

**Southeast Planning Review and Adjustment Committee /
Comité de révision de la planification de la Commission du Sud-Est**

Wednesday, October 28, 2020 / Le mercredi 28 octobre, 2020

Staff Report / Rapport du personnel

Subject / Objet: Rezoning to Industrial

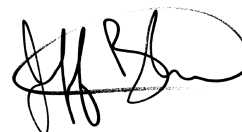
File Number/ Numéro du fichier : 20-1727

From / De :



Joshua Adams
Planner / Urbaniste

Reviewed by / Révisé par



Jeff Boudreau
Development Officer / Agent d'aménagement

General Information / Information générale

Applicant / Requéant :

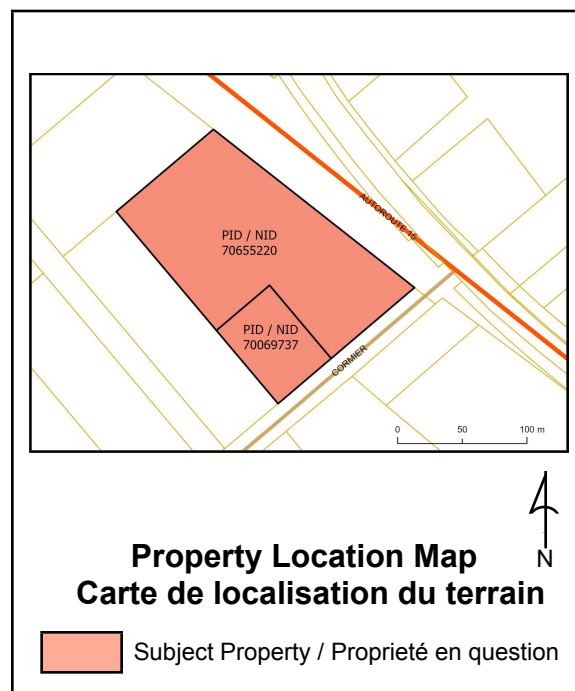
Nicolas Field

Landowner / Propriétaire :

Gerard Cormier

Proposal / Demande :

Repeal and replace Bylaw 09-1VV and rezone to Industrial to accommodate the expansion of an existing cold storage facility / *Abroger et remplacer l'arrêté 09-1VV et rezoner le lot à la zone industrielle afin de permettre l'agrandissement d'une installation existante d'entreposage frigorifique.*



Site Information / Information du site

PID / NID: 70069737, 70655220

Lot Size / Grandeur du lot: Total 23,000 square meters

Location / Endroit :

15 Chemin Cormier, Communauté Rurale Beaubassin-Est

Current Use / Usage présent :

Residential

Zoning / Zonage :

RR

Future Land Use / Usage futur :

N/A

Surrounding Use & Zoning / Usage des environs & Zonage :

Rural Residential

Municipal Servicing / Services municipaux:

None

Access-Egress / Accès-Sortie :

Route 15

Policies / Politiques

D) Industrial Uses / Usages industriels

Policy / Principe

It is the policy of the community to promote industrial uses that are related to both traditional and non-traditional sectors. / *La communauté a pour principe de stimuler les usages industriels qui sont liés aux secteurs traditionnels ainsi que ceux des secteurs non traditionnels.*

Proposals / Proposition

It is proposed that the various possible industrial development scenarios be inventoried and evaluated with the help of local stakeholders and/or a consultant. / *Il est proposé d'énumérer et d'évaluer les différents scénarios possibles en matière d'aménagement industriel avec l'aide des acteurs locaux et/ou d'un consultant.*

It is proposed that industrial uses be encouraged to expand without diminishing the quality of life of residents. / *Il est proposé d'encourager les usages industriels à prendre de l'expansion sans pour autant porter atteinte à la qualité de vie des résidents.*

It is proposed that new industrial uses be strategically located to meet the objectives of the rural plan and to minimize conflicting land uses. / *Il est proposé que les nouveaux usages industriels soient localisés stratégiquement afin de rencontrer les objectifs du plan rural et minimiser les conflits d'utilisation du sol.*

Zoning and/or Subdivision Regulation / Réglementations de zonage et/ou de lotissement

I Zone - Industry / Zone I – Industrie

6.1(1) Land, buildings or structures shall be used for the following purposes only: / Les terrains, bâtiments ou constructions ne peuvent servir qu'aux fins

a) one of the following main uses: / d'un des usages principaux suivants:

- i.** a warehouse, / un entrepôt,
- ii.** a wholesale establishment, / un établissement de vente en gros,
- iii.** an assembly plant, / un établissement de montage,
- iv.** a manufacturing establishment, / un établissement de fabrication,
- v.** a processing plant; / un établissement de transformation.

Internal Consultation & External Consultation / Consultations internes et externes

Staff consulted internally, as well as with the Department of Environment and the Department of Transportation and Infrastructure. / *Le personnel a fait une consultation interne et il a consulté le ministère de l'Environnement ainsi que le ministère des Transports et de l'Infrastructure.*

Environmental Impact Assessment Branch - July 22, 2020 / Direction de l'Étude d'impact sur l'environnement – le 22 juillet 2020

Please note that as previously discussed, the potential trigger for an environmental impact assessment (EIA) review is tied to a capacity of 50 m³/day or more, and not the consumption. Also, there have been several other instances of proponents choosing to install a restrictor valve on their water system to physically limit its capacity to below 50 m³/day. However, in those cases, the water systems were not equipped with flowmeters. Given that your water system does have a flowmeter, and that you have committed to continuing to monitor daily water usage, a restrictor valve will not need to be installed, nor will an EIA review be required at this time. / *Il convient de noter que tel qu'on en a déjà discuté, l'élément déclencheur possible d'une étude d'impact sur l'environnement (EIE) est lié à une capacité minimale de 50 mètres cubes d'eau par jour, et non à la consommation de l'eau. De plus, il y a eu des cas où les promoteurs ont décidé d'installer une soupape d'étranglement sur leur système hydraulique afin de limiter la capacité à moins de 50 mètres cubes par jour. Cependant, dans ces cas, les systèmes hydrauliques ne sont pas dotés de débitmètres. Comme le système hydraulique en question a un débitmètre et que le promoteur s'est engagé à poursuivre la surveillance quotidienne de l'utilisation de l'eau, il n'est pas nécessaire d'installer une soupape d'étranglement ou d'effectuer une EIE à ce moment.*

However, please note that you will have to submit monthly reports of the daily water usage to the Department of Environment and Local Government for at least the next 12 months. Following that period, the frequency of reporting will be revisited. Please note that if ever the monitoring reports show an increase in water use, the question of whether or not a restrictor valve would have to be installed or an EIA review would be required will be revisited. / *Toutefois, il convient de noter qu'il faudra soumettre des rapports mensuels concernant l'utilisation quotidienne de l'eau au ministère de l'Environnement et des Gouvernements locaux pendant au moins les douze prochains mois. Après cette période, la fréquence des rapports sera réévaluée. Si les rapports de surveillance indiquent une augmentation de l'utilisation de*

l'eau, il faudra réévaluer la nécessité d'installer une soupape d'étranglement ou d'effectuer une EIE.

Environmental Impact Assessment Branch - July 22, 2020 / Direction de l'Étude d'impact sur l'environnement – le 22 juillet 2020

The Environmental Impact Assessment (EIA) Branch of the Department of Environment and Local Government has reviewed the information below and does not consider the proposed modifications to the original proposal for expansion of the Maritime Cold Storage facility to be significant. As indicated in the message I sent to the proponent earlier this afternoon on which you were copied, we are still requiring the proponent to record and submit water usage data in order to confirm that their water consumption is well below 50 m³/day, although we have modified the required frequency of the recording from daily to weekly, and the submission of the data from monthly to every three months. I will keep you informed if there are any new developments as a result of the data that is collected. / *La direction de l'Étude d'impact sur l'environnement du ministère de l'Environnement et des Gouvernements locaux a examiné les renseignements ci-dessous, et elle ne pense pas que les modifications apportées à la proposition initiale d'agrandissement de l'installation de Maritime Cold Storage sont considérables. Tel que mentionné dans le message que j'ai envoyé au promoteur plus tôt cet après-midi (vous en avez également reçu une copie), nous demandons toujours au promoteur de consigner et de soumettre les données d'utilisation de l'eau afin de confirmer que la consommation d'eau soit bien inférieure à 50 mètres cubes par jour. Il faut mentionner que nous avons modifié la fréquence requise des rapports – au lieu de faire des rapports quotidiens, le promoteur peut faire des rapports hebdomadaires et soumettre les données aux trois mois au lieu d'une fois par mois.*

Discussion

Council has recently approved a rezoning from Maritime Cold Storage to expand an existing cold storage facility. Since this approval, the company has entered a purchase agreement with a neighbouring property, located at 15 Cormier Road, which would allow for a reorientation of the planned expansion with a preferred layout. As the property in question was not part of the scope of the previous rezoning, a new application is required. / *Le Conseil a récemment approuvé une demande de rezonage soumise par Maritime Cold Storage en vue d'agrandir une installation d'entreposage frigorifique existante. Depuis cette approbation, l'entreprise a conclu une entente d'achat avec une propriété voisine, située au 15, chemin Cormier : l'ajout de cette propriété permet la réorientation de l'agrandissement prévu dans une disposition privilégiée. Étant donné que la propriété en question ne fait pas partie de la portée du rezonage précédent, le promoteur doit soumettre une nouvelle demande.*

Maritime Cold Storage is a frozen food warehouse serving many communities in southeastern New Brunswick. It is located in the Portage community of Beaubassin-East, at the intersection of Route 15 and Cormier Road. It was built in 2008, with additions in 2012 and 2016. The request before the Committee is

to accommodate a new expansion of 1,950 square meters (20,990 square feet) which would bring the total floor area to approximately 7,005 square meters (75,401 square feet). / *L'entreprise Maritime Cold Storage est un entrepôt d'aliments congelés qui dessert de nombreuses collectivités du Sud-Est du Nouveau-Brunswick. Elle se situe dans la collectivité Portage de Beaubassin-est, à l'intersection de la Route 15 et du chemin Cormier. L'entrepôt a été construit en 2008, et on y a ajouté des agrandissements en 2012 et en 2016. La demande présentée au comité vise à permettre le nouvel agrandissement de 1 950 mètres carrés (20 990 pieds carrés), ce qui donnerait une superficie totale de plancher d'environ 7 005 mètres carrés (75 401 pieds carrés).*

The conditions that were placed on this bylaw in the last rezoning are included in Bylaw 09-1VV (attached to this report). There are conditions related to the previous building's layout that are no longer relevant as the lot lines and orientation of the building have changed. It is generally preferred to have 1 bylaw per property rather than adopt a second bylaw with differing conditions. Therefore, the application is for a repeal and replace of Bylaw 09-1VV which allows for a new bylaw with a single set of conditions for the entire site. If this rezoning request is refused by Council, the previous bylaw 09-1VV will still be in effect and the applicant would be permitted to build following parameters established in that Bylaw. / *Dans le cadre du dernier rezonage, les conditions imposées à cet arrêté ont été ajoutées à l'arrêté 09-1VV ci-joint. Certaines conditions liées à l'aménagement du bâtiment précédent ne sont plus pertinentes, car les limites du lot et l'orientation du bâtiment ont changé. En général, il est préférable d'avoir un arrêté par propriété au lieu d'adopter un deuxième arrêté muni de différentes conditions. Par conséquent, la demande vise à abroger et à remplacer l'arrêté 09-1VV, ce qui permet la mise en œuvre d'un nouvel arrêté contenant une seule série de conditions pour l'ensemble du site. Si cette demande de rezonage est refusée par le Conseil, l'arrêté 09-1VV précédent sera toujours en vigueur et le demandeur pourra construire le bâtiment en fonction des paramètres établis en vertu de cet arrêté.*

As this is an expansion to an existing facility located along a major highway in a rural area, staff believe that the application meets the intent of the Beaubassin-East Rural Plan. There are residential uses located in proximity to the site, but there is still approximately a 50 meter setback between the proposed expansion and the closest homes. Staff are recommending conditions as well to help minimize the impact of the development. / *Comme il s'agit de l'agrandissement d'une installation existante située dans une région rurale, le long d'une autoroute importante, le personnel estime que la demande respecte l'objectif du plan rural de Beaubassin-est. On retrouve certains usages résidentiels à proximité du site, mais il y a quand même un retrait approximatif de 50 mètres entre l'agrandissement proposé et les maisons les plus proches. Le personnel recommande l'imposition de certaines conditions en vue d'atténuer les répercussions du développement.*

While reviewing the application, staff contacted other provincial departments for their comments: / *Dans le cadre de l'examen de la demande, le personnel a communiqué avec d'autres ministères provinciaux afin d'obtenir leurs commentaires :*

Department of Environment / Ministère de l'environnement

As part of the review for the previous rezoning, a well log has been installed on the property and Maritime Cold Storage has been submitting water usage reports to the Department of Environment for review on a regular basis (see attached report). The reports demonstrate that actual water usage is well below the

trigger for an Environmental Impact Assessment, which is 50 cubic meters per day. The current cooling system uses well water as part of the cooling process, but a different type of cooling system that does not use water is proposed for the expansion. Therefore, water usage will not be increasing substantially for the expansion. Water monitoring reports will continue to be submitted by the proponent for review, and the Department of Environment has the authority to request additional studies if they deem water usage to be significant. / *Au cours de l'examen du rezonage précédent, on a installé une diagraphie de puits sur la propriété, et Maritime Cold Storage soumet depuis lors des rapports d'utilisation de l'eau au ministère de l'Environnement aux fins d'examen de façon régulière (voir le rapport ci-joint). Les rapports révèlent que l'utilisation réelle de l'eau est considérablement inférieure au niveau nécessaire pour déclencher une étude d'impact sur l'environnement, soit une quantité de 50 mètres cubes par jour. Le système de refroidissement actuel se sert d'eau de puits dans le cadre du processus de refroidissement, mais dans le cas de l'agrandissement proposé, on prévoit utiliser un différent type de système de refroidissement qui n'a pas besoin d'eau. Par conséquent, l'utilisation de l'eau n'augmentera pas de façon importante avec l'agrandissement. Le promoteur continuera de soumettre les rapports de surveillance de l'eau aux fins d'examen, et le ministère de l'Environnement peut décider d'exiger des études supplémentaires s'il estime que l'utilisation de l'eau est considérable.*

