



# Imagine Fredericton: The Municipal Plan



***Fredericton***



# Table of Contents

## BY-LAW Z-6

### Part 1: A VISION FOR THE FUTURE

1.1	Introduction	7
1.2	Purpose	7
1.3	Vision and Community Goals	9

### Part 2: SHAPING GROWTH

2.1	Urban Structure	13
2.1.1	Policies	13
	General	13
	Growth Boundary	14
	Residential Development	15
	Mixed-Use Nodes	15
	Business and Industrial Areas	16
	Unserviced Development Within the Growth Boundary	17
2.2	Land Use Designations	17
2.2.1	Policies	17
	General	17
	City Centre	18
	North Core	19
	South Core	19
	Established Neighbourhoods	20
	New Neighbourhoods	23
	Commercial Centres and Corridors	26
	Business and Industrial	29
	Major Institutions	30
	Parks and Open Space	31
	Rural and Agricultural	33
2.2.2	Proposals	35

### Part 3: BUILDING A SUCCESSFUL CITY

3.1	Housing	37
3.1.1	Policies	37
	General	37
	Affordable Housing	38
	Supportive Housing	38
	Home Occupations	39
	Bed and Breakfast	39
	Child Care Centres	39

# Table of Contents

## Part 3: BUILDING A SUCCESSFUL CITY (conti'd)

	Mini-Home Housing Developments	40
	Barrier Free Housing	40
3.1.2	Proposals	41
<b>3.2</b>	<b>Community Institutions</b>	<b>41</b>
<b>3.2.1</b>	<b>Policies</b>	<b>41</b>
	General	41
	Schools	41
	Places of Worship	42
	Community Centres	42
	Libraries	42
<b>3.3</b>	<b>Economic Development</b>	<b>43</b>
<b>3.3.1</b>	<b>Policies</b>	<b>43</b>
	General	43
	Employment Growth	43
	Provincial Capital	43
	Economic Centre and Strategic Location	44
	Tax Base	44
	Partnerships and Exchanges	45
	Fredericton International Airport Authority	45
	Post Secondary Institutions	45
	Tourism	45
3.3.2	Proposals	46
<b>3.4</b>	<b>Arts, Culture and Recreation</b>	<b>46</b>
<b>3.4.1</b>	<b>Policies</b>	<b>46</b>
	Arts and Culture	46
	Recreation	47
3.4.2	Proposals	48
<b>3.5</b>	<b>Heritage</b>	<b>49</b>
<b>3.5.1</b>	<b>Policies</b>	<b>49</b>
	Heritage Conservation	49
3.5.2	Proposals	50
<b>3.6</b>	<b>Urban Design</b>	<b>50</b>
<b>3.6.1</b>	<b>Policies</b>	<b>50</b>
	Building and Public Realm Design	50
<b>3.7</b>	<b>Environmental Sustainability and Climate Change</b>	<b>51</b>
<b>3.7.1</b>	<b>Policies</b>	<b>51</b>
	General	51
	Riverfront	52
	Urban Forest	52
	Energy	52

# Table of Contents

## Part 3: BUILDING A SUCCESSFUL CITY (conti'd)

	Climate Change	53
	Flooding and Stormwater Management	53
	Local Food	54
3.7.2	Proposals	55
<b>3.8</b>	<b>Municipal Services and Infrastructure</b>	56
3.8.1	Policies	56
	General	56
	Municipal Water and Sanitary Sewer Services	57
	Solid Waste	58
	Utilities	58
	Public Safety	59
3.8.2	Proposals	60
<b>3.9</b>	<b>Mobility and Transportation</b>	61
3.9.1	Policies	61
	General	61
	Complete Streets	63
	Active Transportation	64
	Accessibility	65
	Public Transit	65
	Parking	66
3.9.2	Proposals	66

## Part 4: IMPLEMENTATION

4.1	Policies	69
4.2	Interpretation	71

<b>GLOSSARY</b>	73
-----------------	----

<b>AMMENDMENTS</b>	75
--------------------	----

## SCHEDULES

<b>Schedule 1</b> - Urban Structure Map	78
<b>Schedule 2</b> - Land Use Map	80



# Part 1: A Vision for the Future

## 1.1 INTRODUCTION

Fredericton has enjoyed steady growth since it was first settled due to its strong institutions and diverse economy. It has not experienced the ups and downs of other Maritime cities, and its economy has grown faster than that of the province. Its stable economy and high-quality of life will continue to attract people from elsewhere in Canada and many parts of the world. By 2041, the city's population is projected to increase by more than 50% from 60,000 in 2016 to over 90,000, and the number of jobs is expected to increase by 12,000 in the same period.

In 2017, the City prepared a Growth Strategy to provide clear direction on where and how residential and employment growth should occur in Fredericton over the next 25 years. The Strategy is based on principles of sustainable growth management and city-building and involved broad-based community consultation. The overarching goal of the Strategy is to ensure that Fredericton grows in ways that are environmentally and economically sustainable and supports a high-quality of life for existing and future residents. This will be achieved in part through the establishment of a growth boundary line as outlined in the Growth Strategy.

The Growth Strategy will be implemented by the City's Municipal Plan, which will further address other matters related to Fredericton's environmental, economic, and social well-being. Fredericton's Municipal Plan is a statutory document that guides the physical development of the city through policies, proposals, and maps. As outlined in the Province's Community Planning Act, the Municipal Plan will guide:

- (1) The development and use of land;
- (2) Conservation and improvements to the physical environment;
- (3) Pollution control and abatement;
- (4) Land for public purposes;
- (5) Communication, utility, and transportation systems;
- (6) Municipal services and facilities;
- (7) The coordination of City Council's programs relating to the economic, social and physical development of the municipality; and,
- (8) Any other matter that is, in the opinion of City Council, advisable.

---

## 1.2 PURPOSE

This document constitutes the Municipal Plan for the City of Fredericton. This Plan will be subject to periodic review and amendment to ensure it continues to meet the needs of the City as it evolves over time.

## Part 1: A Vision for the Future

### 1.2 Purpose continued...

This Plan establishes a broad planning policy framework to manage future growth and provides policy guidance on land use and development related issues. It is written to be flexible and to adapt to changing circumstances.

This Plan is to be used to guide decisions within both the public and private sectors. Over the longer term, this Plan will guide major policy decisions with respect to capital expenditures and will inform the contents of the City's other plans or by-laws.

This Plan provides a basis to undertake a variety of initiatives and provides for continuity and consistency in the future investment and development of the City. This Plan:

- (1) Identifies a number of proposals which require more detailed study;
- (2) Provides for the preparation and adoption, by by-law, of Secondary Municipal Plans for a specific area or areas of the City; and,
- (3) Recognizes that additional plans, studies or guidelines may be required to address neighbourhood and community planning issues.

The City commits to collaborating with the Government of New Brunswick, the Government of Canada, St. Mary's First Nation, and adjacent municipalities, to achieve the community goals, policies, and proposals of this Plan.

This Plan is organized into four sections of text and two attached Schedules:

- Part 1:** Outlines a community-based vision for the future that informs the policies and proposals of this Plan;
- Part 2:** Articulates policies and proposals for shaping Fredericton's growth within the urban structure and land use designation framework;
- Part 3:** Identifies the policies and proposals for building a successful city to support future growth;
- Part 4:** Describes the mechanisms and guidelines for the implementation of the policies and proposals of this Plan.
- Schedule 1:** Urban Structure Map, establishes the Growth Boundary and identifies future growth areas that represent the maximum extent to which the City will extend municipal services during the life of this Plan; and,
- Schedule 2:** Land Use Map outlines the land use designations that will provide direction for how land in the City shall be used and forms the basis for the Zoning By-law and other related development controls.

## Part 1: A Vision for the Future

### 1.3 VISION AND COMMUNITY GOALS

Frederictonians love their City and know that growth will bring opportunities to make it an even better place to live, work, and play. They also recognize Fredericton will become more socially and culturally connected to the rest of the world and needs to respond to environmental and economic issues at a global scale. Reinforcing its assets, managing growth wisely, and designing the City to be attractive and sustainable will help ensure Fredericton remains prosperous and resilient.

In the spirit of truth and reconciliation, the City of Fredericton respectfully acknowledges that it is situated within the heart of the traditional lands of the Wolastoqiyik people. Frederictonians greatly value the friendship, wisdom, and collaboration of the Wolastoqiyik people, especially the St. Mary's First Nation, in the successful realization of the Vision and Community Goals articulated in the Imagine Fredericton process and new Municipal Plan. The Wolastoqiyik people (St. Mary's First Nation) will continue to play an important role in the City, respected as a strategic partner and valued neighbour in building a more prosperous, healthy, and sustainable City, and reinforcing and diversifying the regional economy.

The Fredericton Growth Strategy established the collective vision for Fredericton based on nine Community Goals. These goals were the result of an extensive community conversation that took place during the Imagine Fredericton process, with the intent of guiding future growth and land use planning decisions. These Community Goals are:

- (1) Welcoming and Supportive
  - i. Fredericton will continue to offer a range of employment and educational opportunities.
  - ii. Newcomers will be embraced and helped when they arrive and as they settle into the community.
  - iii. Existing residents and newcomers, at all stages of life and regardless of their income and abilities, will be able to find affordable, good-quality housing.
  - iv. All residents will have convenient access to affordable, healthy food.
  - v. Local government will remain transparent and encourage participation in civic life.
  
- (2) Strong and Diverse Economy
  - i. Institutions will continue to facilitate and encourage innovation, creativity, and entrepreneurship.
  - ii. Government will remain an economic anchor and work with the private sector to promote technological innovations.
  - iii. Private businesses working independently and together will reinforce the City as a technology hub.

## Part 1: A Vision for the Future

### 1.3 Strong and Diverse Economy continued...

- iv. Small and medium-size businesses will have access to affordable space.
- v. Business and industrial areas will be highly accessible and accommodate a range of employment uses.
- vi. Fredericton will continue to serve as the centre of the economy for the Capital Region.

#### (3) Culturally Rich and Diverse

- i. Significant built and cultural heritage will be protected, interpreted, and celebrated.
- ii. Events and places will celebrate the City's growing cultural diversity.
- iii. Local artists and craftspeople will be supported and promoted.
- iv. Spaces will be provided where cultural organizations can meet and hold events.
- v. Public art and heritage interpretation will be integrated into the design of public places.

#### (4) Complete Neighbourhoods and Distinctive Places

- i. New neighbourhoods will have a diversity of housing types for people to buy or rent, including affordable housing options.
- ii. New neighbourhoods will contain or provide convenient, direct access to basic commercial amenities, parkland, and other community facilities, such as an elementary school.
- iii. Established neighbourhoods will be enhanced with new types of sensitively integrated housing.
- iv. Mixed-Use places oriented to pedestrians will link neighbourhoods, support local businesses, and bring people together.
- v. New development will meet high standards of urban design and architecture.

#### (5) Vibrant Downtown and Riverfront

- i. Public and private investments will reinforce downtown as the economic, civic, and cultural heart of the City and the region.
- ii. More people will live downtown or within walking or cycling distance, supporting businesses and creating street life.
- iii. Commercial space downtown will accommodate a wide range of retail and service establishments.
- iv. Access to the Saint John River will be improved, and unique, year-round destinations will be established on the riverfront.

## Part 1: A Vision for the Future

### 1.3 Vibrant Downtown and Riverfront continued...

- v. The quality of architecture and the design of streetscapes and open spaces will be consistently high, reinforcing civic pride and raising the City's international profile as an attractive waterfront city.

#### (6) Complete Transportation System

- i. There will be viable choices for moving around the City, including by public transit, cycling, and walking, in addition to the automobile.
- ii. Traffic congestion will be managed so that people and goods can move easily through the City most times of the day.
- iii. The transit system will be easy and convenient to use and comfortable for those who rely on it or choose to use it.
- iv. The City's network of trails and other cycling facilities will be extended, and there will be more north-south connections within the network.

#### (7) Safe and Inviting Public Realm

- i. Streetscapes will be designed or improved to feel safe and comfortable for pedestrians and to encourage walking.
- ii. Parks and other public open spaces will be designed for active and/or passive use by people of all ages and abilities in all seasons.
- iii. The City's public realm will be designed and maintained so that the main pedestrian thoroughfares and other well-used pedestrian connections are usable and safe year-round.
- iv. Recreation and other community centres will be designed and programmed to be accessible to all residents.
- v. Fredericton will be a City where all residents and visitors can feel safe and secure.

#### (8) Green and Healthy

- i. The City's air, groundwater, and surface water will be kept clean, and any contaminated lands should be remediated or contained.
- ii. Valued and significant natural features will be protected.
- iii. The City will contain a diversity of parks that celebrate nature and encourage a range of outdoor and indoor sport and recreational activities in all seasons.
- iv. The City's tree canopy will increase, and there will be more tree-lined streets.
- v. The built environment will be designed to encourage outdoor winter activities.

## Part 1: A Vision for the Future

### 1.3 (9) Sustainable and Efficient

- i. Land, infrastructure, and fiscal resources will be used efficiently.
- ii. Buildings and utilities will be designed, built, and operated to be energy efficient and resilient.
- iii. The City's carbon footprint will be reduced over time.
- iv. Infrastructure will be designed to withstand and mitigate the impacts of severe weather events and climate change.
- v. Residents and businesses will produce less waste, and the City will manage it responsibly.
- vi. Regional cooperation will be pursued by the City to ensure the growth of the Fredericton metropolitan area is environmentally and fiscally sustainable.

## Part 2: Shaping Growth

### 2.1 URBAN STRUCTURE

#### Context

The intent of this Plan is to create a stronger urban structure for the community by targeting growth and reinvestment to the existing urbanized areas of the City. In order to achieve this stronger urban structure, a growth boundary has been established, inside which the majority of development is planned to occur over the planning period.

The Growth Boundary separates the area of the City with municipal services, which is planned to accommodate growth, from the rural area, where urban growth is not intended to occur. Future residential growth and almost all employment growth to 2041 will be accommodated inside the Growth Boundary.

#### 2.1.1 Policies

##### General

- (1) Schedule 1 – Urban Structure Map establishes the Growth Boundary, which represents the maximum extent to which the City will extend municipal services for new development to 2041.
- (2) Schedule 1 – Urban Structure Map, also outlines where growth will be accommodated during the life of this Plan:
  - i. The **Urban Core** - Much of Fredericton’s employment growth will be accommodated in the City Centre and larger Urban Core, along with 8,000 more people, a quarter of the projected population growth to 2041, living mostly in apartments and townhouses;
  - ii. In **New Neighbourhoods** and **Mixed-Use Nodes** - New low-rise neighbourhoods adjacent to existing neighbourhoods and containing a variety of housing types will be planned to accommodate up to 24,000 people or three-quarters of the projected population growth. Some of these people will live in higher-density forms of housing within Mixed-Use Nodes;
  - iii. In **Existing Commercial and Institutional Areas** - Fredericton’s established commercial centres and corridors and its major institutions can accommodate much of the projected growth in those sectors of the economy. The Urban Core, New Neighbourhoods and Mixed-Use Nodes will also accommodate commercial and institutional development; and,
  - iv. In **Existing and Expanded Business and Industrial Areas** - Almost 3,000 new jobs will be accommodated in Fredericton’s existing business and industrial areas throughout the city and through the expansion of two industrial areas off the Vanier Highway.

## Part 2: Shaping Growth

### 2.1.1 General continued...

- (3) Schedule 1 – Urban Structure Map will support and be consistent with Schedule 2 – Land Use Map, which establishes the land use designations to guide growth and development. Changes to Schedule 1 may only be considered in conjunction with appropriate changes to Schedule 2. In the event of a conflict between Schedule 1 and Schedule 2, Schedule 2 - Land Use Map shall prevail.
- (4) Council will separately adopt Secondary Municipal Plans, as identified on Schedule 1 - Urban Structure Map. Council may undertake Secondary Municipal Plans in addition to those identified on Schedule 1.
- (5) Development adjacent to St. Mary's First Nation shall be in consultation with the St. Mary's First Nation.
- (6) Advance the City's interests, through the Regional Service Commission, with respect to growth and development in Greater Fredericton including the efficient use of land, the prevention of sprawl, sustainable transportation, the provision and use of regional scale services and amenities, the placement of schools and recreation facilities, and traffic management.
- (7) Encourage the efficient and appropriate development of land by:
  - i. Ensuring any new development or redevelopment is compatible with the surrounding area and adjacent land uses;
  - ii. Encouraging development or redevelopment of underused lands through infill;
  - iii. Providing for an appropriate range of residential building forms and densities to achieve population growth targets for the Urban Core and new residential neighbourhoods;
  - iv. Concentrating residential growth within the Urban Core, New Neighbourhoods and Mixed-Use nodes;
  - v. Directing employment growth to the Urban Core and existing commercial, institutional and industrial areas;
  - vi. Supporting the expansion of business and industrial areas; and,
  - vii. Discouraging development in physically unsuitable or environmentally sensitive areas.
  - viii. Expanding active transportation corridors.

