

AGENDA PLANNING ADVISORY COMMITTEE

Date: **Wednesday, February 18, 2026, 7:00 p.m.**
Location: **Council Chamber and Via Web Conferencing**

1. APPROVAL OF MINUTES

Annual Business Meeting - January 21, 2026

Regular Meeting – January 21, 2026

2. ZONING APPLICATIONS

2.1 City of Fredericton - Southeast New Neighbourhood Secondary Municipal Plan

- Municipal Plan Amendments and Zoning By-law Amendments

2.2 zzap Consulting Inc. - Cliffe Street / Brown Boulevard / Two Nations Crossing

Municipal Plan Amendment to redesignate portions of land from:

- Parks & Open Space and Rural & Agricultural to New Neighbourhood, and from New Neighbourhood to Commercial Centres and Corridors.

Rezone portions of land from:

- Future Development (FD) and Park (P) to Commercial Corridor Zone Two (COR-2),
- Park (P) to Residential Zone One (R-1), Residential Zone Five (R-5), Multi-Residential Zone Two (MR-2), and Mixed Use Zone Two (MX-2),
- Residential Zone One Holding (R-1(H)) to Residential Zone One (R-1) and Multi-Residential Zone Two (MR-2), and
- Institutional Zone Two (I-2) to Residential Zone Five (R-5) and Multi-Residential Zone Two (MR-2),

to permit a comprehensive residential/commercial development.

2.3 Brad Wilcox - 336 Charlotte Street

- Rezoning from TP-4 to MR-2 and a 13.4m lot frontage variance to allow construction of an 8-unit apartment building.

3. SUBDIVISION APPLICATIONS

3.1 City of Fredericton c/o Ryan Seymour - 22 Eatman Avenue

- Tentative plan of subdivision to create add an 8m² parcel of land to the Eatman Avenue right of way.

4. VARIANCE APPLICATIONS

4.1 Mariia Bezruk - 225 Turnbull Court

- Temporary use variance to permit a home occupation to operate as a “cat kennel” in property located at 225 Turnbull Court.

4.2 Nicole Brigham - 569 Woodstock Road

- Similar non-conforming use variance to permit a medical practice use within the existing building.
- Subject property is zoned Environmental and Open Space Zone (EOS). The previous non-conforming use was a retail store (Trites Flower Shop).
- There is existing similar non-conforming use variance approval for an office.

5. OLD BUSINESS

6. NEW BUSINESS

6.1 Justin Beesley - Proposed Street Name (Private) – Shepherd's Way

7. BUILDING PERMITS

To receive building permits for December 2025 and January 2026.

8. ADJOURNMENT

ORDRE DU JOUR COMITÉ CONSULTATIF SUR L'URBANISME

Date : **le mercredi 18 février 2026, 19 h 00**
Endroit : **salle du conseil municipal et participation via conférence web**

1. ADOPTION DE PROCÈS-VERBAL

Séance de travail annuelle - 21 janvier 2026

Séance ordinaire – 21 janvier 2026

2. DEMANDES DE ZONAGE

2.1 Ville de Fredericton - Plan municipal secondaire du nouveau quartier sud-est

- Modifications au plan municipal et modifications à l'arrêté de zonage

2.2 zzap Consulting Inc. -Rue Cliffe / Boulevard Brown / Two Nations Crossing

Modification du plan municipal visant à requalifier certaines portions de terrain :

- de Parcs et espaces ouverts et Zones rurales et agricoles à Nouveaux quartiers; de Nouveaux quartiers à Centres et corridors commerciaux.

Rezonage de certaines portions de terrain :

- de Zone d'aménagement futur (FD) et Parcs (P) vers Zone de corridor commerciale 2 (COR-2);
- de Parc (P) vers Zones Résidentielle 1 (R-1), Résidentielle 5 (R-5), Multirésidentielle 2 (MR-2) et Zone à usages mixtes (MX-2);
- de Résidentielle 1 – Aménagement différé (R-1 [H]) vers Zones Résidentielle 1 (R-1) et Multirésidentielle 2 (MR-2);
- de Zone de services collectifs 2 (I-2) vers Zones Résidentielle 5 (R-5) et Multirésidentielle 2 (MR-2),

afin de permettre l'aménagement d'un projet intégré à vocation résidentielle et commerciale.

2.3 Brad Wilcox - 336, rue Charlotte

- Modification de zonage de TP-4 à MR-2 et dérogation relative à la façade de lot de 13,4 m, afin de permettre la construction d'un immeuble résidentiel de huit logements.

3. DEMANDE DE LOTISSEMENT

3.1 Ville de Fredericton a/s de Ryan Seymour - 22, avenue Eatman

- Plan provisoire de lotissement visant à ajouter une parcelle de terrain de 8 m² à l'emprise de l'avenue Eatman.

4. DEMANDE DE DÉROGATION

4.1 Mariia Bezruk - 225, cour Turnbull

- Dérogation pour usage temporaire afin de permettre l'exploitation d'une occupation à domicile à titre de « pension pour chats » dans la propriété située au 225, cour Turnbull.

4.2 Nicole Brigham - 569, chemin Woodstock

- Une dérogation pour usage similaire non conforme est demandée afin de permettre l'exploitation d'un cabinet médical dans le bâtiment existant.
- La propriété visée est située dans la zone Environnement. L'usage antérieur non conforme était un commerce de détail (Trites Flower Shop).
- Une dérogation pour usage similaire non conforme est déjà en vigueur pour un usage de bureaux.

5. AFFAIRE COURANTE

6. AFFAIRE NOUVELLE

6.1 Justin Beesley - Nom de rue proposée (privée) – Voie Shepherd's

7. PERMIS DE CONSTRUIRE

Recevoir les permis de construire pour le mois de décembre 2025 et janvier 2026.

8. LEVÉE DE LA SÉANCE

PLANNING ADVISORY COMMITTEE - ANNUAL BUSINESS MEETING

January 21, 2026 – 5:30 PM
City Hall 2nd Floor Committee Room

Members: Neill McKay, Vice-Chair
Councillor Greg Ericson
Councillor Mark Peters
Councillor Margo Sheppard
Julie Baker
Anna Patterson
Scott McConaghy
Oliver Dueck

Staff: Marcello Battilana
Fredrick VanRooyen
Shasta Stairs
Elizabeth Murray, Secretary

Regrets: Rodney Blanchard, Chair

The meeting was called to order at 5:48 pm.

1. **Election of Officers and Appointment of Secretary**

Marcello Battilana assumed the Chair for the election of officers.

Election of Officers

Chairman: Nominations: Rodney Blanchard

Neill McKay nominated Rodney Blanchard as Chairman and seconded by Councillor Sheppard.

Rodney Blanchard was elected by acclamation.

CARRIED

Vice-Chairman: Nominations: Neill McKay

Councillor Ericson nominated Neill McKay as Vice-Chairman and seconded by Scott McConaghy.

Neill McKay was elected by acclamation.

CARRIED

Appointment of Secretary

It was moved by Councillor Shappard and seconded by Neill McKay that Elizabeth Murray be appointed Secretary.

CARRIED

Neill McKay assumed position of Chairman.

2. Receive Chairman's Report for 2025

An overview of the Chairman's report and overall development from 2025 was delivered.

It was moved by Councillor Ericson and seconded by Scott McConaghy that the Chairman's Report for 2025 be received.

CARRIED

3. Review of Constitution

Marcello Battilana provided an overview of the status of the Constitution. Staff have been collaborating with Legal to prepare a revised draft. Moving forward, the Constitution will be referred to as the Terms of Reference. A special meeting of the Planning Advisory Committee will be scheduled to discuss the document.

4. Southeast New Neighbourhood Secondary Municipal Plan (Overview)

Fredericton VanRooyen delivered an information session of the Southeast New Neighbourhood Secondary Municipal Plan to the members of the Planning Advisory Committee.

There being no further business the meeting was adjourned at 6:41 pm.

Neill McKay, Vice-Chair

Elizabeth Murray, Secretary

COMITÉ CONSULTATIF SUR L'URBANISME – RÉUNION ANNUELLE

21 janvier 2026 – 17 h 30

Hôtel de ville – Salle de réunion du 2^e étage

Membres : Neill McKay, vice-président
Greg Ericson, conseiller municipal
Mark Peters, conseiller municipal
Margo Sheppard, conseillère municipale
Julie Baker
Anna Patterson
Scott McConaghy
Oliver Dueck

Personnel : Marcello Battilana
Fredrick VanRooyen
Shasta Stairs
Elizabeth Murray, secrétaire

Est absent : Rodney Blanchard, président

La réunion est ouverte à 17 h 48.

1. Élection des membres de la direction et nomination de la secrétaire

Marcello Battilana assume la présidence pour la tenue de l'élection des membres de la direction.

Élection des membres

Président : Mise en candidature : Rodney Blanchard

Neill McKay propose la candidature de Rodney Blanchard à la présidence, appuyée par le conseiller Sheppard.

Rodney Blanchard est élu par acclamation.

ADOPTÉ

Vice-président : Mise en candidature : Neill McKay

Le conseiller municipal Greg Ericson propose la candidature de Neill McKay au poste de vice-président, appuyée par Scott McConaghy.

Neill McKay est élu par acclamation.

ADOPTÉ

Nomination de la secrétaire

Il est proposé par la conseillère Margo Sheppard, appuyée par Neill McKay, qu'Elizabeth Murray soit nommée secrétaire

ADOPTÉ

Neill McKay assume la présidence.

2. Rapport de la présidence pour l'année 2025

Un aperçu du rapport de la présidence et de l'ensemble des activités d'aménagement pour l'année 2025 est présenté.

Il est proposé par le conseiller municipal Greg Ericson, appuyé par Scott McConaghy, que le rapport de la présidence pour 2025 soit reçu.

ADOPTÉ

3. Examen de la constitution

Marcello Battilana présente un aperçu de l'état d'avancement de la constitution. Le personnel collabore avec le Service juridique afin de préparer une version révisée du document. Dorénavant, la constitution sera désignée sous le nom de « mandat ». Une réunion spéciale du Comité consultatif sur l'urbanisme sera planifiée afin de discuter du document.

4. Plan municipal secondaire de nouveau quartier du sud-est (aperçu)

Fredrick VanRooyen, de la Ville de Fredericton, présente un exposé d'information aux membres du Comité consultatif sur l'urbanisme au sujet du Plan municipal secondaire de nouveau quartier du sud-est.

L'ordre du jour étant épuisé, la réunion est levée à 18 h 41.

Neill McKay, vice-président

Elizabeth Murray, secrétaire

MINUTES OF A PLANNING ADVISORY COMMITTEE

Date: Wednesday, January 21, 2026, 7:00 p.m.
Location: Council Chamber and Via Web Conferencing

Members: Neill McKay, Vice-Chair
Councillor Greg Ericson
Councillor Margo Sheppard
Councillor Mark Peters
Anna Patterson
Scott McConaghy
Julie Baker
Oliver Dueck

Members Absent: Rodney Blanchard, Chair

Staff: Marcello Battilana
Fredrick Vanrooyen
Connor Adsett
Mei Jiang
Jody Boone
Tyson Aubie
Shasta Stairs
Dane Frenette
Felix McCarthy
Elizabeth Murray

APPROVAL OF MINUTES

Regular Meeting – December 10, 2025

Moved by: Julie Baker

Seconded by: Anna Patterson

That the minutes of the regular meeting of the Planning Advisory Committee of December 10, 2025, be approved.

CARRIED

ZONING APPLICATIONS

Gibson Gardens c/o Eric Price – 501 Gibson Street

- Application to rezone a portion of PID 01427780 from MR-2 to R-1 and from R-1 to MR-2 to permit the relocation of the driveway to the multi-unit development and of the R-1 lot.

Public Hearing

- The applicant Eric Price was available to respond to questions.

Moved by: Scott McConaghy

Seconded by: Julie Baker

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on January 21, 2026, the application submitted by Eric Price on behalf of Gibson Gardens to rezone a portion of 501 Gibson Street from Multi-residential Zone Two (MR-2) to Residential Zone One (R-1) and from Residential Zone One (R-1) to Multi-residential Zone Two (MR-2) to permit the relocation of the driveway to the multi-residential component and of the R-1 lot, be approved subject to terms and conditions.

CARRIED

SUBDIVISION APPLICATIONS

City of Fredericton c/o Ryan Seymour – 26 Gilbert Street

- Tentative plan of subdivision to subdivide existing PID 01547090, zoned Multi-Residential Zone Two, to create Lot 25-219

Public Hearing

- Marcello Batilana, on behalf of the applicant, was available to respond to questions.
- Tony Morehouse had questions regarding details of the subdivision and was encouraged to speak to Planning staff.

Moved by: Councillor Mark Peters

Seconded by: Julie Baker

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on January 21, 2026, the application submitted by Ryan Seymour, on behalf of the City of Fredericton, for a tentative plan of subdivision to create one new Multi-Residential Zone Two (MR-2) lot

from property located at 26 Gilbert Street be forwarded to Council with a recommendation that the public land dedication be taken as cash.

CARRIED

VARIANCE APPLICATIONS

Darren Blyth – 119 Saint Mary’s Street

- A 1.2 metre height variance to permit a freestanding sign on a property in the Multi-Residential Four Zone (MR-4)

Public Hearing

- Jen Mabie explained that the sign is essential for visibility and business viability; the area already has large commercial signs.

