

FREDERICTON SOUTH CORE PLAN

Secondary Municipal Plan

2025

Fredericton

 The Planning
Partnership

Trace Planning & Design

CBCL

ERA Architects

Fredericton

Land Acknowledgment

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



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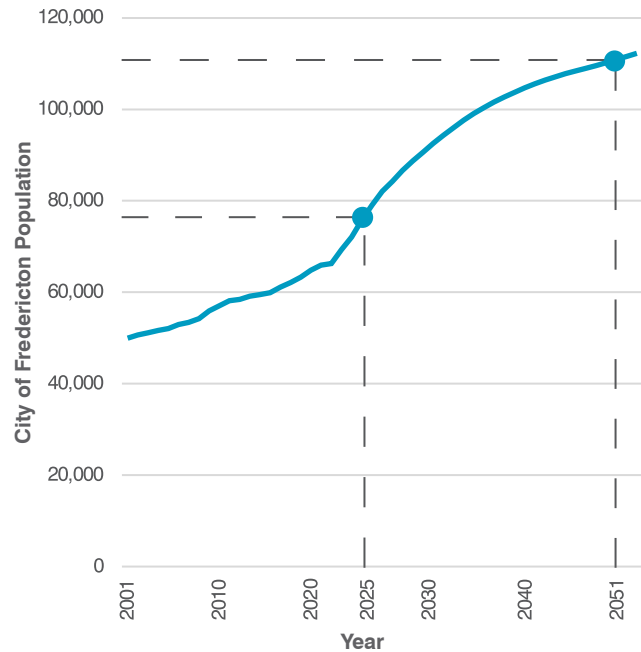
York Street Development Aerial Photo

1.1 Introduction

The City of Fredericton is growing at an unprecedented pace, attracting new residents from across the province, the country, and beyond. In recent years, the annual population growth was measured between two and three times what was initially anticipated pre-COVID in the Fredericton Growth Strategy (2017) and Imagine Fredericton Municipal Plan (2020). By 2051, Fredericton's population is projected to increase from 77,000 today to approximately 114,000. While this trend does require a shift in how the city develops in the coming years, the framework created by the Imagine Fredericton planning process has set us in the right direction.

The Growth Strategy was based on the principles of creating the best environment for managing growth wisely and designing the city to be attractive and sustainable well into the future. An Urban Core containing three core areas (City Centre, North Core, and South Core) was defined and expected to accommodate 25% of the population growth, while four new growth areas were identified for the remaining 75%. Secondary Municipal Plans for the City Centre, and North Core and Main Street were adopted in 2015 and 2016 respectively, leaving the South Core as the last remaining Urban Core area without a relatively up to date plan.

Based on the anticipated city-wide population growth, approximately 6,000 new residents (or 3,200 new housing units) will need to be accommodated in the South Core neighbourhood. It is also vital that new commercial uses and supporting amenities and services are included in this growth. The South Core Plan will be an important guiding document to ensure the Urban Core is able to meet the principles of the Growth Strategy and accommodate both new and existing residents in the heart of Fredericton.



City of Fredericton Population Growth Chart

Given the constrained Plan boundaries of the City Centre, and therefore, its limited capacity for residential growth, achieving significant intensification in the South Core, a short walk away, will be critical to maximizing downtown vitality.

– Fredericton Growth Strategy

1.2 Defining the South Core

The South Core is an area defined by the Municipal Plan and Growth Strategy, which specifies large redevelopment sites such as the 'Railway Lands' and the New Brunswick/Fredericton Exhibition Centre (NBEX lands) as well as the primary corridors: Smythe, York, Regent, and Waggoners/Dundonald/Beaverbrook (Mid-Town Corridor). Beyond the policies in the Municipal Plan, the South Core has been guided primarily by the Residential Town Plat Secondary Municipal Plan for ~25 years. This previous plan was successful in accommodating a mix of new residential and commercial development without compromising the existing neighbourhood character. However, given the changes in the city and the community itself, a new plan is important to better guide development over the next ~25 years as proposed in the Municipal Plan.

The South Core is positioned as a critical neighbourhood for supporting significant residential growth in Fredericton's Urban Core. There is already a base of commercial, employment and institutional uses, such as schools and places of worship, that help to further define the area as a complete community. Building on the foundation of historic character, walkable streets, and accessible amenities will only further establish the area as a wonderful place to live, work, and play.

NBEX Lands

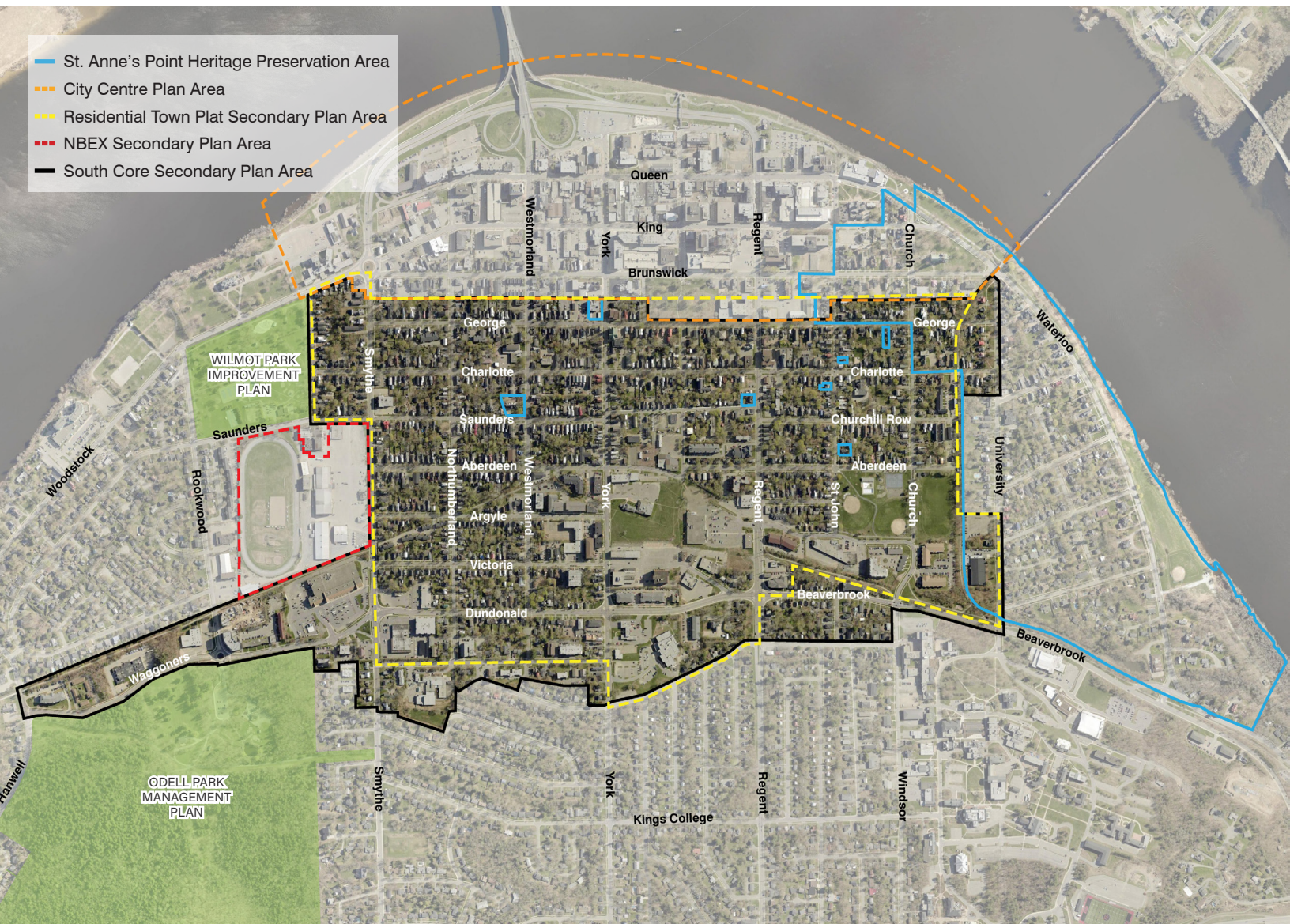
While the Municipal Plan and Growth Strategy includes the NBEX site as a component of the South Core with a higher level of priority for redevelopment, it was not directly included in the development of this plan. This is due to the NBEX Secondary Municipal Plan adopted by City Council in 2021, which provides three different scenarios for a future site build-out.