### Growth Boundary

- (8) Urban development should only occur inside the Growth Boundary. Lands located outside the Growth Boundary are intended only for rural and agricultural development.

## Part 2: Shaping Growth

### 2.1.1 Growth Boundary continued...

- (9) Any proposed development requiring an extension of municipal water and wastewater services beyond the Growth Boundary shall not be permitted without a Municipal Plan amendment process to alter the Growth Boundary as shown on Schedule 1 – Urban Structure Map.
- (10) An alteration to the Growth Boundary may only be considered by Council, when a proposed amendment addresses unforeseen circumstances or is deemed by City Council to provide significant public, economic, social or cultural impact, and meets the following criteria:
  - i. Studies demonstrate that the proposed development will have a significant long-term benefit for the City, does not place an undue fiscal burden on the City, or have a detrimental impact on the natural environment;
  - ii. The proposed development fulfills the policies of this Plan; and,
  - iii. Appropriate opportunities are provided for public input into the proposed amendment to the Municipal Plan.

### Residential Development

- (11) Urban residential development should only occur inside the Growth Boundary.
- (12) Residential development inside the Growth Boundary will be accommodated in the following manner:
  - i. Intensification of the Urban Core and the Mixed-Use Nodes as well as within new residential areas on undeveloped land; and,
  - ii. To a lesser extent, intensification may occur in other areas inside the Growth Boundary through infill development.
- (13) The gross residential densities identified in the Growth Strategy are to be achieved over a larger area, such as a neighbourhood or district, and not on a site-specific basis.

### Mixed-Use Nodes

- (14) This plan establishes the following Mixed-Use Nodes within the urban structure, as identified symbolically on Schedule 1 – Urban Structure Map. The Mixed-Use Nodes will form the core of four new neighbourhoods, which shall be developed as follows:
  - i. Bishop-Hanwell / High Point - This area, located in the southwest of the City, should develop as a more comprehensive Mixed-Use Node to support the daily living needs of area residents. Currently, the area is characterized by a variety of residential, larger retail outlets, and light industrial uses. This area should focus on achieving a suitable transition in land use and built form to achieve its full potential as a complete community;

## Part 2: Shaping Growth

### 2.1.1 Mixed-Use Nodes continued...

- ii. Uptown - This Mixed-Use Node is intended to develop to the east of the Corbett Centre along Knowledge Park Drive on the University of New Brunswick's land and will function as a new focus for the surrounding community, with a mixture of residential, commercial, and business uses within a more urban built form. Recognizing the importance of the University of New Brunswick's land in achieving a compact, sustainable, and efficient pattern of growth, the City encourages the University of New Brunswick to pursue an appropriate model for the future development of these lands as the Uptown Mixed-Use Node;
  - iii. Northeast - This Mixed-Use Node is located generally around the intersection of Two Nations Crossing and Cliffe Street and is intended to support the daily needs of residents in the immediate vicinity including along Cliffe Street, Brown Boulevard, portions of Crocket Street, and areas east of Cliffe Street, as well as Devon and Marysville; and,
  - iv. Brookside - This Mixed-Use Node, generally intended to support the daily living needs of residents of the northwest area of the City, will involve the intensification of the commercial area north of the intersection of the Ring Road and Brookside Drive, and should include the integration of residential dwelling units as the area is redeveloped and/or repurposed;
- (15) The location and boundaries of the Mixed-Use Nodes are intended to be general and shall be determined through Secondary Municipal Plans and/or approval of specific development proposals.
- (16) The Mixed-Use Nodes will contribute to the creation of more complete communities by clustering higher-density forms of housing closer to services and amenities along main transit routes.
- (17) Land uses within the Mixed-Use Nodes may include residential, a range of retail, small-scale office, commercial, hospitality and institutional uses, parks and open spaces, and community facilities. Uses may be mixed within a general area, on an individual site, or within a building.
- (18) Mid-rise and high-rise residential or mixed-use buildings may be permitted within the Mixed-Use Nodes, where their use, scale, and character are compatible with existing development.

### Business and Industrial Areas

- (19) Business and industrial growth will be accommodated through existing and expanded business and industrial areas in the southeast part of the City where there is easy access to the highway network.

## Part 2: Shaping Growth

### 2.1.1 Unserviced Development Within the Growth Boundary

- (20) Minimize environmental and health risks, as well as longer-term economic costs, by limiting new development in unserviced areas of the City.
- (21) Development within the Growth Boundary is generally required to be connected to municipal services. Any subdivision of land or development not connected to municipal services shall meet the following criteria:
  - i. The proposed subdivision or development is otherwise consistent with the policies of this Plan, and does not place an undue fiscal burden on the City, or have a detrimental impact on the natural environment;
  - ii. Located where provisions are in place for future servicing or the development proposal does not require municipal servicing;
  - iii. If municipal services are ultimately required, appropriate financial arrangements are in place;
  - iv. Have a minimum lot area of 4 hectares; and,
  - v. All required provincial government approvals for the installation of on-site sewage disposal systems and potable water are in place.

---

## 2.2 LAND USE DESIGNATIONS

### Context

The land use designations set out in this Section provide direction for how land in the City shall be used and forms the basis for the Zoning By-law and other related development controls. More specifically, the policies in each land use designation outline the desired land use pattern within each land use designation.

### 2.2.1 Policies

#### General

- (1) Schedule 2 – Land Use Map establishes the relative location of the following land use designations:
  - i. City Centre;
  - ii. North Core;
  - iii. South Core;
  - iv. Established Neighbourhoods;

## Part 2: Shaping Growth

### 2.2.1 General continued...

- v. New Neighbourhoods;
- vi. Commercial Centres and Corridors;
- vii. Business and Industrial;
- viii. Major Institutions;
- ix. Parks and Open Space; and,
- x. Rural and Agricultural.

### City Centre

#### Background

The City Centre Designation is a component of the Urban Core. This Plan recognizes the City Centre as an area of City-wide economic, social and cultural significance, and provides the policy framework to develop and improve as Fredericton's primary centre for office and specialty retail uses, social and cultural events and facilities, and civic activities.

- (2) Growth and physical change in the City Centre will be guided by the City Centre Plan, separately adopted as a Secondary Municipal Plan, which provides direction regarding the appropriate height and form of new buildings, and on improvements to the public realm that will help to attract more people and private investment.
- (3) New development within the City Centre Designation should:
  - i. Add vibrancy, livability, and enhance the pedestrian experience;
  - ii. Ensure new buildings contribute positively to the architectural character of the downtown and to the riverfront.
  - iii. Incorporate ground-floor shops and restaurants;
  - iv. Locate parking within structures or at the rear of buildings; and,
  - v. Provide accessible bicycle parking;
- (4) Large office developments are generally required to locate in the City Centre.
- (5) Where economically feasible, encourage the re-use of existing buildings, especially the conservation and adaptive re-use of the City Centre's heritage buildings.
- (6) Require flood resilient development in flood prone areas.
- (7) A mix of land uses should be encouraged to enhance the vibrancy of the City Centre and include connections with the Saint John River.

## Part 2: Shaping Growth

### 2.2.1 North Core

#### Background

Many commercial and existing residential properties along Main Street and Union Street have the potential to accommodate growth through infill development or redevelopment, including mixed-use buildings with new commercial space at grade. The Main Street Secondary Municipal Plan articulates the development potential for the west half of the corridor and provides guidelines for new development and streetscape improvements. The Union Street Secondary Municipal Plan sets out the land use regime for the east half of the corridor and provides guidelines for new development. The lands included in the North Core Designation are intended to continue to transition from suburban to more urban built forms as new development occurs.

- (8) Encourage appropriately scaled infill and redevelopment along Union Street, including mid- and high-rise residential development, particularly along the south side of Union Street, east of Clark Street.
- (9) Prior to adoption of new Union Street Secondary Municipal Plan, a new mid- or high- rise building design should comply with the Main Street Built Form Design Guidelines, as appropriate.
- (10) Encourage the re-location of auto-oriented commercial uses.

#### South Core

#### Background

The South Core, largely comprised of the Town Plat, includes large sites for potential redevelopments, such as the Railway Lands and the New Brunswick Exhibition Grounds (NBEX). Arterial and collector roads will accommodate greater intensification, while more established residential areas can absorb more moderate intensification and appropriate infill development.

Given the constrained boundaries of the City Centre, and therefore its limited capacity for residential growth, achieving significant intensification in the South Core will be critical to maximizing downtown vitality. The South Core Plan Area is intended to accommodate over 6,000 new residents by 2051.

- (11) New development within the South Core Designation will contribute to a strong urban character and inviting pedestrian realm. To this end, buildings will be located close to the street, parking will be located at the rear of buildings or underground.

## Part 2: Shaping Growth

### 2.2.1 South Core continued...

- (12) New development or redevelopment within the South Core shall occur in accordance with the South Core Secondary Municipal Plan.
- (13) New development or redevelopment on the New Brunswick Exhibition Grounds (NBEX) shall occur in accordance with the New Brunswick Exhibition Grounds (NBEX) Secondary Municipal Plan.

### Established Neighbourhoods

#### Background

The Established Neighbourhoods Designation comprises a diverse range of communities within the City, from established older neighbourhoods to recently constructed subdivisions. Residential intensification initiatives within the Established Neighbourhoods designation are intended to be limited. That does not mean that these communities will not evolve. Intensification will be primarily through complementary and compatible development on vacant lots, minor infill development, and accessory units.

Generally, lands within the Established Neighbourhoods Designation are not expected to accommodate significant intensification. Rather, they are expected to evolve slowly over time, accommodating new development that is compatible with the general character of these areas. In some instances, more significant intensification may be permitted at the edges of neighbourhoods and along arterial and collector roads.

- (14) Lands within the Established Neighbourhoods Designation may include a full range of residential dwelling types, community facilities, parks and open space, institutional uses and neighbourhood-supporting uses intended to serve local residents, such as local retail and service commercial uses.
- (15) The City shall support the stability of Established Neighbourhoods by:
  - i. Encouraging the maintenance of the existing housing stock;
  - ii. Discouraging the encroachment of incompatible uses;
  - iii. Routing higher volume traffic along arterial and collector roads;
  - iv. Maintaining community services and facilities at a scale appropriate for the neighbourhood;
  - v. Encouraging the relocation of existing incompatible uses;
  - vi. Enforcing by-laws to ensure acceptable maintenance and occupancy standards; and,
  - vii. Requiring that new or infill development be compatible with adjacent properties.

## Part 2: Shaping Growth

### 2.2.1 Established Neighbourhoods continued...

- (16) The following uses are considered complementary and may be located in the Established Neighbourhoods designation without a Municipal Plan amendment:
- a. Parks, open spaces, and recreation uses;
  - b. Public and private schools;
  - c. Places of worship and accessory uses;
  - d. Group homes and homes for special care;
  - e. Child care centres;
  - f. Convenience stores and local convenience centres;
  - g. Home occupations; and,
  - h. Bed and Breakfast.
- (17) Where desirable, the City will pursue opportunities within the Established Neighbourhoods Designation to improve pedestrian and cycling connections to schools, parks, trails, other community facilities, and local shops.
- (18) To maintain the stability of residential neighbourhoods, while allowing for incremental change through sensitive new development and redevelopment, new development will respect and reinforce the existing pattern, scale, and character of the Established Neighbourhoods, by ensuring that:
- a. Any new lots are consistent with the lot pattern in the neighbourhood;
  - b. Building design is compatible with the surrounding area and contributes positively to the neighbourhood;
  - c. Adequate servicing, road infrastructure, and other municipal services be readily and efficiently provided; and,
  - d. Healthy, mature trees are protected whenever feasible.
- (19) Infill development should be appropriately scaled and oriented with the primary entrance facing the public street.
- (20) Where a rezoning or zoning by-law amendment is required for a new mid- or high-rise residential use in an Established Neighbourhood, proposals shall:
- a. Locate at the periphery of neighbourhoods and along arterial and collector roads;
  - b. Have direct access to an arterial or collector road. If direct access to one of these road types is not possible, the development may gain access to an arterial or collector road from a local road;
  - c. Incorporate underground parking facilities, where appropriate;

## Part 2: Shaping Growth

### 2.2.1 Established Neighbourhoods continued...

- d. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;
- e. Be adjacent to or in close proximity to, an existing or planned public transit route;
- f. Be adjacent to, or in close proximity to, parks, open spaces and/ or other community facilities, services and amenities, and employment zones; and,
- g. Provide high-quality building design that contributes positively to the City's urban form.

## Part 2: Shaping Growth

### 2.2.1 New Neighbourhoods

#### Background

The New Neighbourhoods Designation comprises the areas of the City that are intended to accommodate substantial new residential growth in newly developed neighbourhoods, providing a range of housing types that meet a variety of needs in terms of size, type, and location.

Four areas in the City have been identified to accommodate the growth anticipated in this plan (refer to Schedule 1 - Urban Structure Map). These areas are:

**Brookside:** In Brookside, future development will tie existing neighbourhoods together, reinforce the amenities in the Brookside Mall area, and should bring a new elementary school to the community;

**Bishop-Hanwell / High Point:** Bishop-Hanwell / High Point has been steadily growing with a mix of housing. Future development will include commercial amenities clustered in a Mixed-Use Node near a community park, and should include elementary and middle schools that students can walk to;

**Northeast:** The Northeast community already has good access to schools and Willie O'Ree Place. Growth will bring a variety of new housing, multi-residential development combined with retail uses to create a Mixed-Use Node off Cliffe Street; and,

**Uptown:** Uptown is bookended to the west by major retail destinations and Knowledge Park, and to the east by the Grant-Harvey Centre. The City will encourage UNB to realize a variety of housing in a transit-oriented community on its lands, with neighbourhood-scale amenities in a Mixed-Use Node at its heart.

Mixed-Use Nodes will form the core of the four new neighbourhoods developed in conjunction and integrated within the New Neighbourhoods Designation.

- (21) Council shall seek to ensure that the design of New Neighbourhoods:
- a. Fosters a sense of community and neighbourhood;
  - b. Provides for the efficient use of land;
  - c. Provides for the compatible mix of varied and innovative forms of housing and other uses;
  - d. Provides for the efficient and economic extension and delivery of water and sewer services and utilities;
  - e. Provides for parks, schools and other community uses in central, convenient locations;
  - f. Minimizes the adverse effects of highways and other existing incompatible surrounding land uses;

## Part 2: Shaping Growth

### 2.2.1 New Neighbourhoods continued...

- g. Includes a hierarchy of streets that adequately and safely accommodates traffic flows and provides proper linkages to other areas of the City;
  - h. Promotes walking and cycling opportunities by providing trails; trail connections and an interconnected street pattern designed to provide a variety of convenient walking routes;
  - i. Places particular emphasis on the needs of public transit;
  - j. Minimizes adverse impacts on the environment; and,
  - k. Includes a focal point or node, where appropriate.
- (22) Where a rezoning or zoning by-law amendment is required for a new mid-rise or high-rise residential use in the New Neighbourhoods, proposals shall:
- a. Have direct access to an Arterial or Collector Road. If direct access to one of these road types is not possible, the development may gain access to an Arterial or Collector Road from a Local Road;
  - b. Incorporate underground parking facilities, where appropriate;
  - c. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;
  - d. Be adjacent to or in close proximity to an existing or planned public transit route;
  - e. Be adjacent to or in close proximity to parks, open spaces and/ or other community facilities, services and amenities, and employment zones; and
  - f. Provide high-quality building design that contributes positively to the City's urban form.
- (23) The following uses are considered complementary and may be located in the New Neighbourhoods designation without a Municipal Plan amendment:
- a. Parks, open spaces and recreation uses;
  - b. Public and private schools;
  - c. Places of worship and accessory uses;
  - d. Group homes and homes for special care;
  - e. Child Care centres;
  - f. Convenience stores and local convenience centres; and,
  - g. Home occupations.

