



Union Street Area Secondary Municipal Plan



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1 NEIGHBORHOOD VISION

To focus on physical improvements to both the public and private realm to foster neighborhood pride, strive towards creating improved accessibility, safety and pedestrian comfort, concentrate the neighborhood's commercial uses to promote the creation of an urban commercial core while maintaining the predominately residential heritage character of the Planning Area.

2 GENERAL LAND USE

Council shall provide for the future growth and development of the Union Street Planning Area in accordance with Schedule 1, Union Street Planning Area Land Use Map.

3 RESIDENTIAL LAND USE

OBJECTIVE

To maintain and enhance residential areas of the Union Street Planning Area by stabilizing historic neighborhoods and providing direction for new innovative housing opportunities.

POLICIES

- (1) Council shall seek to ensure that areas designated as residential shall be predominantly used for residential purposes. Compatible uses may be permitted in residential areas subject to the relevant provisions of the Capital City Municipal Plan and Zoning By-Law.
- (2) Council shall provide for a general density of residential development not to exceed four units per converted dwelling, where conversions of single detached or existing multiple family dwellings are permitted.
- (3) Council shall encourage in-fill residential development, which is compatible with the surrounding residential development.
- (4) Council shall initiate a review of the R-4 A and R-4 B Zones with the intent of stabilizing and preserving the character of the low density, single detached dwelling neighborhoods.
- (5) High to medium density residential development will be directed towards the major arterials with the intent of maintaining predominately low density housing in the interior of the neighborhoods.

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- (6) Council shall encourage the redevelopment of the Diamond Construction property for a mix of housing types including apartments, townhouses and single detached dwellings subject to a development application and review by the Design Review Subcommittee.
- (7) Council recognizes the future redevelopment potential of the Devon Park Shopping Plaza site and will support residential redevelopment opportunities to a maximum of 4 storeys together with appropriate commercial uses at the ground floor street level that are intended to primarily serve the adjacent residential neighborhoods. Any new building, or buildings on this site, will be required to emphasize high quality building design and pedestrian linkages by incorporating pedestrian scale lighting, signage and landscaping. Redevelopment proposals will be subject to a development application and review by the Design Review Subcommittee.

4 COMMERCIAL LAND USES

OBJECTIVES

- (1) To recognize that area between St. Mary's Street and Clark Street on Union Street as the commercial centre of the Planning Area and to direct future commercial uses to this secondary commercial area and to prevent the encroachment of inappropriate uses into adjacent residential areas. It is the long term objective of Council to endeavor to retrofit the existing suburban highway commercial oriented development to a more concentrated mixed residential and commercial urban core.
- (2) To facilitate the transition of the upper portion of Gibson Street within the Plan Area from a local convenience commercial area to residential to reflect the predominately residential character of Gibson Street.

POLICIES

- (1) Council shall recognize the area along Union Street between St. Mary's Street and Clark Street, as depicted on Schedule 1, as a secondary commercial area and shall direct appropriate commercial development to this area. Encroachment of commercial and like uses beyond the boundaries of this commercial area into adjacent residential areas shall be discouraged. Large scale new development or large redevelopment projects will be encouraged to include a residential component.
- (2) The upper portion of Gibson Street originally intended to serve a local commercial convenience function shall be recognized as a predominately residential area. The existing commercial establishments will be allowed to remain while the existing residential uses will be designated Residential. Limited, non-retail commercial uses such as offices will be considered subject to a development application.

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- (3) Council shall discourage the expansion of the Union Street secondary commercial area and will encourage new development that incorporates a mixed residential component.
- (4) Council shall encourage the improvement of the streetscape of the Union Street secondary commercial area through the cooperation of the municipality to improve the aesthetics of the public right-of-way and private property owners by incorporating landscape enhancements on their properties in keeping with the identified streetscape theme.

5 INSTITUTIONAL LAND USE

OBJECTIVE

The maintenance of existing institutional uses in their present location and the addition of new institutional uses in appropriate locations that meet the needs of residents.

POLICIES

- (1) Council shall encourage the continued use of institutional uses within the Planning Area, subject to the relevant provisions of the Municipal Plan.
- (2) Council may permit the establishment or expansion of places of worship for the development of innovative seniors housing or day care facilities in any land use designation in accordance with Policy 3.2.1 (1) of the Municipal Plan.

6 INDUSTRIAL LAND USE

OBJECTIVE

To encourage the relocation of existing industrial development to more appropriate industrial areas and to discourage additional industrial activities from locating in the planning area.

POLICIES

- (1) Council shall encourage existing industrial uses in the Planning Area to provide adequate buffering/screening from adjacent residential uses.
- (2) Council shall direct any new industrial activity to appropriate locations in designated industrial and business parks within the City.
- (3) Council shall consider the reuse of former industrial sites for more compatible uses.

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- (4) Council recognizes the potential archaeological significance of the properties located near the confluence of the Saint John River and the Nashwaak River (historic site of Fort Nashwaak) on both sides of Union Street and will provide opportunity for historical interpretation of these sites from the recently City acquired 'Craig Electric' property.

