owners in the vicinity of the subject property are entitled to be informed as to the specific details of the proposal and express any views in support of, or in opposition to the application in writing. Staff requests that written correspondence be submitted prior to 12:00 p.m. on Friday, September 8th, 2023 to allow for distribution to Council in advance of the meeting.

Further information on the Applicant's proposal can be found on the Village website at www.vnmn.ca under "Proposed By-laws".

If you have any questions or comments to offer concerning the re-zoning review process, please do not hesitate to contact me directly at the Village Office at 451-8508.

Sincerely,
VILLAGE OF NEW MARYLAND

Kyle Arsenaault, P.Tech, NBCBO
Asst. Building Inspector/Development Officer

Attachments: None

Village of New Maryland
584 New Maryland Hwy., New Maryland, NB E3C 1K1
T: 506-451-8508 F: 506-450-1605 www.vnmn.ca

26 July 2023
[Redacted]
186 Phillips Drive
New Maryland, NB E3C 1G2

Via: Regular Mail

Dear Resident:

**Re: Public Notification – Application for Re-Zoning and Variance Approvals
Vacant Land (PIDs 75260265, 75260273, 75260281, 75260257 and 75062208) – Formerly 196 Phillips Drive**

Please be advised that the Council for the Village of New Maryland is in receipt of a request to amend the *Zoning By-law No. 04-2019* to permit the vacant property located at the corner of Phillips Drive (south) and New Maryland Highway to be re-zoned from a Residential Zone Two (R-2) to a Residential Zone Three (R-3). The Applicant proposes the construction of a 2 (two) storey, 28-unit (twenty-eight) apartment building and a 20-unit (twenty) apartment building at the subject site.

When a request is made to amend a zoning by-law, the New Brunswick *Community Planning Act (the "Act")* states that Council shall request the views from the Planning Advisory Committee ("PAC") and host a public hearing (scheduled for September 13, 2023).

The purpose of this letter is to inform residents in the immediate area of the subject property that PAC will be considering the requested re-zoning, variance approvals and their recommendations to Council at a meeting scheduled on **Monday, August 14, 2023 at 7:00 p.m. at the Village Offices at 584 New Maryland Highway**. In accordance with the *Act* and internal policies, property owners in the vicinity of the subject property are entitled to be informed as to the specific details of the proposal and express any views in support of, or in opposition to the application in writing. Property owners may also attend the PAC meeting in person to state any views they may have. Staff requests that written correspondence be submitted prior to 12:00 PM on Friday, August 11th, 2023 to allow for distribution to the Committee in advance of the meeting.

Attached for your reference is Village staff's planning report in relation to the subject application. The report provides background project information and details on the requested zoning by-law amendment and variances.

If you have any questions or comments to offer concerning this process, please do not hesitate to contact me directly at the Village Office at 451-8508.

Sincerely,
VILLAGE OF NEW MARYLAND

Kyle Arsenaault, P.Tech, NBCBO
Asst. Building Inspector/Development Officer

Attachments: Zoning By-law No. 04-2019, Section 8.4 – Residential Zone 3 Standards
Planning Report – 196 Phillips Drive



Village of New Maryland

Staff Report

Date: 14 August 2023
To: Planning Advisory Committee
From: Kyle Arsenault, Assistant Building Inspector/Development Officer
Department: Development Services Department
Proposal: Re-Zone from Residential Zone 2 (R-2) to Residential Zone 3 (R-3) to Permit 28-Unit and 20-Unit Apartment Buildings (Infill Development)
Property: 196 Phillips Drive (PIDs 75260265, 75260273, 75260281, 75260257 and 75062208)

Owner/Developer: Bowers Construction NB Inc.
 21 Fairway Drive, Unit A, Hanwell NB,
 E3C 0M2

Applicant: Zzap Consulting Inc.
 1 Canal Street, Dartmouth NS, B2Y 2W1

Site Information:

Location: Corner lot at the intersection of Phillips Drive (South) and New Maryland Hwy.



Neighborhood: Surrounded by Residential Zone Two (R-2) of low-rise single-detached dwellings except for a Community Commercial Zone (CC) directly across the New Maryland Highway (New Maryland Place Mall).

Existing Land Use: Currently vacant, wooded parcels. Former two-storey single-family dwelling was demolished in 2016.

Previous Applications: Previous re-zoning application set aside due to proposed 3-storey building height.

Executive Summary:

The developer is proposing to construct two 2-storey apartment buildings, a 28-unit L-shaped apartment building on a corner lot adjacent to Phillips Drive and the New Maryland Highway (Lot 1), and a 2-storey 20-unit apartment building on Phillips Drive (Lot 2). The entire proposal requires a zoning amendment from R-2 to R-3. The 20-unit building requires a variance approval to the minimum lot area, while the 28-unit building requires variances to maximum number of units, minimum lot area, maximum lot coverage, and the front and flanking yard setbacks. The option of creating a new residential zone category, for this proposal, was discussed among staff and the Village's Planning Consultant, however, given the nature of the application as in-fill development near an established low-density residential neighbourhood, it was determined that the application of the Residential Zone 3 (R-3) standards was the more appropriate approach.

The buildings have been designed as low-rise (2-storey) with underground parking, and the site layout is proposing landscaped buffering from the existing single-family dwellings to the North and West. Due to scale/density of the proposal and the significance of the requested variances, at question is the extent to which the applicant has designed the development to limit the overall impact to the existing neighbouring residences.

The developer included three reports as part of this application in support of the proposal. The reports provided were a traffic impact study, a geotechnical assessment of the existing groundwater elevation, and a market study of potential negative impacts to neighbouring property values.

In consideration of the objectives outlined in the Village's Municipal Plan and Age-Friendly Action Plan, staff recommend in support of the proposal, subject to terms and conditions and certain variance reductions.

Application:

On behalf of the developer, Zzap Consulting Inc. has made application for the following to permit construction of a 2-storey, 28-unit apartment building (Lot 1):

- Re-zoning from R-2 to R-3;
- Increased unit density of 28 units (8-unit variance);
- 1,227 m² (24%) minimum lot area variance;
- 328 m² (8.6 %) maximum lot coverage variance;
- 4.0 metre (53.3%) front yard setback variance (facing New Maryland Highway); and
- 3.2 metre (42.6%) (flankage) yard setback variance (facing Phillips Drive).

Zzap Consulting Inc. has also made application for the following to permit construction of a two-storey 20-unit apartment building (Lot 2):

- Re-zoning from R-2 to R-3; and
- 480 m² (13.3%) minimum lot area variance.

Planning Comments:

Proposal:

The proposal is to consolidate the existing 5 parcels of land to create two new parcels (shown in Figure 2 as Lot 1 and 2). Lot 1 is located on the corner of Phillips Drive and the New Maryland Highway and is proposed to be developed for the 28-unit 2-storey apartment building with both surface and underground parking. Lot 2, which fronts onto Phillips Drive, is proposed to be developed into the 20-unit apartment building with underground parking only. Due to the layout of the proposal, an access agreement would be required to permit shared driveway access to both Lot 1 & 2 from Phillips Drive.

The subject property is currently designated for a residential land use in the Municipal Plan. However, a zoning amendment from Residential Zone Two (R-2) to Residential Zone Three (R-3), and variances to certain prescribed R-3 standards, would be required to permit the overall scale and density of the proposed development.

The previous development concept for the subject property was a 3-storey 30-unit apartment building on lot 1, and a 6-unit single-storey row dwelling on Lot 2. Due to numerous concerns voiced by nearby residents in relation to the loss of privacy due to the apartment building height, a revised lower-rise concept was requested by Council for further review. Concerns were also raised by the public in relation to potential traffic impacts, impacts to existing water wells and negative impact to nearby property values. The proponents have responded to these concerns by reducing the building height from 3-storey to 2-storey and also providing the following studies:

- Traffic Impact Assessment:
 - EXP Fredericton was retained by the proponent to review the on-site and off-site traffic related impacts associated with the proposed development. The report determined that the traffic generated by the proposed development would not exceed the capacities of the existing roadway infrastructure and no changes to existing roadway markings would be required. Pedestrian traffic and safety aspects were not addressed in the report.
- Existing Groundwater Assessment:
 - EXP Fredericton was retained by the proponent to provide a study into the potential for impacts to local groundwater conditions via a Hydrogeological Assessment. The study generally states that the development would not be likely to impact the existing groundwater.

- Property Value Impact Assessment:
 - Turner Drake & Partners Ltd. from Halifax, NS was retained by the proponent to review and assess any potential negative impacts to property values due to medium density infill developments. The study was conducted in 4 separate areas in the Halifax region with the recent development of apartment buildings within close proximity to established low-density neighborhoods. Three out of the four study locations in the report are a different neighbourhood context in comparison to the subject property. However, the conclusion of the report was that the development of medium density apartment buildings had no adverse effect on residential sale prices for the given case studies.

Relationship to the Municipal Plan:

The Village's Municipal Plan contains several priority and policy statements with respect to encouraging higher density residential land uses. The Municipal Plan generally encourages medium-density infill development that is compatible and cohesive with existing surrounding neighborhood and also encourages housing stock that meets the diverse needs of residents with respect to age, income and lifestyle choices. This development proposal would be the first multi-unit residential development within the Village and would provide a greater diversity of housing options for existing and future residents.

The Municipal plan states the following in relation to multiple-unit dwellings:

"That the location, design and layout of vehicular and pedestrian access to the site be reviewed by the Village to ensure it is located to, or in close proximity to, arterial or collector streets; that it is on the periphery of low-density neighbourhoods; and that it incorporates high quality exterior building design."

Since the proposed location of the development at the junction of Phillips Drive South and the New Maryland Highway, the proposal meets the Municipal Plan objectives quoted above. However, Staff have concerns on allowing multi-unit residential buildings in such close proximity to a well-established low-density neighbourhood. Furthermore, the number and significance of the requested variances is due to the proposed concept non-compliance with many of the R-3 Zone standards. Staff believe that a concept that more closely complies with the Residential Zone Three (R-3) standards would be a more palatable.

For lands designated Residential on the Future Land Use Map, higher density uses are only to be permitted as a zone amendment (through Section 59 of the *Community Planning Act*) to the Zoning By-law. This mechanism would allow Council to require substantial landscape buffering from the adjacent existing residential neighbourhoods, or any other terms and conditions that Council deems appropriate.

Furthermore, this development's location being adjacent to the envisioned multi-use boulevard trail on the western edge of New Maryland Highway aligns with the Municipal Plan's objectives for trail accessibility, active transportation and improved connectivity to existing commercial or public amenities in the Village. Figure 6, attached herein, illustrates the future vision identified in the Trails and Bikeways Master Plan for a 3-metre wide, paved, multi-use boulevard trail proposed for the western edge of the New Maryland Highway right-of-way. **It is the opinion of Staff that the building setback should be increased to 5 metres, to ensure no detrimental impact to the Village's opportunity to construct, maintain and conduct snow removal operations for the proposed multi-use trail.**

Relationship to the Zoning By-law:

In addition to the residential uses and building types permitted in Residential Zone Two (R-2), Residential Zone three (R-3) also permits an apartment building of no greater than twenty (20) units. The current zoning for the property is R-2 which permits a maximum of two (2) dwelling units on a property. The developer therefore requires a rezoning from R-2 to R-3 to accommodate the proposal to construct the multi-unit apartment buildings.

The Applicant's proposal for the 28-unit apartment building concept, as compared to the R-3 Zone standards in Zoning By-law Section 8.4.2(1), is as follows:

Table 1.0 – 28-Unit Apartment Building (Lot 1)

Standard	Required	Proposed	Variance
Maximum Number of Units	20	28	8 (40%)
Minimum Lot Area (180 m ² per unit x 28)	5,040 m ²	3,813 m ²	1,227 m ² (24%)
Minimum Lot Frontage	36 m	60.3 m	n/a
Minimum Lot Depth	n/a	76.2 m	n/a
Minimum Front Yard (facing NMH)	7.5 m	3.5 m	4.0 m (53.3%)
Minimum Rear Yard (facing Lot 2)	11.0 m	13.1 m	n/a
Minimum Side Yard (Northern direction)	6.0 m	8.8 m	n/a
Minimum Flankage Yard (facing Phillips Drive)	7.5 m	4.3 m	3.2 m (42.6%)
Maximum Height	11.0 m	Approx. 11.0 m	n/a
Maximum Lot Coverage	35%	43.6 %	328 m ² (8.6%)
Setback off Public Way	2.4 m	3.5 m	n/a
Minimum Landscaped Open Space	1,260 m ²	2,150 m ²	n/a
Required Parking Spaces	35	44	n/a
Barrier-Free Parking Spaces	2	Not Shown	n/a

The Applicant's proposal for the 20-unit apartment building compared to the R-3 Zone standards in Zoning By-law Section 8.4.2(1), is as follows:

Table 2.0 – 20-Unit Apartment Building (Lot 2)

Standard	Required	Proposed	Variance
Maximum Number of Units	20	20	n/a
Minimum Lot Area (180 m ² per unit x 20)	3,600 m ²	3,120 m ²	480 m ² (13.3%)
Minimum Lot Frontage	36 m	50.9 m	n/a
Minimum Lot Depth	n/a	47.0 m	n/a
Minimum Front Yard	7.5 m	7.6 m	n/a
Minimum Rear Yard	7.5 m	14.3 m	n/a
Minimum Side Yard	6.0 m	6.0 m	n/a
Maximum Height	11.0 m	Approx. 11.0 m	n/a
Maximum Lot Coverage	35%	34.4 %	n/a
Minimum Landscaped Open Space	900 m ²	2,046 m ²	n/a
Required Parking Spaces	25	24	1 ¹
Barrier-Free Parking Spaces	1	Not Shown	n/a

Note (1) : As per Section 4.2 of the Zoning By-law, Council, at its discretion, may allow payment of a fee (\$5000 per space) in lieu of a parking space required under the by-law.

Building Scale & Unit Density

In reference to Tables 1 and 2, the Developer's proposal requires approval of a number of significant variances (more so with Lot 1). The most notable required variances for the 28-unit apartment building are in relation to the minimum lot area, maximum number of units and the maximum lot coverage. These limits are intended to maintain neighbourhood compatible multi-unit buildings and ensure a balance of landscaped open space vs. the scale of buildings. The Village Planning Director expressed concern that the concept as proposed would overly dominate the lot and could therefore negatively affect neighbouring property owners and the property aesthetics in the absence of restorative landscape buffering.

Staff recommend limiting the number of units for the building on lot 1 to a maximum of 24 units (40% to 20% variance), therefore reducing the required variances for minimum lot area and lot coverage.

Setbacks

The tables above also outline a requirement for variances to both the front and flankage yard setbacks. These reduced setbacks are, in part, encouraged by staff to comply with the Village's soon to be enacted Urban Design Standards. These standards will encourage reduced setbacks to the New Maryland Highway to create an appearance of a defined "street wall", and the final version of that document will recommend approximately 5-metre setbacks from a street property line. **Staff recommend that the front and flankage yard setbacks be increased to 5 metres.**

During consultations between Staff and the Village's Planning Director, there were concerns stated in relation to maintaining sufficient green space buffering from existing homes, which the current development proposal aspires to in principle as shown in the building massing renderings in Figure 4. Staff recommend that particular focus on landscape buffering details to the benefit of all adjacent properties would be important to limit the overall impact of the development on adjacent low-density residential properties. This would also be an important item for Council and PAC to consider during the public consultation phase.

Off-Street Parking

Other than the 20-unit apartment building on Lot 2 requiring one additional parking space, the layout of the off-street parking and driveway access for both apartment buildings is in general compliance with the Zoning By-law. For the 28-unit apartment building, 32 parking spaces would be provided underground and 12 spaces would be at grade, which exceeds the zoning by-law requirements for number of parking spaces (35 required in total). For the 20-unit apartment building, 24 parking spaces would be provided underground, which an additional parking space would be required to meet the Zoning By-law minimum of 25 spaces. Also, neither lot is showing barrier-free parking spaces, which would be required for each lot. **Staff recommend that an additional parking space be provided within the underground section of the 20-unit apartment building, and that barrier-free parking stalls be provided for both lots to achieve compliance with the Zoning By-law.**

Section 7.18 (4) (b) of the Zoning By-law states that *"Where parking lots abut residential uses, a 3-metre-wide landscaped buffer area with appropriate screening of trees, hedges or fences shall be incorporated to the satisfaction of the Planning Advisory Committee"*. The surface parking lot is currently proposed to be located approximately 8 metres from the northern property line, which exceed the minimum 3-metre setback and therefore provides ample room to install a substantial amount of greenspace screening.

A single access driveway for both lots is proposed from Phillips Drive, therefore a mutual access right-of-way must be incorporated into the subdivision plan and addressed via a registered access agreement. The Village Planning Director has also recommended that a gated emergency exit route to New Maryland Highway be considered in the event that the main site access should become temporarily compromised.

Municipal Servicing Requirements:

Servicing, lot grading and stormwater management are to be provided to the satisfaction of the Village Engineer prior to issuance of a building permit. Water capacity servicing will tentatively be available in 2024, which will be a pre-requisite prior to issuance of a building permit. The lot grading plan for the property will require a stormwater management plan as per the Village's Stormwater Policy to reduce potential impacts to existing municipal infrastructure and neighbouring properties. There is presently sufficient capacity in Village sanitary sewer collection and treatment system.

Staff recommend that upon any rezoning approval by Council for the subject application, that sufficient municipal water capacity shall be allocated and held available for this development for a maximum period of 5 years upon any enactment of the requested amendment and subject to registration of a Section 59 Zoning Agreement.

Fire Protection Requirements:

Due to the overall scale of the apartment buildings, the Village would be obligated to secure a fee-for-service agreement with an adjacent municipality for the provision of a ladder truck firefighting unit on an on-demand basis. Also, available water supply and pressures for firefighting purposes will need to be confirmed by the Village Engineer.

Staff Recommendation:

Staff is of the opinion that the developer's proposal speaks to some of the housing and fiscal sustainability objectives for the Village, however, there is risk of potential compatibility conflict with the existing surrounding low-density neighbourhood. This proposed infill development opportunity could: generate significant property tax and utility revenues; optimise utilisation of the existing and future municipal infrastructure on New Maryland Highway; cater to the Municipal Plan and Age-Friendly Committee objectives of a greater diversity of housing options for residents; and would be the first development to be constructed in alignment with the Village's soon to be enacted Urban Design Standards and Guidelines.

With respect to concerns Council may have regarding the variances being requested, there is a growing trend among neighboring municipalities toward embracing reduced setbacks and higher unit densities in residential areas in support of more compact and efficient developments. The referenced proposal presents an opportunity to exercise the Village's administrative flexibility and commitment to enabling new, high value developments that achieve compatibility with its surroundings in the community.

With respect to the applications submitted by Zzap Consulting Inc., staff recommend in favor of the following approvals/terms for the proposed 28-unit apartment building (Lot 1):

- Re-zoning from R-2 to R-3;
- Unit count reduced to 24 units (20% variance);
- 507 m² lot area variance (12%);
- 3% variance to lot coverage;
- An adjusted front yard variance of 2.5 metres (from 53.3% to 33.3% variance- resulting in a 5-metre setback);
- An adjusted flankage yard variance to 2.5 metres (from 42.6% to 33.3% variance - resulting in a 5-metre setback); and
- Barrier-Free parking stalls to be provided as per the Zoning By-law.

Staff Report – 196 Phillips Drive
Application for Re-Zoning and Variances

14 August 2023
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With respect to the applications submitted by Zzap Consulting Inc. for the following approvals for the 20-unit apartment building (Lot 2):

- Re-zoning from R-2 to R-3;
- 480 m² (13.3%) minimum lot area variance;
- An additional parking stall to be added within the underground parking lot; and
- Barrier-Free parking stalls to be provided as per the Zoning By-law.

To permit construction of the two apartment buildings, as recommended herein, staff is supportive of the approvals noted above subject to the following terms and conditions:

- a) The re-zoning of the property to Residential (R-3) be approved subject to a Section 59 Agreement with particular emphasis on landscape buffering requirements with the use of deciduous plantings on the North and West boundaries of the site, which is to be shown on a landscaping plan to the satisfaction of the Development Officer;
- b) The site shall be developed substantially in accordance with Figure 3, subject to staff's recommended building scale and setback adjustment, to the satisfaction of the Development Officer;
- c) The building designs and exterior finishes shall be in accordance with the Village Zoning By-law at the time of building permit issuance;
- d) A mutual access right-of-way for Lots 1 & 2 shall be incorporated into the subdivision plan and addressed via a registered access agreement;
- e) Firefighting requirements shall be to the satisfaction of Village Council, Fire Chief and Village Engineer;
- f) municipal water capacity be allocated and held available for the development for a period of 5 years upon any enactment of the requested amendment and subject to registration of a Section 59 Zoning Agreement.; and
- g) All construction shall be in accordance with all applicable Village by-laws & policies.

If Council has any comments or concerns, please don't hesitate to contact me directly.

Respectfully,

Kyle Arsenault, PTech, NBCBO
Assistant Building Inspector/ Development Officer

Attached Figures and Documents:

Local Zoning / Subject Property / Proposed Site Plan / Building Outlines / Floor Layout / Multi-Use Trail Cross Section / Building Renderings

Attachment A-1 – Draft Zoning By-law Amendment 04-02-2023

Letter of Intent and Application Form – Zzap Consulting Inc. – February 2nd, 2023

n:\2. planning and development\development applications\centennial heights\subdivision\196 phillips drive\planning report\planning report - kinloch - 2023 - draft 5.0.docx

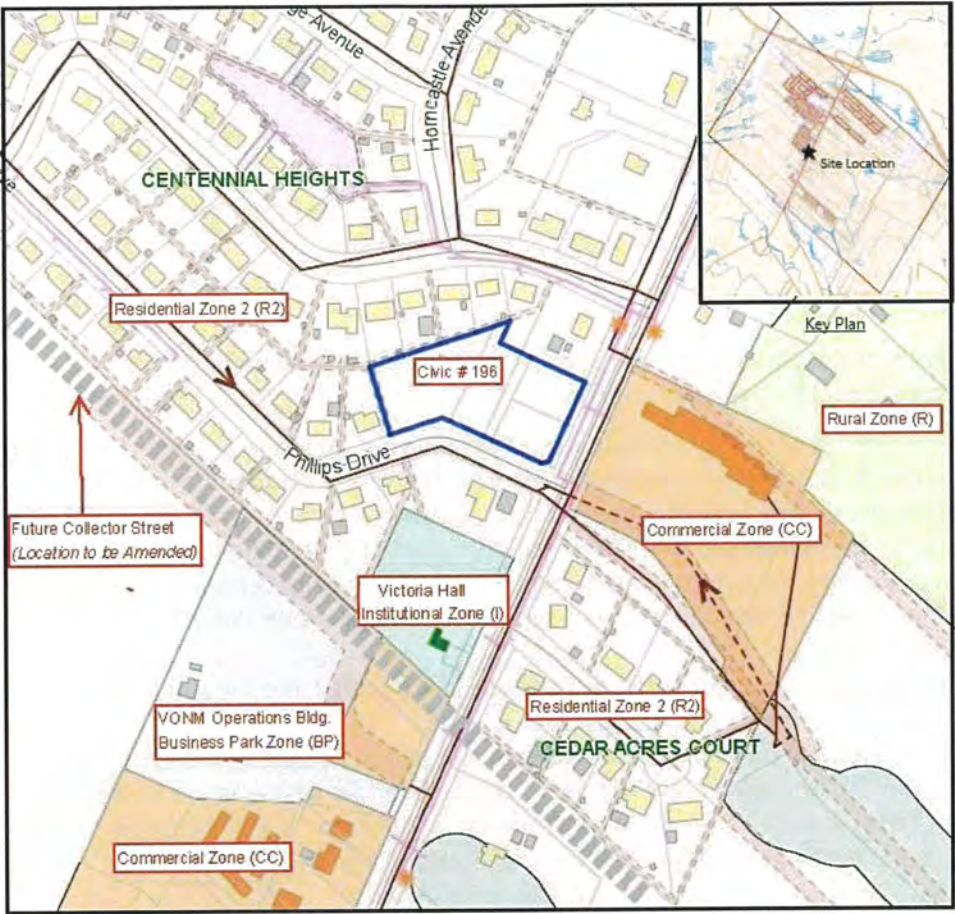
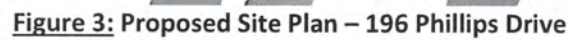