It was also indicated that the proposed expansion will not take place within 30 meters of a mapped or unmapped wetland, therefore there is no need for a watercourse and wetland alteration permit. / *En outre, on indique que l'agrandissement proposé ne sera pas installé à moins de 30 mètres d'une terre humide cartographiée ou non cartographiée; par conséquent, aucun permis de modification d'un cours d'eau ou d'une terre humide n'est nécessaire.*

Department of Transportation and Infrastructure / Ministère des Transports et de l'Infrastructure

Maritime Cold Storage did submit a traffic impact study to as part of the previous rezoning request (see attached report). At the time of writing this report, comments have not been received by DTI. However, they stated in the previous rezoning that they prefer the access to be located on Cormier Road. It is DTI's responsibility to approve and control accesses, and ultimately they will decide which access point is more appropriate for the use. Staff are recommending a condition that an access permit be submitted prior to the issuance of a building permit for the expansion. / *Dans le cadre de la demande précédente de rezonage, Maritime Cold Storage a soumis une étude de l'impact sur la circulation (consulter le rapport ci-joint). Au moment de la rédaction du présent rapport, le MTI n'a pas fourni de commentaire. Toutefois, au cours du rezonage précédent, le ministère a indiqué qu'il souhaitait installer la voie d'accès sur le chemin Cormier. L'approbation et le contrôle des voies d'accès relèvent du MTI – en fin de compte, il s'agit du MTI qui décide quel est le point d'accès le plus approprié pour cet usage. Le personnel recommande l'ajout d'une condition stipulant qu'un permis d'accès doit être soumis avant qu'on puisse délivrer un permis de construction lié à l'agrandissement.*

Other considerations / Autres facteurs de considération

There are several existing conditions on the property that date back to the original rezoning bylaw. These include conditions for sound attenuation of the cooling equipment, aesthetics in terms of not permitting outdoor storage, and not permitting hazardous materials on site. Staff is of the opinion that these conditions should be carried forward in the new rezoning bylaw to limit any potential conflict with nearby residential uses. This is in line with policies and proposals in the Beaubassin-Est Rural Plan that speak to

minimizing land use conflict and the impact on quality of life. / *Il existe plusieurs conditions existantes liées à la propriété qui remontent à l'arrêté de zonage initial. Ces conditions comprennent des conditions concernant l'atténuation du bruit de l'équipement de refroidissement, l'apparence (interdiction d'entreposer des choses à l'extérieur) et l'interdiction des matières dangereuses sur le site. Le personnel estime que ces conditions devraient être maintenues dans le nouvel arrêté de zonage afin de limiter les conflits potentiels avec les usages résidentiels environnants. Cela est conforme aux politiques et aux propositions du plan rural de Beaubassin-est qui vise à minimiser les conflits d'utilisation des terres et les répercussions sur la qualité de la vie.*

Legal Authority / Autorité légale

The Planning Review and Adjustment Committee receives its authority to give views regarding the by-laws through the following sections of the Community Planning Act 2017: / *Le Comité de révision de la planification doit avoir le pouvoir de faire connaître son opinion au sujet de l'arrêté par l'entremise des articles suivants de la Loi sur l'urbanisme 2017 :*

110(1) Before making a by-law under this Act, a council shall request in writing the written views of the advisory committee or regional service commission on / *Avant de prendre un arrêté en vertu de la présente loi, le conseil demande par écrit au comité consultatif ou à la commission de services régionaux de lui donner son avis écrit :*

(a) a proposed by-law in respect of which the views have not been given previously, / *sur tout projet d'arrêté relativement auquel aucun avis n'a été donné auparavant;*

Recommendation / Recommandation

Staff recommend that the Southeast Planning Review and Adjustment Committee recommend to Beaubassin-East Council to approve the rezoning application submitted by Maritime Cold Storage for the properties located at 4987 Route 15 and 15 chemin Cormier, bearing PIDs 70655220 and 70069737 in Beaubassin East, as described in draft Bylaw 09-1YY, to repeal and replace Bylaw 09-1VV and rezone the properties to Industrial in order to accommodate the expansion of an existing warehouse, subject to the following conditions: / *Le personnel recommande que le Comité de révision de la planification du Sud-Est recommande au Conseil de Beaubassin-est d'approuver la demande de rezonage soumise par Maritime Cold Storage pour les propriétés situées au 4987, Route 15, et au 15, chemin Cormier, à Beaubassin-est (NID 70655220 et NID 70069737), tel que décrit dans l'arrêté provisoire 09-1YY, en vue d'abroger et de remplacer l'arrêté 09-1VV ainsi que de rezoner les propriétés à la zone industrielle afin de permettre l'agrandissement d'un entrepôt existant, sous réserve des conditions suivantes :*

a) That the lots bearing PIDs 70655220 and 70069737 be consolidated prior to the issuance of a building and/or development permit; / *Les lots portant les NID 70655220 et 70069737 doivent être fusionnés avant*

qu'on puisse délivrer un permis de construction et de développement;

b) That a copy of an access permit be submitted prior to the issuance of a building and/or development permit; / *Il faut soumettre une copie du permis d'accès du site avant qu'on puisse délivrer un permis de construction et de développement;*

c) That the cooling equipment be located inside the building to reduce noise; / *Il faut installer l'équipement de refroidissement à l'intérieur afin de réduire le bruit;*

d) That no outdoor storage be permitted on the property; / *L'entreposage extérieur n'est pas permis sur la propriété;*

e) That no dangerous or toxic material be stored on the property; and / *Il est interdit d'entreposer des matières dangereuses ou toxiques sur la propriété;*

f) That vehicles equipped with a refrigeration unit be used for delivery only, and not as additional storage space. / *Les véhicules dotés d'unités de réfrigération ne doivent être utilisés qu'à des fins de livraison, et non en tant qu'espace d'entreposage supplémentaire.*

Note: This report was written in english and translated to a bilingual document. Where a conflict exists between the two languages, the language the report was written shall prevail. / **Note:** ce rapport a été rédigé en anglais et traduit en version bilingue. En cas de conflit entre les deux langues, la langue dans laquelle le rapport a été rédigé a préséance.

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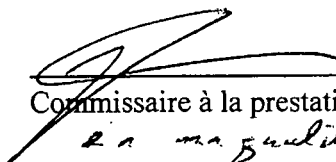
DÉCLARATION SOLENNELLE

Moi, Yves M. Leger, de la Communauté rurale de Beaubassin-est, comté de Westmorland, province de Nouveau-Brunswick, étant directeur général/greffier, déclare solennellement,

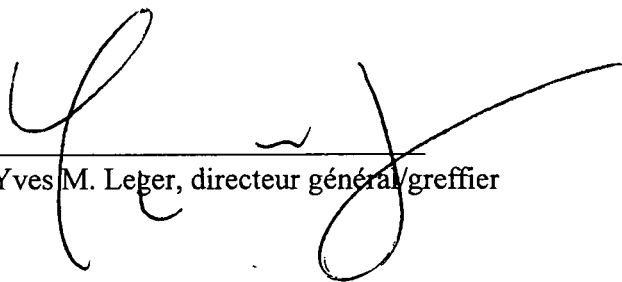
1. Que je suis le directeur général/greffier de la Communauté rurale de Beaubassin-est, **une corporation municipale**, et que je connais personnellement les faits déclarés ci-dessous.
2. Que les dispositions des articles 59, 110, et 111 de la *Loi sur l'urbanisme* furent complétées à l'égard de l'arrêté no **09-1VV** intitulé « Arrêté modifiant l'arrêté adoptant le Plan rural de la Communauté rurale Beaubassin-est », adopté par le conseil municipal à la réunion extraordinaire du 21 juillet, 2020.

Et je fais cette déclaration solennelle la croyant vraie en toute conscience et sachant qu'elle a la même valeur et les mêmes effets que si elle était sous serment et aux termes de la *Loi sur la preuve*.

Déclaration faite devant moi en la Communauté rurale de Beaubassin-est, du comté de Westmorland, province du Nouveau-Brunswick, le 14 août 2020.


Commissaire à la prestation aux serments

*en sa qualité d'avocat
André Daigle*


M. Yves M. Leger, directeur général/greffier

ARRÊTÉ 09-1VV

Établi en vertu de la LOI SUR L'URBANISME

Arrêté modifiant l'arrêté 09-1, intitulé « Plan rural de la Communauté rurale Beaubassin-est »

En vertu des pouvoirs que lui confère l'article 44 de la Loi sur l'urbanisme, le conseil de la Communauté rurale Beaubassin-est, dûment réuni, adopte ce qui suit :

Les Annexes « B-1 » et « B-3 » de l'arrêté 09-1, intitulées « Carte de zonage de la Communauté rurale Beaubassin-est », sont modifiées par:

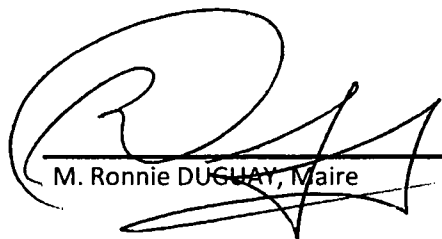
- 1) Abroger et remplacer les arrêtés 07-1D et 07-1G et rezoner le NID 70655220 de la zone RR : résidentielle rurale à la zone I : industrielle afin d'accueillir l'agrandissement d'un entrepôt existant.

PREMIÈRE LECTURE PAR TITRE : 23 juin 2020
Date

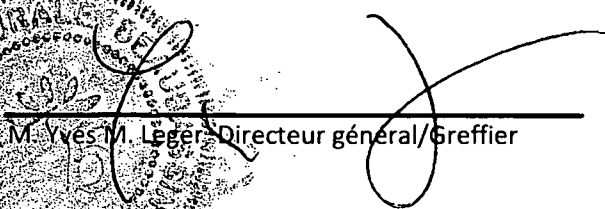
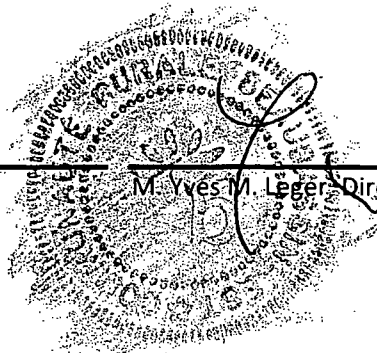
DEUXIÈME LECTURE PAR TITRE : 23 juin 2020
Date

LECTURE INTÉGRALE : 21 juillet 2020
Date

TROISIÈME LECTURE PAR TITRE ET ADOPTION : 21 juillet 2020
Date



M. Ronnie DUGUAY, Maire

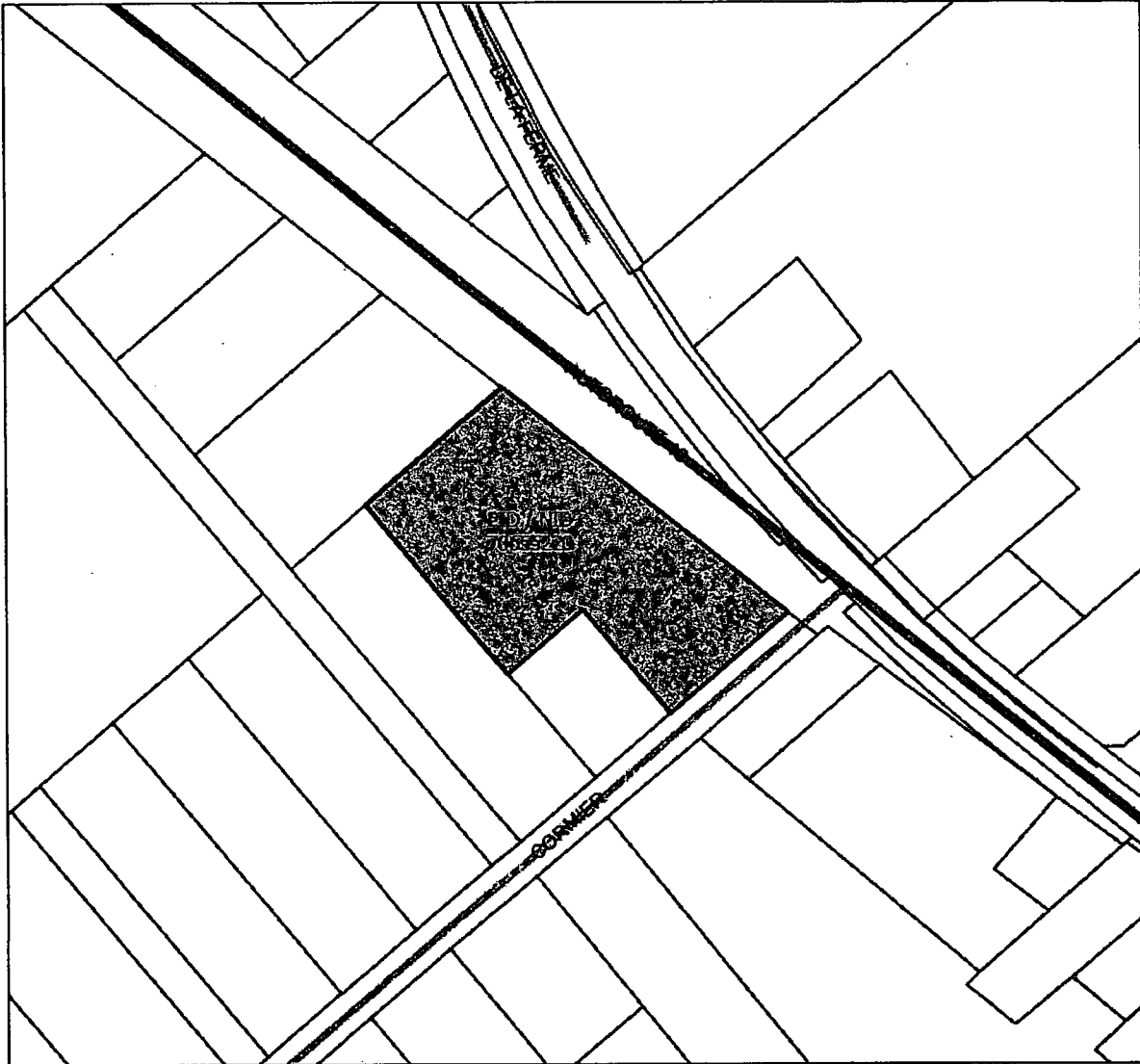


M. Yves M. Léger, Directeur général/Greffier


Annexe A / Schedule A

Communauté rurale de Beaubassin-est / Beaubassin East Rural Community
CARTE DE ZONAGE / ZONING MAP

Date: 5/12/2020



Légende / Legend

-  Repeal and replace bylaws 07-1D and 07-1G and rezone PID 70655220 from Rural Residential to Industrial to accommodate the expansion of an existing warehouse.
Abroger et remplacer les arrêtés 07-1D et 07-1G et rezoner le NID 70655220 de résidentielle rurale à industrielle afin d'accommoder l'agrandissement d'un entrepôt existant.

