

**Union Street Policy and Objective Matrix**

<b>Current Policy and Objectives</b>	<b>Remove</b>	<b>Review</b>	<b>Maintain</b>	<b>Notes</b>
<b>Residential Land Use (3.15.2)</b>				
<u>Objective:</u> To maintain and enhance residential neighbourhoods of the Union Street Planning Area.			◆	
<u>Policy:</u> Council shall seek to ensure that areas designated as residential shall be predominantly used for residential purposes. Compatible uses may be permitted in residential areas subject to the relevant provisions of the Capital City Municipal Plan and the Zoning By-Law.			◆	
<u>Policy:</u> Council shall provide for a general density of residential development not to exceed four units per converted dwelling.		◆		Consider initiating a review of the R-4 zoning within the established, predominately single family dwelling areas
<u>Policy:</u> Council shall encourage in-fill residential development, which is compatible with the surrounding residential development.			◆	
<u>Policy:</u> Council shall encourage a mixed-use development to be located on the vacant property at 550 Union Street. This mixed-use development should include a significant residential component with complementary commercial and/or institutional uses.		◆		
<u>Policy:</u> Council shall encourage the eventual redevelopment of the Diamond Construction Property as a low-density residential area, with single-family dwellings only.		◆		Revise policy to encourage a range of densities including single family, townhouses/row dwellings and apartment dwellings
<b>Commercial Land Use (3.15.3)</b>				
<u>Objectives:</u> To recognize that area between St. Mary's Street and Clark Street on Union Street as the commercial centre of the Planning Area and to direct future commercial uses to this secondary commercial area and to prevent the encroachment of inappropriate uses into adjacent residential uses areas.			◆	Minor wording change proposed. Scale back commercial areas to include additional mixed use residential opportunities
To provide for less intensive commercial development on the lower portion of Gibson Street that is more in keeping with the surrounding residential neighborhoods.		◆		Recognize existing commercial establishments and redesignate upper portion of Gibson Street to reflect existing residential uses.

UNION STREET SECONDARY PLAN



Current Policy and Objectives	Remove	Review	Maintain	Notes
<p><u>Policy:</u> Council shall recognize the area along Union Street between St. Mary's Street and Clark Street, as depicted on figure 3.15.1, as a secondary commercial area and shall direct appropriate commercial development to this area. Encroachment of commercial and like uses beyond the boundaries of this commercial area into adjacent residential areas shall be discouraged.</p>		◆		Revise policy to include additional provisions for mixed-use/residential development
<p><u>Policy:</u> Council shall encourage the lower portion of Gibson Street to be developed in a manner that is compatible with the surrounding residential neighborhoods and which provides a local commercial function.</p>		◆		The intent of this policy was to encourage local convenience commercial uses within this area. This has never materialized.
<p><u>Policy:</u> Council shall discourage the expansion of the Union Street secondary commercial area.</p>			◆	Maintain but enhance the wording of this policy to strengthen.
<p><u>Policy:</u> Council shall encourage the improvement of the streetscape of the Union Street secondary commercial area through the cooperation of the municipality to improve the aesthetics of the public right-of-way and private property owners by improving landscaped front yards.</p>		◆		Urban design guidelines, in conjunction with a Streetscape Plan are proposed to be incorporated into the Plan.
<b>Institutional Land Use (3.15.4)</b>				
<p><u>Objective:</u> The maintenance of existing institutional uses in their present location and the addition of new institutional uses in appropriate locations that meet the needs of residents.</p>			◆	
<p><u>Policy:</u> Council shall encourage the continued use of institutional properties in the Planning Area for institutional uses.</p>			◆	
<p><u>Policy:</u> Council shall consider the addition of new institutional uses within the Planning Area, subject to the relevant provisions of the Capital City Municipal Plan.</p>			◆	
<b>Industrial Land Use (3.15.5)</b>				
<p><u>Objective:</u> To encourage the relocation of existing industrial development to more appropriate industrial areas and to discourage additional industrial activities from locating in the planning area.</p>			◆	
<p><u>Policy:</u> Council shall encourage existing industrial uses in the Planning area to provide adequate buffering/screening from adjacent residential uses.</p>			◆	