Figure 1: Local Zoning - 196 Phillips Drive





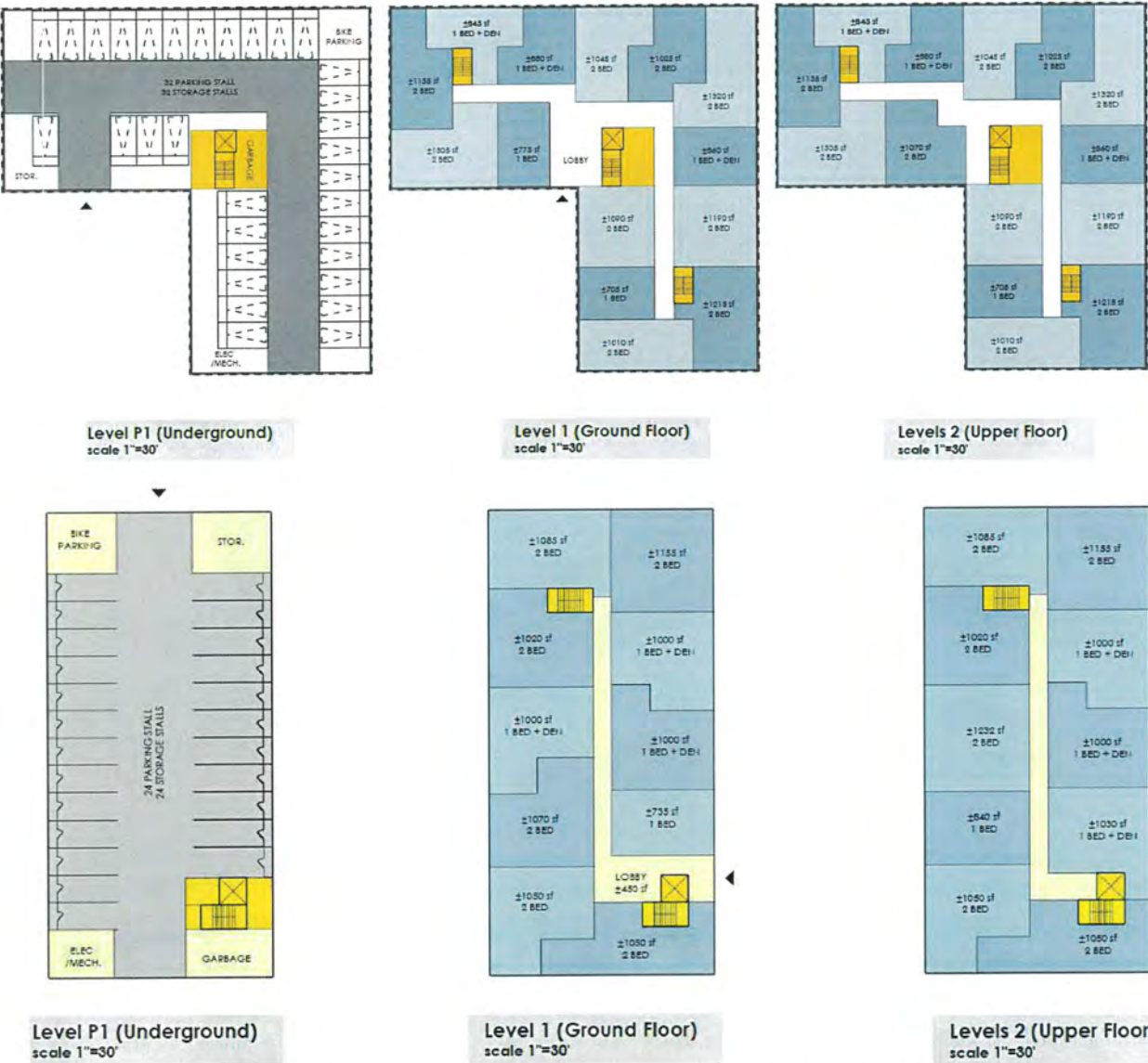


Figure 5: Apartment Building Floor Layouts – 196 Phillips Drive

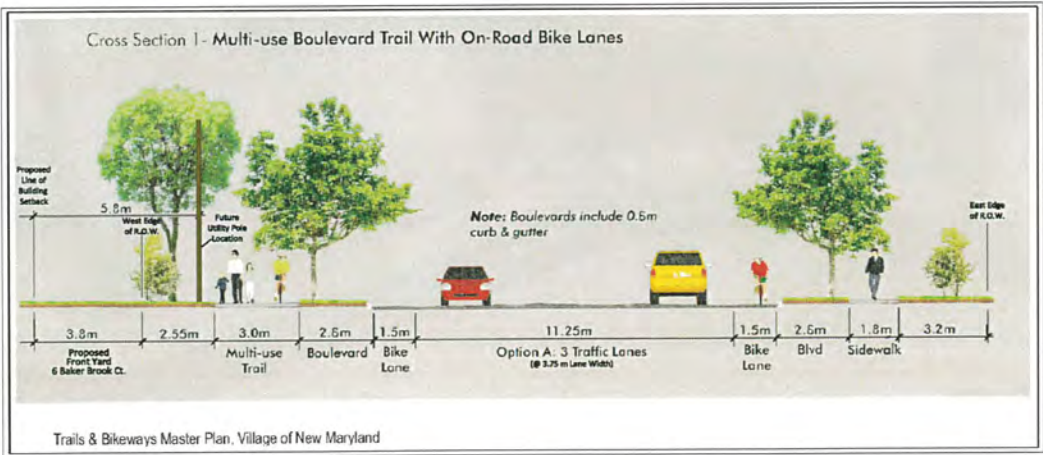


Figure 6: Cross Section – Proposed Mutli-Use Trail along West Edge of New Maryland Highway



Figure 6: Building Renderings – 196 Phillips Drive



Village of New Maryland

584 New Maryland Hwy., New Maryland, NB E3C 1K1
T. 506.451.8508 F. 506.450.1605 www.vnm.ca

APPLICATION TO AMEND THE ZONING BY-LAW AND/OR THE MUNICIPAL PLAN BY-LAW

I/we hereby submit an application, for an amendment to:

- ☐ Zoning Bylaw No. 04
☐ Municipal Plan No. 03

Please Print or Type:

1. Name of applicant and full mailing address:
ZZap Consulting Inc.

Telephone: 9022665481

Fax: _____

E-mail: connor@zzap.ca

2. Name of registered owner of subject land and full mailing address:

Bowers Construction NB Inc.

Telephone: 5064441287

Fax: _____

E-mail: justin@bowersconstruction.ca

3. Location and/or street address of land to be re-zoned:
196 Phillips Drive

PIDs: 75260265; 75260273; 75260281, 75260257 & 75C PID Number: _____

4. Present use of subject land: Vacant

5. Proposed use of subject land: Multi-unit residential development

6. Present zone of subject land: R-1

7. Zone required for proposed use: R-3

8. Present Municipal Plan designation: Residential

9. Proposed Municipal Plan designation: Residential

10. Applicant's reasons for requiring proposed change in Zoning:
See attached application letter

(If insufficient space above, please submit separately)

Staff Report – 196 Phillips Drive
Application for Re-Zoning and Variances

14 August 2023
Page 13 of 18

11. List of additional information which MUST be submitted by applicant before the application can be processed (10 copies of each document required.)

(a) Survey prepared by a New Brunswick Land Surveyor, or a plan deemed suitable by the Development Officer, showing:

- i. Applicant's/owner's total land holdings in the immediate area.
- ii. Parcel of land which is the subject to the application and any proposed subdivision of lands.
- iii. The location, size and use of land, easements and existing buildings or structures on the subject property.

(b) Preliminary Site Plan showing all proposed site improvements, parking areas, proposed new construction, changes/expansions to existing buildings, location and size of all the required utility and municipal easements and building setbacks.

(c) Applications involving proposed buildings or modifications to existing buildings shall include a floor plan showing the ground floor area, gross floor area, number of stories and/or units, and the width, length and height of the building.

(d) A letter of intent providing details of the proposal: hours of operation, number of employees, expected traffic generation, and any other relevant information.

(e) Signature of the property owner or attach written permission of the owner.

12. This application must be accompanied by a fee (cash or cheque) made payable to the Village of New Maryland.

<input checked="" type="checkbox"/>	Zoning By-law Amendment	\$1,000
<input type="checkbox"/>	Municipal Plan Amendment	\$1,500
<input type="checkbox"/>	Municipal Plan and Zoning By-law Amendment	\$1,500

13. Receipt #: _____

(Payments may be made by cash, debit or certified cheque payable to the Village of New Maryland)

I, Bowers Construction NB Inc.

The Village of New Maryland of the County of York solemnly declare that to the best of my knowledge all above statements are true, and the statements contained in all of the enclosures submitted herewith are true.

Please note: Re-zoning applications are subject to a public hearing of objections. Information included as part of this application may be distributed to the public as part of the public notification process.

Signature of Landowner/Date MAY 19 23 Connor Wallace
Signature of Applicant or Agent/Date

Development Officer

Received

Notes: (for office use only)



February 2, 2023

Planning and Development
Village of New Maryland
584 New Maryland Highway
New Maryland, NB
E3C 1K1

Re: Zoning Bylaw Amendment Application: Seniors Citizen Housing Development at 196 Phillips Drive, Village of New Maryland, New Brunswick (PIDs: 75260265; 75260273; 75260281, 75260257 & 75062208)

On behalf of our client, Bowers Construction NB Inc., ZZap Consulting Inc. is pleased to submit this Zoning Bylaw Amendment application for a proposed senior citizens residential development at 196 Phillips Drive (PIDs: 75260265; 75260273; 75260281, 75260257 & 75062208). To support this application submission, the following materials are enclosed:

- Zoning Bylaw Amendment Letter
- Attachment A: Proposed Site Plan and Building Massing Concepts
- Attachment B: Traffic Impact Study
- Attachment C: Geotechnical Report

1.0 Summary of Development Proposal

Bowers Construction NB Inc. is seeking to rezone the subject properties from Residential Zone 1 (R-1) to Residential Zone 3 (R-3) to construct two multi-unit residential buildings catered towards seniors. The proposed development includes a total of 48 residential dwelling units as follows (see Attachment A):

- Lot 1: One two-storey apartment building containing 28 dwelling units.
- Lot 2: One two-storey apartment building, containing 20 dwelling units.

The development proposal includes five existing parcels (PIDs, 75260265; 75260273; 75260281, 75260257 & 75062208) which would be reduced to two lots through subdivision to create: a 3813 m² (41,046 ft²) corner lot (Lot 1) and a 3120 m² (33,579 ft²) parcel fronting Phillips Drive (Lot 2) (see Attachment A). An easement would be registered to both lots to provide shared access to each of the buildings. The proposed development is intended to be serviced by municipal water and sanitary as the subject properties are within the municipal service boundaries.



2.0 Enabling Policy

The subject properties are zoned Residential Zone 1 (R-1) within the Village of New Maryland Zoning By-law and designated 'Residential' within the Village's Municipal Plan. Policy 3.3.1 of the Plan enables Council to consider Zoning Bylaw amendments for higher density residential uses on lands designated Residential on the Plan's future land use map, subject to several policy assessment criteria that are noted below. The subject site is so designated.

3.0 Rationale

Multiple-Unit Dwellings

Residential policies in the Village of New Maryland's Municipal Plan promote communities that are well-designed, compact and include a mix of building densities. To achieve this the plan contains policy that guides the location and design of multiple-unit dwellings. The criteria used to assess the appropriateness of multiple-unit developments in the Village is contained in Policy 3.3.2(1). The below table provides the applicant response to each of the applicable policies.

Policy No.	Requirement	Applicant Response
3.3.2(1)(a)	The development comply with the Zoning Bylaw's lot size, yard requirements, building height, number of units and parking requirements	The development proposal complies with the majority of the Zoning Bylaw regulations. Requested variances are outlined below.
3.3.2(1)(b)	The development will not cause capacities of existing municipal services to be exceeded	It is assumed that the servicing capacity at the site will not be exceeded. Should staff require a site servicing plan it can be provided.
3.3.2(1)(c)	The natural features on the site be preserved through tree retention and minimization of soil removal	The proposed site layout is designed to retain the mature trees on the property lines abutting the existing residential neighbourhood. The underground parking garages will require soil excavation; however, efforts will be made to minimize the impact of the soil removal.
3.3.2(1)(d)	The location, design, and layout of vehicular and pedestrian access to the site be reviewed by the Village to ensure it is located adjacent to, or in close proximity to, arterial or collector streets; that it is on the periphery of low-density neighbourhood and that it incorporates high quality exterior building design	Vehicular and pedestrian access is proposed from Phillips Drive, which is in close proximity to New Maryland Highway, an arterial street). The site's location on a corner fronting New Maryland Highway situates it on the periphery of the adjacent low-density neighbourhood; the buildings will be designed with high quality exterior materials.



3.3.2(1)(e)	That the development be subject to the Design Criteria as outlined in Policy 2.3.5 and the Zoning Bylaw	Should Council consider and advance the rezoning application, it is the applicant's intent to comply with the Zoning Bylaw design requirements.
-------------	---------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------

Seniors' Housing

A high-level objective of the Plan's residential goals is to "encourage a mix of housing types that meets the diverse needs of residents with respect to age, income and lifestyle choices" (Objective 3.2.3). The Village recognizes the importance of seniors' housing as it contributes to the overall well-being of the community. The Municipal Plan contains policy that encourages the development of seniors' housing in all residential zones, allowing seniors to age in place (Policy 3.3.9(1)).

We believe that the proposed development is consistent with applicable planning policies related to multiple-unit housing at specific locations given the above policy review.

4.0 Zoning Bylaw Variances

The development complies with the majority of the Zoning Bylaw requirements. However, Bowers Construction NB Inc. is requesting variances to allow for an improved site design and increased density. The requested variances are identified in the below tables for each lot.

Lot 1

Bylaw Section	Regulation	Requirement	Proposed
8.4.1(a)	Unit Max	20	28
8.4.2(1)	Lot Area	180m ² per unit = 28 units x 180 = 5,040m ² (54,250 ft ²)	3813 m ² (41,046 ft ²)
	Lot Coverage	35%	44%
8.4.1(1)	Min Side Yard Setback (Corner Lot)	7.5 m (25 ft)	4.36 m (14.3 ft)
8.4.1(1)	Min Front Yard Setback	7.5 m (25 ft)	3.50 m (11.5 ft)

Lot 2

Bylaw Section	Regulation	Requirement	Proposed
8.4.2.(1)	Lot Area	180m ² per unit = 20 units x 180 = 3,600m ² (38,750 ft ²)	3119.6m ² (33,579 ft ²)



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www.zap.ca

Rationale for Requested Variances

Lot 1

Variance 1: Unit Maximum and Lot Area:

- The proposed development is adding density to an area that is within the municipal service boundary.
- The proposed development is centrally located where increased density is appropriate.
- The proposed development is on the periphery of an established low-density neighbourhood and fronts an arterial road where greater densities are appropriate.
- There are limited sites in the Village that are within the municipal service boundary and that are suitable for this type of development. A development of this nature will diversify residential housing choice and provide for increased tax revenue.

Variance 2: Front and Side lot line Setbacks

- Our client is proposing to reduce the front lot line setback to 3.50 metres and the side lot line setback to 4.36 metres. Modern site design principles have moved away from large setbacks that separate buildings from the street. The proposed development reflects this principle by siting the building closer to the property lines. This also allows for twelve surface parking spaces to be located behind the building, screened from both the front and flanking street views. This site design proposal is in keeping with the Village Plan's design criteria of "creating a sense of place for residents and passersby and a cohesive visual identity and street scene (Policy 2.3.5(2)(b))."

Variance 3: Lot Coverage

- Our client is requesting a variance to the permitted lot coverage. With the exception of the corner (front and flanking) lot line setbacks the proposed building complies with the remaining built form regulations (i.e., building height, parking, rear and internal lot line setbacks).

Lot 2

Variance 1: Lot Area

Our client is requesting a variance to the minimum required lot area. The proposed building complies with the remaining Zoning Bylaw regulations (i.e., setbacks, lot coverage, parking, and building height). Additionally:

- The proposed development is adding density to an area that is within the municipal service boundary.



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- The proposed development is centrally located where increased density is appropriate.
- The proposed development is on the periphery of an established low-density neighbourhood and fronts an arterial road where greater densities are appropriate.

5.0 Closing

We trust that the enclosed materials satisfy the application requirements, and we look forward to working with Staff, Council and members of the public throughout the application process. Should you have any questions, clarifications or comments regarding this application, please do not hesitate to contact the undersigned.

Sincerely,

Connor Wallace

Connor Wallace, MCIP, LPP
Principal
Zzap Consulting Inc.
connor@zzap.ca
902-266-5481

Re: PAC proposal for former 196 Phillips drive property



Kyle Arsenault/VONM councilor's/PAC,


I have taken the time to review the latest application/proposal for my neighbouring property. As one of the homeowners MOST affected by this proposal, my wife and I remain adamantly opposed to it.

We still believe that our well/water source will be adversely affected either during the building phase, or shortly after completion. We also believe that this development will cause excessive traffic on this street on a dangerous corner where children and owners/pets commonly walk.

The biggest issue remains the distance from the property line/existing buffering to the side of this new building construction on the west side. I have noted where the applicant responded on page 15 of 18. THE PROPOSED SITE LAYOUT IS DESIGNED TO RETAIN THE MATURE TREES ON THE PROPERTY LINES ABUTTING THE EXISTING RESIDENTIAL NEIGHBOURHOOD. With the illustrated amount of distance between the property line and the side of the Lot 2 building proposed, I highly doubt that any mature trees would be retained. During construction, vehicles access, construction staff with equipment and supplies etc. would undoubtedly find it necessary to remove the trees to complete their work. This would remove the buffer and privacy. Planting new trees is NOT a reasonable solution when this happens. They simply take too long to grow, and of course there is no guarantee that they will live. Only a very high fence paid for by the developer, in addition would suffice. The noise during construction after these trees are removed will greatly affect our lives as well.

DL
Aug 2/23

It is amazing that we live in a time where climate change, preserving green space and safety are such front-of-mind concerns for the general public, but apparently not here. I am of the opinion that this proposal will likely be pushed through. It certainly doesn't seem like these concerns are front-of mind in this case.

Regards, 
Dale & Wendy Ryan
186 Phillips drive

DR
Aug 2/23

Aug 10, 2023
Village of New Maryland
Planning Advisory Committee

*Rob
Cynthia
Binder/Class*
COPY

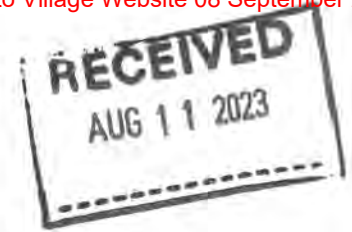
This letter is in response to the application for the re-zoning of 196 Phillips Drive from R2-R3.

We oppose any change of 196 Phillips Drive from R-2 to R3 for the following reasons.

- Pedestrian, vehicular and public safety has been ignored.
- The practical vehicle capacity of Phillips Drive is not considered in the traffic impact study. The proposed development does not consider traffic safety (access to highway and traffic pattern changes in the surrounding area), nor pedestrian safety and hazards associated with potentially 68 additional vehicles on Phillips Drive. This may be underestimated as the 20 unit building basically has parking for only 1 vehicle per unit.
- There is no comfort from the Groundwater Assessment which generally states, "that the development would not likely impact the existing ground water". As an example, was the underground parking depth and footprint drainage requirement considered in the study? As far as we are aware there were no fieldwork measurements involved with the study. If this proposal does somehow go through, what guarantee is there for existing well water supply?
- Trying to compare Halifax high density dwellings to New Maryland is comparing apples to oranges. Residents located adjacent to or near the apartment building are now in a less desirable location compared to residences further from the intended apartment site. (selling prices will be reduced).
- The Municipal Plan has set out the intent of Phillips and Timothy Drive and that is R2. The community is well established, and we oppose any change to that. It seems though the message of the application before us is if there are two vacant lots a developer can submit a proposal for multi-unit buildings for any location in New Maryland. That is not the right way to plan. Just the number of variances in the proposal indicates the multi-unit buildings are not the right fit for 196 Phillips Drive.
- It is very concerning when Staff support allowing these multi-unit residential buildings in a well-established neighborhood that is currently zoned R2. The fundamentals of personal safety of existing and future residents as it relates to practical vehicle traffic capacities, pedestrian access on streets with no sidewalks and the fundamentals of well water supply are not being considered. This is not the location for property tax and utility windfalls to be considered for the Village of New Maryland especially when the significant negative impacts affect the people of Phillips and Timothy Drive. There is a place for such a development in New Maryland, however it is not at 196 Phillips Drive.

Respectfully submitted
Connie Nichol
Brent Corey

*Connie Nichol
Brent Corey*



Village of New Maryland
584 New Maryland Hwy
New Maryland NB
E3C1K1
August 20, 2023

Re: Application for Re-Zoning and Variance Approvals

Dear Mr. Arseneault

It is with great disappointment that I am writing this letter as a result of receiving the notification of the application for re-zoning and variances for the vacant land formerly 196 Phillips Drive. We are **strongly against** this proposed amendment that would see our rural community severely affected.

As we had stated in the previous letter that I sent in September of 2022, Centennial Heights is a neighborhood of single-family dwellings, and people moved to New Maryland because of the rural single family dwelling environment. It is why we also moved to New Maryland. The requested Re-zoning and Variance items are **not minor** and allowing this will have severe restrictions to the lives of our community family and should not be allowed.

A 2-storey apartment does not promote rural charm or maintain rural, or townhouse looks at street level which is a requirement of the Urban Design Standards and Public Realm Guidelines. We do not believe that these land parcels are the proper location for the villages first multi-unit dwellings.

The Applicant not only requests to change the Zoning from R-1 to R-3 but is also requesting variances much higher than allowed in the By-Law. The applicant has shown little flexibility in his request from the previous submission that the local community was apposed to. This current request is resulting in variance differences including:

- 40% more units than allowed, a major variance that significantly increases footprint
- placing it on a lot that is over 24% smaller than required, a major variance that significantly reduces setback requirements and greenspace,
- reducing front yard by depth of 53%, a major variance that significantly reduces buffer requirements and greenspace,

- flankage yard depth by 42.6%, that significantly reduces buffer requirements and greenspace
- and although the proposed height states approx. 11.0m, the submitted drawings on page 9 of 18 shows over 39 ft and that is not even to the peak of the roof. Another major variance.

These variances will not promote neighborhood compatibility or rural charm, and the building and its associated parking lot will dominate the lot, reducing buffering from the existing neighborhood, and provides little to no greenspace on the site. The required parking at this location is also not sufficient, so where will they park on the road?

The letter states that the 3 requested studies were submitted by the applicant. I would like to obtain a copy of those reports to review. There are a couple notes that are concerning in the notification that was sent. These were:

- That pedestrian traffic and safety aspects were not considered. The area of Phillips Drive has sight distance issues and no sidewalk, as well as no mention to traffic queuing. These were major concerns of residents from the last meeting.
- For the property value impact, the Halifax region was used in the review, not the Fredericton region, and the majority of the study areas were a different neighborhood context, this is not acceptable.

There will be serious impact to traffic queuing on Phillips Drive when 60+ vehicles from lot 1 and 2 attempt the daily commute due to doubling the number of dwellings on Phillips Drive.

It was stated in the notification on page 5 of 18 that a gated emergency exit to New Maryland Highway be considered, this is not possible while keeping the tree buffer between properties unless the dimension of the apartment is significantly reduced to allow for it and keep the required setback from the adjacent property.

On Page 14 of 18, ZZap Consulting submits the application on behalf of Bowers Construction NB Inc. for a proposed Senior Citizens Residential Development. In the last meeting the developer stated that the proposed buildings could not be deemed for seniors use only. There will be no guarantee that these 2 building will be for seniors only. Even if they were for seniors only, the rendering and layout are not conducive for senior living. There will be little greenspace, and no decks for senior to have a private outside space. Aesthetically, the renderings that were provided are not appealing structures, look institutional and would not be an

improvement to the promote the Village on its main street or as required in the Municipal Plan to incorporate high quality exterior building design.

Thinking as a homeowner, would you want to have an apartment built directly beside your family home that you lived in for decades? We have lived in New Maryland for almost 30 years. We raised our children here, made friends, volunteered, supported the Village and paid taxes.

As an adjacent property owner, we will be significantly affected by this development. This development will cause a loss of privacy, loss of property enjoyment, loss of green space, increased noise levels, a decrease in our property value, potential damage to our well water system, and traffic impacts amongst many other issues. We believe that we would be within our rights to seek damages in the event that these issues occurred. Moreover, we feel that approval of this development is forcing us to consider moving from our home and this village.

It is evident to us that this is not the location for this type of structure, and that this applicant for Re-Zoning and Variance needs to be **rejected**. There are other locations in New Maryland, not within an already well-established neighborhood of single-family dwellings that is better suited for this development. We are expecting to receive a response to this letter and the requests for the reports.



Cindy MacDonald

Glen and Cindy MacDonald
102 Timothy Drive
New Maryland NB
E3C1G1



Enclosed: Petition signed by local residents that oppose the building of apartments @ Phillips Dr.

Rejection of the Application for Re-Zoning and Variance Approval




This petition is to serve as a rejection of a 30-unit apartment building to be allowed on the vacant land, formerly 196 Phillips Drive, at the corner of Phillips Drive and New Maryland Highway.

Centennial Heights is a neighborhood of single-family dwellings, and people moved to New Maryland because of the rural single family dwelling environment. A 3-storey apartment does not promote rural charm or maintain rural, or townhouse looks at street level which is a requirement of the Urban Design Standards and Public Realm Guidelines.

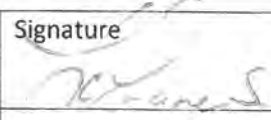

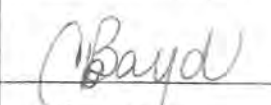



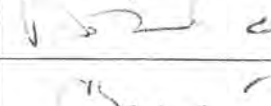
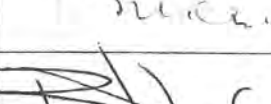

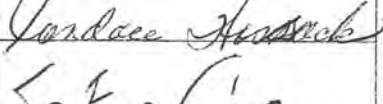
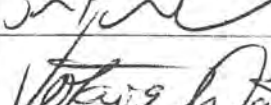

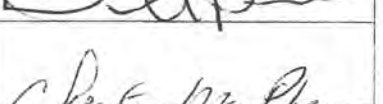
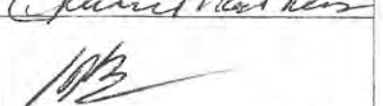
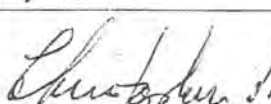
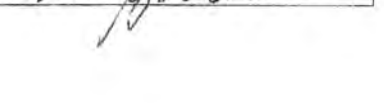
The requested Re-zoning and Variance are not minor and allowing this will have severe restrictions to the lives of our community family. These restrictions include but are not limited to:

- direct impact to surrounding homes property value
- reduction of privacy
- increased traffic causing delays and affecting safety
- loss of green space
- loss of neighborhood charm
- reduction in property enjoyment
- increased noise level

We, the property owners in the surrounding area, do not want an apartment building at the entrance to our beautiful neighborhood, this request for Re-zoning and Variance must be turned down.

