



SOUTHEAST NEW NEIGHBOURHOOD

Secondary Municipal Plan

2026

Fredericton



Preparation of the Southeast New Neighbourhood Secondary Plan has been led by City of Fredericton Planning & Development, supported by the consultants at zzap Architecture + Planning and EXP Services.

Staff from many departments contributed time, information, and advice to the development of the Plan. The City of Fredericton thanks community members who participated in public engagement and provided their insight and advice.

LAND ACKNOWLEDGMENT

We acknowledge that the City of Fredericton is situated on traditional Wolastoqey territory. The territory of the Wolastoqiyik people is recognized in the Peace and Friendship Treaties to establish an ongoing relationship of peace, friendship, and mutual respect between equal nations. The river that runs through our city is known as the Wolastoq, along which live the Wolastoqiyik, “the people of the beautiful and bountiful river”.

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1. Planning for Growth

This section of the Plan is intended to provide the reader with the foundation for this Secondary Plan and introduce the vision of the Southeast New Neighbourhood.

1.1 BACKGROUND

The City of Fredericton Growth Strategy (2017) and Imagine Fredericton: The Municipal Plan (2020) direct 75% of anticipated growth to four new growth areas ("New Neighbourhoods"). The City's 2025 update to the Housing Needs Assessment indicates that in recent years the City has grown at three times the rate projected in these documents and housing demand has rapidly outpaced supply. By 2044, it is anticipated that Fredericton will need 19,680 additional units to address demand.

The Southeast New Neighbourhood is intended to address the lack of development in the Uptown New Neighbourhood combined with higher than foreseen population growth. This represents a transformative project for the City of Fredericton and a potential model for new growth guided by the vision and goals of the Municipal Plan. This growth area is expected to house approximately 5,000 – 7,000 residents by 2046.

As this growth area was not originally contemplated within the Municipal Plan, lands within the Plan Area currently sit within the Business and Industrial and Rural and Agricultural designations and a significant portion lies outside of the Growth Boundary. To enable the area's development, Municipal Plan amendments are being considered concurrently with the adoption of this Plan.

Fredericton in 2044:

PROJECTED POPULATION:	109,275	residents
PROJECTED HOUSING DEMAND:	13,670	market rate units
	4,305	below-market units
	1,705	deeply affordable units
	19,680	total units

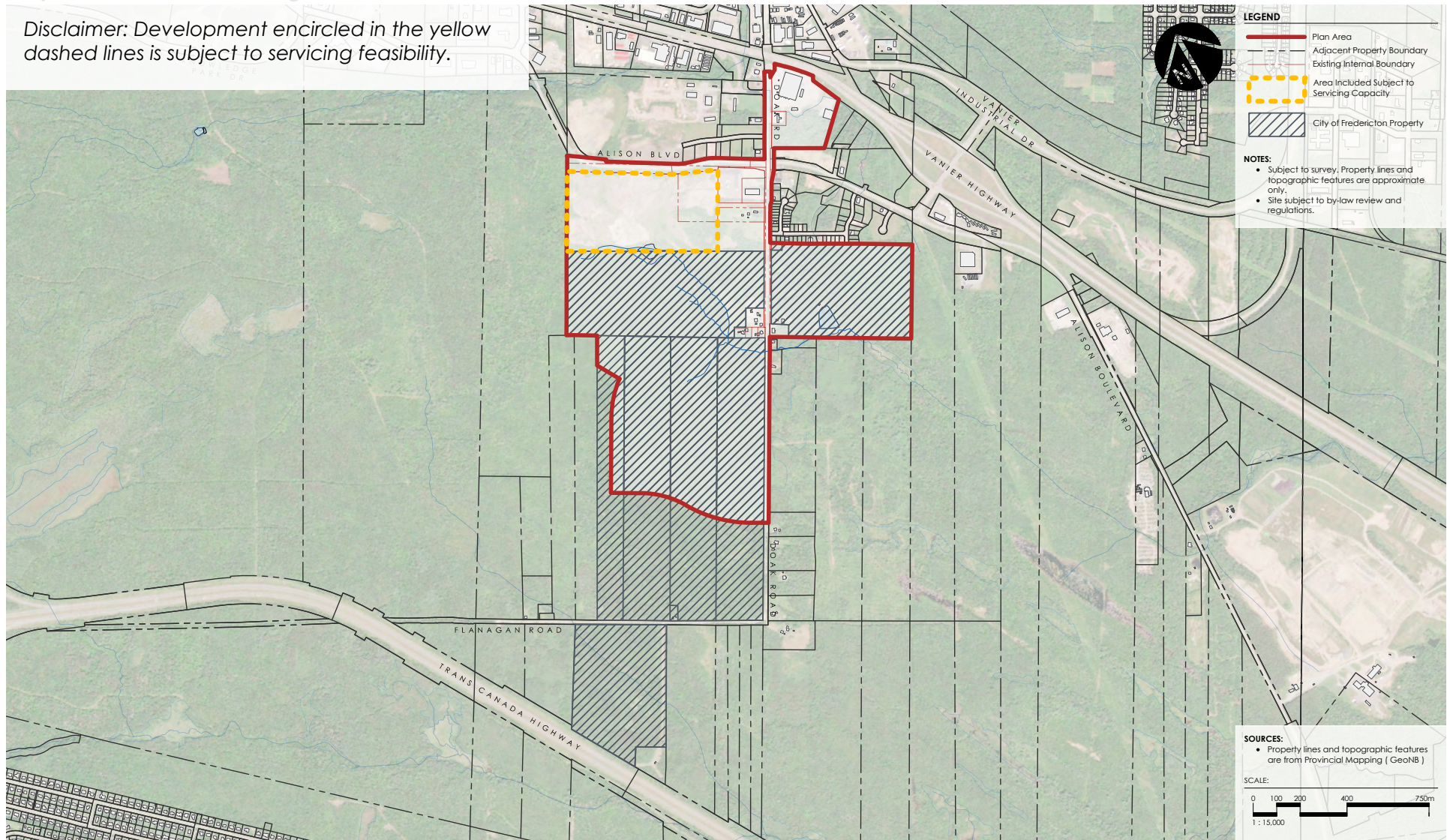
1.2 PURPOSE

The Southeast New Neighbourhood Secondary Plan (Southeast Secondary Plan) establishes the vision, goals, policies, and proposals that will inform decisions around growth, land use, and public investment in the Plan Area. Matters addressed include, but are not limited to: transportation, servicing, land use, community amenities, and the environment.

The Secondary Plan supplements the Municipal Plan with a comprehensive framework for the area that recognizes its unique context. The City is the most significant landowner in the Plan Area and the Plan is intended to capitalize on these land holdings to advance the City's vision and goals, while leveraging and encouraging private sector investment.

Map 1: Southeast New Neighbourhood Plan Area

Disclaimer: Development encircled in the yellow dashed lines is subject to servicing feasibility.