Moved by: Julie Baker

Seconded by: Scott McConaghy

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on January 21, 2026, the application submitted by Darren Blyth for the following as it relates to 119 Saint Mary’s Street for a 1.2 metre sign height variance to permit the freestanding sign in the MR-4 zone, be denied.

DEFEATED

(Councillor Ericson, Councillor Peters, Councillor Sheppard, Oliver Dueck, Scott McConaghy voting nay)

It was the decision of the Planning Advisory Committee to approve the variance as requested, subject to the following terms and conditions:

- a) The applicant is to obtain a municipal service locate to ensure that the sign is a three (3) metre minimum distance from services.
- b) The site be developed generally in accordance with Map II attached to P.R. 2/26;
- c) The sign height of the freestanding sign does not exceed 3.71 metres;
- d) The proposed sign meet the sign area requirements for a freestanding sign as per Zoning By-law Z-5.

Moved by: Scott McConaghy

Seconded by: Julie Baker

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on January 21, 2026, the application submitted by Darren Blyth for the following as it relates to 119 Saint Mary's Street for a 1.2 metre sign height variance to permit the freestanding sign in the MR-4 zone, be approved subject to terms and conditions.

CARRIED

OLD BUSINESS

NEW BUSINESS

ADJOURNMENT

Moved by: Anna Patterson

Seconded by: Julie Baker

That the meeting of the PAC be adjourned at 7:33 pm.

CARRIED

Neill McKay, Vice-Chair

Elizabeth Murray, Secretary

PROCÈS-VERBAL D'UNE RÉUNION DU COMITÉ CONSULTATIF SUR L'URBANISME

Date : mercredi 21 janvier 2026 à 19 h 30
Lieu : salle du conseil municipal et conférence en ligne

Membres : Neill McKay, vice-président
Greg Ericson
Margo Sheppard
Mark Peters
Anna Patterson
Scott McConaghy
Julie Baker
Oliver Dueck

Membres absents : Rodney Blanchard, président

Membres du personnel : Marcello Battilana
Fredrick Vanrooyen
Connor Adsett
Mei Jiang
Jody Boone
Tyson Aubie
Shasta Stairs
Dane Frenette
Felix McCarthy
Elizabeth Murray

ADOPTION DE PROCÈS-VERBAL

Réunion ordinaire – 10 décembre 2025

Proposé par : Julie Baker

Appuyé par : Anna Patterson

Approuver le procès-verbal de la réunion ordinaire du Comité consultatif sur l'urbanisme tenue le 10 décembre 2025.

ADOPTÉ

DEMANDES DE ZONAGE

Gibson Gardens a/s d'Eric Price – 501, rue Gibson

- Demande de modification de zonage visant une portion du NID 01427780, afin de faire passer une partie de la zone MR-2 à R-1 et une autre partie de la zone R-1 à MR-2, pour permettre le déplacement de l'allée menant à l'aménagement résidentiel multifamilial ainsi que l'ajustement du lot zoné R-1.

Audience publique :

- L'auteur de la demande, Eric Price, est présent pour répondre aux questions.

Proposé par : Scott McConaghy

Appuyé par : Julie Baker

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme tenue le 21 janvier 2026, la demande présentée par Eric Price au nom de Gibson Gardens visant à modifier le zonage d'une portion du 501, rue Gibson, afin de faire passer une partie de la Zone multirésidentielle 2 (MR-2) à la Zone résidentielle 1 (R-1) et une autre partie de la Zone résidentielle 1 (R-1) à la Zone multirésidentielle 2 (MR-2), pour permettre le déplacement de l'allée menant à la composante résidentielle multifamiliale ainsi que l'ajustement du lot zoné R-1, soit approuvée sous réserve de modalités et conditions.

ADOPTÉ

DEMANDE DE LOTISSEMENT

Ville de Fredericton a/s de Ryan Seymour 26, rue Gilbert

- Plan provisoire de lotissement visant à subdiviser le NID existant 01547090, situé dans la Zone multirésidentielle 2 (MR-2), afin de créer le lot 25-219.

Audience publique :

- Marcello Batilana, au nom du demandeur, est présent pour répondre aux questions.
- Tony Morehouse soulève des questions concernant certains détails du lotissement. Il est invité à communiquer avec le personnel de l'Urbanisme.

Proposé par : Mark Peters

Appuyé par : Julie Baker

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme tenue le 21 janvier 2026, la demande présentée par Ryan Seymour, au nom de la Ville de Fredericton, visant un plan provisoire de lotissement afin de créer un nouveau lot dans la Zone multirésidentielle 2 (MR-2) à partir de la propriété située au 26, rue Gilbert, soit transmise au conseil municipal avec la recommandation que la cession de terrain à des fins publiques soit versée sous forme de contribution monétaire.

ADOPTÉ

DEMANDE DE DÉROGATION

Darren Blyth – 119, rue Saint Mary's

- Une dérogation de 1,2 mètre à la hauteur maximale afin de permettre l'installation d'une enseigne autoportante sur une propriété située dans la Zone multirésidentielle 4 (MR-4).

Audience publique :

- Jen Mabie explique que l'enseigne est essentielle pour assurer la visibilité et la viabilité de l'entreprise; le secteur comprend déjà de grandes enseignes commerciales.

Proposé par : Julie Baker

Appuyé par : Scott McConaghy

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme tenue le 21 janvier 2026, la demande présentée par Darren Blyth relativement au 119, rue Saint Mary's, visant une dérogation de 1,2 mètre à la hauteur maximale d'une enseigne afin de permettre l'installation d'une enseigne autoportante dans la zone MR-4, soit refusée.

REJETÉ

(Les conseillers Ericson, Peters, Sheppard ainsi qu'Oliver Dueck et Scott McConaghy votent contre.)

Le Comité consultatif sur l'urbanisme décide d'approuver la dérogation telle que demandée, sous réserve des modalités et conditions suivantes :

- a) Le demandeur doit obtenir un repérage des services municipaux afin de s'assurer que l'enseigne est située à une distance minimale de trois (3) mètres des infrastructures de services publics.
- b) L'aménagement du site doit être réalisé de façon générale conformément au plan II joint au rapport d'urbanisme 2/26;

- c) La hauteur de l'enseigne autoportante ne doit pas dépasser 3,71 mètres;
- d) L'enseigne proposée doit respecter les exigences relatives à la superficie d'une enseigne autoportante conformément à l'arrêté de zonage Z-5.

Proposé par : Scott McConaghy

Appuyé par : Julie Baker

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme tenue le 21 janvier 2026, la demande présentée par Darren Blyth relativement au 119, rue Saint Mary's, visant une dérogation de 1,2 mètre à la hauteur maximale d'une enseigne afin de permettre l'installation d'une enseigne autoportante dans la zone MR-4, soit approuvée sous réserve de modalités et conditions.

ADOPTÉ

AFFAIRE COURANTE

AFFAIRE NOUVELLE

LEVÉE DE LA SÉANCE

Proposé par : Anna Patterson

Appuyé par : Julie Baker

Procéder à la levée de la réunion régulière du Comité consultatif sur l'urbanisme à 19 h 33.

ADOPTÉ

Neill McKay, vice-président

Elizabeth Murray, secrétaire

To: Rodney Blanchard and Members of the Planning Advisory Committee

From: Fredrick Van Rooyen, Senior Planner

Date: February 13, 2026

Subject: Southeast New Neighbourhood Secondary Municipal Plan Adoption, Municipal Plan Amendments, and Rezoning

I. PROPOSAL

The proposal for the adoption of the Southeast New Neighbourhood Secondary Municipal Plan includes the following components:

1. Adoption of the Southeast New Neighbourhood Secondary Municipal Plan;
2. Municipal Plan Amendments:
 - Boundary and legend amendments to Schedule 1 (Urban Structure Map) and Schedule 2 (Land Use Map) to adjust the Growth Boundary and redesignate lands to New Neighbourhood for the Southeast New Neighbourhood Area;
 - Amending the description of the Uptown Mixed-Use Node to reflect the new Southeast New Neighbourhood; and,
 - Amending the background description of the New Neighbourhoods designation to reflect the new Southeast New Neighbourhood.
3. Rezoning:
 - Rezoning for Phase 1 of the Secondary Plan Area:
 - FD to R-5 and MR-2; and,
 - GI to MR-2
 - Amending Schedule 12 in Section 20 of the Zoning By-law to add the Direct Charge Co-operative Limited site to the Workforce Housing Area.

II. BACKGROUND

Fredericton's Growth Strategy was adopted in 2017. In 8 years since adoption, more than 6,300 new housing units have been built/permitted. The Growth Strategy and Municipal Plan identify 4 New Neighbourhood Areas that are intended to accommodate 75% (or ~32,000 new people) of the City's growth over the next 25 years. One of those growth areas is the Uptown New Neighbourhood in southeast Fredericton. The Uptown New Neighbourhood is not producing housing starts, resulting in significant pressure on the remaining southside growth areas to accommodate residential development. With the City seeing double and triple the amount of projected population growth in recent years (originally projected at 1,000 new residential per year and now over 2,000 and 3,000 in the last couple of years), this has placed further pressure on ensuring that there is enough land ready and in inventory to meet our housing needs. The Uptown New Neighbourhood area is situated on lands owned by the University of New Brunswick (UNB), south of Knowledge Park Drive. To staff's knowledge, there is no timeline for the necessary

infrastructure to be installed such that implementation can be achieved. This has necessitated exploring other development options for the southeast to make land available.

East of the Uptown New Neighbourhood is the Doak Road Area. The City has previously prepared development plans for this area in 1992 and 2005. The City's Housing Accelerator Fund (HAF) application included work to update the infrastructure and land use planning work for the Doak Road area (now being referred to as the Southeast New Neighbourhood). Phase one of this work was an initial Feasibility Study, which was completed in November 2024. The Southeast New Neighbourhood Area is approximately 148 hectares in size, with over 65% being City-owned land, which represents a prime opportunity to make city-owned land available for development, positively contributing to the overall housing supply. The timing of the Southeast New Neighbourhood also represents an opportunity to leverage funding available through the Canada Housing Infrastructure Fund (CHIF), which would support the critical infrastructure necessary to bring the lands online. The development of the Southeast New Neighbourhood is also part of the City's Housing Accelerator Fund (HAF) and is consistent with recommendations 2 & 3 of the City's Affordability Strategy.

Following the initial Feasibility Study, on November 25, 2024, Council passed the following resolution:

BE IT RESOLVED THAT the Council of City of Fredericton authorize City Staff to apply for infrastructure funding and begin engineering design for Phase I of the Doak Road Area as outlined in the Doak Road Feasibility Study;

BE IT RESOLVED THAT the Council of the City of Fredericton direct the Planning and Development Department to advance the Secondary Municipal Plan process for the Doak Road Area; and

BE IT RESOLVED THAT the Council of the City of Fredericton direct the Planning and Development Department to analyze the impacts of moving the Southeast New Neighbourhood in the Growth Strategy and Municipal Plan to the Doak Road area considering the impacts on the existing Uptown New Neighbourhood.

This provided staff with direction to initiate the Secondary Plan for the Southeast New Neighbourhood. The Southeast New Neighbourhood is grounded in the existing Growth Strategy and Municipal Plan, building off of the existing policy framework that is in place for new neighbourhoods and mixed-use nodes, and is anticipated to accommodate up to 7,000 new residents over the next 25 years. The Secondary Plan provides a high-level framework specific to the Southeast New Neighbourhood context, provides a path to activate a new neighbourhood area, and help alleviate development pressure on the southside of the City.

Through extensive public and stakeholder collaboration, the Southeast New Neighbourhood Secondary Municipal Plan will lay the foundation for how the new neighbourhood will flourish into a complete community that supports growth in the southeast. In staff's view, the Southeast New Neighbourhood Area has been designed and organized in a compact manner that is not only feasible but efficient. The land area provides for a range of housing options, establishes a well-connected street network, all centered around a mixed-use node. As seen below, the Southeast New Neighbourhood Area would be added to the Growth Boundary and land redesignated to New Neighbourhood. Staff would note that at this time, the existing New Neighbourhood designation on the UNB property would remain in place and like all growth areas, would be reviewed as part of the regular 10-year review/update to the Municipal Plan and Growth Strategy.

IV. ENGAGEMENT

The Southeast New Neighbourhood Plan process was structured to be transparent and accessible from project kick-off. It is critical that residents and stakeholders feel they are connected to the development of the planning document to both understand and support the policies and proposals therein. The primary engagement sessions were conducted in March/April 2025 to gather feedback as the framework of the Southeast New Neighbourhood Plan first started to take shape. These sessions included two open house events, pop-ups at facilities near/within the plan area (the Co-op and the Grant Harvey Centre), along with targeted stakeholder meetings. Given the limited number of existing residents within the plan area, staff reached out directly to those residents and met with them in the plan area, allowing for more one-on-one conversations. Members of the consultant team also held stakeholder meetings with various interested property owners and developers. There were also touch points throughout the process with both the Affordable Housing Committee and Economic Prosperity and Growth Planning Committee, which also helped further identify potential priorities and policies. An Engage Fredericton webpage was also available for the plan, which provided access to information throughout the process along with the ability to ask any questions.