Given the ability to accommodate a significant amount of residential development on the NBEX, as stated in the Site Redevelopment Plan, this site will play a role in meeting the growth needs for the South Core and the city. The inclusion of a new middle school would also provide major institutional support to existing and future residents. Any future development on the NBEX site, as well as on the lots immediately adjacent to the site, will need to consider connectivity and complementary land uses.



1.3 Plan Area Boundary

The updated South Core Plan Area boundary is based off the original Residential Town Plat Secondary Municipal Plan and the land use designations from the Municipal Plan. Thoroughly examining these boundaries was an important step in the planning process to ensure the appropriate areas were being considered for this Plan. The map below provides the boundary for the South Core Plan, as well as all Secondary Municipal Plans in this area.



Secondary Plan Map - South Core



Urban Mid-Town/Corridor Rendering

1.4 Community Vision

The South Core is a vital mixed-use neighbourhood in the heart of Fredericton that will continue to evolve as a complete community, providing a high quality of life for its residents through beautiful public spaces and a wide range of amenities. Even though this area will play a major role in supporting the residential growth of the Urban Core through mid- and high-rise infill development, the South Core will retain its historic character and create an engaging, welcoming, and accessible pedestrian experience through excellent urban design. As a primary gateway to the City Centre, all modes of transportation will be well-supported and connected.

1.5 Community Goals

In the Municipal Plan, there are 9 Community Goals developed through extensive public consultation to guide future growth and land use planning decisions. The South Core Plan strives to meet each of these goals as follows:

1. Welcoming and Supportive

- a) Support a range of employment opportunities through mixed-use development.
- b) Prioritize schools in the neighbourhood.
- c) Provide a diverse range of housing types and unit sizes for all people.



2. Strong and Diverse Economy

- a) Provide increased opportunities for small and medium-sized businesses in mixed-use buildings.
- b) Support flexible live-work spaces.
- c) Allow a range of appropriate commercial uses.



3. Culturally Rich and Diverse

- a) Provide opportunities for public art and cultural heritage within open spaces and the public realm.
- b) Allow spaces for gathering throughout the area in both private and public spaces.



4. Complete Neighbourhoods and Distinctive Places

- a) Provide access to all basic amenities in close proximity to where people live.
- b) Integrate new development with the existing area character.
- c) Ensure a high standard of urban design and architecture through Urban Design Guidelines.





5. Vibrant Downtown and Riverfront

- a) Create conditions that support the goals of the City Centre through new residential development and well-connected north-south transportation networks.
- b) Transition character and public realm design to City Centre.



6. Complete Transportation System

- a) Align transit routes and stops with high-rise residential nodes and employment areas.
- b) Connect trails and cycling facilities with the surrounding network.
- c) Improve pedestrian safety at intersections.



7. Safe and Inviting Public Realm

- a) Support safety improvements to parks and trail system, such as lighting and CPTED.
- b) Design public realm and open spaces for all seasons, all ages, and all abilities.



8. Green and Healthy

- a) Protect greenspace and trees, ensuring proper stormwater retention and tree canopy retention.
- b) Support park spaces and facilities with a diversity of recreational activities.
- c) Look for opportunities to increase public greenspace (parklets, boulevard gardens, rain gardens, etc.) or use nature-based solutions for stormwater management.



9. Sustainable and Efficient

- a) Support compact forms of development to minimize the carbon footprint.
- b) Support densification and mixed-use infill for the efficient use of space, municipal infrastructure and services (such as water and sewer, garbage collection, etc.) leading to savings in taxpayers monies as well as energy and emissions.

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Charlotte Street

Cities shape growth through policies that encourage and promote different forms of development in the areas where they are best suited. Together with the Urban Design Guidelines, the following policies will provide the necessary framework to ensure new infill development in the South Core will be of high-quality and will thoughtfully integrate into the community.

2.1 General Policies

The following policies apply to all development in the Plan Area:

Sustainable Development

1. Encourage net-zero, passive, LEED, and/or other environmental certifications for new development projects.
2. Encourage water re-use systems for buildings and/or landscaping.
3. Encourage planting of native vegetation species that are drought-resistant and pollinator friendly, where possible, to reduce water consumption and contribute to the ecological value of the area.
4. Support the planting of trees to increase tree canopy coverage.
5. Encourage the use of high-quality, durable, and sustainable building materials.

Accessibility

6. Encourage development within the Plan Area that incorporates universally accessible, age-friendly design and is mindful of the different needs that people with various disabilities have in accessing the built environment.
7. Encourage development to provide for passive surveillance of all open spaces and flex spaces, such as through significant first-floor windows/glazing and frequent entrances, and/or ground floor residential units with their principal entrances on the street.