## Part 2: Shaping Growth

### 2.2.1 New Neighbourhoods continued...

(27) Parks should be located within proximity to residential and/or non-residential uses to ensure that they are:

- 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 and foster a sense of place.

(28) Council shall seek to ensure that the design of Mixed-Use Nodes:

- i. Identifies the location of the node within the neighbourhood context;
- ii. Is centered on a pedestrian-oriented “main street” and/or major intersection designed to a high standard with durable materials and landscaping;
- iii. Be comprehensively planned and appropriately integrated to transition with the adjacent New Neighbourhood(s);
- iv. Achieves higher density housing than the surrounding New Neighbourhood, including townhouse and apartment building forms;
- v. Provides commercial spaces for a variety of mostly small-scale, neighbourhood-oriented shops and services, larger-format food stores and pharmacies;
- vi. Ensures commercial and mixed-use buildings are oriented to and have their main entrance on a street or other public gathering space. Commercial and mixed-use buildings shall have uses at-grade that activate the streetscape;
- vii. Locates parking underground where feasible, accessed from a side street or rear laneway and locate surface parking to the rear or sides of buildings;
- viii. Provides well-lighted pathways within parking areas for easy access to storefronts facing the street or other public space. Consideration may be given to utilizing on- street parking as part of the required parking;
- ix. Features a public realm with generous sidewalks lined with trees, pedestrian amenities, cycling parking, and high-quality landscaping; and,
- x. Considers improvements to transit stops, such as clear information on transit routes, schedules, and wait times.

## Part 2: Shaping Growth

### 2.2.1 Commercial Centres and Corridors

#### Background

Fredericton's established Commercial Centres and Corridors have the capacity to accommodate much of the projected growth in those sectors of the economy over the 25-year planning period. These Commercial Centres and Corridors outside the City Centre will continue to evolve as the City grows and as the nature of retailing changes. Generally, future retail intended to serve large parts of the City and the larger metropolitan region will be directed to the Commercial Centres and Corridors Designation.

Given the location of the Commercial Centres and Corridors Designation, and the geographically large markets they serve, it is expected that future retail development will continue to accommodate significant car travel. However, as these areas grow and evolve over time, more attention will be given to transit, active transportation, and the pedestrian realm.

- (29) Lands within the Commercial Centres and Corridors Designation may include a full range of retail, commercial, institutional, small-scale office and service industry uses, and other uses deemed compatible with commercial uses.
- (30) Council will establish, through the Zoning By-law, a hierarchy of retail commercial uses and will limit the scale and function of those permitted uses in accordance with their purpose, location and context. The following retail commercial classifications shall be established:
- i. Regional Commercial is a shopping centre in excess of 25,000 square metres of gross leasable area;
  - ii. Retail Large Format is a development containing at least one retail store with a gross leasable area of more than 3,700 square metres;
  - iii. District Commercial is a shopping centre having between 5,000 square metres and 25,000 square metres of gross leasable area, and intended to serve more than the surrounding residential neighbourhoods;
  - iv. Neighbourhood Commercial is a shopping centre having between 1,000 and 5,000 square metres of gross leasable area, intended to serve the surrounding residential neighbourhoods, and may contain a grocery store as the major tenant; and,
  - v. Local Commercial Centre is a commercial development, usually located in a new or established residential neighbourhood, that has a maximum gross leasable area up to 1,000 square metres.
- (31) Mid- and high-rise mixed-use buildings may be permitted within the Commercial Centres and Corridors Designation, where their use, scale and character are considered to be compatible with existing development.
- i. Workforce Housing may be permitted within the Commercial Centres and Corridors Designation.

## Part 2: Shaping Growth

### 2.2.1 Commercial Centres and Corridors continued...

- (32) New development is encouraged to transition towards a more pedestrian-oriented/ mixed-use design, where appropriate, by:
- i. Locating buildings close to the public street, with main entrances oriented and directly linked to the sidewalk, and with no parking between the street-oriented buildings and the public street;
  - ii. Including street trees, sidewalks and lighting along public streets and main driveways;
  - iii. Incorporating landscaping elements in a manner that allows future infill development;
  - iv. Providing for shaded seating and cycling parking along sidewalks and in front of building entrances;
  - v. Sharing driveways with adjacent commercial properties wherever possible;
  - vi. Incorporating appropriately scaled commercial signage into the design of the building and landscape; and,
  - vii. Locating parking at the side or rear of building.
- (33) Encourage new compatible uses and built forms on the sites of existing shopping centres and large-format stores to make more efficient use of land, support a mix of uses and develop a higher quality of built form and public realm design. Development shall consider the following urban design criteria:
- i. Design of the site is compact to enhance the pedestrian-oriented nature of the development;
  - ii. Buildings contribute to the creation of a strong street edge by locating adjacent to the street by minimizing parking between the front façade and the street.
  - iii. Main entrances for ground floor uses face the street and ground floor frontages have active uses, whenever possible, with the provision of high-quality and pedestrian-oriented facades.
  - iv. Locate surface parking to the rear or sides of buildings and using landscaping to screen parking from the street as well as breaking up large areas of surface parking.
  - v. The necessary infrastructure to serve pedestrian and cycling traffic is prioritized in the site design, including connections between buildings, through parking areas, to adjacent properties, public sidewalks and transit stops.
  - vi. The development is designed and located such that it can be efficiently served by public transit;
  - vii. A comprehensive landscaping plan is provided demonstrating an attractive interface between the development and adjacent public streets, parking areas and access lanes; and,
  - viii. The design of structure(s) on the property contributes positively to Fredericton's built environment.

## Part 2: Shaping Growth

### 2.2.1 Commercial Centres and Corridors continued...

- (34) In the case of a regional shopping centre, in addition to all of the design criteria identified above, the development site shall have direct access to at least one, and preferably two Arterial or Collector Roads with adequate capacity to accommodate the traffic generated by the proposed development.
- (35) Commercial development is discouraged outside of the Commercial Centres and Corridors designation, as identified on Schedule 2 – Land Use Map, except for local commercial uses. If a proposal results in the expansion of a Commercial Centres and Corridors designation, the following criteria shall apply:
- i. There is insufficient land designated as Commercial Centres and Corridors to accommodate the proposed development, and that it would be beneficial for the City's economy;
  - ii. The proposal is consistent with the intended function of the Commercial Centres and Corridors Designation;
  - iii. The impact on adjacent residential areas will be minimized through the appropriate use of setbacks, landscaping, and site layout;
  - iv. The proposal has adequate access to Arterial or Collector Roads of sufficient capacity to accommodate any increase in traffic;
  - v. The proposal generates minimal traffic noise and lighting impacts on existing residential neighbourhoods;
  - vi. The environmental impact of the proposal is minimized;
  - vii. Adequate provision is made for transit and pedestrian access;
  - viii. There is provision of adequate parking;
  - ix. Sufficient servicing capacity is available; and,
  - x. Other criteria as deemed appropriate by Council.
- (36) Adult entertainment uses shall only be considered in the following commercial corridors: Prospect Street/Bishop Drive/Hanwell Road, Regent Street/Knowledge Park Drive, St. Mary's Street/ Two Nations Crossing, and are subject to a site-specific Zoning By-law Amendment. The City will apply the following criteria when evaluating an application for an adult entertainment use:
- i. The proposed use shall be adequately separated from schools, places of worship, public parks, and any property used for residential purposes or areas intended for any of the aforementioned uses; and,
  - ii. Other criteria as deemed appropriate by Council.

## Part 2: Shaping Growth

### 2.2.1 Business and Industrial

#### Background

The City places a high priority on the protection and supply of lands identified in the Business and Industrial Designation that are expected to facilitate the long-term economic health and vitality of Fredericton. Having a supply of land designated Business and Industrial, intended to accommodate existing and new employment opportunities, is crucial to the economic health and fiscal sustainability of the City.

Most of Fredericton's future industrial growth will be accommodated through the expansion of existing business and industrial areas within the Business and Industrial Designation, where businesses have easy access to the highway network. The City will continue to encourage flexibility in terms of land use within the Business and Industrial Designation.

- (37) Land uses permitted in the Business and Industrial Designation includes a full range of employment and industrial uses, automobile-related uses, and recreation facilities. Complementary uses may include small-scale office, convenience or service retail, and restaurant uses.
- (38) Encourage the development of a high-quality business and industrial area on lands north of Knowledge Park Drive, in co-operation with the University of New Brunswick.
- (39) The Knowledge Park will continue to foster growth in the research and advanced technology sectors.
- (40) Pursue sources of funding from the provincial and federal governments to increase the inventory of land available for industrial and business uses.
- (41) Development within the Business and Industrial Designation shall consider the following criteria:
  - i. Proximity to the provincial highway system;
  - ii. Will have minimal traffic impacts on existing residential neighbourhoods;
  - iii. Has access to public transit and active transportation facilities;
  - iv. Will contribute to attractive streetscapes and is compatible with its surroundings;
  - v. Makes efficient use of land;
  - vi. Has adequately landscaped front yards;
  - vii. Locates loading and service areas at the rear or interior side of buildings where possible; screens outdoor storage from public view by buildings, landscaping, and/or fencing. and,
  - viii. Minimizes potential offsite impacts and nuisances, such as dust, noise, vibration, and odour.

## Part 2: Shaping Growth

### 2.2.1 Major Institutions

#### Background

The Major Institutions Designation includes institutional uses that are of a community or regional scale, such as the campuses of the universities and colleges, the Dr. Everett Chalmers Hospital, Stan Cassidy Centre for Rehabilitation, and the Centre Communautaire Ste. Anne.

Lands within the Major Institutions Designation can accommodate much of the projected growth in this sector of the economy. Fredericton's residential and employment growth will create opportunities to reinforce and enhance the City's major institutions.

- (42) Land uses permitted in the Major Institutions Designation are of City or Regional-wide importance, and may include: post-secondary and secondary institutions, major health, and social service facilities. Complementary uses such as convenience retail, small-scale offices or restaurants ancillary to a permitted use may be allowed within buildings on sites designated as Major Institutions.
- (43) Development within the Major Institutions Designation should:
- i. Provide sufficient landscape buffering and separation distance from adjacent residential development;
  - ii. Incorporate appropriate pedestrian and transit access and links main building entrances to public sidewalks and transit stops with lighted, landscaped walkways;
  - iii. Provide accessible design, amenities, and bicycle parking areas at building entrances;
  - iv. Orient development with main entrances facing the public street where possible;
  - v. Route traffic to Arterial or Collector Roads;
  - vi. Locate parking to the interior side or rear of buildings with limited or no parking between the building and the street; and,
  - vii. Incorporate shared parking or driveways whenever possible.
- (44) Lands bounded by Regent Street, Priestman Street, Route 8, and Montgomery Street, within the Major Institutional Designation are encouraged to transition from industrial uses towards a comprehensively planned mixed-use neighbourhood that connects the campuses of the universities and colleges with the health services campus and proximity to the Prospect Street commercial district.

## Part 2: Shaping Growth

### 2.2.1 Major Institutions continued...

(45) Mid- and high-rise residential or mixed-use buildings including workforce housing may be permitted within the boundary outlined in subsection 2.2.1(44) without a Municipal Plan Amendment provided that the proposal, in the opinion of Council, meets the following criteria:

- i. The proposal positively contributes to the implementation of a comprehensively planned mixed-use area that connects the campus of the universities and colleges with the health services campus;
- ii. Transit, pedestrian, and cycling infrastructure is prioritized in the site design, including connections between buildings, through parking areas, to adjacent properties, public sidewalks, and transit stops;
- iii. Buildings create a strong street edge by locating close to existing or future streets and minimizing parking between the front façade and the street;
- iv. Buildings are oriented to and have their main entrance facing a street, pedestrian infrastructure, or other public gathering space. Mixed-use buildings shall have uses at-grade that activate the streetscape; and,
- v. Provide high-quality building design that contributes positively to the City's urban form.

## Part 2: Shaping Growth

### 2.2.1 Parks and Open Space

#### Background

The City's network of parks and open spaces exist for public enjoyment, to support active living, and for the conservation of significant natural features. Parks and open spaces are a major contributor to Fredericton's quality of life and a valuable resource for the community. As Fredericton grows and becomes more urban, the City will need to improve the quality of the parks and open space system in existing neighbourhoods as well as introduce new recreation spaces in strategic areas identified for growth.

- (46) Land uses permitted in the Parks and Open Space Designation may include a full range of parks, community and recreation facilities, and other open spaces such as golf courses, cemeteries, conservation areas, and limited complementary commercial uses, which serve a permitted use.
- (47) This Plan recognizes a park hierarchy ranging in scale from regional to neighbourhood, as outlined in the Recreation Master Plan, as well as the changing nature and role of parks, open spaces and riverfront lands as the City continues to urbanize.
- (48) Lands that are designated Parks and Open Space shall be developed in accordance with the Recreation Master Plan, and any other applicable plans.
- (49) Parks and open spaces shall be:
  - i. Planned and located so as to ensure that all residents of the City have safe and convenient access to an element of the park and open space system by a range of transportation modes; and,
  - ii. Designed to accommodate people with a wide range of ages and abilities.
  - iii. Developed in a timely fashion to serve both new and established neighbourhoods.
- (50) Develop and maintain a City-wide interconnecting network of trails, parks and open space linkages, including utility corridors, abandoned railway lines and stormwater management facilities, contributing to a continuous linear open space system.
- (51) Parks and open space areas shall be dedicated to the City as part of the development approval process, in accordance with the *Community Planning Act* and the Subdivision By-law.
- (52) Council shall require, as a condition of subdivision approval pursuant to the Subdivision By-Law, the conveyance of either land or an equivalent amount of cash-in-lieu of land to the City for the purposes prescribed by the *Community Planning Act*.

## Part 2: Shaping Growth

### 2.2.1 Parks and Open Space continued...

- (53) Council shall consider the following when evaluating subdivision proposals for public land dedication or cash-in-lieu:
- i. Likely impact on maintenance cost and property tax;
  - ii. Existence of other nearby facilities;
  - iii. Quantity and nature of local recreation demand;
  - iv. Physical suitability for intended purpose;
  - v. Accessibility from all areas of the subdivision;
  - vi. Site frontage along roadways;
  - vii. Potential for integration with existing parkland and trail system;
  - viii. Compatibility with existing and proposed adjacent land uses;
  - ix. Potential traffic generation and distribution; and,
  - x. Need for parking.
- (54) Encourage private and/or shared investment in the creation of parks and open space areas where such spaces are publicly accessible and appropriately integrated into the overall design of the community.
- (55) Support the integration of public space within new development/subdivision where appropriate to create nodes for more vibrant neighbourhoods.
- (56) Encourage the integration of public art in parks and open spaces.
- (57) The City shall consider:
- i. Alternative funding models to support the timely development of parks;
  - ii. Acquiring or accepting environmentally significant land where community and/or environmental benefits may be realized; and,
  - iii. The development of commercial and other complementary land uses within designated parks where such uses:
    - (a) Add a beneficial or needed service or amenity consistent with recreational objectives;
    - (b) Are accessory to and can be compatibly integrated into the park;
    - (c) Can be located so as to minimize potential adverse impacts on sensitive natural features of the park;
    - (d) Are compatible with surrounding land uses; and,
    - (e) Can adequately accommodate parking, pedestrian access, and active transportation infrastructure.

## Part 2: Shaping Growth

### 2.2.1 Parks and Open Space continued...

- (58) Promote the use of the City's squares and plazas for cultural events and leisure activities that promote civic and community pride.
- (59) Optimize the use of the Saint John River and its tributaries for public recreation and other compatible uses by providing public access to the riverfront on City-owned land, while ensuring that environmental, recreational and aesthetic character is protected.
- (60) Council shall actively seek to acquire land through dedications, easements, purchase or other methods for:
  - i. Developing trails and reserving rights-of-way between major parks;
  - ii. Preserving and developing riverbanks and stream valleys for trails and other public use; and,
  - iii. Reserving abandoned rail beds and developing them for public use.
- (61) Encourage private landowners to provide public access to the riverfront as a component of new development or redevelopment.
- (62) Ensure Secondary Municipal Plans identify future opportunities for parks and open space uses including guidance for:
  - i. The activation of public spaces; and,
  - ii. The appropriate size, spacing and connection of parks, open spaces and gathering spaces within residential areas.

### Rural and Agricultural

#### Background

The Rural and Agricultural Designation of the City is comprised of rural residences, rural-based businesses, undeveloped natural areas, forested parcels, open spaces, recreational amenities, and some limited agricultural and agriculture-related operations. The Rural and Agricultural Designation includes significant natural features and their associated ecological functions.