1. Planning for Growth

1.3 PLAN AREA

The policies of this Secondary Plan apply to the area identified as “Plan Area” on **Map 1: Southeast New Neighbourhood Plan Area**. The Plan Area is generally situated south of the Vanier Highway (Highway 7) and east of Knowledge Park Drive. Approximately 148.5 hectares (367.0 acres) of land are included within the Plan Area, the majority of which is currently undeveloped. The City of Fredericton owns approximately 65% of the land within the Plan Area (96.6 hectares) and other landowners include a mix of private residences, business operators, and private developers.

1.4 A VISION FOR THE SOUTHEAST NEW NEIGHBOURHOOD

This Secondary Plan seeks to implement the vision, goals, and policies articulated in the Municipal Plan, and policies regulating the New Neighbourhoods designation. The vision for the Southeast New Neighbourhood builds on these by acknowledging the unique potential for the area.

Initiated by the need for a New Neighbourhood in Southeast Fredericton and direction within the Municipal Plan and Growth Strategy, the Plan Area is expected to be home to up to 7,000 residents within 20 years and represents one of the City’s largest planned expansions of public infrastructure and services. The Southeast New Neighbourhood will be an affordable, walkable, and inclusive complete community that is integrated with key transportation routes and major employment centres through well-planned connections. Compact development supported by a multi-modal mobility network will set a new standard for urban expansion and support the sustainable use of undeveloped land and public investment. As the Plan Area develops, City-owned lands will support affordable homeownership and rental opportunities that serve the needs of all Frederictonians. Natural and urban landscapes will continue to co-exist, with environmental features embraced to enrich the community and define a unique sense of place.

1.5 ACHIEVING THE GOALS OF THE MUNICIPAL PLAN

The Southeast New Neighbourhood is a unique opportunity for the City to take action towards achieving its goals from day one through early and intentional planning by leveraging public land holdings.

MUNICIPAL PLAN GOALS	ACTION WITHIN THE SOUTHEAST SECONDARY PLAN TO SUPPORT THE CITY'S GOALS:
1. Welcoming and Supportive	<ul style="list-style-type: none"> Utilize City-owned lands to create affordable home ownership and rental opportunities.
2. Strong and Diverse Economy	<ul style="list-style-type: none"> Offer housing close to major employment centres in Fredericton and the broader region (e.g. Oromocto, CFB Gagetown, etc.). Work to grow local employment opportunities in the area.
3. Culturally Rich and Diverse	<ul style="list-style-type: none"> Offer housing options for all with units that range in size, type, price, form, and ownership structure provided within all areas to promote diverse and inclusive communities. Encourage active outdoor spaces through the inclusion of art, event facilities, and community amenities. Design spaces to cater to a variety of users, social groups, and cultural activities.
4. Complete Neighbourhoods and Distinctive Places	<ul style="list-style-type: none"> Integrate housing, services, amenities, employment. Promote active transportation and transit. Work to accommodate a new public school in the area.
5. Vibrant Downtown and Riverfront	<ul style="list-style-type: none"> Provide AT and transit connections to destinations in Fredericton, including downtown, the riverfront, and other activity hubs (e.g. Grant Harvey Centre, Regent Mall, post-secondary institutes, etc.).
6. Complete Transportation System	<ul style="list-style-type: none"> Design the transportation network for multi-modal travel from Day 1. Prioritize sustainable transportation options including transit.
7. Safe and Inviting Public Realm	<ul style="list-style-type: none"> Prioritize pedestrian experience and safety in street design, encouraging active ground floor uses. Pursue high quality and distinctive design in public spaces, including streets.
8. Green and Healthy	<ul style="list-style-type: none"> Preserve and highlight natural assets (e.g. streams) to create unique neighbourhood features and landmarks. Promote the conservation of existing vegetation and forested corridors for wildlife movement and urban canopy.
9. Sustainable and Efficient	<ul style="list-style-type: none"> Establish a well connected network of streets and a compact, dense development pattern that is efficient to service and minimizes environmental impacts.

1. Planning for Growth

Map 2: The Southeast New Neighbourhood Demonstration Plan

Disclaimer: This demonstration plan is non-statutory and is intended solely to illustrate a potential build-out of the Southeast New Neighbourhood.