Housing

The South Core is a critical residential community in the Urban Core and will need to accommodate over 6,000 new residents in the next 25 years. It is a priority for the South Core Plan to create supportive conditions for housing in all forms. Given the mature housing stock already in place, new development will primarily be multi-residential dwellings (e.g. apartments and stacked townhouses) while retention of low-rise residential forms (e.g. single-detached dwellings and converted dwellings) will be most appropriate in areas of historic character.

8. Support affordable housing development by:
 - a) Requiring a minimum of 20% of units on publicly-owned land to be considered affordable housing;
 - b) Providing density and/or building height bonuses to support the feasibility of providing affordable units;
 - c) Encouraging innovative housing forms;
 - d) Allowing single-room occupancy residential use in Corridors and Mid-Town land use areas, as permitted in the Zoning By-law; and,
 - e) Encourage supportive housing forms in suitable areas. Notwithstanding subsection 3.1.1(10)(iii) of the Municipal Plan, emergency/homeless shelters may only be considered within the Corridor and Mid-Town land use areas of the South Core.
9. Encourage the redevelopment of commercial properties as mixed-use residential buildings.
10. Encourage larger units (i.e. 3 or more bedrooms) in multi-residential buildings to support intergenerational families and larger non-family households.
11. Encouraging the development of forms of housing units targeted to the needs of senior citizens.
12. Require safe bicycle storage facilities for multi-residential development.
13. Development with a transit stop along its street frontage shall incorporate a pedestrian connection from building entrances, where feasible.
14. Encourage accessible amenities, such as seating and shelter, in the landscaped area of development, adjacent to transit stops, when warranted and as outlined in the Fredericton Transit Service Standards.
15. Reduce the impact of river flooding on new residential dwellings (e.g. ensure habitable spaces are built above a 9-metre geodetic elevation).
16. Ensure that all mechanical equipment, including roof mechanical units, are screened or incorporated within the building's design.



Regent Street House

Historic Character

As one of the City of Fredericton's historic mature neighborhoods, there are many different building types in the South Core that make up the built environment, such as large civic and institutional buildings (e.g. schools and places of worship), brick-and-beam factories, and original modest houses dating back to the late 19th century. Historic character policies prioritize the maintenance of architecturally significant buildings and ensure that new development complements the neighbouring structures that have defined the South Core for over a century.

17. Encourage the conservation, rehabilitation, and adaptive re-use of historic buildings and structures.
18. Development adjacent to historic or architecturally significant buildings to be designed in a manner that is complementary to existing structures and does not detract from the overall character.
19. Support and restore the street grid pattern including multi-modal connections, where possible.

Archaeological Resources

20. Encourage developers to follow all appropriate predetermined procedures if or when archaeological resources are encountered, including monitoring by assigned members of the Wolastoqey Nation.

Economic Development

The South Core is home to many different businesses spread throughout the neighbourhood, supporting residents both inside and outside the community. Most are located within the Mid-Town land use area, which is where the focal point for commercial opportunities will be as the neighbourhood grows. Currently, the Corridor land use areas are primarily residential with some small businesses located close to larger intersections. The evolution of these corridors into a mixed-use environment with modest increases in building height and flexible ground floor uses (e.g. live-work units, cafes, etc.) will create a more engaging street environment. It will also reinforce north-south transitions into the City Centre and provide additional commercial uses to support the anticipated new residents.

21. Encourage commercial development that serves primarily local resident needs, including but not limited to retail, restaurants, entertainment, and professional services.
22. Encourage commercial uses on the ground floor of multi-residential buildings with a building height of 4 storeys or greater.
23. Encourage the development of urban format grocery stores, with a smaller overall building footprint and residential uses above.
24. Encourage outdoor common amenity spaces, such as pedestrian plazas and outdoor seating areas as a component of new commercial or mixed-use development, to include:
 - a) landscaping and tree planting, particularly shading of parking lots, patio spaces, and plazas; and
 - b) planting of native vegetation.
25. Encourage flexible ground floor uses such as amenity spaces, internal at-grade parking, and live-work units in mixed-use developments.
26. Encourage front yard setback areas for patio space serving adjacent commercial businesses.
27. Ensure new commercial development adjacent to a residential use minimizes negative impacts related to parking, loading, waste collection, and vehicle access as per the Urban Design Guidelines.
28. Prohibit any uses that manage and/or store hazardous materials in the Plan Area.
29. Prohibit new vehicle-oriented uses, such as gas stations and drive-thrus.
 - a) Electric vehicle charging stations may be considered an exception.

Institutional

The South Core is home to a diverse range of institutional uses that include places of worship, assisted living centres, educational facilities, and a fire station. These are all important amenities for a healthy and complete community that should be supported. As the community grows, there will likely be a need for more of these services throughout the Plan Area and thus, it is important to understand how to integrate these uses into the urban fabric.

30. Prioritize the lots between Smythe Street and the Connaught Street School for the future school expansion if/when they become available.
31. Encourage the integration of community uses (arts centres, libraries, seniors centres etc.) within the ground floor of in mixed-use developments and around parks and open spaces.
32. Support new institutional uses in all land use areas, subject to Section 2.2.1 (43) of the Municipal Plan.
33. Encourage the conversion of institutional uses as multi-residential or mixed-use development, which may permit commercial or employment uses that serve the community.
34. Encourage the redevelopment of former institutional uses that match the grid pattern and character of the surrounding area.

Recreation, Parks, and Open Space

Queen's Square represents the largest park space in the South Core, but there are many smaller publicly-owned open spaces that need to be supported as an amenity for residents. This includes the Cross Town Trail and linear green spaces along Smythe Street and University Avenue. Furthermore, infill development will require the integration of new open spaces that could be transferred to public ownership.

35. Prioritize new open spaces located within the Mid-Town land use areas, designed to serve the local community as either publicly owned or privately operated public space.
36. Support the creation of new parks, open spaces, and recreational facilities as the opportunity arises within the Plan Area, subject to Section 2.2.1 (47) of the Municipal Plan.