Name	Address	Phone Number	Signature
Glen MacDonald	102 Timothy Dr.		
Cindy MacDonald	102 Timothy Dr.		

Name	Address	Phone Number	Signature
Heather Clements	410 New Margaret Ave		H. Clements
Maria Guevara	103 Timothy dr.		Maria Guevara
Adrian Reyes	103 Timothy dr		Adrian Reyes
Andrey Arisco	107 Timothy dr		Andrey Arisco
Carol Ann English	111 Timothy Dr.		C. English
Allan Fuzz English	111 Timothy Dr.		Allan Fuzz English
Shirley Simkins	114 Timothy Drive		Shirley Simkins
Pierre Allain	114 Timothy Drive		Pierre Allain
Wanda Beland	112 Timothy Drive		Wanda Beland
LARRY COCHRANE	108 TIMOTHY DRIVE		Larry Cochrane
Jeanine Cochrane	108 Timothy Dr		Jeanine Cochrane
Chris Blesky	112 Timothy Drive		Chris Blesky
Alex Green	105 Timothy Dr		Alex Green
Sarah Green	105 Timothy Dr.		Sarah Green
Brian Sullivan	104 Timothy		Brian Sullivan

Name	Address	Phone Number	Signature
Lisa C. FRANCIS	110 Timothy Dr.		
Kathy Kowalski	448 New Maryland		
Carla Bayd	191 Phillips Dr		
Todd Pugh	"		
James MacLeod	184 Phillips Dr		
James MacLeod	184 Phillips Dr		
Bob Carr	189 Phillips Dr		
Cornie Michel	189 Phillips Dr		
Brook Hossack	187 Phillips Dr		
Jardace Hossack	187 Phillips Dr.		
J-F Gervais	185 Phillips Dr.		
Veronique Dumais	185 Phillips Dr.		
Darrell Powers	183 Phillips Dr		
Christina MacPherson	181 Phillips Dr.		
John Bourgeois	179 Phillips Dr		
Christopher Graves	176 Phillips Dr.		

Village of New Maryland
PLANNING ADVISORY COMMITTEE
Minutes of Regular Meeting
Council Chambers – 584 New Maryland Hwy.
14 August 2023

Present: Julie Clarke, Chairperson
Sam McEwan, Vice-Chairperson
Tim Scammell, Deputy Mayor
Mike Pauley
Gillian Ash Richard
Robin Chaplin

Also Present: Mayor Judy Wilson-Shee
Councillor Mariet van Groenewoud
Rob Pero, Building Inspector / Development Officer
Kyle Arsenault, Assistant Building Inspector / Development Officer
Audrey Harper, Administrative Assistant / Recording Secretary
Justin Bowers Glenn MacDonald
Connor Wallace Cindy MacDonald
Brock Hossack Fuzz English
Candy Hossack Dale Ryan
Connie Nichol Wendy Ryan
Brent Corey

1. Call to Order:

Chairperson Julie Clarke called the regular meeting of the Planning Advisory Committee (PAC) to order at 7:05 p.m.

2. Approval of the Agenda:

MOVED BY Vice-Chairperson Sam McEwan and **seconded by** Deputy Mayor Tim Scammell to approve the agenda with discussion of Item 8(iii) Application for Re-zoning and Variance Approvals – PIDs 75260265, 75260273, 75260281, 75260257 and 75062208 (formerly 196 Phillips Drive) to precede approval of the minutes of the June meeting. **MOTION CARRIED.**

3. Disclosure of Interest: None.

4. Approval of the Minutes:

(i) Regular Meeting – 5 June 2023:

MOVED BY Mike Pauley and **seconded by** Gillian Ash Richard to approve the minutes of the June 5th, 2023 meeting. **MOTION CARRIED.**

5. Business Arising from the Minutes:

(i) Appointment of PAC Members:

Kyle Arsenault advised that at their June 21st, 2023 meeting, Council motioned to appoint new member Deputy Mayor Tim Scammell to a 1 (one)-year term of office as the Council representative on the Committee. Council also motioned to re-appoint members Julie Clarke and Mike Pauley, each to a 3 (three)-year term of office.

DRAFT

(ii) **Municipal Plan and Zoning By-law – General Text and Map Amendments:**

Kyle Arsenault advised the Committee that on July 19th, 2023, Council hosted the scheduled Public Hearing to receive comments from the public with regard to proposed amendments to the noted by-laws. There was no attendance, nor any written comments received from the general public. Subsequently, during their formal meeting later that evening, Council conducted the first and second readings of the by-law amendments. The third and final readings to formally enact the amendment have been submitted for Council's consideration at the August 16th formal session.

6. **Old Business:** None

7. **Reports:**

(i) **Building Permit Report – June 2023:**

Monthly Building Permit Summary	June 2022	June 2023
Total Permits	37	12
Estimated Value of Construction	\$1,176,300.00	\$118,884.00
Fees Collected	\$9,287.75	\$1,006.25

The Year-to-Date totals ending the month of June 2023 were as follows:

Building Permit Summary YTD	YTD Ending June 2022	YTD Ending June 2023
Total Permits	94	46
Estimated Value of Construction	\$3,846,798.00	\$1,409,689.00
Fees Collected	\$29,829.25	\$10,978.50

Kyle Arsenault noted that June had 12 (twelve) building permits issued in comparison to the 37 (thirty-seven) building permits having been issued in June 2022. Kyle explained to the Committee that the permits were issued for residential renovations.

(ii) **Building Permit Report – July 2023:**

Monthly Building Permit Summary	July 2022	July 2023
Total Permits	12	14
Estimated Value of Construction	\$161,791.55	\$405,994.00
Fees Collected	\$1,443.50	\$3,011.00

The Year-to-Date totals ending the month of July 2023 were as follows:

Building Permit Summary YTD	YTD Ending July 2022	YTD Ending June 2023
Total Permits	106	60
Estimated Value of Construction	\$4,008,589.55	\$1,815,683.00
Fees Collected	\$31,272.75	\$13,989.50

Kyle Arsenault noted that July had 14 (fourteen) building permits issued in comparison to the 12 (twelve) building permits having been issued in July 2022. Kyle explained to the Committee that 1 (one) building permit was issued to the New Maryland Elementary School for the replacement of exterior entrance doors. The remaining 13 (thirteen) building permits were issued for residential renovations.

DRAFT

8. New Business:

(i) Election of PAC Chairperson and Vice-Chairperson:

In accordance with the Committee's nominations and election procedure, Chairperson Julie Clarke called for nominations for the position of Chairperson for the Planning Advisory Committee. Sam McEwan nominated Mike Pauley for the position of Chairperson and Mike Pauley declined the nomination. Robin Chaplin nominated Julie Clarke for the Chairperson position and the nomination was accepted. Hearing no further nominations, the Committee re-elected, by acclamation, Julie Clarke as Chairperson of the Committee.

Chairperson Julie Clarke called for nominations for the position of Vice-Chairperson for the Planning Advisory Committee. Chairperson Julie Clarke and Councillor Tim Scammell both nominated Sam McEwan and Sam McEwan accepted the nomination. Hearing no further nominations, the Committee elected, by acclamation, Sam McEwan as Vice-Chairperson of the Committee.

Rob Pero advised that staff would prepare the related Resolutions of Council for future adoption to formally appoint the Chairperson and Vice-Chairperson to their respective positions for a one (1) year term of office.

(ii) Application for Variance – 72 MacIntosh Drive – Shed on Easement:

Kyle Arsenault reviewed a letter that was sent to the applicant to notify of the Development Officer's approval of the variance to permit a shed to be located on a portion of a public utility easement, as consented to by NB Power.

(iii) Application for Re-Zoning and Variance Approvals – PIDs 75260265, 75260273, 75260281, 75260257, and 75062208 (formerly 196 Phillips Drive)

Summary of the Application:

Kyle Arsenault provided an overview of the re-zoning application review process and summarized that the Applicants propose to consolidate parcels resulting in 2 building lots which will be connected to municipal services. One parcel would accommodate a 2 (two)-storey 28 (twenty-eight)-unit apartment building and the second parcel would be intended for a 2 (two)-storey 20 (twenty)-unit apartment building.

He also noted that comments reviewed at the meeting would be shared with Council and that a further opportunity would be available to express comments directly to Council at a public hearing to be held on September 13th, 2023. A public notification would be advertised to inform Village residents of a further opportunity to present to Council their views on the proposal.

Kyle discussed the evolution of the preliminary drawings and concepts for the buildings.

Applicants' Presentation:

Connor Wallace, representing Bowers Construction NB Inc., explained changes made to the proposed design of the buildings and parking area on the site.

Justin Bowers asked the residents in attendance what kind of buildings they would like to see on the property. The response from residents was that they would like to see "two beautiful houses", garden homes or other senior housing options.

Residents shared their views with the Committee regarding the proponent's proposal to re-zone the subject properties to a Residential Zone Three (R-3) to enable the development of a 20 (twenty)-unit, 2 (two)-storey apartment building and a 28 (twenty-eight)-unit, 2 (two)-storey apartment building.

DRAFT

Among the numerous comments provided by concerned residents, the dominant themes received by the Committee related to:

- the excessive variances requested, small size of the lots, building scale and roof height;
- potential impact to values and marketability of existing adjacent properties relative to other properties;
- increased neighborhood densification;
- potential loss of privacy and sense of community;
- negative traffic volume and pattern effects, and insufficient parking;
- risks to pedestrian safety due to lack of sidewalks;
- concern about lack of greenspace, onsite amenities for tenants and snow storage capacity;
- concern about impacts to private wells, and the need for an action plan if problems should arise; and
- questions and concerns about stormwater management and underground parking contaminants.

At the conclusion of the question and answer segment, the Committee Chairperson thanked the concerned residents and Applicants for attending the meeting and providing valuable input on the proposal. Staff also advised that a public hearing is scheduled for September 13th, 2023, and that public notification would be advertised to inform Village residents of a further opportunity to present to Council their views on the proposal.

MOVED BY Vice-Chairperson Sam McEwan and **seconded by** Robin Chaplin that, in consideration of input received from residents, the Planning Advisory Committee requested that staff forward PAC's recommendation to Village Council for approval of 2 (two) 20 (twenty)-unit, 2 (two)-storey apartment buildings, substantially consistent with the proposed 20 (twenty)-unit building design as depicted by the building rendering for Lot 2, and that application of the following terms and conditions also be considered by Council in their further review of the proposal:

- the re-zoning of the property to Residential (R-3) be approved subject to a Section 59 Agreement with particular emphasis on preservation of existing trees and landscape buffering requirements with the use of deciduous and coniferous plantings on the North and West boundaries of the site, which are to be shown on a landscaping plan to the satisfaction of the Development Officer;
- the site shall be developed subject to PAC's recommended building scale and setback adjustments to eliminate the need for any variance approvals, and, to the satisfaction of the Development Officer;
- the building designs and exterior finishes shall be aesthetically pleasing to the Development Officer and in accordance with the Village Zoning By-law Urban Design Standards at the time of building permit issuance;
- a mutual access right-of-way for Lots 1 & 2 shall be incorporated into the subdivision plan and addressed via a registered access agreement;
- firefighting requirements shall be to the satisfaction of the Fire Chief, Village Engineer and Village Council;
- municipal water capacity be allocated and held available for the development for a period of 5 (five)-years upon any enactment of the requested amendment and subject to registration of a Section 59 Zoning Agreement.; and
- all construction shall be in accordance with all applicable Village by-laws & policies.

MOTION CARRIED.

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9. Time and Date of Next Meeting:

11 September 2023 @ 7:00 p.m. at Council Chambers.

10. Adjournment:

MOVED BY Mike Pauley to adjourn the meeting at 9:58 p.m. **MOTION CARRIED.**

Respectfully submitted,

Audrey Harper
Administrative Assistant/Recording Secretary

Rob Pero
Building Inspector / Development Officer

Julie Clark
Chairperson

DRAFT



January 24,2023

FRE-23000968-A0

Mr. Justin Bowers
Owner/Operator
Bowers Construction NB Inc.
Unit A, 21 Fairway Drive
Hanwell, NB E3C 0M2

Subject: Traffic Impact Study for an Apartment Development in New Maryland, NB

1 Introduction

1.1 Background

Bower Construction is proposing to construct two apartment buildings in New Maryland, NB. Both will be 2 stories in height, with one building consisting of 28 units and the other 20 units. A combination of underground and surface parking is to be provided. This development will be located on currently treed lots at the intersection of the New Maryland Highway (Route 101) with Phillips Drive. Access to the development will be off Phillips Drive. **Figure 1** shows the specific location of the development.



Figure 1: Proposed Development Location

Figure 2 presents the current site plan for the proposed development. A larger scale drawing is provided in **Appendix 1**.



Figure 2: Development Site Plan

1.2 Project Scope

The objective of this Traffic Impact Study (TIS) is to review the traffic related impacts associated with access to and from the proposed development, operations at the New Maryland Highway/Phillips Drive/Existing Development Driveway intersection, as well as on-site circulation to ensure safe operations. The scope of work for this study included the following activities and analyses:

- A site plan was obtained from the Client and has been used as part of the traffic analysis.
- Traffic turning movement counts were collected at the New Maryland Highway/Phillips Drive intersection on Tuesday and Wednesday, January 16 and 17, 2023 between the hours of 0700 to 0900, 1100 to 1300 and 1600 to 1800. The traffic counts were summarized to reflect AM and PM peak travel conditions.
- The counts were expanded to represent 2023 travel conditions during a Thursday in May to reflect peak travel conditions. Also, the development is expected to be in operation in 2023.

- Discussions were held with the Village with respect to any traffic issues and concerns they have with respect to the proposed development.
- A level of service analysis was completed for the existing AM and PM peak hour without the development in place and any deficiencies identified and improvements evaluated.
- An estimate of trips that will be generated by the proposed development during AM and PM weekday peak travel periods was completed based on the Institute of Transportation trip rates.
- The above trip estimates were assigned to the development driveway and the New Maryland Highway/Phillips Drive intersection approaches based on existing trip distribution characteristics adjacent to the proposed development.
- A level of service analysis was completed for the AM and PM peak hour with the development in place and any deficiencies attributable to the development identified, along with improvement options.
- A review of available stopping at the development driveway's intersection with Phillips Drive was undertaken to ensure minimum requirements are available.
- The location of the driveway, parking and on-site circulation was reviewed to ensure all movements can be completed in a safe manner.
- A draft letter report documented the findings was completed and submitted to the Client for review.
- Once comments are received, a final letter report will be prepared and submitted to the Client.

Key findings from the each of the above tasks are presented within this technical letter.

1.3 Study Area

The Study Area includes the New Maryland Highway and Phillips Drive adjacent to the proposed development and the New Maryland Highway/Phillips Drive and Phillips Drive/Development driveway intersections. Both **Figures 1 and 2** show the Study Area.

2 Existing Conditions

2.1 Traffic Volumes

Traffic turning movement counts were collected at the New Maryland Highway/Phillips Drive intersection on Tuesday and Wednesday, January 17 and 18, 2023 as part of this study. The counts were collected between 0700 and 0900 hours, 1100 to 1300 hours and 1600 to 1800 hours. These counts were adjusted (increased by a factor of 1.1) to reflect a Thursday in the month of May. A summary of the counts indicate that the AM and PM peak hours of travel are 0715 to 0815 and 1630 to 1730 hours, respectively.

Figure 3 illustrates the existing AM and PM peak hour turning movement volumes at the New Maryland Highway/Phillips Drive intersection. Based on the 6-hour traffic count completed for this study, it is estimated that Phillips Drive near the New Maryland Highway has a daily traffic volume of 300 vehicles. The Transportation Association of Canada (TAC) guidelines indicate that one of the characteristics of local residential streets is that they have less than 1000 vehicles daily.

2.2 Intersection Characteristics

The New Maryland/Phillips Dr intersection is controlled by a stop sign on the Phillips Drive and the existing New Maryland Place retail development driveway approaches, with free flow conditions on the New Maryland Highway approaches. There is a combined through and right turn lane and a separate left turn lane on the New Maryland Highway approaches and a combined left, through and right turn lane on the stop sign controlled approaches.

2.3 Existing Level of Service (LOS) Analysis

Operational conditions at the Study Area intersections were evaluated using Synchro 11 traffic analysis software and based on existing traffic volumes, traffic volumes with the development in place, existing road configuration, existing traffic control on the New Maryland Highway/Phillips Drive intersection and stop sign traffic control on the development driveway approach. Key operational measures include level of service (LOS), average vehicle delay and volume to capacity (v/c) ratio. Queuing on the intersection approaches is also recorded.

Standard LOS criteria for stop sign-controlled intersections are shown in **Table 1**.

Table 1 – Level of Service Criteria for Intersections

LOS	Stop Controlled Intersections Control Delay (sec/veh)
A	less than 10.0
B	between 10.0 and 15.0
C	between 15.0 and 25.0
D	between 25.0 and 35.0
E	between 35.0 and 50.0
F	greater than 50.0




Figure 3: Existing AM and PM Turning Movement Volumes

The existing AM and PM peak hour levels of service at the New Maryland Highway/Phillips Drive intersection without the development in place are summarized in **Table 2**. The detailed Synchro 11 outputs are included in **Appendix 2**.

The New Maryland Highway/Phillips Drive intersection is currently operating at an overall excellent level of service (LOS) A in both peak periods. Both the Phillips Drive and the New Maryland Place driveway approaches are operating at a good LOS C with average delays per vehicle of less than 24 seconds in both the AM and PM peak travel periods and low v/c ratios, indicating there is plenty of capacity available. There is also no significant queuing on any of the intersection approaches.

The New Maryland Highway/Phillips Drive intersection is currently operating efficiently with no significant delays or queuing.

Table 2: Existing Levels of Service

Intersection			Overall LOS & Delay (sec/veh)	Turning Movements LOS												
				Average Delay (seconds per vehicle)												
				[Volume to Capacity Ratio (v/c)]												
N-S Street @ E-W Street	Traffic Control	Time Period		Eastbound			Westbound			Northbound			Southbound			
				Phillips Dr			New Maryland Place Dr			New Maryland Hwy			New Maryland Hwy			
			L ↶	T ⬆	R ↷	L ↶	T ⬆	R ↷	L ↶	T ⬆	R ↷	L ↶	T ⬆	R ↷		
Existing (2023) Conditions																
New Maryland Hwy @ Phillips Dr			AM Peak	A 1.2	C			C			A A			A A		
					shared	23.9	shared	shared	19.8	shared	7.5	0.0	shared	9.8	0.0	shared
					[0.11]			[0.10]			[0.01]	[0.00]	[0.03]	[0.00]		
			PM Peak	A 1.3	C			C			A A			A A		
					shared	22.2	shared	shared	23.7	shared	9.3	0.0	shared	8.1	0.0	shared
					[0.05]]			[0.20]			[0.01]	[0.00]	[0.02]	[0.00]		

3 Trip Generation and Assignment

3.1 Trip Generation

The proposed apartment development will include 2-two storey buildings, with one building having 28 dwelling units and the other 20 dwelling units, for a total of 48 dwelling units. There will be 56 underground parking spaces and 12 surface parking spaces, for a total of 68 spaces.

To estimate the trips which will be generated by the proposed apartment development, trip rates published by the Institute of Transportation Engineers (ITE), a well known North American agency, have been utilized. These trip rates have been developed over the years based on numerous studies of the trip generation potential of various types and sizes of existing developments.

Table 3 summarizes the estimated AM and PM peak hour trips that will be generated to and from the development. A total of 22 trips are estimated for the AM peak hour and 27 for the PM peak hour.

Table 3: AM and PM Generated Trips

Development	Size	AM			PM		
		In	Out	Total	In	Out	Total
Apartment	48 DU	5	17	22	17	10	27

3.2 Trip Assignment

The AM and PM peak hour trips that will be generated by the proposed development were assigned to and from the development driveway based on primarily the existing distribution patterns along the New

Maryland Highway. **Figure 4** illustrates this distribution at both the development driveway and the New Maryland Highway/Phillips Drive intersection.



Figure 4: Distribution of AM and PM Generated Trips

Figure 5 show the total AM and PM peak hour traffic volumes at the Study Area intersections with the apartment development in place and operational.

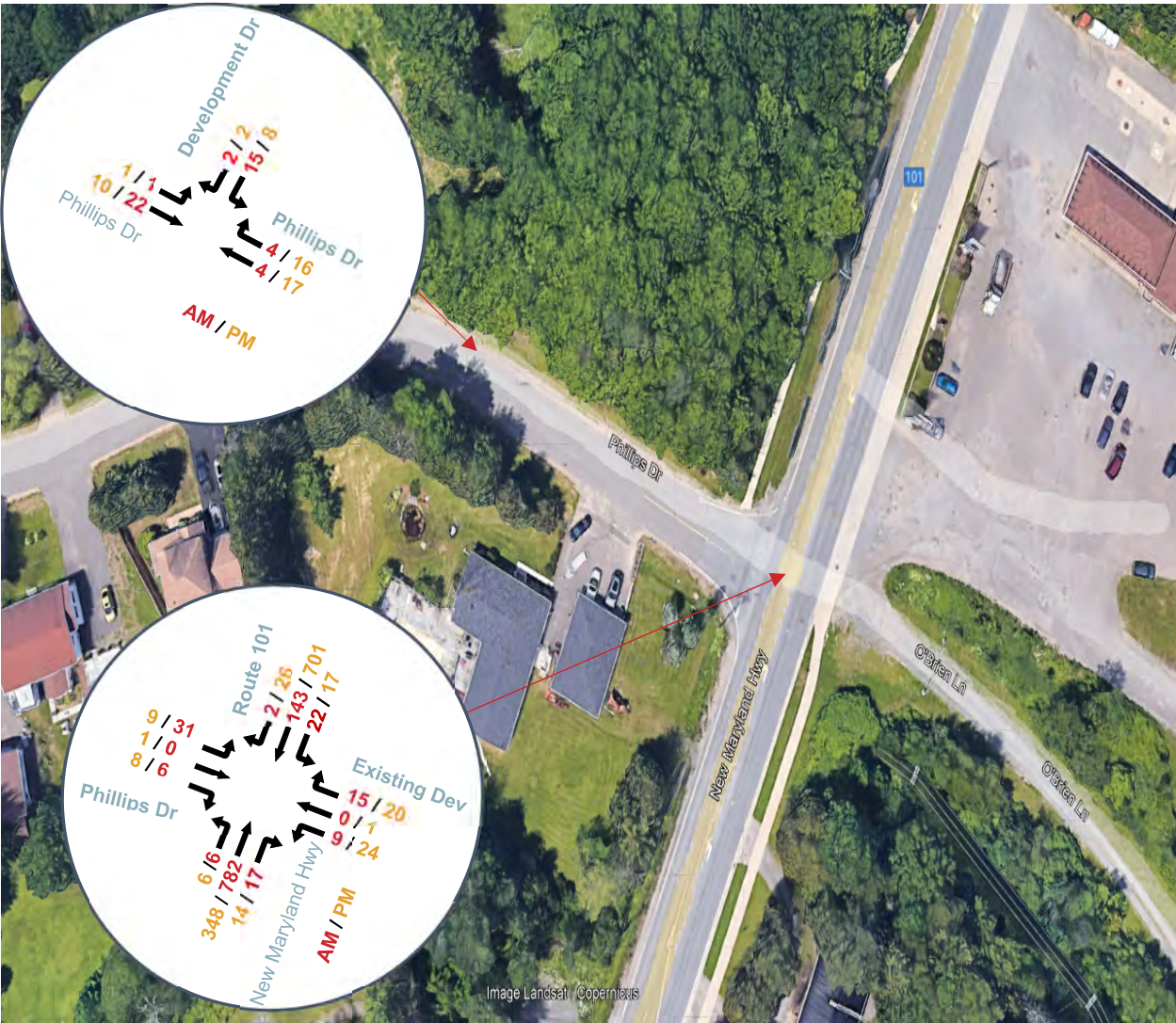


Figure 5: AM and PM Peak Hour Traffic Volumes with the Development in Place

4 Level of Service (LOS) Analysis with Development

The results of the level of service analysis with the development in place are summarized in **Table 4**. Detailed synchro output reports are attached as **Appendix 3**.

With the development in place, it is estimated the daily traffic on Phillips Drive will be 650 vehicles, which is well below the TAC guidelines for local residential streets. It should be noted that the increase in traffic resulting from the development will almost entirely be on the first 70 metres of Phillips Drive.

New Maryland Highway/Phillips Drive

The New Maryland Highway/Phillips Drive intersection is projected to operate at an overall excellent level of service (LOS) A in both peak periods with the proposed development in place. Both the Phillips Drive and the New Maryland Place driveway approaches are operating at a satisfactory LOS D and good LOS C, respectively with average delays per vehicle of less than 27 seconds in both the AM and PM peak

travel periods and low v/c ratios, indicating there is plenty of capacity available. There is also no significant queuing on any of the intersection approaches.

The New Maryland Highway/Phillips Drive intersection is projected to operate efficiently with no significant delays or queuing resulting from the proposed development. The Phillips Drive approach is projected to have an average increase in delay per vehicle of 2.5 seconds.

Phillips Drive/Development Driveway

The Phillips Drive/Development Driveway is projected to operate efficiently with all turn movements at an excellent LOS A. There will not be any significant queuing as well.