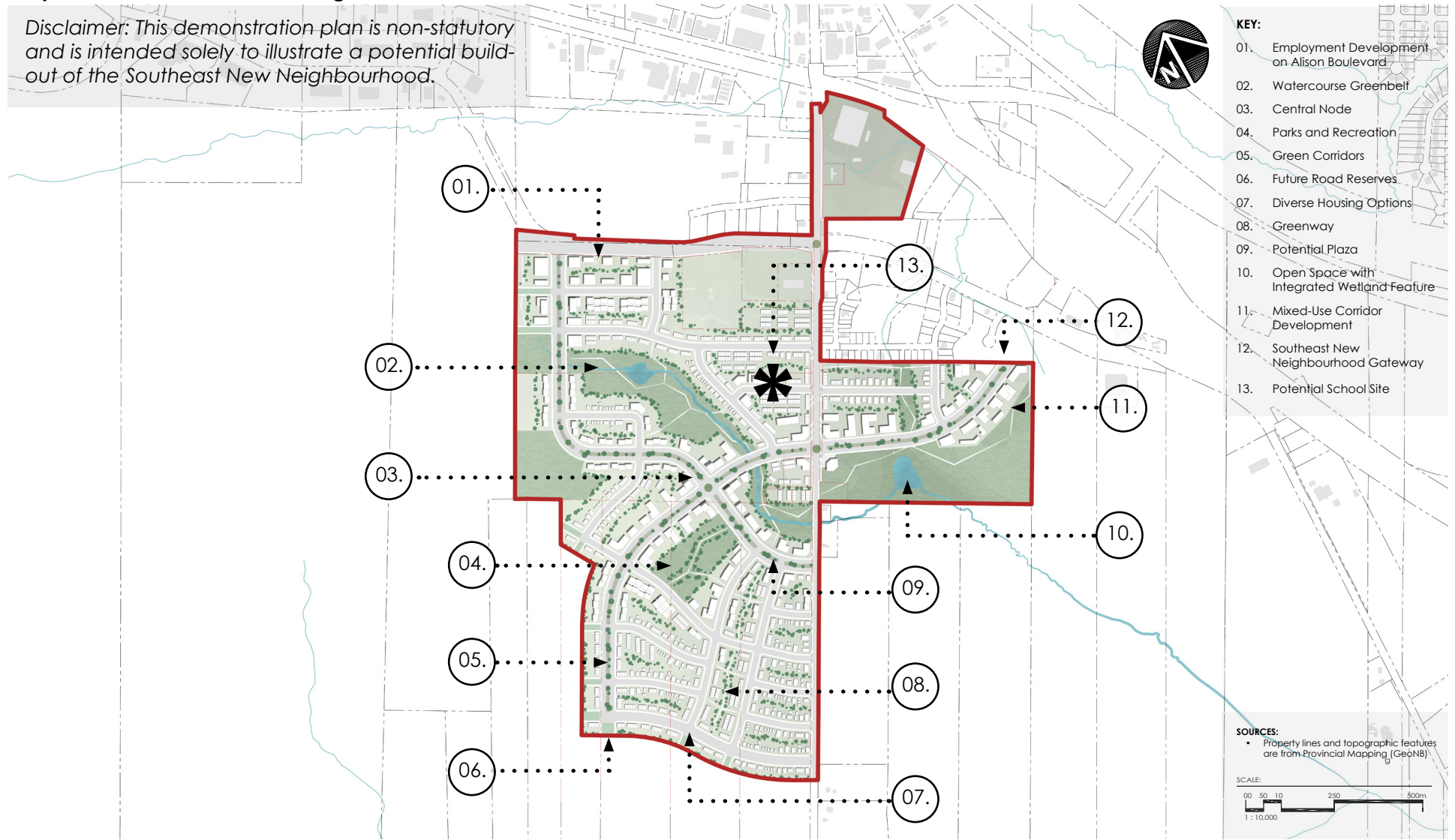




Figure 1: Central Node



Figure 2: Corridor



Figure 3: Watercourse & Trails



Figure 4: Public Parkland

2. Shaping Growth

This section of the Plan guides how the area will be built up and is intended to regulate development activity. The City's approach to guiding development is essential to making sure the community grows in a manner aligned with the City's vision, goals, and policies. Regulatory requirements impact the cost and feasibility of development, and in the face of the housing crisis regulations must consider impacts on affordability.

2.1 HOUSING

This Plan looks to address the significant need for diverse housing options. Publicly-owned lands in the area offer the opportunity to work with various partners, particularly non-market housing providers, to provide more affordable, attainable, and owner-occupied housing options.

2.1.1 HOUSING POLICIES

- (1) The development of the Southeast New Neighbourhood shall support housing and affordable housing through:
 - i. The sale or transfer of public land for residential development;
 - ii. Encouraging development on public land at higher densities than seen in other areas of the City; and
 - iii. Encouraging innovative housing forms and supportive housing.
- (2) Development should contribute to a diverse mix of housing types and forms within all areas of the community.
- (3) Residential development should be encouraged to provide:
 - i. Larger units (i.e. 3 or more bedrooms) in multi-

- residential buildings to support larger households;
 - ii. Smaller owner-occupied units (e.g. manufactured homes, condominiums, attached dwellings); and
 - iii. Accessible units targeting the needs of senior citizens.
- (4) Larger lot, single-family development should be discouraged.
- (5) Encourage a balanced approach to development within the Plan Area that incorporates universally accessible, age-friendly design and is mindful of the different needs that people with various disabilities have in accessing the built environment, and considers affordability.

2.1.2 HOUSING PROPOSALS

- (1) When disposing of publicly-owned land for residential development, work to generally achieve up to 20% of units across the area as affordable housing and encourage development that incorporates affordable owner-occupied units and non-market housing.
- (2) Consider variety in lot dimensions and size when subdividing City owned lands for development purposes to support greater diversity in the built form and a wider range of housing options within each area of the neighbourhood.

2.2 ECONOMIC DEVELOPMENT

The Southeast New Neighbourhood is near the Vanier Industrial Park with access to the Fredericton International Airport and CFB Gagetown via the Vanier Highway/Highway 7. This proximity to major employment centres makes the location of the Southeast New Neighbourhood ideal for workers commuting to these areas.

2.2.1 ECONOMIC DEVELOPMENT POLICIES

- (1) New and expanded employment uses should be encouraged in Corridors, and along Alison Boulevard.
- (2) The disposal of publicly-owned lands within the Central Node should support services that accelerate demand and contribute to supporting a healthy, car-free lifestyle. These include but are not limited to childcare, retail, entertainment, and professional services.

2.3 URBAN DESIGN

Private development frames the public realm and impacts the character, feel, and experience of the community. Urban design regulations are intended to create a positive, pedestrian-oriented streetscape.

2.3.1 URBAN DESIGN POLICIES

- (1) Development should support an engaging and accessible public realm by incorporating a diverse mix of vegetation, spatial variety, and human-scale design elements to support an engaging and accessible public realm.

- (2) Development should be encouraged to contribute to the streetscape by:
 - i. Providing for passive surveillance of all open spaces and flex spaces, such as through significant first-floor windows/glazing and frequent entrances, and/or ground floor residential units with their principal entrances on the street;
 - ii. Utilizing shared driveways to minimize driveway cuts and allow for rear loading; and
 - iii. Siting the building close to the street and locating parking in the side or rear yard, screened from the public street.
- (3) The disposal of publicly-owned lands within the Central Node and adjacent public parks and plazas should encourage higher-quality building and landscape design.

2.4 SUSTAINABLE DEVELOPMENT

The development of land for housing, businesses, and institutions should be done in a manner that considers environmental, social, and cultural sustainability.

2.4.1 SUSTAINABLE DEVELOPMENT POLICIES

- (1) Encourage developers to follow all appropriate predetermined procedures if or when archaeological resources are encountered.
- (2) Development should be encouraged to incorporate green building initiatives and low impact design strategies.
- (3) Land development should encourage the conservation

2. Shaping Growth

of a connected network of forested areas and native vegetation to provide natural habitat, shade, stormwater management, and other ecological and aesthetic benefits.

- (4) A plan amendment shall not be required to accommodate refinements made to this Plan to address environmental features and input from relevant Provincial departments.

2.5 LAND USE

The land use framework is intended to support a complete community with a mix of residential, commercial, community, and employment uses.

2.5.1 GENERAL LAND USE POLICIES

- (1) Map 3 defines the approximate boundaries of each land use area.
- (2) New institutional uses may be permitted in all land use areas, subject to Section 2.2.1 (43) of the Municipal Plan.
- (3) New parks, open spaces, and recreational facilities may be permitted in all land use areas subject to Section 2.2.1 (47) of the Municipal Plan.
- (4) The development of a public school(s) may be considered in the area identified on Map 3. Any amendments to the Maps within this Plan required to enable a school site(s) in this area shall not require an amendment to the Plan.
- (5) The exact siting of a school site within the identified area should be designed to minimize the loss of land available for Residential and Corridor uses by:

- i. Minimizing the size of the school site while maintaining functionality;
- ii. Limiting the frontage included within the school site to encourage active street frontage along public streets; and
- iii. Integrating the site with abutting parks and open space to allow for shared access, infrastructure, and recreational amenities.

- (6) If the school does not proceed, the provision of parkland within the plan area should be reviewed to ensure adequate facilities are provided for the size of the neighbourhood. This should be aligned with the City's Parkland Hierarchy and Recreation & Leisure Master Plan.

2.5.2 CORRIDOR POLICIES

Located along Corridor streets entering the community, two Corridor areas will create a strong urban entry into the Southeast New Neighbourhood from Alison Boulevard and the Vanier Highway. These areas will create dynamic and interesting streetscapes with a mix of commercial and residential uses.