Following the initial round of engagement in the spring of 2025, staff and the consulting team spent the summer preparing the draft plan. The draft plan was then shared and circulated in August 2025 with those involved in the initial round of engagement, creating a feedback loop. This more targeted approach allowed for further refinement of the draft plan and the proposed policies before proceeding to the adoption process in the winter.

Staff presented this approach to the Economic Prosperity and Growth Planning Committee on August 28, 2025, and Council passed the following resolution on September 22, 2025:

BE IT RESOLVED THAT the Council of the City of Fredericton hereby receives the Draft Southeast New Neighbourhood Secondary Municipal Plan for information;

BE IT FURTHER RESOLVED THAT the Council of the City of Fredericton hereby directs that Planning & Development staff conduct further targeted public engagement with existing residents and property owners within the Plan Area;

BE IT FURTHER RESOLVED THAT the Council of the City of Fredericton hereby directs that upon completion of the public engagement that a summary of engagement be prepared, that any adjustments to the plan be made, so that the adoption process for the Southeast New Neighbourhood Secondary Municipal Plan can be initiated; and

BE IT FURTHER RESOLVED THAT staff of the Legal Division be authorized and directed to prepare the associated by-law amendments to By-law No. Z-6, A By-law to Adopt a Municipal Plan for the City of Fredericton, and By-law No. Z-5, A Zoning By-law for the City of Fredericton, be prepared.

Two 'What We Heard Report' documents summarize the comments received during the two main rounds of engagement and are attached for further information. In short, the following represent key areas of discussion:

- **Housing Affordability:** need for non-market housing, housing diversity/options, and home ownership
- **Environmental Protection:** working with the existing natural features
- **Parkland, Amenities & Services:** ensuring that amenities are in place and built out in conjunction with growth, including parks, schools, and retail.
- **Transportation & Municipal Services:** ensuring that the plan area is well connected and able to provide different transportation options (transit, active transportation), along with specific details around construction and service delivery timelines for existing residents (particularly those that are current on private well/septic).

In conjunction with the public engagement process, there was robust consultation with other internal City Departments covering aspects from parks and trees to transit and municipal servicing. This collaboration started from day one, as the Plan is grounded in an initial Feasibility Study from November 2024, which allowed for a more robust examination of how servicing systems would be extended and how the transportation network would be connected. The Feasibility Study, along with the Technical Background Report, provided a foundation for the policies and proposals contained in the Southeast New Neighbourhood Plan along with a base to support a feasible and efficient layout and design for the Plan Area.

These considerations have also shaped the proposals contained within the Southeast New Neighbourhood Plan, ensuring that there are considerations to support early transit implementation, active transportation connections to the broader network, and master planning for municipal services. Implementation of the plan is also critical and based on feedback from public engagement, the plan emphasizes the importance of infrastructure, transportation options, and public amenities, including parks and open space, being developed concurrent with and supporting growth. Recognizing that the Southeast New Neighbourhood Plan is a long-range planning document that shapes the development of a new neighbourhood area over the next 25 years, additional review and upgrades to the overall system would take place to ensure that the necessary infrastructure is in place to support the new neighbourhood.

IV. ANALYSIS

Amendments to Municipal Plan Z-6

The following amendments are proposed to the Municipal Plan Z-6:

#	Section	Amendment	Rationale
1.	Schedule 1 (Urban Structure Map)	Repeal and replace Schedule 1 (Urban Structure Map) to make boundary and legend adjustments for the Southeast New Neighbourhood Secondary Municipal Plan Area including adding land to the Growth Boundary and designating lands as New Neighbourhoods.	Mapping amendments to align with new plan boundary.
2.	Schedule 2 (Land Use Map)	Repeal and replace Schedule 2 (Land Use Map) to make boundary adjustments for the Southeast New Neighbourhood Secondary Municipal Plan Area including adding land to the Growth Boundary and redesignating land from Rural and Agricultural, Business and Industrial, and Established Neighbourhoods to New Neighbourhoods.	Mapping amendments to align with new plan boundary.

3.	2.2.1 Mixed-Use Nodes	<p>(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:</p> <p>...</p> <p>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;</p> <p>ii. Southeast: This Mixed-Use Node is located centrally within the Southeast New Neighbourhood Area along the main corridor and is intended to support the daily living needs of residents within the southeast in a compact and walkable area. The Mixed-Use Node will include a mixture of higher densities, commercial, and business uses within a more urban built form.</p> <p>...</p>	Update Mixed-Use Nodes policy reference to reflect new Southeast Area.
4.	2.2.1 New Neighbourhoods	<p>Background</p> <p>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.</p> <p>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:</p> <p>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;</p> <p>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;</p> <p>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,</p> <p>Uptown: Uptown is bookended to the west by major retail designations and Knowledge Park, and to the east by Grant Harvey Centre. The City will encourage UNB to realize a variety of housing in a transit-oriented</p>	Update New Neighbourhood background to reflect new Southeast Area.

		<p>community on its lands, with neighbourhood-scale amenities in a Mixed-use Node at its heart.</p> <p>Southeast: Guided by the Southeast New Neighbourhood Secondary Municipal Plan, the Southeast area will bring diverse housing options within a compact and walkable form, primarily on City-owned land, with neighbourhood scale amenities in a Mixed-use Node at its heart.</p> <p>Mixed-Use Nodes will form the core of the four new neighbourhoods developed in conjunction and integrated within the New Neighbourhoods Designation.</p>	
--	--	---	--

Amendment to Zoning By-law Z-5 Maps (Schedule 11)

To implement the Southeast New Neighbourhood Secondary Municipal Plan and ensure that the initial phase of the plan area is ready for potential development, this proposal includes a set of rezonings that correspond to phase 1 in the Secondary Plan (Map 3, page 16 of Secondary Plan). Phase 1 features land designated both Residential and Corridor in the Secondary Plan. In summary, the proposed rezonings would include (see Map II attached to staff report):

- Future Development Zone (FD) to Multi-Residential Zone Two (MR-2) and Residential Zone Five (R-5); and,
- General Industrial Zone (GI) to Multi-Residential Zone Two (MR-2).

As a reminder, the R-5 zone permits single detached, semi detached, and/or townhouses, and the MR-2 zone permits townhouses, stacked townhouses, and apartment buildings (up to 4 storeys). These proposed zones are consistent with the Secondary Plan by providing greater height and density in the Corridor designation and along the Doak Road frontage and then transitioning down to more low-rise housing forms in the remaining Residential designation. By having the zoning in place for the initial phase, it allows the City to be in a ready position for future land sales and development and is in alignment with the City’s Housing Accelerator Fund (HAF) and current Canada Housing Infrastructure Fund (CHIF) application.

Amendment to Zoning By-law Z-5 – Workforce Housing Area (Schedule 12)

The other zoning component as part of Phase 1 that is being proposed is to add the Direct Charge Co-operative Limited site at the top of Doak Road to the Workforce Housing Area under Schedule 12 of Zoning By-law Z-5. As seen in the Land Use & Phasing Map in the Secondary Plan (Map 3, page 16 of Secondary Plan), the Co-op site is identified as part of Phase 1 and designated Employment. The Employment policies of the Secondary Plan speak to considering workforce housing within the Employment designation.

Throughout the Secondary Plan process, the Co-op site has been recognized as an important asset and amenities for the new neighbourhood. To help support the future viability of the Co-op site and provide more housing options in close proximity to commercial amenities and daily needs, it is proposed to add the Co-op site to the Workforce Housing Area (see Map III attached to staff report). The Co-op site is a large, underutilized property that has the potential to accommodate further residential intensification. As seen on Map III attached to the staff report, it would become part of the Area 2 Workforce Housing Area, which generally permits up to 6 storeys. Future workforce housing development would be subject to the relevant workforce housing standards within Zoning By-law Z-5 along with the typical serviceability and feasibility review that any development would undergo.

V. RECOMMENDATION

- A. That By-law No. Z-12, A By-law to Adopt the Southeast New Neighbourhood Secondary Municipal Plan, be adopted, the contents of which are enclosed as Schedule A attached to P.R. 4/26.**
- B. That By-law No. Z-6, A By-law to Adopt a Municipal Plan for the City of Fredericton, be amended by repealing and replacing Schedule 1 (Urban Structure Map) to make boundary and legend adjustments for the Southeast New Neighbourhood Secondary Municipal Plan Area including adding land to the Growth Boundary and designating lands as New Neighbourhoods as shown on Schedule B attached to P.R. 4/26.**
- C. That By-law No. Z-6, A By-law to Adopt a Municipal Plan for the City of Fredericton, be amended by repealing and replacing Schedule 2 (Land Use Map) to make boundary adjustments for the Southeast New Neighbourhood Secondary Municipal Plan Area including adding land to the Growth Boundary and redesignating lands from Rural and Agricultural, Business and Industrial, and Established Neighbourhoods to New Neighbourhoods, and from Rural and Agricultural to Business and Industrial as shown on Schedule C attached to P.R. 4/26.**
- D. That By-law No. Z-6, A By-law to Adopt a Municipal Plan for the City of Fredericton, be amended by repealing subparagraph 2.2.1(14)(ii) and the Background statement of the New Neighbourhood Designation contained in Section 2.2.1, and replacing with a new subparagraph and Background statement as outlined in the attached Schedule D.**
- E. That the following amendments to the Zoning Maps (Schedule 11) of By-law No. Z-5, A Zoning By-law for the City of Fredericton be approved:**
 - i. Rezone land from Future Development Zone (FD) to Multi-Residential Zone Two (MR-2) and Residential Zone Five (R-5) and from General Industrial Zone (GI) to Multi-Residential Zone Two (MR-2) as shown on Map II attached to P.R. 4/26.**
- F. That Schedule 12 in Section 20 of By-law No. Z-5, A Zoning By-law for the City of Fredericton, be amended to include Map III attached to P.R. 4/26.**

Prepared by:



Fredrick Van Rooyen, RPP, MCIP
Senior Planner, Community Planning

Approved by:

