

3.5 RESIDENTIAL TOWN PLAT

3.5.1 VISION

This Plan Will:

- (1) Recognize the Residential Town Plat as a unique residential area that defines the essence of Fredericton to residents and visitors;
- (2) Recognize that the Town Plat through its social and architectural heritage can make a continuing contribution to the life and future development of the city;
- (3) Ensure that new development is designed to be compatible with existing 19th and early 20th century housing stock located in this area;
- (4) Recognize that the diversity and number of people living in the Residential Town Plat contributes to a strong sense of community;
- (5) Recognize that the Town Plat is comprised of diverse neighborhoods that exist to provide the residents of Fredericton with various housing types and choices;
- (6) Recognize that residents need to access parks, open spaces, trails and various institutional destinations;
- (7) Attempt to build upon measures that strengthen the residential quality of life to ensure long term stability of this area;
- (8) Recognize that conservation and rehabilitation of existing building stock is more desirable than demolition to accommodate new construction; and
- (9) Attempt to balance the need to protect the integrity of established residential neighborhoods with the need to accommodate through traffic movement in the Plan Area.

3.5.2 GENERAL FUTURE LAND USE

Council shall provide for the growth and development of the Residential Town Plat Plan Area in accordance with Figure 3.5.1, Residential Town Plat Area General Future Land Use Map, which is intended to hereby amend the General Future Land Use Map of the City of Fredericton.

3.5.3 RESIDENTIAL LAND USE

OBJECTIVES

To create diverse residential neighborhoods in the plan area that provide a range of housing types without compromising the architectural integrity of the existing 19th century and early 20th housing stock and the predominant residential land use in each neighborhood.

To create a healthy vibrant residential environment that provides the amenities, sense of place, and security to attract residents into the Plan Area.

Many of the existing housing objectives in the Municipal Plan are still relevant with regard to the Residential Town Plat. In particular, Sections 2.5.2 (6) and 2.5.2 (9) of the Municipal Plan are relevant with regard to neighborhood stabilization and rehabilitation.

POLICIES

The following policies are designed to further enhance existing residential plan policy relating specifically to the Plan Area.

- (1) Council shall establish a Design Review Committee to review design issues related to development applications for apartment buildings (over four units) or other large-scale developments referred to it by the Planning Advisory Committee or City Council pursuant to Policy 3.5.3 (7)
- (2) Council shall recognize that the 19th and early 20th century housing in the Plan Area is unique and the various lot standards and building setbacks should be adjusted to reflect this pattern.
- (3) Council shall seek innovative ways to facilitate rehabilitation and maintenance of older housing stock in the Plan Area.
- (4) Council shall encourage the development of housing units targeted to the needs of senior citizens.
- (5) Council shall continue to recognize the former rail yards as a unique opportunity to introduce medium and higher density residential housing to this area. Development standards associated with the various character areas within the former railway yards are defined in Section 3.5.12.
- (6) Council shall stabilize the various neighborhoods in the Plan Area by amending the existing zoning to reflect the prevailing housing density in each area.
- (7) Council may, subsequent to review by the Design Review Committee and the Planning Advisory Committee, consider rezoning property to a higher density residential use in the Plan Area as infill development on vacant lots that were in existence July 11, 2000, to replace incompatible land uses, or in unique circumstances to replace an existing structure or structures whereby the proposed infill development is deemed to enhance the streetscape and satisfy the criteria outlined in Section 2.5.2 (5). The intent of this section is to avoid demolition of existing building stock as a means to gain additional density rights that exceeds what is permitted by right until Council has reviewed and approved such a proposal through a rezoning application.
- (8) Council shall apply Section 2.5.2 (7) to the properties identified in Figure 3.5.2 where property owners wish to pursue higher density residential development not permitted by right. The above mentioned figure is not all inclusive and other properties in the Plan Area may be reviewed under Section 2.5.2 (7) where the referenced conditions apply.

3.5.4 COMMERCIAL LAND USE

OBJECTIVE

To provide for strategically located secondary commercial areas that are designed to serve the needs of the residents in the Plan Area pursuant to Policy 2.6.2 (15) of the Municipal Plan.