- (1) The Corridor area permits mid-rise development and a range of residential and employment uses (e.g. commercial, office, business industrial).
- (2) The greatest heights should be encouraged on prominent corner sites and abutting the Central Node.
- (3) Low-rise development may be permitted where it is part of a comprehensive site development that includes mid-rise forms.
- (4) Comprehensive development incorporating a mix of residential and employment uses within separate buildings may be permitted.

- (5) Active uses should be encouraged on the ground floor fronting on the street, such as live-work units, commercial, office, and amenity space.
- (6) Encourage high-quality landscaping in front yards that is coordinated with streetscaping and can accommodate spill out of active at-grade uses.
- (7) Residential development shall incorporate accessible pedestrian connections from the nearest building entrance to all abutting trails or sidewalks.

- ii. Incorporate distinctive design features that contribute to a unique and interesting central node;
- iii. Have entrances, windows, and accessible pedestrian connections to trails and parks.
- (5) New automobile-oriented uses, such as gas stations and drive-through shall be prohibited. Electric vehicle charging stations may be considered an exception.

2.5.3 CENTRAL NODE POLICIES

The Central Node is intended to be a lively village centre that serves as a hub for services, amenities, and future transit service. This area, while relatively small in relation to other designations, is a crucial part of delivering a walkable, complete community.

- (1) The Central Node area permits a range of uses, including residential, retail, small scale office, commercial, hospitality, institutional uses, parks and open spaces, and community facilities.
- (2) Mid-to-high-rise development may be permitted in the Central Node, with the greatest heights encouraged at the intersection of Corridor streets.
- (3) Building and site design in the Central Node should be high quality and contribute positively to the pedestrian experience and architectural quality of the built environment.
- (4) New development within the Central Node should be encouraged to:
 - i. Include commercial, institutional, or other uses that primarily serve the needs of local residents on the

2.5.4 EMPLOYMENT POLICIES

The Employment area retains land for employment uses to provide a transition to existing industrial zoning along Alison Boulevard and build on the area's strength as an employment centre.

- (1) The Employment area permits a variety of low-rise, non-residential uses, including business industrial uses, provided they do not pose a nuisance or hazard to nearby residential uses.

2.5.5 RESIDENTIAL POLICIES

The Residential area is intended to support a variety of housing options in close proximity to services and amenities.

- (1) The Residential area permits low-rise residential development. Mid-rise residential development may also be considered in appropriate locations where the development fronts Doak Road or where development is abutting the Central Node, Corridor, or Parks and Open Space designations.

2. Shaping Growth

- (2) Flexibility in form and unit type should be provided, including mini homes, single detached, clustered housing, secondary dwelling units, duplexes/semi-detached, multiplexes, and townhouses.
- (3) Encourage neighbourhood-scale commercial uses such as cafes and retailers on corner lots and in proximity to parks.
- (4) Commercial uses on mid-block lots should be limited to home occupation.
- (5) Encourage ground-floor units to feature direct access to the street and private landscaped areas within front and flanking yards. Multi-residential uses shall have active frontages, entrances, windows facing and accessible pedestrian connections to any public street.
- (6) Encourage the integration of multi-residential buildings with abutting parks and open space.
 - i. Highly visible by maximizing frontage along public streets;
 - ii. Safely accessible;
 - iii. Serve as a focal point for neighbourhood residents; and
 - iv. Contribute to the identity of a neighbourhood.
- (4) Parks and open space will be integrated with pedestrian and active transportation amenities to establish a protected network of habitat and recreation and leisure amenities.
- (5) The plan identifies four major park and open spaces amenities:
 - i. Area 1 is an area south of the East Corridor and east of Doak Road. This area includes wetlands, a waterbody and servicing is limited by topography. This area is intended to be utilized for stormwater management and otherwise retained as naturalized open space with trails where feasible.

2.5.6 PARKS & OPEN SPACE POLICIES

Parks and open spaces are a fundamental component of the organization of the Southeast New Neighbourhood.

- (1) Parks and open space should be provided as generally illustrated in Map 4, and offer varied programming that informs the unique character of each area.
- (2) Comprehensive planning should ensure that a suitable and appropriate mix of active and natural parks and open spaces are provided throughout the community, in accordance with the City's Recreation and Leisure Master Plan and the City's Parkland Hierarchy.
- (3) Parks should be located in proximity to residential uses to ensure that they are:



Figure 5: Findlay Creek conservation area, Ottawa, ON (Image: South Nation Conservation)



Figure 6: Lian Valcour Playground

- ii. Area 2 is located on the westernmost border of the plan area. The area is planned to house a future water tower and is intended to allow for a programmed park space. Future trail connections to the UNB Endowment Lands may be considered.



Figure 7: Willingdon Linear Park, Burnaby, BC (Image: ISL Engineering)



Figure 8: Mill Creek Ravine, Edmonton, AB (Image: Edmonton Nature Centres Foundation)