7 RECREATION/OPEN SPACE

OBJECTIVES

- (1) To maintain and enhance existing recreational facilities and to seek the development of additional active and passive open space areas as opportunity arises.
- (2) To increase transportation choices by providing a network of connected multi-modal pedestrian and cycling routes by enhancing and expanding the existing trail network within the Plan Area.

POLICIES

- (1) Council shall pursue a more permanent leasehold arrangement for the Carleton Park property and shall explore the feasibility of purchasing the land.
- (2) Council shall prepare a park master plan to further enhance Carleton Park. Traffic and parking management will be examined as well as landscaping, lighting and long-term park usage.
- (3) Council shall continue to pursue the acquisition of river frontage, as opportunities arise, in order to enhance the existing linear parkway system by completing a continuous north/south loop from bridge to bridge. River frontage shall be acquired through such means as public dedication through the subdivision process, as a component of major riverfront developments, by deed to the City or by property acquisition by the City of Fredericton. The acquisition of gaps within the existing linear trail along the riverfront in the Plan Area shall be a priority of Council in the Plan Area and shall be achieved with the cooperation of affected property owners.
- (4) Council shall continue to improve the existing linear open space system within the Plan area with a long term objective of promoting the use of the trail system as a healthy transportation alternative by investigating the feasibility of upgrading the Sentier walking trail to a multi-use hard surface trail, as illustrated in the Trails/Bikeways Master Plan.
- (5) Council will pursue the establishment of an on-road dedicated bicycle lane on Gibson Street and an on-road signed bicycle route on Clark Street starting from the northside riverfront trail within the extent of the Planning Area, as illustrated in the Trails/Bikeways Master Plan.

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- (6) Council will pursue the development of an off-road, multi-use trail beginning at the north riverfront trail at the bottom of Cliffe Street running parallel to Cliffe Street, across Union Street linking to Leo Hayes High School, the North Side Sports and Leisure Complex, YMCA and Killarney Lake Park, as illustrated in the Trails/Bikeways Master Plan.
- (7) Council will investigate the feasibility of the construction of a second pedestrian bridge crossing utilizing the former Carleton Bridge Piers.
- (8) Council will investigate the feasibility of developing an observation deck/look-out interpretation area at the Carleton Street abutment located off the north riverfront trail.
- (9) Council shall ensure that new developments along the riverfront and the railway right-of-way do not impede the linear parkway system and, in cases where new development is adjacent to the trail system, shall ensure adequate on-site connections to the trail system are incorporated into the development.
- (10) Council shall seek to ensure, through cooperation with the School Board, that residents of the Plan Area are able to utilize the recreational and leisure facilities associated with schools in the adjacent areas.
- (11) Council shall monitor changes to the population structure and recreational/leisure needs of the residents of the Plan Area and endeavor to accommodate changing user needs.
- (12) Council shall encourage the relocation of non-conforming uses that are presently located in open space areas.

8 VACANT LAND/PARKING

OBJECTIVE

To utilize vacant properties in a manner compatible with neighboring land uses while encouraging appropriate development that maximizes the development potential of the site.

POLICIES

- (1) Council shall encourage the redevelopment of vacant properties with uses that are compatible with surrounding land uses and shall discourage stand alone parking lots.

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9 ST. MARY'S FIRST NATION

OBJECTIVE

To achieve the development of compatible and mutually beneficial land use within and adjacent to First Nation land.

POLICIES

- (1) Council shall continue to work in conjunction with the St. Mary's First Nation to ensure that the reserve land located in the Planning Area is developed in an appropriate manner which benefits both the First Nation and the City.
- (2) Council shall seek to ensure that the development of land adjacent to the St. Mary's First Nation is compatible with surrounding land uses.

10 RESTORATION AND CONSERVATION OF PREMISES

OBJECTIVE

To improve the physical appearance and condition of all types of properties located within the Union Street Planning Area.

POLICY

- (1) Council shall seek to ensure that buildings and properties in the Planning Area are maintained in appropriate condition through the enforcement of City By-Laws.

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11 TRANSPORTATION

OBJECTIVE

The maintenance and enhancement of the transportation network for the efficient movement of pedestrian, bicycle and vehicular traffic.