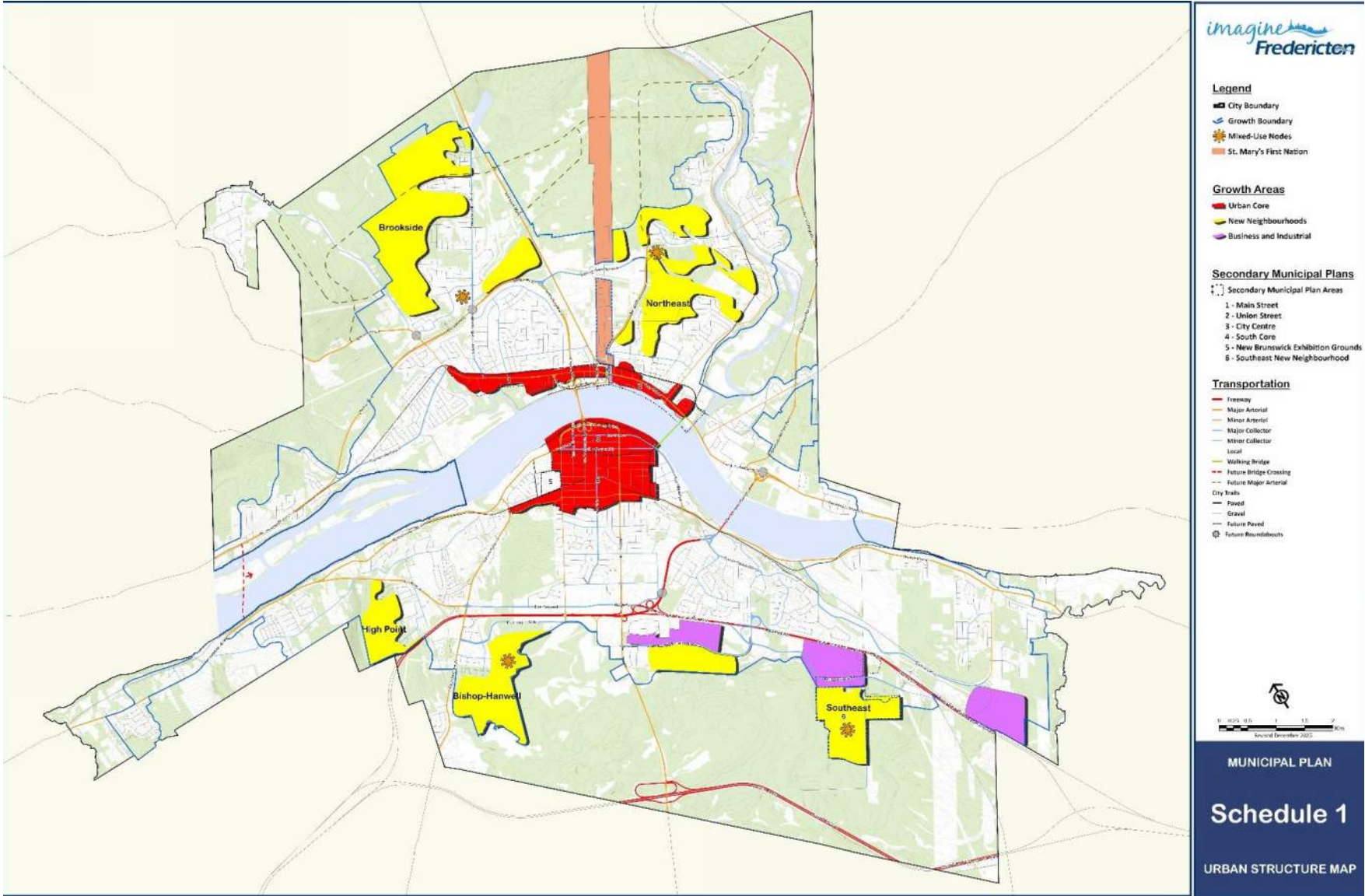


Marcello Battilana, RPP, MCIP
Assistant Director, Planning & Development

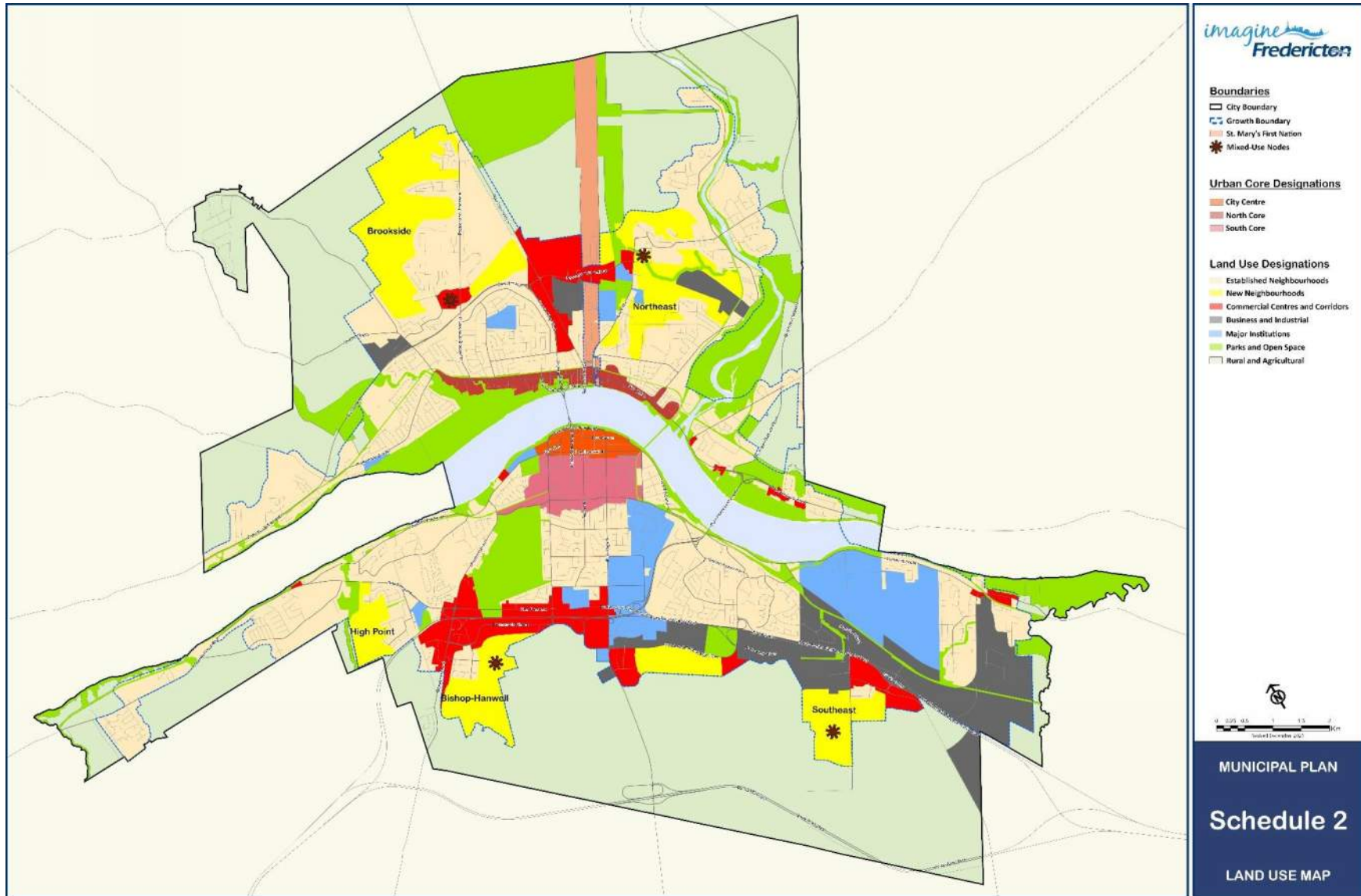
Schedule A
Southeast New Neighbourhood Secondary Municipal Plan

The Southeast New Neighbourhood Secondary Municipal Plan is attached herein.

Schedule B Municipal Plan – Schedule 1 (Urban Structure Map)



Schedule C Municipal Plan – Schedule 2 (Land Use Map)



Schedule D Municipal Plan – Text Amendments

Repealing subparagraphs and background statement and replacing as follows:

2.2.1 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:

...

- ii. Southeast: This Mixed-Use Node is located centrally within the Southeast New Neighbourhood Area along the main corridor and is intended to support the daily living needs of residents within the southeast in a compact and walkable area. The Mixed-Use Node will include a mixture of higher densities, commercial, and business uses within a more urban built form.

...

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,

Southeast: Guided by the Southeast New Neighbourhood Secondary Municipal Plan, the Southeast area will bring diverse housing options within a compact and walkable form, primarily on City-owned land, 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.

By-law No. Z-6.11 / Arrêté No. Z-6.11

Re-designate from Rural and Agricultural to Business and Industrial. / Changement de designation Rurale et d'utilisation agricole à Utilisation industrielle et commerciale

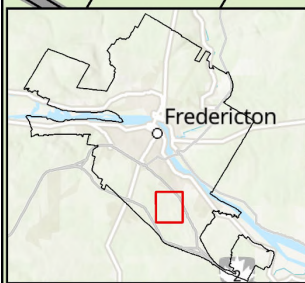
Lands to be added to Growth Boundary / Terrains à ajouter à la limite de croissance

Re-designate from Business and Industrial to New Neighbourhoods. / Changement de designation Utilisation industrielle et commerciale à Nouveaux quartiers

Re-designate from Established Neighbourhoods to New Neighbourhoods. / Changement de designation Quartiers établis à Nouveaux quartiers.

Re-designate from Rural and Agricultural to New Neighbourhoods. / Changement de designation Rurale et d'utilisation agricole à Nouveaux quartiers.

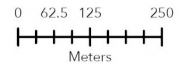
Amendment to Schedule "1" and "2" of the Municipal Plan / Modification à l'annexe "1" et "2" du plan municipal.



Schedule B / Annexe B

Southeast New Neighbourhood Secondary Municipal Plan Area / Secteur du plan municipal secondaire du nouveau quartier du Sud-Est

Scale: 1:12,000



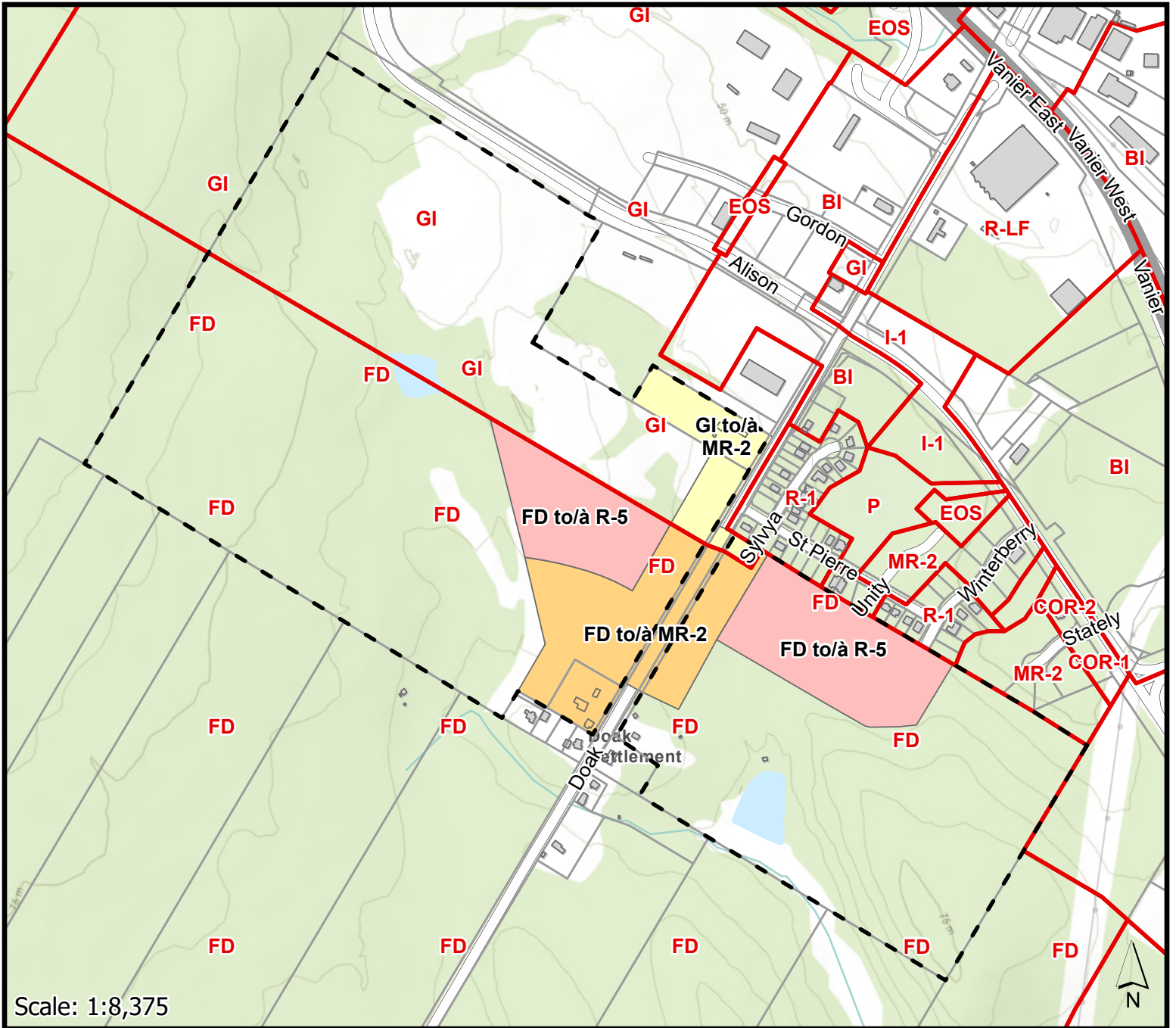
Land Use Designations / Désignations d'utilisation des sols


- | | | |
|--|---|---|
| Growth Boundary / Limite de la croissance | Commercial Centres and Corridors/ Centres et corridors pour le commerce | Parks and Open Space / Parcs et espaces ouverts |
| Established Neighbourhoods / Quartiers établis | Business and Industrial/ Utilisation industrielle et commerciale | Rural and Agricultural / Désignation rurale et d'utilisation agricole |
| New Neighbourhoods/ Nouveaux quartiers | Major Institutions / Utilisation institutionnelle | |






Community Planning
Planification urbaine

Map \ carte # I
File \ fiche: PR-4-2026
Date \ date: février \ February 18, 2026
Subject \ sujet: Southeast New Neighbourhood
Secondary Municipal Plan / Plan secondaire
du nouveau quartier du sud-est