POLICIES

- (1) A secondary commercial area shall be set aside on Regent Street in the former railway yards as shown on Figure 3.5.3 as Character Area "F" and outlined in Section 3.5.12 of this plan.
- (2) Council may consider limited secondary commercial use on the balance of the former rail yards as identified on Figure 3.5.3 pursuant to a Section 39 Agreement.
- (3) Any applications to introduce new secondary commercial nodes into this area will be reviewed through a rezoning process (subject to Section 2.6.2 (21) of the Plan) and/or Municipal Plan amendment.
- (4) Council shall recognize that commercial uses that are not intended to serve the needs of the surrounding residential neighborhoods in the Plan Area can be readily accommodated in existing primary commercial areas such as the City Centre or other designated areas.
- (5) Council shall amend the Zoning By-Law to prohibit new service stations, dry cleaning establishments, vehicle repair, chemical storage, and other commercial uses that have the potential to contaminate the City's aquifer.

3.5.5 INDUSTRIAL LAND USE

OBJECTIVE

To relocate over time the majority of incompatible industrial land use in the Plan Area to appropriately zoned locations throughout the city.

POLICY

- (1) Policy 2.7.2 (6) of the Municipal Plan is still relevant with regard to relocating industrial land uses to the most appropriate location.

3.5.6 TRANSPORTATION AND TRAFFIC

OBJECTIVES

To create and maintain an efficient and integrated traffic, transit, parking and pedestrian system.

To maintain an efficient transportation network for the movement of pedestrians and vehicles.

To ensure arterial roadways function properly to alleviate through traffic movement on local streets.

POLICIES

Arterial Streets

- (1) It shall be the policy of Council to designate Regent Street, Dundonald/Beaverbrook Street and Smythe Street as arterial streets in the City's transportation system and encourage through traffic to utilize these routes.
- (2) It shall be the policy of Council to improve Regent Street and Smythe Street to carry through traffic as efficiently as possible. Specifically, Council shall consider the following measures to improve traffic movement:
 - (a) The use of left turn lanes on both Regent Street and Smythe Street for north and southbound traffic from Brunswick Street to Beaverbrook/Dundonald Street;
 - (b) Minimizing and/or consolidating the number of private access points to both Regent Street and Smythe Street;
 - (c) Encourage the use of arterials by improving the connections to/from the Westmorland Street Bridge and Regent Street and Smythe Street.
- (3) It shall be the policy of Council to ensure that the physical design of arterial streets in the Residential Town Plat are sensitive to the historical character of the area, is aesthetically appealing, and respects the needs of pedestrian and bicycle traffic.

Collector Streets

- (4) It shall be the policy of Council to designate York Street and University Avenue as collector streets in the City's transportation system.
- (5) Collector streets shall be intended to equally serve the needs of vehicle traffic, access to property, and pedestrian traffic.

Local Streets

- (6) It shall be the policy of Council to ensure that local streets are designed with primary consideration given to access to property.
- (7) Council shall take measures to restrict through traffic on local streets.
- (8) Council shall address the issue of vehicle speed on local streets through various means and by ensuring that the design of local streets does not encourage vehicles to travel in excess of the posted speed limit.
- (9) It shall be the policy of Council to investigate the impact of restricting through access on Northumberland Street and Westmorland Street between Brunswick Street and Dundonald Street.

- (10) Council shall consider, in consultation with the public, traffic calming measures to the local street system within the Residential Town Plat in accordance with established traffic calming measures.

Pedestrians

- (11) It shall be the policy of Council to consider the needs of pedestrians when dealing with issues pertaining to right-of-way improvements in the Residential Town Plat.
- (12) Council shall maintain the sidewalk system in the Residential Town Plat.
- (13) Council shall explore, in consultation with the University of New Brunswick, the feasibility of establishing a pedestrian linkage that will connect the university to Church Street in accordance with established pedestrian crossing measures.

3.5.7 HERITAGE AND DESIGN REVIEW

OBJECTIVE

To establish design principles and guidelines that ensures a pattern of built form respectful of the area's historical and architectural integrity and identity; and to establish a process for design review that promotes a high standard of performance.

POLICIES

- (1) Compliance

At the discretion of the Planning Advisory Committee and/or Council, design principles, guidelines, and review processes may be applied to developments in the Residential Town Plat Area that require amendments or variance to the Zoning By-Law and/or Municipal Plan.