St. Paul's United Church



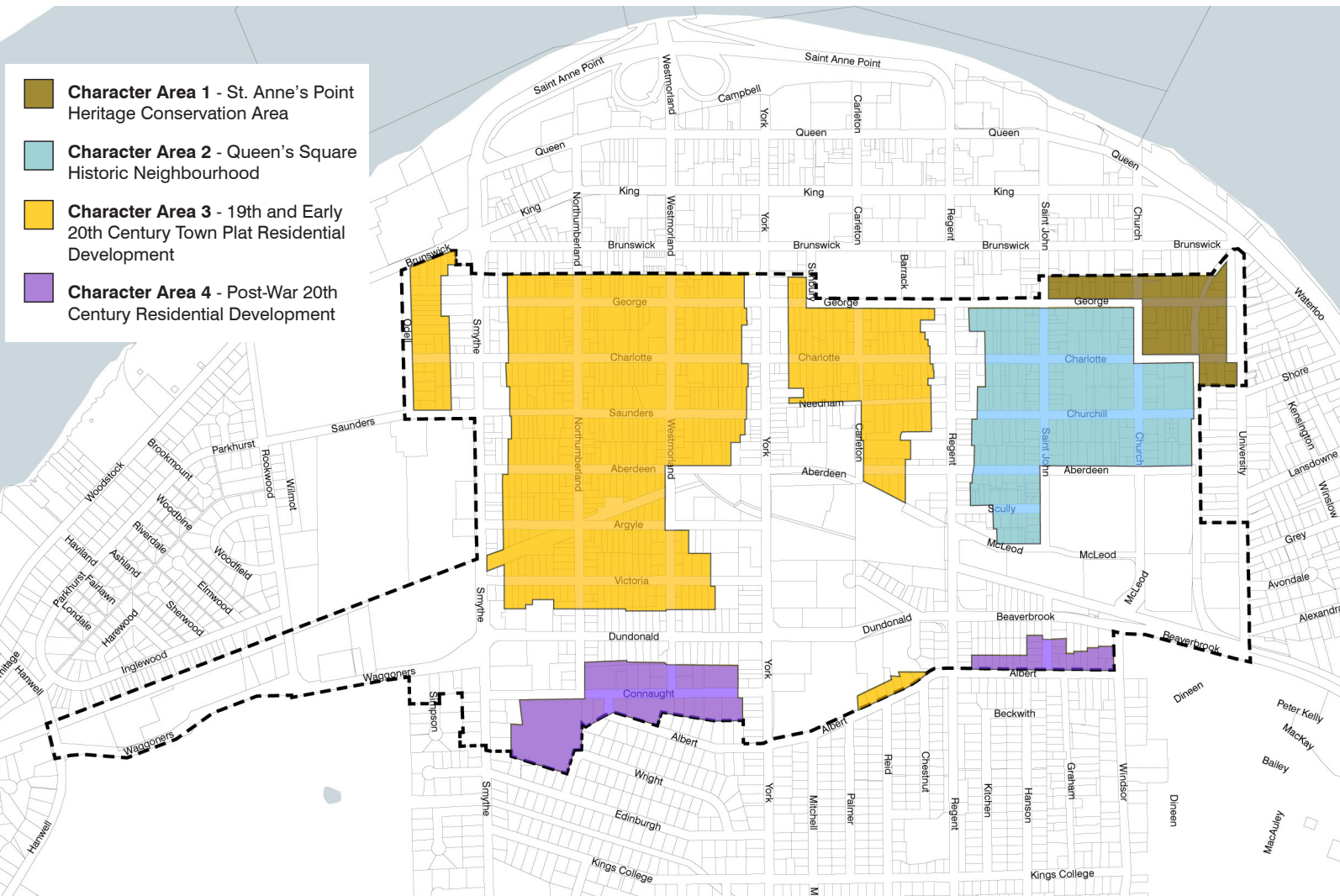
Queen's Square Park Aerial Photo

Neighbourhood

Intent

The Neighbourhood area is defined by a consistent grid pattern with long narrow lots. Over time, many of the modest single-detached houses in this area have been converted to multi-unit dwellings through attached secondary dwelling units extending back into their rear yards. This evolution was intended to accommodate larger families and multiple tenancies, while still reflecting the loyalist architecture of the community. Policies for this land use area will continue to protect the lot pattern, while allowing for appropriate infill development (e.g. accessory apartments) and conversions. Overall, the least amount of built form change is expected in this area and development is generally restricted to low-rise built forms.

2. Map 2 – Neighbourhood Character Area Map further defines the Neighbourhood area based on the historical context and built form characteristics to account for the unique properties across the community.
3. Development shall be compatible with the scale and massing of adjacent residential buildings.
4. Development shall respect and maintain the average front yard setback of adjacent properties, to be measured from the front wall of the main residential dwelling, allowing porches, stairs, canopies and other entrance features to encroach into the front yard setback.



Map 2 - Neighbourhood Character Map

5. Development shall preserve a contiguous area of rear yard landscaping, referred to as sponge area, for the support of stormwater management and maintenance of the urban tree canopy.
 - a) Where no contiguous area of rear yard landscaping is present at the time of development, the sponge area shall be directed to a location on site that can be well-maintained and allow for a future contiguous area to be created;
 - b) All structures on-site shall minimize the impact on the sponge area, as indicated in the Urban Design Guidelines.
6. Support additional dwelling units as follows:
 - a) Modest conversions of existing low-rise residential buildings that maintain the street-facing character are encouraged;
 - b) Garden and accessory apartments located in the rear yard are encouraged provided they minimize the impact on the sponge area, as indicated in the Urban Design Guidelines; and,
 - c) Exterior façade design shall be complementary in overall appearance to the main residential dwelling.
7. Neighbourhood Character Area specific policies are as follows:
 - a) Lot consolidation in Character Areas 1, 2, and 3 as defined in Map 2 – Neighbourhood Character Area Map is not permitted.
 - b) Residential development in Character Areas 1, 2, and 3 containing a maximum of 6 units and up to 3 storeys in building height may be permitted, except:
 - i. Character Area 3 may permit up to 8 units provided the sponge area is maintained, subject to the requirements of the Zoning By-law; and
 - ii. Conversion of institutional uses may exceed 6 units, subject to the requirements of the Zoning By-law.
 - c) Development in Character Area 1 is subject to the St. Anne’s Pointe Heritage conservation By-law.
 - d) Converted dwellings in Character Area 2 should be permitted only when maintaining or enhancing the historic character.
 - e) Development in Character Area 4 may:
 - i. be permitted in multi-residential building forms;
 - ii. be built up to 4 storeys in height; and,
 - iii. include lot consolidation.
8. Commercial uses on mid-block lots should be limited to home occupations.
9. Commercial uses intended to serve the local neighbourhood may be permitted on corner lots in a mixed-use building form or in a building that does not contain a residential use, and does not exceed 2 storeys in height.
10. Institutional uses including educational facilities, places of worship, and assisted-living facilities in low-rise built forms are considered an appropriate use in the area and shall also conform to the Institutional land use policies in the Municipal Plan.