Table 4: Levels of Service with Development

Intersection			Overall LOS & Delay (sec/veh)	Turning Movements LOS											
				Average Delay (seconds per vehicle)											
[Volume to Capacity Ratio (v/c)]															
N-S Street @ E-W Street	Traffic Control	Time Period		Eastbound			Westbound			Northbound			Southbound		
				L	T	R	L	T	R	L	T	R	L	T	R
			↶	↑	↷	↶	↑	↷	↶	↑	↷	↶	↑	↷	
With Development Conditions															
New Maryland Hwy @ Phillips Dr		AM Peak	A 1.7	D			C			A A			A A		
				shared	26.5	shared	shared	19.9	shared	7.5	0.0	shared	9.8	0.0	shared
				[0.19]			[0.10]			[0.01]	[0.00]			[0.03]	[0.00]
		PM Peak	A 1.5	C			C			A A			A A		
shared	24.2			shared	shared	24.7	shared	9.4	0.0	shared	8.1	0.0	shared		
				[0.10]			[0.21]			[0.01]	[0.00]			[0.02]	[0.00]
Development Driveway @ Phillips Dr		AM Peak	A 3.2	A	A			A				A			
				7.2	0.0			0.0	shared			8.7		shared	
				[0.01]	[0.00]			[0.00]					[0.02]		
		PM Peak	A 1.8	A	A			A							
7.3	0.0					0.0	shared			8.7		shared			
				[0.01]	[0.00]			[0.00]						[0.01]	

5 Intersection Stopping Sight Distance

From a safety point of view, it is important that the new driveway location have sufficient stopping sight distance. The minimum stopping sight distance is essential for a vehicle travelling along Phillips Drive to be able to stop in time if a vehicle pulls out from the driveway.

The posted speed limit on Phillips Drive adjacent to the proposed development is 40 km/h. When determining the required stopping sight distance, the design speed is utilized. Generally, the design

speed is 10 km/h greater than the posted speed limit, or as in this case 50 km/h. **Table 5** summarizes the minimum requirements for stopping sight distance and intersection turning sight distance based on the criteria given above.

Table 5 – Intersection Stopping and Turning Sight Distance Requirements

Design Speed (km/h)	Stopping Sight Distance (m)	Available
50	65	Yes

The new driveway will have the required stopping sight distance available.

6 Site Plan Review

The proposed site plan is shown in **Figure 1**. The 20-unit apartment building will have 24 underground parking spaces. The New Maryland Zoning By-law indicates that 25 spaces are required, with 1 of these spaces to be barrier free. The 28-unit apartment will have 32 underground parking spaces and 12 surface parking spaces for a total of 44 parking spaces. The Zoning By-law indicates 35 spaces required, 2 of which are to be barrier free. **The two apartment buildings together exceed the number of spaces required.**

The access to the proposed development has a clear throat distance of approximately 32 metres. This distance is measured along the access driveway from the end of the curb return at Phillips Drive to the start of the access to the parking (where a vehicle can make a right or left turn) and is intended to provide a no conflict and storage area.

The Transportation of Canada (TAC) guidelines suggest a minimum clear throat distance for apartments of 8 metres. **The clear throat distance of the proposed development exceeds the minimum requirements of TAC and should result in safe and efficient traffic circulation between Phillips Drive and the on-site parking.**

7 Pedestrian Facilities

The proposed development will be adjacent to a sidewalk on the west side of the New Maryland Highway. The sidewalk extends from Phillips Drive north to Timothy Drive. At Timothy Drive there is a RA-5 pedestrian crossing facility providing access to the sidewalk on the east side of the New Maryland Highway and the New Maryland Place retail development.

The Trails and Bikeway Master Plan indicates a multi use boulevard asphalt trail, 3 metres wide, will be located on the west side of the New Maryland Highway and extend to the north and south limits of the Village.

8 Summary of Findings

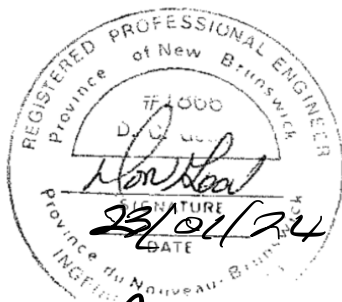
Summarized below are the major findings for this Traffic Impact Study:

1. **Phillips Drive currently has approximately 300 vehicles daily near its intersection with the New Maryland Highway. This is well below the suggested maximum by TAC for local residential streets.**

2. The New Maryland Highway/Phillips Drive intersection is currently operating efficiently with no significant delays or queuing on the approaches.
3. It is estimated the proposed development will generate 22 trips to and from the site in the AM peak hour and 27 trips in the PM peak hour.
4. With the development in place, it is estimated the daily traffic on Phillips Drive will be 650 vehicles, which is well below the TAC guidelines for local residential streets. It should be noted that the increase in traffic resulting from the development will almost entirely be on the first 70 metres of Phillips Drive.
5. The New Maryland Highway/Phillips Drive intersection is projected to operate efficiently with no significant delays or queuing resulting from the proposed development. The Phillips Drive approach is projected to have an average increase in delay per vehicle of 2.5 seconds.
6. The Phillips Drive/Development Driveway is projected to operate efficiently with all turn movements at an excellent LOS A. There will not be any significant queuing as well.
7. The new driveway will have the required stopping sight distance available.
8. The two apartment buildings together exceed the number of spaces required. The site plan should show a minimum of 3 barrier free spaces.
9. The clear throat distance of the proposed development exceeds the minimum requirements of TAC and should result in safe and efficient traffic circulation between Phillips Drive and the on-site parking.
10. The proposed development will be adjacent to a sidewalk on the west side of the New Maryland Highway. There is also a RA-5 pedestrian crossing system at Timothy Drive that provides access to the sidewalk on the east side of the New Maryland Highway and the New Maryland Place retail development.
11. There are future plans for a multi use asphalt boulevard on the west side of the New Maryland Highway, which will extend between the north and south Village limits.

9 Closing

Thanks again for the opportunity to offer our services for this assignment. Feel free to contact me directly if you have any concerns or require additional clarification on this report.



Sincerely,

Don Good, P. Eng.
Senior Traffic Engineer
EXP Services

Attachments:

Appendix 1 – Development Site Plan

Appendix 2 – Synchro LOS Output without Development

Appendix 3 – Synchro LOS Output with Development

Appendix 1 – Development Site Plan



Perspective View (southern)



Perspective View (northern)

CLIENT

PROJECT

DRAWING

DRAWING NUMBER

zzap
architecture
+ planning
1 Canal St, Dartmouth
NS B2Y 2W1 | zzap.ca

KINLOCH PROPERTY DEVELOPMENT
New Maryland, New Brunswick

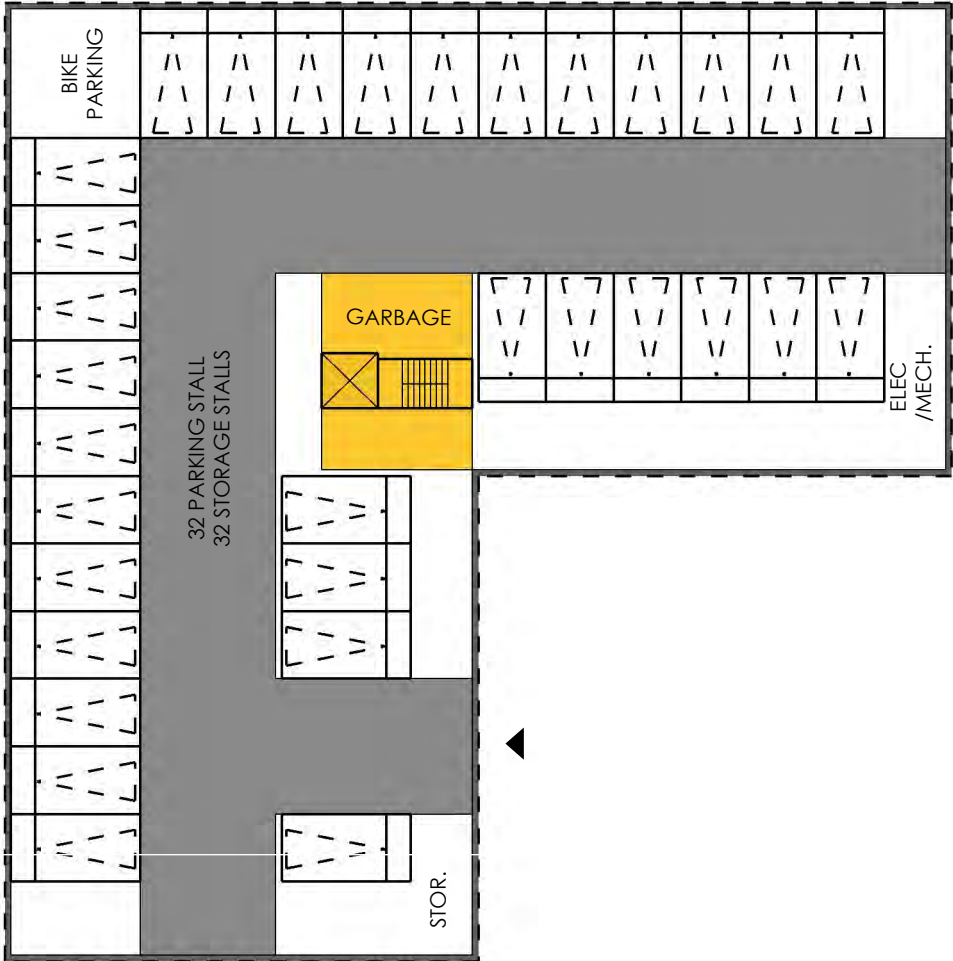
**PRELIMINARY BUILDING
ENVELOPE ANALYSIS**

PROJECT NO: 22-028

DRAWN BY: EEM / AS

DATE: OCTOBER 28, 2022

101



Level P1 (Underground)
scale 1"=30'



Level 1 (Ground Floor)
scale 1"=30'



Levels 2 (Upper Floor)
scale 1"=30'

zzap

architecture + planning

1 Canal St, Dartmouth
NS B2Y 2W1 | zzap.ca

CLIENT

PROJECT

KINLOCH PROPERTY DEVELOPMENT
New Maryland, New Brunswick

DRAWING

PRELIMINARY BUILDING
ENVELOPE ANALYSIS

PROJECT NO. 22-028

DRAWN BY: EEM / AS

DATE: OCTOBER 28, 2022

DRAWING NUMBER

102

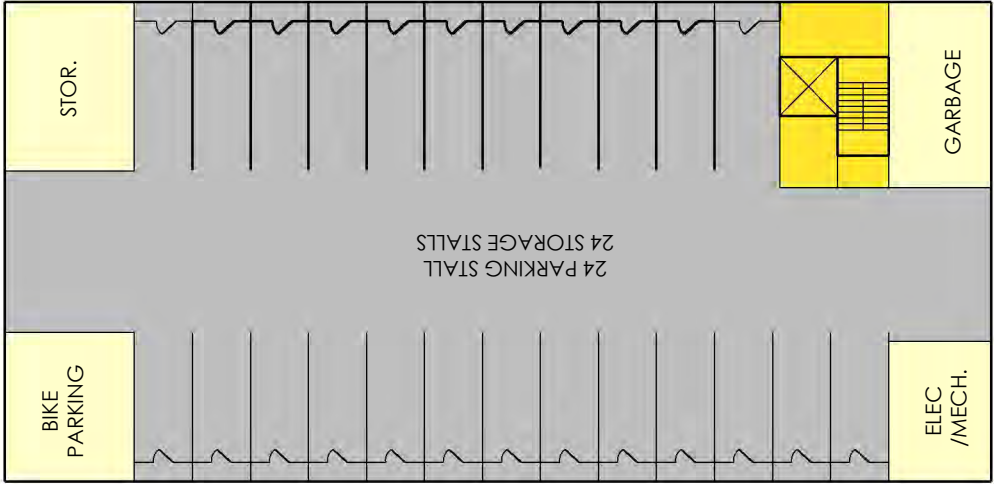
DEVELOPMENT STATS

FLOOR AREA CALCULATION (ABOVE GROUND) \ SF				UNIT COUNT (A&B)		PARKING COUNT	
LOCATION	RESIDENTIAL	CIRCULATION		LOCATION	1 BR	2 BR	LOCATION
LVL 1	14,395	2,500		LVL 1	5	9	P1
LVL 2	14,689	2,200		LVL 2	4	10	SURFACE
TOTAL	29,084	4,700			32%	68%	TOTAL
							44

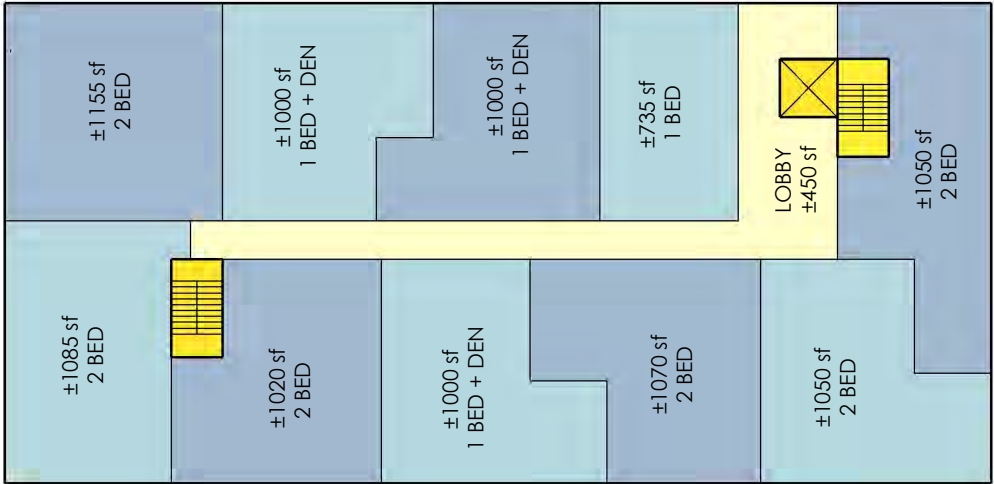
TOTAL / BLDG

28

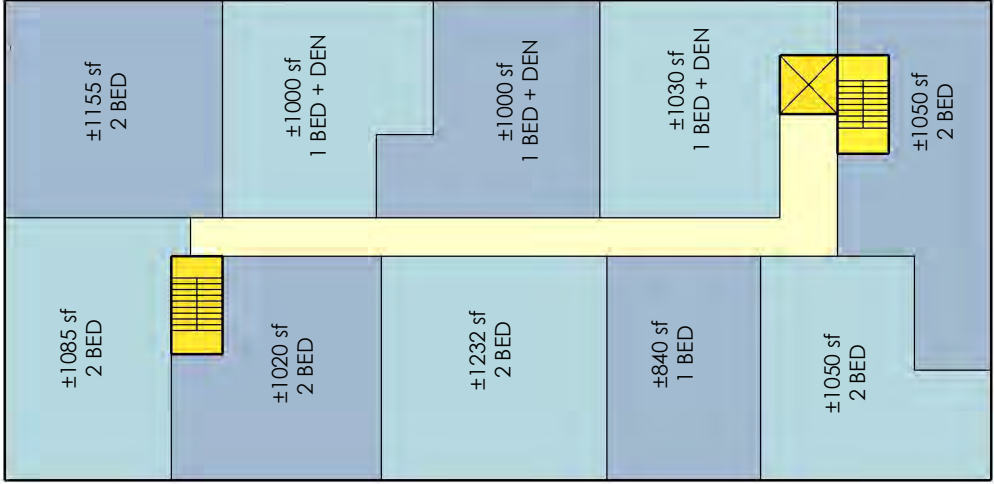
*Estimated unit stats based on typical square footage and location in building. Unit layout exploration to confirm numbers has not been performed.



Level P1 (Underground)
scale 1"=30'



Level 1 (Ground Floor)
scale 1"=30'



Levels 2 (Upper Floor)
scale 1"=30'

DEVELOPMENT STATS					
FLOOR AREA CALCULATION (ABOVE GROUND) \ SF			UNIT COUNT (A&B)		PARKING COUNT
LOCATION	RESIDENTIAL	CIRCULATION	LOCATION	1 BR	
LVL 1	10,173	1,375	LVL 1	4	
LVL 2	10,470	1,078	LVL 2	4	
TOTAL	20,643	2,453		40%	24
				60%	
				TOTAL / BLDG	20

*Estimated unit stats based on typical square footage and location in building. Unit layout exploration to confirm numbers has not been performed.

Appendix 2 – Synchro LOS Output without Development

HCM 6th TWSC

3: New Maryland Hwy & Phillips Dr/Existing Dev







01/20/2023

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕		↕	↕	
Traffic Vol, veh/h	18	0	4	9	0	15	3	782	17	22	143	1
Future Vol, veh/h	18	0	4	9	0	15	3	782	17	22	143	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	20	0	4	10	0	16	3	850	18	24	155	1
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1077	1078	156	1071	1069	859	156	0	0	868	0	0
Stage 1	204	204	-	865	865	-	-	-	-	-	-	-
Stage 2	873	874	-	206	204	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	197	219	890	198	221	356	1424	-	-	776	-	-
Stage 1	798	733	-	348	371	-	-	-	-	-	-	-
Stage 2	345	367	-	796	733	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	183	212	890	192	214	356	1424	-	-	776	-	-
Mov Cap-2 Maneuver	183	212	-	192	214	-	-	-	-	-	-	-
Stage 1	796	710	-	347	370	-	-	-	-	-	-	-
Stage 2	329	366	-	768	710	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	23.9		19.8		0		1.3					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1424	-	-	214	270	776	-	-				
HCM Lane V/C Ratio	0.002	-	-	0.112	0.097	0.031	-	-				
HCM Control Delay (s)	7.5	-	-	23.9	19.8	9.8	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-	-				

HCM 6th TWSC

3: New Maryland Hwy & Phillips Dr/Existing Dev

01/19/2023







Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	5	0	5	24	0	20	3	348	14	17	701	14
Future Vol, veh/h	5	0	5	24	0	20	3	348	14	17	701	14
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	5	0	5	26	0	22	3	378	15	18	762	15
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1209	1205	770	1200	1205	386	777	0	0	393	0	0
Stage 1	806	806	-	392	392	-	-	-	-	-	-	-
Stage 2	403	399	-	808	813	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	160	184	401	162	184	662	839	-	-	1166	-	-
Stage 1	376	395	-	633	606	-	-	-	-	-	-	-
Stage 2	624	602	-	375	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	152	181	401	157	181	662	839	-	-	1166	-	-
Mov Cap-2 Maneuver	152	181	-	157	181	-	-	-	-	-	-	-
Stage 1	374	389	-	630	604	-	-	-	-	-	-	-
Stage 2	601	600	-	364	386	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	22.2		23.7		0.1		0.2					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	839	-	-	220	240	1166	-	-				
HCM Lane V/C Ratio	0.004	-	-	0.049	0.199	0.016	-	-				
HCM Control Delay (s)	9.3	-	-	22.2	23.7	8.1	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.2	0.7	0	-	-				

Appendix 3 – Synchro LOS Output Development

HCM 6th TWSC

3: New Maryland Hwy & Phillips Dr/Existing Dev




01/20/2023

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	31	0	6	9	0	15	6	782	17	22	143	2
Future Vol, veh/h	31	0	6	9	0	15	6	782	17	22	143	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	0	7	10	0	16	7	850	18	24	155	2
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1085	1086	156	1081	1078	859	157	0	0	868	0	0
Stage 1	204	204	-	873	873	-	-	-	-	-	-	-
Stage 2	881	882	-	208	205	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	194	216	890	195	219	356	1423	-	-	776	-	-
Stage 1	798	733	-	345	368	-	-	-	-	-	-	-
Stage 2	341	364	-	794	732	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	180	208	890	188	211	356	1423	-	-	776	-	-
Mov Cap-2 Maneuver	180	208	-	188	211	-	-	-	-	-	-	-
Stage 1	794	710	-	343	366	-	-	-	-	-	-	-
Stage 2	324	362	-	764	709	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	26.5		19.9		0.1		1.3					
HCM LOS	D		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	1423	-	-	207	267	776	-	-				
HCM Lane V/C Ratio	0.005	-	-	0.194	0.098	0.031	-	-				
HCM Control Delay (s)	7.5	-	-	26.5	19.9	9.8	-	-				
HCM Lane LOS	A	-	-	D	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.7	0.3	0.1	-	-				

HCM 6th TWSC

8: Phillips Dr & Development Dr







01/20/2023

Intersection						
Int Delay, s/veh	3.2					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	22	4	4	15	2
Future Vol, veh/h	1	22	4	4	15	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	24	4	4	16	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	8	0	-	0	32	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	26	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1612	-	-	-	982	1077
Stage 1	-	-	-	-	1017	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1612	-	-	-	981	1077
Mov Cap-2 Maneuver	-	-	-	-	981	-
Stage 1	-	-	-	-	1016	-
Stage 2	-	-	-	-	997	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.3	0		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SET	SWLn1	
Capacity (veh/h)	-	-	1612	-	991	
HCM Lane V/C Ratio	-	-	0.001	-	0.019	
HCM Control Delay (s)	-	-	7.2	0	8.7	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	-	0.1	

HCM 6th TWSC

3: New Maryland Hwy & Phillips Dr/Existing Dev




01/20/2023

Intersection												
Int Delay, s/veh	1.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	1	8	24	1	20	6	348	14	17	701	26
Future Vol, veh/h	9	1	8	24	1	20	6	348	14	17	701	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	0	-	-	0	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	10	1	9	26	1	22	7	378	15	18	762	28
Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1223	1219	776	1217	1226	386	790	0	0	393	0	0
Stage 1	812	812	-	400	400	-	-	-	-	-	-	-
Stage 2	411	407	-	817	826	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	156	180	397	158	179	662	830	-	-	1166	-	-
Stage 1	373	392	-	626	602	-	-	-	-	-	-	-
Stage 2	618	597	-	370	387	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	147	176	397	151	175	662	830	-	-	1166	-	-
Mov Cap-2 Maneuver	147	176	-	151	175	-	-	-	-	-	-	-
Stage 1	370	386	-	621	597	-	-	-	-	-	-	-
Stage 2	592	592	-	355	381	-	-	-	-	-	-	-
Approach	EB		WB		NB		SB					
HCM Control Delay, s	24.2		24.7		0.2		0.2					
HCM LOS	C		C									
Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR				
Capacity (veh/h)	830	-	-	207	231	1166	-	-				
HCM Lane V/C Ratio	0.008	-	-	0.095	0.212	0.016	-	-				
HCM Control Delay (s)	9.4	-	-	24.2	24.7	8.1	-	-				
HCM Lane LOS	A	-	-	C	C	A	-	-				
HCM 95th %tile Q(veh)	0	-	-	0.3	0.8	0	-	-				

HCM 6th TWSC

8: Phillips Dr & Development Dr

01/20/2023

Intersection						
Int Delay, s/veh	1.8					
Movement	SEL	SET	NWT	NWR	SWL	SWR
Lane Configurations						
Traffic Vol, veh/h	1	10	17	16	8	2
Future Vol, veh/h	1	10	17	16	8	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	11	18	17	9	2
Major/Minor	Major1	Major2		Minor2		
Conflicting Flow All	35	0	-	0	40	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	13	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1576	-	-	-	972	1048
Stage 1	-	-	-	-	996	-
Stage 2	-	-	-	-	1010	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1576	-	-	-	971	1048
Mov Cap-2 Maneuver	-	-	-	-	971	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	1010	-
Approach	SE	NW		SW		
HCM Control Delay, s	0.7	0		8.7		
HCM LOS	A					
Minor Lane/Major Mvmt	NWT	NWR	SEL	SETSWLn1		
Capacity (veh/h)	-	-	1576	-	985	
HCM Lane V/C Ratio	-	-	0.001	-	0.011	
HCM Control Delay (s)	-	-	7.3	0	8.7	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	-	0	

January 25, 2023

FRE-23000968-A0

Justin Bowers
Bowers Construction NB Inc.
Unit A 21 Fairway Drive
Hanwell, NB.

Re: Kinloch Property Construction Effect on Underground water and Wells.

Dear Mr. Bowers:

As requested, EXP has conducted an initial assessment of the potential impact of the proposed buildings at Kinloch Property, located at 196 Phillips Dr, New Maryland, NB, on nearby groundwater and wells.

The initial layout depicts two adjacent residential buildings with underground parking and a typical driveway and parking lot landscape (attachment 01). Limited information is currently available regarding the foundation type, depth, and loading. The nature of subgrade conditions and underground water levels are also unknown at this time.

EXP has reviewed nearby well locations using the official New Brunswick Well database available online for the public. A list of active wells within a 200m radius from the mentioned property has been summarized (attachment 02). While the majority of these wells are relatively deep (thus reducing the likelihood of negative impacts), the following best practices should be implemented to further mitigate any potential impacts on nearby wells:

- 1) Avoid blasting during the excavation process of the foundation. Only mechanical digging is permitted. In event that hard rock is encountered; other alternatives shall be considered.
- 2) Minimize excessive dewatering to stabilize underground water levels. If possible, locate the foundation above the groundwater level.
- 3) Minimize the exposure of the excavation bottom to the rain/snow. The foundation works are to be phased and/or work should be conducted during drier months.
- 4) Monitor construction vibration at nearby wells, water stability and quality.
- 5) Consider the stability of the water table during drain tile design.
- 6) Consider the stability of the water table during stormwater surface drainage design.
- 7) Although the property is not in a Wellfield Protected Area, as a precaution, the Contractor's activities on site should be limited to the "Activities Permitted in Zone A in a Wellfield Protected Area" under the Wellfield Designated Order issued by the Province of New Brunswick.
- 8) Provide a spill protection kit on site in the event of a petroleum or hydraulic fluid spill.