- (2) Design Principles and Guidelines

Design principles and guidelines shall be developed to respond to the unique character and identity of areas of the Residential Town Plat, and shall:

- (a) Encourage the retention and rehabilitation of older building stock;
- (b) Respect the scale, form and materials present in prevailing traditional building patterns;
- (c) Encourage innovation and variety in residential types within the parameters of accepted density;
- (d) Encourage new development that is respectful of the prevailing setbacks within each area;
- (e) Recognize the historical value and integrity of the street grid;
- (f) Encourage the retention of existing views and vistas, and the creation of new opportunities for view corridors and spaces;
- (g) Promote landscape design that gives prominence to green space, maintains dust-free surfaces, and discourages light and noise pollution;

- (h) Encourage the design of parking areas and driveways to minimize their impact on the streetscape through placement in rear yards, screening, and/or buffering;
- (i) Retain and enhance the presence of street trees, which provide identity to communities and offer shade and shelter for pedestrians;
- (j) Facilitate pedestrian access by means of walkways and pathways.

(3) Design Review

Council shall establish a process for design review that promotes high standards of performance in building design and urban design, and that:

- (a) Encourages the creative application of design principles to specific sites;
- (b) Ensures that a broad range of choices, options, or solutions are considered;
- (c) Promotes collaboration among all partners in the affected area.

(4) Additional Heritage Areas

Council will consider designating additional heritage areas and structures where appropriate.

(5) Promote Design

Council shall endeavor to promote sympathetic exterior renovations and designs for older building stock in the Plan Area, which respects the character of the streetscape and the neighboring built form by hosting design workshops, implementing award programs, and through other means and techniques.

3.5.8 MUNICIPAL SERVICES

OBJECTIVES

The plan area should benefit from infrastructure renewal programs that improve and upgrade servicing (water, sewer and storm water management), road and sidewalk infrastructure, and tree planting programs designed to create an attractive street environment.

To encourage the delivery of improved electrical power, telecommunication and natural gas infrastructure to the Plan Area.

To initiate streetscape improvements that respect the 19th and early 20th century architecture of this area by introducing utility infrastructure (light and power poles, traffic signals, etc.) that does not dominate the streetscape.

To promote wellfield and aquifer protection within the plan area.

POLICIES

- (1) Council shall pursue and continue to implement an active tree planting and maintenance program within the Plan Area to protect existing mature trees, and to replant new trees where appropriate.
- (2) Council shall encourage the use of sidewalk surface materials, planters, trees, and other landscaping techniques that are consistent within the Plan Area.
- (3) Council shall encourage the natural gas utility to provide the required infrastructure to service the Plan Area with natural gas.
- (4) Council shall promote and encourage the conversion of oil energy to alternative energy in order to eliminate the use of oil tanks within environmentally sensitive areas of the Residential Town Plat to protect the aquifer.
- (5) Council shall prohibit the establishment of new uses through the Zoning By-Law (i.e. gas stations, dry cleaning businesses, vehicle repair and service establishments, car washes, etc.), which present a hazard to the quality of the water supply within the City's aquifer.

3.5.9 RECREATION/OPEN SPACE

OBJECTIVES

To enhance the system of parks, pathways and open spaces within the plan area by providing linkages between residential neighborhoods, the city centre, and the riverfront trail system.

To provide residents in the plan area with a choice of active and passive recreational activities that will contribute to a healthy lifestyle.

To enhance Queen Square as a recreational focal point that provides area residents with various recreational facilities.

To pursue improvements to landscaping, parking, and the aesthetic appearance of existing recreational buildings in the plan area.

Council will consider measures that will define the historical edge of the residential town plat utilizing the original public lands set aside on University Avenue and Smythe Street.

POLICIES

- (1) Council shall endeavor to create a park square and trail connection by completing the pedestrian trail linkage through the former railway yards as shown as Character Area "E" on the attached Figure 3.5.3 and outlined in Section 3.5.12 of this Plan in accordance with established pedestrian crossing measures.
- (2) Council shall endeavor to complete the cross town trail system as shown on Schedule "B" of the Municipal Plan by establishing a pedestrian trail

linkage between York Street and Smythe Street in accordance with established pedestrian crossing measures.