Corridor

Intent

Corridor areas are distinguished from the Neighbourhood areas by their greater intensity and variety of uses, as well as frontage along streets with higher traffic volumes (Smythe, York, Regent and Mid-Town area). Current forms of development and uses range from single-detached houses to commercial and multi-residential uses. Policies for the Corridor area promote new development with active building frontages, including entrances along the street, and a flexible mix of residential and commercial uses. It is anticipated that there will be a moderate amount of change over the lifecycle of the Plan, with a built form that transitions respectfully to the adjacent Neighbourhood area. New development may include both low-rise and mid-rise built forms.

11. Development shall be a minimum of 2 storeys and a maximum of 7 storeys in building height, except on prominent corner lots, where up to 8 storeys maximum building height may be considered, provided all policies and guidelines relating to building height transitions are met.
12. Development shall include design considerations for privacy using screening and landscaping buffers, where appropriate.
13. Development shall require a street-facing building setback at the 3rd, or 4th, or 5th storey level.
14. Buildings on corners should provide active frontages and a similar design treatment on both sides fronting streets or at the corner, which can include secondary entrances or single-unit entrances.
15. Encourage the development of multi-residential and mixed-use built forms.
16. Encourage the consolidation of smaller residential lots to create larger developable blocks.
17. Permit low rise housing forms such as single-detached, semi-detached and townhouse forms that are in keeping with the intent and policies of the Corridor Designation and Urban Design Guidelines.
18. Encourage residential uses on the ground floor to integrate with the public realm through landscaping and design features (e.g. front stoop, semi-private space), live-work units, or allowing for the conversion to commercial use when feasible.
19. Encourage high-quality landscaping in the front yard that is coordinated with streetscaping and accommodates spill out of active at-grade uses, as per the Urban Design Guidelines.
20. Residential development shall incorporate accessible pedestrian connections from the nearest building entrance to all abutting trails or sidewalks.
21. Prohibit parking in front of buildings.
22. Support underground and/or screened at-grade structured parking.
23. Encourage the preservation of existing mature trees and natural areas to support the sponge area.
24. Development should incorporate underground stormwater management systems, or other innovative stormwater systems, and connect to existing municipal storm water infrastructure, where necessary.

Mid-Town

Intent

The Mid-Town area is intended to accommodate the majority of population growth in the South Core through all types of built form (low-rise, mid-rise, and high-rise). Lots are typically larger in total area, containing a majority of the South Core's commercial uses, such as the neighbourhood's two primary grocery stores. To achieve the concept of a Fredericton-based Mid-Town community and accommodate the necessary growth, bold steps should be taken to support high-density residential and mixed-use development. Doing so also requires strong guidelines for designing spaces where people want to gather and experience the city. This area is fortunate to have an existing foundation of pedestrian infrastructure that can be further leveraged to create a walkable and connected environment.

25. Development shall be a minimum of 2 storeys and a maximum of 12 storeys in building height, except on corner lots within gateways (as defined in the Urban Design Guidelines), which may permit up to 15 storeys where all other policies and guidelines relating to building height transitions are met.
26. Development shall require a street-facing building setback at the 3rd, or 4th, or 5th storey level.
27. Encourage the consolidation of smaller lots to enable the comprehensive and coordinated development of larger areas.
28. Where lots directly abut Neighbourhood areas, transition in building height and massing is required as defined in Section 2.3 of the Urban Design Guidelines.
29. Lots adjacent to the NBEX site shall consider land use compatibility and connections that support all modes of transportation.
30. Development shall ensure well-designed pedestrian access from all building entrances to the nearest sidewalk or trail.
31. Require buildings on corners to provide active frontages and a similar design treatment on both sides fronting streets or at the corner, which can include secondary entrances or single-unit entrances.
32. Encourage a mix of residential forms on large development blocks including mixed-use buildings, apartments buildings, and stacked townhouses.
33. Development abutting new or existing trails should have active frontages, entrances, windows facing and accessible pedestrian connections to the trail.
34. Residential development abutting the Valley Trail from Hanwell Road to Rookwood Avenue shall not exceed a maximum building height of 4 storeys.
35. Existing mature trees shall be retained as landscaped areas where feasible.
36. Development shall provide either landscaped areas, common amenity spaces, privately operated public space (POPS), or land for public purposes to support the creation of urban plazas.
37. Institutional uses may be permitted on the ground floor of all buildings.



New Brunswick Community College Building on Smythe Street

The physical components that serve and support growing communities are found in the public realm. It is where people move, gather, and experience the natural environment. In the effort to create beautiful and livable cities, the public realm needs to acknowledge the importance of balancing form and function. For example, when the operational needs of a street are harmonious with the design of the streetscape and the buildings that face it, the public realm becomes a seamless and integral part of the community. This ideal is even more important when considering the need to accommodate a greater density of residential development. Streets and parks are the front yards for a community and therefore should be treated as such.

The following section provides policy direction for the public realm, which includes streets, sidewalks, trails, and parks. Urban Design Guidelines, appended to this Plan, further support these policies and provide the City with additional tools to enhance both the streetscape and open spaces.

3.1 General Policies

The following policies apply to all public realm spaces in the Plan Area:

1. Use CPTED principles in the design of the public realm to ensure that spaces feel safe, have adequate lighting, clear sightlines, and intuitive wayfinding.
2. Encourage the preservation of existing mature trees within the public right-of-way.
3. Encourage planting of tree species that supports the City of Fredericton Urban Forest Strategy.
4. Encourage development patterns that enhance the street grid pattern.
 - a) Support a future street extension that links Victoria Street to McLeod Avenue.
5. Ensure all future right-of-way improvements encourage multi-modal forms of transportation, balancing efficient vehicular movement with safe and comfortable pedestrian and bicycle circulation.
6. Encourage universal accessibility (e.g., age-friendly, dementia-inclusive, etc.) in future right-of-way improvements.
7. Design public spaces and streets to accommodate snow removal and storage, while ensuring the prioritization of pedestrian movement.

3.2 Parks and Open Spaces

The South Core is a mature neighbourhood with established green and open space areas containing a variety of amenities. These areas are important in providing ‘third place’ options for residents and visitors, places to gather outside of work and home. Four important parks anchor the Plan Area, Odell Park, Wilmot Park, Queen’s Square, and the Riverfront Trail and Green. While Queen’s Square is the only major public park located within the Plan Area, the proximity of the other parks provides accessible green space opportunities across the community. It is important to note that these areas support public art installations, which is a key component of the City of Fredericton Culture Plan.

