



Village of New Maryland

PLANNING ADVISORY COMMITTEE
Regular Meeting – 12 August, 2024
Council Chamber - 584 New Maryland Highway
7:00 p.m.
AGENDA

- 1. Call to Order:**
- 2. Approval of the Agenda:**
- 3. Disclosure of Interest:**
- 4. Approval of the Minutes:**
 - (i) Regular Meeting - 06 May 2024
 - (ii) Regular Meeting - 03 June 2024 – Meeting Cancelled
 - (iii) Regular Meeting - 08 July 2024 – Meeting Cancelled
- 5. Business Arising from the Minutes:**
 - (i) Appointment of PAC Members
 - (ii) Zoning By-law Amendment 04-01-2024 - Proposed 10-Unit Apartment Building - 7 Atkinson Lane
- 6. Old Business:** None
- 7. Reports:**
 - (i) Building Permit Report – May 2024
 - (ii) Building Permit Report – June 2024
 - (iii) Building Permit Report – July 2024
- 8. New Business:**
 - (i) Election of PAC Chairperson and Vice-Chairperson
 - (ii) Erection of Telecommunication Tower and Antenna Policy - Proposed Amendments
- 9. Time and Date of Next Meeting:**
 - (i) 09 September 2024 @ 7:00 p.m. at Council Chamber
- 10. Adjournment**

Village of New Maryland
PLANNING ADVISORY COMMITTEE
Minutes of Regular Meeting
Council Chambers – 584 New Maryland Hwy.
06 May 2024

Present: Sam McEwan, Vice-Chair
Mike Pauley
Gillian Ash Richard
Robin Chaplin
Tim Scammell, Councillor

Also Present: Rob Pero, Building Inspector / Development Officer
Deputy Mayor Mike Pope
Audrey Harper, Administrative Assistant / Recording Secretary

Regrets: Julie Clarke, Chair

1. Call to Order:

Vice-Chair Sam McEwan called the regular meeting of the Planning Advisory Committee (PAC) to order at 7:00 p.m.

2. Approval of the Agenda:

MOVED BY Robin Chaplin and **seconded by** Mike Pauley to approve the agenda with discussion of item 5(i) Zoning By-law Amendment 04-01-2024 – Proposed 10-Unit Apartment Building - 7 Atkinson Lane to precede Agenda Item 4(i): Approval of the Minutes - Regular Meeting – 08 April 2024. **MOTION CARRIED.**

3. Disclosure of Interest: None.

4. Approval of the Minutes: [Note: The following Approval of the Minutes was preceded by discussion of Agenda Item 5(i).]

(i) Regular Meeting – 08 April 2024:

MOVED BY Councillor Tim Scammell and **seconded by** Gillian Ash Richard to approve the minutes of the April 8th, 2024 meeting. **MOTION CARRIED.**

5. Business Arising from the Minutes:

(i) Zoning By-law Amendment 04-01-2024 – Proposed 10-Unit Apartment Building – 7 Atkinson Lane:

Rob Pero discussed with the Committee further proposed edits to the recommendations to Council that were discussed at their April meeting. Rob recommended that the Committee ratify the revised recommendations to Council in relation to the requested re-zoning application for 7 Atkinson Lane.

MOVED BY Gillian Ash Richard and **seconded by** Mike Pauley to approve the amended recommendations as follows.

- a) Any such approval of the re-zoning of the property to a Residential Main Street Zone Four (R-4) be subject to a Section 59 Agreement with particular emphasis on site services, storm water management and landscape buffering requirements with the use of deciduous and coniferous plantings which are to be shown on a landscaping plan to the satisfaction of the Development Officer;
- b) The applicant be required to consult with the New Brunswick Department of Transportation and Infrastructure (NB DTI) and provide a copy of their written response with regard to the proposed driveway access to New Maryland Highway;

- c) The applicant be required to submit a qualified consultant’s report/traffic study that comments on, and provides solutions to, risks the proposed driveways may pose to traffic dynamics and traffic safety on New Maryland Highway, Atkinson Lane and Baker Brook Court;
- d) The site be developed substantially in accordance with the conceptual site plan, to the satisfaction of Council and the Development Officer;
- e) Additional parking stalls to be added to the rear parking lot;
- f) A minimum of 1 (one) barrier-free parking stall to be provided as per the Zoning By-law;
- g) The building exterior designs and finishes shall be in accordance with the Village Zoning By-law for the New Maryland Highway Central Corridor Overlay Zone;
- h) Firefighting and fire protection requirements shall be to the satisfaction of Village Council, Fire Chief and Village Engineer;
- i) Municipal water and sanitary sewer capacity be allocated and held available for the development for a period of 2 (two) years upon any enactment of the requested amendment and subject to registration of a Section 59 Zoning Agreement; and,
- j) All construction shall be in accordance with all applicable Village by-laws & policies.

Upon additional reflection on the specifics of the proposal, and review of applicable definitions in the Zoning By-law, the Committee also motioned to recommend that Council consider the building proposed for construction as a “stacked townhouse” as opposed to an “apartment building.”

MOVED BY Councillor Tim Scammell and **seconded by** Mike Pauley that Council consider the proposed 10- unit building as a “stacked townhouse” per the definition in the Village Zoning By-law. **MOTION CARRIED.**

6. **Old Business:** None

7. **Reports:**

(i) **Building Permit Report – April 2024:**

Monthly Building Permit Summary	April 2024	April 2023
Total Permits	14	11
Estimated Value of Construction	\$1,117,623.00	\$539,300.00
Fees Collected	\$8,380.25	\$4,072.75

The Year-to-Date totals ending the month of April 2024 were as follows:

Building Permit Summary YTD	YTD Ending April 2024	YTD Ending April 2023
Total Permits	23	17
Estimated Value of Construction	\$1,654,623.00	\$713,100.00
Fees Collected	\$12,468.00	\$5,454.25

Rob Pero noted that building permit totals for April generally illustrated the typical trend for the level and type of construction activity during what is traditionally the start to the construction season. The nature of the projects (windows, siding, sheds, decks, and general renovations) was typical of past seasonal trends. Worth noting were the two permits issued for a new home construction in the Centennial Gardens Subdivision on Boxwood Lane, which contributed to a surge in the year-to-date totals as compared to April 2023.

8. **New Business:** None

9. **Time and Date of Next Meeting:**

03 June 2024 @ 7:00 p.m. at Council Chambers.

10. **Adjournment:**

MOVED BY Gillian Ash Richard to adjourn the meeting at 8:00 p.m. **MOTION CARRIED**

Respectfully submitted,

Audrey Harper
Administrative Assistant/Recording Secretary

Rob Pero
Building Inspector / Development Officer

Sam McEwan
Vice-Chairperson

Notes for PAC Package – August 12, 2024

Agenda Item No. 5 (i) Appointment of PAC Members - Update: At their June 19th, 2024 meeting, Council motioned to appoint new member Councillor Laurie Pearson to a 1 (one)-year term of office as the Council representative on the Committee. Council also motioned to re-appoint member Gillian Ash-Richard to a further 3 (three)-year term of office. Council and staff are appreciative of the opportunity to work with such dedicated and engaged members of the Committee.

Agenda Item No. 5 (ii) – Zoning By-law Amendment 04-01-2024 – Proposed 10-Unit Apartment Building – 7 Atkinson Lane - Update: Since the file was last discussed, staff have received from the applicant the required traffic study report, and revised site and building design concepts. The updated site plan (5 driveways deleted) is in response to findings of the traffic study, which determined that future queuing of traffic on Atkinson Lane would create a conflict with the proposed driveways.

The latest iterations of the drawings are attached for the Committee’s reference. The revised site plan and building plans are in the process of being reviewed to ensure conformance with the applicable by-laws, building code and specifications. Further formal review and decisions of PAC may be required in the event it is determined that minor variance approvals are required. The *Community Planning Act* states that another public hearing would be required when there is a substantive change made to the original concepts, however staff believe the proposed revisions are not substantive enough to require another public hearing. Further updates will be provided to the Committee as review of the file progresses.