- (3) Council shall encourage the establishment of new open spaces and recreational facilities as the opportunity arises within the Plan Area subject to Policy 2.12.2 (13) of the Municipal Plan.
- (4) Council shall encourage a pedestrian entrance into the railway yards off of Aberdeen Street and Regent Street as shown on Figure 3.5.3 and outlined in Section 3.5.12 of this Plan.
- (5) Council shall pursue discussions with the University of New Brunswick to rationalize the parking areas around the Lady Beaverbrook Rink generally in accordance with Figure 3.5.3 attached.
- (6) Council shall pursue rationalizing parking in and around the Queen's Square Area as shown on Figure 3.5.3 of this Plan. This will provide an opportunity to establish parking on one or both sides of that portion of Church Street that will become a cul-de-sac if Church Street is connected to Beaverbrook Street.
- (7) Council shall establish a lay-by and parallel parking area along the east side of Saint John Street between Aberdeen Street and McLeod Avenue.
- (8) Council shall engage the services of a landscape architect to develop a plan for the public lands along the eastside of Smythe Street between Charlotte and Queen Street. The intent is to develop a plan through public consultation with abutting property owners that will profile this area as the historic edge of the city.

3.5.10 INSTITUTIONAL

OBJECTIVES

To encourage retention of existing institutional buildings (i.e. religious and educational) in the plan area.

To encourage the reuse and construction of new institutional buildings where appropriate to provide residents in the plan area with various services such as health care facilities, educational and religious establishments, commercial daycare centres, and senior's residences.

POLICIES

- (1) Council shall encourage institutional reuse of those properties outlined in the Development Standards of the Comprehensive Development District section of this plan and subject to the criteria in Policy 2.14.2 (3).
- (2) Council shall encourage alternative seniors care subject to Policy 2.14.2 (14) of the Municipal Plan.
- (3) Council shall continue to pursue dialogue with the various levels of government in order to protect the vitality of the existing two educational institutions (Albert Street Middle School and George Street Middle School).

- (4) Council shall encourage maintaining the historic front façade of St. Dunstan's School.
- (5) Council recognizes the importance of an elementary school to the area residents and shall actively encourage the provincial government to consider reopening at least one elementary school in the Plan Area.
- (6) Council shall pursue designation of the Old Burial Grounds as a municipal heritage preservation area.

3.5.11 MIXED USE AREA

OBJECTIVE

To facilitate the redevelopment of the lands on the periphery of the former railway lands by creating a mixed use area that will permit various land uses including office, limited commercial, and residential land use.

POLICY

- (1) Council shall encourage a limited range of commercial activities that are compatible with the surrounding land uses and the development of medium to high density residential development in the Mixed Use Area identified in Figure 3.5.1.

3.5.12 COMPREHENSIVE DEVELOPMENT DISTRICT

A comprehensive development district (CDD) is an area that encompasses properties with unique or special circumstances whereby the future direction of land use is divided into two categories; permitted and contemplated land uses. The first category refers to development proposals that are permitted as-of-right and require approval by the Development Officer to determine compliance with plan policy and zone standards. The second category refers to development proposals that were contemplated in the district but not permitted as of right. In order to obtain approval for land uses that are contemplated within the district, a property owner must apply to amend the Zoning By-Law to permit the use. Pursuant to a Section 39 Development Agreement, Council can ensure that acceptable development standards are imposed through terms and conditions on specific development proposals to ensure compatibility with adjacent land uses. A comprehensive development district envisions a mixed use approach, which is specifically designed to provide flexibility in the application of land use in a particular area.

The following section deals with the policies that will be reviewed by the Planning Advisory Committee and Council when considering development applications for land uses contemplated but not permitted as of right in the comprehensive development district applied to the rail lands that formerly traversed the residential town plat. In this case, the comprehensive development district was created by dividing the former rail lands into various character areas that represent individual properties and/or groupings of properties that contain policies regarding the general intent and parameters to be applied to future development. It should be noted that the proposed boundaries of each character area as shown on Figure 3.5.3 is general in nature and should be liberally interpreted to provide some flexibility with regard to reviewing future development applications.