1. Encourage the development and inclusion of POPS as a component of the Mid-Town public realm.
2. Engage with a diversity of community members in the design of new open spaces.
3. Encourage integrating public art projects into visible and accessible areas in the public realm, as defined in the Urban Design Guidelines.
4. Where possible, ensure all new parks and open spaces provide interconnected internal pathways that connect to existing parks and trails.
5. Ensure pathway alignment with mid-block crossings, where beneficial.
6. Support the inclusion of community gardens as a component of new open spaces.
7. Support the provision of barrier-free seating along trails, paths, and other activity areas in parks and open spaces.
8. Support the provision of amenities for nearby residents such as playgrounds, dog-runs, fitness equipment and BBQ/picnic areas.
9. Encourage and support innovative, low-maintenance native species, drought-tolerant and pollinator friendly planting on boulevards and other public open spaces (e.g. traffic calming circles). This may include community groups or private individuals adopting spaces for the purposes of gardening and maintenance.

Linear Green Spaces

The Plan Area is home to two linear green spaces along Smythe Street and University Avenue that were allegedly reserved for farmers’ markets and cattle enclosures at the time of the original survey conducted in 1786. While they likely never served those purposes, they remain part of the public realm today.

10. Maintain the existing publicly-owned green space along Smythe Street and University Avenue as important extensions of the public realm.
11. Support new development along linear green spaces that enhances the public use and visibility of these areas.
12. Support the installation of public art as a gateway feature along the edge of the South Core and City Centre boundaries.

3.3 Mobility

The South Core supports the movement of all transportation modes, given its position as the southern gateway to the City Centre. While vehicle traffic flow remains a critical component to a well-functioning transportation system, it should not detract from the pedestrian experience. As stated in the Municipal Plan, a ‘pedestrian first’ principle shall apply to all design and capital works when implementing City plans and guidelines. Benefits to active transportation and transit users should be given more weight than vehicle traffic.

Neighbourhood Streets

Neighbourhood streets are defined as the public right-of-ways located within the Neighbourhood land use area, comprising most of the road infrastructure in the Plan Area. Generally, residents feel there is a positive pedestrian experience while travelling along these streets, which should be maintained. These streets are typically classified as residential or minor collectors within Schedule 1 (Urban Structure Map) of the Municipal Plan.

1. Ensure mid-block curb drops, such as paved driveways, are available to allow for accessible vehicle pick-up and drop-off at reasonable distances.
2. Discourage through-traffic use of neighbourhood streets with traffic calming measures such as, on-street parking, bump-outs and traffic calming circles, where appropriate.
3. Ensure safety of pedestrian crossings along Westmorland Street through bump outs and other traffic-calming measures that slow traffic flow.

Corridor Streets

Corridor streets are defined as the primary public right-of-ways for vehicular traffic in the Corridor and Mid-Town areas. This would also include any new public streets established within the Corridor of Mid-Town areas. Pedestrian experience in the corridors can vary and, in some cases, is viewed as unfriendly compared to local streets. Supporting active commercial and residential street frontages that are enjoyable, safe, and accessible is important to the growth of the community. These streets are typically classified as arterials or major collectors within Schedule 1 (Urban Structure Map) of the Municipal Plan.

4. Support pedestrian-friendly environments along all Corridor streets through appropriate buffering between the sidewalk and the street, which may include street furniture, vegetation, and bike racks.
5. Ensure safe and convenient pedestrian crossing opportunities at appropriate intervals along the street.
6. Consider incorporating on-street parking to support retail and residential uses on York Street, north of Aberdeen Street.
7. Support the spillover of commercial uses, such as patios and cafes, into the public right-of-way provided it does not hinder accessible pedestrian traffic.
8. Driveway entrances are not encouraged when there is site access available from an adjacent local street, with no more than one driveway entrance generally permitted unless the lot frontage width is greater than 40 metres.

Boulevards

9. Consider the integration of Low Impact Development strategies, such as rain gardens, that help improve stormwater management in the public realm.

Transit

10. Transit routes in the South Core, both existing and new, to be provided in accordance with the Fredericton Transit Service Standards.
11. Ensure accessible public seating and other pedestrian amenities, such as shelter, are provided at trip generating transit stops in the South Core, in accordance with the Fredericton Transit Service Standards.
12. Ensure any street furniture and signage is not within the 'sweep path' of transit vehicles along transit routes.

Trails

13. Prioritize trails as a major open space amenity and year-round active transportation link.
14. Ensure trails are well-lit year-round, where feasible, with seating areas spaced at frequent intervals.
15. Ensure trail crossings at public streets include traffic calming measures and infrastructure that prioritize pedestrian safety.

Bike Lanes

16. Support on-street bike infrastructure along Northumberland Street, Carleton Street, and Church Street to enhance primary north/south bike routes.
17. Prioritize Cross Town Trail infrastructure and safe crossing for cyclists travelling east-west through the Plan Area.
18. Encourage well-marked and safe bicycle paths, with clear wayfinding and year-round maintenance.

Sidewalks

19. Where feasible, public sidewalks should be widened to accommodate wheelchair users.
20. Sidewalks should be located on both sides of all streets.



Regent Street

3.4 Municipal Services and Utilities

Water and Sanitary Sewer Services

1. Ensure water and sanitary infrastructure is maintained in a state of good repair and required new infrastructure is developed concurrent with growth.
2. Developers shall contribute to the realignment and increased capacity of water and sanitary sewer services, where required.

Stormwater Management

Responsible and efficient management of stormwater runoff is critical as the South Core continues to develop alongside the realities of climate change, such as increased rainfall events. The 'sponge area' is one of the concepts included in this Plan to ensure the private realm is preserving soft landscaped area for natural water infiltration. A network of underground infrastructure in the public realm ensures collected runoff is released back into the watershed in a sustainable manner.

3. Promote stormwater retention in the rear yards (sponge area) of the Neighbourhood areas through the retention or replanting of landscaped areas.
4. Restrict post-development peak runoff, in alignment with current regulations, to that of the pre-development condition.
5. Require Stormwater Management Plans and underground stormwater retention systems, if required, for development in the Corridor and Mid-Town land use areas.
6. Public parks, open spaces, and local street boulevards should be retained as sponge area where feasible for snow storage and stormwater infiltration.

Other Utilities

NB Power operates a substation at 437 Aberdeen Street, in the heart of the South Core within the Mid-Town area. As an important piece of infrastructure to the entire Urban Core that has recently been upgraded, this site will need to integrate better into the surrounding development. Currently, all power lines in the Plan Area are above ground, which plays a role in the overall aesthetic of the community. Due to the significant costs of transitioning to underground services, existing electrical infrastructure will remain above ground in the public right-of-way for the life cycle of this Plan.