0 50 100 m



**RÉSOLUTION DU CONSEIL ÉTABLIE
EN VERTU DE L'ARTICLE 59 DE LA LOI SUR L'URBANISME**

CONSIDÉRANT QUE Maritime Cold Storage Ltd. a fait une demande d'abroger et remplacer les arrêtés 07-1D et 07-1G et rezoner le NID 70655220 de la zone RR : résidentielle rurale à la zone I : industrielle afin d'accommoder l'agrandissement d'un entrepôt existant;

ET CONSIDÉRANT QUE le Conseil a approuvé cette demande sujette à des conditions;

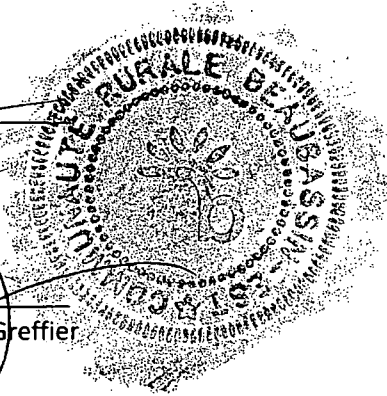
IL EST RÉSOLU QUE :

1. Nonobstant toutes autres dispositions au contraire, les terrains, bâtiments et constructions aménagés sur la propriété ci-haut mentionnée sont soumis aux modalités et conditions suivantes :
 - a. Que si une étude d'impact sur l'environnement est exigée, une copie du certificat de détermination soit fournie avant l'émission d'un permis de construction;
 - b. Qu'une copie du permis d'accès soit fournie avant l'émission d'un permis d'accès;
 - c. Que nonobstant les paragraphes 10.5(3) et 10.6(1) du plan rural de Beaubassin-est, le Conseil accepte l'emplacement du bâtiment comme indiqué sur le plan de site, avec une retraite de la cour arrière de 3,5 mètres et un coefficient d'occupation du sol de 36,3%, à condition qu'il réponde à toutes les exigences relatives aux matériaux combustibles et aux distances de limites;
 - d. Que l'équipement nécessaire à la ventilation du congélateur soit placé à l'intérieur du bâtiment de façon d'atténuer le bruit;
 - e. Que l'entreposage à l'extérieur n'est pas permis sur la propriété;
 - f. Qu'aucune matière toxique ou dangereuse n'y soit entreposée;
 - g. Que les véhicules munis d'un appareil de réfrigération soient utilisés pour la livraison seulement, et non comme une source de réfrigération supplémentaire;
 - h. Qu'une confirmation du ministère des Transport et de l'Infrastructure qui démontre que toutes les exigences reliées à l'étude d'impact sur la circulation ont été rencontrées soit soumise avant l'émission d'un permis de construction et/ou de développement.

2. Sous réserve de l'Article 1 de la présente résolution, les dispositions prévues à la zone I : Industrielle du plan rural de la Communauté rurale de Beaubassin-est s'appliquent *mutatis mutandis*.


M. Ronnie DUGUAY, Maire


M. Yves M. Leger, Directeur général/Greffier



CERTIFICAT DE CONSÉQUENCES JURIDIQUES

Le présent certificat atteste que la conséquence juridique de l'enregistrement de l'Arrêté no 09-1VV ci-jointe sur le certificat de propriété enregistrée dans la parcelle spécifiée est:

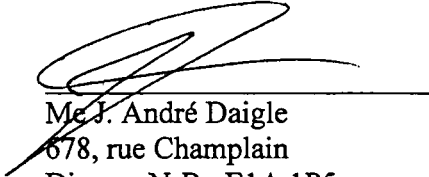
NID : 70655220

Ajouter une charge : Communauté Rurale Beaubassin-Est
1709, Route 133
Grand-Barachois, NB
E4P 9V1

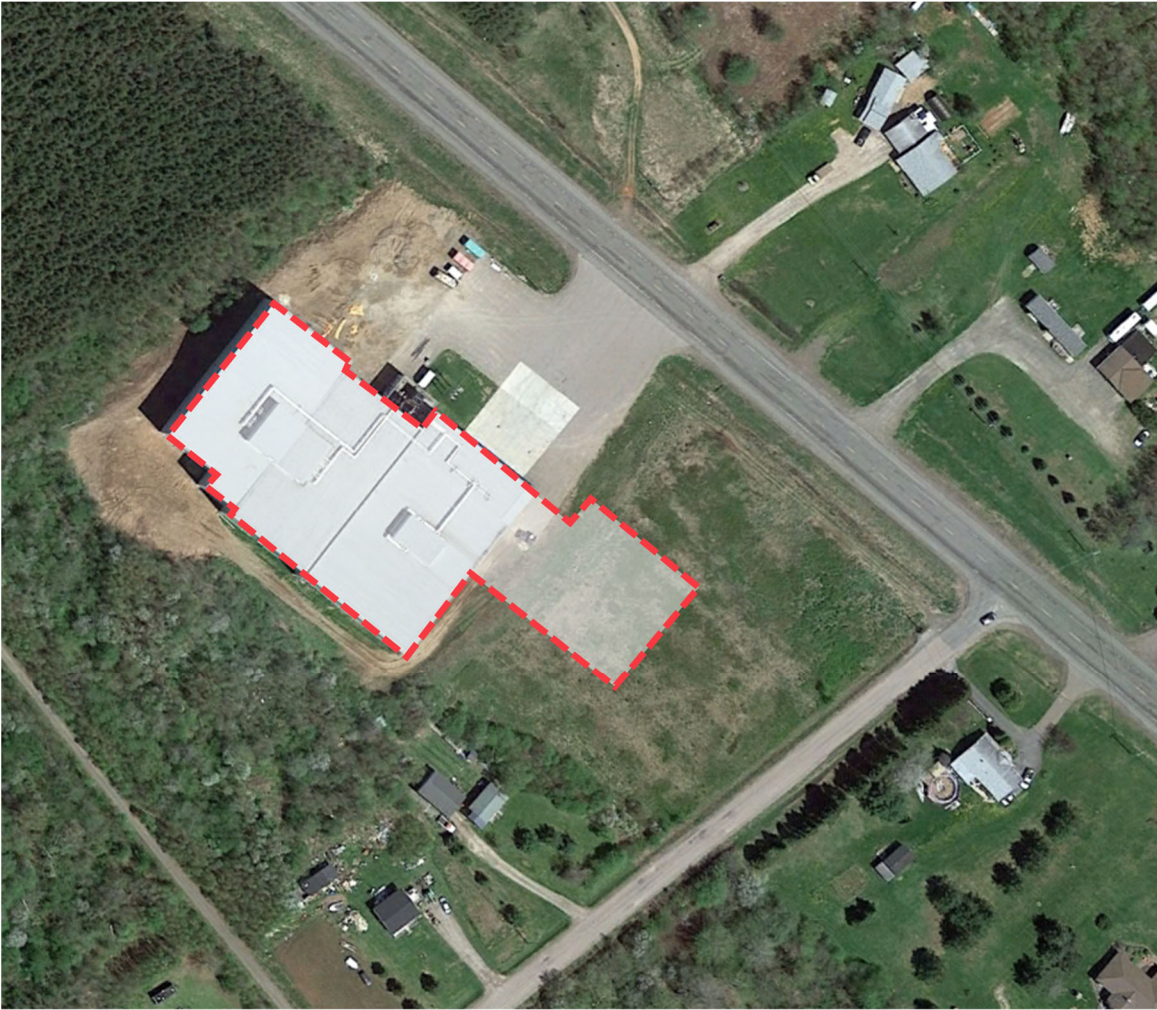
Autre avis: Arrêté, règlement et condition

Date: le 17 août 2020

Souscripteur:


Me J. André Daigle
678, rue Champlain
Dieppe, N-B E1A 1P5

TRAFFIC IMPACT STUDY MARITIME COLD STORAGE EXPANSION



PREPARED FOR:
MARITIME COLD STORAGE LTD.

Project No. 201-06070

JULY 2020
wsp



TABLE OF CONTENTS

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2	STUDY AREA DESCRIPTIONS.....	3
3	TRIP GENERATION AND DISTRIBUTION.....	5
4	INTERSECTION OPERATIONAL ANALYSIS.....	7
5	SUMMARY AND CONCLUSIONS	10

APPENDICES

- A TRAFFIC VOLUME DATA
- B WARRANTS & INTERSECTION PERFORMANCE ANALYSIS





1 INTRODUCTION

Background

Plans are being prepared to expand the existing Maritime Cold Storage facility in Botsford Portage, New Brunswick, as shown in Figure 1.

WSP Canada Inc. has been retained to complete a Traffic Impact Study (TIS) for the proposed expansion concept shown in Figure 2.

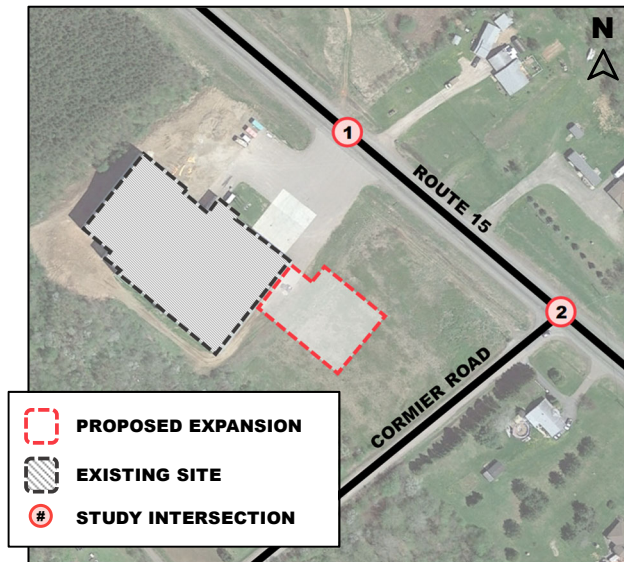


Figure 1 – Study Area

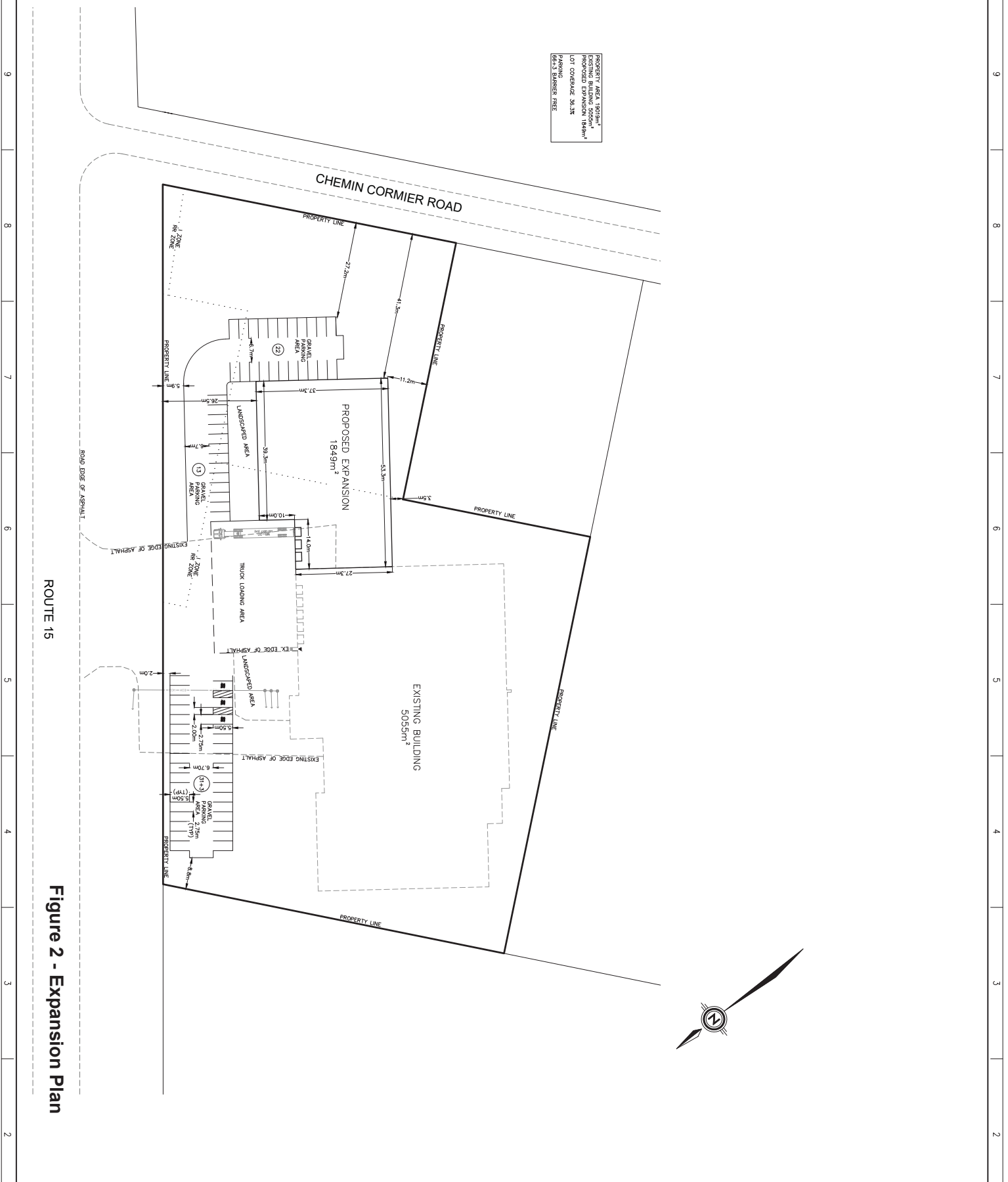
A Traffic Impact Study Usually Considers Four Questions