VISION FOR THE FORMER RAIL YARDS

The existing vision for the Town Plat railway yards states that:

Council shall encourage the redevelopment of the town plat railway yards and adjacent commercial/ industrial uses as a mixed use area including higher density housing and other compatible uses in accordance with a comprehensive area redevelopment plan.

This plan will attempt to enhance the existing vision by clearly articulating the desired location and relationship between the various land uses anticipated in this area. In particular, it will divide the rail yards into various character areas based upon a clearly defined vision for each character area with accompanying development standards and contemplated land uses.

The underlying theme of this plan is to recognize the former rail lands and adjacent industrial uses as a part of our industrial heritage by ensuring that future development respects the industrial character of this area.

It is anticipated that the rail yards will be developed as a mixed use area with an emphasis on medium and higher density housing. Existing Municipal Plan policy also emphasized medium to higher density residential development in this area in order to respond to strong market demand related to its strategic location near the City Centre, universities, schools, and other institutional uses. It is further envisioned that encouraging medium to higher density residential development in the rail yards will discourage piecemeal requests for amendments to the Zoning By-Law to permit more intensive residential land uses in lower density residential neighborhoods.

POLICIES

The following policies will apply to the various character areas outlined below. The development criteria for each character area will be taken into consideration by the Planning Advisory Committee and Council when reviewing rezoning applications for contemplated land uses not permitted as of right in the Comprehensive Development District (CDD) Zone.

CHARACTER AREA “A”

Character area “A” defined in purple on attached Figure 3.5.3 denotes the Hartt Shoe factory (401 York Street), Cash and Carry Wholesale Distributors (343 Argyle Street) Hagerman’s Mechanical (389 York Street), the vacant lot north of the Chestnut Complex, and the Mission Properties office complex (362-364 York Street). This area is host to a number of former industrial buildings that have either recently ceased to operate for industrial purposes (Hartt Shoe) or have been converted to office space (Mission Properties buildings).

Vision

The vision is to preserve and enhance the industrial heritage of the area by stabilizing the existing building stock through innovative reuse of buildings and to ensure that any new development respects existing industrial architecture. The industrial theme is not only limited to those properties located in the former rail yards but extends to adjacent properties such as the Chestnut office complex and the former Palmer MacLellan Building on Argyle Street (Department of

Environment). It is envisioned that this area in conjunction with the railway station will define the industrial heritage theme of this area.

Development Criteria

Any new structures in this character area should not exceed the height of adjacent buildings that are generally defined by buildings that do not exceed three and one half stories in height.

New buildings or additions must respect the industrial heritage of the area by integrating the unique architectural characteristics of existing buildings into their design. Standard design characteristics such as building setbacks, densities, landscaping, exterior building texture and materials will all be reviewed through a Section 39 Agreement to determine compatibility with existing buildings in the area.

Preservation of the exterior of the Hartt Shoe Factory is desirable and any renovation to this building will be reviewed by either the Design Review Committee or the Preservation Review Board.

Renovation to the Mission Properties buildings should be undertaken to reflect its historical origins and other buildings in this character area.

Sufficient buffering will be required between residential and non-residential land use.

Proposed Uses

Council will consider any one of the following, or a mix of the following land uses for buildings in this area including medium density residential, office, and institutional.

CHARACTER AREA “B”

Character area “B” defined in blue on the attached Figure 3.5.3 contains the former railway station, a pivotal building, in the redevelopment of the railway lands. The railway station is the only remaining functional building (excluding sheds) that readily reflects the former use of this property. The brick façade of the railway station complements the adjacent Chestnut Complex, Hartt Shoe Factory, and Mission Properties buildings. In addition, the railway station becomes the focus for the entrance into the former railway lands from York Street by having the pathway traverse across the front of the building adjacent to the proposed cul-de-sac. The pathway in front of the building provides a functional pedestrian linkage to the trail system between Regent and York Street.

Vision

To develop the railway station in conjunction with the trail system between Regent and York Street in such a manner to reflect the previous use of these lands as the primary rail corridor through the Residential Town Plat.

Development Criteria

It is envisioned that the railway station will be developed utilizing the existing building envelope and special attention will be paid to the retention of the exterior

façade, roofline, and architectural features that clearly define its role as a former train station. Renovations to the exterior of the train station will require review by either a Design Review Committee or the Preservation Review Board.