Additional mitigation measures may be identified following detailed design and geotechnical investigation. We trust that this letter satisfies your current requirements. Should you have any questions, please do not hesitate to contact the undersigned at your convenience.

Sincerely,

Mohamed Elmitwalli

Mohamed Elmitwalli, P.Eng.
Geotechnical and Materials Engineer
EXP Services Inc.





Plan View scale 1"=80'



Perspective View (southern)



Perspective View (northern)

CLIENT

PROJECT

DRAWING

DRAWING NUMBER

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KINLOCH PROPERTY DEVELOPMENT
New Maryland, New Brunswick

**PRELIMINARY BUILDING
ENVELOPE ANALYSIS**

PROJECT NO: 22-028

DRAWN BY: EEM / AS

DATE: OCTOBER 28, 2022

101



Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Drinking Water, Domestic	New Well	Rotary	10/10/2001

Casing Information		Casing above ground		Drive Shoe Used?	
Well Log	Casing Type	Diameter	From	End	Slotted?
1879	Steel	15.24cm	0m	12.19m	

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	0m	18.2 lpm	1hr	18.59m	18.2 lpm	No	0 lpm
(BTC - Below top of casing)							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	Bleach (Javex)	N/A
		Qty 0L	Intake Setting (BTC)
			100.58m

Driller's Log				
Well Log	From	End	Colour	Rock Type
1879	0m	3.96m	Red	Clay
1879	3.96m	4.57m	Brown	Gravel
1879	4.57m	8.23m	Red	Clay
1879	8.23m	10.67m	Red	Shale
1879	10.67m	44.50m	Red	Siltstone
1879	44.50m	49.38m	Red	Sandstone
1879	49.38m	79.55m	Red	Siltstone
1879	79.55m	104.24m	Grey	Sandstone
1879	104.24m	106.07m	Red	Siltstone
1879	106.07m	109.73m	Grey	Sandstone

Overall Well Depth
109.73m
Bedrock Level
3.96m

Water Bearing Fracture Zone		
Well Log	Depth	Rate
1879	60.96m	6.82 lpm
1879	79.25m	2.28 lpm
1879	106.68m	9.1 lpm

Setbacks		
Well Log	Distance	Setback From
1879	32.00m	Septic Tank
1879	60.96m	Septic Tank
1879	53.34m	Leach Field
1879	35.05m	Leach Field
1879	106.68m	Right of any Public Way Road

Report Number **1919**

Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Drinking Water, Domestic	Deepened	Rotary	03/29/2002

Casing Information	Casing above ground	Drive Shoe Used?
There is no casing information.		

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	0m	9.1 lpm	1hr	19.81m	9.1 lpm	No	0 lpm
(BTC - Below top of casing)							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	Bleach (Javex)	N/A
			Intake Setting (BTC)
		Qty 0L	86.87m

Driller's Log				
Well Log	From	End	Colour	Rock Type
1919	0m	54.86m	Unknown Rock Colour	Previously drilled
1919	54.86m	62.79m	Red	Sandstone
1919	62.79m	74.07m	Red	Shale
1919	74.07m	82.60m	Red	Siltstone
1919	82.60m	87.17m	Grey	Sandstone
1919	87.17m	89.00m	Red	Siltstone
1919	89.00m	91.44m	Grey	Sandstone

Overall Well Depth
91.44mBedrock Level
0m

Water Bearing Fracture Zone		
Well Log	Depth	Rate
1919	54.86m	2.28 lpm
1919	85.34m	6.82 lpm

Setbacks		
Well Log	Distance	Setback From
1919	52.73m	Right of any Public Way Road



Report Number **10570**

Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Drinking Water, Domestic	New Well	Rotary	09/16/2005

Casing Information		Casing above ground		Drive Shoe Used?	
Well Log	Casing Type	Diameter	From	End	Slotted?
10570	Steel	15.24cm	0m	12.19m	

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	12.19m	68.25 lpm	1hr	12.19m	54.6 lpm	No	0 lpm
(BTC - Below top of casing)							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	Bleach (Javex)	Submersible
		Qty 0L	Intake Setting (BTC) 76.20m

Driller's Log					Overall Well Depth
Well Log	From	End	Colour	Rock Type	71.63m
10570	16.76m	71.63m	Red	Shale	Bedrock Level 7.62m
10570	0m	5.79m	Brown	Overburden	
10570	5.79m	7.62m	Red	Broken Shale	
10570	7.62m	16.76m	Grey	Sandstone	

Water Bearing Fracture Zone			Setbacks		
Well Log	Depth	Rate	Well Log	Distance	Setback From
10570	45.72m	22.75 lpm	10570	15.24m	Right of any Public Way Road
10570	67.06m	45.5 lpm			



Report Number **37197**

Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Drinking Water, Domestic	New Well	Rotary	11/08/2018

Casing Information		Casing above ground			Drive Shoe Used?
Well Log	Casing Type	Diameter	From	End	Slotted?
37197	Steel	15.24cm	0m	21.34m	

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	12.19m	136.5 lpm	1hr	12.19m	136.5 lpm	No	0 lpm
(BTC - Below top of casing)							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	Chlorine pellets	Submersible
		Qty 0L	Intake Setting (BTC) 24.38m

Driller's Log					Overall Well Depth
Well Log	From	End	Colour	Rock Type	42.67m
37197	36.58m	42.67m	Brown	Clay	
37197	0m	5.49m	Grey	Sandstone	Bedrock Level
37197	5.49m	19.81m	Brown	Clay	0m
37197	19.81m	36.58m	Grey	Sandstone	

Water Bearing Fracture Zone			Setbacks		
Well Log	Depth	Rate	Well Log	Distance	Setback From
37197	36.58m	136.5 lpm	37197	24.38m	Center of road
			37197	18.29m	Septic Tank
			37197	24.38m	Leach Field
			37197	22.86m	Right of any Public Way Road

Report Number **38622**

Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Drinking Water, Domestic	Deepened	Rotary	05/02/2016

Casing Information		Casing above ground		Drive Shoe Used?	
Well Log	Casing Type	Diameter	From	End	Slotted?
38622	Steel	15.24cm	0m	6.10m	

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	13.41m	31.85 lpm	2hrs	85.34m	9.1 lpm	No	0 lpm
<i>(BTC - Below top of casing)</i>							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	Bleach (Javex)	Submersible
		Qty 0L	Intake Setting (BTC)
			79.25m

Driller's Log					Overall Well Depth
Well Log	From	End	Colour	Rock Type	92.05m
38622	0m	54.25m	Unknown Rock Colour	Previously drilled	
38622	54.25m	92.05m	Red	Sandstone and Shale	Bedrock Level
					0m

Water Bearing Fracture Zone		
Well Log	Depth	Rate
38622	54.25m	1.14 lpm
38622	68.58m	3.41 lpm
38622	79.25m	4.55 lpm

Setbacks		
Well Log	Distance	Setback From
38622	21.64m	Center of road



Report Number **90042700**

Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Drinking Water, Domestic	New Well (NEW WELL)	Rotary (ROTARY)	09/28/1994

Casing Information		Casing above ground		Drive Shoe Used?	
Well Log	Casing Type	Diameter	From	End	Slotted?
90042700	Steel	15.24cm	0m	8.53m	

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	0m	18.2 lpm	1hr	9.14m	18.2 lpm	No	0 lpm
(BTC - Below top of casing)							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	Other	N/A
		Qty 0L	Intake Setting (BTC) 85.34m

Driller's Log					Overall Well Depth
Well Log	From	End	Colour	Rock Type	92.96m
90042700	42.67m	50.29m	Grey	Shale	Bedrock Level 8.53m
90042700	0m	5.49m	Brown	Till	
90042700	5.49m	8.53m	Red	Shale very broken	
90042700	8.53m	42.67m	Red	Shale	
90042700	50.29m	85.34m	Red	Shale	
90042700	85.34m	92.96m	Grey	Shale	

Water Bearing Fracture Zone		
Well Log	Depth	Rate
90042700	88.39m	9.1 lpm
90042700	42.67m	9.1 lpm

Setbacks
There is no Setback information.



Report Number **90065200**

Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Non-Drinking Water, Exploratory	New Well (NEW WELL)	Rotary (ROTARY)	09/19/1994

Casing Information		Casing above ground			Drive Shoe Used?
Well Log	Casing Type	Diameter	From	End	Slotted?
90065200	Steel	15.24cm	0m	5.79m	

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	0m	0 lpm	0hr	0m	13.65 lpm	No	0 lpm
(BTC - Below top of casing)							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	12% NaOCl	N/A
		Qty 4.55L	Intake Setting (BTC) 0m

Driller's Log					Overall Well Depth
Well Log	From	End	Colour	Rock Type	56.08m
90065200	33.53m	56.08m	Red	Shale	
90065200	0m	1.22m	Red	Fill	Bedrock Level
90065200	1.22m	21.34m	Red	Slate	1.22m
90065200	21.34m	33.53m	Grey	Sandstone	

Water Bearing Fracture Zone	Setbacks
There is no water bearing fracture zone information.	There is no Setback information.



Report Number **90698100**

Well Driller's Report

Date printed 1/25/2023

Drilled by			
Well Use	Work Type	Drill Method	Work Completed
Drinking Water, Domestic	New Well (NEW WELL)	Rotary (ROTARY)	10/25/1996

Casing Information		Casing above ground		Drive Shoe Used?	
Well Log	Casing Type	Diameter	From	End	Slotted?
90698100	Steel	15.24cm	0m	7.16m	

Aquifer Test/Yield							
Method	Initial Water Level (BTC)	Pumping Rate	Duration	Final Water Level (BTC)	Estimated Safe Yield	Flowing Well?	Rate
Air	3.96m	45.5 lpm	1hr	0m	36.4 lpm	No	0 lpm
(BTC - Below top of casing)							

Well Grouting	Drilling Fluids Used	Disinfectant	Pump Installed
There is no Grout information.	None	Bleach (Javex)	Submersible
		Qty 18.2L	Intake Setting (BTC) 30.48m

Driller's Log					Overall Well Depth
Well Log	From	End	Colour	Rock Type	
90698100	9.75m	14.02m	Red	Sandstone	39.01m
90698100	0m	1.83m	Brown	Overburden	Bedrock Level 1.83m
90698100	1.83m	7.62m	Grey	Sandstone	
90698100	7.62m	9.75m	Red	Shale	
90698100	14.02m	24.69m	Red	Shale	
90698100	24.69m	37.19m	Red	Sandstone	
90698100	37.19m	39.01m	Red	Shale	

Water Bearing Fracture Zone			Setbacks
Well Log	Depth	Rate	There is no Setback information.
90698100	28.04m	27.3 lpm	
90698100	33.53m	9.1 lpm	

July 4, 2023

FRE-23000968-A0

Justin Bowers
Bowers Construction NB Inc.
Unit A 21 Fairway Drive
Hanwell, NB.

Re: Kinloch Property Groundwater Level Assessment.

Dear Mr. Bowers:

Further to our letter of January 25th 2023, you were asked by Village representatives to conduct an assessment of the groundwater elevation on the Kinloch property.

It is my understanding that Blue Ridge Water conducted this assessment on June 17, 2023 and the results are appended. There are two drilled wells of 17.5 feet below casing depth on the property, and the measured water level was 12.5 feet and 11 feet below top of casing for each of the wells.

Given that these wells are shallow, it is believed that the water observed is likely unconnected to residential wells in the area, and that drawdown from the shallow groundwater would not have any impact on surrounding drinking wells.

Furthermore, although the detailed design has not been initiated, it is believed that foundations can be designed to be higher than this observed shallow water level, and that the recommended best practices noted in our January 25th letter remain relevant.

Should you have any further questions, please do not hesitate to contact the undersigned at your convenience.

Sincerely,



Charles Goguen. M.Eng., P.Eng.
EXP Services Inc.

Blue Ridge Water

156 Main St, Fredericton NB

506-457-2583

**Well Assessment done for Bowers Construction NB, 196
Phillips Dr, New Maryland, NB June.17/2023**

Test Well #1- Static Level- 12.5 Ft

Total Depth-17.5 Ft

Test Well #2- Static Level- 11Ft

Total Depth- 17.5 Ft

*Notes: Incoming Water table is estimated at 17.5 FT. Surrounding residential wells will have a minimum 20ft of steel well casing in which this water would not supply these wells.



Market Analysis Report
The Impact of Multi-Unit Residential Buildings
on Single-Family Housing Prices, Halifax, NS



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MARKET ANALYSIS

**THE IMPACT OF
MULTI-UNIT RESIDENTIAL BUILDINGS
ON SINGLE-FAMILY HOUSING PRICES
HALIFAX, NS**

**PREPARED FOR
BOWERS CONSTRUCTION NB INC.**

**AS OF
13 MARCH 2023**

**BY
ECONOMIC INTELLIGENCE UNIT**

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Regulated by RICS

Our Ref: 2317518:PF/PL

14 April 2023

Mr. Caleb Bowers

President

Bowers Construction NB Inc.

21 Fairway Drive, Unit A

Hanwell NB E3C 0M2

Dear Mr. Bowers:

Re: Market Analysis of the Impact of Multi-Unit Residential on Single-Family Housing Prices

In accordance with your request of the 13th March 2023, we have completed a study on the above subject.

This report is intended only to be used for planning purposes and only by Bowers Construction NB Inc. our client for this assignment. Use of the report for other purposes or by other parties may invalidate the conclusions.

Scope of Work

- (i) Property identification – we took as our source our CompuVal® Residential Database, which contains details of residential sales transactions conducted via the MLS® system, located within Halifax regional Municipality.
- (ii) Property classification – we classified the properties according to their location relative to multi-unit residential buildings in neighbourhoods selected for comparability to New Maryland, NB, using as our source custom-built shapefiles of multi-unit building locations buffered in 250 metre incremental radii, up to 1 kilometre distant.

Quality Standards

Turner Drake's quality assurance system, which covers the conduct of all of our operations, is registered to the ISO 9001:2015 standard. This assignment has been conducted in accordance with our quality assurance system. This analysis assignment also conforms to the Uniform Standards of Professional Appraisal Practice (USPAP) adopted by the Appraisal Standards Board of the Appraisal Foundation.

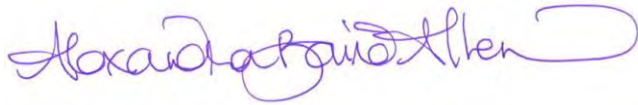
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Conclusion

We found no market evidence to suggest a pattern of negative impact on residential house prices or pricing trends due to the proximity of a multi-unit residential building.

Yours truly,

TURNER DRAKE & PARTNERS LTD.

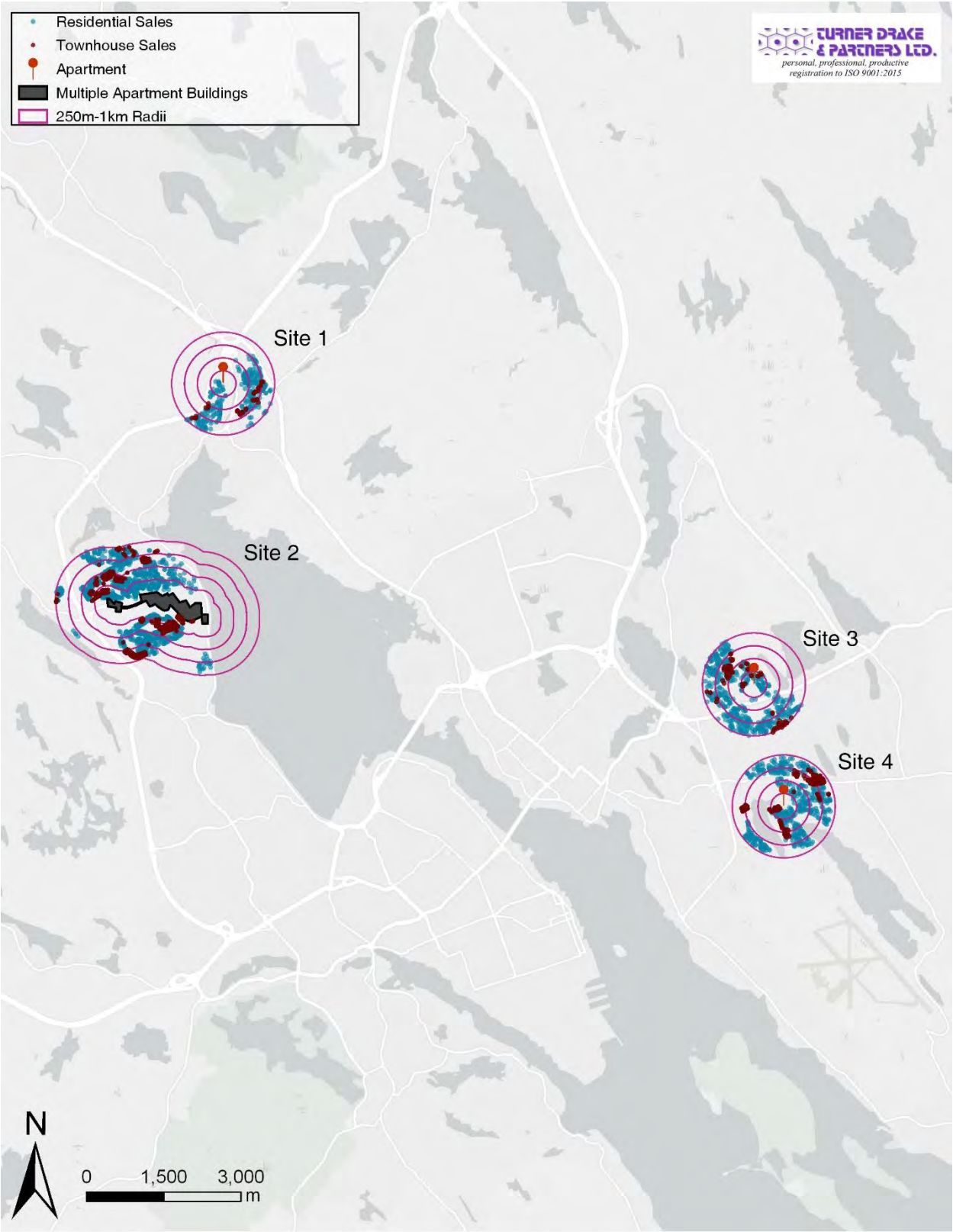
A handwritten signature in purple ink, reading "Alexandra Baird Allen". The signature is fluid and cursive, with a large loop at the end.

ALEXANDRA BAIRD ALLEN
Manager

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SUBJECT PROPERTIES



LIMITING CONDITIONS AND ASSUMPTIONS

- (1) No responsibility is assumed for matters of a legal nature, nor do we render any opinion as to the title which is assumed to be good. Unless otherwise noted in this report, existing mortgages, liens, encumbrances and special assessments, if any, have been disregarded and the properties have been considered as though free and clear.
- (2) We have not undertaken a survey of the properties, and no responsibility can be accepted for the accuracy of the Satellite Images. They are only included to assist the reader in better visualising the properties.
- (3) Market conditions can, and do, change rapidly because of economic, social and political reasons. The market indicators pertain only to the dates indicated and no responsibility is assumed for changes which may have occurred since that time.
- (4) This report must be used in its entirety since parts taken out of context may be misleading. The report, or any parts thereof, may not be used for any purpose other than that for which it was undertaken and is furnished for the exclusive use of the client. **All liability to any party other than the client is hereby denied.**
- (5) Information in this report furnished by others is believed to be reliable, although no responsibility is assumed for its accuracy.
- (6) Turner Drake & Partners Ltd. retain the copyright to this report. Reproduction in whole or in part is prohibited without their written permission and is a contravention of the Copyright Act.

PURPOSE OF REPORT

PURPOSE OF REPORT	<ul style="list-style-type: none">- To analyse the impact, if any, multi-unit residential buildings have on surrounding single-family housing prices.
INTENDED USE	<ul style="list-style-type: none">- This report is intended to be used for planning purposes. The report is not intended to be utilised for any other purpose. <p>In view of the purpose and intended use of the supply and demand analysis, this report conforms to the Uniform Standards of Professional Appraisal Practice (USPAP).</p>
INTENDED USERS	<ul style="list-style-type: none">- This report is intended for use only by Bowers Construction NB Inc, our client for this assignment. This report is not intended to be utilised by any other party.
EFFECTIVE DATE OF ANALYSIS	<ul style="list-style-type: none">- 13th March 2023.
DATE OF INSPECTION	<ul style="list-style-type: none">- Not inspected.
IDENTIFICATION OF PROPERTIES	<ul style="list-style-type: none">- Study Areas centred on the following properties: 159 River Lane, Bedford 405 Larry Uteck Boulevard, Halifax 14 Churchill Court, Dartmouth 65 Eisener Boulevard, Dartmouth

DEFINITION OF TERMS

The following definitions may be used in this report:

APARTMENT BUILDING CLASS

- This is the industry definition common to this particular marketplace.
- Class A**
 - These buildings are typically less than ten years old or, if older, are built to luxury standards and periodically renovated. They have modern kitchens, expansive closet space, efficient HVAC systems, ample parking and security features.
- Class B**
 - These buildings are typically more than ten years old but are well maintained. The units may be smaller than Class A apartments and lack certain unit or project amenities.
- Class C**
 - These buildings are typically more than thirty years old. They include small walk-up buildings that lack air conditioning and off-street parking.

BROAD MARKET AREA

- The geographic region from which 80% or more, of the demand and competitive supply is drawn.

COMMUNITY SHOPPING CENTRE

- A shopping centre of 100,000 to 300,000 square feet that usually contains one junior department store, a variety store or discount department store, a supermarket, and specialty stores. A community shopping centre generally has between 20 and 70 retail tenants and the market support of more than 5,000 households.

CONDOMINIUM

- A form of joint ownership and control of property in which specified volumes of air space (for example, apartments) are owned individually while the common elements of the building (for example, outside walls) are jointly owned by the Condominium Corporation.

DEMOGRAPHICS

- Information on population characteristics by location, including such aspects as age, employment, earnings and expenditures.

GROSS LEASABLE AREA (GLA)

- Used to determine the rentable area in shopping centres. It is the total floor area designed for the occupancy and exclusive use of the tenant, including basements and mezzanines, measured from the centre of all interior walls separating tenant spaces, and to the exterior face of all exterior walls.

MARKET RENT

- The most probable rent that a property should bring in a competitive and open market reflecting all conditions and restrictions of the specified lease **agreement** including term, rental adjustment and revaluation, permitted uses, use restrictions, and expense obligations; the lessee and lessor each acting prudently and knowledgeably and assuming consummation of a lease contract as of a specified date and the passing of the leasehold from lessor to lessee under conditions whereby:
 - (1) Lessee and lessor are typically motivated.
 - (2) Both parties are well informed or well advised, and acting in what they consider their best interests.
 - (3) A reasonable time is allowed for exposure in the open market;

- (4) The rent payment is made in terms of cash in Canadian dollars and is expressed as an amount per time period consistent with the payment schedule of the lease contract.
- (5) The rental amount represents the normal consideration for the property leased, unaffected by special fees or concessions granted by anyone associated with the transaction.

MARKET VALUE

- The most probable price which a property should bring in a competitive and open market under all conditions requisite to a fair sale, the buyer and seller each acting prudently and knowledgeably, and assuming the price is not affected by undue stimulus. Implicit in this definition is the consummation of a sale as of a specified date and the passing of title from seller to buyer whereby:
 - (1) buyer and seller are typically motivated;
 - (2) both parties are well informed or well advised, and acting in what they consider their best interests;
 - (3) a reasonable time is allowed for exposure in the open market;
 - (4) payment is made in terms of cash in Canadian dollars or in terms of financial arrangements comparable thereto; and
 - (5) the price represents the normal consideration for the property sold unaffected by special or creative financing or sales concessions granted by anyone associated with the sale.

NEIGHBOURHOOD SHOPPING CENTRE

- The smallest type of shopping centre, generally with a gross leasable area of less than 100,000 square feet. Typical anchors include supermarkets and pharmacies. Neighbourhood shopping centres offer convenience goods and personal services and usually depend on the market support of more than 1,000 households.

PSYCHOGRAPHICS

- Information on a group's lifestyle that goes beyond demographics and includes more psychological aspects such as interests and levels of aspiration.

PRIMARY TRADE AREA

- The geographic area from which 60% to 80% of the demand and competitive supply is drawn.

REGIONAL SHOPPING CENTRE

- A shopping centre that offers a variety of general merchandise, apparel, furniture, home furnishings, services, and recreational facilities, and is built around one or more full department stores of at least 100,000 square feet each. Regional shopping centres generally have between 400,000 and 750,000 square feet of gross leasable area.