Agenda Item No. 7 (i) - Reports – Building Permit Report – May 2024:

Monthly Building Permit Summary	May 2024	May 2023
Total Permits	16	17
Estimated Value of Construction	\$292,558.00	\$577,705.00
Fees Collected	\$1,870.25	\$4,158.00

The Year-to-date totals ending the month of May 2024 are as follows:

Building Permit Summary YTD	YTD Ending May 2024	YTD Ending May 2023
Total Permits	39	34
Estimated Value of Construction	\$1,947,181.00	\$1,290,805.00
Fees Collected	\$14,338.25	\$9,972.25

Agenda Item No. 7 (ii) - Reports – Building Permit Report – June 2024:

Monthly Building Permit Summary	June 2024	June 2023
Total Permits	22	12
Estimated Value of Construction	\$11,041,408.75	\$118,884.00
Fees Collected	\$79,897.75	\$1,006.25

The Year-to-date totals ending the month of June 2024 are as follows:

Building Permit Summary YTD	YTD Ending June 2024	YTD Ending June 2023
Total Permits	61	46
Estimated Value of Construction	\$12,988,589.75	\$1,409,689.00
Fees Collected	\$94,236.00	\$10,978.50

Agenda Item No. 7 (iii) - Reports – Building Permit Report – July 2024:

Monthly Building Permit Summary	July 2024	July 2023
Total Permits	17	14
Estimated Value of Construction	\$751,464.00	\$405,994.00
Fees Collected	\$4,666.75	\$3,011.00

The Year-to-date totals ending the month of July 2024 are as follows:

Building Permit Summary YTD	YTD Ending July 2024	YTD Ending July 2023
Total Permits	78	60
Estimated Value of Construction	\$13,740,053.75	\$1,815,683.00
Fees Collected	\$98,902.75	\$13,989.50

The building permit totals for May, June and July generally illustrate a positive trend for the level and type of construction activity during the mid-point of the construction season. The nature of the projects (windows, siding, sheds and garages, decks, pools and general renovations) is typical of past seasonal trends.

Worth noting are the five permits issued during the May to July reporting period for a new home construction, and also the permit issued in June for the construction of a Village municipal water treatment plant and booster station as part of the final components of the Sunrise Wellfield development project. Despite the significant influence the water treatment plant project had on the year-to-date construction values and permit fees, generally, construction activity for 2024 appears to be slightly ahead compared to the same period for 2023.

Agenda Item No. 8 (i) – Election of PAC Chairperson and Vice-Chairperson: Per the authority in section 7 of the *New Brunswick Community Planning Act*, the Committee is tasked with the annual selection of a Chairperson and Vice-Chairperson from among the membership. Please reference the attached “Nomination and Election Procedure” in preparation for conduct of the formalities. Following the elections, staff will notify Council of the selections and will prepare the necessary formal resolutions of Council to ratify, at the September 18th, 2024, meeting, the formal appointment of the candidates to a 1 (one)-year term per section 6(2) of the *Community Planning Act*.

Agenda Item No. 8 (ii) – Erection of Telecommunication Tower and Antenna Policy – Proposed Amendments:

Staff wish to share, for the Committee’s reference, proposed amendments to the Village policy document captioned above. The proposed amendments have been subjected to an initial review by the Village Council and Planning Director, and any further comments or insights the Committee may have would be welcome.

The current Village policy on the erection of communications tower and antenna facilities serves as a guide to Council and staff in instances where an applicant requires the Land-use Authority’s concurrence for a proposed telecommunications facility. The policy was last amended in February 2018. Over time, staff have become aware of opportunities to amend and modernize the document.

Recent research conducted by staff revealed useful examples of similar policies from other agencies and municipalities. These reference documents have served to inspire the draft amendments in promotion of greater procedural clarity for all stakeholders: the applicant, Council, staff, and the public.

Agenda Item No. 8 (ii) – Erection of Telecommunication Tower and Antenna Policy – Proposed Amendments - (Continued):

The most notable changes proposed for the policy are listed as follows:

- an expanded list of definitions;
- additional info on characteristics and attributes of encouraged and discouraged tower and antenna locations;
- elaboration on site and facility design guidelines;
- introduction of public notification and public consultation procedures;
- added clarity on internal review processes and building permit application requirements; and
- general document formatting edits.

Advertising for public meetings under this policy will clearly state that the purpose of the meeting will be to share information and receive feedback from the public; it will be made clear to the residents that the Village will not have deciding authority, Council and staff will be attending meetings as invited participants, and residents will have the opportunity to direct questions to the applicant.

It was noted that the applicant's attendance at the meeting will be mandatory, and Council and staff will rely on the applicant to chair the meeting and answer questions. The Village Development Officer may help facilitate the meeting, as necessary.

In a recent discussion with Council, it was noted that residents in Saint John, NB recently petitioned against the location of a communications tower in their community, but due to the Supreme Court ruling in *Rogers Communications Inc. v. Châteauguay (City)*, the petition was not successful. Radiocommunications, including the siting of antennas, are within the federal government's exclusive power; Canada's *Radiocommunication Act* grants a federal agency (Industry Canada) the authority to decide on the siting of radiocommunication antennas to ensure the operation and integrity of cellular telecommunication networks; municipalities can influence the site design requirements however via site design criteria and recommendations have been included in the attached policy amendment.

Staff believe the proposed revisions will modernize the policy to be more current with recommended internal review methods and public engagement best practices. Subject to any feedback the Committee may have, staff will prepare any necessary final revisions to the attached policy and submit the finalised document for adoption by Council.

Village of New Maryland - BUILDING AND DEVELOPMENT PERMITS – May 2024

PERMIT #	DATE	BUILDING LOCATION	DESCRIPTION OF WORK	OWNER AND/OR CONTRACTOR	ESTIMATED COST	PERMIT FEE
24024	May 1, 2024	72 MacIntosh Drive PID 75075473	Construct deck and gazebo and install new pool and hot tub	Pierre Grandmaison	\$37,000.00	\$338.25
24025	May 2, 2024	112 New Maryland Hwy. PID 75061465	Install a 14'x30' in-ground pool and 12'x12' pool house (Development Permit)	Josh McClellan	\$70,000.00	\$50.00
24026	May 6, 2024	139 Woodlawn Lane PID 75182824	Replace windows and doors and add insulation in attic	Bruce McKenna	\$22,000.00	\$165.00
24027	May 6, 2024	51 Sprucewood Drive PID 75066548	Remove wood siding and install vinyl on house and garage	Turner Grant	\$34,000.00	\$266.50
24028	May 6, 2024	309 Woodlawn Lane PID 75403956	Replace interior cladding on walls and ceiling	Village of New Maryland	\$11,021.00	Waived
24029	May 8, 2024	22 Cortland Street PID 75075911	Install 24' above ground pool (Development Permit)	Jason Cress	\$3,000.00	\$50.00
24030	May 9, 2024	251 Phillips Drive PID 75066498	Replace drain tile and install Blueskin on foundation	Larry Robinson	\$4,000.00	\$49.00
24031	May 13, 2024	43 Sprucewood Drive PID 75066787	Construct a 10'x12' deck	Josh Pozzolo	\$5,000.00	\$56.25
24032	May 13, 2024	283 Atkinson Lane PID 75242909	Replace existing 12'x16' deck	Ronald St. Amour	\$15,936.00	\$136.00
24033	May 17, 2024	31 Melba Street PID 75342733	Construct an 8'x12' deck	Michael and Julie Clarke	\$3,500.00	\$49.00
24034	May 21, 2024	153 Bradshaw Drive PID 75076018	Demolish and remove single family dwelling damaged by fire (Demolition Permit)	Jason Haines	\$18,000.00	\$80.00
24035	May 21, 2024	110 Gravenstein Street PID 75272815	Replace roofing	Nathan Gallant	\$17,230.00	\$150.50
24036	May 21, 2024	105 Atkinson Lane PID 75318048	Replace roofing	Michael Pauley	\$9,800.00	\$92.50
24037	May 27, 2024	101 Kingston Avenue PID 75068601	10'x16' addition to detached garage (Development Permit)	Brandon Adams	\$1,800.00	\$50.00

Village of New Maryland - BUILDING AND DEVELOPMENT PERMITS – May 2024

PERMIT #	DATE	BUILDING LOCATION	DESCRIPTION OF WORK	OWNER AND/OR CONTRACTOR	ESTIMATED COST	PERMIT FEE
24038	May 28, 2024	116 MacIntosh Drive PID 75075648	Replace windows and doors	Mandy & Glenn Thomander	\$26,271.00	\$215.75
24039	May 31, 2024	250 Woodlawn Lane PID 75154674	Replace roofing	Scott Sparks	\$14,000.00	\$121.50
Totals				May (16 permits)	\$292,558.00	\$1,870.25