It is envisioned that the land between the train station and the Mission Properties building would be subdivided in order to convey sufficient land to Mission Properties to provide the required parking for this office complex. The balance of the lands will be used to provide a green area and parking for the train station. An opportunity exists to permit the trail to traverse in front of the train station along the proposed street without conflicting with vehicle traffic.

A boardwalk may be required along that portion of the trail linkage in front of the train station.

Proposed Uses

Council will consider any one of the following, or a mix of the following land uses for this building including office, institutional, and limited ancillary commercial uses.

CHARACTER AREA “C”

Character area “C” defined in yellow on the attached Figure 3.5.3 denotes the area set aside for higher density residential development. This area is located in the interior of the rail yards where more substantial building height can be achieved without compromising existing established lower density neighborhoods to the north. This area is generally defined by two large parcels of land that bisect the trail system. Access to the property (north of the Chestnut office complex) will be obtained via a new cul-de-sac on York Street. York Street is a designated collector route in the City’s transportation hierarchy and can handle the anticipated increased traffic volumes. The cul-de-sac off of York Street has also been designed to eliminate conflicts with the trail system traversing the site from Regent to York Street.

Access to the lands north of the trail system will be from Aberdeen Street. If the appropriate land exchanges can be successfully negotiated, access to this site would be near the east end of the Mission Properties building on Aberdeen Street. It is desirable to locate the access for this development as close to York Street as possible. Depending on the sequence of land exchanges along the Aberdeen Street frontage, it may be possible to frame in this streetscape with town house development. This would have the effect of tiering building height from the lower density residential neighborhoods north of Aberdeen Street to a gradual progression that would culminate in higher density apartment buildings in the centre of the rail yards.

Vision

The vision is to develop this area primarily for higher density residential development with the exception of a small area along Aberdeen Street that may develop to include town house development. The area is designed to mirror the height and density of the existing senior’s complex on the corner of Aberdeen and Regent Street. The intent is to accommodate a taller building in this area so that more lands can be set aside on the periphery of the site for green space and to screen parking areas. The green space set aside for these buildings should be designed to compliment the public land assembly provided in this area.

Development Standards

Height of the proposed apartment buildings should not exceed 7 stories and density should be based upon one dwelling unit for every 90 square metres of lot area.

Design of each apartment building should complement the industrial heritage of the area and the established residential neighborhood to the north.

The linear pathway should traverse this character area and vehicle access should be designed in such a manner to reduce conflict with the trail.

Appropriate buffering will be provided along the southern property boundary (adjacent to the Chestnut Complex) to buffer the new residential development from the adjacent commercial development.

Any development on this property must demonstrate that traffic generation from this site will not compromise traffic movement along York, Needham, or Carleton Streets.

A small scale town house development would be considered along the Aberdeen Street frontage.

Proposed Uses

Council will review development proposals for higher density apartment buildings in this area with the exception of the Aberdeen Street frontage where a town house development would be desirable.

CHARACTER AREA "D"

Character Area "D" is presently a part of Character Area "F" as shown on Figure 3.5.3. These lands are to the east of the proposed pedestrian access to the public square from Aberdeen Street and are a 1.2 acre residential parcel. This area backs on to the lower density homes on Aberdeen Street and is intended to facilitate medium density residential development. The most desirable development for this area would be a town house development. Access to this development would be via an 18 metre right-of-way, which would extend to the south of Aberdeen Street approximately 20 metres. This road access would abut the pedestrian right-of-way leading up to the square. To mitigate concerns regarding future traffic on Carleton and Aberdeen Street, it is proposed that a cul-de-sac be provided on Carleton Street to prevent people from attempting to access Needham Street (see Figure 3.5.3). The limited right of way along Needham Street limits the capability of this street to handle and disburse traffic. As a result, it has been limited to one way traffic flow and is not designed to handle increased through traffic.

Vision

It is envisioned that this area will develop for town house development that is compatible with the single family dwellings on Aberdeen Street. Residents in this area will be able to access the trail system from their front doors and live in close proximity to two elementary and two middle schools.

Development Standards

Design of the townhouses will be compatible with the residential properties to the north along Aberdeen Street. Design of this site should include measures to protect the privacy of the abutting residential neighborhood through measures such as sufficient building setbacks and tree buffering or fencing.