Current Policy and Objectives	Remove	Review	Maintain	Notes
<p><u>Policy:</u> Council shall direct any new industrial activity to appropriate locations in designated industrial and business parks within the City.</p>			◆	
<p><u>Policy:</u> Council shall consider the reuse of former industrial sites for more compatible uses upon compliance with policy 2.11.1 (20).</p>			◆	
<p><u>Policy:</u> Council shall encourage, as a longer term objective, that the bulk fuel tanks located near the confluence of the Saint John River and the Nashwaak River (historic site of Fort Nashwaak) be relocated to a more suitable location within the City.</p>		◆		This policy will be required to be reworded to reflect current vision of land uses on this property.
<b>Recreation/Open Space (3.15.6)</b>				
<p><u>Objective:</u> To maintain and enhance existing recreational facilities and to seek the development of additional active and passive open space areas as opportunities arise.</p>		◆		New policy to be added to this section to recognize the City's purchase of the former Craig Electric property and the long term objectives of the City for the future land use for this newly acquired site.
<p><u>Policy:</u> Council shall pursue a more permanent leasehold arrangement for the Carleton Park property and shall explore the feasibility of purchasing the land.</p>		◆		Need to revise this policy.
<p><u>Policy:</u> Council shall pursue the acquisition of river frontage, as opportunities arise, in order to achieve a linear parkway system. River frontage shall be acquired through such means as, public dedication through the subdivision process, as a component of major riverfront developments, by deed to the City or by property acquisition by the City of Fredericton. The establishment of a linear trail along the riverfront in the plan Area shall be a priority of Council with regard to the linear parkway system in the Plan Area and shall be achieved with the cooperation of affected property owners.</p>		◆		This policy will be reworded to reflect the objectives of the recent Trails/Bikeways Master Plan
<p><u>Policy:</u> Council will pursue the development of abandoned railway right-of-way as a part of the City's overall linear open space system.</p>	◆			Replace with policy to support continued maintenance/improvement of the trail system
<p><u>Policy:</u> Council shall ensure that new developments along the riverfront and the railway right-of-way do not impede the proposed linear parkway system.</p>		◆		Minor wording changes required.

Current Policy and Objectives	Remove	Review	Maintain	Notes
<p><u>Policy:</u> Council shall seek to ensure, through cooperation with the School Board, that residents of the Plan Area are able to utilize the recreational and leisure facilities associated with schools in the adjacent areas.</p>		◆		Is this policy still relevant?
<p><u>Policy:</u> Council shall monitor changes to the population structure and recreational/leisure needs of the residents of the Plan Area and endeavor to accommodate changing user needs.</p>			◆	
<p><u>Policy:</u> Council shall encourage the relocation of non-conforming uses that are presently located in open space areas.</p>		◆		Confirm whether the location of non-conforming uses are still presently located within open space areas.
<b>Vacant Land/Parking (3.15.7)</b>				
<p><u>Objective:</u> To utilize vacant properties in a manner compatible with neighbouring land uses.</p>		◆		Urban design guidelines are intended to be incorporated into the Plan to guide future redevelopment of vacant land
<p><u>Policy:</u> Council shall encourage the redevelopment of vacant properties with uses that are more compatible with surrounding land uses and shall discourage stand alone parking.</p>		◆		Policy should be incorporated into the Plan to discourage the location of any additional used car lots within the Plan Area, especially utilizing vacant property fronting Union Street. Extend Design Review Committee requirement into certain areas?
<b>St. Mary's First Nation (3.15.8)</b>				
<p><u>Objective:</u> To achieve the development of compatible and mutually beneficial land use within and adjacent to First Nation land.</p>			◆	
<p><u>Policy:</u> Council shall seek to ensure that buildings and properties in the Planning Area are maintained in appropriate condition through the enforcement of City By-Laws.</p>			◆	
<b>Transportation (3.15.10)</b>				
<p><u>Objective:</u> The maintenance and enhancement of the transportation network for the efficient movement of pedestrian, bicycle and vehicular traffic.</p>			◆	