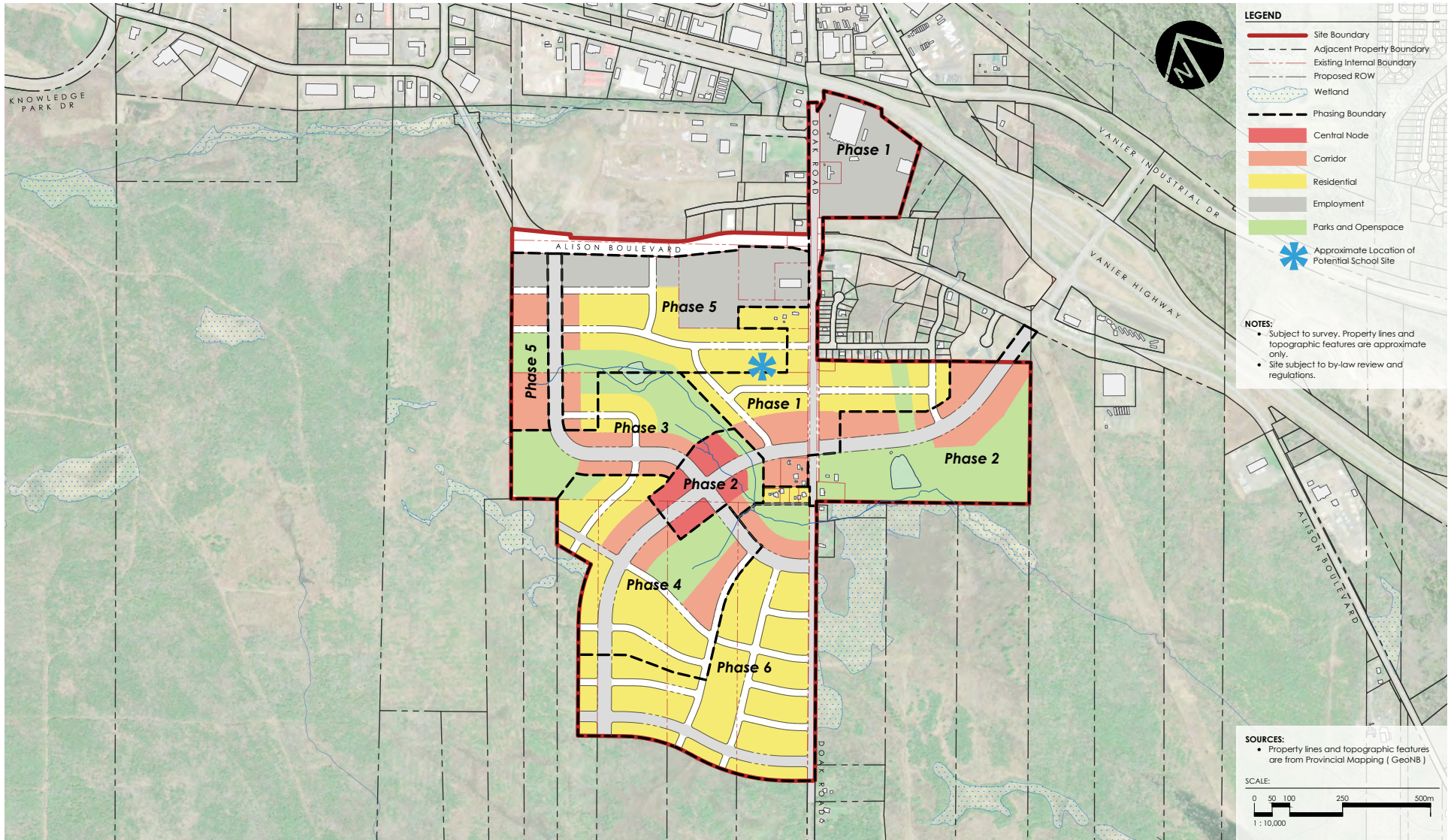
- i. Area 3 is a central park that abuts the Central Node and connects to the greenway. This park is intended to offer a safe and comfortable active transportation route, centralized recreational amenities, and a variety of programming.
 - ii. Area 4 contains the existing watercourse that crosses the plan area. This area connects the other open spaces and provides a continuous forested corridor for natural habitat, ecological functions, and the movement of people and wildlife through the Southeast New Neighbourhood.
- (3) Consider the inclusion of shaded plazas and pocket parks connected to commercial and community uses within or abutting the Central Node. This plaza would serve as a neighbourhood square and host community events, informal gatherings, and urban recreation.
 - (4) Consider workforce housing within the Employment designation, subject to further servicing studies and subject to the requirements of the Zoning By-law.
 - (5) Engage with local housing manufacturers regarding opportunities to expedite housing through pre-approved designs, minimum purchase commitments, or other innovative approaches.
 - (6) Explore opportunities to integrate community uses such as recreation facilities, community centres, and transit infrastructure, as features within the Corridor and Central Node designations.
 - (7) Evaluate the benefits of immediate development of the existing parcel zoned for park use in the existing subdivision on the east side of Doak Road to help support the timely delivery of services to support growth.
 - (8) Programming, phasing, and delivery of parks and open spaces may be refined through the development of a comprehensive neighbourhood parks plan in accordance with the City's Recreation and Leisure Master Plan and in alignment with growth.

2.5.7 LAND USE PROPOSALS

- (1) Maintain ongoing communication with the Fredericton District Co-op to understand their expansion and/or growth needs as an important commercial hub in the Southeast area.
- (2) Evaluate the feasibility of a public or private above ground parking structure adjacent the Central Node to:
 - i. Address the demand for parking as alternative transportation options in the area are improved,
 - ii. Reduce the need for costly underground parking in private developments, and
 - iii. Allow for the future reuse of the structure as vehicle use in the neighbourhood is reduced.

2. Shaping Growth

Map 3: Land Use & Phasing



This section of the Plan provides direction on the public realm and public infrastructure, including any features the City (or another public entity) is responsible for designing, building, operating, and maintaining (e.g. streets, pipes, schools, and parks). These pieces are critical to making a community that is livable and sustainable for residents and the City's landholdings in the Southeast allow for a high level of autonomy to bring a forward thinking approach to supporting growth in this area.

3.1 DEVELOPMENT PATTERN

A neighbourhood's development pattern is dictated by the arrangement of public streets and facilities; the resulting pattern is the longest lasting element of community design. This can be seen in Fredericton, where the grid pattern established in the 1800s remains largely intact today, and the location of public institutions (e.g. City Hall), parks (e.g. Wilmot Park and Queen's Square), and infrastructure (e.g. the water treatment plant) remains the same. A development pattern for this New Neighbourhood that is economically and environmentally sustainable is critical to the long-term success of the City's goals.

3.1.1 DEVELOPMENT PATTERN POLICIES

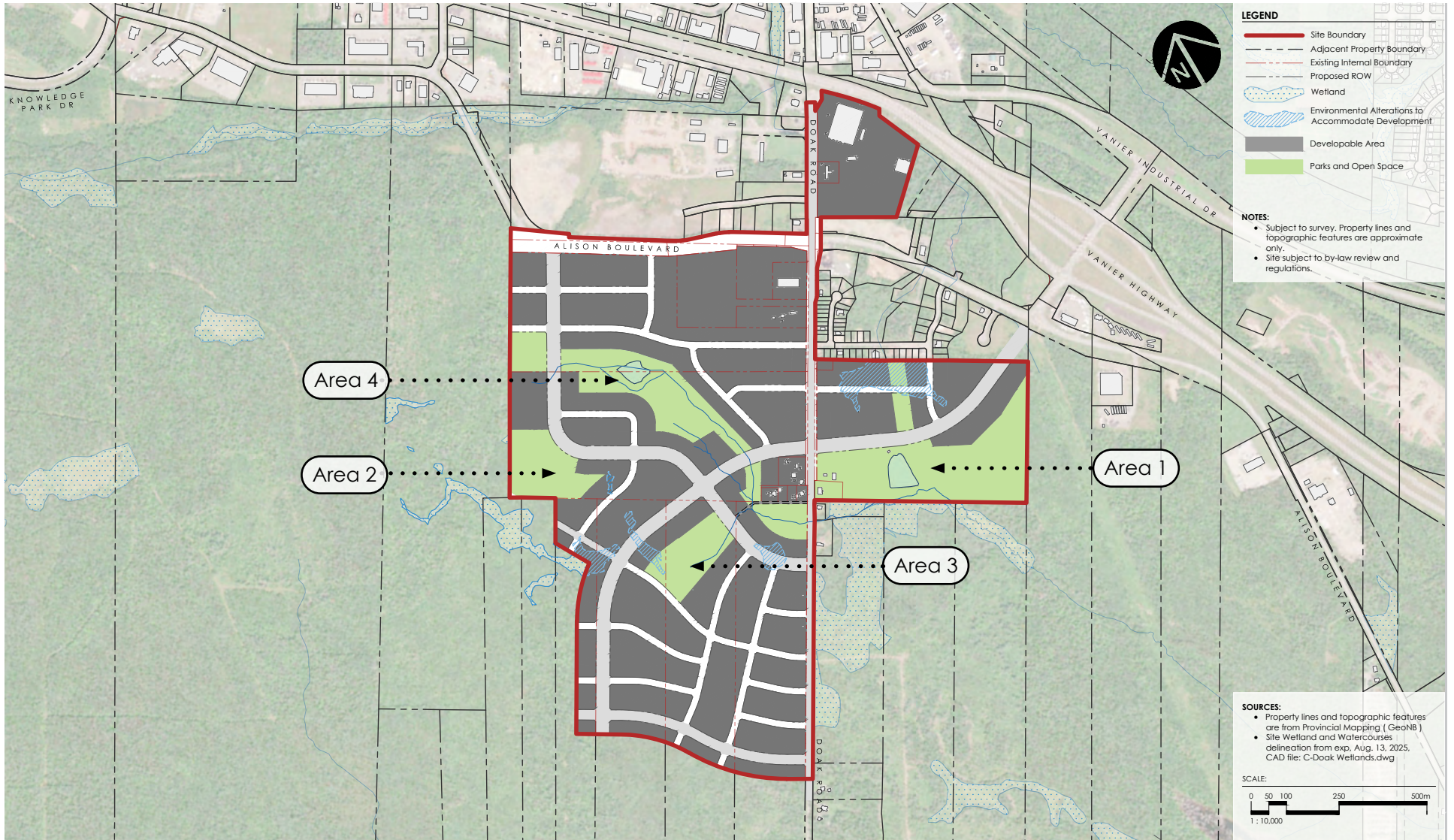
- (1) The Southeast New Neighbourhood will be organized by a logical pattern of streets and open spaces as generally illustrated in Map 4 to promote walkable and sustainable growth.
- (2) The layout of public streets should generally:
 - i. Encourage a consistent block pattern that promotes connectivity and walkability;
 - ii. Avoid the use of cul-de-sacs; and
 - iii. Enable consideration of future street or trail connections to the UNB Endowment Lands and Trans-Canada Highway.