Any development on this property must demonstrate that traffic generation from this site will not exceed the capacity of Aberdeen and/or Carleton Streets.

Proposed Uses

Council will review development proposals for medium density residential development (i.e. row houses, townhouses).

CHARACTER AREA “E”

Character area “E” defined in green on the attached Figure 3.5.3 denotes the area set aside to fulfill the public land dedication requirement for all proposed development in the former railway yards between Regent and York Street. The public lands are designed to provide a focal point for pedestrians utilizing the trail system.

Vision

The original surveyor of Fredericton (Dugald Campbell) developed a street grid pattern, which defines the residential town plat to this day. In 1788, when Campbell laid out the city he envisioned a public square to the north of the Old Burial Grounds on George Street. The Old Burial Grounds were created, however, the public square was never developed.

A general planning principle is to maintain and enhance the remaining elements of valued historic development patterns such as a street grid system when considering new development. Using this concept, the abandoned railway yards could be used to re-establish a pedestrian link to the existing grid pattern of development.

It is envisioned that a public square be provided as shown on attached Figure 3.5.3 to reflect the current periphery of the Residential Town Plat. As noted earlier, the periphery of the town plat in 1788 was Charlotte Street. Campbell also set aside public lands on University Avenue and Smythe Street that also can be promoted. Campbell’s public lands in conjunction with the proposed square can be used to define the edges of the Residential Town Plat. The original public lands create a unique opportunity to provide a pedestrian axis to the outer edges of the plat with the Old Burial Grounds strategically located in the center.

The entrance to the public lands would be via an 18 metre pathway from Carleton Street that would provide a tree lined vista leading up to a Square that would contain a Victorian garden. The centerpiece of the Victorian garden may be either a fountain or statue with plaques denoting the significance of the area. The tree lined entrance into the Square would also represent how the City of Stately Elms may have typically looked in the nineteenth century. Recognition could also be given to Governor Carleton at this location because he commissioned Campbell to undertake the survey and the street leading up to the square has been named in his honor.

The public square is also near the location of the former Frogmore Pond that was used in the past for skating. The pond no longer exists because the open stream that formerly traversed this property and created the pond has been piped underground. The concept of developing a public square is reinforced by the fact that this area was formerly a gathering place for the community.

The intent is to develop a north-south linkage from Aberdeen Street and an east-west linkage from University Avenue to York Street.

Development Standards

The square will be developed in consultation with members of the general public and staff from the Parks and Trees Division.

To ensure that the east-west focus of the railway lands is not lost, a 10 metre wide entrance from Regent Street will be required that will gradually transition into an 8 metre wide linear corridor to the square. A 10 metre wide corridor will be developed from University Avenue to Regent Street. The actual width of the pedestrian pathway through these corridors will be approximately 3 metres. The additional width of the linear open space corridors will be used to provide trees and additional landscaping.

It is anticipated that land acquisition for the square will be acquired through the public land dedication requirement as property owners begin to subdivide in this area. Council may have to purchase some of the lands required in order to carry out this proposal.

Proposed Uses

Public square and linear open space to accommodate pedestrian trail system.

CHARACTER AREA “F”

Character area “F” defined in red on the attached Figure 3.5.3 denotes the area set aside for a primary commercial area. The purpose of this area is to provide a regional grocery store that will contain a full service deli, home style bakery, pharmacy, fish market, meat counter and a wide range of food and household supplies. Developments that include ground floor commercial with upper levels devoted to office or residential use are desirable. It is also anticipated that any residual lands available may be used for either office or medium to higher density residential development and/or the entire site could be used for higher density residential development. Through amendment, Character Area “D” is now a part of Character Area “F”. Development of medium density residential development shall be consistent with the vision, development standards and proposed uses articulated in former Character Area “D”.

Vision

The vision is to provide a primary commercial area to serve residents from various south side neighborhoods. The building or buildings should be sited such that a view plane from Regent Street is maintained to reflect the existence of the pathway system and the former rail line in this area. Architecturally, the building or buildings could be designed to reflect the former use of this area and complement the residential neighborhood to the north and east.

Development Standards

Any development on this property must demonstrate that traffic generation from this site will not compromise traffic movement along this section of Regent Street.