POLICIES

- (1) As a major component in the transportation network of the City, Council shall continue to pursue, in cooperation with the New Brunswick Department of Transportation, the completion of the outer Ring Road and upgrading of Route 8.
- (2) Council shall address the transportation requirements of the secondary commercial area as required, to:
 - (a) Ensure the efficient movement of traffic and safe and convenient access to commercial development;
 - (b) Incorporate the requirements of public transit in order to minimize traffic disruption and maximize transit convenience for the general public, and;
 - (c) Ensure adequate pedestrian and cyclist facilities including linkages to surrounding residential areas.
- (3) Council will continue to upgrade sidewalks within the entire Planning Area and particularly along Union Street in accordance with available financing and budget priorities.
- (4) Council shall examine the feasibility of establishing additional traffic signals along Union Street and, in particular, at a location near the Devon Park Plaza.
- (5) Council shall examine the feasibility of establishing additional pedestrian crosswalks across Union Street so as to provide safe, designated crossing areas. This shall be conducted with the assistance of the Planning and Development Department, the Director of Engineering and Operations.
- (6) Council will work in conjunction with property owners to develop public pedestrian accesses to both the proposed riverfront and railway right-of-way linear parkway system.
- (7) Council shall encourage the provision of new facilities and upgrading existing facilities such as the inclusion of bicycle lanes and multi-use trails that support active transportation.
- (8) Council shall cooperate with the New Brunswick Department of Transportation in the elimination of Gibson and Union Streets as a provincial designated truck routes when improvements such as the outer “Ring” Road and upgrading of Route 8 are completed. Notwithstanding, these streets will remain as local truck routes to accommodate local truck traffic.

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12 SERVICING

OBJECTIVE

To provide adequate water, sewer, and other utility infrastructure.

POLICIES

- (1) To undertake the necessary replacement or upgrading of water and sewer systems where required within the Planning Area in accordance with available financing and budget priorities.
- (2) Where replacement upgrading work is being completed, streetscape improvements in accordance with the Union Street Streetscape Plan including pedestrian scale lighting and landscaping will be incorporated where appropriate subject to budget constraints.

13 HERITAGE PRESERVATION

OBJECTIVE

To determine the feasibility and desirability of designating potential heritage preservation areas.

POLICIES

- (1) Council shall pursue the potential future designation of heritage preservation areas as appropriate.

14 MIXED USE AREA

OBJECTIVE

To facilitate the redevelopment and revitalization of the interior of the block generally bordered by Bowlen Street to the south and Hayes Street to the west, as identified as the mixed use area on Schedule 1.

POLICY

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

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15 RIVERFRONT DEVELOPMENT

OBJECTIVE

- (1) To ensure that future development adjacent to the Saint John River and the Nashwaak River is complementary and appropriate and will enhance the aesthetic appearance of the Plan Area from the rivers and, in the case of the Saint John River, from the south side of the City.

POLICIES

- (1) Council shall ensure that development proposed for property abutting the rivers is not visually disruptive or inappropriate given the proximity to the Saint John River or the Nashwaak River.
- (2) Any development proposed adjacent to public lands bordering the Saint John River and the Nashwaak River will be reviewed in accordance with the Riverfront Master Plan and will be forwarded to the Riverfront Advisory Committee for review.

16 COMMUNITY POLICING

OBJECTIVE

To provide the planning area with effective police service that is proactive and responsive to the special needs of the Plan Area.

POLICIES

- (1) Council shall ensure that the policing requirements of the Planning Area are satisfactorily addressed in accordance with available financing and budget priorities.
- (2) Multi-family developments of three or more units and new developments in Institutional and Commercial Zones shall be reviewed in accordance with the concepts and principles of Crime Prevention through Environmental Design (CPTED).

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17 URBAN DESIGN

OBJECTIVES

- (1) To create a distinct local identity by introducing uniform design elements based on a historical railway theme that portrays the legacy of Union Street's unique industrial heritage.
- (2) To provide adequate and readily available vehicular parking associated with commercial, residential, recreational and institutional developments within the Plan Area.

POLICIES

Streetscape

- (1) The City shall promote a pedestrian oriented streetscape by encouraging a coordinated streetscape theme, as identified in the Union Street Streetscape Plan, including furniture, street trees, a variety of plant material and pedestrian scale street lighting will be incorporated where appropriate subject to budget constraints.
- (2) As capital funds become available, the City will contribute towards streetscape enhancements on the publicly owned right-of-way.
- (3) The City will encourage private development to coordinate their designs with the City's identified streetscape theme in order to advance the City's efforts of creating a distinct local identity.

Landscaping

- (4) The City shall seek to provide landscaping, including tree planting, where appropriate and practical within the Planning Area on the public right-of-ways that are in the process of being upgraded and/or widened.
- (5) The City shall encourage pedestrian scale coordinated streetscape elements including lighting, signage and landscaping for large development projects particularly uses that generate high pedestrian traffic.

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Parking

- (6) Reduced parking standards will be considered and implemented through future zoning initiatives to encourage compact mixed use development.
- (7) All surface parking areas will be located in the side and rear yards. Front yard parking will be considered only for sites with unique site conditions.
- (8) All parking areas visible from Union Street will be screened from public view through landscaped buffers, low architectural screened walls or decorative fencing.
- (9) New development, particularly in residential areas, will be encouraged to provide vehicle parking at the side or rear of the principal structures. In addition, when it is practical given the site conditions, all loading bays associated with commercial activities shall be located at the rear or the side of any new development.

Design Review

- (10) New development proposals involving 3 or more residential units and new commercial development may be forwarded to the Design Review Subcommittee.

Schedule 1