The Rural and Agricultural Designation represents land primarily outside of the City's Growth Boundary and it is not anticipated that these lands will experience urban development during the time horizon of this Plan. The role of this Designation is to provide a policy framework that serves to support and manage the rural character of these areas until such time as the City's growth pressures warrant additional land to be added within the Growth Boundary. It is expected that new development within these areas will be limited. Development decisions within the Rural and Agricultural Designation must not preclude the future orderly expansion of the City's Growth Boundary and/or future urban development.

## Part 2: Shaping Growth

### 2.2.1 Rural and Agriculture continued...

- (63) Lands within the Rural and Agricultural Designation may accommodate a range of resource-based, conservation, eco-tourism, and agricultural-related uses, as well as limited residential uses that are consistent with the rural character of the area.
- (64) Municipal service infrastructure shall not be extended into the Rural and Agricultural Designation during the time horizon of this Plan.
- (65) Significant natural features and their associated ecological functions, including significant watercourses and wetlands, shall be protected from development to ensure the long-term health of the environment, recognize their contributions to effective and efficient stormwater management, and for the enjoyment of residents and visitors.
- (66) Development within the Rural and Agricultural Designation will be in patterns and at densities that do not negatively impact the existing character of the City's rural and natural areas, compromise the future potential for urban development, or compete with those areas identified for urban growth and development.
- (67) Development should support the existing rural economy while effectively managing significant natural resources and the rural character of the area.
- (68) Subdivision within the Rural and Agricultural Designation shall meet the following criteria:
  - i. The subdivision is consistent with the policies of this Plan and does not place an undue fiscal burden on the City or have a detrimental impact on the natural environment;
  - ii. For residential subdivision, be limited to a maximum of four lots created from a parcel existing at the time of the adoption of this Plan, with each lot having a minimum lot area of 1.6 hectares;
  - iii. For all other subdivision, each lot shall have a minimum lot area of four hectares; and,
  - iv. All required provincial government approvals for the installation of well and on-site sewage disposal systems are in place.
- (69) Encourage the production of local food and work to increase access to fresh food by promoting the development of agriculture operations in appropriate rural locations as interim uses until such time as the land is needed for urban development.

## Part 2: Shaping Growth

### 2.2.2 Proposals

#### General

- (1) Consider a riverfront study to ensure that urban development and infrastructure improvements along the Saint John and Nashwaak Rivers align with the policies of this Plan.

#### North Core

- (2) Review and update the Secondary Municipal Plan for the Union Street area to ensure future development within this portion of the North Core aligns with the policies of this Plan and to develop a consistent approach in updating urban design guidelines and encouraging intensification.

#### Business and Industrial

- (3) Consider the expansion and servicing of the Vanier Industrial Park on lands located to the south of the existing industrial area to:
  - i. Provide additional, strategically located industrial lands within the City in a manner that is consistent with the policies of this Plan; and,
  - ii. Enhance the City's ability to compete with industrial land opportunities outside the City's boundaries through the provision of highly visible, accessible, and readily serviced lots.

#### Parks and Open Space

- (4) The City should explore the feasibility of acquiring that portion of Carleton Park not currently owned by the City or seek a more permanent leasehold arrangement.
- (5) A new Parks and Recreation Master Plan(s) should be developed and maintained to guide the planning, design, and development of the City's park inventory.
- (6) Improve wayfinding to:
  - i. Contribute to the unique character and identity of different areas of the City;
  - ii. Ensure the City's park and open space system is highly visible and well-connected to other parks, recreation infrastructure, the multi-use trail system, the active transportation system, and public art; and,
  - iii. Help residents and visitors become more aware of facilities and encourage their use.

## Part 2: Shaping Growth

### 2.2.2 Parks and Open Space continued...

- (7) Increase public access to the Saint John River, where appropriate, for passive and active recreational activities, including the provision of launch site(s) for small aquatic crafts. Council should consider:
  - i. The provision or expansion of amenities, recreational programs and/or infrastructure, particularly within or in proximity to the Urban Core, which would enable increased resident and visitor boat activity on the Saint John River; and,
  - ii. The use of municipal recreation infrastructure located adjacent to the river as a means of connecting residents and visitors to the Saint John River.
- (8) The City shall work with stakeholders, including other levels of government and educational institutions, to:
  - i. Identify appropriate locations for the integration of recreational infrastructure associated with schools and other uses into City parks and open space areas; and,
  - ii. Establish agreements for the joint use of City-owned parks and open space areas, where appropriate.

**Major Institutions** (Area bounded by Regent Street, Priestman Street, Route 8, and Montgomery Street)

- (9) The City may consider a new Secondary Municipal Plan or Development Scheme to provide a detailed framework for the development of the area with the long-term objective of connecting the campuses of the universities and colleges with the health services campus.

## Part 3: Building a Successful City

### 3.1 HOUSING

#### Context

Fredericton is home to diverse residents of all ages, income levels, and circumstances. The community strives to provide a full range and mix of housing types, including supportive housing, to offer a meaningful place to grow and a safe and secure place to live. Housing is vital to the creation of a healthy, sustainable, and complete community. Fredericton encompasses a broad range of community types, from the mixed-use Urban Core to new communities, and all play a role in accommodating different housing types. Quality housing is critical to the development of a vibrant and liveable city.

#### 3.1.1 Policies

##### General

- (1) Promote housing diversity by requiring a mix of housing types, sizes, and densities that will accommodate changes in community needs over time. The City shall promote opportunities for increased housing densities and intensification for residential development.
- (2) Ensure that a sufficient supply of land, through residential intensification and, where necessary, new neighbourhoods, is maintained with sufficient municipal servicing capacity to meet the needs of projected population growth.
- (3) Affordable, and/or adaptable housing forms, including secondary dwelling units, shall be integrated into residential neighbourhoods where community services and amenities are easily accessible.
- (4) Require new neighbourhoods to include a diverse range of housing types and densities with convenient access to services such as public transit, schools, recreation facilities, medical facilities, and commercial uses.
- (5) Develop and maintain relationships with other levels of government, community organizations, the private sector, and others to build community capacity in support of:
  - i. Quality communal housing that positively contributes to the visual character of the neighbourhood, which may include assisted living, cluster housing, and housing for older adults; and,
  - ii. Housing for vulnerable populations, including emergency shelters, transitional housing, and group homes.
- (6) Council shall permit residential intensification and a greater variety of housing types in areas near the campuses of the universities and colleges.

## Part 3: Building a Successful City

### 3.1.1 Affordable Housing

- (7) While the provision of affordable housing is a core responsibility of the provincial and federal governments, the City will encourage the provision of an adequate supply of affordable housing by:
  - i. Making available City-owned land for affordable residential development, where appropriate;
  - ii. Where enabling legislation permits, consider incentives for an increased supply of affordable housing; and,
  - iii. Supporting the provision of *Workforce Housing* in Commercial Centres and Corridors to permit market-driven affordable housing near existing community services and amenities, in keeping with the Vision and Community Goals of this Plan.
- (8) Collaborate with the provincial government to assess taxation-related barriers and disincentives to the provision and maintenance of affordable rental housing units.
- (9) Work with the City's post-secondary institutions, including the University of New Brunswick and St. Thomas University, to ensure an adequate supply of housing is provided to meet the diverse needs of the student community.

### Supportive Housing

- (10) Encourage the provision of housing for residents with special needs that is sensitively located in appropriate neighbourhoods with easy access to transit, essential services, community facilities, and employment centres. Supportive housing includes:
  - i. Group Homes - Council shall facilitate the integration of group homes into all residential areas and shall prescribe regulations in the Zoning By-Law to:
    - (a) Maintain an adequate separation distance between group homes;
    - (b) Maintain compatibility with surrounding residential uses; and,
    - (c) Ensure the adequate provision of on-site parking, landscaping, and green space.
  - ii. Single Room Occupancy - Where permitted, Council shall require that single room occupancy development:
    - (a) Is compatible with surrounding land uses and should maintain a minimum separation distance from the nearest existing boarding/rooming house;
    - (b) Provides adequate on-site parking and green space; and,
    - (c) Is regularly inspected with respect to life safety codes.

## Part 3: Building a Successful City

### 3.1.1 Supportive Housing continued...

- iii. Emergency/Homeless Shelters - Council will consider requests to locate emergency/homeless shelters provided that they are located in the Urban Core within close proximity to necessary services.

#### **Home Occupations**

- (11) Council may permit home occupations in residential areas subject to regulations in the Zoning By-Law to ensure:
- i. The use is minor and secondary to the residential use;
  - ii. Parking, traffic, and noise impacts are minimized; and,
  - iii. Compatibility with surrounding land uses.

#### **Bed and Breakfast**

- (12) Council may permit a Bed and Breakfast in Established Neighbourhoods subject to regulations in the Zoning By-Law to ensure:
- i. The use is secondary to the permitted residential use; and,
  - ii. Compatibility with surrounding land uses.

#### **Child Care Centres**

- (13) Council may permit limited neighbourhood child care centres in residential areas subject to regulations in the Zoning By-Law to ensure:
- i. The use is secondary to the permitted residential use; and,
  - ii. Compatibility with surrounding land uses.
- (14) Council may consider the establishment of commercial child care centres in residential areas through a zone amendment process. Proposals will be evaluated relative to the following criteria:
- i. The child care centre maintains a residential character compatible with the neighbourhood in terms of massing, height, visual appearance and open space and amenity areas;
  - ii. Proximity to parks, open space, and recreation facilities;
  - iii. Adequate parking, vehicular ingress/egress, and drop-off;
  - iv. Adequate indoor and outdoor amenity areas;
  - v. The site abuts an arterial or collector road and the local transportation system can accommodate any increased demands; and,
  - vi. Adequate buffering between any adjacent residential use.

## Part 3: Building a Successful City

### 3.1.1 Mini-Home Housing Developments

- (15) Council may permit new mini-home development in New Neighbourhoods subject to the development:
- i. Providing for the efficient use of land;
  - ii. Fostering a sense of community and neighbourhood;
  - iii. Locating at the periphery of existing residential neighbourhoods or are sensitively integrated with adjacent neighbourhoods;
  - iv. Utilizing only new mini-home housing units in the development;
  - v. Connecting to municipal water and sanitary sewer services;
  - vi. Meeting the requirements of the municipality for an internal street network and adequately accommodating the needs of vehicles, cyclists, and pedestrians;
  - vii. Being in close proximity to collector or arterial streets;
  - viii. Being in proximity to parks and recreation services, schools, and other community services;
  - ix. Providing quality open space for the use of residents including playgrounds and other recreational facilities;
  - x. Appropriately using green space and landscaping to provide a visually attractive transition between manufactured housing developments and adjacent residential land uses;
  - xi. Not constraining access to adjacent properties; and,
  - xii. Minimizing adverse impacts on the environment, including proper stormwater management.

### Barrier-Free Housing

- (16) Council encourages barrier-free design in a range of housing unit types throughout the community.
- (17) Work with the provincial government to develop revised regulations for barrier-free development that consider the unique constraints associated with mixed-use development, small scale residential projects and renovation within existing building stock.

## Part 3: Building a Successful City

### 3.1.2 Proposals

- (1) Develop zoning by-law regulations that would allow for the appropriate and compatible integration of innovative housing forms, such as micro-homes, cohousing, small lot developments, and cluster housing.
  - (2) Work with the private sector and not-for-profit organizations to support the provision of an adequate supply of affordable housing, recognizing that the provincial government is still responsible for the delivery and financing of affordable housing.
  - (3) Review the City's policies and by-laws respecting single room occupancy development.
  - (4) Implement zoning and other applicable regulatory measures to encourage affordable housing, including for the creation of smaller units and higher density developments.
- 

## 3.2 COMMUNITY INSTITUTIONS

### Context

Large scale institutional uses are located in the Major Institutions Designation. Smaller scale institutional uses are found within other land use designations as complementary uses. Large- and small-scale institutional uses are integrated into the city fabric and are integral components of a complete community.

### 3.2.1 Policies

#### General

- (1) The integration of institutional uses, such as schools, places of worship, and libraries, within the other land use designations, may be permitted subject to the relevant provisions of this Plan, the Zoning By-law, and any applicable Secondary Municipal Plan or design guidelines.

#### Schools

- (2) Work with the provincial government in identifying appropriate locations for new schools, prioritizing locations that are central to the student population that they will serve over their lifespan to minimize the need for bussing, promote active transportation, and enable schools to function as multi-purpose facilities and community focal points.

## Part 3: Building a Successful City

### 3.2.1 Schools continued...

- (3) When schools are decommissioned, repurposing will be encouraged for the accommodation of appropriate land uses such as community centres, housing, specialized/supportive housing, child care centres, artist studios, and/or appropriate commercial uses, based on a sustainable business model.
- (4) Facilitate the provision of new schools, as required, in all residential areas of the City.
- (5) Encourage future schools in the following areas based on current and projected population growth trends:
  - i. The Bishop Drive/Hanwell Road area of Southwest Fredericton; and,
  - ii. Northwest Fredericton.
- (6) Work with the provincial government to ensure the alignment of existing school facilities and infrastructure, with current and projected student population size, particularly in the urban core.
- (7) That sufficient and high-quality new school facilities, and infrastructure, be developed on an ongoing basis to address issues of overcrowding.
- (8) As a priority, encourage the provincial government to prioritize the provision of additional high school capacity and facilities in consultation with the City.

#### **Places of Worship**

- (9) Require that new places of worship be located to ensure easy access by residents using a range of transportation modes from surrounding Established Neighbourhoods, New Neighbourhoods, and/or Mixed-Use Nodes, including locating these uses at the junctures of adjacent neighbourhoods.
- (10) When places of worship are decommissioned, repurposing will be encouraged for the accommodation of appropriate land uses such as community centres, housing, specialized/supportive housing, child care centres, artist studios, and/or appropriate commercial uses, based on a sustainable business model.

#### **Community Centres**

- (11) The City may permit community centres in appropriate locations throughout the city, including the adaptive re-use of schools and places of worship.

#### **Libraries**

- (12) The City shall work with the provincial government to provide library infrastructure in appropriate locations.

### 3.3 ECONOMIC DEVELOPMENT

#### Context

Fredericton's economy is transforming, from its former reliance on government and university employment, to a highly diversified one with strengths in the knowledge, technology, engineering and environmental industries, and emerging clusters of cyber security and biosciences. This will promote a diverse and vibrant economy that creates jobs and increases Fredericton's population while sustaining a high standard of living.

The population of greater Fredericton, as of the adoption of this Plan, has surpassed 100,000 and as a result the City provides the commercial, health, education, and other amenities and services required by residents of a large metropolitan area (and beyond).

#### 3.3.1 Policies

##### General

- (1) Work with the City's economic development agency to grow the economy and implement the community's economic development strategies to identify and develop priority sectors for economic development.
- (2) Encourage the City's economic development agency to direct appropriate employment uses to lands within the Urban Core and Mixed-Use Nodes.
- (3) Encourage the attraction and retention of a skilled workforce and high growth businesses.
- (4) Work with the City's economic development partners to attract research and development to support continued economic growth.
- (5) Work with the cities of Moncton and Saint John to promote the importance of urban economic development to grow the provincial economy.

##### Employment Growth

- (6) Promote the development of the City Centre for economic prosperity and cultural vibrancy, while supporting appropriate business growth elsewhere in the Urban Core and business/ industrial areas.

##### Provincial Capital

- (7) Seek continued provincial government investment, acknowledging the City's role as New Brunswick's capital.

## Part 3: Building a Successful City

### 3.3.1 Economic Centre and Strategic Location

- (8) Position the City as a hub for clean and renewable energy industries through collaboration with key economic development stakeholders.
- (9) Strengthen Fredericton's position as a regional and national centre for investment in priority growth sectors and industries, such as:
  - i. Biosciences;
  - ii. Renewable and clean energy;
  - iii. Information and communications technology;
  - iv. Aerospace and defence;
  - v. Cyber security;
  - vi. Tourism and cultural industries; and,
  - vii. Post-secondary education and research.
- (10) Pursue opportunities to further diversify the City's economy and develop the City's economic growth potential resulting from its strategic location relative to markets in Canada, the United States, and Europe.
- (11) Support the use and advancement of technology, foster innovation in order to strengthen the City's economy, and continue to position Fredericton as the start-up capital of Canada.
- (12) Integrate innovative digital infrastructure into the City's infrastructure system as an important component of positioning Fredericton as a leader in communications and information technology.
- (13) Foster the continued development of Fredericton's Urban Core as a centre for provincial and regional head offices.
- (14) Ensure Fredericton is a desirable and attractive investment destination by continuing to maintain and enhance the City's physical, natural, and cultural attributes.