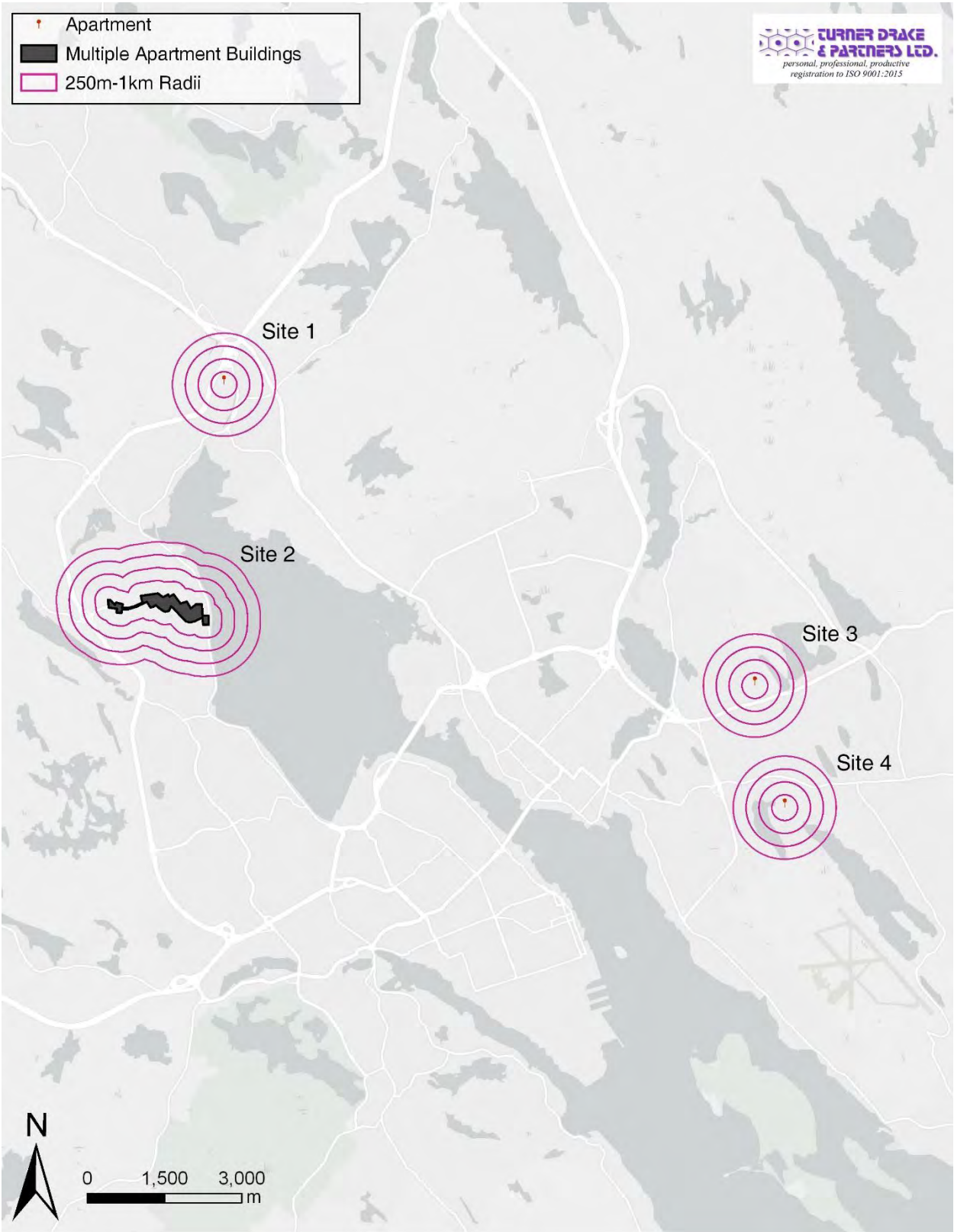
SIGNATURE PROPERTY

- A property recognised as being the benchmark by which others are measured in its metropolitan area. It commands the highest rents or capital value per square foot and attracts the most prestigious occupiers.

TARGET MARKET

- The target market for a given project is the user group that is (1) favourably disposed to the project's location, and (2) earns an adequate income to utilise the project. It is the sector of the population most likely to utilise the project, in terms of their demographic or psychographic profile.

LOCATION MAP



AREA DATA

The Greater Halifax Area encompasses the three former municipalities of Bedford, Dartmouth and Halifax, and all of the former County of Halifax. It is the urban heart of the Halifax Regional Municipality (HRM), which was created by the amalgamation of the four municipalities in 1996. The 2021 census recorded a total population for HRM of 439,819, primarily located in an urban area covering 235 square kilometres.

Halifax is the provincial capital and the largest city in Atlantic Canada. It is the Atlantic Region's financial and business centre, the Canadian Navy's East Coast base, and the location of many federal government offices and other facilities. HRM hosts six universities and as a result is home to a large concentration of educational, medical and research facilities.

HRM benefits from excellent air, rail, road and water linkages. Halifax International Airport is the busiest airport in Atlantic Canada, handling in excess of four million passengers and 84,000 flights per year (pre-Covid). HRM is also well served by its highway network, which connects the area with the remainder of Atlantic Canada and the Northeastern U.S. Rail services to HRM provide a freight linkage with Central Canada and the Midwest U.S.

The Port of Halifax is the focal point of the region's transportation network, handling 4.8 million metric tonnes of cargo in 2018. In 2022, 234,000 passengers on 148 cruise ships visited HRM through the Port of Halifax, a 28% decline versus 2019, but a solid return of the industry after the 2020 and 2021 cruise seasons were cancelled due to the Covid-19 pandemic. The Port of Halifax is extending its South-End Container Terminal to ensure the port is capable of berthing and servicing two Ultra-Class vessels concurrently. In June 2019, the federal government announced a \$47.5-million investment for two projects to increase the capacity at the Port of Halifax, including a rail connection between the South-End Container Terminal, and the Fairview Cove Container Terminal, as well as upgrades to the Windsor Street Exchange, the main road access point for the Port.

In October 2011, HRM's Irving Shipbuilding was selected for a potential \$25-billion worth of contracts from the federal government to build 21 arctic/offshore patrol ships. To accommodate this project, Halifax Shipyard underwent a significant modernisation and expansion.

The breakdown of employment in the HRM by sector is as follows:

Management	10%
Business, Finance & Administration	16%
Natural & Applied Sciences & Related	9%
Health	9%
Social Sciences, Education, Government Services & Religion	15%
Arts, Culture, Recreation & Sport	3%
Sales & Service	23%
Trades, Transport & Equipment Operations	12%
Primary Industries	1%
Processing, Manufacturing & Utilities	1%
Other	1%

Overall Construction Activity

The following figures on construction activity, as evidenced by the number and value of building permits, were provided to us by Statistics Canada:

	2017	2018	2019	2020	2021	2022
Total Construction Values (\$ thousands)						
Residential	\$639,461	\$609,701	\$ 854,634	\$ 786,348	\$ 998,721	\$1,330,246
Industrial	\$ 17,029	\$ 25,508	\$ 10,666	\$ 22,551	\$ 63,693	\$ 27,295
Commercial	\$241,475	\$217,100	\$ 219,245	\$ 180,279	\$ 227,444	\$ 248,482
Institutional	\$ 52,968	\$ 11,390	\$ 13,489	\$ 13,489	\$ 41,240	\$ 71,922
Total	\$950,933	\$863,699	\$1,098,034	\$1,026,650	\$1,331,098	\$1,677,942
Number of Permits**						
Residential		2,826	3,273	3,639	2,021	2,474
Industrial		34	40	27	34	41
Commercial		573	495	344	354	447
Institutional		43	55	47	32	33
Total		3,476	3,863	4,057	2,441	2,995

Source: Statistics Canada. Table 34-10-0066-01 Building permits, by type of structure and type of work.

** Number of permits is unavailable from Statistics Canada prior to 2018

With a population of 460,529 (2022), the Halifax CMA has experienced an average annual growth rate of 1.8% during the years 2017-2022. The latest unemployment rate (March 2023) is 5.7%, compared to a provincial average of 6.9%, and a national rate of 6.0%. The average household income of \$99,229 (2022) is above that of other major centres in the Maritimes: Fredericton (\$92,986), Moncton (\$89,208), Saint John (\$92,113), Charlottetown (\$93,327); and below that of St. John's (\$106,790).

MULTI-UNIT AND SINGLE-FAMILY RESIDENTIAL PROXIMITY

Halifax was used as the study area due to the availability of a sufficient amount of data to conduct a robust analysis. This city represents the regional centre, and is socially and economically comparable to the City of Fredericton. The intended use of this report is for planning purposes in support of a planning application in the Village of New Maryland, effectively a suburb of Fredericton. To this end, we selected four suburban neighbourhoods outside of Halifax's urban core for analysis. Each features a mix of single-detached and semi-detached / townhouse single-family dwellings, and each has at least one multi-unit apartment building located proximate the single-family neighbourhood. The existing apartment buildings are summarised as follows:

Site Code	Location	Address	Unit Count	Lot Area	Year Built
Site 1	Bedford	159 River Lane	54	2.22 acres	1978
Site 2	Halifax	405 Larry Uteck Boulevard	77	2.70 acres	2011
Site 3	Dartmouth	14 Churchill Court	124	4.70 acres	1970
Site 4	Dartmouth	65 Eisener Boulevard	61	2.70 acres	2001

All four apartments are located on arterial streets, versus residential streets which typically favour detached family homes in residential neighbourhoods. This is largely a product of zoning by-laws, with high-density residential and commercial uses generally limited to arterial roads. Arterial streets also often host higher capacity transit lines, which support transit-oriented development. Having regard to this, other factors including proximity to highways, busy thoroughfares, or commercial developments may have an influence on the sale price, with the expectation that prices would increase as distance from these factors increases.

Residential House Sales

We took as our source of residential house sales from our CompuVal® Residential Database, which details over 209,775 residential sales conducted via the MLS® system since 1978 in Halifax. The database is geocoded, and also features a variable for Community, based on the 198 distinct communities located within Halifax. We coded the dataset of residential sales based on distance from the four existing apartments, in 250-metre increments, up to one kilometre distant. A maximum distance of one kilometre from a given apartment building was selected for two main reasons: (1) in each of the subject areas, the number of residential sales which occurred in the study time frame and within this radius was sufficient for statistical analysis, and (2) this distance prevented issues of overlapping proximity to other apartment buildings. Sales of homes with waterfrontage were excluded from the analysis, as were those with sale prices determined to be statistical outliers, in order to analyse as best as possible only "typical" market-driven sales.

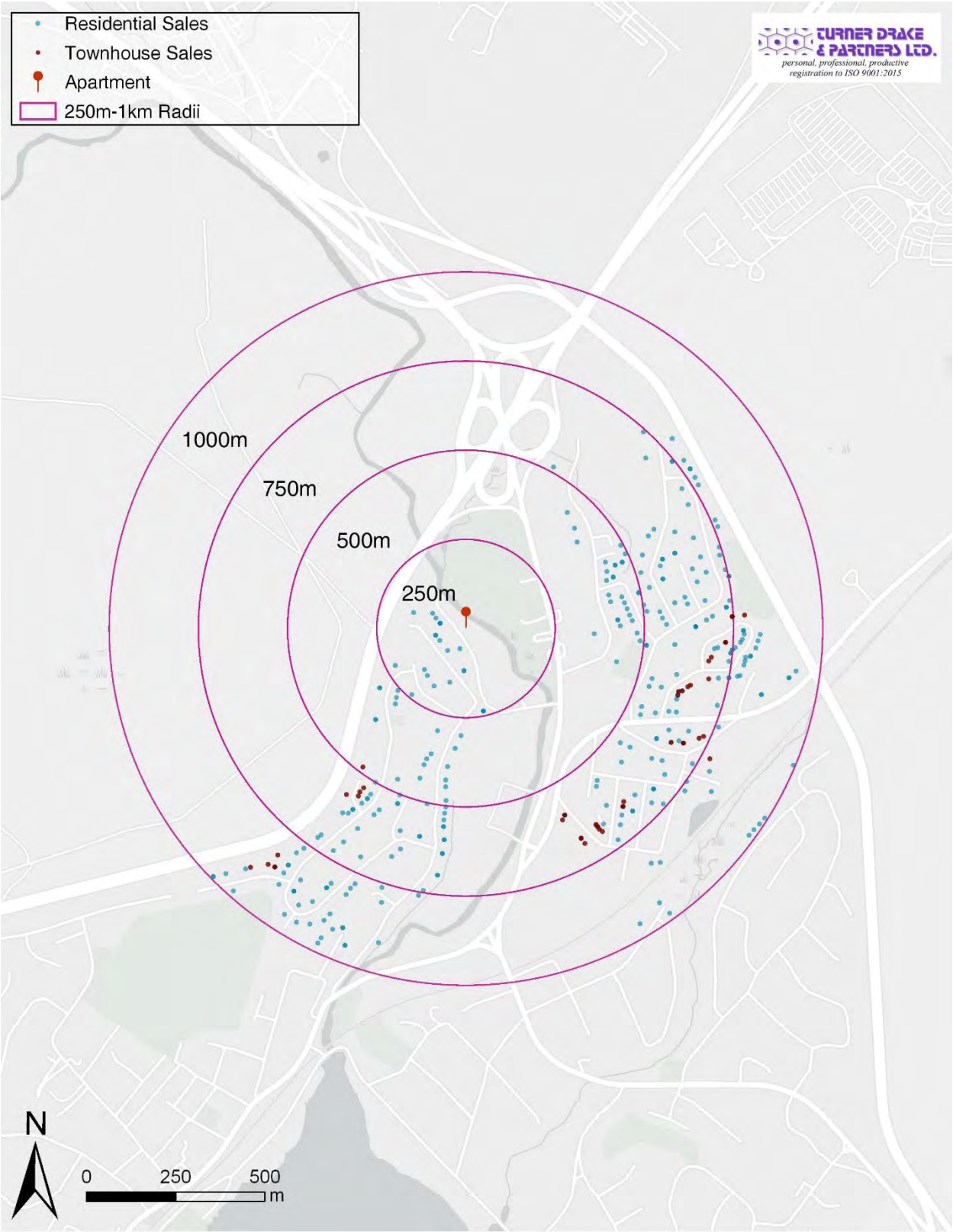
We aggregated the properties by using a 250-metre multi ring buffer up to a 1-kilometre radius from the mid-point of each apartment building. The Larry Uteck Boulevard study area features a cluster of multi-unit residential buildings, so a polygon feature was created around all of the buildings, and buffer radii generated from the perimeter of the polygon feature. Each property within these selection distances was coded according to its location relative to the subject apartment, i.e.:

- 0 - 250 metres
- 250 - 500 metres
- 500 - 750 metres
- 750 - 1,000 metres (1 km)

The apartments were all constructed at different times, so it was not possible to analyse sales based on a change in market value prior to, versus after, the apartment was completed. Therefore, we analysed price trends over time to determine whether housing prices for properties near apartment buildings were lower than those further away, and whether there was a difference in the rate at which property values increased over time. We limited our analysis to sales occurring in the past ten years (2012-2022) in order to provide the most relevant information for current market trends and conditions.

Housing units were classified according to style, aggregated as “detached”, and “semi-detached”, the latter of which also included townhouse/row housing styles. Detached houses represent the majority of sales transactions, and are considered to be the best indicator of pricing patterns for this analysis, having regard to the predominant housing type in New Maryland. The prevalence of semi-detached/row housing is very much location dependent: in some areas it is a common housing style, while in other areas just a few sales transactions are represented by attached housing. Mobiles home were excluded from the analysis.

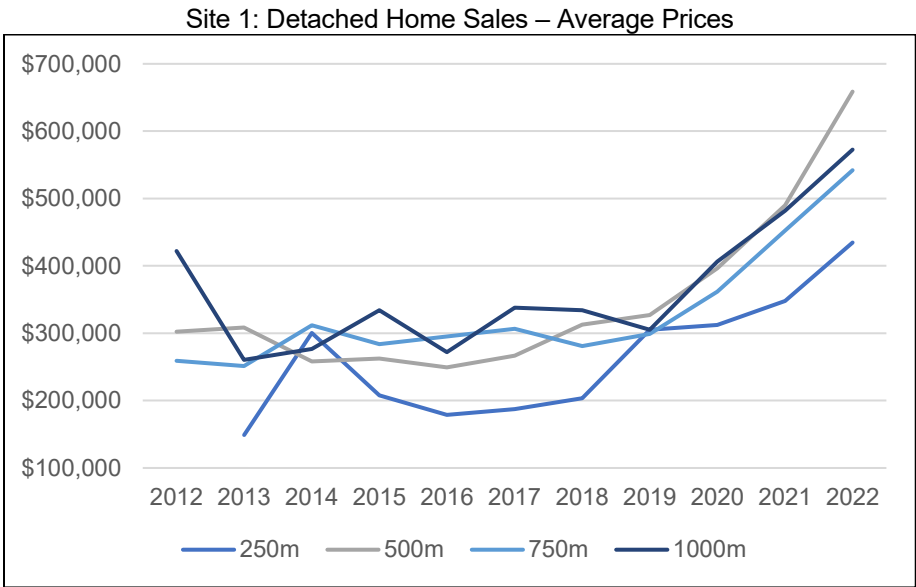
SITE 1: 159 RIVER LANE, BEDFORD



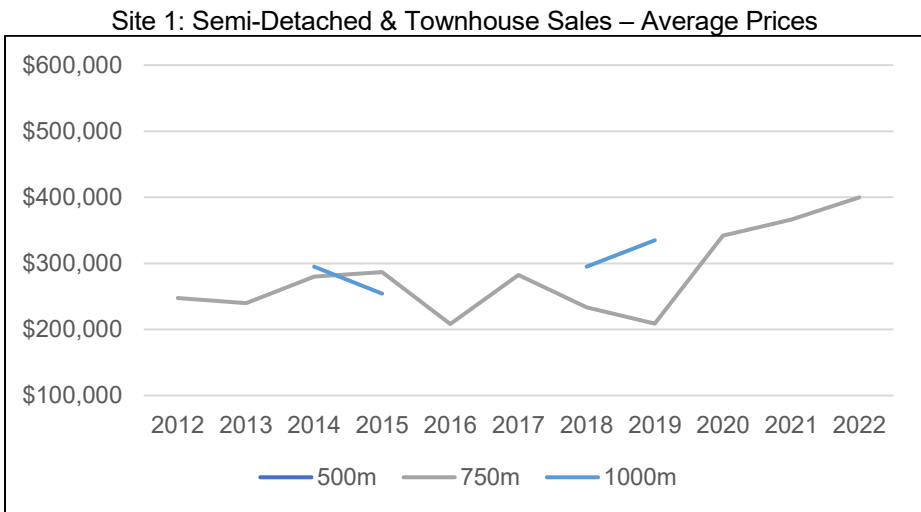
Source: NSAR's MLS® & Turner Drake & Partners Ltd.

The apartment located at 159 River Lane sits on a 2.22-hectare parcel of land and was built in 1978. It is located in North Bedford just south of the 101 and 102 interchange. The neighbourhood is primarily residential with two commercial shopping plazas (Bedford Place and Sunnyside Mall) on either side of the Bedford Highway, which runs through the centre of the neighbourhood. Behind the shopping malls are small neighbourhood clusters of single-family residential homes. Single-detached homes are the most common housing type, with some semi-detached and townhouses also found in pockets of the neighbourhood. Most of the houses were constructed between 1960-1970. This established neighbourhood has experienced limited new development in recent years.

The following graphs show average annual sale prices for residential homes classified according to distance from the site, and distinguished by style of property.



Source: NSAR's MLS® via Turner Drake & Partners Ltd.



Source: NSAR's MLS® via Turner Drake & Partners Ltd.

For Site 1, the best indicators of the impact of an apartment building on sale prices for residential houses are detached housing styles, having regard to the limited quantum of sales of semi-detached and townhouses in this neighbourhood.

The annual average sale price for detached property types was the highest in 2022 within the 250m-500m radius buffer of the apartment building. Over the study period, there is some indication that house prices may increase with distance from the apartment building (and its correlated locational attributes, e.g., busier road, commercial developments, etc.), but not with sufficient consistency to draw a conclusion regarding a relationship between house prices and proximity to multi-unit apartment buildings.

Detached Homes Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	N/A	2%	-3%	-38%
2013	102%	-16%	24%	6%
2014	-31%	2%	-9%	21%
2015	-14%	-5%	4%	-19%
2016	5%	7%	4%	24%
2017	9%	17%	-8%	-1%
2018	50%	5%	7%	-9%
2019	2%	21%	21%	33%
2020	11%	24%	25%	19%
2021	25%	34%	20%	19%
Overall	192%	118%	109%	36%

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

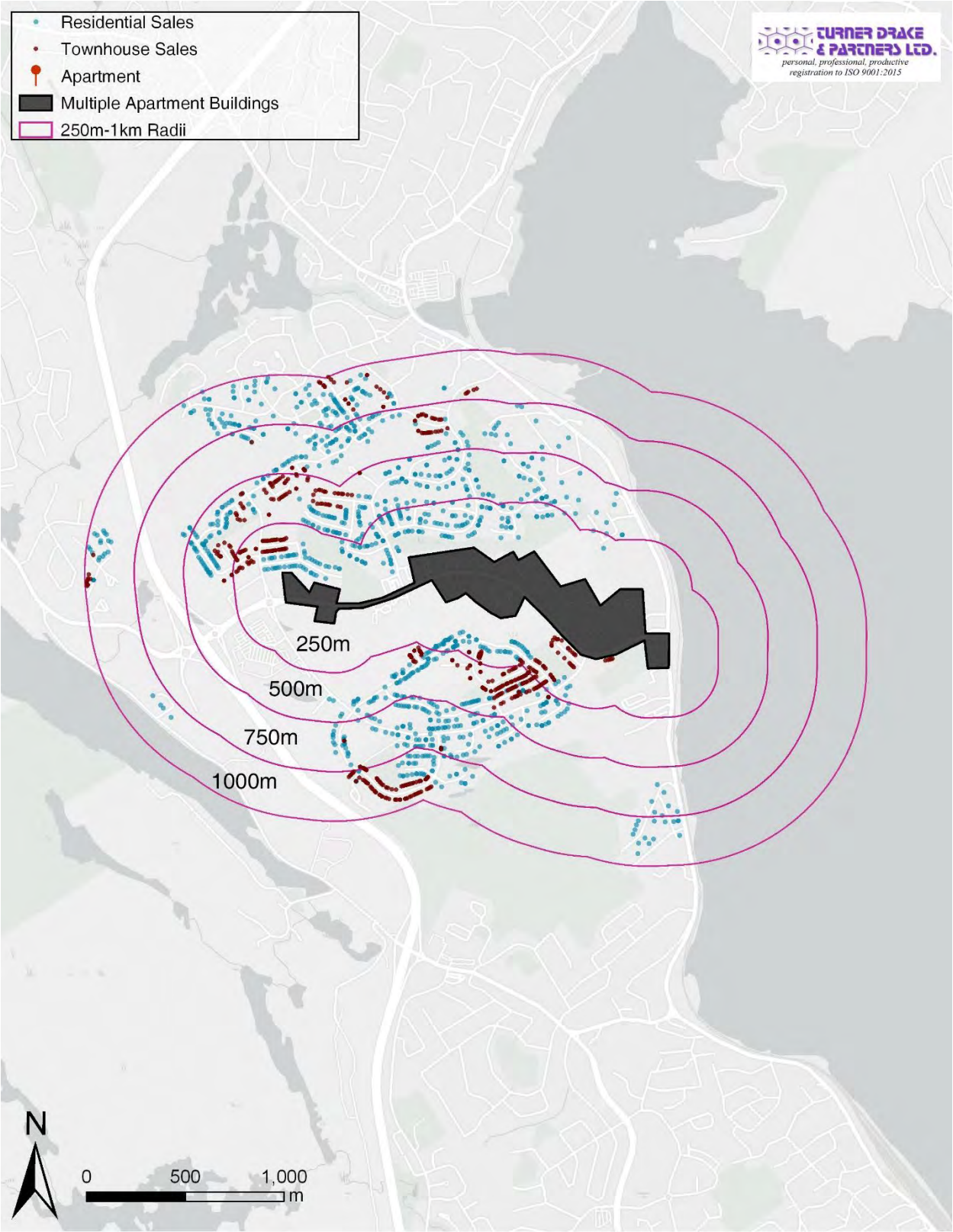
Semi-Detached & Townhouse Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	--	--	-3%	--
2013	--	--	17%	--
2014	--	--	2%	-14%
2015	--	--	-27%	-100%
2016	--	--	36%	--
2017	--	--	-17%	--
2018	--	--	-11%	13%
2019	--	--	64%	-100%
2020	--	--	7%	--
2021	--	--	9%	-100%
Overall	N/A	N/A	62%	N/A

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

Interestingly, the highest year over year sale price for the ten-year period were the properties closest to the apartment building, followed by the sales within the second closest buffer. Average sale prices for detached properties within 250m of the apartment building increased 192% over the ten-year period, compared to 36% for residential sales furthest away from the apartment building. It would, in all likelihood, be erroneous to conclude that proximity to a apartment building was responsible for the higher mean prices, but it does indicate that the presence of a apartment building in the vicinity has not precluded growth in nearby residential property values.