Any commercial development that has the potential to generate significant traffic volumes at peak hours on Regent Street should not exceed 3540 sq. metres in total gross floor area.

Design of any new buildings on this site must complement the industrial heritage of the area/or the residential neighborhoods to the east across Regent Street.

Sufficient building setback must be provided from the proposed linear pathway system to retain the perception of a linear open space or vista. In particular, special attention should be placed upon the entrance to the linear pathway from Regent Street in order to invite pedestrians into this area.

Access to this site will be located directly across from the intersection of McLeod Avenue and Regent Street.

Appropriate buffering will be provided along the northern and western property boundary of this site for any commercial type development.

High traffic generating commercial uses such as drive thru restaurants are not contemplated for this area.

Proposed Uses

Council will review development proposals for primary commercial uses limited to 3540 square metres in total floor area. Additionally, Council will also review development proposals for medium to higher density residential development. Residential or office development above ground floor commercial would be desirable.

CHARACTER AREA "G"

Character area "G" defined in (Blue/Green) on the attached Figure 3.5.3 denotes the Beirsto property (760 McLeod Avenue), which has been used for a number of years for industrial purposes. This property is zoned residential and the continued industrial use of this property is regarded as legal non-conforming use. Therefore, the property owner must make application to the Planning Advisory Committee for a similar non-conforming use every time there is a change in industrial use. The applicant wants to lease space for commercial /light industrial uses and would prefer to be granted as of right zoning for this building.

Vision

The vision for this area is to ensure that the former industrial building in this area is designed and operates in a manner that minimizes negative land use impacts on the abutting residential neighborhood to the north. In particular, issues such as the existing building facade, traffic, noise, appearance of parking areas, and landscaping must be addressed. It is anticipated that if the property owner is prepared to apply to rezone this property to a mixed zone designation to permit the zoning flexibility they desire, the above mentioned concerns would have to be

addressed through appropriate terms and conditions specified in a Section 39 Development Agreement.

Development standards

The building façade adjacent to McLeod Avenue be improved to ensure compatibility with the adjacent residential neighborhood.

The industrial appearance of this building be minimized by directing as much parking as possible to the rear of the building.

Landscaping improvements be provided to soften the industrial appearance of this building.

Proposed Uses

Council will consider rezoning this property to a mixed use zoning designation upon receiving an application from the property owner subject to terms and conditions that improve the overall appearance and land use compatibility of this property.

CHARACTER AREA “H”

Character area “H” defined in brown on the attached Figure 3.5.3 denotes lands that front directly on Queen’s Square. These lands contain a number of industrial buildings (746, 776 and 623 McLeod Avenue) that have been in existence along this section of McLeod Avenue for a number of years. These properties have been zoned R-7 Residential since 1979 in anticipation of residential development.

Vision

It is anticipated that this area will develop to accommodate demand in the housing market for seniors housing, apartment buildings, town houses, etc. Due to the proximity of these properties to recreational land, the linear pathway system, the two universities, and the downtown and Prospect Street commercial areas, this area is ideally suited for medium to higher density housing.

Development Standards

Considerable emphasis will be placed on building design, quality of building materials, appropriate screening of parking areas, landscaping, etc.

Height of buildings in this area should not exceed three and one half stories unless it can be demonstrated that exceeding this restriction will result in a superior design and building layout.

Proposed Uses

Council will review development proposals for medium to high density residential development.

CHARACTER AREA "I"

Character area "I" defined in blue on the attached Figure 3.5.3 denotes lands set aside for higher density residential development. This area is located away from established residential neighborhoods and issues of height and density should not negatively affect abutting land uses.

Vision

The vision for this area is to establish an apartment building that is vertical in design to provide more landscaping and buffering around the perimeter of the property. This building will be located in a park like setting and the intent is to locate the building in the center of the property where it will not compete with sight lines along the pathway system.

Development Standards

Height of the proposed apartment buildings should not exceed 7 stories and density should be based upon one dwelling unit for every 90 square metres of lot area.

Standard building design characteristics such as building setbacks, densities, landscaping, exterior building texture and materials will all be reviewed through a Section 39 Agreement to ensure quality development.

Proposed Uses

Council will review development proposals for higher density apartment buildings in this area.