#### **Tax Base**

- (15) Encourage new development in compact, sustainable built forms to minimize municipal service delivery costs, thereby maximizing the tax base and minimizing municipal expenditures.
- (16) Provide municipal services that reflect the capacity of the tax base and the high standard of living and working environments essential to encouraging growth and development.
- (17) Identify additional means of revenue generation to reduce the City's dependence on the property tax base.

## Part 3: Building a Successful City

### 3.3.1 Tax Base continued...

- (18) If validated after analysis, consider incentivizing innovative and desirable development by selectively and strategically utilizing the tools available to the City.

#### **Partnerships and Exchanges**

- (19) Encourage continued economic development support by the provincial and federal governments through continued investment in:
- i. The City's post-secondary institutions;
  - ii. Expansion of the Fredericton International Airport and associated air access; and,
  - iii. Critical infrastructure, whether municipal, regional, provincial, or federal, that creates a strong economic development environment.
- (20) Seek to develop and maintain strong economic working relationships with other business centres, particularly in Atlantic Canada, Quebec, and New England.

#### **Fredericton International Airport Authority**

- (21) Collaborate with the Fredericton International Airport Authority Inc. to further enhance and expand air access and service to meet the needs of the business, leisure and tourism markets in western New Brunswick, as well as the military, and to further improve direct air service from Fredericton to Canadian and international destinations.

#### **Post Secondary Institutions**

- (22) Collaborate with Fredericton's post-secondary institutions to:
- i. Attract students, researchers, and faculty to the City;
  - ii. Retain and integrate trained graduates into the City's workforce; and,
  - iii. Support the development and attraction of business and industry to the City.
- (23) Encourage the University of New Brunswick to develop its land to support the policies of this Plan.

#### **Tourism**

- (24) Support and promote the growth of tourism in the City through a tourism strategy.
- (25) Collaborate with the City's destination management agency to grow the tourism sector.

## Part 3: Building a Successful City

### 3.3.2 Proposals

- (1) Review and update the City's economic development strategy.
  - (2) Consider a variety of economic development tools or incentives that support the policies of this Plan.
- 

## 3.4 ARTS, CULTURE AND RECREATION

### Context

Fredericton is home to a dynamic arts and culture community that plays an important role in the City's growth, prosperity, and vibrancy. Arts and culture add to the uniqueness of Fredericton and provide significant contributions, both directly and indirectly, to economic development, quality of life, sense of place, community sustainability, and tourism.

Fredericton is also home to an expansive open space network, community facilities, and recreational programs that provide people of all ages with opportunities for active and passive recreation. These year-round recreational and leisure opportunities are critical for maintaining a high-quality of life and contribute to mental and physical well-being. The network of spaces and facilities reflects a diversity of opportunities for residents and visitors alike, made possible by the coordination of agencies responsible for its creation, expansion, and maintenance.

### 3.4.1 Policies

#### Arts and Culture

- (1) Maintain a Culture Plan to enhance the cultural experience, expression, and participation of residents and visitors, by:
  - i. Identifying methods for providing accessible and affordable arts and culture programming, activities, and events for all residents;
  - ii. Recognizing and prioritizing approaches for supporting community arts and cultural organizations; and,
  - iii. Encouraging the development of facilities and spaces for public performances, festivals, and exhibitions.
- (2) Maintain a Public Art Policy that:
  - i. Identifies and prioritizes locations for establishing public art;
  - ii. Considers methods for municipal investment in public art;

## Part 3: Building a Successful City

### 3.4.1 Arts and Culture continued...

- iii. Establishes best practices for engaging key stakeholders in the development and installation of public art; and,
  - iv. Implements the funding of public art in City facilities and promotes the provision of public art by business, developers, educational institutions, and others.
- (3) Integrate public art and expressions of culture into a wide range of Fredericton's public spaces and municipal infrastructure.
  - (4) Encourage collaboration and establish partnerships with, and between, community arts and cultural organizations, practitioners, educational institutions, businesses, and others to leverage the City's cultural vitality and to maximize the proportion of residents and visitors who have access to arts and culture.
  - (5) Concentrate arts and cultural organizations, facilities, and infrastructure within the City Centre and Urban Core to foster the development of cultural hubs.
  - (6) Recognize the need for a wide range of arts and culture facilities and programming, including a new performing arts facility, as essential components of a vibrant City Centre and collaborate with partners to develop such facilities.
  - (7) Invest in municipal arts and culture to support and reflect the City's cultural diversity.
  - (8) Encourage the use of public spaces for arts and cultural programming and events, where appropriate.

### Recreation

- (9) Ensure that the planning and provision of recreational facilities, infrastructure and programming is coordinated with parkland planning and distribution, as directed by the policies of this Plan.
- (10) Ensure municipal recreation infrastructure is located throughout the City, is multi-generational, inclusive, accessible, affordable, and supports year-round activity for residents.
- (11) Implement the Recreation Master Plan, or subsequent updates, as the guiding document for the development, enhancement, and delivery of high-quality recreation and leisure services, programs, and infrastructure for the benefit and enjoyment of all residents.
- (12) Consult with the public, partners, and stakeholders when developing or repurposing infrastructure to ensure the proposed location, use, and design will support the successful delivery of appropriate recreation programs and services for the target audience(s).
- (13) Support the use of City streets for events, such as neighbourhood block parties and festivals.

## Part 3: Building a Successful City

### 3.4.1 Recreation continued...

- (14) Collaborate with external partners and stakeholders, including other levels of government, neighbouring communities, and educational and private institutions, to:
  - i. Provide recreational programs, services, and infrastructure;
  - ii. Develop the tourism potential of the City's major recreation infrastructure;
  - iii. Fund and/or cost share the development of, or reinvestment in, recreation, culture, and tourism-oriented programs and infrastructure;
  - iv. Establish agreements for the joint use of recreation infrastructure, where appropriate;
  - v. Site City-owned recreation infrastructure on municipal land in close proximity to schools to achieve an enhanced level of programming and services;
  - vi. Focus investment in growth nodes; and,
  - vii. Site recreation infrastructure to enhance economic development and encourage development in growth nodes.
- (15) Seek the cooperation of the provincial government and the Regional Services Commission with respect to the location, development, implementation, and maintenance of regional-scale recreational infrastructure, and pursue opportunities to secure provincial, federal and/or other funding in support of the development or enhancement of regional scale recreational infrastructure that will contribute to the growth of Fredericton's economy and quality of life.

### 3.4.2 Proposals

#### Arts and Culture

- (1) In collaboration with appropriate partners, establish a Performing Arts Centre in the City Centre.

#### Recreation

- (2) Continue to support the initiatives of the Fredericton Botanic Garden Association in the development and maintenance of the Fredericton Botanic Gardens.
- (3) Recognize the City's trail system as an attraction and critical linkage among various tourism, arts, heritage, cultural, and recreational attractions.
- (4) Pursuant to the Recreation Master Plan, consider the development of new recreation facilities, including consideration of an indoor aquatic facility and a new field house, to meet evolving needs and address Fredericton's growing population.

### 3.5 HERITAGE

#### Context

The City recognizes the importance of the appropriate management, conservation, and protection of Fredericton's heritage resources, which reflect its history and contributes to the identity of the City. The role of heritage resource conservation is becoming more important within the context of a growing city with increasing development pressure on heritage resources.

#### 3.5.1 Policies

##### Heritage Conservation

- (1) The City shall seek and encourage:
  - i. The conservation of heritage resources in a manner that respects their value to the community, ensures their long-term integrity, and enables their functional and economic viability in the future;
  - ii. The sensitive rehabilitation and adaptive reuse of valuable heritage structures;
  - iii. The conservation of character-defining elements in the consideration of development proposals and public works; and,
  - iv. Compatible development in the vicinity of significant heritage resources.
- (2) The City shall maintain and amend, as required, a heritage conservation by-law consistent with the *Heritage Conservation Act*.
- (3) The City shall support the recognition, protection, and promotion of significant historic sites, designated historic places, cultural landscapes, aboriginal sites, and archaeological resources, in partnership with the provincial government, by means of the tools provided by the Heritage Conservation Act, and working with the federal government and St. Mary's First Nation to improve public access and awareness of these community heritage assets.
- (4) The City will focus heritage conservation efforts on the recognition and designation of collections or areas of built heritage. Property-specific designations may be considered for significant heritage resources.

## Part 3: Building a Successful City

### 3.5.2 Proposals

- (1) The City shall pursue and apply:
  - i. Additional heritage preservation by-laws or amendments, where appropriate, to areas, buildings, sites, and streetscapes of significance, to protect their heritage character, encourage compatible design, and aid in the cultural, educational and economic development of the City; and,
  - ii. Alternative development control and procedural mechanisms to ensure the preservation of significant resources as well as to address significant properties or places that are threatened.

## 3.6 URBAN DESIGN

### Context

High-quality urban design, in both the public and private realm, enhances Fredericton's livability and appeal. Urban design impacts how residents and visitors experience the City, creating spaces where people want to spend time, mitigating the impacts of development and fostering a stronger sense of place. It is intended that these urban design policies provide development proponents with an understanding of the design intent of the City, particularly for those areas where more detailed, area-specific guidelines do not yet exist.

This Plan seeks to develop a quality architecture that looks to the future, respects the past, and establishes a well-defined public realm, including inter-connected open space, trails, and pedestrian networks.

### 3.6.1 Policies

#### Building and Public Realm Design

- (1) Promote excellence through sustainable best practices in built form and public realm design.
- (2) Encourage energy efficiency in new development and in retrofitting existing development.
- (3) Building and site lighting should be oriented and shielded to minimize light spillover on adjacent properties or public roads.
- (4) Mid- or high-rise buildings that abut a low-rise area should incorporate a transition in overall building scale, including height, massing, and building footprint.
- (5) Gateways identified through area-specific plans provide opportunities for unique built form, public art, landscape, and signage treatment.

## Part 3: Building a Successful City

### 3.6.1 Building and Public Realm Design continued...

- (6) Council may develop design manuals for specific areas of the City, either in conjunction with a Secondary Municipal Plan or as a standalone document.
- (7) All new development, including public realm improvements, should aspire to high standards of design and be consistent with the direction provided in any applicable Secondary Municipal Plan, and/or urban design plan and guidelines.

---

## 3.7 ENVIRONMENTAL SUSTAINABILITY AND CLIMATE CHANGE

### Context

The City recognizes the value of nature within the urban environment and the benefits it provides our community. The health and function of natural features contribute to the quality of life and the well-being of residents. The City also recognizes that with a changing climate there will be new challenges and impacts on our built infrastructure, municipal services, natural assets, and community resilience. The City will adapt to these evolving circumstances through strategies that mitigate impacts on human health and property, and works towards a more resilient community.

### 3.7.1 Policies

#### General

- (1) Limit development within all areas identified as having the following features:
  - i. Watercourses, wetlands, and riparian areas;
  - ii. Flood risk areas; and,
  - iii. Steep slopes.
- (2) Minimize the fragmentation of natural features by:
  - i. Limiting development in rural areas;
  - ii. Linking natural features, and their associated ecological functions, where possible; and,
  - iii. Preserving vegetative buffers between new development and areas identified as natural features and environmentally significant areas.
- (3) Protect lands identified as environmentally significant areas and their associated ecological function:
  - i. Through appropriate zoning mechanisms;
  - ii. As a condition of planning approvals and/or development agreements; and,
  - iii. Through land acquisitions, where appropriate.

## Part 3: Building a Successful City

### 3.7.1 General continued...

- (4) Protect water quality in all areas of the City, including the Saint John River watershed, its tributaries and aquifer, by:
  - i. Implementing measures to protect the City’s drinking water supply;
  - ii. Limiting development in unserviced areas;
  - iii. Seeking solutions to address known groundwater environmental contamination; and,
  - iv. Continuing to monitor water quality to ensure drinking water supply and wastewater effluent meet provincial and federal regulations and guidelines.
- (5) Preserve environmentally significant areas on City-owned land along the banks of the Saint John River and its tributaries.
- (6) Ensure that development on lands that abut an identified natural feature is compatible with and does not negatively impact the natural feature or its associated ecological function.

#### **Riverfront**

- (7) Acquire lands adjacent to the Saint John and Nashwaak Rivers to:
  - i. Protect the river banks; and,
  - ii. Facilitate public access.

#### **Urban Forest**

- (8) Prioritize street tree planting and landscaping in all development and other infrastructure projects including within public rights-of-way and on City-owned lands.
- (9) Encourage the use of drought-tolerant and/or flood-tolerant shrubs and trees in landscape design where appropriate and encourage the use of native species where appropriate.
- (10) Implement sustainable forest management practices on City-owned lands and encourage such practices on privately owned land.

#### **Energy**

- (11) Reduce energy and water consumption and minimize waste through the use of clean, renewable energy, and alternative “smart” infrastructure technologies in the City’s municipal infrastructure system. The City shall also minimize energy consumption by:
  - i. Promoting a compact urban form;
  - ii. Maximizing the use of existing infrastructure;

## Part 3: Building a Successful City

### 3.7.1 Energy continued...

- iii. Encouraging the adaptive reuse of existing buildings, particularly heritage buildings, where feasible;
  - iv. Encouraging mixed-use development and complete communities;
  - v. Encouraging the use of landscaping options that will reduce the energy consumption of buildings and sites;
  - vi. Promoting building orientation and design that incorporate energy conservation features; and,
  - vii. Promoting walking, cycling and the use of public transit.
- (12) Encourage the orientation of streets, lot layout, and building design with southerly exposures to optimize opportunities for active or passive solar space heating and water heating.
- (13) Encourage energy efficient building and neighbourhood design.

### Climate Change

- (14) Develop plans and educational material to inform the public about climate change, provide a local context, and encouraging appropriate community action.
- (15) Prepare for and mitigate the impacts of climate change on municipal services and infrastructure by:
- i. Locating new or upgraded services and infrastructure away from flood-prone areas, where possible; and,
  - ii. Incorporating innovative technologies and infrastructure design.
- (16) Work with provincial and federal government agencies to:
- i. Support research and other efforts that plan for, predict, mitigate, and reduce the impacts of climate change; and,
  - ii. Reduce local greenhouse gas emissions.
- (17) Promote compact development and the provision of high-quality active transportation infrastructure to reduce vehicle emissions and protect air quality.

### Flooding and Stormwater Management

- (18) Mitigate impacts on infrastructure and development from flood events by:
- i. Making roads and other critical infrastructure more resilient;
  - ii. Working with the provincial government to relocate existing development in the areas most susceptible to flooding;

## Part 3: Building a Successful City

### 3.7.1 Flooding and Stormwater Management continued...

- iii. Amending the Building By-law to require property owners to make existing development more resilient in areas with increased risk of flooding; and,
  - iv. Including appropriate provisions in the Zoning By-law:
    - (a) Restricting new development, other than recreational or agricultural uses in the areas most susceptible to flooding; and,
    - (b) Requiring new development to incorporate flood-proofing measures, including minimum building elevations in areas that are less susceptible to flooding.
- (19) Facilitate a collective and comprehensive approach to the management of stormwater in order to reduce costs, while improving the treatment and management of stormwater.
- (20) Maintain the stormwater storage capacity of natural areas within the City by restricting development within floodplains and wetlands.
- (21) Require that appropriate stormwater retention infrastructure be used to minimize erosion and control flooding along natural drainage courses. In addition, require that, where possible, stormwater management systems are designed and located to be publicly accessible and integrated with municipal facilities and amenities such as parks, open spaces and outdoor recreation facilities. Where practical, stormwater management facilities should be designed to accommodate recreational uses during dry weather periods.
- (22) Encourage the use of innovative low-impact, non-piped urban design techniques such as green roofs, permeable surfaces, rain gardens, bioretention, and silva cells, to manage stormwater.
- (23) Ensure that the downstream effects on the stormwater system are accounted for in the review of new development proposals and require developers to assume the cost of any necessary surface run-off remediation initiatives required to ensure that the impact of stormwater generation on natural drainage courses, abutting properties and infrastructure is minimized.
- (24) Enhance stormwater management measures by seeking to increase public awareness and engagement related to stormwater management methods and practices.