 Subject Properties / Propriétés Visé

Rezone / Rezoner

-  FD to/à MR-2
-  FD to/à R-5
-  GI to/à MR-2



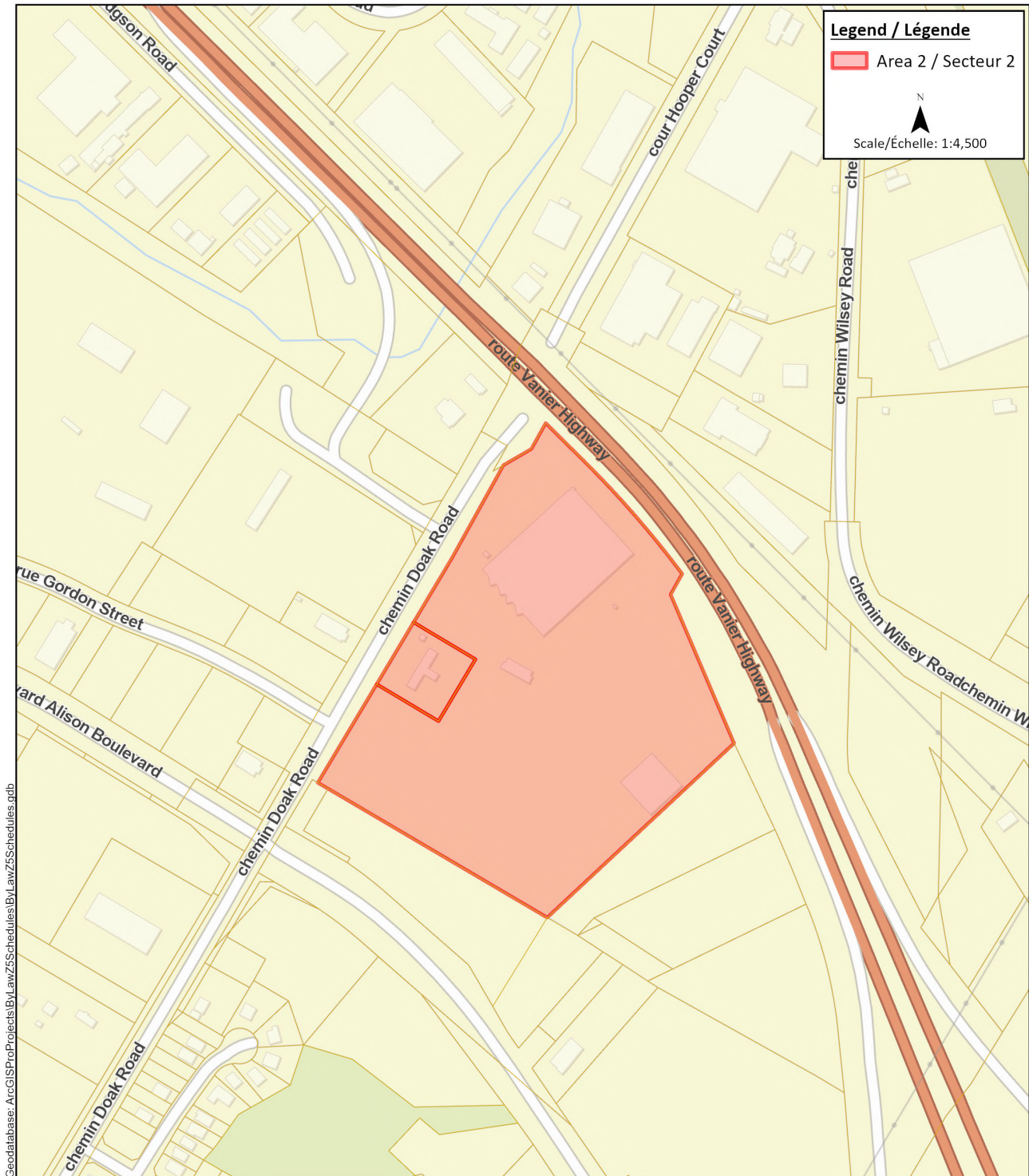
Community Planning
Planification urbaine

Map \ carte # II
 File \ fiche: PR-4-2026
 Date \ date: février \ February 18, 2026
 Subject \ sujet: Southeast New Neighbourhood
 Secondary Municipal Plan / Plan secondaire
 du nouveau quartier du sud-est

WORKFORCE HOUSING AREA / ZONE DE LOGEMENTS DE PROXIMITÉ DESTINÉS AUX TRAVAILLEURS

Zoning By-Law/ Arrêté n° Z-5

Schedule/Annexe 12



Geodatabase: ArcGISProProjects\ByLawZ5\Schedules\ByLawZ5\Schedules.gdb

Fredericton

Compiled by Planning and Development /
Compilé par Planification et Développement
February / février 2026

Fredericton

Community Planning
Planification urbaine

Map \ carte # III
File \ fiche: PR-4-2026
Date \ date: février \ February 18, 2026
Subject \ sujet: Southeast New Neighbourhood
Secondary Municipal Plan / Plan secondaire
du nouveau quartier du sud-est



SOUTHEAST NEW NEIGHBOURHOOD

Secondary Municipal Plan

2026

Fredericton



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

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

LAND ACKNOWLEDGMENT

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

TABLE OF CONTENTS

1. Planning for Growth	4		
1.1 Background	4		
1.2 Purpose	4		
1.3 Plan Area	6		
1.4 A Vision for the Southeast New Neighbourhood	6		
1.5 Achieving the Goals of the Municipal Plan	7		
2. Shaping Growth	10		
2.1 Housing	10		
2.1.1 Housing Policies	10		
2.1.2 Housing Proposals	10		
2.2 Economic Development	11		
2.2.1 Economic Development Policies	11		
2.3 Urban Design	11		
2.3.1 Urban Design Policies	11		
2.4 Sustainable Development	11		
2.4.1 Sustainable Development Policies	11		
2.5 Land Use	12		
2.5.1 General Land Use Policies	12		
2.5.2 Corridor Policies	12		
2.5.3 Central Node Policies	13		
2.5.4 Employment Policies	13		
2.5.5 Residential Policies	13		
2.5.6 Parks & Open Space Policies	14		
		2.5.7 Land Use Proposals	15
		3. Supporting Growth	17
		3.1 Development Pattern	17
		3.1.1 Development Pattern Policies	17
		3.2 Mobility	20
		3.2.1 General Mobility Policies	20
		3.2.2 Corridor street Policies	20
		3.2.3 Neighbourhood street Policies	21
		3.2.4 Trails and Active Transportation Policies	21
		3.2.5 Transit Policies	21
		3.2.6 Mobility Proposals	21
		3.3 Municipal Servicing	23
		3.3.1 Servicing Policies	23
		3.3.2 Servicing Proposals	23
		4. Implementation	25
		4.1 Implementation	25
		4.1.1 Implementation Policies	25
		4.2 Interpretation	25
		4.2.1 Interpretation Policies	25
		4.3 Phasing	25
		4.3.1 Phasing Policies	25
		4.3.2 Phasing Proposals	26

LIST OF MAPS

Map 1: Southeast New Neighbourhood Plan Area	.....	5
Map 2: The Southeast New Neighbourhood Demonstration Plan	.....	8
Map 3: Land Use & Phasing	.....	16
Map 4: Development Pattern	.....	18
Map 5: Mobility Network	.....	19

1. Planning for Growth

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

1.1 BACKGROUND

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

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

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

Fredericton in 2044:

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

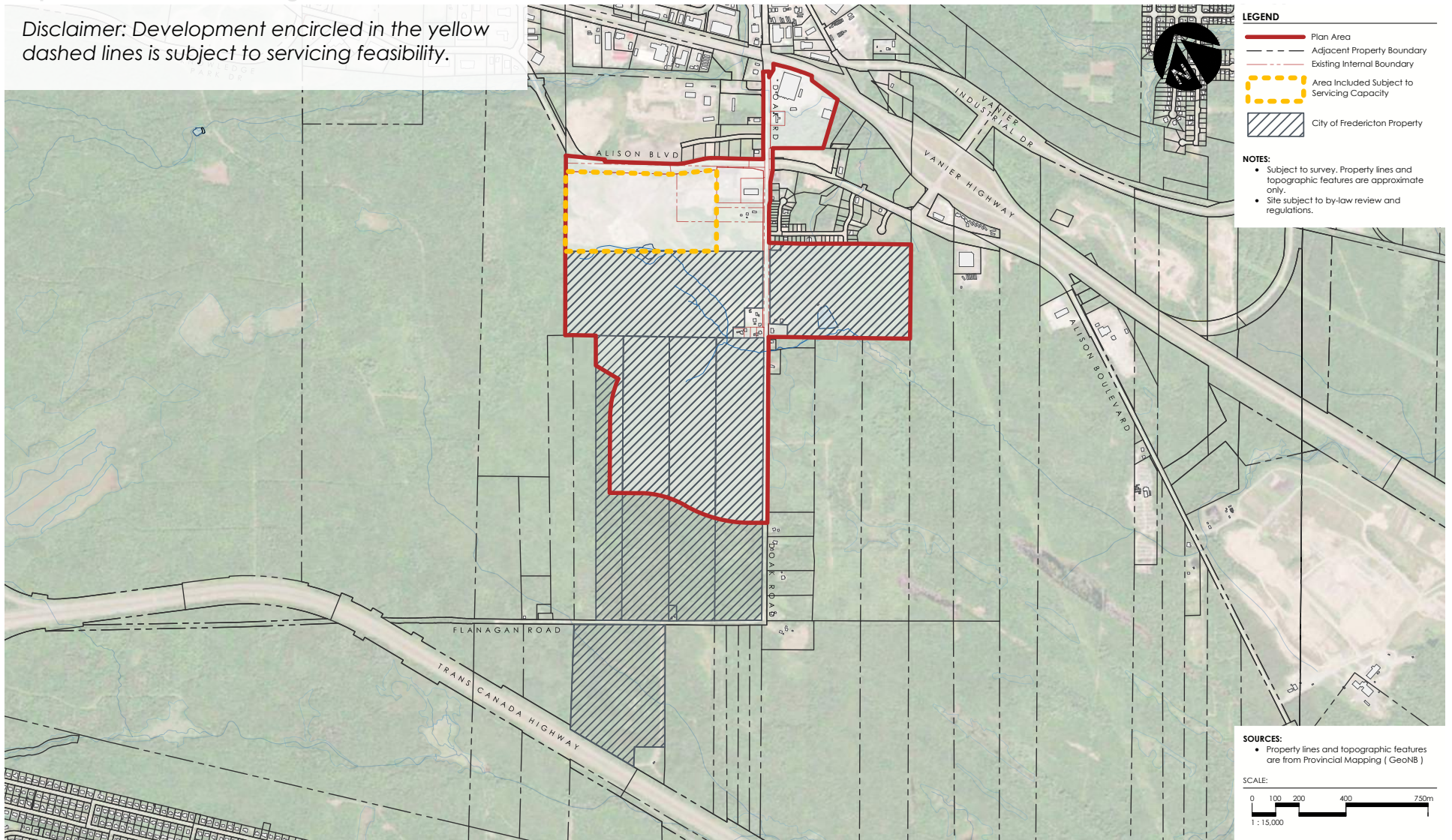
1.2 PURPOSE

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

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

Map 1: Southeast New Neighbourhood Plan Area

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



1. Planning for Growth

1.3 PLAN AREA

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

1.4 A VISION FOR THE SOUTHEAST NEW NEIGHBOURHOOD

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

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

1.5 ACHIEVING THE GOALS OF THE MUNICIPAL PLAN

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

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

1. Planning for Growth

Map 2: The Southeast New Neighbourhood Demonstration Plan

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



Planning for Growth 1.



Figure 1: Central Node



Figure 2: Corridor



Figure 3: Watercourse & Trails



Figure 4: Public Parkland

2. Shaping Growth

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

2.1 HOUSING

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

2.1.1 HOUSING POLICIES

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

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

2.1.2 HOUSING PROPOSALS

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

2.2 ECONOMIC DEVELOPMENT

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

2.2.1 ECONOMIC DEVELOPMENT POLICIES

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

2.3 URBAN DESIGN

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

2.3.1 URBAN DESIGN POLICIES

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

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

2.4 SUSTAINABLE DEVELOPMENT

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

2.4.1 SUSTAINABLE DEVELOPMENT POLICIES

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

2. Shaping Growth

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

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

2.5 LAND USE

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

2.5.1 GENERAL LAND USE POLICIES

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

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

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

2.5.2 CORRIDOR POLICIES

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

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

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

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

2.5.3 CENTRAL NODE POLICIES

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

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

2.5.4 EMPLOYMENT POLICIES

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

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

2.5.5 RESIDENTIAL POLICIES

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

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

2. Shaping Growth

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

2.5.6 PARKS & OPEN SPACE POLICIES

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

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



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



Figure 6: Lian Valcour Playground

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



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



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

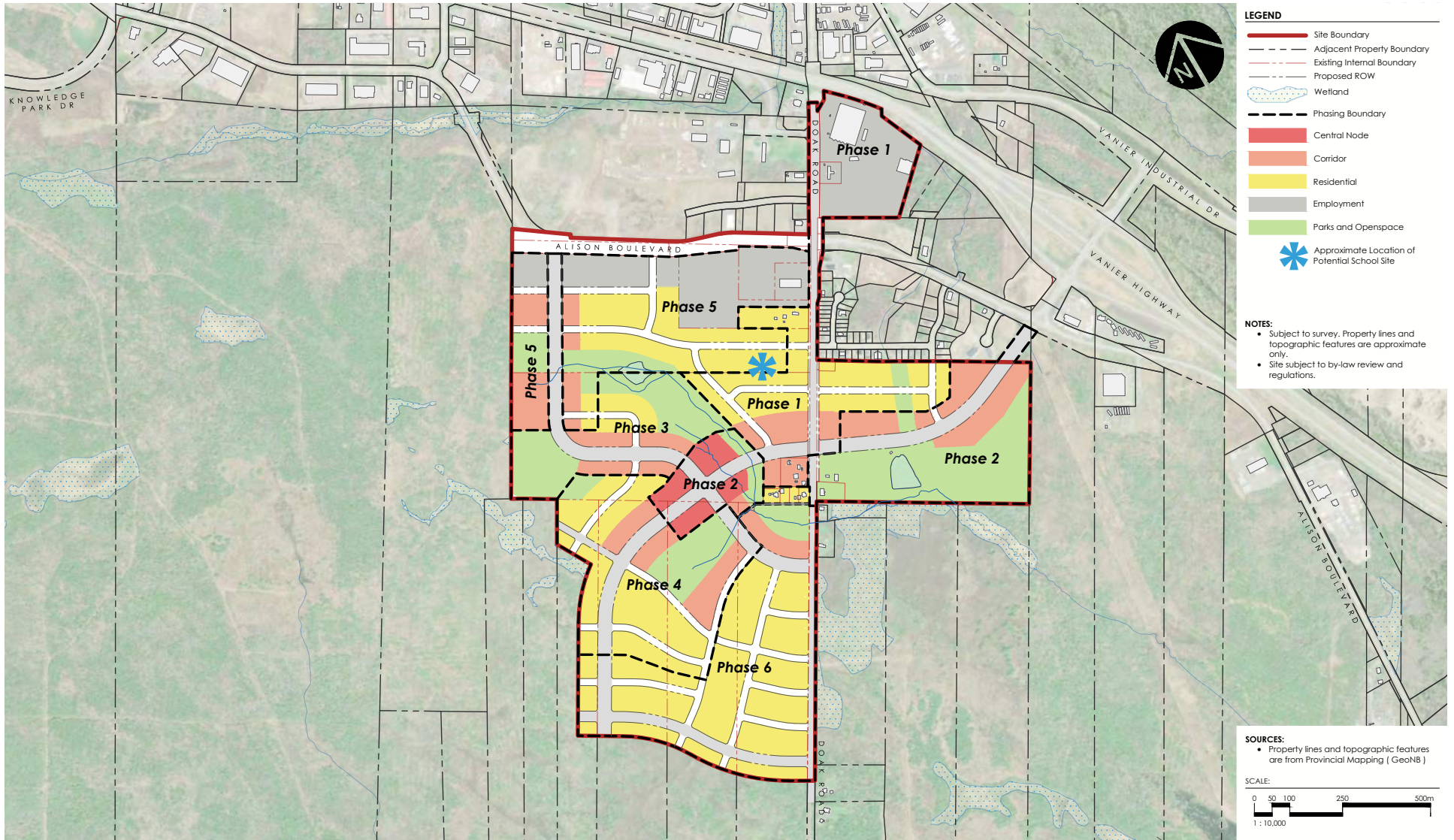
- i. Area 3 is a central park that abuts the Central Node and connects to the greenway. This park is intended to offer a safe and comfortable active transportation route, centralized recreational amenities, and a variety of programming.
 - ii. Area 4 contains the existing watercourse that crosses the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