7. Require new public right-of-ways in the Mid-Town land use area to incorporate underground electrical infrastructure, where possible.
8. Support the use of alternative energy (except geothermal heating systems) and emission reduction in all land use areas through solar panels and energy efficiency retrofits.
9. Prioritize the screening of utility uses, such as substations and mechanical equipment, from the public right-of-way.
10. Promote and encourage the conversion of oil energy to alternative energy in order to eliminate the use of oil tanks within environmentally sensitive areas of the Plan Area to protect the aquifer.

Wellfield Protection

The South Core is within the City's Wellfield Protection Area, primarily in Zone A and B, which presents significant pollution risks from petroleum products, chlorinated solvents, and other persistent chemicals. Eleven drinking water wells are located near Wilmot Park and Queen's Square park, meaning it is critical to prohibit contamination from hazardous land uses.

11. Hazardous materials are not permitted to be stored in the Plan Area.
12. Ensure that developments are serviced in a manner that meets the Wellfield Protection Designation order – *Clean Water Act* and City By-laws to protect the city's drinking water supply, or receives exemptions as appropriate.



Part 4 Achieving Growth

This Plan is meant to convey how long-term development and public realm improvements will occur over the next ~25 years, as well as directly guide the short-term opportunities and aspirations of residents and developers. That doesn't mean this is a rigid document. The way Fredericton grows and evolves may shift from what we envision today and revisiting the policies of the South Core Plan regularly will ensure we're moving in the right direction.

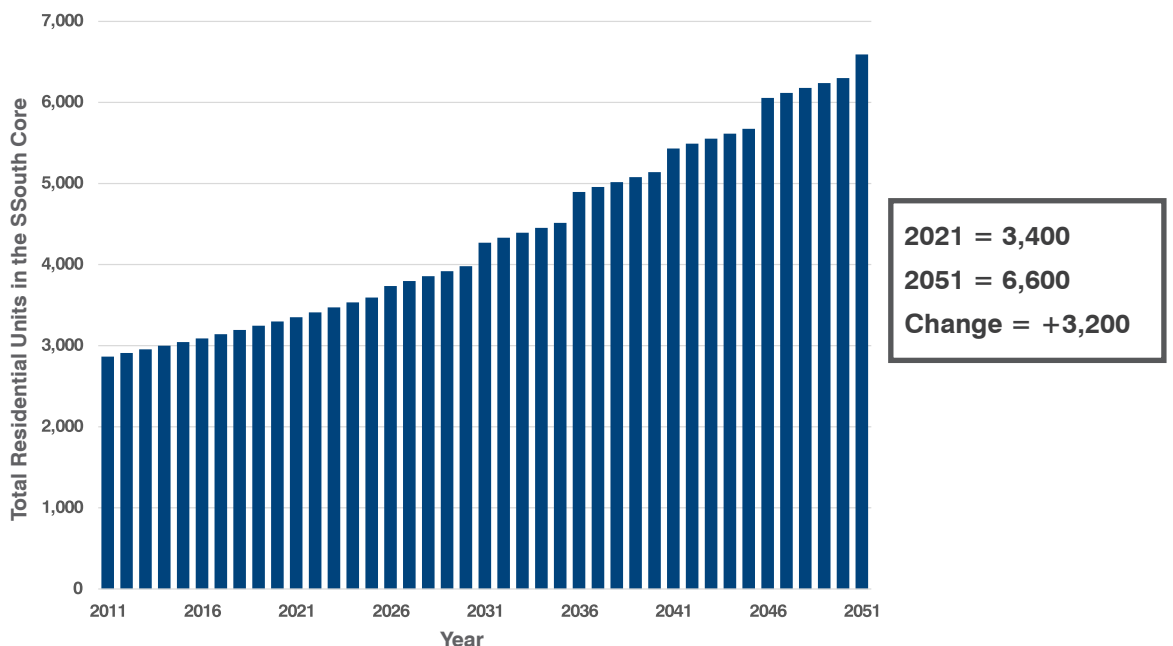
4.1 Major Themes

While developing the South Core Plan, there were several 'Major Themes' that emerged that will impact the evolution of the neighbourhood.

Major Development in the Mid-Town

For the South Core Plan to be successful in the goal of providing housing at the projected rate of growth, it will be important that new major developments are brought onto the market periodically and consistently. Assuming a baseline of 3,400 existing residential units (as of 2021) in the South Core and an approximate goal of 6,600 units by 2051, more than 100 units per year must be constructed. Year-over-year, this number may be challenging to maintain but given the potential for major developments in the Mid-Town, new multi-residential buildings above 10 storeys will help infuse these units into the area as necessary. Looking at the graph below, large increases in units every ~5 years from these potential infill projects ease the development pressures over the long-term.

While there are no plans for specific developments or locations to be constructed at predefined times, City Staff should ensure that infrastructure upgrades that support increased capacity align with major development growth years.



New Urban Corridor Identities

The current identities of the four major corridors in the Plan Area (Smythe Street, York Street, Regent Street, and Mid-Town) are varied in both their uses and their form. Through infill development opportunities that incorporate higher density residential with a mix of commercial uses, these primary gateways to the City Centre can evolve to become true urban corridors, with active building fronts along the sidewalk, appropriately screened and landscaped townhouse entryways, and attractive apartment entrances.

While it is beneficial to establish shared goals and policies across these corridors, it is also important to recognize their unique qualities that come with their public realm environments (i.e., street width, sidewalks, cycling and transit infrastructure), lot pattern (i.e., width and depth), and historic properties. It is not a one-size-fits-all approach and as new development is proposed, the surrounding context will play a key role in what is appropriate for the area.



Enhancing Character with Compatible Development

Diversity of built form is one of the South Core's strengths. The area has a strong historic residential character that reinforces the identity of the core community that is a great place to live in the centre of the city. It is critical that new development is compatible and integrates thoughtfully with the existing built form. This will be accomplished through limiting the intensity of development in the Neighbourhood land use areas, ensuring building design is complementary with the existing built form, and maintaining appropriate transitions of taller buildings adjacent to low-rise housing.

Furthermore, in the Mid-Town areas with less sensitivity to high-rise infill development, it is a priority to establish a modern urban character through high-quality design and engaging, accessible open spaces. These infill areas are also primary gateways to the City Centre and should reflect the city's identity as a growing urban centre with a rich history, highlighted by art and cultural features in the public realm.



4.2 Proposals

Where policies provide guidance primarily to development on private property, proposals are the priority of Council that include both the public realm and publicly-owned properties. Using the four lenses established over the course of the public engagement process, here are the proposals for the South Core Plan.