A TIS usually consists of determining answers for the following questions:

1. **What is the existing transportation situation** adjacent to the study site? How have volumes changed historically?
2. **What transportation changes are expected** at key Study Area locations? How many vehicle and active mode trips are expected to be generated by the proposed development during weekday peak hours? What routes are the trips expected to use to travel within and through the Study Area?
3. **What transportation impacts will occur** on Study Area roads, sidewalks, and intersections?
4. **What transportation improvements are required** to mitigate project impacts on Study Area travel? Are there transportation modifications that should be made to improve the travel experience for all users?

Study Objectives

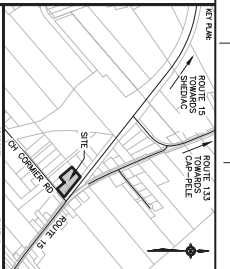
1. Develop projected 2021 background weekday AM and PM peak hourly volumes for the Study Intersections that do not include additional trips generated by the proposed expansion.
2. Estimate the number of weekday AM and PM peak hour trips that will be generated by the proposed expansion.
3. Distribute site generated trips to the Study Intersections to project 2021 peak hourly volumes that include the additional generated trips.
4. Evaluate impacts of site generated traffic on the performance of the Study Intersections.
5. Complete warrant analyses, as necessary, for the Study Intersections and recommend improvements that may be needed at the Study Intersection to mitigate the impacts of site development.



PROPERTY AREA 1801m²
 EXISTING BUILDING 5055m²
 PROPOSED EXPANSION 1849m²
 LOT COVERPAGE 30.2%
 LANDSCAPED AREA 16%
 TRUCK LOADING FREE

ROUTE 15

Figure 2 - Expansion Plan



LISTED	LINE #	REVISION	DATE
LINE #	1	ISSUED FOR REVIEW	2020/03/17
LINE #	2	ISSUED FOR REVIEW	2020/03/17
LINE #	3	ISSUED FOR REVIEW	2020/03/17
LINE #	4	ISSUED FOR REVIEW	2020/03/17
LINE #	5	ISSUED FOR REVIEW	2020/03/17
LINE #	6	ISSUED FOR REVIEW	2020/03/17
LINE #	7	ISSUED FOR REVIEW	2020/03/17
LINE #	8	ISSUED FOR REVIEW	2020/03/17
LINE #	9	ISSUED FOR REVIEW	2020/03/17
LINE #	10	ISSUED FOR REVIEW	2020/03/17
LINE #	11	ISSUED FOR REVIEW	2020/03/17
LINE #	12	ISSUED FOR REVIEW	2020/03/17
LINE #	13	ISSUED FOR REVIEW	2020/03/17
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LINE #	23	ISSUED FOR REVIEW	2020/03/17
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LINE #	25	ISSUED FOR REVIEW	2020/03/17
LINE #	26	ISSUED FOR REVIEW	2020/03/17
LINE #	27	ISSUED FOR REVIEW	2020/03/17
LINE #	28	ISSUED FOR REVIEW	2020/03/17
LINE #	29	ISSUED FOR REVIEW	2020/03/17
LINE #	30	ISSUED FOR REVIEW	2020/03/17



CONTRACTOR'S RESPONSIBILITY: TO VERIFY THE ACCURACY OF ALL INFORMATION PROVIDED BY THE CLIENT AND TO BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF THE PROJECT.

NO.	DATE	ISSUED FOR REVIEW	REVISION
0	2020/03/17	ISSUED FOR REVIEW	REVISION
1	2020/03/17	ISSUED FOR REVIEW	REVISION
2	2020/03/17	ISSUED FOR REVIEW	REVISION
3	2020/03/17	ISSUED FOR REVIEW	REVISION
4	2020/03/17	ISSUED FOR REVIEW	REVISION
5	2020/03/17	ISSUED FOR REVIEW	REVISION
6	2020/03/17	ISSUED FOR REVIEW	REVISION
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9	2020/03/17	ISSUED FOR REVIEW	REVISION
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18	2020/03/17	ISSUED FOR REVIEW	REVISION
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26	2020/03/17	ISSUED FOR REVIEW	REVISION
27	2020/03/17	ISSUED FOR REVIEW	REVISION
28	2020/03/17	ISSUED FOR REVIEW	REVISION
29	2020/03/17	ISSUED FOR REVIEW	REVISION
30	2020/03/17	ISSUED FOR REVIEW	REVISION



WSP Canada Inc.
 Suite 110
 1070 St. Andrew Street
 Moncton, New Brunswick, Canada E1E 4K7
 T: 506-857-1075 www.wsp.com

CLIENT: MARTIME COLD STORAGE LTD.
 PROJECT: 2020 BUILDING EXPANSION
 TITLE: BOYSFORD PORTAGE, NEW BRUNSWICK
 SITE PLAN

SHEET #	REV #
1	0
1	1
1	2
1	3
1	4
1	5
1	6
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1	30



2 STUDY AREA DESCRIPTIONS

Description of Existing Site and Proposed Expansion

Maritime Cold Storage Limited provides a facility that assists with the transportation of frozen products throughout the Maritimes. The existing facility consists of approximately 54,400 ft² (5,055 m²) of High-Cube Cold Storage Warehouse, as shown in Photo 1. Maritime Cold Storage Limited is planning to expand the existing facility by approximately 19,900 ft² (1,849 m²).



Photo 1 – Existing Maritime Cold Storage Limited Facility

Proposed Site Access

It is expected that vehicular access to the proposed expanded site will be from the existing full access driveway on Route 15, as shown in Figure 3.

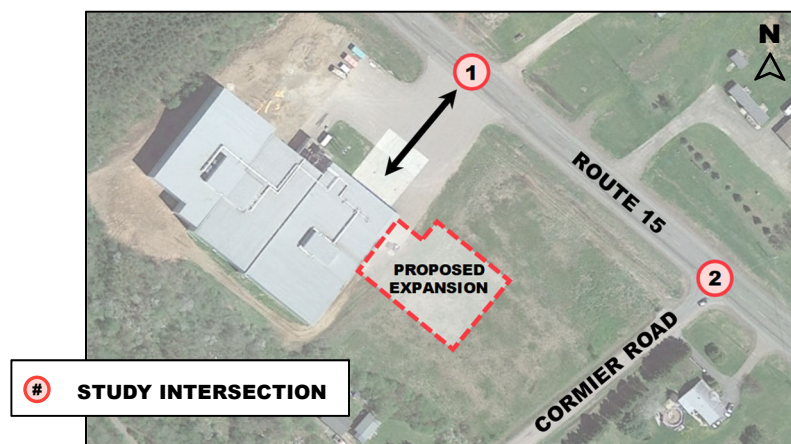


Figure 3 – Site Access

Existing Road Descriptions

NB Route 15 is an arterial highway that runs approximately 79 kms between Moncton and Port Elgin. In the Study Area, Route 15 has a two-lane cross section and a posted speed limit is 90 km/h.

Cormier Road is a local street that runs east-west approximately 1.8 kms between Route 15 and Leblanc Road. In the Study Area, Cormier Road has a two-lane cross section.

Intersection Descriptions

Intersection 1 – Route 15 at Site Access is an existing 3-leg intersection that provides access to Maritime Cold Storage. The site driveway (west leg) consists of a large cross-section to accommodate truck traffic with STOP control. The northbound and southbound approaches consists of a single lane. The approximate sightlines from the site driveway are shown in Photo 2 and Photo 3.

Intersection 2 – Route 15 at Cormier Road is a 3-leg intersection with STOP control on the Cormier Road approach (west leg). All approaches consist of a single lane. The approximate sightlines from the site driveway are shown in Photo 4 and Photo 5.

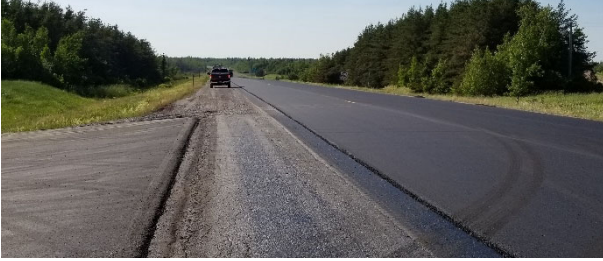


Photo 2 – Looking north (to the left) on Route 15 from the Site Access toward Acadie Road



Photo 3 – Looking south (to the right) on Route 15 from the Site Access toward Cormier Road



Photo 4 – Looking north (to the left) on Route 15 from Cormier Road toward Maritime Cold Storage



Photo 5 – Looking south (to the right) on Route 15 from Cormier Road toward Portage Road

Turning Movement Counts

Turning movement counts were collected during the morning and evening peak periods at the Study Intersections by WSP on Wednesday, June 24, 2020. The turning movement counts have been tabulated in Tables A-1 and A-2, Appendix A, with peak hour volumes indicated by shaded areas.

The COVID-19 pandemic has resulted in significant reductions to traffic volumes, particularly for seasonal traffic. The peak hour volumes collected on Route 15 (WSP, June 2020) represent a fraction of the expected seasonal traffic volumes. The observed traffic volumes on Route 15 during the AM and PM peak periods represent approximately 70% and 40% of 2019 volumes, respectively. Since Maritime Cold Storage Limited has continued operating at full capacity throughout the pandemic, the number of vehicles observed entering/exiting the site during the peak periods was considered to be an accurate representation of typical peak hour operations.

Traffic Volume Data

Route 15 traffic volume data was obtained from the New Brunswick Department of Transportation and Infrastructure (NBDTI). NBDTI provided hourly vehicle volume data from a temporary counter located on Route 15 between Portage Road and Route 940, which have been assumed to reflect the approximate traffic volumes in the Study Area. Two-way traffic volumes were collected between January and December 2019. As per NBDTI instruction, the directional split of the traffic volumes was assumed to be 50% northbound and 50% southbound.

Since pick-ups/deliveries (truck traffic) are expected to be highest during summer months and Route 15 experiences significant variations for seasonal traffic, the analysis scenarios should determine the impact of the proposed expansion with respect to summertime traffic volumes. The average daily traffic (ADT) volumes with seasonal traffic have been tabulated in Table A-3, Appendix A.

Annual Growth

The peak hour through volumes on Route 15 have been increased by an annual growth rate of 2.0% to project future background traffic volumes. This growth rate was determined based on historical background volume information and is considered typical for this area.

Future Background Traffic Volumes

The 2021 AM and PM peak hour volumes represent estimates of the projected future background traffic volumes without the proposed expansion, as shown diagrammatically in Figure A-1 (A & B), Appendix A. The turning movement volumes at the Study Intersections mirror the volumes collected (WSP, June 2020) and the Route 15 northbound/southbound volumes represent projected future background volumes (NBDTI, Summer 2019).



3 TRIP GENERATION AND DISTRIBUTION

Anticipated Land Use for Proposed Expansion

The existing site consists of the Maritime Cold Storage facility, approximately 54,400 ft² of High-Cube Cold Storage Warehouse. Maritime Cold Storage Limited is planning to increase the existing facility by approximately 19,900 ft² (35% expansion). The proposed expansion is expected to be operational in 2021.

Estimation of Site Generated Trips

Maritime Cold Storage is currently staffed by 10 employees: five (5) full-time, two (2) part-time and three (3) seasonal. During the summer season, approximately 10-17 tractor trailers enter the site daily. During the winter season, approximately 5-12 tractor trailers enter the site daily. Maritime Cold Storage Limited has indicated that 2 seasonal positions will change to full-time with the proposed expansion.

Two (2) methodologies were considered in order to estimate new trips expected to be generated with the proposed expansion:

1. Using published rates in the *Trip Generation Manual, 10th Edition* (Institute of Transportation Engineers, Washington, 2017).
2. Increase peak hour vehicles entering/exiting the site by the same magnitude as the proposed expansion (35%).