2.5.7 LAND USE PROPOSALS

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

2. Shaping Growth

Map 3: Land Use & Phasing



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

3.1 DEVELOPMENT PATTERN

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

3.1.1 DEVELOPMENT PATTERN POLICIES

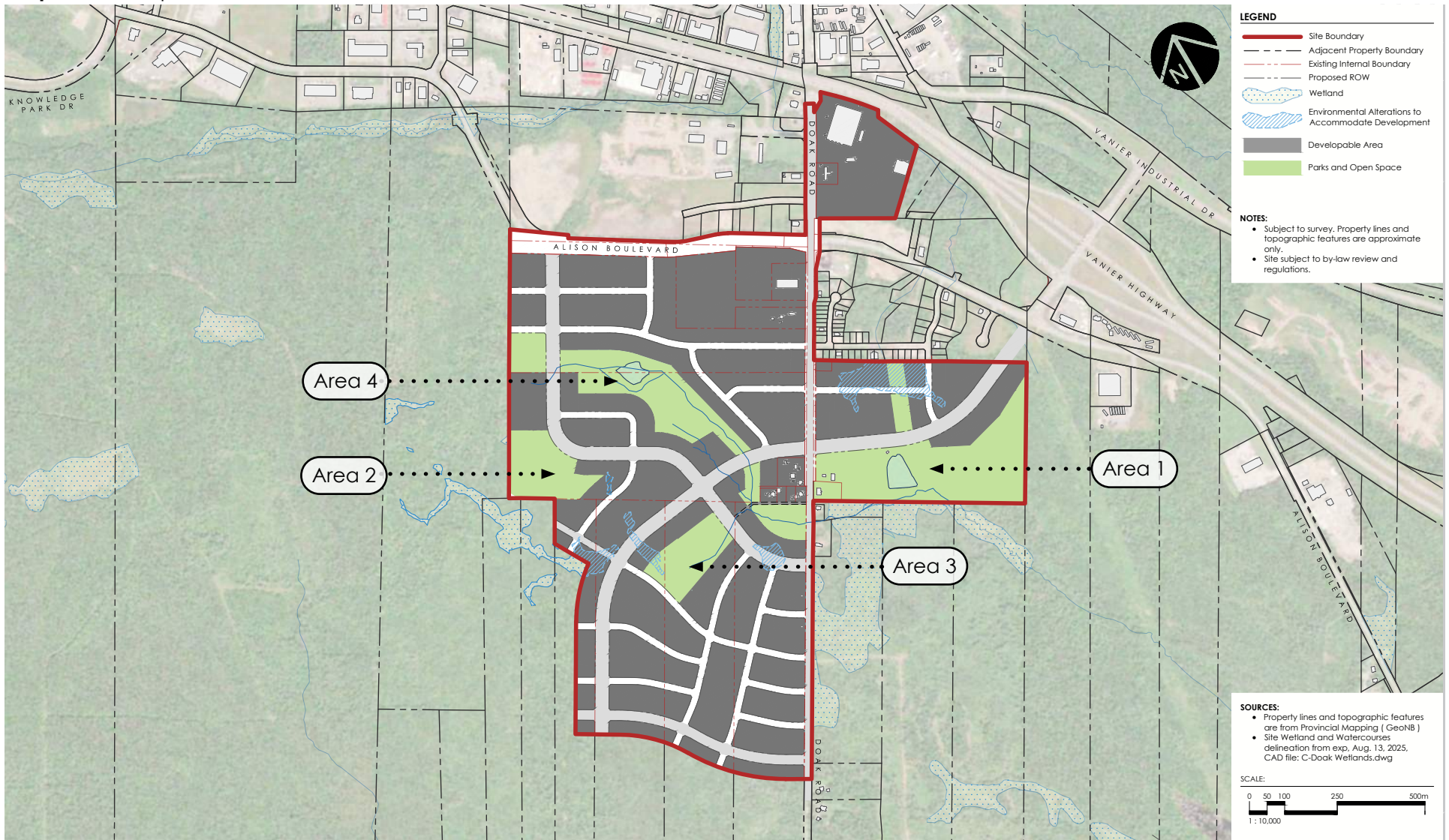
- (1) The Southeast New Neighbourhood will be organized by a logical pattern of streets and open spaces as generally illustrated in Map 4 to promote walkable and sustainable growth.
- (2) The layout of public streets should generally:
 - i. Encourage a consistent block pattern that promotes connectivity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



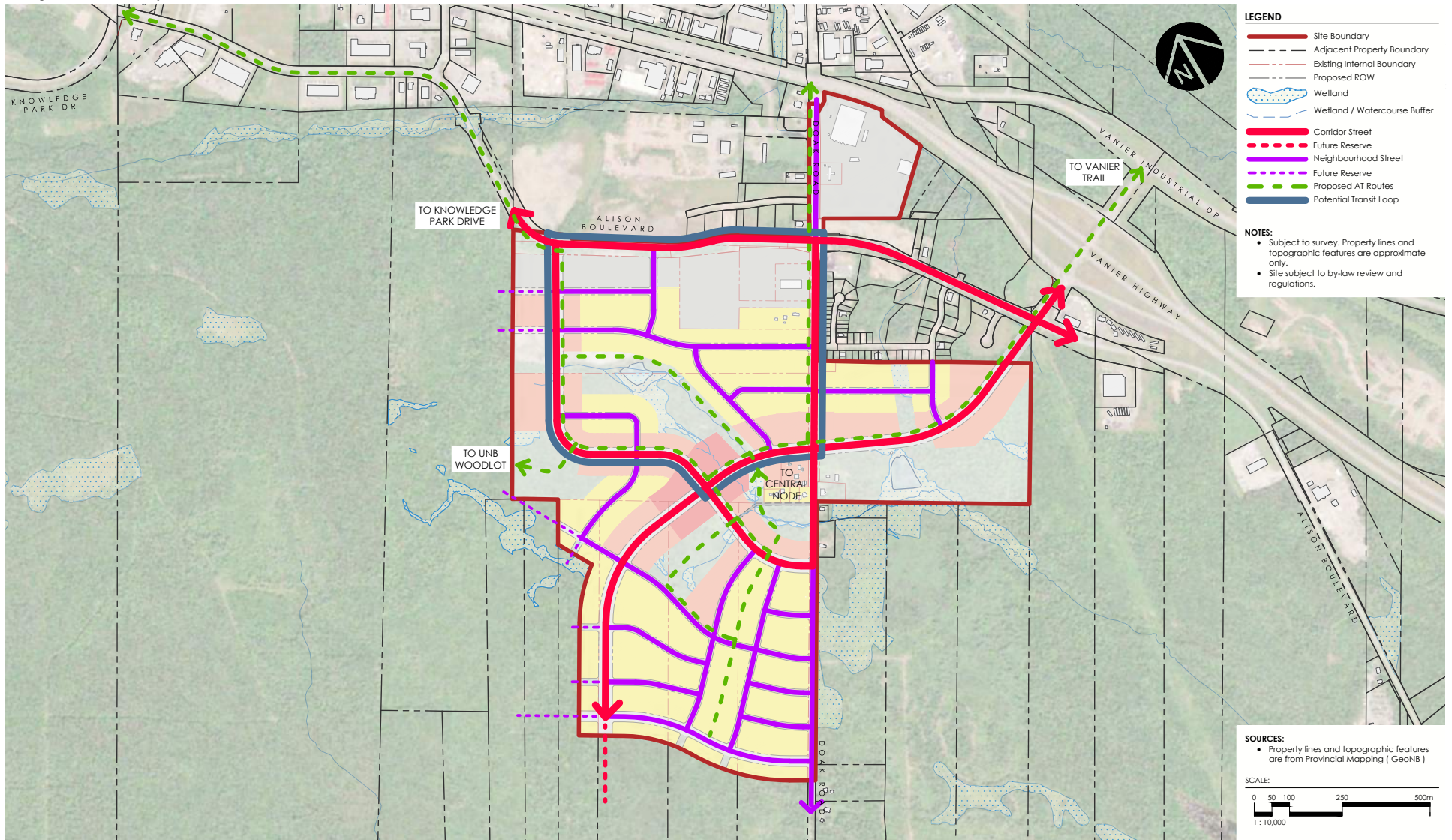
Figure 9: Fredericton's downtown street grid

3. Supporting Growth

Map 4: Development Pattern



Map 5: Mobility Network



3. Supporting Growth

3.2 MOBILITY

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

3.2.1 GENERAL MOBILITY POLICIES

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

3.2.2 CORRIDOR STREET POLICIES

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

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

3.2.3 NEIGHBOURHOOD STREET POLICIES

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

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

3.2.4 TRAILS AND ACTIVE TRANSPORTATION POLICIES

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

3.2.5 TRANSIT POLICIES

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

3.2.6 MOBILITY PROPOSALS

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

3. Supporting Growth



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



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



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



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

3.3 MUNICIPAL SERVICING

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

3.3.1 SERVICING POLICIES

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

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

3.3.2 SERVICING PROPOSALS

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

3. Supporting Growth



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



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



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



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

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

4.1 IMPLEMENTATION

4.1.1 IMPLEMENTATION POLICIES

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

4.2 INTERPRETATION

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

4.2.1 INTERPRETATION POLICIES

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

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

4.3 PHASING

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

4.3.1 PHASING POLICIES

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

4. Implementation

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

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

4.3.2 PHASING PROPOSALS

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



[This page is intentionally left blank.]

GLOSSARY

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

GLOSSARY

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

An aerial photograph of a forested area with a road. The image is split vertically into two halves. The left half is dark and shows a dense forest of evergreen and deciduous trees. The right half is bright and shows the same area covered in snow, with long shadows cast across the snow. A road runs vertically through the center, and a few small figures are visible on it in the lower half.

Fredericton

SOUTHEAST NEW NEIGHBOURHOOD

Secondary Municipal Plan



WHAT WE HEARD

SOUTHEAST NEW NEIGHBOURHOOD SECONDARY PLAN

City of Fredericton
June 2025



Land Acknowledgement

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”.



TABLE OF CONTENTS

1 INTRODUCTION	3
1.1 Project Timeline	4
1.2 Plan Area	4
1.3 Key Terms	5
1.4 What We Know	6
2 ENGAGEMENT PROCESS	7
2.1 Our Approach	7
2.2 Engagement Timeline	8
3 WHAT WE HEARD	11
3.1 What We Heard on the New Neighbourhood Guidelines	11
4 HOW WE ARE MOVING FORWARD	20
4.1 Preliminary Plan Objectives	20
APPENDIX A: OPEN HOUSE BOARDS	23





1 INTRODUCTION

Lands surrounding Doak Road in Southeast Fredericton have been identified by the City as an opportunity to support significant growth.

zzap Consulting Inc. (zzap) and EXP Services (EXP) have been obtained by the City of Fredericton to develop a secondary plan to guide development of these lands. The need for a new growth area (New Neighbourhood) is driven by higher than foreseen population growth and a lack of development of the University of New Brunswick Endowment Lands (UNB Woodlot), which was identified as a New Neighbourhood area in Fredericton's 2017 Growth Strategy. zzap and EXP completed a feasibility study for the area in late 2024 to evaluate the infrastructure and development needed to support a future population of 5,000-7,000 people.