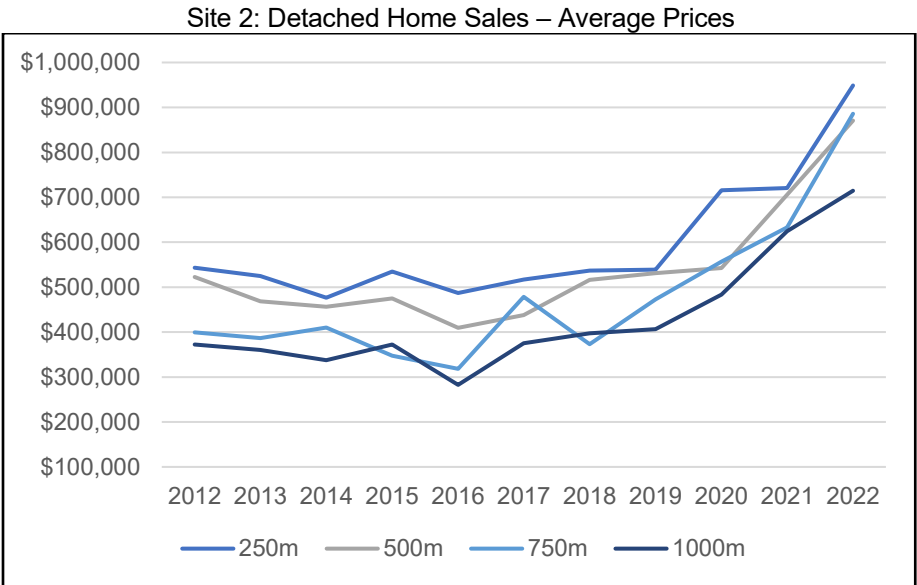
SITE 2: 405 LARRY UTECK BOULEVARD, HALIFAX



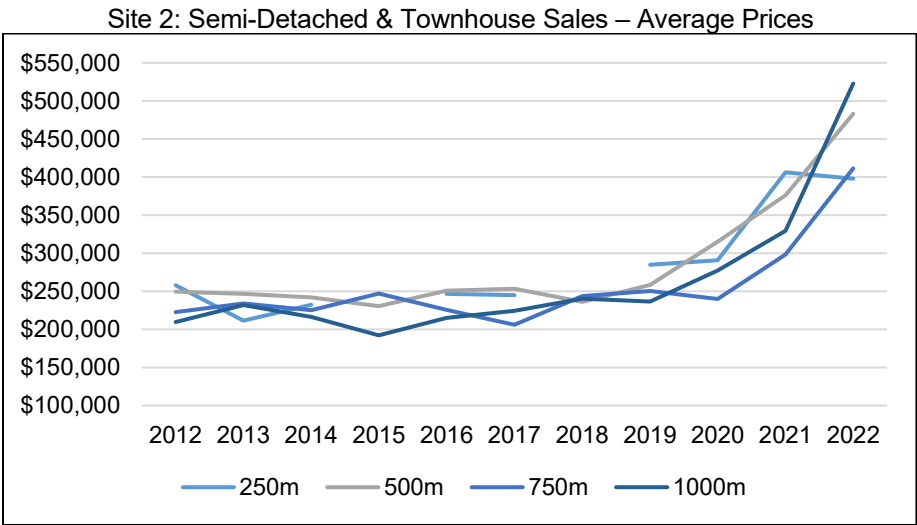
Source: NSAR's MLS® & Turner Drake & Partners Ltd.

This study area is based around a cluster of apartment buildings. A representative sample from this cluster is located at 405 Larry Uteck Boulevard, situated on a 2.7-hectare parcel of land and built in 2011. The recently developed Larry Uteck Boulevard apartment corridor is part of a rapidly growing neighbourhood located within the boundaries of Millview. There are two large residential subdivisions in Millview, one to the north and another to the south of Larry Uteck Boulevard. There is a mix of housing stock throughout the neighbourhood; roughly 45% of buildings are single detached homes, while townhouses and large and small apartment buildings make up most of the remaining housing stock. Since a majority of municipal infrastructure was recently installed to support the developments along Larry Uteck Boulevard, most of the buildings in the area were built after the year 2000. Millview has the vacant land and infrastructure to support new developments so the neighbourhood is likely to continue growing with new residential builds.

The following graphs show average annual sale prices for residential homes classified according to distance from the site, and distinguished by style of property.



Source: NSAR's MLS® via Turner Drake & Partners Ltd.



Source: NSAR's MLS® via Turner Drake & Partners Ltd.

For Site 2, the best indicators of the impact of an apartment building on sale prices for residential houses are detached housing styles, with semi-detached and townhouses present in sufficient volumes to provide a reasonable indication of any market trends as well.

The highest annual average sale price for detached houses in 2022 was within the 0-250 metre (nearest) radius of the apartment building cluster; in fact, this trend was consistent throughout the study period. In the semi-detached and townhouse category in 2022, the highest average sale price was in the 750-1,000 metre radius, but this was not a consistent trend over the study period. Rather, the average prices in this category by distance from the apartment cluster varied over the course of the past ten-years, suggesting that there is no relationship between sale price and proximity to a multi-unit building.

Detached Homes Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	-3%	-10%	-3%	-3%
2013	-9%	-3%	6%	-6%
2014	12%	4%	-15%	10%
2015	-9%	-14%	-8%	-24%
2016	6%	7%	50%	33%
2017	4%	18%	-22%	6%
2018	0%	3%	27%	2%
2019	33%	2%	18%	19%
2020	1%	30%	14%	29%
2021	32%	23%	40%	14%
Overall	81%	67%	122%	92%

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

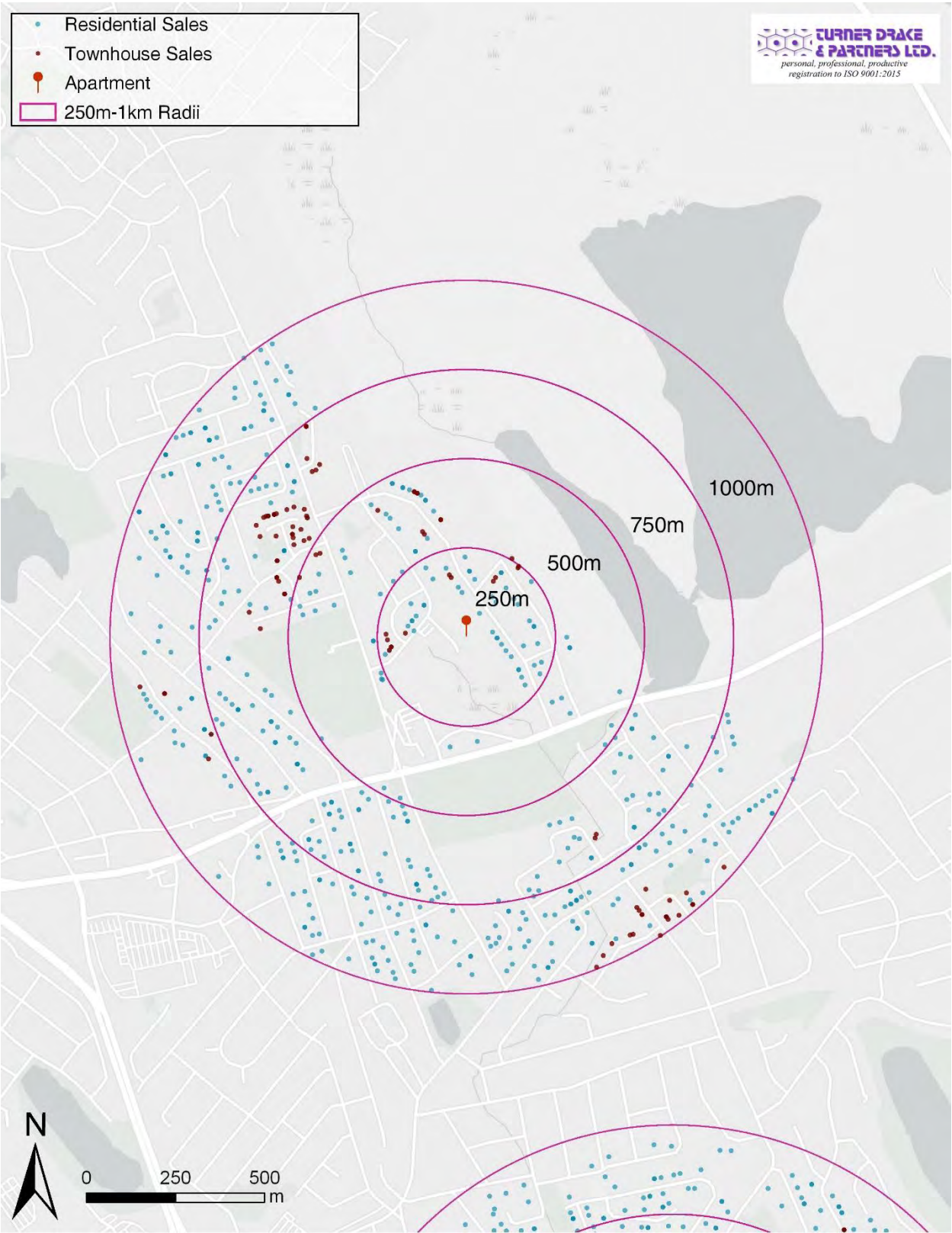
Semi-Detached & Townhouse Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	7%	2%	3%	0%
2013	0%	9%	-12%	0%
2014	-4%	7%	22%	-3%
2015	1%	-13%	-34%	1%
2016	-6%	8%	45%	0%
2017	-4%	33%	-5%	0%
2018	12%	-23%	3%	6%
2019	16%	17%	34%	20%
2020	25%	21%	18%	27%
2021	35%	28%	24%	15%
Overall	106%	107%	100%	84%

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

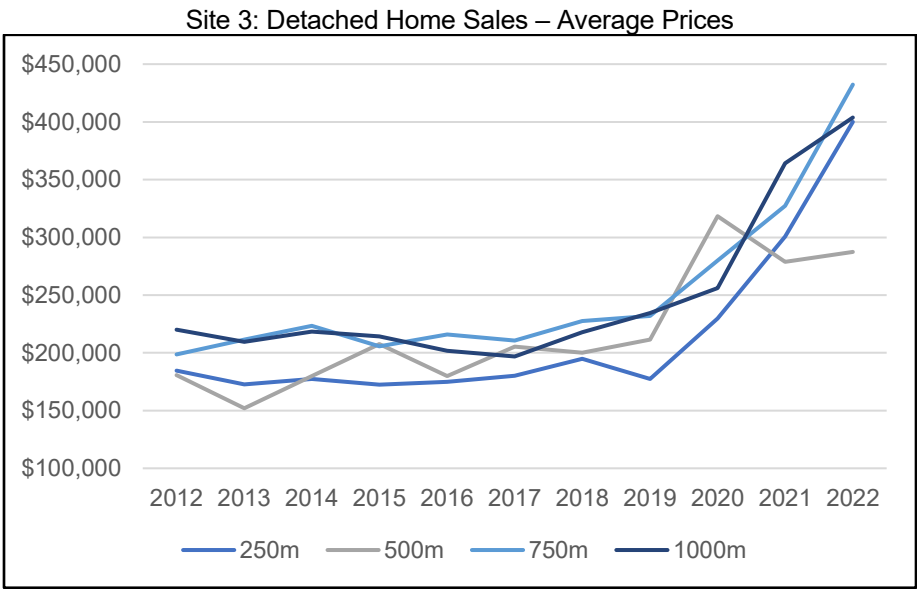
Neither annual year over year change, nor change in average price over the ten-year period, suggest a relationship between price growth and distance from an apartment building. The highest ten-year average price increase for detached houses was in the 500-750 meter radius, and the 250-500 meter radius for semi-detached and townhouses.

SITE 3: 14 CHURCHILL COURT, DARTMOUTH

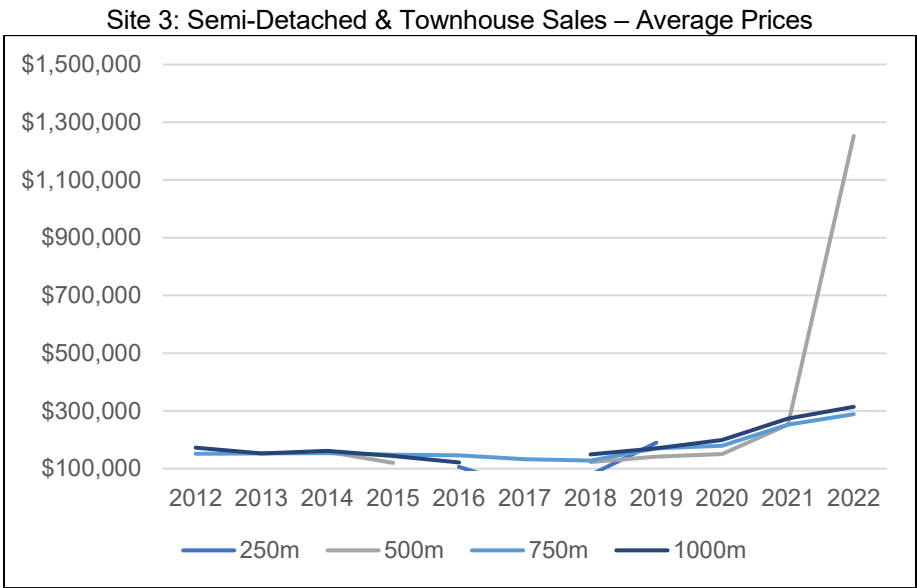


The apartment located at 14 Churchill Court sits on a 4.7-hectare parcel of land and was built in 1970. Tam O'Shanter Ridge is a suburban development in Dartmouth outside the Circumferential Highway and to the north of Main Street. Established as a subdivision in the 1960s, most homes in this neighbourhood are single-detached, owner-occupied family homes. The neighbourhood features each of an elementary school and a junior high, as well as a community centre and sports fields.

The following graphs show average annual sale prices for residential homes classified according to distance from the site, and distinguished by style of property.



Source: NSAR's MLS® via Turner Drake & Partners Ltd.



Source: NSAR's MLS® via Turner Drake & Partners Ltd.

For Site 3, the best indicators of the impact of a apartment building on sale prices for residential houses are detached housing styles, having regard to the limited quantum of sales of semi-detached and townhouses in this neighbourhood.

The highest annual average sale price for detached property types in 2022 was within the 500m-750 meter radius of the apartment building; we note that the average price for detached homes in each of the 0-250 meter and the 750-1,000 meter radii were almost identical. The data for average sale prices in each of the distance radii over the ten-year study period does not suggest a relationship between price and proximity to an apartment building.

Detached Homes Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	-6%	-16%	7%	-5%
2013	3%	18%	6%	4%
2014	-3%	15%	-8%	-2%
2015	1%	-13%	5%	-6%
2016	3%	14%	-3%	-2%
2017	8%	-3%	8%	11%
2018	-9%	6%	2%	8%
2019	30%	51%	21%	9%
2020	31%	-12%	17%	42%
2021	33%	3%	32%	11%
Overall	117%	59%	118%	83%

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

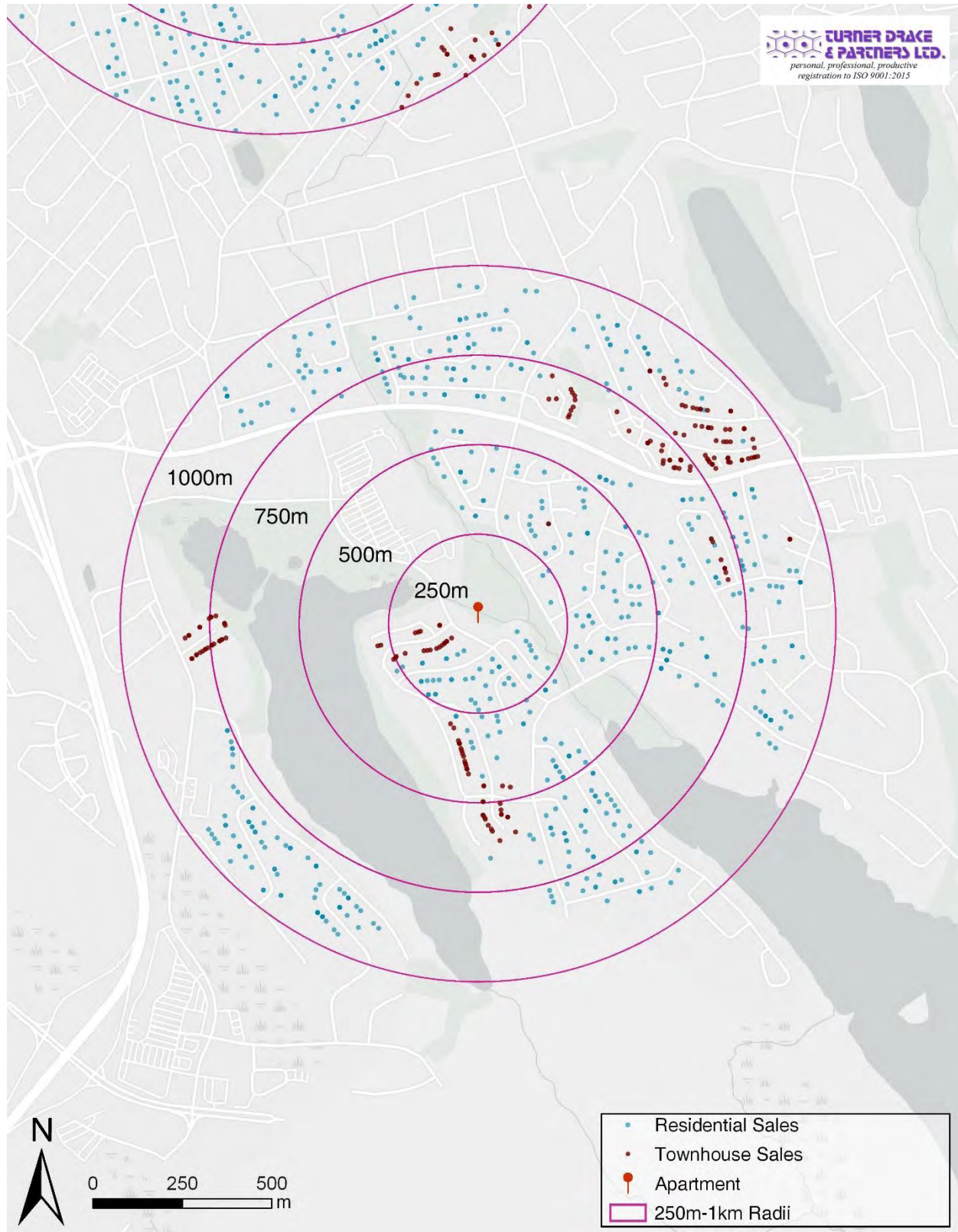
Semi-Detached & Townhouse Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	--	--	1%	-12%
2013	--	--	1%	6%
2014	--	-24%	-4%	-11%
2015	--	--	-1%	-15%
2016	-67%	--	-9%	--
2017	124%	--	-3%	--
2018	143%	15%	33%	14%
2019	--	6%	5%	17%
2020	--	68%	41%	37%
2021	--	395%	14%	15%
Overall	--	134%	91%	82%

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

Neither annual year over year change, nor change in average price over the ten-year period, suggest a relationship between price growth and distance from an apartment building. The highest ten-year average price increase for detached houses was in the 500-750 meter radius, followed closely by the 0-250 meter radius; the limited data available indicate that it was highest overall in the 250-500 meter radius for semi-detached and townhouses.

SITE 4: 65 EISENER BOULEVARD, DARTMOUTH

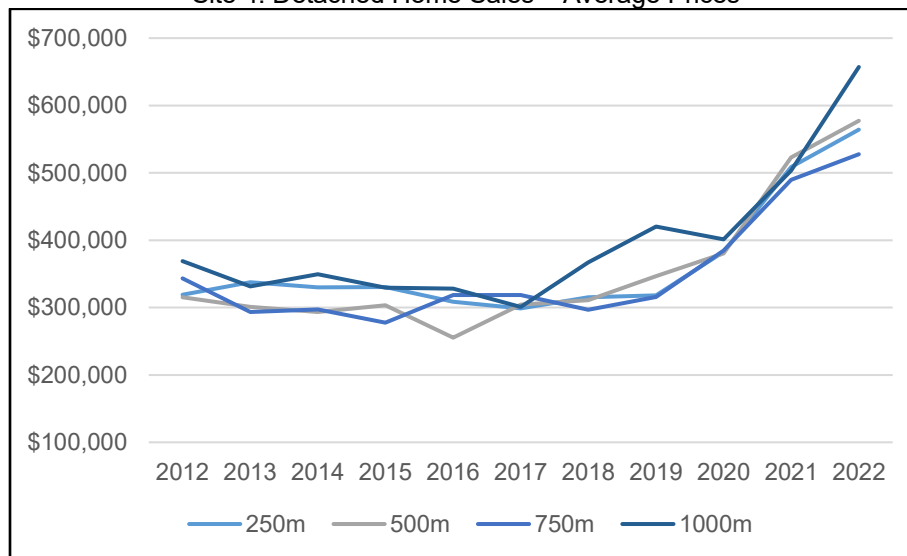


Source: NSAR's MLS® & Turner Drake & Partners Ltd.

The apartment located at 14 Churchill Court sits on a 2.7-hectare parcel of land and was built in 2001. It is in Portland Estates, a quiet neighbourhood located between Downtown Dartmouth and Cole Harbour, south of Portland Street. The neighbourhood is primarily residential with around 60% of the buildings in the area being single detached homes. The rest of the housing stock is comprised of small apartment buildings and townhouses. Originally established in the 1980s, most of the houses in the neighbourhood were constructed after 2000. There are multiple commercial plazas and public and private institutions along Portland Street.

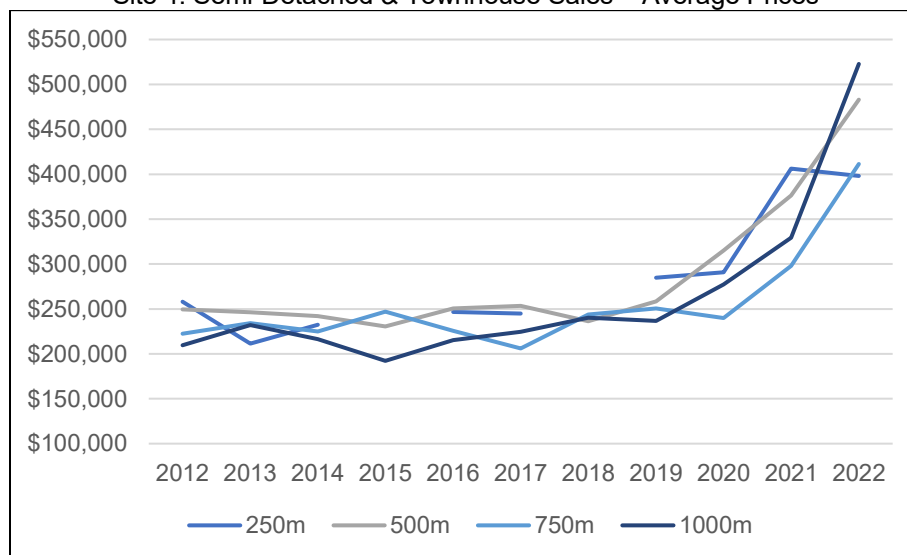
The following graphs show average annual sale prices for residential homes classified according to distance from the site, and distinguished by style of property.

Site 4: Detached Home Sales – Average Prices



Source: NSAR's MLS® via Turner Drake & Partners Ltd.

Site 4: Semi-Detached & Townhouse Sales – Average Prices



Source: NSAR's MLS® via Turner Drake & Partners Ltd.

For Site 2, the best indicators of the impact of an apartment building on sale prices for residential houses are detached housing styles, with semi-detached and townhouses present in sufficient volumes to provide a reasonable indication of any market trends as well.

The highest annual average sale price for detached houses in 2022 was within the 750-1,000 metre radius of the apartment building, but this was not the case consistently throughout the study period, though we do note that houses in this distance buffer were generally among the highest priced over the past ten years. However, average prices across all distance radii were close, vying annually for highest place. In the semi-detached and townhouse category in 2022, the highest average sale price was also in the 750-1,000 metre radius, but a similar variation in which buffer distance had the highest price annually throughout the study period was evident for this housing category as well. Again, the data suggest that there is no relationship between sale price and proximity to a multi-unit building.

Detached Homes Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	6%	-5%	-15%	-10%
2013	-2%	-3%	1%	5%
2014	0%	3%	-7%	-6%
2015	-7%	-16%	15%	0%
2016	-3%	19%	0%	-8%
2017	5%	2%	-7%	22%
2018	1%	11%	6%	14%
2019	20%	10%	22%	-4%
2020	33%	37%	27%	25%
2021	11%	10%	8%	31%
Overall	77%	83%	54%	78%

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

Semi-Detached & Townhouse Year over Year Change

	0 - 250m	250 - 500m	500 - 750m	750 - 1000m
2012	-18%	-1%	5%	11%
2013	10%	-2%	-4%	-7%
2014	--	-5%	10%	-11%
2015	--	9%	-9%	12%
2016	-1%	1%	-9%	4%
2017	--	-7%	18%	7%
2018	--	9%	3%	-2%
2019	2%	22%	-4%	17%
2020	40%	19%	24%	19%
2021	-2%	28%	38%	59%
Overall	54%	94%	85%	150%

Source: NSAR's MLS® via Turner Drake & Partners Ltd.

The overall change in average prices for detached properties over the ten-year study period was 77% for the nearest residential sales and 78% for the furthest residential sales from the apartment building; the highest price increase was 83%, for homes in the 250-500 meter buffer. For semi-detached and townhouse sales, the overall average price change was the highest, at 150%, in the buffer zone furthest from the apartment building, and lowest, at 54% in the buffer zone closest to the apartment building. However, the increases for homes in this category in each of the 250-500 meter (94%) and 500-750 meter (85%) radii suggest that this is coincidental rather than indicative of a relationship between price and apartment proximity.

CONCLUSION

This analysis studied the variations between mean sale prices for residential homes relative to their proximity to an apartment building (or buildings). Housing prices are impacted by a wide variety of attributes, both internal (i.e., features of the property itself) and external (e.g., neighbourhood amenities, economic conditions, etc.). Local external locational attributes impacting saleability and achievable price for any given property may include proximity to arterial roads, commercial areas, and the quality of nearby houses. This study does not test any given individual decision whether or not to purchase a home located near an apartment building, but rather tests for a correlation between average sale prices per annum and proximity to an apartment building. The results do not suggest that such a relationship exists in the any of the four study areas tested.

Residential development in general pushes outward from the city centre as there is more aggregate demand for housing. This has led to an increase in the number of apartment buildings constructed in suburban areas of Halifax, consistent with planning best practices which encourage a mix of dwelling types and prices points in all neighbourhoods. It is common to now see some suburban areas implementing apartment cluster communities to meet the housing requirements of singles and couples who do not require/desire the space of a larger family home. The increase in apartment building development within suburban neighbourhoods generates a de facto increase in population density, and therefore spurs amenity development including parks, recreation centres, and schools, which in turn may actually increase residential sale value.