Trip Generation Estimates Methodology #1 – Trip Generation Manual

When using the *Trip Generation Manual*, the transportation engineer’s objective should be to provide a realistic estimate of the number of trips that will be generated. Trips generated by High-Cube Cold Storage Warehouse (Land Use 157) are estimated for the AM and PM peak hours of traffic by the leasable square footage available. Using the manual, it is estimated that the existing facility generates approximately 6 two-way trips (3 entering and 3 exiting) during both the AM and PM peak hours. Trip generation estimates for the proposed expansion are summarized in Table 1. Using the published rates in the manual, it was estimated that the expansion will generate:

- 2 additional two-way trips (1 entering and 1 exiting) during the AM peak hour; and,
- 2 additional two-way trips (1 entering and 1 exiting) during the PM peak hour.

Table 1 – Trip Generation Estimates for the Proposed Expansion (Methodology #1)

Land Use ¹	Units ²	Trip Generation Rates ³				Trip Generation Estimates ⁴			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Maritime Cold Storage Limited Expansion									
High-Cube Cold Storage Warehouse (Land Use 157)	19.9 KGLA	0.06	0.06	0.06	0.06	1	1	1	1
Total Trip Estimate for Existing Site						1	1	1	1
NOTES: 1. Trip generation rates and equations are from Trip Generation, 10th Edition, (Institute of Transportation Engineers, Washington, 2017). 2. Gross Leasable Area x 1,000 square feet for a High-Cube Cold Storage Warehouse. 3. Trip generation rates are 'vehicles per hour per unit'. 4. Trips generated are 'vehicles per hour' for AM and PM peak hours.									

Trip Generation Estimates Methodology #2 – Considering 35% Growth

In June 2020, Maritime Cold Storage generated the following:

- 14 existing two-way trips (12 entering and 2 exiting) during the AM peak hour; and,
- 3 existing two-way trips (1 entering and 2 exiting) during the PM peak hour.

If the number of vehicles entering/exiting the site were to increase by the same magnitude of the proposed expansion (35%), it is estimated that the expansion will generate:

- 4 additional two-way trips (2 entering and 2 exiting) during the AM peak hour; and,
- 1 additional two-way trips (0 entering and 1 exiting) during the PM peak hour.



**Trip
Generation
Estimates**

Since the *Trip Generation Manual* estimates represent a lower amount of expansion generated trips, a 35% increase in the counted volumes is considered to be a more conservative and more reflective of the existing facility. Therefore, the operational analysis considers a 35% increase to site generated trips, resulting in:

- **4 new** two-way trips (2 entering and 2 exiting) during the AM peak hour; and,
- **1 new** two-way trips (0 entering and 1 exiting) during the PM peak hour

**Trip
Distribution**

External trips generated by the proposed development were assigned to the roadway network based on review of past studies and WSP's local knowledge of the area considering major trip origins and destinations in the region.

North 50% (Shediac, Moncton, Saint John, Fredericton)

South 50% (Port Elgin, Sackville, Nova Scotia, Prince Edward Island)

**Projected
2021 Traffic
Volumes with
Expansion
Generated
Trips**

Trips generated by the proposed expansion (Figure A-2 (A & B), Appendix A) have been added to the 2021 future background traffic volumes (Figure A-1 (A & B), Appendix A) to provide projected 2021 AM and PM peak hourly volumes that include site generated trips. The 2021 traffic volumes with the site generated trips are illustrated diagrammatically in Figure A-3 (A & B), Appendix A.



4 INTERSECTION OPERATIONAL ANALYSIS

Intersection capacity analysis was completed to estimate how the Study Intersections may be expected to operate in the future with the expanded site. This section of the report addresses how a left turn lane warrant was conducted and how the Study Intersection was evaluated.

Left-Turn Lane Warrant Analysis

Left-turn movements on a two-lane street may cause both operational and safety problems. Operational problems result as a vehicle stopped waiting for an opportunity to turn across ‘heavy’ opposing traffic causes a queue of stopped vehicles to form. Safety problems result from rear end collisions when a stopped left-turning vehicle is struck by an advancing vehicle, or from head-on or right-angle collisions when a left-turning vehicle is struck by an opposing vehicle.

The Geometric Design Standards for Ontario Highways Manual contains nomographs for left-turn lane analysis for two lane streets at unsignalized intersections. The analysis method, which is normally used by WSP Atlantic to evaluate the need for left-turn lanes, uses a series of nomographs that consider speed, advancing volumes, left-turns as a percentage of advancing volumes, and opposing volumes. A point, based on ‘opposing’ and ‘advancing’ volumes, plotted to the right of the ‘warrant line’ of the appropriate ‘% left-turns’ and ‘approach speed’ nomograph, indicates that a left-turn lane is warranted for the conditions used in the analysis. Similarly, a point that is plotted to the left of the warrant line indicates that a left-turn lane is not warranted.

Intersection Capacity Analysis

Synchro 10.0 software was used to evaluate the performance of the Study Intersections for projected 2021 AM and PM peak hour volumes with site expansion. Detailed results of the analyses are included in Appendix B.

Intersection Level of Service Analysis

The level or quality of performance of an intersection in terms of traffic movement is determined by a level of service (LOS) analysis. LOS for intersections is defined in terms of delay, which is a measure of driver discomfort and frustration, fuel consumption, and increased travel time. LOS criteria are stated in terms of average control delay per vehicle which includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay, as shown in Table 2.

Table 2 – Level of Service Criteria for Intersections

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

Warrant/ Intersection Capacity Analysis Results

1 – Route 15 at Site Access (Table 3) – A northbound left turn lane on Route 15 at the site driveway is **not expected to be warranted** with site generated trips, as shown in Figure B-1, Appendix B. The intersection is expected to operate within available capacity during the AM and PM peak hours without the site expansion. With site expansion, a surplus of residual capacity is expected and minimal changes to seconds of delay per vehicle are projected.

2 – Route 15 at Cormier Road (Table 4) – A northbound left turn lane on Route 15 at Cormier Road is **not expected to be warranted** with site generated trips, as shown in Figure B-1, Appendix B. The existing intersection is expected to operate within available capacity during the morning and evening peak periods. With site development, a surplus of residual capacity is expected and negligible changes to seconds of delay per vehicle are projected.



Table 3 – Intersection Capacity Analysis for Route 15 at Site Access

LOS Criteria	Control Delay (sec/veh), Level of Services (LOS), v/c Ratio and 95th %ile Queue (m) by Intersection Movement			Overall Intersection	
	Maritime Cold Storage Driveway	Route 15			
	EB-LR	NB-LT	SB-TR	Delay	LOS
2021 AM Peak Hour without Proposed Expansion (Page B-2)					
Delay	10.1	0.2	0.0	0.2	A
LOS	B	A	A		
v/c	0.00	0.10	0.09		
Queue	0.1	0.1	0.0		
2021 PM Peak Hour without Proposed Expansion (Page B-4)					
Delay	12.1	0.0	0.0	0.0	A
LOS	B	A	A		
v/c	0.00	0.29	0.21		
Queue	0.1	0.0	0.0		
2021 AM Peak Hour with Proposed Expansion (Page B-6)					
Delay	10.2	0.4	0.0	0.3	A
LOS	B	A	A		
v/c	0.00	0.10	0.09		
Queue	0.1	0.1	0.0		
2021 PM Peak Hour with Proposed Expansion (Page B-8)					
Delay	12.7	0.0	0.0	0.1	A
LOS	B	A	A		
v/c	0.01	0.29	0.21		
Queue	0.2	0.0	0.0		



Table 4 – Intersection Capacity Analysis for Route 15 at Cormier Road

LOS Criteria	Control Delay (sec/veh), Level of Services (LOS), v/c Ratio and 95th %ile Queue (m) by Intersection Movement			Overall Intersection	
	Cormier Road	Route 15			
	EB-LR	NB-LT	SB-TR	Delay	LOS
2021 AM Peak Hour without Proposed Expansion (Page B-3)					
Delay	9.9	0.2	0.0	0.4	A
LOS	A	A	A		
v/c	0.01	0.10	0.08		
Queue	0.3	0.1	0.0		
2021 PM Peak Hour without Proposed Expansion (Page B-5)					
Delay	12.8	0.4	0.0	0.5	A
LOS	B	A	A		
v/c	0.04	0.29	0.21		
Queue	1.0	0.2	0.0		
2021 AM Peak Hour with Proposed Expansion (Page B-7)					
Delay	9.9	0.2	0.0	0.4	A
LOS	A	A	A		
v/c	0.10	0.10	0.08		
Queue	0.3	0.1	0.0		
2021 PM Peak Hour with Proposed Expansion (Page B-9)					
Delay	12.8	0.4	0.0	0.5	A
LOS	B	A	A		
v/c	0.04	0.29	0.21		
Queue	1.0	0.2	0.0		



5 SUMMARY AND CONCLUSIONS

5.1 SUMMARY

- Description of the Proposed Expansion**
1. Plans are being prepared to expand the existing Maritime Cold Storage facility in Botsford Portage. The existing facility consists of approximately 54,400 ft² of High-Cube Cold Storage Warehouse, as shown in Photo 1. Maritime Cold Storage Limited is planning to expand the existing facility by approximately 19,900 ft². The proposed expansion is expected to be operational in 2021
- Proposed Site Access**
2. It is expected that vehicular access to the proposed site will be provided via a full access driveway on Route 15. The available sight distances appear adequate at the site driveway.
- Estimation of Site Generated Trips**
3. Trip generation estimates were prepared by increasing the number of vehicles trips entering/exiting the site by the same magnitude of the proposed expansion (35%).

It is estimated that the expansion will generate:
 - 4 two-way trips (2 entering and 2 exiting) during the AM peak hour; and,
 - 1 two-way trips (0 entering and 1 exiting) during the PM peak hour.
- Trip Distribution**
4. External trips generated by the proposed development were assigned to the roadway network based on review of past studies and WSP's local knowledge of the area considering major trip origins and destinations in the region. Trips were distributed to the north (50%) and south (50%).
- Summary – Intersection Capacity Analysis**
5. **Route 15 at Site Access** – A northbound left turn lane on Route 15 at the site driveway is **not expected to be warranted** with build-out. The intersection is expected to operate within available capacity during the AM and PM peak hours with site development.

Route 15 at Cormier Road – A northbound left turn lane on Route 15 at the site driveway is **not expected to be warranted** with build-out. The intersection is expected to operate within available capacity during the AM and PM peak hours with site development.
-

5.2 CONCLUSIONS

- Impacts to Vehicular Traffic**
6. Based on an analysis of peak pick-ups/deliveries (truck traffic) and seasonal traffic volumes on Route 15, it is expected that residual capacity will remain on the Maritime Cold Storage driveway with the proposed expansion. The overall performance of the Study Intersections are expected to be satisfactory and negligible impacts are anticipated with the addition of trips generated by the proposed expansion on the road network.

APPENDIX

A

TRAFFIC VOLUME DATA



Time		Route 15 Northbound Approach		Route 15 Southbound Approach		Maritime Cold Storage Eastbound Approach		Total Vehicles
		A	B	H	I	J	L	
07:30	07:45	1	42	14	2	1	0	60
07:45	08:00	3	20	22	3	1	0	49
08:00	08:15	0	12	14	2	0	0	28
08:15	08:30	0	23	21	1	0	0	45
08:30	08:45	0	21	16	0	1	0	38
08:45	09:00	0	21	28	0	0	0	49
AM Peak Hour		4	97	71	8	2	0	182

Time		Route 15 Northbound Approach		Route 15 Southbound Approach		Maritime Cold Storage Eastbound Approach		Total Vehicles
		A	B	H	I	J	L	
16:00	16:15	0	33	21	0	0	2	56
16:15	16:30	0	22	28	0	3	1	54
16:30	16:45	0	24	23	1	1	1	50
16:45	17:00	0	26	44	0	0	0	70
17:00	17:15	0	40	26	0	0	0	66
17:15	17:30	0	23	32	0	0	0	55
PM Peak Hour		0	113	125	1	1	1	241

* Count completed by WSP

Time		Route 15 Northbound Approach		Route 15 Southbound Approach		Cormier Road Eastbound Approach		Total Vehicles
		A	B	H	I	J	L	
07:30	07:45	3	41	14	0	2	0	60
07:45	08:00	1	21	22	0	2	1	47
08:00	08:15	0	11	13	1	1	1	27
08:15	08:30	0	22	21	0	1	0	44
08:30	08:45	0	21	16	0	0	0	37
08:45	09:00	0	21	28	0	0	0	49
AM Peak Hour		4	95	70	1	6	2	178

Time		Route 15 Northbound Approach		Route 15 Southbound Approach		Cormier Road Eastbound Approach		Total Vehicles
		A	B	H	I	J	L	
16:00	16:15	0	33	21	2	0	3	59
16:15	16:30	3	21	28	1	1	2	56
16:30	16:45	2	22	20	4	2	0	50
16:45	17:00	6	22	42	2	4	3	79
17:00	17:15	2	37	23	3	3	3	71
17:15	17:30	1	21	29	3	2	1	57
PM Peak Hour		11	102	114	12	11	7	257