#### **Local Food**

- (25) Encourage local food production where appropriate by:
- i. Supporting the development of community gardens;
  - ii. Allowing small-scale urban agriculture within the Growth Boundary; and,
  - iii. Promoting larger-scale agriculture in appropriate areas outside the Growth Boundary.

## Part 3: Building a Successful City

### 3.7.2 Proposals

#### Urban Forest

- (1) Establish a City-wide tree canopy target to maximize the benefits of the urban forest for mitigating against excessive heat, climate change and erosion, the generation/production of oxygen, and to maintain the City's reputation as a green city.
- (2) Develop an Urban Forest Strategy and associated Operations Manual for the urban forest located within the public rights-of-way and on City-owned lands.

#### Energy

- (3) Implement changes in day-to-day municipal operations and service delivery that:
  - i. Increase the efficient use of energy and other resources; and/ or,
  - ii. Incorporate more efficient or renewable energy sources.
- (4) Consider energy efficiency and the use of renewable energy sources when designing, constructing, retrofitting, and/or replacing municipal facilities or vehicles.

#### Climate Change

- (5) Develop a climate change mitigation and adaptation plan that addresses relevant aspects of climate change and increases the City's resiliency in the face of more extreme weather events.

#### Flooding and Stormwater Management

- (6) Regularly review the minimum requirements for flood mitigation in the Zoning By-law for buildings located in the floodplain.
- (7) Implement Fredericton's comprehensive City-wide stormwater management plan to adapt to changing weather patterns.
- (8) Consider the development of area-wide stormwater management plans where substantial new urban development is anticipated.
- (9) Review options for Lower St. Mary's, Barkers Point, Lincoln, and other flood prone areas of the City, including the development of more resilient municipal infrastructure, mitigation, remediation, and relocation.

#### Local Food

- (10) Work with community stakeholders to develop a local food strategy.

### 3.8 MUNICIPAL SERVICES AND INFRASTRUCTURE

#### Context

Municipal services, public safety, and utilities, which support the day-to-day needs of residents, businesses, and visitors, are essential to a complete and healthy community. This includes ensuring the economic and efficient provision of water, sewage disposal, stormwater management, solid waste collection services, utilities for energy and communication/ telecommunications, and public safety services. This Plan recognizes the role that infrastructure plays in shaping the growth and development of the City and ensures that it is provided in a responsible, efficient, and cost-effective manner to support long-term fiscal and environmental sustainability.

#### 3.8.1 Policies

##### General

- (1) Ensure the planning and approval of new development aligns with the provision of municipal servicing and that a coordinated approach is taken in the sizing, locating, upgrading, and extension of municipal servicing.
- (2) Ensure that infrastructure investments are consistent with the growth objectives of this Plan.
- (3) Ensure that the City's municipal servicing system meets or exceeds regulatory standards for protecting human health and the environment.
- (4) Ensure municipal services and service extensions are planned and provided in a coordinated, efficient and cost-effective manner, supported by comprehensive financial planning, and support the goals and objectives of this Plan. The City will ensure that the use of existing infrastructure is optimized, before considering the development of new infrastructure.
- (5) Undertake the appropriate financial planning, including identifying full life-cycle costs, to make the necessary investments in infrastructure to accommodate long-term growth.
- (6) Require that future expansion and upgrading of the City's drinking water, wastewater and storm sewer systems supports the development and intensification of land within the Growth Boundary in accordance with the policies of this Plan.
- (7) Require the developer/landowner to contribute towards, or assume the full cost of on-site and off-site servicing and infrastructure upgrades, including but not limited to drinking water, wastewater, stormwater management, transportation, and/or fire flow capacity, as required to facilitate development proposals.

## Part 3: Building a Successful City

### 3.8.1 General continued...

- (8) Ensure that deficient components of the drinking water, sanitary sewer, and storm sewer systems are replaced and/ or upgraded as required.
- (9) Strategically reserve land for municipal servicing and infrastructure. The City shall:
  - i. Encourage the use of existing City-owned land, trails, and rights-of-way for the expansion of municipal services and other utilities wherever practical; and,
  - ii. Ensure City right-of-ways are properly and promptly restored by utility providers, to City standards, when utilities are installed or repaired.
- (10) Consider permitting the reuse of former disposal or industrial sites for alternate uses only upon determination that such use will not result in a health risk.

### **Municipal Water and Sanitary Sewer Services**

- (11) Seek to minimize the number of sanitary sewer lift stations required to support the wastewater collection system and maintain gravity flow in new and upgraded sanitary collection systems, whenever possible.
- (12) Identify and safeguard a potable water supply suitable for the City's current and long-term needs. Council shall monitor the capacity of municipal wellfields and expand capacity through the construction of additional wells, as required, to meet demands for potable water and fire flow capacity.
- (13) Ensure that every effort is made to avoid contamination of the City's potable water, including:
  - i. Ensuring that land uses with potential risk for contamination are appropriately regulated;
  - ii. Controlling activities and chemicals having significant potential for contaminating Fredericton's aquifer, as per the "Wellfield Protected Area Designation Order – Clean Water Act";
  - iii. Ensuring adequate backflow and cross-connection prevention measures are in place to protect the City's water supply;
  - iv. Working with the provincial government to establish hazardous goods routes which avoid the recharge area for the Fredericton aquifer;
  - v. Actively encourage and consider providing incentives for the relocation of non-conforming and hazardous uses that may pose a threat to the City's recharge areas; and,
  - vi. Periodically implementing public campaigns to inform the community about acceptable activities within the wellfield.

## Part 3: Building a Successful City

### 3.8.1 Municipal Water and Sanitary Sewer Services continued...

- (14) Co-operate with and encourage the provincial government to:
- i. Stringently enforce standards with respect to the installation of on-site water supply and wastewater treatment systems; and,
  - ii. Implement legislation and enforcement for the mandatory maintenance of on-site wastewater treatment systems.

#### **Solid Waste**

- (15) In collaboration with the Fredericton Region Solid Waste Commission and the provincial government, monitor the capacity of the regional landfill to ensure the site can accommodate the region's long-term waste disposal needs.
- (16) Undertake measures such as recycling to increase the diversion of waste from the landfill.

#### **Utilities**

- (17) Require that power/communication wires be located in accordance with municipal specifications and municipal access agreements provided that:
- i. Power lines and other facilities should be generally located so as to minimize aesthetic and environmental impacts;
  - ii. Major power utility corridors should avoid important gateways to the City and areas of unique aesthetic and environmental importance; and,
  - iii. Utility infrastructure and substations should be located and designed in a manner so as to be screened from and/or compatibly integrated with the character of the surrounding area.
- (18) Collaborate with other utility and telecommunications providers to encourage underground servicing where services are grouped into a single utility conduit wherever feasible. For larger equipment, and facilities that are required to be located above grade, the City intends to work with utility and telecommunications providers to ensure that appropriate locations are identified and/or cluster sites have been determined which take into consideration the location requirements for larger infrastructure within public rights-of-way, as well as easements on private property.
- (19) Encourage New Brunswick Power to implement a more 'urban' approach to the installation of infrastructure, with respect to design, location, scale and landscaping, to avoid or minimize land use conflicts and impacts on viewscapes, community character and surrounding aesthetics through the use of more underground infrastructure, particularly in the Urban Core.

## Part 3: Building a Successful City

### 3.8.1 Utilities continued...

- (20) Encourage the relocation and/or consolidation of major electrical transmission lines and substations located within the Urban Core where such relocation would foster infill development in accordance with the Growth Strategy and the policies this Plan.
- (21) Encourage utilities and telecommunications providers to undertake a public consultation process when major new or expanded utility corridors or infrastructure are being considered, and to engage the City of Fredericton and consider the policies of this Plan.
- (22) The City will support the provision of electronic communications technology involving high-capacity fibre optics to enhance telecommunications services.

### Public Safety

- (23) When planning new roads or evaluating development proposals, assess the impacts of new development on the provision of public safety and emergency services with respect to service capacity, access, and response time.
- (24) Support a holistic approach to the delivery of the City's public safety services through the implementation of community education, school and public involvement programs that serve to enhance community awareness and promote public safety.
- (25) The City supports community-based policing and crime prevention initiatives that seek to lower crime rates, educate the community about the protection and maintenance of personal property and prepare the public for emergencies.
- (26) Ensure the consideration of public safety, including application of Crime Prevention Through Environmental Design (CPTED) principles, in the planning, design and improvement of municipal facilities, infrastructure and the public realm.
- (27) Establish and maintain external service contracts with other communities to provide emergency and protective services where desirable and ensure proper compensation for these contracts, representative of the full cost of service provision.
- (28) Maintain Fredericton's Emergency Response Plan to ensure the Plan:
  - i. Reflects the most current emergency response trends and best practices;
  - ii. Adequately addresses the emergency preparedness and response needs of the community;
  - iii. Identifies and assesses vulnerabilities to emergencies or disasters, with particular emphasis on the risk of flooding and wildfire;
  - iv. Prioritizes hazard risk management measures that should be undertaken and identifies the resources required to mitigate the impacts of these potential hazards;
  - v. Monitors changes in demographics and/or uses to ensure readiness and response plans are properly targeted and organized;

## Part 3: Building a Successful City

### 3.8.1 Public Safety continued...

- vi. Recommends methods for increasing community preparedness and resiliency such as disaster preparedness education or citizen education and training, as required;
- vii. Considers and identifies appropriate actions for coordinated response and recovery efforts for incidents of regional, provincial, or national significance; and,
- viii. Identifies new technological advances and assesses the need for acquiring these resources with respect to efficient and effective service delivery and cost.

### 3.8.2 Proposals

#### **Municipal Services and Infrastructure**

- (1) Pursue available funding from other levels of government to support municipal servicing upgrades and improvements.

#### **Municipal Water and Sanitary Sewer Services**

- (2) Consider undertaking public education campaigns to promote water supply conservation and best practices among residents and businesses, and to encourage low water use for non-essential purposes.
- (3) Consider advocating to other levels of government, as appropriate, for the implementation of enhanced regulations for consumer labelling and disposal of cosmetic and pharmaceutical products that seek to minimize the impacts of these types of waste on municipal wastewater systems and improve the quality and downstream effects of wastewater on the natural environment.

#### **Solid Waste**

- (4) Consider the development of a solid waste management strategy, pursuant to the Garbage and Recycling Program Review (June 2017), that:
  - i. Identifies and prioritizes methods of diversion that seek to reduce the amount of solid waste entering the landfill;
  - ii. Establishes a process for increasing access to the City's recycling program for residents living in multi-unit residential dwellings;
  - iii. Explores opportunities for developing and/or expanding existing initiatives which seek to convert solid waste to energy; and,
  - iv. Develops a long-term strategy for managing solid waste.
- (5) Collaborate with key stakeholders, including the Fredericton Region Solid Waste Commission, other levels of government, and neighbourhood associations, to achieve the implementation of the Solid Waste Management Strategy.

### 3.9 MOBILITY AND TRANSPORTATION

#### Context

An integrated transportation network is an essential part of Fredericton’s urban structure and a key element in shaping the form and character of growth in the City. Transportation is made more efficient when complemented by appropriate built form, and a mix of land uses supported by urban population and employment densities and is a key element in achieving successful communities. To achieve the City’s goals of promoting energy efficiency and supporting a full range of transportation modes, this Plan supports the development of a multi-modal transportation system that is safe, efficient, affordable, convenient and comfortable for all users, fostering social interaction and facilitating connectivity.

#### 3.9.1 Policies

##### General

- (1) Develop a comprehensive transportation system that:
  - i. Facilitates a broad range of transportation choices including walking, cycling, public transit, and driving;
  - ii. Ensures that a well-connected network of sidewalks and multi-use trails are in place to allow for safe and convenient pedestrian movement; and,
  - iii. Considers the needs of all users in all seasons.
- (2) Recognize that transportation in the Greater Fredericton Area requires regional collaboration and cooperation as well as a fair allocation of costs between residents of the City and those who live and work beyond City Limits, including a mutually beneficial relationship with St. Mary’s First Nation, to ensure the transportation system is efficient and well connected.
- (3) Evaluate new development proposals in accordance with the following:
  - i. A street hierarchy should be identified and designed to accommodate the traffic generated by new development and provide connections to adjacent areas;
  - ii. Discourage cul-de-sacs in new subdivision design. Where cul-de-sacs are unavoidable, pedestrian walkways should be integrated to provide connection(s).
  - iii. Sidewalks and trails shall be provided to facilitate the safe and convenient movement of pedestrians within developments and between adjoining neighbourhoods;
  - iv. The provision of cycling infrastructure, such as bicycle parking and end of trip facilities, where appropriate;

## Part 3: Building a Successful City

### 3.9.1 General continued...

- v. The capacity of adjacent streets and sidewalks should be sufficient to accommodate the forecasted traffic generated by the new development;
  - vi. A street layout which facilitates efficient transit system operations; and,
  - vii. Minimize, through the Zoning By-law, vehicular access points to Arterial Roads where possible by:
    - (a) Limiting the number of access points to individual properties; and,
    - (b) Controlling access from corner lots.
- (4) Where private streets are proposed, the following shall apply:
- i. Private streets are the domain of private landowners; and,
  - ii. All aspects of the maintenance and servicing of private streets, including but not limited to municipal water and sewer, stormwater, sidewalks, and snow plowing, is the responsibility of the registered owner.
- (5) Implement and administer standards for the City's taxi industry, in cooperation with the industry and when necessary, consider regulatory measures to accommodate shared transportation services.
- (6) Encourage transportation investments that:
- i. Facilitates the location of commercial and industrial development inside the City;
  - ii. Protects the rural environment and agricultural lands;
  - iii. Minimizes rural residential sprawl in the form of residential development in the unincorporated areas and rural communities surrounding the City;
  - iv. Minimizes impact on significant natural features and their associated ecological functions; and,
  - v. Reduces greenhouse gases and CO2 emissions.
- (7) Maintain a list of priorities for provincial highway investments that are either the direct responsibility of the provincial government or are shared provincial/municipal projects.
- (8) Encourages the Province to consider the City's growth management goals in the planning of provincial transportation facilities and work with the Province to ensure that provincial transportation investments balance vehicle movement objectives with urban form objectives, resulting in projects that better address the urban context of the City, the needs of all transportation modes and achieving the policies of this Plan.

## Part 3: Building a Successful City

### 3.9.1 General continued...

- (9) Protects Established Neighbourhoods and the Urban Core from high levels of commercial truck traffic by continuing to designate, improve and maintain routes designed for the movement of truck traffic through signage and enforcement, and encourage employment uses that generate heavy truck traffic to locate in employment and industrial areas with good access to provincial highways.
- (10) Monitors and regularly reviews the need for on-street loading zones within the City Centre and other areas of the City.
- (11) Works with the Government of New Brunswick to improve signage on provincial highways, to better guide people to destinations within the City of Fredericton.

### Complete Streets

- (12) Within the right-of-way, ensure that the design of the public realm appropriately balances the needs of all users. An appropriate mix of vehicular, pedestrian, cycling, and transit facilities should be provided within the design and construction of new streets and upgrades of existing streets in order to achieve 'complete streets' which safely and comfortably accommodate all users. As such, the City shall:
  - i. Provide for the needs of travellers of all ages and abilities in all planning, programming, design, construction, operations, and maintenance activities of the public street network;
  - ii. View all transportation improvements as opportunities to improve safety, access, and mobility for all travellers in the City and to recognize bicycle, pedestrian, and transit modes as integral elements of the City's transportation network;
  - iii. Ensure bicycle, pedestrian, transit, and land use interests are appropriately represented on interdisciplinary planning and project delivery teams; and,
  - iv. Within the Urban Core, a 'pedestrian first' principle shall apply to all design and capital works as a significant part of implementing the City's applicable Plans and Guidelines. To this end, concerns with respect to impacts on vehicle traffic and speed shall be given a lesser weight than anticipated benefits to active transportation and transit users.
- (13) Streetscapes shall be designed to support walking and enhance the public realm. Emphasis should be given to the quality, character and function of the City's streets and strive to achieve a public realm that includes, but is not limited to, the following:
  - i. Landscaping, including trees on both sides, and planted medians where possible;
  - ii. Appropriate access control;
  - iii. A minimum of overhead utilities;
  - iv. Adequate sign control;

## Part 3: Building a Successful City

### 3.9.1 Complete Streets continued...

- v. Attractive pedestrian-scale street lighting and other street furniture, where appropriate;
  - vi. Buffered cycling infrastructure, where appropriate; and,
  - vii. Adequate provision of sidewalks.
- (14) The City Centre Secondary Municipal Plan recognizes the role of historic streets in the heart of the downtown, with a unique streetscape hierarchy as outlined in the City Centre Street Design Manual. The Transportation Plan identifies the street hierarchy outside the City Centre.