<p><u>Policy:</u> Council shall continue to cooperate with the New Brunswick Department of Transportation in pursuing the addition of the eastern ramp on the Westmorland Street Bridge and the subsequent upgrading of Devonshire Drive and Cliff Street. In addition, as a major component in the transportation network of the City, Council shall continue to pursue, with the Province, the extension of the Ring Road to Marysville.</p>	<p>◆</p>			<p>The ramp construction is underway with improvements planned for the adjacent road network. New policy is required to address future intentions for the Ring Road.</p>
<p><u>Policy:</u> Council shall address the transportation requirements of secondary commercial areas, as required, to:</p> <ul style="list-style-type: none"> <li>a) Ensure the efficient movement of traffic and safe and convenient access to commercial development;</li> <li>b) Incorporate the requirements of public transit in order to minimize traffic disruption and maximize transit convenience for the general public, and;</li> <li>c) Ensure adequate pedestrian and cyclist facilities including linkages to surrounding residential areas.</li> </ul>		<p>◆</p>		
<p><u>Policy:</u> Council will continue to upgrade sidewalks within the entire Planning Area and particularly along Union Street in accordance with the available financing and budget priorities.</p>			<p>◆</p>	<p>Consult with Engineering &amp; PW to identify sidewalk upgrade priorities for Planning Area.</p>
<p><u>Policy:</u> Council shall examine the feasibility of establishing a sidewalk on the south side of Union Street between the Devon park Plaza and Carleton park.</p>	<p>◆</p>			<p>Sidewalk constructed along the south side of Union Street from Devon Plaza to west end of Carleton Park</p>
<p><u>Policy:</u> Council shall examine the feasibility of establishing additional pedestrian crosswalks across Union Street so as to provide safe, designated crossing areas. This shall be conducted with the assistance of the Development Services Department, the Director of Engineering and Public Works and Fredericton Transit.</p>		<p>◆</p>		<p>Streetscape Plan will identify future locations of crosswalk areas.</p>
<p><u>Policy:</u> Council will work in conjunction with property owners to develop public pedestrian accesses to both the proposed riverfront and rail right-of-way linear parkway system.</p>		<p>◆</p>		<p>Minor wording change required to delete reference to "proposed"</p>
<p><u>Policy:</u> Council shall re-evaluate the use of Gibson and Union Streets as designated truck routes when improvements such as the eastern extension of the Ring Road to Marysville is completed.</p>		<p>◆</p>		<p>New policy required.</p>

<b>Parking (3.15.11)</b>					
<b>Objective:</b> To provide adequate and readily available vehicular parking associated with commercial, residential, recreational and institutional developments within the Plan Area		◆			Revise to include provisions for screening and buffering.
<b>Policy:</b> New developments, particularly in residential areas, will be encouraged to provide vehicular parking at the side or rear of the principle structures. In addition, when it is practical given site conditions, all loading bays associated with commercial activities shall be located at the rear or the side of any new development.			◆		
<b>Policy:</b> Council shall encourage employees of commercial enterprises, within the Plan Area, to utilize public transit or to park vehicles in those areas that will not adversely affect the amount of parking available to customers.		◆			How do we accomplish this? Potentially revise this policy to encourage active transportation on a more broad scale.
<b>Servicing (3.15.12)</b>					
<b>Objective:</b> To provide adequate water, sewer and other utility infrastructure.				◆	
<b>Policy:</b> To undertake the necessary replacement or upgrading of water and sewer systems where required within the Planning Area in accordance with available financing and budget priorities.		◆			Revised to include a policy that will encourage consideration of streetscape improvements during planned construction projects
<b>Heritage Preservation (3.15.13)</b>					
<b>Objective:</b> To determine the feasibility and desirability of designating all or portions of the two areas identified in the Capital City Municipal Plan as potential heritage preservation areas.				◆	
<b>Policy:</b> Council shall pursue the potential future designation of heritage preservation areas as generally identified in Schedule "C" of the Capital City Municipal Plan.		◆			New policy required relating to Design Review Committee requirement
<b>Mixed Use Area (3.15.14)</b>					
<b>Objective:</b> To facilitate the redevelopment and revitalization of the interior of the block generally bordered by Bowlen Street to the south and St. Mary's Street to the west, as identified as the mixed use area on the Generalized Future Land Use Map (Figure 3.15.1)				◆	
<b>Policy:</b> Council shall encourage a limited range of commercial activities, which are				◆	

APPENDIX C

POLICY & OBJECTIVE MATRIX

compatible with the surrounding land uses and the development of low to medium density residential development in the Mixed Use area as identified in Figure 3.15.1					
<b>Riverfront Development (3.15.15)</b>					
<p><u>Objective:</u> To ensure that future development adjacent to the St. John River that is complementary and appropriate and will enhance the aesthetic appearance of the Plan Area for the River and the south side of the City.</p>			◆		
<p><u>Policy:</u> Council shall ensure that development proposed for property abutting the river is not visually disruptive or inappropriate given the proximity to the Saint John River.</p>			◆		
<b>Community Policing (3.15.16)</b>					
<p><u>Objective:</u> To provide the planning area with effective police service that is proactive and responsive to the special needs of the plan area.</p>			◆		
<p><u>Policy:</u> Council shall ensure that the policing requirements of the planning area are satisfactorily addressed and shall consider the implementation of community based policing in accordance with available financing and budget priorities.</p>		◆			Rework to reflect the shift from community based policing to the recently introduced Neighbourhood Action Team deployment

Note: A new policy section will be required to be included in the Secondary Plan to address specific policy objectives related to Urban Design and the Streetscape Plan.