We caution that this study does not constitute a hedonic pricing model isolating the impact of apartment buildings on the selling prices of houses. However, taken in aggregate, and having regard to the apparent lack of impact on either development patterns or selling prices, it appears there is no adverse effect on residential sale prices due to the proximity of apartment buildings.

CERTIFICATION

Re: Market Analysis of the Impact of Multi-Unit Residential on Single-Family Housing Prices

I certify that, to the best of my knowledge and belief:

the statements of fact contained in this report are true and correct;

the reported analyses, opinions, and conclusions are limited only by the reported assumptions and limiting conditions, and are my personal, impartial, and unbiased professional analyses, opinions, and conclusions;

neither I, nor Turner Drake & Partners Ltd., have any past, present or prospective material involvement with the any property that is the subject of this report, other than this assignment. Within the three-year period immediately preceding the agreement to undertake this assignment I personally have had no involvement with any of the properties.

I have no bias with respect to any property that is the subject of this report or to the parties involved with this assignment;

my engagement in this assignment was not contingent upon developing or reporting predetermined results;

my compensation for completing this assignment is not contingent upon the development or reporting of a predetermined value or direction in value that favours the cause of the client, the amount of the value opinion, the attainment of a stipulated result, or the occurrence of a subsequent event directly related to the intended use of this report;

my analyses, opinions, and conclusions were developed, and this report has been prepared, in conformity with the Standards of the Royal Institution of Chartered Surveyors and the Uniform Standards of Professional Appraisal Practice (USPAP); and meets or exceeds the Canadian Uniform Standards. All significant inputs have been assessed and found to be appropriate;

I have not made a personal inspection of any property that is the subject of this report and have instead relied on high resolution aerial and satellite imagery supplemented by Google or Bing Streetview and our own database records;

no one provided significant professional assistance to the person signing this report other than Palmer Lumb, BCD and Colin Rennie, B.A., Adv. Dip. GIS;

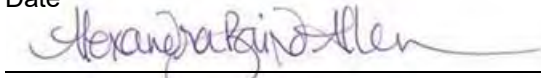
the reported analyses, opinions and conclusions were developed, and this report has been prepared, in conformity with the requirements of the Code of Professional Ethics and the Standards of Professional Appraisal Practice of the professional institutes of which I am a member. All significant inputs have been assessed and found to be appropriate;

I certify that the use of this report is subject to the requirements of the professional institutes of which I am a member, relating to review by their duly authorised representatives;

as of the date of this report, I have completed the requirements of the continuing education programs of the professional institutes of which I am a member and am in good standing;

14th April 2023

Date



ALEXANDRA BAIRD ALLEN, B.A., DULE, Adv. Dip. GISB, MRICS
Chartered Surveyor
NSREAA #908147

CONSULTANT RÉSUMÉS

D. Alexandra Baird Allen, BA, Adv. Dip. GIS, DULE, MRICS



PROFILE

Alexandra Baird Allen is the Manager of Turner Drake's Economic Intelligence Unit and the mastermind behind the implementation of Geographic Information Systems (GIS) and data mining at our firm. Alex has extensive experience using GIS to complete complex real estate counselling assignments and marrying economic, demographic and real estate data to reveal facts and trends in the market place.

Her areas of expertise include conducting and managing Market Analyses, Market Surveys, Site Selection Studies, Trade Area Analysis, Supply & Demand Analyses, and Demographic Reports, for a wide range of property types: office, industrial, residential, institutional and retail.

EDUCATION

Diploma in Urban Land Economics (2010)
University of British Columbia, Sauder School of Business, BC

Adv. Dip. in Geographic Information Systems for Business (2006)
Centre of Geographic Sciences, NSCC, Lawrencetown, NS

Bachelor of Arts (Art History & Cultural Studies) (2001)
University of New Brunswick, Fredericton, NB

CAREER

Manager, Economic Intelligence Unit (2008-Present)
Turner Drake & Partners Ltd.

Consultant, Economic Intelligence Unit (2006-2008)
Turner Drake & Partners Ltd.

Consultant, Business Development (2016-2018)
Turner Drake & Partners Ltd.

PROFESSIONAL ASSOCIATIONS

Member, Royal Institution of Chartered Surveyors

Member, Nova Scotia Real Estate Appraisers Association

Geomatics Association of Nova Scotia

LECTURES CONDUCTED

Demographic Trends & Future Housing Needs
NSPDA/LPPANS Conference

Strong NS: What Really Makes Us Richer?
NSPDA/LPPANS Conference

Valuing the Public Realm
NSPDA/LPPANS Conference

Projections of Midrise Construction
Atlantic WoodWorks! Wood Design Awards

Municipal Planning for Demographic Sea Change
NSPDA/LPPANS Conference

SELECTED PROFESSIONAL EXPERIENCE

Market Analysis

- **Real Estate Market Analysis, Port of Belledune, N.B. (2021):** Conducted a comprehensive review of supply and demand trends for industrial and office uses in the Belledune region to determine the revenue potential for various site typologies, including categorisation of surplus lands by typology and identification of options for development approaches.
- **Market Study of Industrial & Business Park Lands, Fredericton, N.B. (2020):** Conducted a comprehensive review of industrial and business park lands in the Fredericton market with a focus on competing supply and strategic positioning of lands managed by the City.
- **Market Study and Analysis, Saint John, NB (2019):** Conducted a comprehensive review of the housing market for Saint John with a focus on multi-unit residential properties. The study included economic and demographic analyses and projections, as well as a stakeholder consultation exercise.
- **Economic Market Assessment, Colchester Region, NS (2017):** Provided a regional overview including demographic profile, economic assets, economic initiatives, and potential challenges to economic growth.

Supply & Demand Analysis

- **Supply & Demand Analysis for Residential Rental Apartments, Multiple Locations, Atlantic Canada:** Analysis of the type, scope, and pace of residential development in each market, as well as the rental and absorption rates for recent, current, and proposed multi-unit residential, in order to determine the optimum scale, type, unit mix, rental rates, and projected absorption periods, for the proposed developments.
- **Real Estate Market Assessment, Shannon Park Comprehensive Development, Dartmouth, N.S. (2016):** Lead Consultant for a market assessment to determine the optimum density, quantum and unit mix for the redevelopment of a prominent site, formerly used as military housing. The study used trends and projections for demographic and economic indicators and residential real estate market conditions to develop a market demand and absorption forecast and subsequent proposed housing profile.

Colin Rennie, B.A., Adv. Dip. GIS
Consultant, Economic Intelligence Unit



PROFILE

I joined Turner Drake in January 2020 after three years of analytical GIS experience in the private and public sectors.

I am heavily involved in the Economic Intelligence Unit and Planning Division, undertaking projects throughout Atlantic Canada. My GIS expertise also support the Valuation and Property Tax divisions when complex spatial analysis is required. I am a graduate of NSCC's Centre of Geographic Sciences (COGS), and Mount Allison University.

EDUCATION

Diploma in Urban Land Economics (In Progress)
University of British Columbia, Sauder School of Business, BC

Adv. Diploma - Geographic Information Systems (2017)
NSCC Centre of Geographic Sciences, Lawrencetown, NS

Bachelor of Arts - Geography (2014)
Mount Allison University, Sackville, NB

CAREER

Consultant (2020 - Present)
Turner Drake & Partners Ltd.

Community Risk Analyst (2 years, 2018 - 2020)
Halifax Regional Fire and Emergency

GIS Analyst (1 year, 2017 - 2018)
Eastlink Ltd.

Sales Associate (2 years, 2014 - 2016)
Aerobics First Ltd.

RELEVANT PROFESSIONAL EXPERIENCE

- **Port Land Redevelopment Scenarios, Belledune, NB (2021):** Provided the client with a concrete understanding of the various redevelopment opportunities at the Port of Belledune. I delineated specific areas within the port's lands that could be allocated to various commercial and industrial property uses. This was accomplished through a GIS process that integrated public and private datasets, including environmental constraints, zoning, and undevelopable land. Client - *Port of Belledune*
- **Industrial Site Inventory, NS (2021):** My GIS analysis provided the client with a ready-made list of potential economic development opportunities in rural NS. I built a database of over 5,200 vacant parcels across NS that could accommodate industrial development. I synthesized over 20 data sources into customized spatial and tabular formats. I built a custom GIS model that integrated 35 spatial attributes. Client - *NSBI*.
- **Office and Warehouse Surveys, Atlantic Canada (Ongoing):** Coordinator for Turner Drake's signature project; a biannual office and warehouse market survey in the six urban markets of Atlantic Canada. Oversaw a staff-team that collected and analyzed over 11,000 data points. Client - *Public Services and Procurement Canada*.
- **Residential Market Analysis, Moncton, NB (2020):** Conducted a comprehensive GIS analysis of the forces at-play in Moncton's housing market. I identified areas for redevelopment in high-growth neighbourhoods. I helped the Client find areas where their zoning limited their ability to accommodate population growth through an unintended suppression of housing supply. I ensured our analysis was inclusive through consultations with community associations and immigrant settlement organizations. Client - *City of Moncton*.

Palmer Lumb, BCD.

Consultant, Economic Intelligence & Planning Division



PROFILE

Palmer Lumb joined Turner Drake in Winter 2023 after graduating from Dalhousie University with a Double Major, Honours, Bachelor of Community Design and Sustainability. Adept with GIS, and with keen interest in data management and sustainability, Palmer works with the Economic Intelligence Unit and Planning Division.

His expertise lies in problem solving strategies, graphic design, public engagement, and critical and systems thinking. With a background in policy work, research, and scenario planning, Palmer is strategic in his thought process and readily adaptable to changing socio-economic and environmental factors.

EDUCATION

Bachelor of Business in Real Estate (BBRE)	In Progress
University of British Columbia, Sauder School of Business, BC	
Diploma in Urban Land Economics (DULE)	In Progress
University of British Columbia, Sauder School of Business, BC	
Bachelor of Community Design & Sustainability, Hons.	2022
Dalhousie University, School of Planning, NS	

CAREER

Consultant, Economic Intelligence Unit and Planning Division, Turner Drake	2023
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PROFESSIONAL EXPERIENCE

Provincial Housing Needs Report, Nova Scotia, 2023

Assisting with analysis and editing of demographic, economic, and housing data in support of a comprehensive assessment of current and near-term housing needs.

GIS Analyst, NS Department of Natural Resources & Renewables, 2022

Reorganized the department's species at risk (SAR) spatial datasets to allow users to efficiently locate, understand, and use the datasets. Used hotspot mapping and weighted layering techniques in GIS to identify the concentrations of species at risk on Crown land in Atlantic Canada. Generated numerous maps to support the identified hotspot trends. Created GAP analysis to identify the highest concentrations of species at risk on Crown land in Nova Scotia for prioritizing areas for protection.



TERMS OF REFERENCE

Our Ref: 2317518:ABA/ABA

TURNER DRAKE & PARTNERS LIMITED CONSULTING SERVICES AGREEMENT

THIS AGREEMENT made the 9th day of March, A.D. 2023.

BETWEEN Turner Drake & Partners Ltd.
hereinafter referred to as "TURNER DRAKE" OF THE FIRST PART

and

Bowers Construction NB Inc.
hereinafter referred to as the "CUSTOMER" OF THE SECOND PART

WITNESSETH THAT for consideration, TURNER DRAKE agrees to provide, subject to the terms and conditions set forth in this Agreement, the services described below and any additional services as may be requested by the CLIENT and accepted by TURNER DRAKE in the course of this Agreement.

1.01 The CLIENT for this assignment is Bowers Construction NB Inc.

1.02 TURNER DRAKE shall prepare and provide to the CUSTOMER 1 electronic copy in pdf format, of a Market Analysis report on housing prices in relation to proximity to multi-unit residential properties, in selected neighbourhoods in Halifax, Nova Scotia (hereinafter referred to as the "STUDY AREA"). This report will be used for planning purposes for a proposed development in the Village of New Maryland, New Brunswick.

Use of the report for other purposes or by other parties may invalidate the conclusions. The RICS Valuation Standards require that we prepare a new report if the CLIENT, intended user, date, or purpose of the assignment, is changed.

1.03 To determine the impact, if any, of proximity to multi-unit residential development on single-family house prices, the Scope of Work includes the following:

- a) We will conduct a geographically based, grouped sales analysis that compares average prices for houses based on distance from multi-unit apartment structures.
- b) The distance(s) ranges will be determined in consultation with the client, with up to three (3) measures used.
- c) The annual mean prices for houses, by type (i.e., detached, semi-detached/row), will be compared to examine the pace of change in price as well as relative mean prices per annum; a ten-year period will be used.
- d) The analysis will be undertaken at a desktop level, i.e., without requirement for a site visit.

TURNER DRAKE will compile data from various sources into a single, organized document. Data points will be set out in tables and graphs, as appropriate, with accompanying explanations to provide context and analysis, including community overviews for the study area. Historic data will be for 10 years past. Where there are gaps in data availability for data points at specific levels of geography, metrics may rely on alternate data sources and, where possible and appropriate, extrapolation based on reliable comparisons.

...2

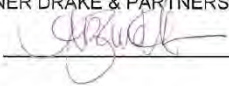
TURNER DRAKE & PARTNERS LTD.

- 1.04 The effective date of the analysis is to be the date of execution of this consulting services agreement. Data used in the analysis will be the most current available from reliable relevant sources.
- 1.05 The STUDY AREA is centred on Halifax Regional Municipality, Nova Scotia, with specific neighbourhoods selected for analysis based on their comparability to New Maryland, NB.
- 1.06 The reported analyses, opinions and conclusions will be developed in accordance with the Royal Institution of Chartered Surveyors' Valuation Standards [2017 Edition] (RICS Red Book), and the International Valuation Standards (IVS). The report will conform with the Uniform Standards of Professional Appraisal Practice (USPAP). The conduct of the assignment and the preparation of the report will also comply with the Canadian Uniform Standards of Professional Appraisal Practice. The report and assignment will be subject to the requirements of the Code of Professional Ethics of the professional institutes of which the author of the report is a member, which include provision for peer review.
- 1.07 Turner Drake & Partners Ltd. (TURNER DRAKE) is regulated by RICS (Royal Institution of Chartered Surveyors) for the provision of surveying i.e., property consulting, services. This means we agree to uphold the RICS Rules of Conduct for Firms and all other applicable mandatory professional practice requirements of RICS, which can be found at www.rics.org. As an RICS regulated firm we have committed to cooperating with RICS in ensuring compliance with its standards. The firm's nominated RICS Responsible Principal is Mark Blair Turner, President, Email: markturner@turnerdrake.com. TURNER DRAKE's complaints handling procedure, available upon request, is governed by a quality system registered to the international ISO 9001:2015 standard. In addition, TURNER DRAKE is subject to provincial licencing with respect to its appraisal and brokerage services.
- 1.08 The person responsible for the assignment will have sufficient current local, national and international knowledge of the market, and the skills and understanding, to undertake the analysis in a competent manner.
- 1.09 TURNER DRAKE will undertake a desktop inspection of the STUDY AREA.
- 1.10 TURNER DRAKE will undertake such fiscal, physical and legal investigations as are necessary and prudent to complete the market study. This research will not include an investigation of title, a property survey, engineering or environmental studies of any land and structures, or tests to determine whether there is a supply of potable water or that any property has, or will support, a fully functioning sewage disposal system. The STUDY AREA and any given sites therein will be considered on the assumption that they are not, and never have been, subject to environmental contamination, and that they are not in such proximity to another contaminated property as to adversely impact their suitability for the prospective developments.
- 1.11 TURNER DRAKE, in order to complete the market study, will undertake such investigations as are necessary and prudent to verify that information supplied by the CUSTOMER, the CLIENT and other parties, is reliable and accurate. However, these investigations may be limited by privacy legislation and the absence of publicly available, verified, sales and rental data. It will be necessary, in part, to rely upon hearsay data.
- 1.12 TURNER DRAKE has no material involvement (past, current, or future) with the STUDY AREA other than the assignment contemplated by these TERMS OF ENGAGEMENT and other consulting work that has in the past been conducted for the same or similar levels of geography.
- 1.13 TURNER DRAKE has no material involvement (past, current, or future) with the CLIENT, the CUSTOMER, or any parties contemplated to be involved in any transaction resulting from these TERMS OF ENGAGEMENT.

Page 3

- 2.01 The Market Analysis report will contain such confidential information as is necessary to support the analyses, opinions and conclusions contained therein. It may also be subject to Extraordinary Assumptions and/or Hypothetical Conditions: reference to the report in any published document without an adequate contemporaneous reference to these Extraordinary Assumptions or Hypothetical Conditions would be misleading and is prohibited. For these reasons, and to protect the integrity of the report, TURNER DRAKE will retain copyright to the report.
- 2.02 The Market Analysis report has to be used in its entirety since parts taken out of context may be misleading. The report, or any parts thereof, may not be used for any purpose other than that for which it is undertaken and will be furnished for the exclusive use of the CLIENT. **All liability to any party other than the CLIENT will be denied.**
- 2.03 These TERMS OF ENGAGEMENT will be included in and form part of the Market Analysis report.
- 3.00 The CLIENT, for the performance of the services referred to in Article 1 shall pay to TURNER DRAKE:
- (a) A fee of \$4,600.00. This fee does not include H.S.T.
 - (b) Disbursements, to be invoiced at actual cost, are included in the above fee.
 - (c) A retainer in the amount of \$NIL.
 - (d) All accounts are payable on receipt and interest is charged at 2% per month (24% per annum) on outstanding invoices.

Accepted by:
TURNER DRAKE & PARTNERS LTD.

Per: 

Title: Manager, Economic Intelligence Unit

Date: 13 March 2023

The above is agreed to by the CLIENT.

Per:  Caleb Bowers
Authorised Signing Officer

Title: President

Date: March 13th / 2023

TURNER DRAKE & PARTNERS LTD.

Village of New Maryland
584 New Maryland Hwy
New Maryland NB
E3C1K1
September 8, 2023

Re: Opposition to Application for Re-Zoning and Variance Approvals

Dear Village Council

It is with great disappointment that I am writing this letter as a result of receiving the notification of the application for re-zoning and variances for the vacant land formerly 196 Phillips Drive. We are **strongly against** this application that would see our rural community severely affected.

As we had stated in the previous letter that I sent in September of 2022, Centennial Heights is a neighborhood of single-family dwellings, and people moved to New Maryland because of the rural single family dwelling environment. It is why we also moved to New Maryland. The requested Re-zoning and Variance items are **not minor** and allowing this will have severe restrictions to the lives of our community family and should not be allowed.

A 2-storey apartment does not promote rural charm or maintain rural, or townhouse looks at street level which is a requirement of the Urban Design Standards and Public Realm Guidelines. We do not believe that these land parcels are the proper location for the villages first multi-unit dwellings.

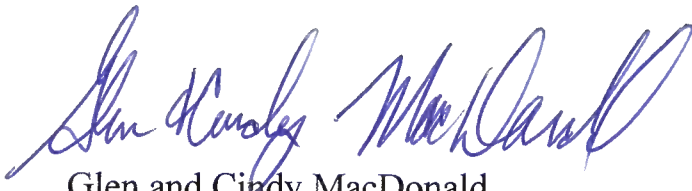
The Applicant not only requests to change the Zoning to R-3 but is also requesting variances much higher than allowed in the By-Law. The applicant has shown little flexibility in his request from the previous submission that the local community was apposed to. This current request is resulting in variance differences including:

- 40% more units than allowed, a major variance that significantly increases footprint
- placing it on a lot that is over 24% smaller than required, a major variance that significantly reduces setback requirements and greenspace,
- reducing front yard by depth of 53%, a major variance that significantly reduces buffer requirements and greenspace,
- flankage yard depth by 42.6%, that significantly reduces buffer requirements and greenspace

the last meeting the developer stated that the proposed buildings could not be deemed for seniors use only. There will be no guarantee that these 2 building will be for seniors only. Even if they were for seniors only, the rendering and layout are not conducive for senior living. There will be little greenspace, and no decks for senior to have a private outside space. Aesthetically, the renderings that were provided are not appealing structures, look institutional and would not be an improvement to the promote the Village on its main street or as required in the Municipal Plan to incorporate high quality exterior building design.

We have lived in New Maryland for almost 30 years. We raised our children here, made friends, volunteered, supported the Village and paid taxes. As an adjacent property owner, we will be significantly affected by this development. This development will cause a loss of privacy, loss of property enjoyment, loss of green space, increased noise levels, a decrease in our property value, potential damage to our well water system, drainage issues, garbage storage issues, and traffic impacts amongst many other issues. We believe that we would be within our rights to seek damages in the event that these issues occurred. Moreover, we feel that approval of this development is forcing us to consider moving from our home and this village.

It is evident to us that this is not the location for this type of structure, and that this applicant for Re-Zoning and Variance needs to be **rejected**. There are other locations in New Maryland, not within an already well-established neighborhood of single-family dwellings that is better suited for this development.



Glen and Cindy MacDonald
102 Timothy Drive
New Maryland NB
E3C1G1
454-7897

Rejection of the Application for Re-Zoning

This petition is to serve as an appeal for the rejection of an apartment building to be allowed on the vacant land, formerly 196 Phillips Drive, at the corner of Phillips Drive and New Maryland Highway.

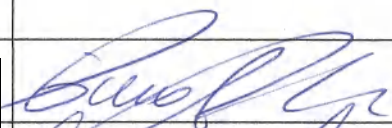
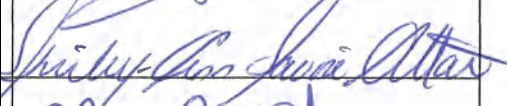

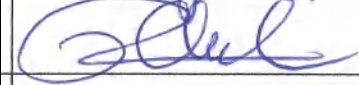
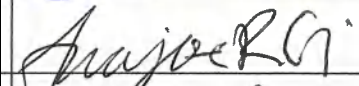
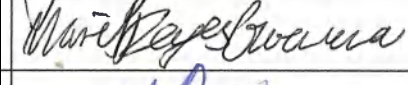

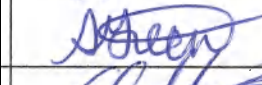
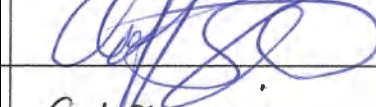
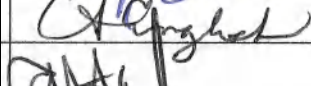
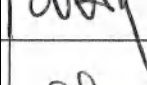
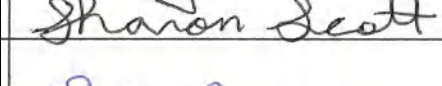
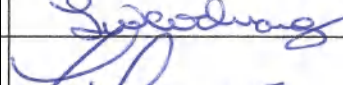
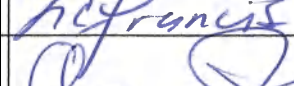
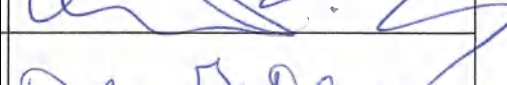
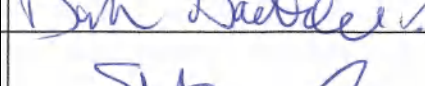

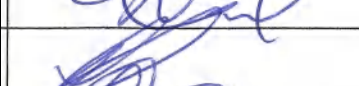
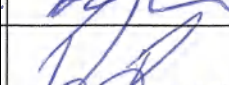
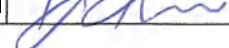
Centennial Heights is a neighborhood of single-family dwellings, and people moved to New Maryland because of the rural single family dwelling environment. An apartment building does not promote rural charm or maintain rural, or townhouse looks at street level which is a requirement of the Urban Design Standards and Public Realm Guidelines.

The request for Re-zoning and the Variance associated are not minor and allowing this will have severe restrictions to the lives of our community family. Our concerns include but are not limited to:

- increased traffic causing delays and affecting safety
- effects to surrounding well water
- snow removal, surface drainage, and storm water retention
- garbage storage
- loss of green space
- loss of neighborhood charm
- reduction in property enjoyment
- increased noise level
- reduction of privacy
- direct impact to surrounding homes property value

We, the undersigned, property owners in the surrounding area, do not want an apartment building at the entrance to our beautiful neighborhood. It is not the right location for this type of dwelling, and it belongs in a more appropriate location. As a result, this request for Rezoning must be turned down.

Name	Address	Phone Number	Signature
Glen MacDonald	102 Timothy Dr.		Glen MacDonald
Shea MacIntosh	106 Timothy Dr.		Shea MacIntosh
Steph MacIntosh	106 Timothy Dr.		Steph MacIntosh
Chris Grant	117 Timothy Dr.		Chris Grant

Name	Address	Phone Number	Signature
Pierre Allain	114 Timothy Dr.		
Shirley Ann Marie Allain	114 Timothy Drive (S)		
Maria Guevara	103 Timothy Dr		
Adrian Reyes	103 Timothy Dr		
Anapxe Reyes	103 Timothy Dr		
Mani Reyes	103 Timothy Dr		
Alex Green	105 Timothy Dr		
Sarah Green	105 Timothy Dr		
Cliff Shaw	107 Timothy		
Carol Ann English	111 Timothy Dr		
Allan English	111 Timothy Dr.		
Sharon Scott	115 Timothy Dr.		
LARRY COCHRANE	108 TIMOTHY DR		
LISA C. FRANCIS	110 Timothy DR		
Chris Blensky	112 Timothy DR		
Daniel Gauthier	116 Timothy Dr.		
Stephen McDonald	116 Timothy Dr.		
Raymond	118 Timothy Dr.		
Justine Robichaud	120 Timothy Dr.		
David Robichaud	120 Timothy Dr		

[illegible]