Building on the outcomes of the feasibility study, the extension of services and future development of these lands will be guided by a secondary plan. The secondary planning process began in January 2025 and to date has included:

- The completion of a Technical Background Report to meet the requirements of the Section 24(2)(b) of the *Community Planning Act (SNB 2017, c19)* and provide insight to inform further planning efforts.
- Engagement with community members and other stakeholder groups to inform the development of the Secondary Plan.

This report summarizes the findings of engagement efforts to date and outlines how the team is incorporating input into the development of the Southeast Secondary Plan framework.

1.1 PROJECT TIMELINE



1.2 PLAN AREA

The Plan Area encompasses just under 200 hectares of land surrounding Doak Road and Alison Boulevard, and South of Vanier Highway. There are several single-family homes and businesses located fronting Doak Road and Alison Boulevard, but the Plan Area is otherwise undeveloped and forested. The lands about the 2020 Municipal Plan growth boundary and are not currently serviced by municipal sanitary, water, or stormwater services.

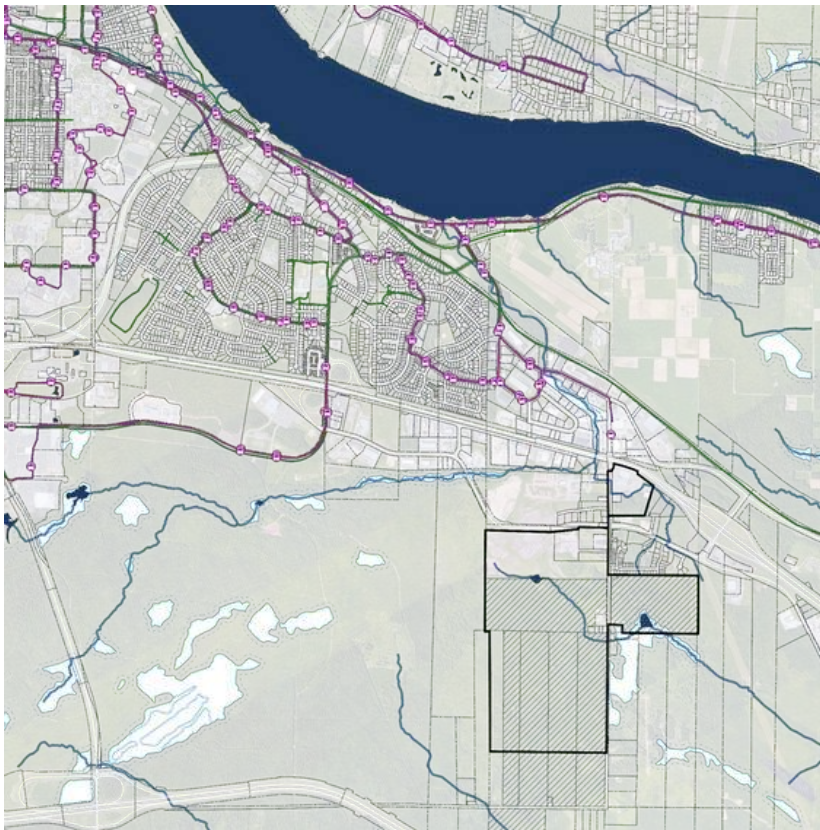
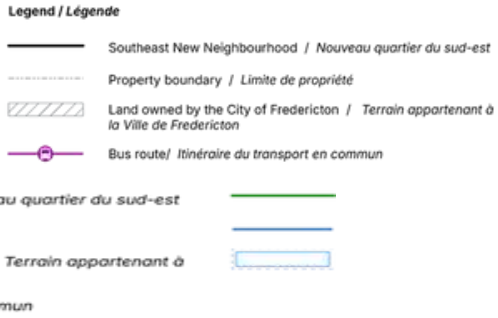


Figure 1: Preliminary plan area



1.3 KEY TERMS

In this report, we use some terminology for accuracy and consistency that may be unfamiliar to some readers. This section outlines what these terms mean and how they are used in this report.

Active transportation (AT): All modes of human-powered (i.e. non-motorized) travel, including walking and cycling.

Greenspace: An outdoor space intended for conservation, leisure, or recreational uses and not intended to support any development.

Park: A greenspace that is landscaped to allow for leisure or recreational activities (e.g. sports fields, lawns, plazas).

Open space: A greenspace retained in a relatively natural state for the protection of habitat and natural assets and the leisurely enjoyment of visitors.

Participant: Any person who took part in conversations with the project team, including local residents, landowners, organizations, and staff from the City and Province.

Project team: Consulting staff from zzap Consulting Inc. (zzap) and EXP Services (EXP) and project leads from the City of Fredericton Planning and Engineering departments.

Resident: A member of the general public living in Fredericton.

Secondary Plan: A secondary plan defines the vision and land use for a specific neighbourhood or area.

Stakeholder: A person or organization with an interest in the outcome of the Secondary Plan.

Transit: Fredericton's public bus system.

Fixed-route transit: Traditional bus service operating on a fixed route and consistent weekly schedule.

On-demand transit: A type of bus service that can be used to service areas with low-ridership by scheduling "pop-up" routes in real time when a passenger books a pick-up or drop-off at their local bus stop. The City does not currently operate any on-demand routes, but they are being considered to replace the existing 18 Silverwood and 20 Lincoln routes.

Walkable: An area or location where someone residing in the area can safely and comfortably walk to access the goods and services in their community.

1.4 WHAT WE KNOW

Imagine Fredericton: The Municipal Plan was adopted in 2020 and sets the vision and guidelines for all of the city based on years of comprehensive engagement. Policies within this plan for lands designated as New Neighbourhoods will form the backbone of the Southeast Secondary Plan. Based on these policies, we identified eleven “New Neighbourhood” guidelines for the Southeast:

- 1 Provide for a **mix of land uses**, including residential, commercial, and institutional land uses.
- 2 A **central mixed-use node** will serve as a focal point for the community with a mix of higher-density residential and commercial uses.
- 3 Neighbourhood design will foster **a sense of community** and a distinct character.
- 4 Land and infrastructure will be used **efficiently and economically** to promote fiscal and environmental sustainability.
- 5 A compatible **mix of varied and innovative housing** forms will be provided.
- 6 **Parks, schools, and other community uses** will be located in central, convenient locations.
- 7 The **adverse impacts of hazards** such as highways and incompatible land uses will be minimized.
- 8 **New public streets** will be designed to adequately and safely accommodate traffic flows and link the area to the rest of the City.
- 9 **Walking and cycling** will be promoted by providing trails, trail connections, and an interconnected street pattern.
- 10 Particular emphasis will be placed on the needs of **public transit**.
- 11 **Environment impacts** will be reduced and valuable natural assets conserved.

2 ENGAGEMENT PROCESS

2.1 OUR APPROACH

Consultation efforts focused on expanding the project team's understanding of how the guidelines outlined in the previous section should be interpreted and applied in this area. The lands within the plan area are largely vacant so engagement efforts focused on reaching three primary groups with insight into the area:

1. **Key group:** *Residents who live, work, play, shop or do business in the surrounding area.*

Objectives:

- *Inform them of what the project entails, potential impacts on them, and how planning decisions are being made.*
- *Listen to their insights on what exists in the area today, what makes the area unique, and what should be preserved, enhanced, or added as the community grows.*
- *Gather their ideas of what a new neighbourhood of 7,000 people in this area should look like and what is needed to bring that vision to life.*

2. **Key group:** *Members of the City's housing and development sectors, including land developers, builders, and non-profit housing advocates and providers.*

Objectives:

- *Inform them of what the project entails, and opportunities for them to be involved in executing the plan.*
- *Learn from their past experiences with the City's planning or purchasing frameworks, and local housing and development contexts.*

3. **Key group:** *Departments at the City of Fredericton and Province of New Brunswick who play a role in the development process and those at the City who will be involved in executing the plan.*

Objectives:

- *Identify potential concerns early and devise strategies to proactively manage them.*
- *Understand how growth aligns with other ongoing work and strategic planning.*
- *Learn from what has worked and not worked in prior projects.*

February 10

Visioning Workshop

Visioning workshop with the project team and City of Fredericton staff to:

- Review the boundaries of the plan area.
- Share insights from preliminary community engagement completed by planning staff.
- Identify unique features and the impact of these on the vision for the area.
- Discuss the City's direction with other planning efforts to provide for consistent action and approach.

March 4

Webpage Launch

Launch of the Engage Fredericton project web page. The page:

- Introduces the project to the community.
- Provides a platform for community members to access information and find project updates throughout the project duration.
- Informs the community of opportunities to engage with the project team.

March 12

In-person pop-ups (approximately 30 participants)

An afternoon pop-up session was held at the Fredericton Co-op and an evening session at the Grant Harvey Arena during youth hockey to:

- Introduce residents and community members visiting the area to the project
- Collect ideas about what residents want in a new community.
- Advertise other opportunities for the public to engage with the public.

March 12

Presentation to the Affordable Housing Committee

The project was presented at the Affordable Housing Committee to help raise awareness of engagement efforts and gather insight from Committee members on the integration of affordable housing into the development of the plan.

March 13

Public open houses (approximately 40 participants)

Two open house sessions in the afternoon and evening were hosted at the Grant Harvey Centre. These sessions:

- Provided a dedicated venue for community members to speak directly to the project team and for the project team to gather local insights
- Hear from the community and gather their ideas for the New Neighbourhood
- Were primarily targeted at residents living or working within the immediate surrounding area, and members of the development and housing industries
- Offered more in-depth information on the project through a series of boards (see Appendix A) and opportunities to engage with the content

March to April

Stakeholder meetings

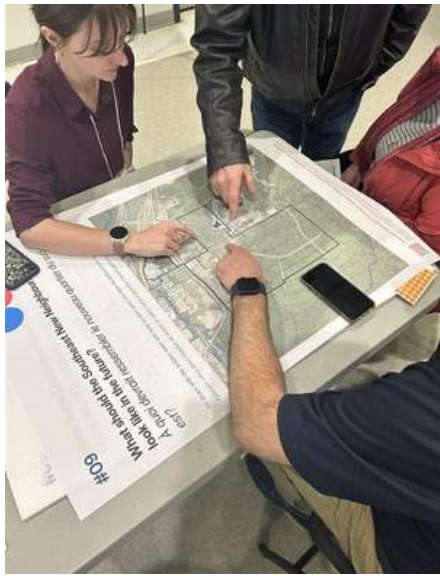
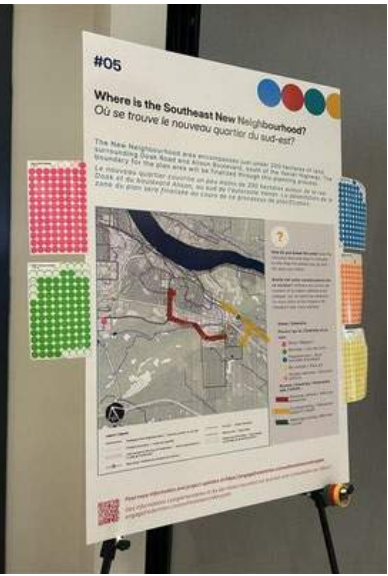
Stakeholder meetings provided the opportunity to gather insight from individuals and group with specialized insight or knowledge related to planning for the area. This included an open call on the Engage Fredericton website to schedule one-on-one discussions with the project team. These meetings included one local property owner and developer, representatives from City and Provincial regulatory departments, and a representative from a local non-profit.

April 15

Presentation to the Economic Prosperity and Growth Planning Committee

The findings of community engagement were presented to the Economic Prosperity and Growth Planning Committee.

Figure 2: Photos of public engagement events



3 WHAT WE HEARD

Conversations with residents, stakeholders, and regulators touched on many topics, including housing, connectivity, community services, and the environment.

In the following section, what we heard on these topics is organized according to the eleven New Neighbourhood guidelines identified in Section 1. This provides insight on how each of these items relates to residents and stakeholders understanding of the area today, and what it could be in the future.

One theme of engagement that could not be classified according to these guidelines was the opportunity and need to be:

- **Proactive** - We're starting from scratch and have the opportunity to learn from the challenges and costs that come up when neighbourhood planning is reactive, including the costs of retrofitting roads for AT and transit.
- **Innovative** - As the owner and leader of the project, the City needs to meet or exceed the expectations they set for everyone else and make this a "landmark example" for new suburban development.
- **Bold** - Starting essentially "from scratch" means that planning for this area can be bolder and more aggressive with minimal impact on existing residents and neighbourhoods.

There was also a strong emphasis on the importance of the first phases of the development as setting the stage and tone for the future of the neighbourhood because it defines:

- **Lifestyle** - If the area starts out as a traditional, car-centric suburb, it is challenging to try to reverse that trend, as seen in efforts to introduce transit, trails, and new housing typologies into established neighbourhoods.
- **Community feel** - Happy residents are the best advertisement for an area and part of what makes an area attractive to both builders and movers. Supporting a diverse mix of residents from different backgrounds and income groups also encourages a welcoming community feel.