Village of New Maryland - BUILDING AND DEVELOPMENT PERMITS – June 2024

PERMIT #	DATE	BUILDING LOCATION	DESCRIPTION OF WORK	OWNER AND/OR CONTRACTOR	ESTIMATED COST	PERMIT FEE
24040	June 3, 2024	38 Pine Ridge Avenue PID 75074526	Replace vinyl siding and 3 windows	David Orser	\$25,000.00	\$201.25
24041	June 3, 2024	10 Kerry Lane PID 75318071	Replace roofing	Roger Shannon	\$7,900.00	\$78.00
24042	June 4, 2024	170 Kingston Avenue PID 75349068/75555748	Construct a municipal water treatment plant and booster station	Village of New Maryland	\$8,757,700.79	\$63,515.50
24043	June 4, 2024	118 Phillips Drive PID 75438473	Install exterior insulation and vinyl siding	Nicolas Moreau	\$16,000.00	\$136.00
24044	June 4, 2024	31 Sandcherry Lane PID 75507756	Install a 24' diameter above ground swimming pool (Development Permit)	Martin Gallant	\$7,200.00	\$50.00
24045	June 5, 2024	30 Gladstone Street PID 75317453	Install a 20'x40' in-ground pool (Development Permit)	Matthew LeBlanc	\$69,954.00	\$50.00
24046	June 5, 2024	510 New Maryland Hwy. PID 75061705 et.al.	Replace underground fuel storage tanks, pump islands and remove portion of pump island canopy	Irving Oil Ltd.	\$350,000.00	\$2,557.50
24047	June 7, 2024	15 Millerton Street PID 75074252	Construct a 11'x16' deck	Michael Mersereau	\$2,500.00	\$41.75
24048	June 10, 2024	116 MacIntosh Drive PID 75075648	Construct a 21'x14' deck and 3'x5' front step	Mandy Thomander	\$13,774.00	\$121.50
24049	June 10, 2024	22 Cortland Street PID 75075911	Basement renovations	Danielle Cress	\$44,000.00	\$339.00
24050	June 11, 2024	5 Spirea Street PID 75553024	Install a 10'x20' shed (Development Permit)	Edward Harke	\$2,500.00	\$50.00
24051	June 11, 2024	122 Sprucewood Drive PID 75464396	Install a 10'x12' shed (Development Permit)	Bojan Djurkovic	\$16,900.00	\$50.00
24052	June 13, 2024	120 Phillips Drive PID 75066498	Replace windows, doors, siding, soffit and fascia	Larry Robinson	\$20,000.00	\$165.00

Village of New Maryland - BUILDING AND DEVELOPMENT PERMITS – June 2024

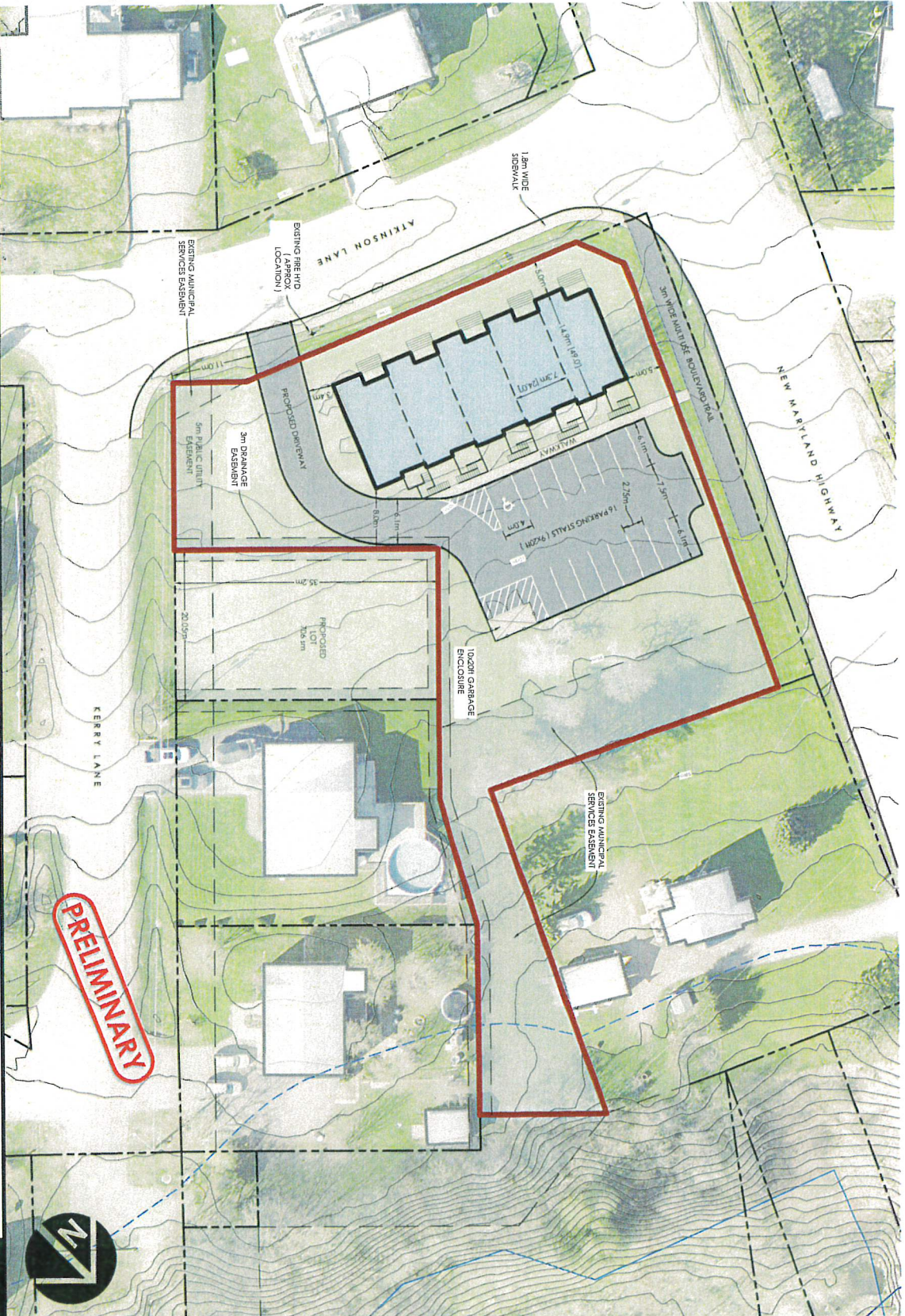
PERMIT #	DATE	BUILDING LOCATION	DESCRIPTION OF WORK	OWNER AND/OR CONTRACTOR	ESTIMATED COST	PERMIT FEE
24053	June 14, 2024	153 Bradshaw Drive PID 75076018	Construct a single family dwelling with attached garage and decks	Kevin Beaver	\$410,000.00	\$2,992.50
24054	June 17, 2024	5 Sandcherry Lane PID 75559740	Construct a single family dwelling with attached garage and deck	Cummings Builders and Investments Ltd.	\$400,000.00	\$2,920.00
24055	June 19, 2024	201 Sunrise Estates Drive PID 75069831	Construct a 22'x31'10" detached garage	Karen Cameron	\$46,000.00	\$353.50
24056	June 25, 2024	15 Boxwood Lane PID 75545442	Construct a single family dwelling with attached garage	Rick McFadyen	\$320,000.00	\$2,340.00
24057	June 26, 2024	230 Springwater Lane PID 75078014	Kitchen renovations	Terri Matthews	\$43,000.00	\$331.75
24058	June 26, 2024	31 Boxwood Lane PID 75560805	Construct a two storey dwelling with attached garage and deck	R. Foster Developments Ltd.	\$450,000.00	\$3,282.50
24059	June 27, 2024	197 Sunrise Estates Drive PID 75069823	Install a 27' diameter above ground swimming pool (development permit)	Pam Goodfellow	\$7,000.00	\$50.00
24060	June 27, 2024	31 Stonehurst Avenue PID 75076174	Replace windows and exterior doors	Vincent MacDonald	\$16,980.00	\$143.25
24061	June 27, 2024	31 Sandcherry Lane PID 75507756	Construct a deck around a portion of the existing pool	Martin Gallant	\$15,000.00	\$128.75
Totals				June (22 permits)	\$11,041,408.75	\$79,897.75