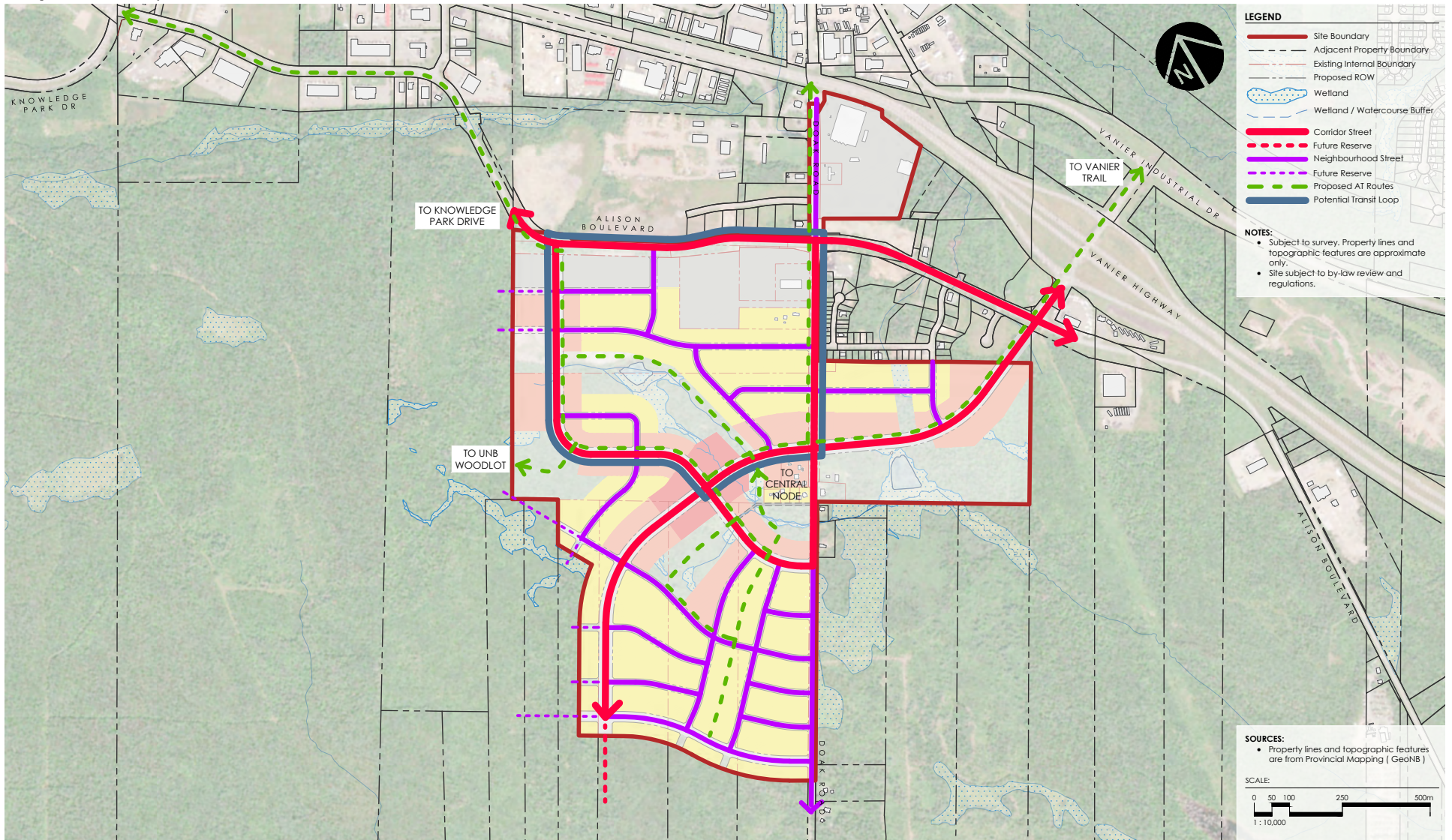
Figure 9: Fredericton's downtown street grid

3. Supporting Growth

Map 4: Development Pattern



Map 5: Mobility Network



3. Supporting Growth

3.2 MOBILITY

A neighbourhood cannot be inclusive, affordable, and accessible unless all residents are able to safely and comfortably move around the community. A complete and connected mobility network in the Southeast will help the City grow in a sensitive and sustainable manner.

3.2.1 GENERAL MOBILITY POLICIES

- (1) The mobility network, as generally illustrated in Map 5, will prioritize sustainable transportation options.
- (2) Future connections may be facilitated through the conservation of reserves at the termination of planned streets and trails.
- (3) Streets shall prioritize the safe and comfortable movement of the most vulnerable users (pedestrians and cyclists), while balancing efficient transit and vehicle movement, by encouraging:
 - i. Roundabouts and traffic circles to manage traffic flow and speed; and
 - ii. Safe and convenient pedestrian crossing opportunities at appropriate intervals along the street.
- (4) Streets and public spaces should be designed to accommodate snow removal and storage, while ensuring the prioritization of pedestrian movement.
- (5) Encourage incorporating universally accessible, age-friendly design that is mindful of the different needs that people with various disabilities have in accessing the public realm.