#### Active Transportation

- (15) Promote active transportation and City transit as a viable option for getting around Fredericton. Ensure promotional strategies target all users including pedestrians, cyclists, and motorists.
- (16) Enhance active transportation connections across the Saint John River on the Westmorland Street Bridge and future bridge crossing.
- (17) When building trails, priority should be given to enhancing connectivity through and between neighbourhoods, parks, schools, transit stops, community facilities, employment and commercial areas, and other destinations.
- (18) Encourage cycling as a mode of transportation by facilitating:
- i. The provision of properly designed, safe, and convenient facilities for cycling travel;
  - ii. The creation of a cycling network linking various parts of the City, particularly key destinations, major routes, and mixed-use areas, and incorporating safe connections between trails and roadways;
  - iii. The provision of adequate parking facilities for cycling, particularly in the Urban Core and in other locations where demand warrants, including schools, health facilities, child care centres and other services, recreational, shopping, and commercial facilities, multi-residential developments and major employment nodes; and,
  - iv. The identification of deficiencies in the existing cycling system, where improvements would encourage more cycling.
- (19) Implement the Active Transportation Connection Plan with priority consideration given to improving trail linkages, roadway crossings, pedestrian connectivity, and cycling lanes that align with the policies of this Plan.

## Part 3: Building a Successful City

### 3.9.1 Active Transportation continued...

- (20) Work with the provincial government to align provincial roadway projects with opportunities to improve the City and regional active transportation system, whenever possible. Specifically, the City shall endeavour to work with the provincial government for the provision of safe, appropriately located pedestrian crossings across provincial highways including:
- i. Route 8 connecting Skyline Acres and College Hill Road;
  - ii. Crossing on Route 102 connecting portions of Silverwood located south of Route 102 to the Valley Trail; and,
  - iii. Crossing on Route 8/Prospect Street linking the Lian Street/Bishop Drive neighbourhood to Odell Park.

#### **Accessibility**

- (21) All modes of transportation should incorporate design elements to accommodate universal accessibility.
- (22) Street crossings should be designed for universal accessibility.
- (23) Encourage the provision of barrier-free access into and within buildings, where feasible.

#### **Public Transit**

- (24) Implement the Transit Master Plan to guide the provision of an efficient, affordable, safe, and convenient transit system that links major employment, commercial, residential, and recreation areas and strives to meet the needs of all transit users.
- (25) Require that new developments facilitate public transit use by:
- i. Locating near transit routes and facilities;
  - ii. Ensuring that areas of major employment provide adequate transit facilities to accommodate and encourage transit use; and,
  - iii. Providing space for transit infrastructure, where appropriate, such as bus lay-bys, transit shelters and transit stops.
- (26) Expand public transit service and frequency as service demand warrants. Expansion of service should prioritize increasing frequency as well as introducing improved service to mixed-use areas, higher density residential areas, and commercial corridors, in alignment with the policies of this Plan.
- (27) Support the City's para-transit program and expand this program as demand warrants.

## Part 3: Building a Successful City

### 3.9.1 Parking

- (28) Implement the Parking Master Plan to inform the provision and maintenance of public parking.
- (29) Discourage the use of vacant properties for surface parking and prohibit the demolition of existing buildings for the purpose of providing commercial surface parking.
- (30) Consider the provision of a permitting system for on-street parking to protect the residential environment and accommodate small-scale non-residential uses in Established Neighbourhoods, where appropriate.
- (31) As the City becomes more urban and less car dependent, consider reducing parking requirements, especially where:
  - i. Transit facilities exist, and where the proposed development is located in close proximity to an existing transit stop; and,
  - ii. Cycling end-of-trip facilities are provided as part of a development.
- (32) Provide convenient locations for on-street taxi parking to meet the needs of users.
- (33) Encourage the reduction of surface parking through structured parking, shared parking, and the use of innovative parking management technologies.

### 3.9.2 Proposals

#### Mobility and Transportation

- (1) Monitor transportation trends such as autonomous and shared vehicles, shared ride, electric bikes, and drones for deliveries. The City may consider, as required, policies and/or by-laws to address the management and integration of future transportation modes and practices into the City's transportation system.
- (2) Consider the location and timing of a third bridge crossing over the Saint John River to accommodate vehicle, cycling, and pedestrian traffic in the future. The City shall work with the provincial government to identify the preferred location of the right-of-way for the bridge corridor, pursuant to the policies of this Plan, and take measures to protect such land from development that would conflict with the City's Growth Strategy. Although a third bridge crossing is shown on Schedule 1 – Urban Structure Map, other options for a more urban location should be considered based on the Growth Strategy and the policies of this Plan.

## Part 3: Building a Successful City

### 3.9.2 Mobility and Transportation continued...

- (3) Consider opportunities to implement Transportation Demand Management strategies to reduce traffic congestion and parking demand, particularly in the Urban Core. This may include the provision of park-and-ride infrastructure, encouraging ride sharing, collaboration with other public and private employers to establish staggered hours of operation to mitigate peak time traffic impacts; permitting shared parking among various land uses through the Zoning By-law, and/or parking space use management.
- (4) Work with the provincial government to develop a more comprehensive multi-modal approach to transportation planning and investment.
- (5) Adopt a street naming policy that encourages the naming of streets for significant people, places, events, and things related to the City's heritage and culture.
- (6) Review the City's street design standards for roadway improvements and construction of future streets to ensure the standards align with the policies of this Plan and include considerations to support a quality public realm and multi-modal transportation system.
- (7) Update the Transportation Master Plan to:
  - i. Establish a strategic vision for Fredericton's urban transportation system;
  - ii. Provide for the safe, efficient, and accessible movement of people, goods and services throughout the City, in all seasons;
  - iii. Advance the active transportation system including the provision of sidewalks, trails and cycling lanes;
  - iv. Identify evolving transportation trends;
  - v. Establish classifications for managing the urban street system that are reflective of the Vision and Community Goals of this Plan;
  - vi. Identify provincial network upgrades; and,
  - vii. Consider a more urban location for the third bridge.
- (8) Proactively ensure the acquisition of land by the City for the proposed street network, as shown on Schedule 1 – Urban Structure Map.



## Part 4: Implementation

### Context

This Plan is the primary policy document to guide decision making for growth, development and investment within the City over the course of the next 25 years. This Plan will be implemented through various regulatory documents including the Zoning By-law, Secondary Municipal Plans, public realm and built form design guidelines, and other topic-specific plans and studies that will carry out the intent, objectives, and policies of this Plan.

### 4.1 POLICIES

- (1) The Municipal Plan is the primary document for guiding growth, development, and investment in the City. The Municipal Plan shall be used in decision making as follows:
  - i. All forms of development approval including re-zoning, zone amendments, land subdivision and construction shall be consistent with the policies this Plan;
  - ii. The Zoning By-law and Subdivision By-law shall contain regulations that implement the policies of this Plan. Where there is conflict between the Zoning By-law or the Subdivision By-law, the Municipal Plan shall prevail;
  - iii. Secondary Municipal Plans may be prepared or updated to address specific areas or issues in greater detail. All Secondary Municipal Plans shall be in alignment with this Plan. Where there is conflict between a Secondary Municipal Plan and the Municipal Plan, the Municipal Plan shall prevail.
  - iv. The City shall make use of available legislation and powers to implement the policies of this Plan, including enacting and enforcing appropriate by-laws; and,
  - v. The City's operating and capital budgets and strategic plans will support the implementation of the Municipal Plan.
- (2) Some uses may not be allowed as a permitted or conditional use in any zone. In order to give Council a greater degree of control, this Plan provides that these uses shall be considered only as amendments to the Zoning By-law.
- (3) Amendments to the Municipal Plan and/or the Zoning By-law, shall consider the following:
  - i. First, whether the proposal is premature and/or inappropriate due to:
    - (a) Its inefficient use of land and/or contribution to sprawl;
    - (b) Poor design quality and does not contribute positively to the desired urban form;
    - (c) Financial inability of the Municipality to absorb costs relating to the development;
    - (d) Inadequacy of sewage and water supply services and storm drainage measures;
    - (e) Lack of proximity of school, recreation, or other community facilities;

## Part 4: Implementation

### 4.1 Policies continued...

- (f) Inadequacy of road networks leading to, adjacent to, or within the development; and,
    - (g) Potential to negatively impact designated and/or significant historic buildings/sites.
  - ii. Second, the proposed site is suitable in terms of grades, soil, geological conditions, avoidance of watercourses and wetlands, and not in an area susceptible to flooding.
  - iii. Third, the proposal incorporates measures to reduce conflict with adjacent or nearby land uses by considering the following:
    - (a) Compatibility of proposed use;
    - (b) Height, massing, bulk, appearance, and lot coverage of any proposed building;
    - (c) Landscaping and buffering;
    - (d) Traffic generation;
    - (e) Vehicular, pedestrian, cycling and transit access to/from the site;
    - (f) Parking;
    - (g) Outdoor storage; and,
    - (h) Signage.
  - iv. Fourth, that the proposal/site design meets public health and safety considerations, and access requirements.
- (4) The City shall review this Plan from time to time in accordance with the requirements of the *Community Planning Act*.
- (5) Notwithstanding any other policy of this Plan, any Municipal Plan amendment, rezoning or zone amendment approval granted by Council may be repealed after a period of 5 years following the date of approval of the application, if no development has occurred, at the discretion of Council. The applicant may request an extension of said approval for an additional 5 years, subject to Council Resolution granting the extension.
- (6) Council may consider various strategies for the acquisition of land to achieve the objectives of this Plan, including municipal land assembly to support the strategic development of land uses throughout the City, particularly in the Urban Core, as appropriate.
- (7) Recognize any use that was lawfully in existence prior to this Plan (or any previous Municipal Plan or Zoning By-law of the City of Fredericton) as legal non-conforming, and consider, where appropriate, the creation of special zoning provisions for major legal non-conforming developments where significant investment has been made.
- (8) Encourage the relocation of non-conforming or incompatible land uses to appropriately designated or planned locations, as deemed necessary.

## Part 4: Implementation

### 4.2 INTERPRETATION

For the purposes of interpreting this Plan, the definitions of applicable Provincial legislation and the City's Zoning By-law shall apply.

Recognize that the Growth Boundary and the Land Use Designations, as shown on Schedule 1 and Schedule 2, are intended to be approximate, except where they coincide with roads or other clearly defined physical features. Where general compliance with Municipal Plan policies is maintained, minor boundary adjustments to the Growth Boundary and land use designations shall not require a Municipal Plan amendment.



## Glossary

### **Active Transportation**

Modes of transportation that rely on human-power rather than machine-power. These may include cycling, walking, running, and skateboarding.

### **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 Communities**

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.

### **Cultural Landscape**

Combined works, of nature and by humans, expressing a long and intimate relationship between people and their natural environment.

### **Emergency/Homeless Shelters**

A facility providing boarding and/or lodging and ancillary services on its premises to primarily indigent, needy, homeless, or transient persons.

### **End of Trip Facilities**

Generally, refers to facilities such as showers and changing rooms, supplied to facilitate active transportation as a means of commuting.

### **High-Rise**

A building greater than 7 storeys in height.

### **Infill**

New development within a built-up area. The scale and form is determined through applicable land use policies and design guidelines.

### **Intensification**

The development of a property, site or area at a higher density than currently exists.

### **Low-Rise**

A building not greater than three storeys in height.

### **Mid-Rise**

A building between 4 and 7 storeys in height.

### **Mixed-use**

A building containing a mix of residential and non-residential uses.

### **Multi-modal**

The availability or use of more than one form of transportation.

### **Public Realm**

Public space between buildings, including streets, squares, and parks that are accessible to all members of the public.

### **Riparian Areas**

The interface between land and a river or stream.

### **Single Room Occupancy**

A multiple tenant building that houses one or two people in individual rooms. Tenants typically share bathrooms and/or kitchen facilities, while some rooms may include kitchenettes, bathrooms, or half-baths.

## Glossary

### **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.

### **Transitional housing**

A facility in which individuals live for a short period while receiving physical, social, or psychological therapy and counseling.

### **Urban Forest**

The forest and trees that grow within the City.

### **Urban Structure**

Refers to the arrangement of land-uses in urban areas in consideration of space, movement and built form.

### **Vulnerable Populations**

Vulnerable populations are groups and communities at a higher risk for poor health as a result of the barriers they experience to social, economic, political, and environmental resources, as well as limitations due to illness or disability.

### **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.

### **Zoning By-law**

A statutory instrument which divides land into zones and establishes the uses and development standards applicable to each zone.

### **Zone Amendment**

A change to the allowed uses or use rules within the Zoning By-law.

## Amendments

BY-LAW #	DESCRIPTION	AMENDMENT
Z-1.17 Sept. 26, 1994	Edward Bowes 288 Regent Street	Notwithstanding the provisions of section 2.5.2(3), the following additional use is permitted on property identified as 01458736: the reuse of the ground floor for an outdoor leisure boutique.
Z-1.18 Nov. 14, 1994	Byron Jamieson 113 Greenwood Drive	Notwithstanding the provisions of section 2.5.2(3), the following additional use is permitted on property identified as 01557511: a second accessory building for purposes of providing parking and storage for a roofing business.
Z-1.19 Dec. 12, 1994	Ducks Unlimited 752 Union Street	Notwithstanding the provisions of section 2.5.2(3), the following additional use is permitted on property identified as 01433325: an office.
Z-1.29 Feb. 26, 1996	Zeb Chishti 244 Connaught St.	Notwithstanding the provisions of section 2.5.2(3), the following additional uses are permitted on property identified as 01449164: the establishment of a medical practitioners' office and a pharmacy.
Z-1.31 May 13, 1996	D.E. Jensen & Sons 175 Sunset Dr./ 107 Wilkins Ave.	Notwithstanding the provisions of section 2.5.2(3), the following additional use is permitted on property identified as PID 75365866: a vehicle transmission (powertrain) manufacturing and service establishment.
Z-1.40 Nov. 25, 1996	Harold Decourcey 713 Albert Street	Notwithstanding the provisions of Policy Area C of section 3.7.2 (College Hill Planning Area), the following additional use is permitted on property identified as PID 75365866: a semi-detached dwelling unit.
Z-1.64 February 25, 2002	St. Thomas University 878 Windsor Street	Notwithstanding the provisions of Policy Area A of section 3.7.2 (College Hill Planning Area), the following additional use is permitted on property identified as PID 01464635: institutional uses.
Z-1.68 June 24, 2002	Kileel Developments 401 York Street	Notwithstanding the provisions of section 3.5 (Residential Town Plat Planning Area), the following additional uses are permitted on property identified as PID 75417733 and 75417741: furniture manufacturing facility, office, high density residential, and limited commercial use.