Village of New Maryland - BUILDING AND DEVELOPMENT PERMITS – July 2024

PERMIT #	DATE	BUILDING LOCATION	DESCRIPTION OF WORK	OWNER AND/OR CONTRACTOR	ESTIMATED COST	PERMIT FEE
24076	July 24, 2024	8 Sandcherry Lane PID 75559500	Construct a single-family dwelling with attached garage and deck	Blackstone Estates & Holdings Ltd.	\$350,000.00	\$2,557.50
24077	July 24, 2024	24 Berkley Drive PID 75069609	Build a 20'x28' garage	Doug Burpee	\$72,000.00	\$542.00
24078	July 25, 2024	250 Woodlawn Lane PID 75154674	Construction of baby barn (Development Permit)	Scott Sparks	\$5,000.00	\$50.00
Totals				July (17 permits)	\$751,464.00	\$4,666.75

Village of New Maryland - BUILDING AND DEVELOPMENT PERMITS – July 2024

PERMIT #	DATE	BUILDING LOCATION	DESCRIPTION OF WORK	OWNER AND/OR CONTRACTOR	ESTIMATED COST	PERMIT FEE
24062	July 4, 2024	81 Woodlawn Lane PID 75291864	Install an 18' x40' in-ground pool and relocate shed (Development Permit)	Joseph Kinley	\$128,000.00	\$50.00
24063	July 4, 2024	81 Woodlawn Lane PID 75291864	Deck construction	Joseph Kinley	\$21,000.00	\$172.25
24064	July 9, 2024	466 New Maryland Hwy. PID 75064253	Construct an 8'x10' storage room addition	Village of New Marland	\$20,000.00	Waived
24065	July 11, 2024	137 Sunrise Estates Drive PID 75067371	Install 18' diameter above ground pool (Development Permit)	Anthony Lessard	\$8,064.00	\$50.00
24066	July 11, 2024	137 Sunrise Estates Drive PID 75067371	Construct a 8'x14' deck	Anthony Lessard	\$2,500.00	\$41.75
24067	July 11, 2024	4 Birchwood Drive PID 75069351	Replace siding, add exterior insulation, replace windows	Ricky Robichaud	\$21,500.00	\$179.50
24068	July 15, 2024	258 Sunrise Estates Drive PID 75069948	Replace 7 windows	Andrea Cook	\$7,400.00	\$78.00
24069	July 17, 2024	4 Kirkland Drive PID 75490128	Baby barn / shed (Development Permit)	Mike McGraw	\$9,000.00	\$50.00
24070	July 17, 2024	21 Gravenstein Street PID 75248047	New deck on front of house	Renovations Plus	\$4,000.00	\$49.00
24071	July 17, 2024	72 Nicholson Crescent PID 75073387	Window replacement (6)	Keith Ball	\$13,000.00	\$114.25
24072	July 22, 2024	80 Woodlawn Lane PID 75291898	Replace all windows and three exterior doors	John Ward	\$29,000.00	\$230.25
24073	July 23, 2024	30 Gladstone Street PID 75317453	Strip off and reshingle roofing	Matthew Leblanc	\$11,000.00	\$99.75
24074	July 23, 2024	114 Timothy Drive PID 75071563	Bathroom remodel	Ryan Parks	\$35,000.00	\$273.75
24075	July 24, 2024	181 Atkinson Lane 75230383	Installation of a 5.9 kw rooftop solar system	Ross Riding	\$15,000.000	\$128.75



PRELIMINARY

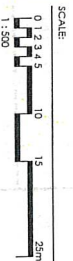
LEGEND

	Site Boundary
	Adjacent Property Boundary
	Wetland
	Wetland / Watercourse Buffer

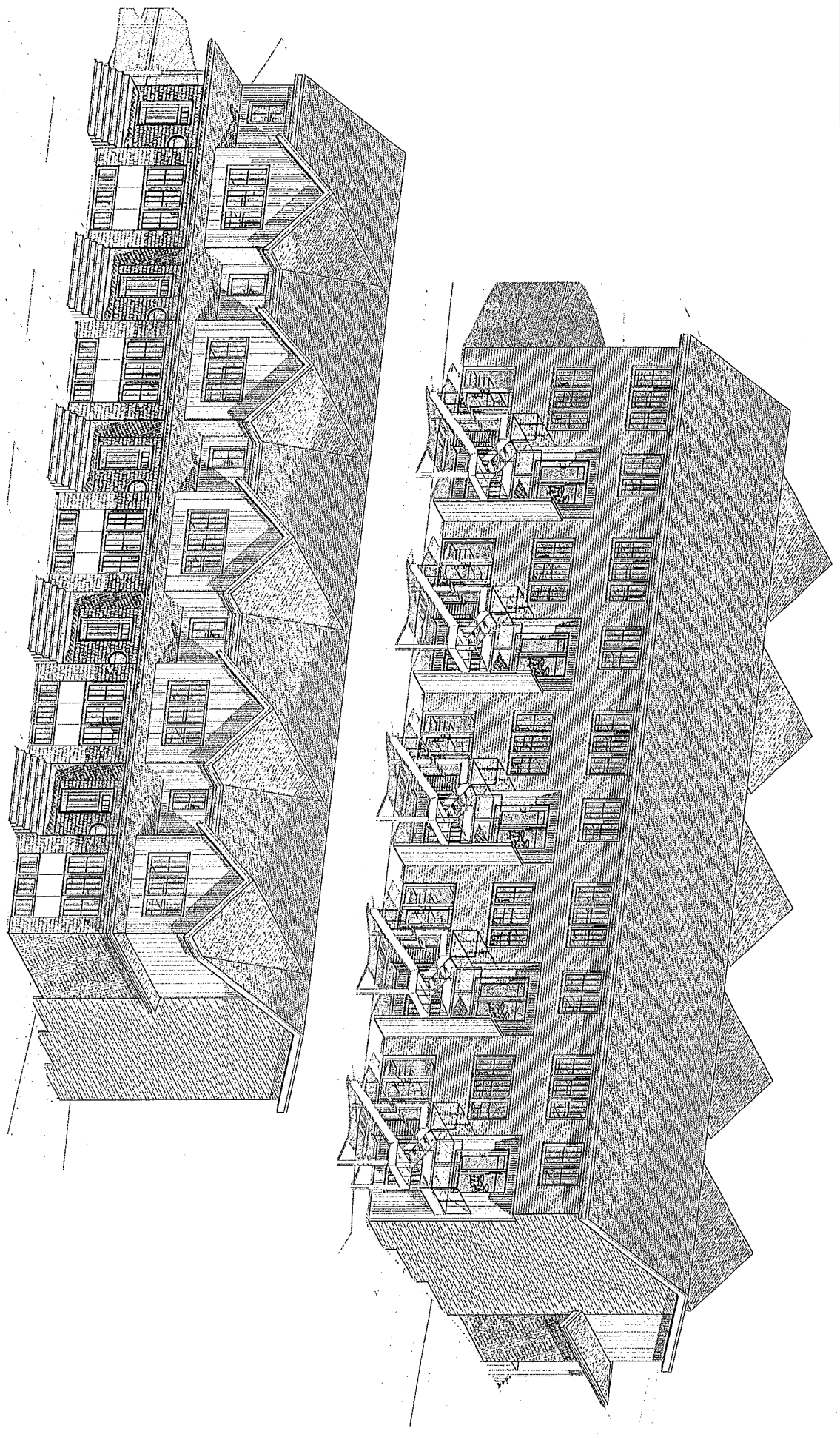
- SITE SUMMARY:**
- PID: 75052455
 - Total Land Area: 4,538 sqm
 - Existing Zone: R-2

- NOTES:**
- Adjacent property lines and topographic features are approximate only.
 - Site plan is to be shown review and regulations.

- SOURCES:**
- Plan based on Eastern Lands Surveys Terrestrial Subdivision Plan CAD file: J74315182 concept.dwg, dated February 8, 2024
 - Adjacent property lines and topographic (see file)



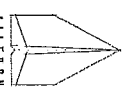
 1 Canal St, Dartmouth NS B2Y 2W1 189626	CLIENT	PROJECT	DRAWING	PROJECT NO.	DRAWING NUMBER
	BOWERS CONSTRUCTION	74 ATKINSON LANE NEW MARYLAND HIGHWAY DEVELOPMENT New Maryland, New Brunswick	15 JULY 2024 SITE PLAN	24-005 DRAWN BY: KJW	110



GENERAL NOTES

1. PROVIDE AND MAINTAIN ALL ACCESS TO ADJACENT PROPERTIES AND ROADWAYS THROUGHOUT THE WORK AND AT ALL TIMES.
2. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL EXISTING UTILITIES AND STRUCTURES TO REMAIN.
3. ALL MATERIALS AND WORKMANSHIP SHALL BE SUBJECT TO INSPECTION AND APPROVAL BY THE LOCAL BUILDING DEPARTMENT.
4. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND ROADWAYS AT ALL TIMES.
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10. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AND ROADWAYS AT ALL TIMES.