3.2.2 CORRIDOR STREET POLICIES

Corridors are intended to be the primary streets for vehicular traffic in the neighbourhood and will connect residents to nearby employment and services (i.e. Grant Harvey Centre, Corbett Centre, CFB Gagetown, etc.) via Alison Boulevard and the Vanier Highway. As the gateway into the community, these streets will welcome visitors and residents using all modes of transportation into the community and will define the feel and character of the Southeast New Neighbourhood. Corridors will also provide the opportunity to integrate transit service and transit oriented development into the neighbourhood.

- (1) The inclusion of features such as public art, vegetation, wayfinding, boulevards, and landmarks should be encouraged to create a distinctive gateway experience and sense of place.
- (2) Corridors should be designed to enable future transit service by:
 - i. Providing space where appropriate for transit infrastructure such as lay-by lanes and shelters; and
 - ii. Ensuring space allocated for future transit use is not repurposed for private vehicle use (e.g. traffic lanes or parking).
- (3) Corridors should be appropriate for their function and should be designed to prioritize pedestrian safety and comfort.
- (4) On-street parking and above ground parking structures may be considered to support retail and residential uses where appropriate.

3.2.3 NEIGHBOURHOOD STREET POLICIES

Streets within the residential areas are intended to encourage slower traffic speeds and a more quiet residential environment.

- (1) Neighbourhood streets should discourage through-traffic by using traffic calming measures such as onstreet parking, bump-outs and traffic calming circles, where appropriate.
- (2) The design of neighbourhood streets should encourage a more residential character through the inclusion of elements such as street trees and soft curves.

3.2.4 TRAILS AND ACTIVE TRANSPORTATION POLICIES

- (1) Trails will be prioritized as a major open space amenity and incorporate a mix of naturalized and year-round routes with lighting and amenities to suite.
- (2) Streets should be encouraged to include well-marked and safe bicycle lanes and facilities where appropriate, with clear wayfinding and year-round maintenance.
- (3) Active transportation links on existing streets and connecting to nearby amenities and regional trail links should be prioritized.

3.2.5 TRANSIT POLICIES

- (1) Transit in the Southeast Neighbourhood will be provided in accordance with the Fredericton Transit Service Standards.

3.2.6 MOBILITY PROPOSALS

- (1) Examine opportunities to support early transit implementation through funding programs, on-demand options, and other innovative approaches to provide residents transit access in a timely manner.
- (2) Evaluate options for future transit stops along the corridor routes and at key intersections prior to the transfer of public land for development. Consider coordinating stops with recreation facilities, open spaces, plazas, and other community hubs where shade, seating, and other open space amenities can be provided.
- (3) Evaluate options to provide a second emergency access for the Central Node to enable development prior to completion of a road connection to Alison Boulevard.
- (4) Consider the creation and piloting of streetscaping guidelines for New Neighbourhoods to ensure a consistent and high-quality public realm and transportation network in all of Fredericton's growth areas.
- (5) Explore options and the feasibility of providing active transportation connections to the broader network, including Knowledge Park Drive and Vanier Trail, to provide residents access to recreation, employment and commercial centres.
- (6) Consider advancing work on a Traffic Impact Statement to evaluate the impact of growth on the City's transportation network.

3. Supporting Growth



Figure 10: Commercial corridor, Village at Griesbach, Edmonton, AB
(Image source: Forum Properties)

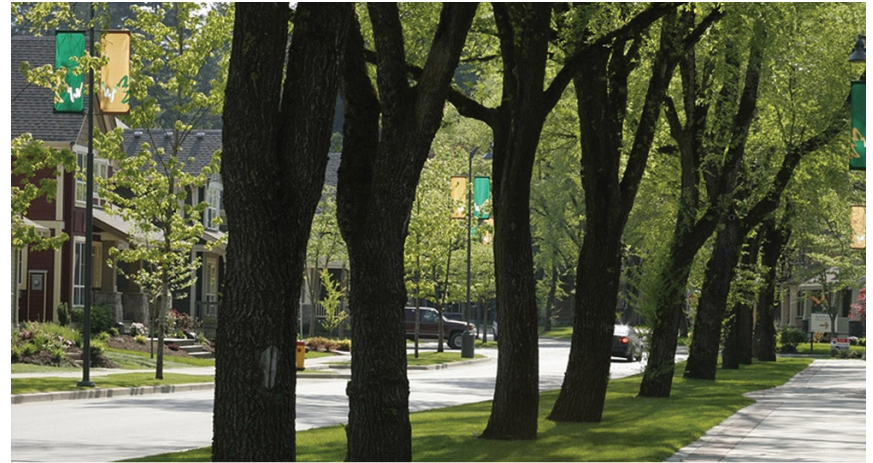


Figure 11: Residential street, Garrison Crossing, Chilliwack, BC (Image source: Ankenman Associates Architects Inc.)



Figure 12: Residential corridor, Village at Griesbach, Edmonton, AB
(Image source: Village at Griesbach)



Figure 13: Greenway, Garrison Crossing, Chilliwack, BC (Image source: Canada Lands Company)

3.3 MUNICIPAL SERVICING

The Southeast New Neighbourhood is located at the periphery of the City's existing utility services (water, sanitary, and stormwater). Planning for physical infrastructure and municipal services is critical to providing high-quality, sustainable development. The purpose of the infrastructure framework is to ensure that public infrastructure supports a complete community.

3.3.1 SERVICING POLICIES

- (1) Planning for new infrastructure should build on prior servicing studies for recommendations on the provision of new water, stormwater, and sanitary services. The exact siting and alignment of infrastructure may be subject to change as detailed study and design is completed.
- (2) Stormwater should be managed efficiently and sustainably by:
 - i. Encouraging a regional approach to stormwater management;
 - ii. Promoting the conservation of a continuous vegetated area across each block to assist with stormwater retention and management;
 - iii. Considering the integration of Low Impact Development Strategies, such as rain gardens, that help improve stormwater management in the public realm;
 - iv. Requiring Stormwater Management Plans and underground stormwater retention systems, if required, for development in the Corridor and

- Central Node designations; and
- v. Retaining public parks, open spaces, and local street boulevards as sponge areas where feasible for snow storage and stormwater infiltration.
- (3) Encourage the use of alternative energy and emission reduction through solar panels and energy efficiency retrofits.
- (4) Prioritize the screening of utility uses, such as substations and mechanical equipment, from the public right-of-way.
- (5) New development within the Plan Area must be connected to municipal services with the exception of industrial development along Alison Boulevard that has an existing approval. Existing development may be permitted to connect to extended services but are not required to do so until such a time as the property is redeveloped.