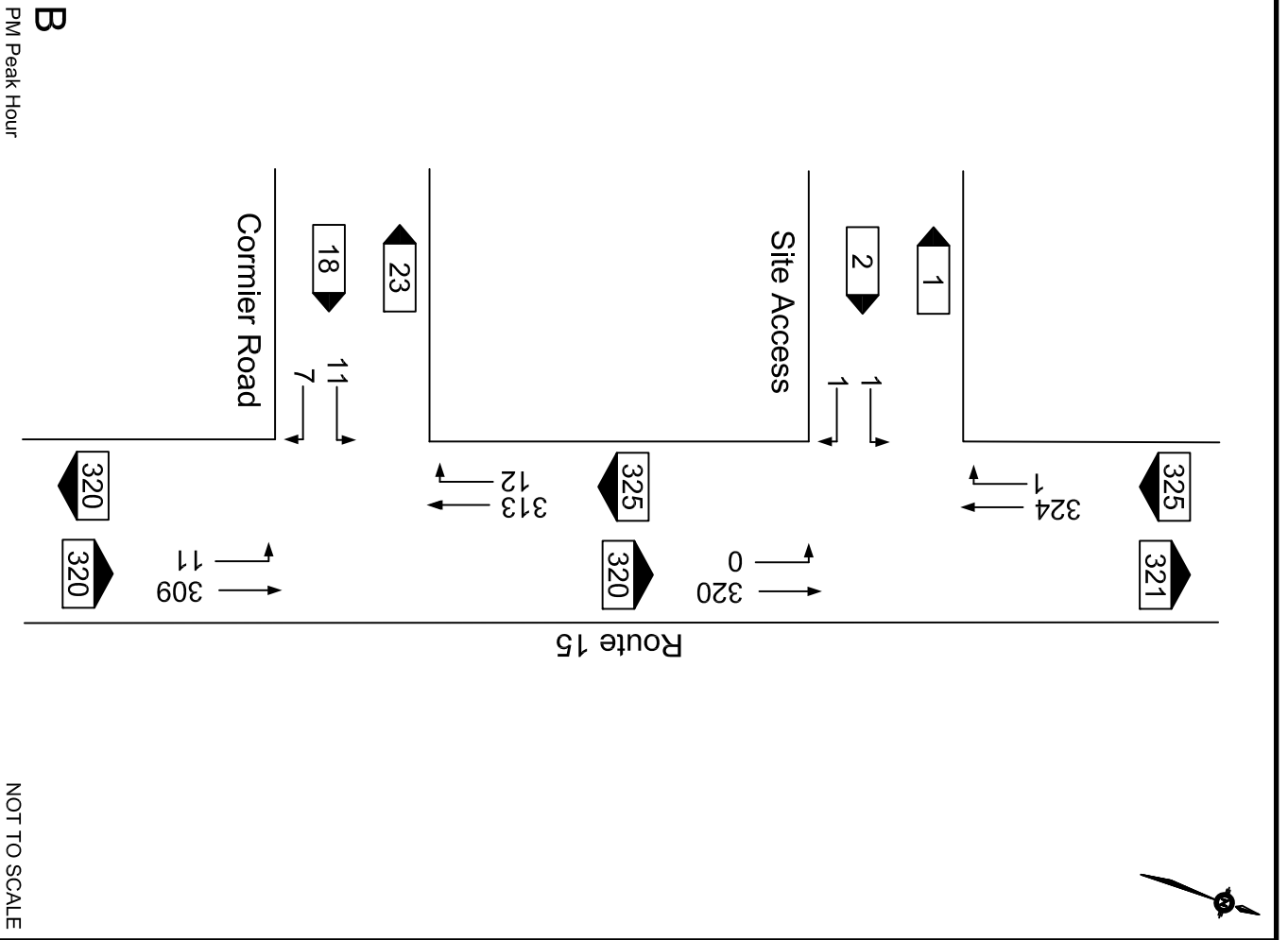
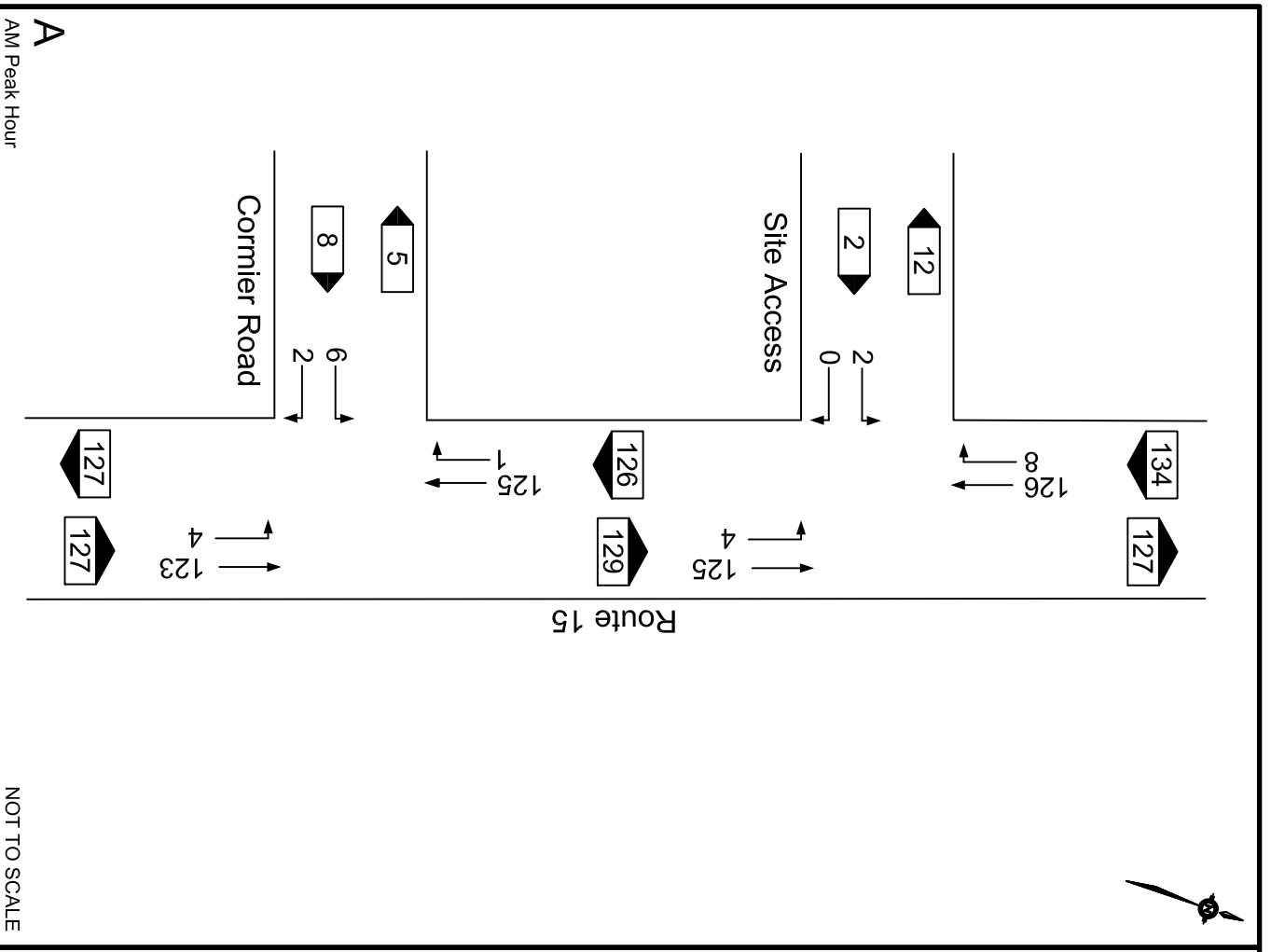
* Count completed by WSP

Location: **New Brunswick Route 15
Between Portage Road and Route 940**
Dates: **Monday, July 29, 2019
to Friday, August 2, 2019**



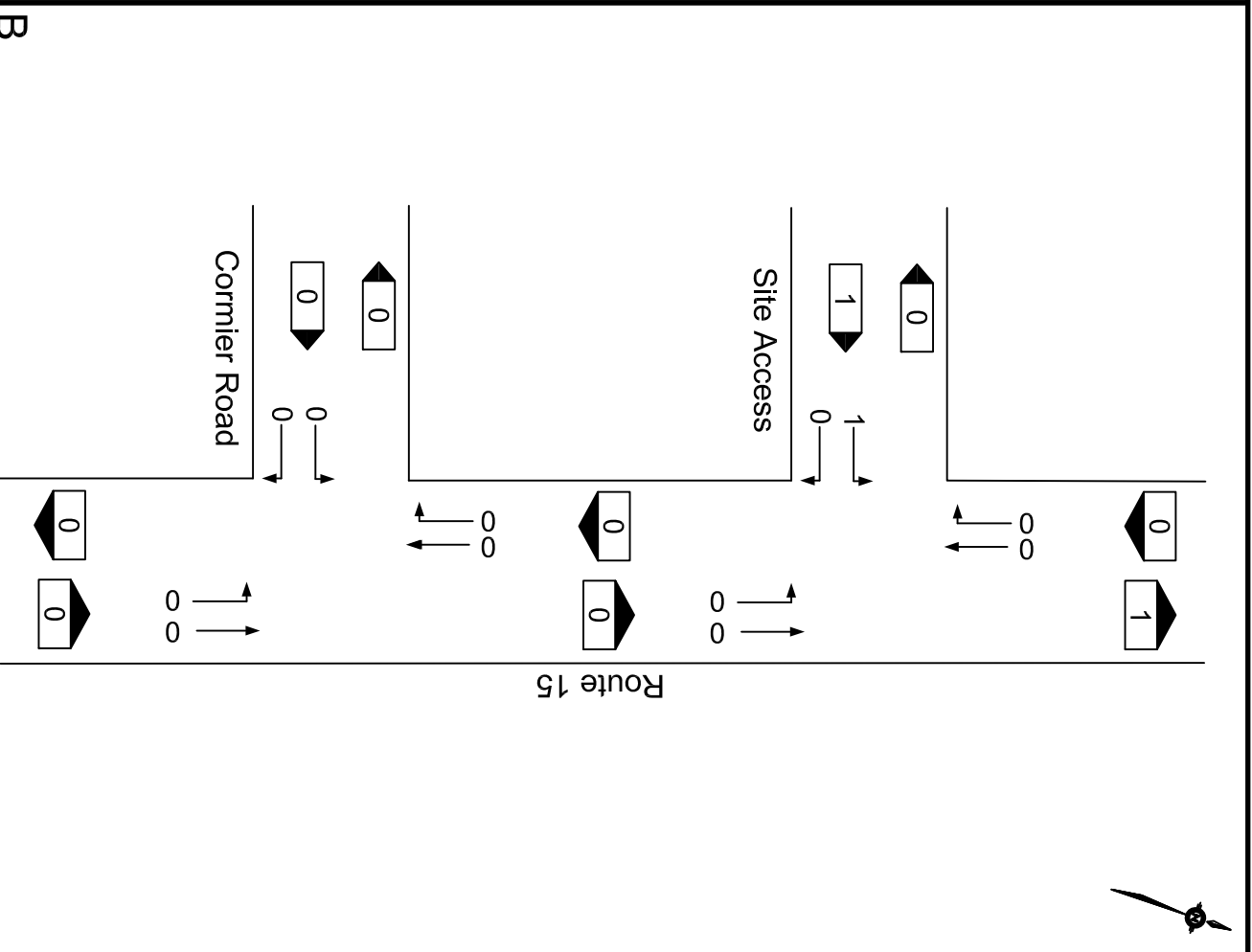
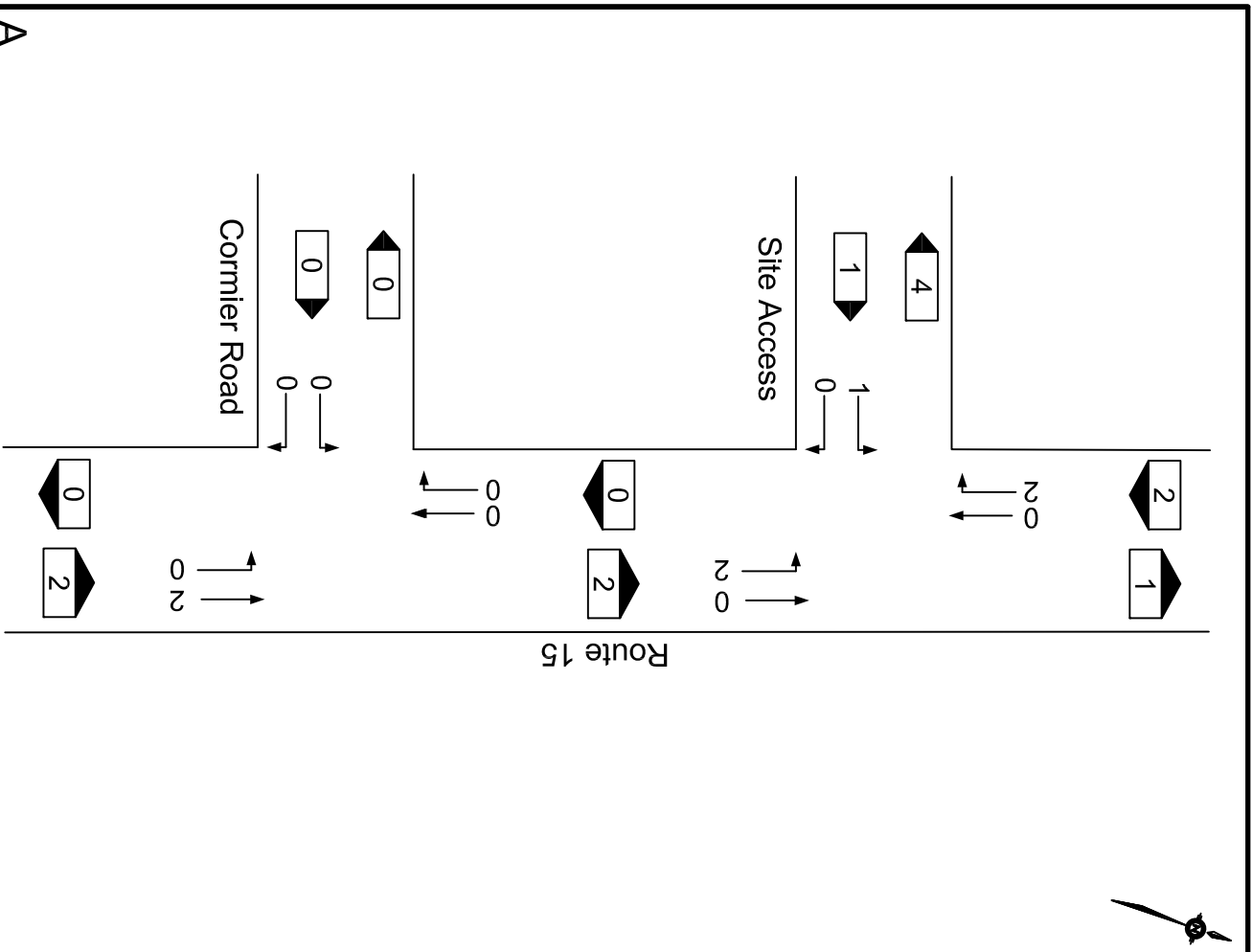
Start Time	Monday, July 29, 2019		Tuesday, July 30, 2019		Wednesday, July 31, 2019		Thursday, August 1, 2019		Friday, August 2, 2019		Average (5 days)		Total
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Eastbound	Westbound	
12:00 AM	21	21	14	14	20	20	22	22	19	19	19	19	38
01:00	10	10	13	13	13	13	14	14	15	15	13	13	26
02:00	7	7	6	6	11	11	14	14	15	15	10	10	20
03:00	31	31	12	12	26	26	26	26	25	25	24	24	48
04:00	15	15	12	12	13	13	22	22	27	27	17	17	34
05:00	40	40	31	31	29	29	31	31	39	39	34	34	68
06:00	97	97	70	70	63	63	74	74	71	71	75	75	150
07:00	125	125	116	116	128	128	121	121	116	116	121	121	242
08:00	155	155	162	162	168	168	156	156	162	162	160	160	320
09:00	240	240	250	250	227	227	218	218	285	285	244	244	488
10:00	300	300	295	295	305	305	312	312	359	359	314	314	628
11:00	304	304	294	294	308	308	352	352	388	388	329	329	658
12:00 PM	284	284	272	272	246	246	305	305	429	429	307	307	614
01:00	344	344	302	302	284	284	308	308	403	403	328	328	656
02:00	291	291	260	260	255	255	280	280	377	377	292	292	584
03:00	265	265	269	269	263	263	288	288	375	375	292	292	584
04:00	318	318	265	265	264	264	293	293	393	393	307	307	614
05:00	245	245	253	253	244	244	225	225	355	355	264	264	528
06:00	206	206	204	204	190	190	206	206	306	306	222	222	444
07:00	159	159	143	143	160	160	154	154	229	229	169	169	338
08:00	107	107	124	124	119	119	128	128	171	171	130	130	260
09:00	85	85	92	92	84	84	90	90	107	107	92	92	184
10:00	50	50	39	39	52	52	62	62	62	62	53	53	106
11:00	22	22	26	26	35	35	33	33	41	41	31	31	62
Daily Total	3715	3715	3519	3519	3503	3503	3729	3729	4763	4763	3847	3847	7694
	7430		7037		7005		7457		9525		7694		7694