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMIT	05/20/24
2	ISSUED FOR CONSTRUCTION	06/24/24
3	ISSUED FOR OCCUPANCY	07/24/24



BOWERS
CONSTRUCTION

ATKINSON LANE

FREDERICTON, NB

24 June 2024

ISO

2020-06-22 14:58:46 PM

CM

A004



Traffic Impact Study for a New Single-Family
Attached Housing Complex on Atkinson Lane in
New Maryland, NB

Bowers Construction NB Inc.

Type of Document:

Draft Report

Project Number:

FRE-24005971-A0

Prepared By:

Barry Riordon, EIT

Approved By:

Don Good, P. Eng.

EXP

1133 Regent Street

Fredericton, NB

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Date Submitted:

2024-05-28

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1 Introduction

1.1 Background

Bowers Construction NB Inc. is in the planning process for the development of a new 2-storey town house development on Atkinson Lane, in New Maryland, NB. The facility comprises ten (10) units and an eight (8) stall parking lot. Access to the parking lot is to be provided via New Maryland Highway (Route 101), while five (5) individual driveways provide direct access to Atkinson Lane. The proposed development is scheduled to be in operation in 2025. Therefore, a 6-year horizon period (2030) is utilized to identify any impacts related to the development.

Figure 1 shows the location and initial site plan layout of the development in relation to the surrounding street network. A larger scale site plan is included in Appendix 1.

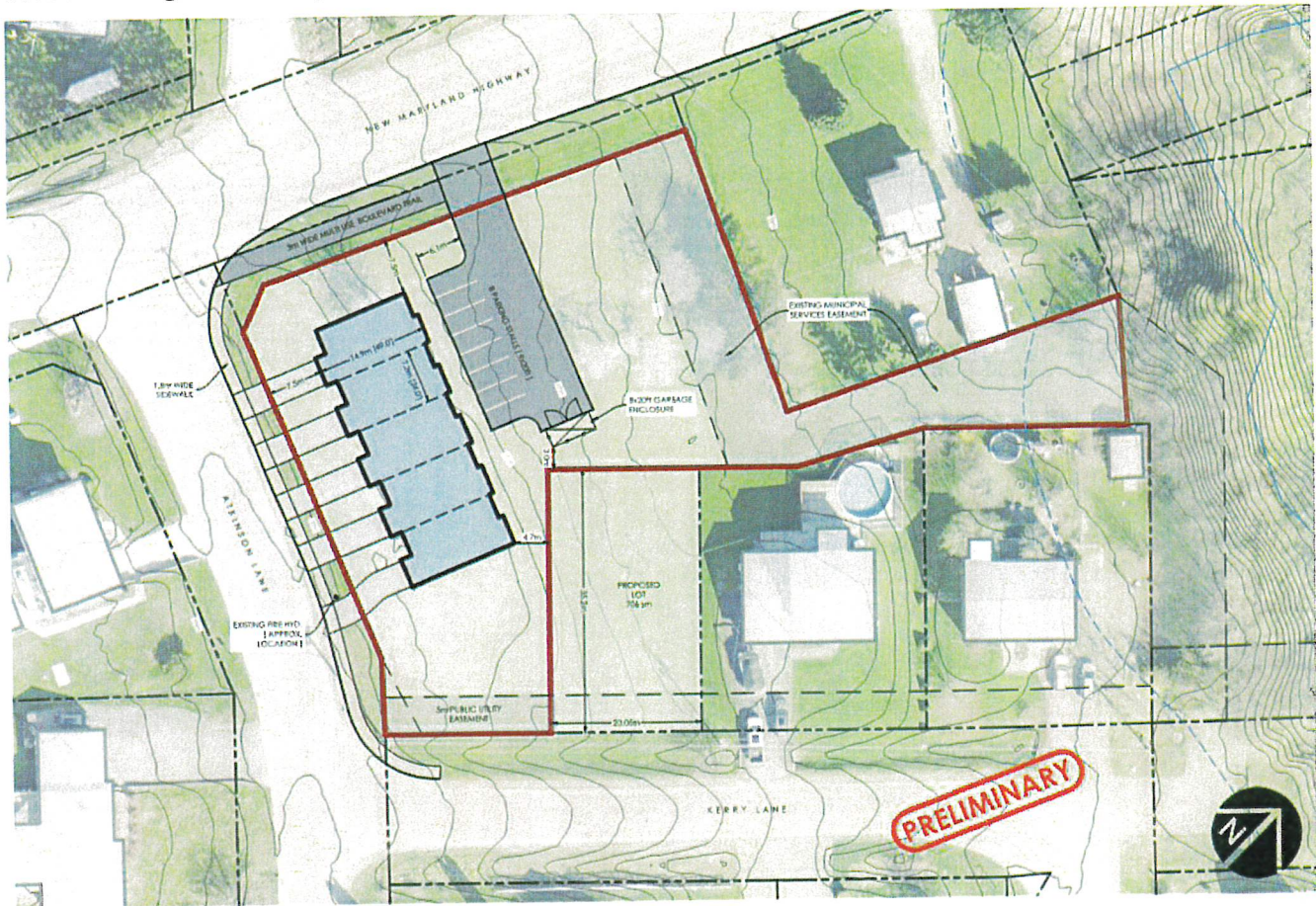


Figure 1: Location and Initial Site Plan of the Proposed Development

1.2 Approach

The objective of this project is to complete a traffic impact study for the proposed development, including the identification of any traffic safety concerns and recommendations to the proposed access points to New Maryland Highway and Atkinson Lane. The work activities summarized in Table 1 were undertaken to complete the study.

1.3 Study Area and Horizon Year

The Study Area encompasses the proposed access points to the facility and the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections. The development is projected to be in operation by 2025, therefore a 2030 horizon year was chosen for the analysis.

Table 1: Work Plan

Task Name	Description
Data Collection	<ul style="list-style-type: none"> Traffic counts were collected at the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court stop-controlled intersections using Miovision camera technology. The counts were collected on a typical weekday (Tuesday, May 7, 2024) for the hours of 0700 to 0900, 1100 to 1300 and 1600 to 1800 hours.
Evaluate Existing and Horizon Year Traffic Conditions without Development	<ul style="list-style-type: none"> Based on the counts, existing AM and PM peak traffic operational conditions were determined for the two (2) Study Area intersections using Synchro 11 software. The existing traffic conditions for each of the intersection turning movements were expressed in terms of level of service (LOS), average delay per vehicles, volume to capacity ratio (v/c) and queuing on the intersection approaches. Any existing deficiencies were identified. The existing traffic counts were expanded to represent 2030 traffic volumes (5 years after construction) without the proposed development in place. Traffic operations for 2030 AM and PM peak travel volumes without the development in place, as well as any deficiencies, were determined. This provided the basis for determining any traffic impacts associated with the proposed development. Any roadway improvements that are required to meet existing and future demand without site development were determined and recommendations made.
Evaluate Traffic Conditions with the Proposed Development	<ul style="list-style-type: none"> Based on the proposed concept prepared by Bowers Construction NB Inc., an estimate of trips entering and exiting the proposed development were completed for the AM and PM peak hour travel periods using the Institute of Transportation Engineers trip rates documented in their 11th edition entitled "Trip Generation". The generated trips were assigned to the Study Area intersections based on existing and anticipated future travel patterns to/from the New Maryland Highway. The assignment of trips was based on the proposed facility's access points. A level of service analysis was completed with the proposed development in place and the results were summarized. Any deficiencies attributable to the development were identified and improvement options were selected and evaluated as to their effectiveness. A review was undertaken of the location of the proposed driveways on New Maryland Highway and Atkinson Lane with respect to TAC guidelines relating to driveway access, geometrics and spacing. A discussion was held with NBDTI personnel with respect to the proposed driveway on the New Maryland Highway. Based on the above results a recommendation was made with respect to the provision of access to and from New Maryland Highway and Atkinson Lane.
Provide Report	<ul style="list-style-type: none"> A Draft Report was prepared and submitted for review and comment. Following any comments received, a Final Report will be prepared and submitted.

2 Existing 2024 Conditions

2.1 Traffic Volumes

The existing AM and PM peak hour turning movement traffic volumes for the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections are summarized in **Figure 2**.