Building

1. Council shall explore a long-term redevelopment plan for the Lady Beaverbrook Rink and adjacent parking lot.
2. Council shall work with the University of New Brunswick to establish a long-term plan for College Field that integrates with the surrounding community and the goals of the South Core Plan.
3. Council shall continue to pursue dialogue with various levels of government in order to protect the vitality of the two existing educational institutions and support a new school on the NBEX site.
4. Council shall ensure that upgrades to municipal systems are prioritized to support infill growth in the South Core.
5. Council shall explore reductions to parking requirements for new development in the South Core to support the goals of this Plan.

Historic Character

6. Council shall maintain an inventory of historic buildings in the South Core Plan Area.
7. Council shall explore models to incentivize the rehabilitation of historic buildings in the South Core.
8. Council shall explore the creation of an external Design Review process, similar to the City Centre Plan.
9. Council shall collaborate with NB Power to screen the Aberdeen Street substation on all sides with opaque material that is compatible with the character of the surrounding area.

Greening

10. Council shall initiate a Queen's Square Park Plan that supports the needs of the surrounding community as a neighbourhood park, as defined in the Municipal Plan and as per the Recreation and Leisure Master Plan.
11. Council shall explore formalizing a development agreement process for POPS that includes standard signage.
12. Council shall support the development of a new urban plaza in the Mid-Town area, located between York Street and Regent Street.
13. Council shall ensure maintenance procedures are included with the installation of public art.



Queen Street

Mobility

14. Council shall explore the viability of an overnight on-street parking model when there is sufficient pressure on parking in Neighbourhood areas.
15. Council shall explore alterations to transit routes and stops in the South Core that provide appropriate service levels in accordance with the Fredericton Transit Service Standards to residents living in the Mid-Town area.
16. Council shall update the transit network in the South Core to serve the densest population areas while aligning with the Fredericton Transit Service Standards, objectives, and policies as density increases.
17. Council shall explore the reduction of traffic speeds to 30 km/h on local streets.
18. Council shall support the connection of north-south active transportation infrastructure along Carleton Street to connect to the City Centre.
19. Council shall support the completion of the connected Cross Town Trail network, specifically focusing on a short-term solution from York Street to Regent Street.
20. Council shall support a future street connection from Victoria Street to McLeod Avenue.
21. Council shall explore opportunities to upgrade the Dundonald Street and Smythe Street intersection in a way that balances the needs of mobility with the development opportunities of the adjacent sites.
22. Council shall prioritize light installation along the Cross Town Trail and McLeod Avenue trail.

4.3 Interpretation

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

1. Recognize that the Land Use Designations, as shown on Map 1 – Land Use Map, are intended to be approximate, except where they coincide with roads or other clearly defined physical features. Where general compliance with the South Core Secondary Municipal Plan policies is maintained, minor boundary adjustments to the land use designations shall not require an amendment to this Plan.
2. Notwithstanding any approval or site specific amendment made or issued under the former secondary municipal plan or any other by-law made pursuant to the Community Planning Act, where a conflict exists between such prior approval or site specific amendment with this secondary municipal plan, then the provisions of this secondary municipal plan shall prevail.

Glossary

Affordable Housing

For the purposes of the South Core Plan, Affordable Housing is defined as dwelling units constructed under a municipal, provincial, or federal affordable housing program.

Building Heights

For the purposes of this Plan, building heights are categorized as follows:

- Low-Rise = 1-3 storeys
- Mid-Rise = 4-7 storeys
- High-Rise = 8+ storeys

Compatible Development

Development that, although it is not necessarily the same or similar to existing buildings in the vicinity, nonetheless enhances an established community and coexists with existing development without causing undue adverse impact on surrounding properties.

Crime Prevention through Environmental Design (CPTED)

CPTED is founded on the belief that the proper design and effective use of the built environment can lead to a reduction in the incidence and fear of crime, and an improvement in the quality of life. Some of the key concepts include natural surveillance through creating clear sight lines and well-lit environments, natural control access through clear borders and barriers, and territorial reinforcement through creating spaces with clear purpose and timely maintenance.

Low Impact Development

Low Impact Development (LID) is an approach to land development that minimizes the environmental impact of development, particularly on water resources, by mimicking natural processes to manage stormwater runoff

Mid-Town Corridor

The public street right-of-way consisting of Waggoners Lane, Dundonald Street, and Beaverbrook Street, between Hanwell Road and University Avenue.

Passive Surveillance

Passive surveillance in Crime Prevention Through Environmental Design (CPTED) refers to the concept of designing spaces to allow for natural observation of activities, making it easier for people to see what's happening around them and potentially deterring criminal behaviour.

Sponge Area

The 'Sponge Area' is based off the 'Sponge City' design concept, where nature-based approaches are used for managing excess rainfall. Minimizing the amount of permeable surface in an area creates the conditions for uncontaminated storm water to drain into the soil and reduce the risk of flooding. In this Plan, the concept of retaining green areas in the back of residential lots also retains and supports the growth of the urban tree canopy, as well as reinforcing the existing character of the neighbourhood.

This concept also extends to larger development blocks, which are often significant producers of stormwater runoff with extensive swathes of concrete. Using permeable green spaces that break up the monotony of urban landscapes and providing guidance for good landscape design will help meet the goals of community and ensure resilience in the long-term.

Sweep Path

A transit 'sweep path' refers to the area covered by a vehicle, or any part of it, as it moves through a path, particularly during turns or maneuvers.

Third Place

The concept of a 'third place' was created in the 1980s but has continued to hold relevance today. It is a space where you don't need an invitation to enter, you can come and go as you please, there are minimal financial barriers, it is nearby, and interaction is highly encouraged. Beyond these characteristics, there are no set definitions on what a 'third place' looks like. It could be indoors or outdoors, public or private, quiet or loud, etc.

Based on the demonstrated desire from the young adult age demographic (18-35, which represent the highest population in the South Core) for these types of spaces, it is critical that there is consideration for how they are integrated into policy. The three ways in which they are included in this Plan are as follows:

- Urban squares that are activated with seating areas and interactive structures, centralized within higher density areas;
- Support for new commercial development that promotes gathering and socializing; and,
- Common amenity space within new high density residential development.

The success of a 'third place' requires both community buy-in and the conditions to support the ongoing use and maintenance by property owners, either public or private. This Plan will ensure that there is the necessary policy in place to support these spaces as the community continues to grow.

FREDERICTON

SOUTH CORE PLAN



 The Planning
Partnership

Trace Planning & Design
CBCL
ERA Architects

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