## Amendments

BY-LAW #	DESCRIPTION	AMENDMENT
Z-1.6 June 9, 2008	Union Street Secondary Plan	Amendment
Z-1.9 December 19, 2008	850 Royal Road	Re-designation from Residential to Industrial
Z-1.12 January 25, 2010	380-390 York Street	<p>It is envisioned that the railway station will be developed utilizing 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.</p> <p>Council will consider the following or a mix of the following land uses: office, institutional and commercial uses including a retail development.</p>
Z-1.14 January 17, 2011	518 Springhill Road	Re-designation from Future Development to Residential
Z-1.15 June 3, 2011	476 Regent St. 629 Beaverbrook St.	Re-designation from College Hill Planning Area Policy Area C to Residential

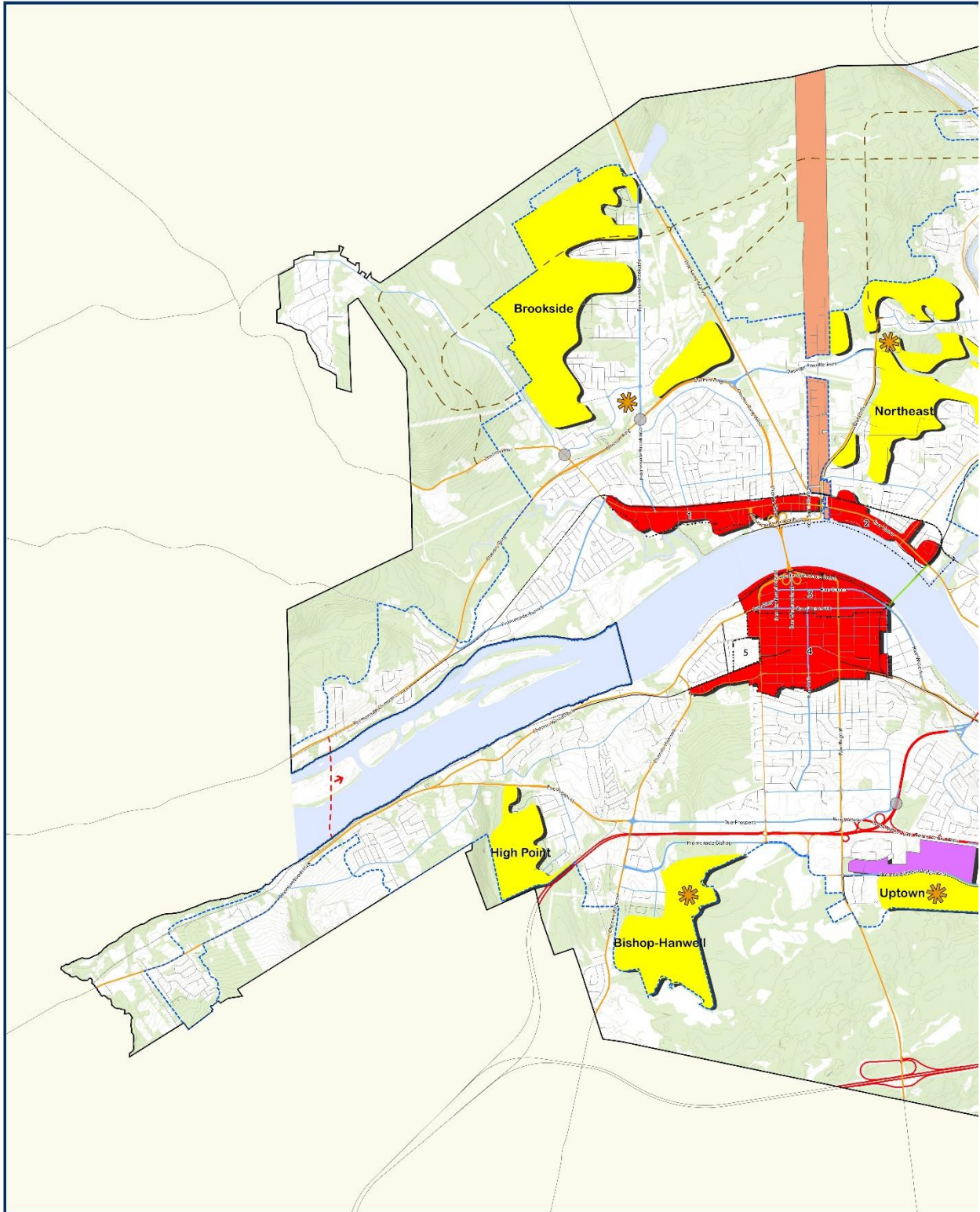


## Amendments

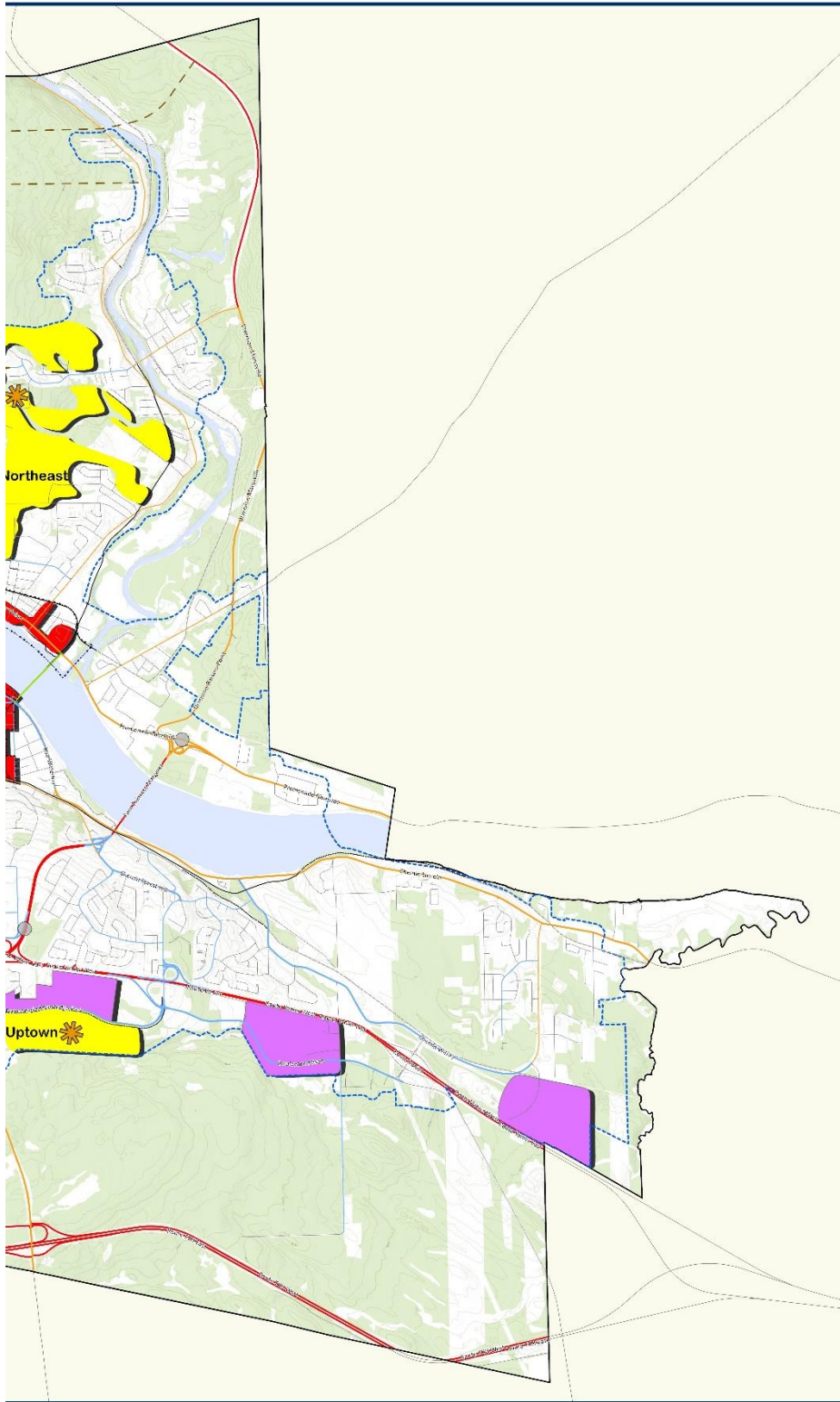
BY-LAW #	DESCRIPTION	AMENDMENT
Z-1.44 May 14, 2018	Chateau Heights (McLeod Hill Road)	Designate Residential Subdivision Restriction
Z-1.47 September 10, 2018	670 King Street	Maximum height parameters changed from 15 metres to 33 metres to permit development of a new courthouse
Z-1.48 February 11, 2019	355 Smythe Street	Section 3.6, Fredericton Exhibition Grounds, is hereby amended in order to permit the temporary three-year relocation of a social organization (Fredericton Legion Branch #04), as well as the temporary three-year relocation of the social organization's club license (liquor), raffle license (bingo) and video lottery site registration certificate.
Z-1.49 April 8, 2019	526 Priestman Street	Re-designate from Residential to Commercial
Z-1.50 April 8, 2019	60 – 98 Douglas Avenue	Re-designate from Commercial to Residential



# Schedule 1



# Schedule 1



### Legend

- City Boundary
- Growth Boundary
- Mixed-Use Nodes
- St. Mary's First Nation

### Growth Areas

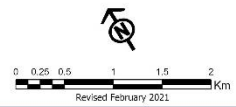
- Urban Core
- New Neighbourhoods
- Business and Industrial

### Secondary Municipal Plans

- Secondary Municipal Plan Areas
  - 1 - Main Street
  - 2 - Union Street
  - 3 - City Centre
  - 4 - South Core
  - 5 - New Brunswick Exhibition Grounds

### Transportation

- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local
- Walking Bridge
- Future Bridge Crossing
- Future Major Arterial
- City Trails
  - Paved
  - Gravel
  - Future Paved
  - Future Roundabouts

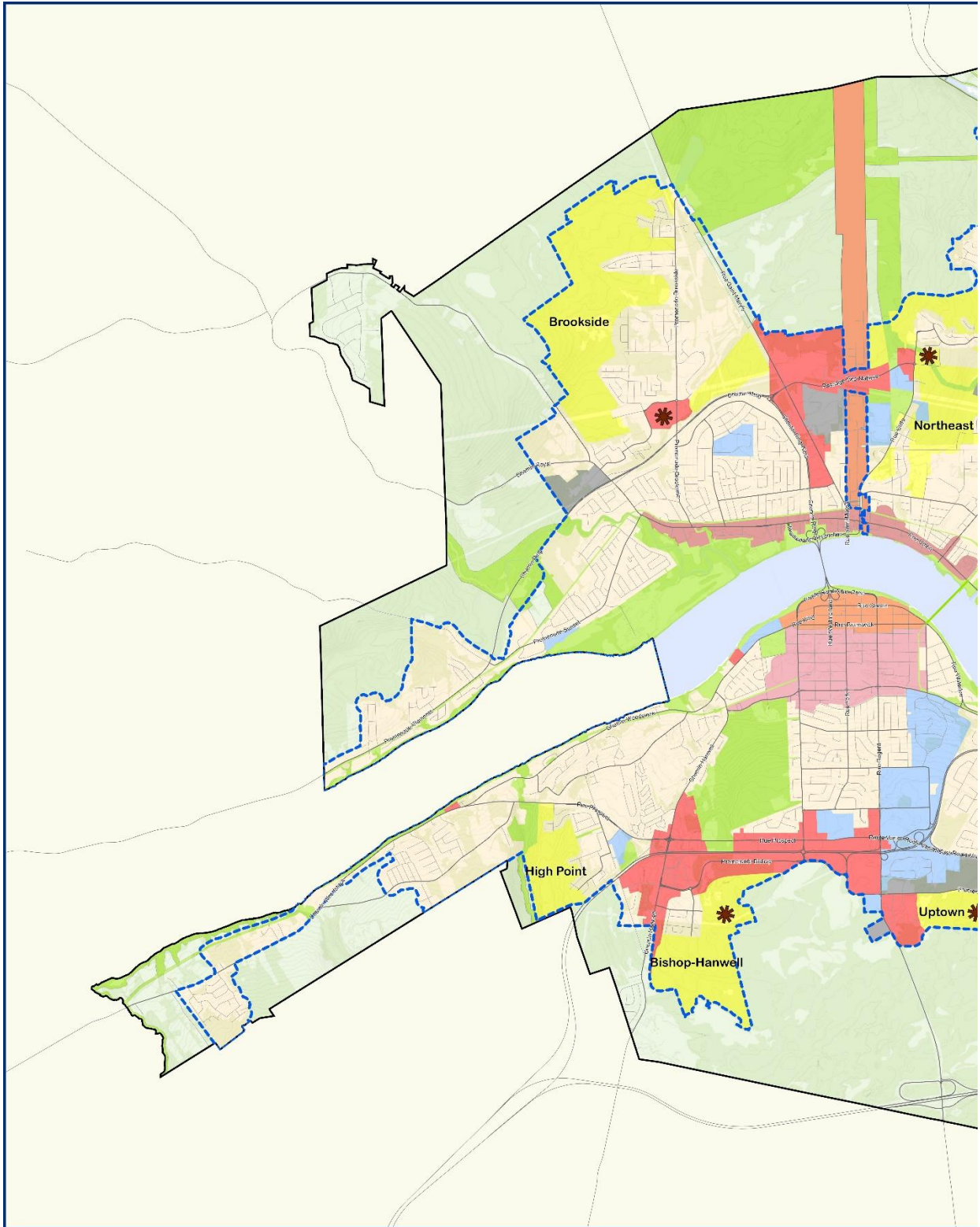


MUNICIPAL PLAN

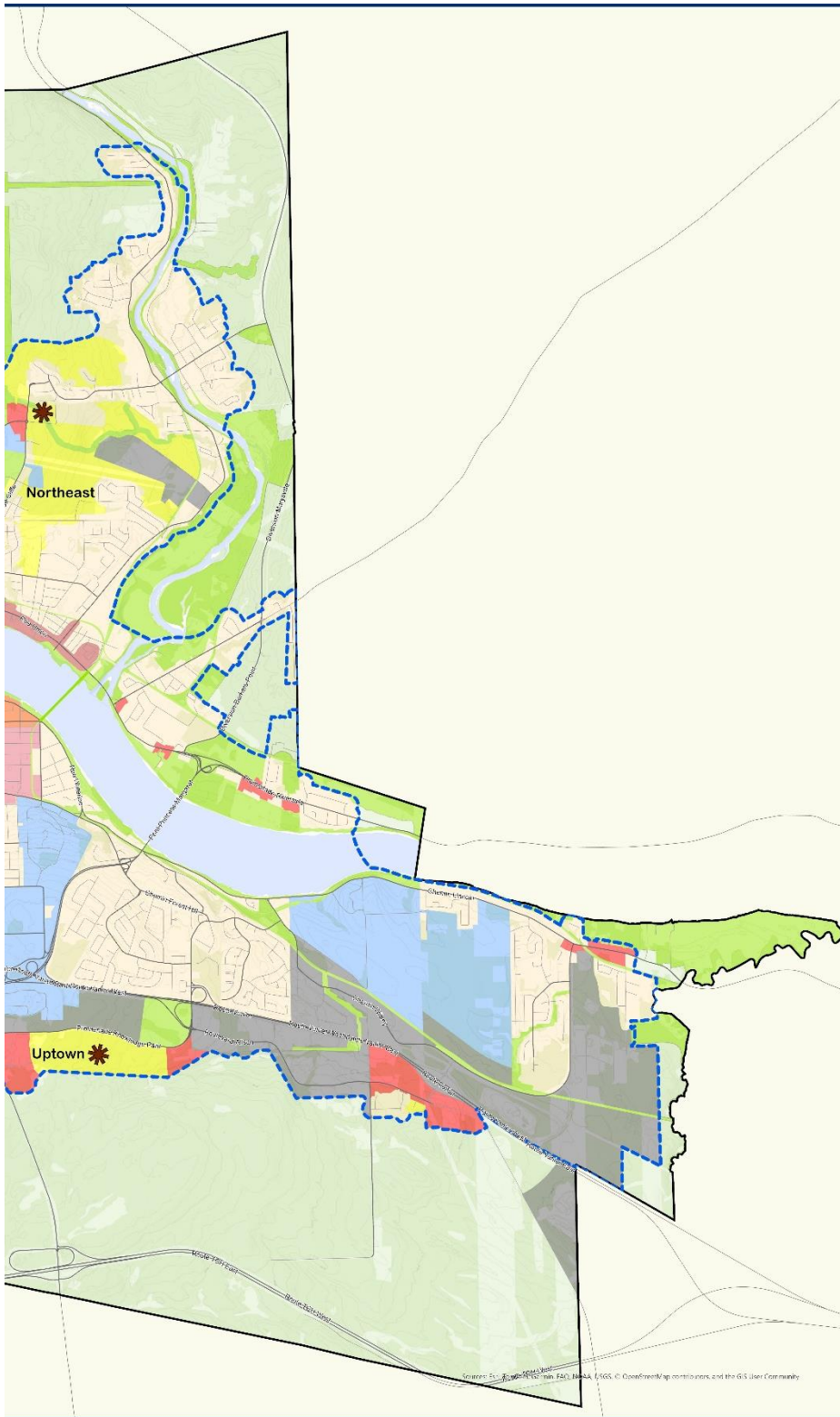
# Schedule 1

URBAN STRUCTURE MAP

## Schedule 2



# Schedule 2



### Boundaries

- City Boundary
- Growth Boundary
- St. Mary's First Nation
- Mixed-Use Nodes

### Urban Core Designations

- City Centre
- North Core
- South Core

### Land Use Designations

- Established Neighbourhoods
- New Neighbourhoods
- Commercial Centres and Corridors
- Business and Industrial
- Major Institutions
- Parks and Open Space
- Rural and Agricultural



MUNICIPAL PLAN

# Schedule 2

LAND USE MAP