Figure 2: Summary of Existing 2024 Traffic Volumes

2.2 Existing Level of Service

Existing (2024) operational conditions at the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections were evaluated using Synchro 11 traffic analysis software (based on existing traffic volumes, road configuration, and traffic control). Key operational measures include level of service (LOS), average delay per vehicle in seconds and volume to capacity (v/c) ratios for the various intersection turning movements. Queuing on the approaches is also identified. Standard LOS criteria for both signalized and stop sign-controlled intersections are shown in **Table 2**.




It is noted that the v/c ratio at signalized intersections is typically considered “acceptable” if it is at or below 0.85 for through movements and 0.90 for exclusive turning movements.

Table 2: Level of Service Criteria for Intersections¹

LOS	Signalized Intersections Control Delay (sec/veh)	LOS Description	Stop Controlled Intersections Control Delay (sec/veh)
A	less than 10.0	Very low delay; most vehicles do not stop (Excellent)	less than 10.0
B	between 10.0 and 20.0	Higher delay; more vehicles stop (Very Good)	between 10.0 and 15.0
C	between 20.0 and 35.0	Higher level of congestion; number of vehicles stopping is significant, although many still pass through intersection without stopping (Good)	between 15.0 and 25.0
D	between 35.0 and 55.0	Congestion becomes noticeable; vehicles must sometimes wait through more than one red light; many vehicles stop (Satisfactory)	between 25.0 and 35.0
E	between 55.0 and 80.0	Vehicles must often wait through more than one red light; considered by many agencies to be the limit of acceptable delay (Acceptable)	between 35.0 and 50.0
F	greater than 80.0	Considered to be unacceptable to most drivers; occurs when arrival flow rates exceed the capacity of the intersection (Unacceptable)	greater than 50.0 ¹

Table 3 summarizes the existing (2024) AM and PM peak hour levels of service for the various turn movements at the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections. The Synchro outputs are included in **Appendix 2**.

Table 3: Operational Analysis Results under Existing 2024 Conditions

Scenario	Intersection	Traffic Control	Peak Hour	Overall LOS & Delay (sec/veh)	Criteria	Atkinson Lane			New Maryland Highway			New Maryland Highway			
						EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Existing	1. New Maryland Hwy/ Atkinson Ln		AM	V/C		0.41		0.59							
				Delay (s/veh)		70.7		47.1		Free	Shared	12.2	Free		
			LOS		F		E		Flow		B	Flow			
			Queue (m)		11		23				1				
Existing	2. New Maryland Hwy/ Baker Brook Ct		AM	V/C	0.23										
				Delay (s/veh)	57.6	Shared									
			LOS	F											
			Queue (m)	6											
Existing	2. New Maryland Hwy/ Baker Brook Ct		PM	V/C	0.16										
				Delay (s/veh)	58.8	Shared									
			LOS	F											
			Queue (m)	4											

The results of the traffic operations show that, under **existing conditions**, the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections are operating at an overall excellent LOS A during both peak periods. All individual movements on New Maryland Highway are operating at LOS A with v/c ratios of 0.10 or less. However, left turn access to New Maryland Highway is found to be poor (LOS F) on both Atkinson Lane and Baker Brook Court in both peak periods. This is attributable to the high through volumes on the New Maryland Highway. However, the v/c ratios are low, as are the volumes, indicating the demand does not exceed capacity. It is

¹ Source: Highway Capacity Manual 6th Edition – Transportation Research Board (TRB)

noted that the 95th percentile queue lengths on the Atkinson Lane approach to the New Maryland Highway in the AM peak is approximately 28 metres. Field observations indicate this queue can be longer at times.

In summary, both Study Area intersections overall are operating efficiently. However, left turn access to New Maryland Highway is poor (LOS F) on both Atkinson Lane and Baker Brook Court in both peak periods, although volumes and v/c ratios are low.

3 Horizon Year (2030) Traffic Conditions without Development

3.1 2030 Traffic Volumes without Development

To reflect horizon year 2030 travel conditions without development, the 2024 AM and PM peak hour volumes along New Maryland Highway were expanded at a 1 percent/annum rate for the Study Area intersections. The projected 2030 volumes without development are summarized in **Figure 3**.







Figure 3: Summary of Future 2030 Traffic Volumes without Development

3.2 2030 Level of Service without Development

Table 4 summarizes the future (2030) without development AM and PM peak hour levels of service for the various turn movements at New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections. The Synchro outputs are included in **Appendix 3**.

The results of the traffic operations show that, under **future (2030) traffic conditions without development**, both intersections are projected to operate similarly to existing (2024) conditions. Left turn movements on Atkinson Lane and Baker Brook Court continue to experience LOS F conditions. In addition, right turn movements on Atkinson Lane decrease from an LOS E to LOS F under 2030 conditions without development. For both intersections, all v/c ratios are within acceptable limits at 0.66 or less. The 95th percentile queue length on the Atkinson Lane approach in the AM peak is projected to be approximately 30 metres. Again, this is less than what has been observed in the field.

Table 4: Operational Analysis Results under Future 2024 Conditions without Development

Scenario	Intersection	Traffic Control	Peak Hour	Overall LOS & Delay (sec/veh)	Criteria	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
						Atkinson Lane			New Maryland Highway			New Maryland Highway					
Future 2030 without Development	1. New Maryland Hwy/ Atkinson Ln		AM	5.2	V/C	0.48			0.66						0.06		
				A	Delay (s/veh)	89.5			58.2			Free	Shared	12.7	Free		
				LOS	F			F			Flow		B	Flow			
				Queue (m)	14			4					1				
Future 2030 without Development	2. New Maryland Hwy/ Baker Brook Ct		PM	1.4	V/C	0.54			0.15					0.10			
				A	Delay (s/veh)	105.9			14			Free	Shared	9.3	Free		
				LOS	F			B			Flow		A	Flow			
				Queue (m)	1			4					2				
						Baker Brook Court			New Maryland Highway			New Maryland Highway					
Future 2030 without Development	1. New Maryland Hwy/ Atkinson Ln		AM	0.7	V/C	0.27						-					
				A	Delay (s/veh)	69.8		Shared			0	Free			Free	Shared	
				LOS	F						A	Flow			Flow		
				Queue (m)	7						0						
Future 2030 without Development	2. New Maryland Hwy/ Baker Brook Ct		PM	0.4	V/C	0.18						-					
				A	Delay (s/veh)	70.5		Shared			0	Free			Free	Shared	
				LOS	F						A	Flow			Flow		
				Queue (m)	4						0						

In summary, both intersections operate similarly to existing (2024) conditions, but with slight decreases in operability. Most left and right turn movements onto New Maryland Highway from Atkinson Lane and Baker Brook Court experience LOS F conditions.

4 Trip Generation and Assignment

4.1 Trip Generation

Generally, when estimating the amount of traffic that will be generated by a new development, the Institute of Transportation Engineers (ITE) trip rates are utilized. ITE has developed trip rates for various types of developments based on the development characteristics such as floor area, number of employees, lot size and/or number of units. ITE has published their trip rates for various developments in a document entitled “Trip Generation”. The 11th edition has been utilized to estimate the trips to and from the proposed development.

The 11th edition has various residential land uses, one of which is single-family attached housing. **Table 5** summarizes the estimated trips that would be generated by the proposed development for both the AM and PM peak hour travel periods. It is estimated the development will generate 5 trips to and from the development in the AM peak and 6 in the PM peak.

Table 5: Trip Generation for the New Development

Lot Classification	ITE Land Use Code	Unit	Size	Land Use Description	AM Peak Hour			PM Peak Hour		
					In	Out	Total	In	Out	Total
Residential	215	Dwelling Units	10	Single-Family Attached Housing	1	4	5	3	3	6

4.2 Trip Assignment

The generated trips have been assigned to the Study Area streets and intersections based on existing traffic distribution patterns on the New Maryland Highway and Atkinson Lane during the peak travel periods. An even split of generated traffic was assumed for the driveways on Atkinson Lane, and the parking lot access to New Maryland Highway. **Figure 4** shows the trips generated to the Study Area, and **Figure 5** illustrates the total AM and PM traffic volumes at the Study Area intersections with the development in place for the 2030 horizon year.