3.3.2 SERVICING PROPOSALS

- (1) Undertake comprehensive master planning for the delivery of municipal services.
- (2) Examine opportunities during the design phase to integrate municipal infrastructure (e.g. the water tower and stormwater ponds) into the neighbourhood creatively through approaches such as the use of nature based solutions and integration with public art and community facilities.
- (3) Engage with public utilities to explore the incorporation of underground electrical and communication lines and rear lot servicing in the Corridors and Central Node.
- (4) Review impacts associated with the abutting NB Power corridor.

3. Supporting Growth



Figure 14: A rain garden is integrated into the streetscape in Vancouver, BC (Image source: City of Vancouver)



Figure 15: A park space is designed to function as a dry attenuation pond in Edmonton, AB (Image source: EPCOR)



Figure 16: Silo Park in Auckland, NZ integrates infrastructure with public space (Image source: Silo Park)



Figure 17: A splash pad in Montreal, QC is landscaped to manage runoff and stormwater (Image source: City of Montreal)

This section of the Plan provides guidance around how the Plan should be interpreted and executed to support the successful implementation of the Plan and its policies.

4.1 IMPLEMENTATION

4.1.1 IMPLEMENTATION POLICIES

- (1) Infrastructure, sustainable transportation options, and public amenities, including parks and open space shall be developed concurrent with and to support growth.
- (2) The city may consider tools including land acquisition and restrictive covenants during land sales to achieve the goals of this Plan.

4.2 INTERPRETATION

Future development in the Plan Area should be consistent with the Secondary Plan's vision, goals, land use.

4.2.1 INTERPRETATION POLICIES

- (1) For the purposes of interpreting this Plan, the definitions of applicable Provincial legislation, the Municipal Plan, and the City's Zoning By-law shall apply.
- (2) Maps within this Plan are intended to be approximate, except where they coincide with existing roads or other clearly defined physical features. Where general compliance with the Southeast Secondary Plan's vision and policies are maintained, minor boundary adjustments

- (3) shall not require an amendment to the Plan.
- (3) Amendments to this Secondary Plan shall consider alignment with the vision, goals, and intent of this Plan and the considerations outlined in Policy 4.1 (3) of the Municipal Plan.
- (4) Encourage the relocation of non-conforming or incompatible land uses to appropriately designated or planned locations, as necessary.
- (5) Any use that was lawfully in existence prior to this Plan is recognized as legal non-conforming.

4.3 PHASING

Development of the subject lands shall occur in logical phases that align the provision of new services and infrastructure with development activity. Early phases will set the character of the plan area. It is critical to support walkability and transit access in these phases to avoid encouraging a car-oriented lifestyle which, once established, will make future implementation of active transportation and transit services much more challenging.

4.3.1 PHASING POLICIES

- (1) The phasing of services and development shall generally align with Map 3 but may change based on market conditions or other factors.

4. Implementation

- (2) Recognizing that the pace of servicing and development may change over time, alterations to amend the phase boundaries shall not require an amendment to this Plan.
- (3) To enable flexibility and adaptability as further studies and detailed design are completed, changes to the phase order shall not require an amendment to this plan, except where the Central Node is proposed to be delayed to a later phase.
- (4) During any construction activity on Doak Road that would impact egress, a secondary access or access will be provided for affected residents.
- (5) Where servicing for part of Phase 5 was not considered in previous feasibility work, the approval of development in the area will be conditional on further servicing feasibility analysis and costing for this phase.
- (6) Regular reviews of permits and population growth should be done to monitor growth in the Southeast New Neighbourhood.

Infrastructure to accommodate a school site in Phase 1, if feasible.

4.3.2 PHASING PROPOSALS

- (1) Pursue quality, diverse development in Phase 1 to capitalize on the opportunity to shape the character of the area and enhance its attractiveness as a community for developers and residents.
- (2) Prioritize the provision of public amenities and services, in particular parks, transit, and active transportation routes in Phase 1 and 2 of the project.
- (3) Continue engagement with the New Brunswick Department of Education and Early Childhood Development and Department of Transportation and



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GLOSSARY

TERM	DESCRIPTION
Abutting	Immediately contiguous to, or physically touching, and when used with respect to lots or sites means two that share a common property line.
Active Transportation	Modes of transportation that rely on humanpower rather than machine-power. These may include cycling, walking, running, and skateboarding.
Affordable Housing	For the purposes of this Plan, Affordable Housing is defined as dwelling units constructed under a municipal, provincial, or federal affordable housing program.
Building Heights	<p>For the purposes of this Plan, building heights are categorized as follows:</p> <ul style="list-style-type: none"> • Low-Rise = 1-3 storeys • Mid-Rise = 4-7 storeys • High-Rise = 8+ storeys
Built Form	Generally, refers to the shape, pattern and configuration of a building(s) or structure(s) that frame streets and open spaces. Also refers to architecture; that is, the height of buildings, the articulation of their form and the quality of their materials and construction.
Complete Community	Communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation, and open space for their residents. Convenient access to public transit and active transportation is also provided.
Employment Use	A non-residential use that relies on labour and generate job opportunities, and, for the purposes of this Plan, do not pose a hazard or danger to any nearby residential use. Examples of employment uses may include offices, retailers, healthcare providers, research centres, storage and distribution, some light manufacturing, hotels, educational institutes, and recreational facilities.
Low impact development	Low Impact Development (LID) is an approach to land development that minimizes the environmental impact of development, particularly on water resources, by mimicking natural processes to manage stormwater runoff.
Mixed-use	A building or property containing a mix of residential and non-residential uses.
Multi-modal	The availability or use of more than one form of transportation.

GLOSSARY

Owner-occupied unit	For the purposes of this Plan, a housing unit in which the owner of a unit resides within the unit. This includes many forms of ownership, such as freehold, leasehold, condominium, and cooperative.
Public Realm	Public space between buildings, including streets, squares, and parks that are accessible to all members of the public.
Streetscape	The scene as may be observed along a public street, composed of natural and man-made components including buildings, paving, planting, street furniture and miscellaneous structures.
Supportive Housing	Generally, refers to a combination of housing assistance and supports that enable people to live as independently as possible in their community.
Sustainable Transportation	Refers to any means of transportation that has low impact, such as walking, cycling, transit, carpooling and car sharing.
Wayfinding	Refers to information systems that guide people through a physical environment and enhance their understanding and experience of the space
Workforce Housing	Mixed-use and residential infill development within a commercial and/or industrial setting in close proximity to community services and amenities such as grocery stores, schools, recreation and open space, employment areas, medical facilities, public transit, and active transportation to meet people's needs for affordable daily living.

An aerial photograph of a forested area with a road. The image is split vertically into two halves. The left half is in a dark, muted color palette, while the right half is in a bright, high-contrast winter scene with snow on the ground and trees. The road runs vertically through the center, with a few small figures of people walking on it in the lower half.

Fredericton

SOUTHEAST NEW NEIGHBOURHOOD

Secondary Municipal Plan