*Count not completed by WSP



Traffic Impact Study - Maritime Cold Storage Expansion
 Botsford Portage, New Brunswick
 2021 Weekday AM and PM Peak Hour
 Future Background Traffic Without Expansion

Figure A-1
 July 2020

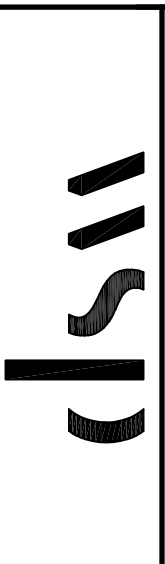


AM Peak Hour

NOT TO SCALE

PM Peak Hour

NOT TO SCALE

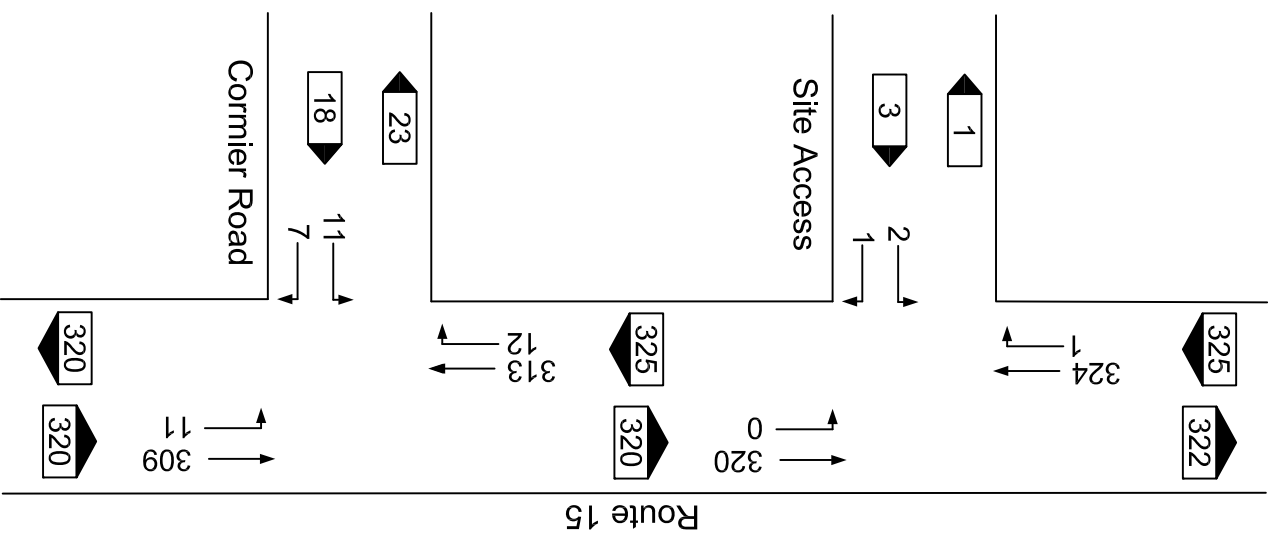
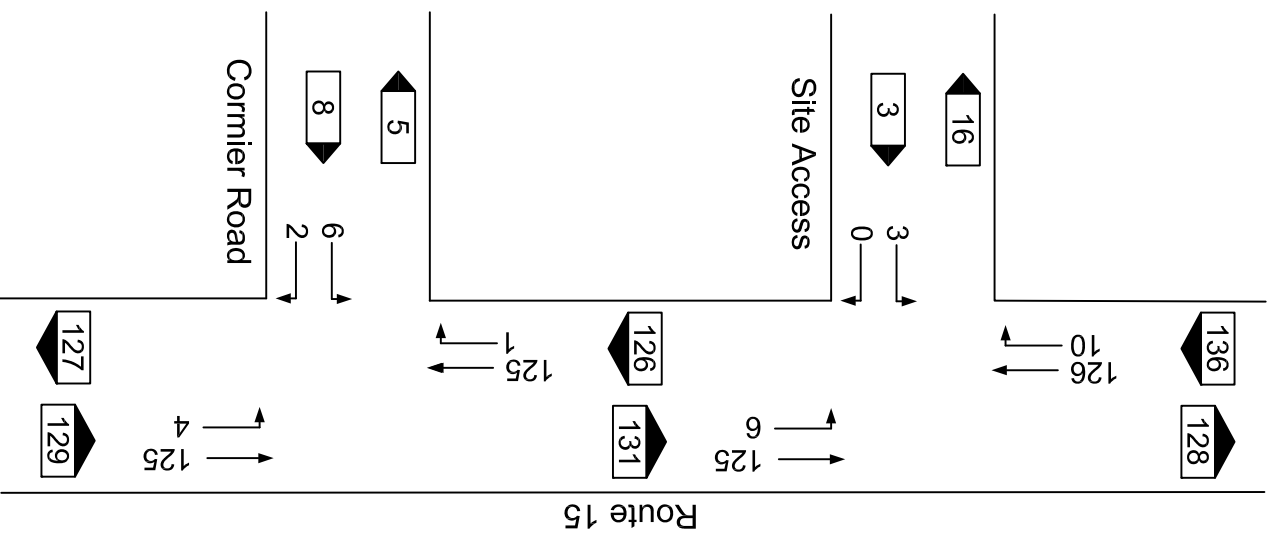


Traffic Impact Study - Maritime Cold Storage Expansion
 Botstford Portage, New Brunswick

Weekday AM and PM Peak Hour
 Expansion Generated Trips

Figure A-2

July 2020

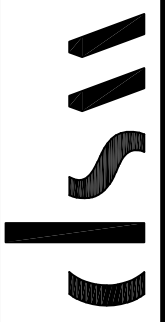


AM Peak Hour

NOT TO SCALE

PM Peak Hour

NOT TO SCALE



Traffic Impact Study - Maritime Cold Storage Expansion
 Botstford Portage, New Brunswick
 2021 Weekday AM and PM Peak Hour
 Future Background Traffic With Expansion

Figure A-3

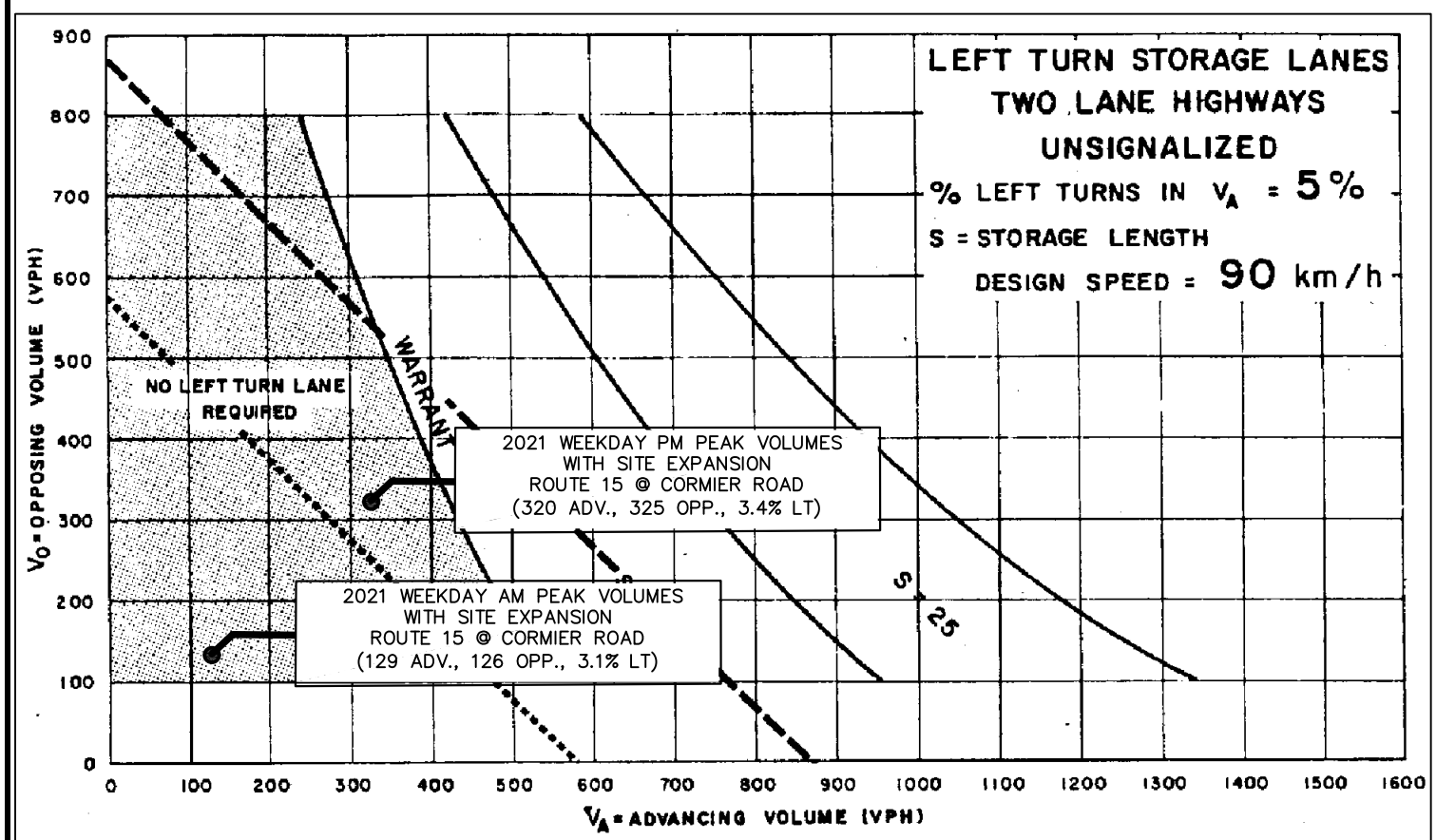
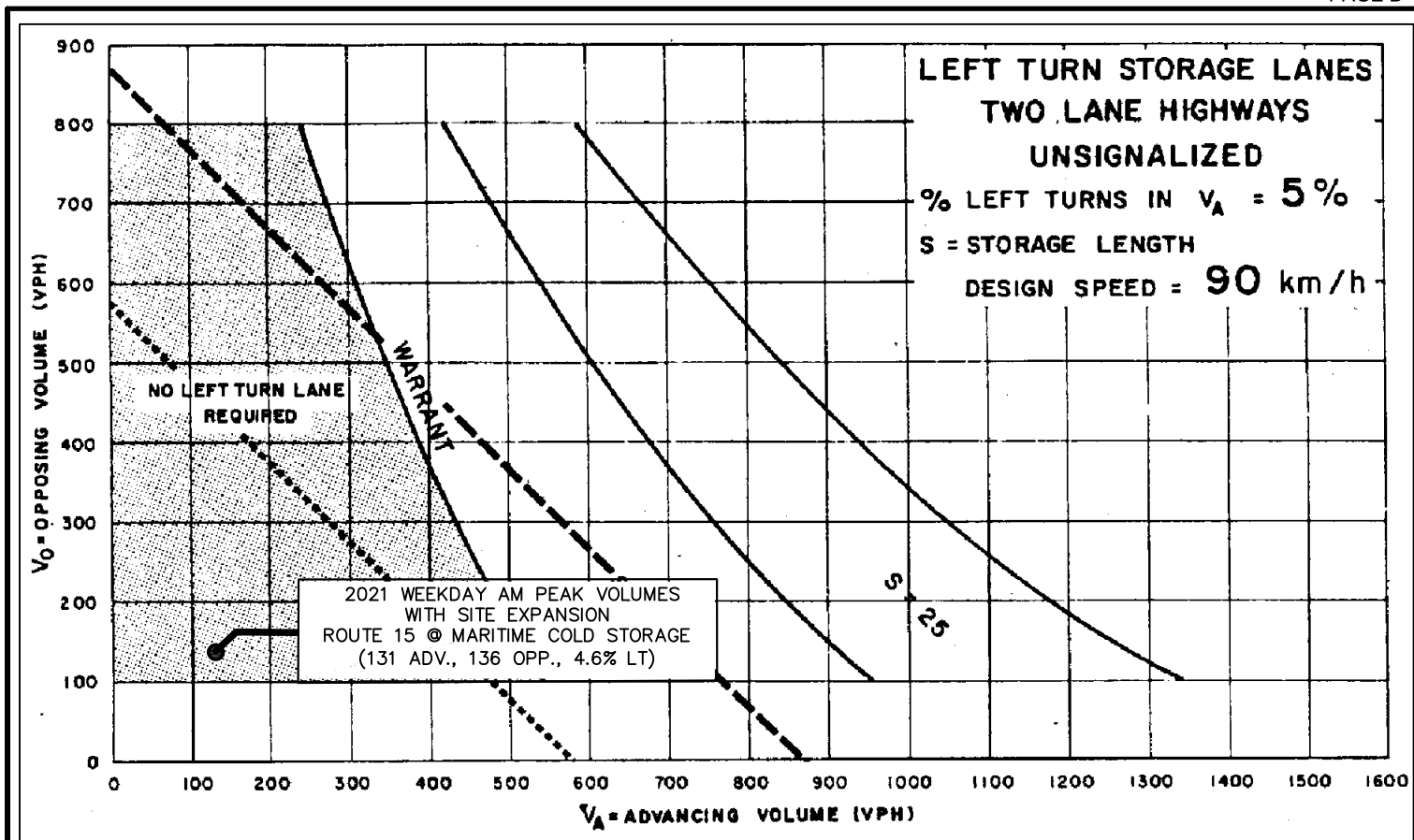
July 2020