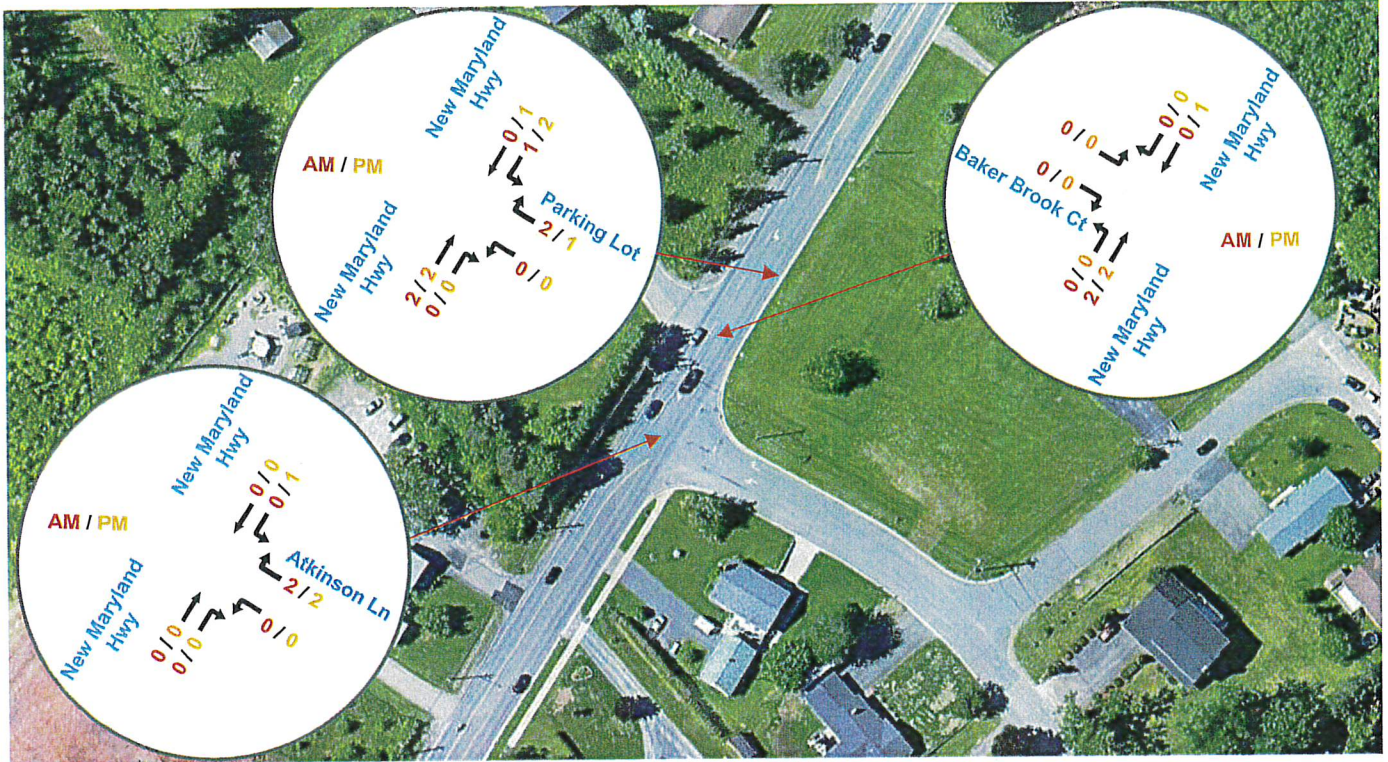


Figure 4: Trip Assignment

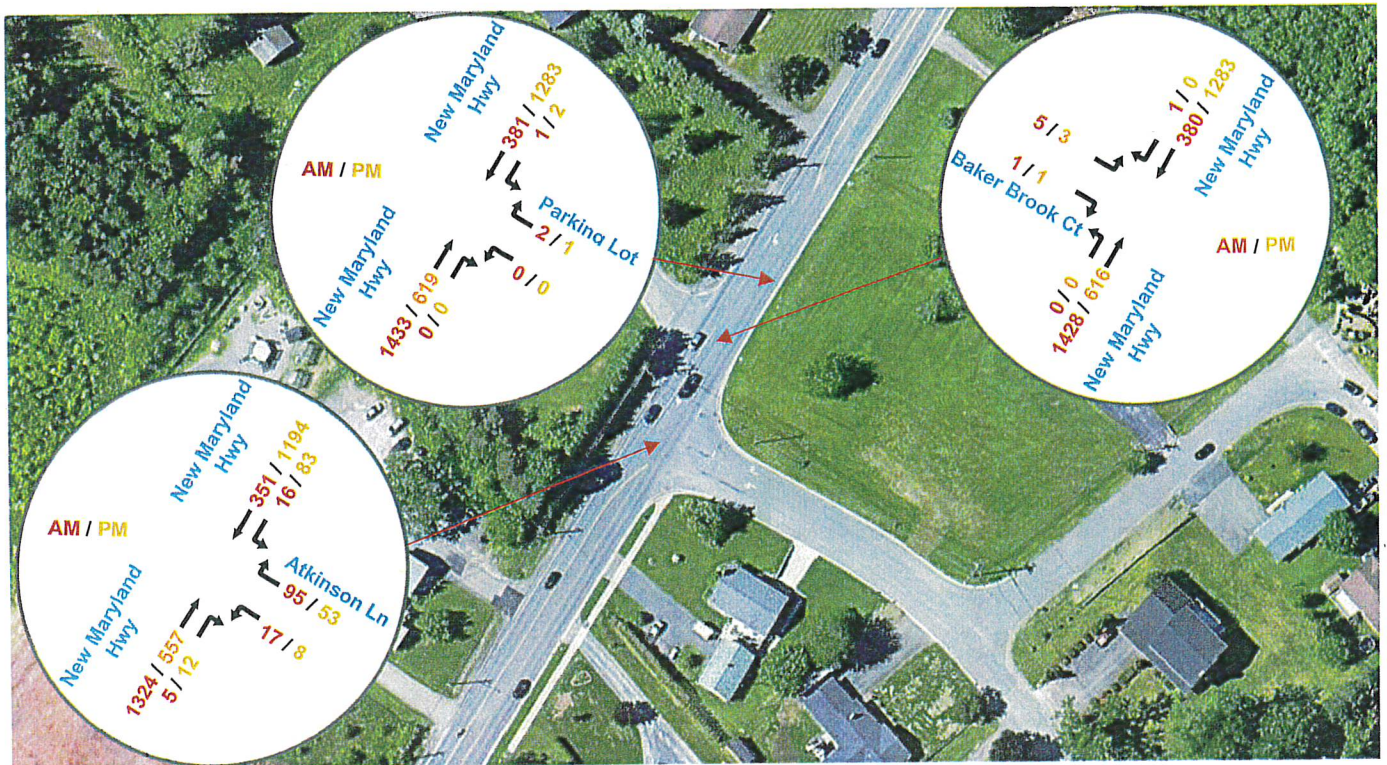





Figure 5: Summary of Future 2030 Traffic Volumes with Development

5 Horizon Year (2030) Traffic Conditions with Development

5.1 2030 Level of Service with Development

Table 6 summarizes the future (2030) with development AM and PM peak hour levels of service for the various turn movements at the New Maryland Highway/ Atkinson Lane, New Maryland Highway/ Baker Brook Court, and New Maryland Highway/ Parking Lot Access intersections. The Synchro outputs are included in Appendix 4.

Table 6: Operational Analysis Results under Future 2030 Conditions with Development

Scenario	Intersection	Traffic Control	Peak Hour	Overall LOS & Delay (sec/veh)	Criteria	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
						Atkinson Lane			New Maryland Highway			New Maryland Highway					
Future 2030 with Development	1. New Maryland Hwy/ Atkinson Ln		AM	5.4 A	V/C Delay (s/veh) LOS Queue (m)				0.48 89.5 F 14		0.68 59.8 F 28		Free Flow	Shared	0.06 12.7 B 1	Free Flow	
			PM	1.5 A	V/C Delay (s/veh) LOS Queue (m)			0.25 105.9 F 6		0.16 14 B 4		Free Flow	Shared	0.11 9.3 A 2	Free Flow		
						Baker Brook Court			New Maryland Highway			New Maryland Highway					
Future 2030 with Development	2. New Maryland Hwy/ Baker Brook Ct		AM	0.7 A	V/C Delay (s/veh) LOS Queue (m)	0.28 72.1 F 7		Shared				- 0 A 0	Free Flow			Free Flow	Shared
			PM	0.4 A	V/C Delay (s/veh) LOS Queue (m)	0.19 71.7 F 4		Shared				- 0 A 0	Free Flow			Free Flow	Shared
						Parking Lot Access			New Maryland Highway			New Maryland Highway					
Future 2030 with Development	3. New Maryland Hwy/ Parking Lot Access		AM	0.0 A	V/C Delay (s/veh) LOS Queue (m)	0.02 31.5 D 0		Shared					Free Flow	Shared	0.00 13.5 B 0	Free Flow	
			PM	0.0 A	V/C Delay (s/veh) LOS Queue (m)	0.00 12.9 B 0		Shared					Free Flow	Shared	0.00 8.9 A 0	Free Flow	

95th percentile volume exceeds capacity, queue may be longer

The results of the traffic operations show that, under **future (2030) conditions with development**, the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections continue to operate at an overall excellent LOS A during both peak periods. All individual movements on New Maryland Highway are operating at LOS A with v/c ratios of 0.11 or less. Left and right turn movements on Atkinson Lane and Baker Brook Court continue to experience LOS F conditions. For both intersections, all v/c ratios are within acceptable limits at 0.68 or less.

The 95th percentile queue length on the Atkinson Lane approach in the AM peak hour is projected to be approximately 30 metres, although field observations of existing conditions suggest the queues are longer at times. It should be noted that the queue on the Atkinson Lane approach will block the driveways to the proposed development in the AM peak. This would result in vehicles from the development driveways attempting to back out into the queue of vehicles on Atkinson Lane.

The results of the traffic operations at the new intersection of New Maryland Highway/ Parking Lot Access show that the intersection is projected to operate at an overall LOS A during both peak periods. All individual movements are projected to operate at LOS D or better, with v/c ratios of 0.01 or less. With little anticipated traffic from the new development, little delay is expected. However, similar to the other intersections, high through volumes on New Maryland Highway make turning more difficult from intersecting streets.

In summary, all three intersections are projected to operate at an overall LOS A for both peak periods. Most of the individual turning movements onto/from the New Maryland Highway to/from Atkinson Lane and Baker Brook

Court are projected to continue to operate at LOS F. Through movement on New Maryland Highway are significantly impacting turning movements. All individual v/c ratios are projected at 0.68 or less, indicating sufficient capacity to meet demand. The queuing on Atkinson Lane in the AM peak will block the driveways associated with the proposed development.

5.2 Discussion with NBDTI

The proposed development plan and the development details were sent to the New Brunswick Department of Transportation and Infrastructure (NBDTI) for comment because of the proposed access to the New Maryland Highway (Route 101). The following comments were received from the District and Traffic:

- They are concerned with the number of closely spaced driveways on Atkinson Lane and their proximity to the intersection with Route 101.
- Queuing on Atkinson Lane will block access to and from the driveways.
- The close proximity of Baker Brook Court to the proposed access for the development parking is a concern.

5.3 Discussion with the Village

Discussions were also held with the Village with respect to potential traffic issues relating to the development. Key items brought up in the discussions included:

- Discussions should be held with NBDTI with respect to access to the New Maryland Highway.
- A minimum of one barrier free parking space should be provided.
- A minimum setback of 5 metres from the property line would be acceptable.
- Switching the building such that the front faces the New Maryland Highway would meet the Villages by-laws and urban design standards.
- Concerns were expressed at the Planning Advisory Committee with respect to the number and spacing of driveways on Atkinson Lane and the impact on traffic.

5.4 Recommended Improvements

Based on the comments from the NBDTI, the Village of New Maryland and the traffic operation results associated with queuing on Atkinson Lane during peak periods, it is recommended that the proposed development be reoriented such that the front of the building is adjacent and parallel to the New Maryland Highway, with access to the parking lot for all units from either the New Maryland Highway to the north of the building or access to Kerry Lane to the east, if possible. Access to Kerry Lane would be the preferred option because of the likely requirement to widen the New Maryland Highway to enable the extension of the existing left turn lane into Atkinson Lane. The Kerry Lane option would also reduce the number of conflict points on the New Maryland Highway in this general area. No individual driveways to the dwelling units would be via the New Maryland Highway.

It should be noted that neither option documented above would change to any great extent the traffic operational results described in **Section 5.1** above and as shown in **Table 6**.

6 Summary of Findings

6.1 Existing 2023 Conditions

Both Study Area intersections (New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court) are operating efficiently with overall levels of service A for both peak periods. All individual movements on New Maryland Highway are operating at LOS A with v/c ratios of 0.10 or less. However, left turn access to New Maryland Highway is found to be very poor (LOS F) on both Atkinson Lane and Baker Brook Court in both peak periods. However, the volumes and v/c ratios for these movements are low. The poor LOS is attributable to the high through volumes on New Maryland Highway. The 95th percentile queue lengths on the Atkinson Lane approach to the New Maryland Highway in the AM peak is approximately 28 metres. Field observations indicate this queue can be longer at times.

6.2 Future 2030 Conditions without Development

Both intersections operate similarly to existing (2024) conditions, but with slight decreases in operability. Left turn movements on Atkinson Lane and Baker Brook Court continue to experience LOS F conditions. In addition, right turn movements on Atkinson Lane decrease from an LOS E to LOS F. For both intersections, all v/c ratios are within acceptable limits at 0.66 or less. The 95th percentile queue length on the Atkinson Lane approach is similar to existing conditions at 30 m, but again, the field observations indicate this queue can be longer at times.

6.3 Trip Generation and Assignment

The 11th edition of the “Trip Generation” manual has trip rates for various residential land uses, including rates for attached housing. It is estimated the development will generate 5 trips to and from the development in the AM peak and 6 in the PM peak.

The generated trips have been assigned to the Study Area streets and intersections based on existing traffic distribution on Atkinson Lane during the peak travel periods. An even split of generated traffic was assumed for the driveways on Atkinson Lane, and the parking lot access to New Maryland Highway.

6.4 Horizon Year 2030 Conditions with Development

Traffic operations at the New Maryland Highway/ Atkinson Lane and New Maryland Highway/ Baker Brook Court intersections continue to operate at an overall excellent LOS A during both peak periods. All individual movements on New Maryland Highway are operating at LOS A with v/c ratios of 0.11 or less. Left and right turn movements on Atkinson Lane and Baker Brook Court continue to experience LOS F conditions. For both intersections, all v/c ratios are within acceptable limits at 0.68 or less. The 95th percentile queue length on the Atkinson Lane approach in the AM peak hour is projected to be approximately 30 metres, although field observations of existing conditions suggest the queues are longer at times. The Atkinson Lane approach will block the driveways to the proposed development in the AM peak, resulting in poor access for vehicles attempting to back out into the queue on Atkinson Lane or for vehicles trying to enter a driveway.

Traffic operations at the new intersection of New Maryland Highway/ Parking Lot Access show that the intersection is projected to operate at an overall LOS A during both peak periods. All individual movements are projected to operate at LOS D or better, with v/c ratios of 0.01 or less. With the anticipated low traffic volumes from the new development, little delay is expected. However, similar to the other intersections, high through volumes on New Maryland Highway significantly impact turning movements onto/from intersecting streets.

6.5 Discussion with NBDTI and the Village of New Maryland

The following comments were received from the NBDTI's Fredericton District and Traffic:

- They are concerned with the number of closely spaced driveways on Atkinson Lane and their proximity to the intersection with Route 101.
- Queuing on Atkinson Lane will block access to and from the driveways.
- The close proximity of Baker Brook Court to the proposed access for the development parking is a concern.

6.6 Discussion with the Village of New Maryland

The following key items were discussed with the Village of New Maryland:

- Discussions should be held with NBDTI with respect to access to the New Maryland Highway.
- A minimum of one barrier free parking space should be provided.
- A minimum setback of 5 metres from the property line would be acceptable.
- Switching the building such that the front faces the New Maryland Highway would meet the Villages by-laws and urban design standards.
- Concerns were expressed at the Planning Advisory Committee with respect to the number and spacing of driveways on Atkinson Lane and the impact on traffic.

6.7 Recommended Improvements

Based on the comments from the NBDTI, the Village and the traffic operation results, it is recommended that the proposed development be reoriented such that the front of the building is adjacent and parallel to the New Maryland Highway, with access to the parking lot for all units from either the New Maryland Highway to the north of the building or access to Kerry Lane to the east if possible. Access to Kerry Lane would be the preferred option because of the likely requirement to widen the New Maryland Highway to extend the left turn lane. Access to Kerry Lane would also reduce the number of conflicts points on the New Maryland Highway. No individual driveways to the dwelling units would be via the New Maryland Highway.

It should be noted that neither option documented above would change to any great extent the traffic operational results described in **Section 5.1** above and as shown in **Table 6**.