APPENDIX

B

WARRANTS & INTERSECTION PERFORMANCE ANALYSIS














Traffic Impact Study - Maritime Cold Storage Expansion
Botsford Portage, New Brunswick










Figure B-1

Left Turn Lane Warrants
Northbound on Route 15










July 2020

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	4	125	126	8
Future Volume (Veh/h)	2	0	4	125	126	8
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	0	4	136	137	9
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	286	142	146			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	286	142	146			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	703	906	1436			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	140	146			
Volume Left	2	4	0			
Volume Right	0	0	9			
cSH	703	1436	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (m)	0.1	0.1	0.0			
Control Delay (s)	10.1	0.2	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.1	0.2	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			19.8%	ICU Level of Service		A
Analysis Period (min)			15			










Maritime Cold Storage Traffic Impact Study
2: Route 15 & Cormier Road










						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	2	4	123	125	1
Future Volume (Veh/h)	6	2	4	123	125	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	4	134	136	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	278	136	137			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	278	136	137			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	709	912	1447			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	9	138	137			
Volume Left	7	4	0			
Volume Right	2	0	1			
cSH	746	1447	1700			
Volume to Capacity	0.01	0.00	0.08			
Queue Length 95th (m)	0.3	0.1	0.0			
Control Delay (s)	9.9	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			19.7%	ICU Level of Service		A
Analysis Period (min)			15			










Maritime Cold Storage Traffic Impact Study
1: Route 15 & Site Access










						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	1	0	320	324	1
Future Volume (Veh/h)	1	1	0	320	324	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	1	0	348	352	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	700	352	353			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	700	352	353			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	405	691	1206			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	348	353			
Volume Left	1	0	0			
Volume Right	1	0	1			
cSH	511	1206	1700			
Volume to Capacity	0.00	0.00	0.21			
Queue Length 95th (m)	0.1	0.0	0.0			
Control Delay (s)	12.1	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			27.1%	ICU Level of Service		A
Analysis Period (min)			15			

Maritime Cold Storage Traffic Impact Study
2: Route 15 & Cormier Road










						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	7	11	309	313	12
Future Volume (Veh/h)	11	7	11	309	313	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	8	12	336	340	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	706	346	353			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	706	346	353			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	398	697	1206			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	20	348	353			
Volume Left	12	12	0			
Volume Right	8	0	13			
cSH	480	1206	1700			
Volume to Capacity	0.04	0.01	0.21			
Queue Length 95th (m)	1.0	0.2	0.0			
Control Delay (s)	12.8	0.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.8	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			35.2%	ICU Level of Service		A
Analysis Period (min)			15			

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	3	0	6	125	126	10
Future Volume (Veh/h)	3	0	6	125	126	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	0	7	136	137	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	292	142	148			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	292	142	148			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	695	905	1434			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	3	143	148			
Volume Left	3	7	0			
Volume Right	0	0	11			
cSH	695	1434	1700			
Volume to Capacity	0.00	0.00	0.09			
Queue Length 95th (m)	0.1	0.1	0.0			
Control Delay (s)	10.2	0.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	10.2	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			21.5%	ICU Level of Service		A
Analysis Period (min)			15			

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	2	4	125	125	1
Future Volume (Veh/h)	6	2	4	125	125	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	2	4	136	136	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	280	136	137			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	280	136	137			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	100	100			
cM capacity (veh/h)	707	912	1447			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	9	140	137			
Volume Left	7	4	0			
Volume Right	2	0	1			
cSH	745	1447	1700			
Volume to Capacity	0.01	0.00	0.08			
Queue Length 95th (m)	0.3	0.1	0.0			
Control Delay (s)	9.9	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.9	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.4			
Intersection Capacity Utilization			19.8%	ICU Level of Service		A
Analysis Period (min)			15			

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	1	0	320	324	1
Future Volume (Veh/h)	2	1	0	320	324	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	2	1	0	348	352	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	700	352	353			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	700	352	353			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	100			
cM capacity (veh/h)	405	691	1206			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	3	348	353			
Volume Left	2	0	0			
Volume Right	1	0	1			
cSH	470	1206	1700			
Volume to Capacity	0.01	0.00	0.21			
Queue Length 95th (m)	0.2	0.0	0.0			
Control Delay (s)	12.7	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	12.7	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			27.1%	ICU Level of Service		A
Analysis Period (min)			15			

Maritime Cold Storage Traffic Impact Study
2: Route 15 & Cormier Road

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	11	7	11	309	313	12
Future Volume (Veh/h)	11	7	11	309	313	12
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	8	12	336	340	13
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	706	346	353			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	706	346	353			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	97	99	99			
cM capacity (veh/h)	398	697	1206			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	20	348	353			
Volume Left	12	12	0			
Volume Right	8	0	13			
cSH	480	1206	1700			
Volume to Capacity	0.04	0.01	0.21			
Queue Length 95th (m)	1.0	0.2	0.0			
Control Delay (s)	12.8	0.4	0.0			
Lane LOS	B	A				
Approach Delay (s)	12.8	0.4	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.5			
Intersection Capacity Utilization			35.2%	ICU Level of Service		A
Analysis Period (min)			15			



MARITIME COLD STORAGE LTD

Maritime Cold Storage 2020 Flowmeter report

Date	Time	Flowmeter Reading	M3 daily water usage
August 1, 2020	avg	378.86	20.43
August 2, 2020	avg	399.29	20.43
August 3, 2020	03:40:00 PM	419.72	20.43
August 4, 2020	01:54:00 PM	438.47	18.75
August 5, 2020	01:31:00 PM	458.78	20.31
August 6, 2020	01:43:00 PM	482.03	23.25
August 7, 2020	01:34:00 AM	503.88	21.85
August 8, 2020	avg	525.20	21.32
August 9, 2020	avg	546.52	21.32
August 10, 2020	01:30:00 PM	567.76	21.24
August 11, 2020	01:37:00 PM	590.30	22.54
August 12, 2020	01:37:00 PM	612.46	22.16
August 13, 2020	01:10:00 PM	633.28	20.82
August 14, 2020	01:23:00 PM	655.47	22.19
August 15, 2020	avg	674.15	18.68
August 16, 2020	avg	692.83	18.68
August 17, 2020	01:34:00 PM	711.52	18.69
August 18, 2020	01:41:00 PM	730.73	19.21
August 19, 2020	01:41:00 PM	751.47	20.74
August 20, 2020	01:22:00 PM	772.15	20.68
August 21, 2020	avg	789.86	17.71
August 22, 2020	avg	807.57	17.71
August 23, 2020	avg	825.28	17.71
August 24, 2020	01:30:00 PM	842.96	17.68
August 25, 2020	02:21:00 PM	862.73	19.77
August 26, 2020	01:42:00 PM	882.48	19.75
August 27, 2020	01:37:00 PM	901.88	19.40
August 28, 2020	01:25:00 PM	920.46	18.58
August 29, 2020	avg	939.00	18.54
August 30, 2020	01:58:00 PM	957.28	18.28
August 31, 2020	01:10:00 PM	974.03	16.75
avg daily usage			19.86



MARITIME COLD STORAGE LTD

Maritime Cold Storage 2020 Flowmeter report

Date	Time	Flowmeter Reading	M3 daily water usage
September 1, 2020	01:31:00 PM	992.35	18.32
September 2, 2020	01:51:00 PM	1,011.42	19.07
September 3, 2020	01:30:00 PM	1,030.41	18.99
September 4, 2020	01:30:00 PM	1,050.32	19.91
September 5, 2020	avg	1,068.82	18.50
September 6, 2020	avg	1,087.32	18.50
September 7, 2020	avg	1,105.82	18.50
September 8, 2020	01:30:00 PM	1,125.39	19.57
September 9, 2020	01:30:00 PM	1,145.07	19.68
September 10, 2020	01:32:00 PM	1,163.56	18.49
September 11, 2020	01:26:00 PM	1,181.73	18.17
September 12, 2020	03:32:00 PM	1,199.72	17.99
September 13, 2020	avg	1,216.51	16.79
September 14, 2020	01:41:00 PM	1,233.30	16.79
September 15, 2020	01:31:00 PM	1,250.71	17.41
September 16, 2020	01:31:00 PM	1,266.66	15.95
September 17, 2020	01:40:00 PM	1,284.86	18.20
September 18, 2020	02:08:00 PM	1,301.81	16.95
September 19, 2020	avg	1,316.63	14.82
September 20, 2020	avg	1,331.45	14.82
September 21, 2020	01:39:00 PM	1,345.66	14.21
September 22, 2020	01:20:00 PM	1,360.71	15.05
September 23, 2020	01:40:00 PM	1,374.92	14.21
September 24, 2020	01:30:00 PM	1,391.21	16.29
September 25, 2020	01:30:00 PM	1,410.00	18.79
September 26, 2020	avg	1,427.50	17.50
September 27, 2020	avg	1,445.00	17.50
September 28, 2020	01:30:00 PM	1,463.00	18.00
September 29, 2020	01:30:00 PM	1,481.00	18.00
September 30, 2020	01:30:00 PM	1,501.00	20.00
avg daily usage			17.57



MARITIME COLD STORAGE LTD

Maritime Cold Storage 2020 Flowmeter report

Date	Time	Flowmeter Reading	M3 daily water usage
July 8, 2020	01:36:00 PM	1.55	
July 9, 2020	01:32:00 PM	14.30	12.75
July 10, 2020	01:31:00 PM	27.84	13.54
July 11, 2020	12:45:00 PM	41.18	13.34
July 12, 2020	04:37:00 PM	55.68	14.50
July 13, 2020	01:49:00 PM	67.55	11.87
July 14, 2020	01:34:00 PM	81.58	14.03
July 15, 2020	01:23:00 PM	92.01	10.43
July 16, 2020	01:49:00 PM	107.16	15.15
July 17, 2020	01:53:00 PM	123.78	16.62
July 18, 2020	avg	139.46	15.68
July 19, 2020	avg	155.14	15.68
July 20, 2020	01:30:00 PM	170.83	15.69
July 21, 2020	avg	188.43	17.60
July 22, 2020	avg	206.03	17.60
July 23, 2020	02:48:00 PM	223.64	17.61
July 24, 2020	01:30:00 PM	233.64	10.00
July 25, 2020	12:25:00 PM	246.28	12.64
July 26, 2020	01:51:00 PM	260.63	14.35
July 27, 2020	01:32:00 PM	276.07	15.44
July 28, 2020	01:30:00 PM	297.24	21.17
July 29, 2020	02:14:00 PM	317.75	20.51
July 30, 2020	01:34:00 PM	337.51	19.76
July 31, 2020	01:45:00 PM	358.43	20.92
avg daily usage			15.52