1 Mix of land uses

We heard:

- *The Co-op is considered an important asset with a long history in the area. Residents from nearby residential suburbs (particularly Lincoln Heights) travel there for the grocery, pharmacy, and daycare.*
- *Concern over the impact of the area's isolation on existing and new commercial businesses.*
- *Keep building up the existing use mix (commercial, light industrial, and residential).*
- *There is more in the area than you might think - many businesses that are in the surrounding industrial area valuable amenities for local residents (e.g. self-storage, training gym, dry cleaner).*
- *While mixed-use is good, we need to consider how much commercial space can be filled.*
- *Industrial lands are important for employment and building local industry.*
- *Would like to see a cafe or coffee shop (e.g. Tim Hortons) within walking distance.*
- *7,000 people is larger than some towns. Because the area is isolated from existing services, plan it like a town or village, not a suburb.*
- *Look at the original Oromocto master plan as an example.*

2 Mixed-use node

We heard:

- *Not every "mixed-use hub" has to follow the same model (ground floor retail with 5-6 storeys of residential above).*
- *Think more creatively about what this looks like in a suburban context. Can we modernize the "strip mall" and keep a lower-rise, more compatible form and scale?*
- *Some concern that building up commercial and residential development in another area could negatively impact existing businesses (e.g. the Co-op) or lead to a loss of industrial lands.*

3

Sense of community

We heard:

- *Right now, there is no draw - you need to give people a reason to choose this area besides the ability to get on the highway.*
- *There should be a unique identity - not just more of the same big box apartments.*
- *New builds elsewhere are boring and all look the same.*
- *Lack of anything in the area creates an opportunity to decide what kind of character we want.*
- *Maintain some of the rural character and charms.*
- *A sense of community comes from the people who live there - you need to make happy residents, and then happy residents make good places.*
- *Embrace what is there now, including the industrial, rural nature, and the natural beauty of the area.*
- *Keep an "informal" vibe - not all hyper modern and urban.*
- *Design and architecture should be high quality and distinctive.*
- *Costs of urban design and impacts on affordability are also important to consider.*
- *Create gathering spaces (courtyard gardens, community gardens, plazas) to provide the opportunity for community to form.*

4

Efficient and economical

We heard:

- *Need to consider the costs of urban design best practices and high-quality architecture on development cost and feasibility and make sure that requirements don't work against affordability.*
- *Don't just pack every inch in the name of efficiency - be thoughtful about where space and lands are conserved - including in higher-density areas.*
- *Look at forward-thinking approaches to encouraging energy efficiency:*
 - *This should be a 2,000-watt neighbourhood*
 - *Include underground power lines and rear-loaded utilities*
 - *Low energy/energy efficient community*
 - *Electric vehicle charging stations*
 - *Designing buildings with low-energy principles (thermal walls, electric vehicle charging, solar panels, SUDs, GSHPs)*
- *Use green and naturalized infrastructure (swales, rain ponds, and permeable pavement) and make utilities more than just a service.*
- *Important to think about future connections/expansions to make sure choices today don't make future planning less efficient and effective.*
- *Think about impact-based decision making - not just what things cost to put in, but the impact they have on quality of life and land values. For example, parks might not be as financially productive as development land, but they drive up the value of lands surrounding because they make a place that is better to live in.*

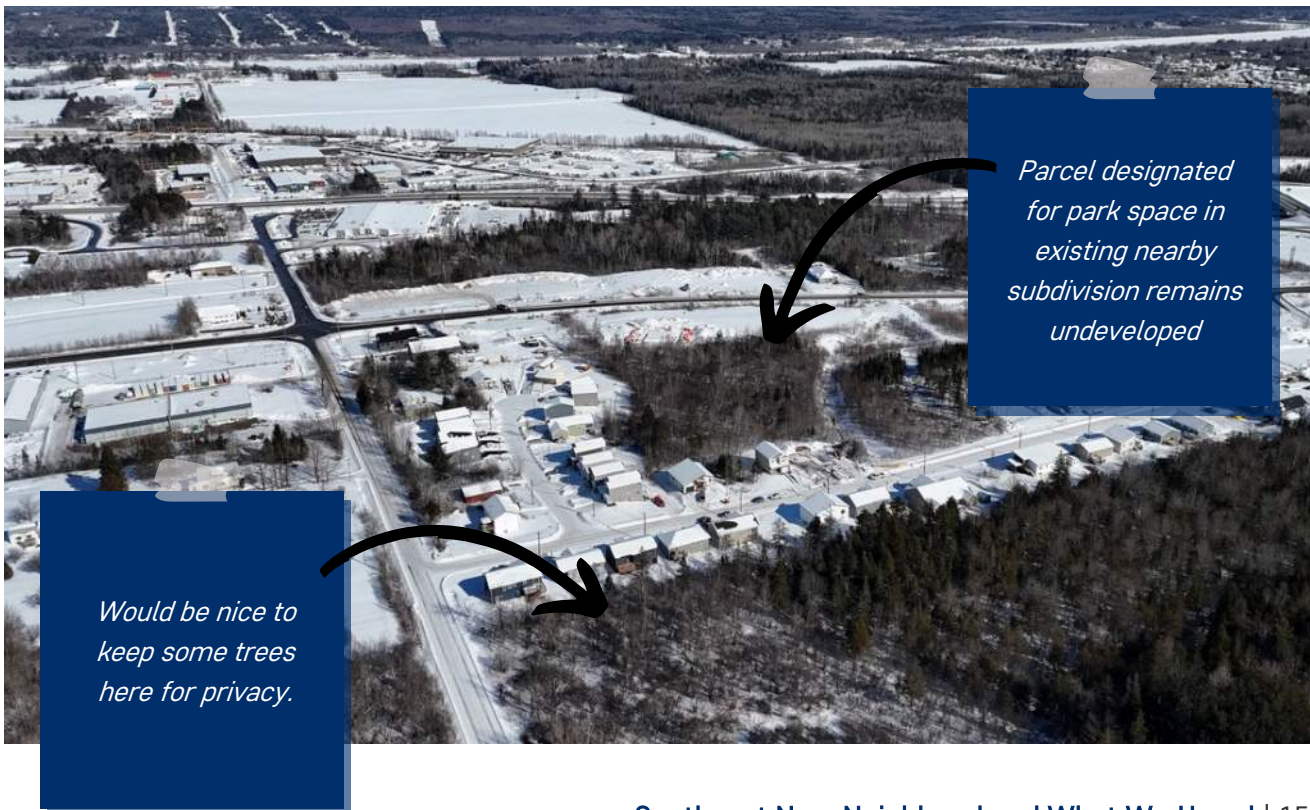
We heard:

- *The City can't dictate exactly what kinds of housing are feasible, especially for a project of this scale. Flexibility is needed for the market to build what makes sense as demographics and housing need changes.*
- *Area would be attractive to workers commuting to employers in the Southeast (airport, Camp Gagetown, Knowledge Park) because of access to Vanier Highway and Knowledge Park Drive.*
- *Good spot for more single-family homes, especially if the school gets built here.*
- *Low-rise, smaller buildings are easier to finance, build, phase, and adapt over time.*
- *There is a need for accessible and low maintenance seniors housing for those who want to downsize but are still independent and still want to own their own home (e.g. garden homes, condominiums).*
- *There needs to be more opportunities for working-class Frederictonians to own their own homes:*
 - *Need to rethink the "starter home" -most single-family suburban homes are out of reach for working-class families.*
 - *Young people are struggling to enter the housing market which prevents them from starting families, building equity for retirement, and committing long-term to a community.*
 - *Manufactured housing providers in the Vanier Industrial area could be a potential partner .*
- *There should be some deeply affordable and supportive housing options.*
- *If housing stock is assumed to last for 50 years, there needs to be room for the next "evolution".*
- *The area shouldn't be a place to put all the affordable housing "out of sight"- needs to be a mixed-income model just like the rest of the City.*
- *Support for density and denser housing (e.g. townhouses, apartment buildings):*
 - *Higher-density housing is important for affordability and creating the amount of housing that Fredericton needs.*
 - *Density is needed to make the investments in infrastructure and ongoing maintenance and services cost-effective and to providing the rider-base to support transit.*
 - *This is a good spot for density as there will be little impact on existing neighbourhoods and could even reduce development pressure in other established areas.*
 - *More dense housing is attractive for some residents, such as recent graduates, seniors, and renters who want smaller units and less maintenance.*
- *Some concerns around apartment buildings:*
 - *Apartments and denser housing should be in areas with more centralized services available, not here where there is nothing.*
 - *Ground-based housing allows people to own their property out-right which is better for building equity and gives owners more authority over their homes.*
 - *There are limited local builders and developers with the expertise and resources to take on larger apartment projects.*
 - *Larger projects are slower to plan, design, and build and are not as adaptable if the market changes.*

We heard...

- *The new school should be the centre of the residential neighbourhood and would make the area great for families.*
- *Include community gardens/food growing spaces.*
- *There is a complete lack of park space within walking distance - Grant Harvey is great but too far and there are no sidewalks or trails connecting it.*
- *Park spaces need to be more than just lawns - dog parks, plazas, event/performance spaces, natural areas.*
- *Public outdoor spaces are more important for people living in apartments - need somewhere to take the dog out, let kids run around, preferable right outside the door.*
- *We need to think about need for emergency services like fire or police stations and when and where they will be needed.*
- *Land has been designated for park in the subdivision on the east side of Doak Road for over 7 years but has not received any investment from the City.*
- *Frustrations with long delays for planned parks in residents own neighbourhoods, particularly as communities have grown and densified. Important to align new residential development with increases in park space.*
- *Some concern about the capacity of healthcare and schools.*
- *Nursing home might be good for this area.*

Figure 4: Comments on greenspace in nearby subdivision



7

The **adverse impacts of hazards** such as highways and incompatible land uses will be minimized.

We heard...

- *Try to keep new housing away from landfill and Vanier Highway.*
- *If industrial areas are being redeveloped for housing, need to make sure they are safe for people to live on.*
- *Preserve existing trees as buffers between incompatible uses and to keep the area attractive.*

8

New public streets will be designed to adequately and safely accommodate traffic flows and link the area to the rest of the City.

We heard...

- *Think about all the traffic generated and how it will be managed.*
- *Concern about traffic on North side of Vanier Highway interchange.*
- *Use roundabouts wherever possible.*
- *People are mainly going onto the Vanier Highway to get out of the City or onto Knowledge Park to get to services.*
- *Slow down traffic and include traffic calming measures - streets should be safe for kids to play in or around.*
- *Some support for future road connection to the Trans Canada Highway (Highway 2) to the South but not seen as an immediate need.*
- *Use winding (not straight) roads to slow cars down and make the area attractive.*
- *Consider for the space demands of transit (e.g. lay-by lanes) from the start, even if transit is not immediately feasible.*
- *Street trees for shade and traffic calming.*
- *Include protected bike and pedestrian infrastructure.*
- *Underground power lines and rear load utilities to make for a more attractive streetscape*
- *On street parking is important because people in this area will be driving, but the neighbourhood shouldn't look like a parking lot.*

9

Walking and cycling will be promoted by providing trails, trail connections, and an interconnected street pattern.

We heard...

- *Trail connectivity should be included throughout community to support AT and a healthy lifestyle.*
- *Daycare by Co-op needs a better pedestrian/cycling connection along Doak, particularly if there is no transit service there.*
- *Lack of sidewalks throughout the area.*
- *Prioritizing pedestrian safety.*

- Connect to Vanier trail and Knowledge Park trail.
- Challenges with grading and access across the Vanier Highway interchange to connect to Vanier Trail.
- Consider connecting to the UNB woodlot trails for recreation.
- Include leisure trails for enjoying nature.

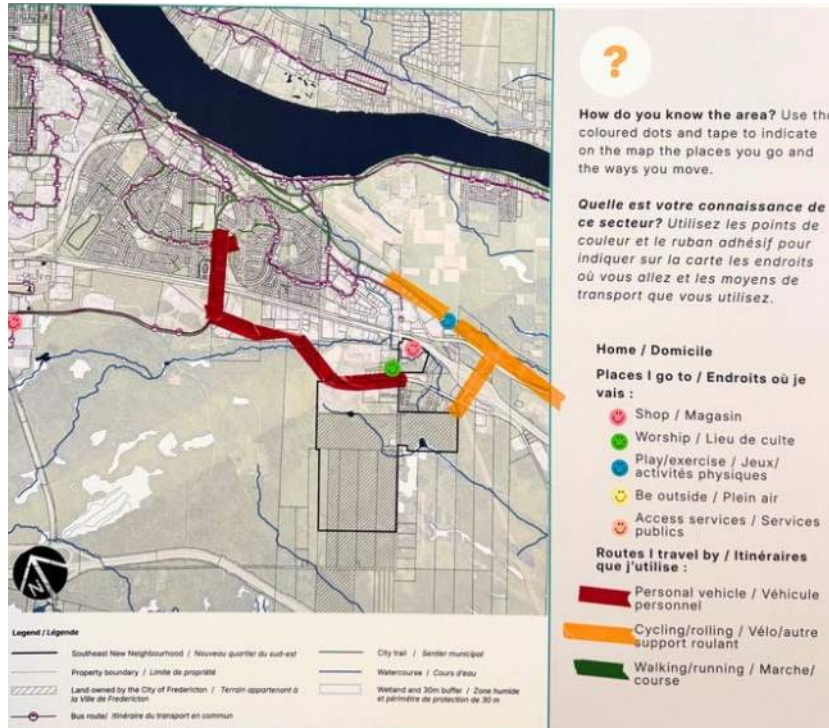
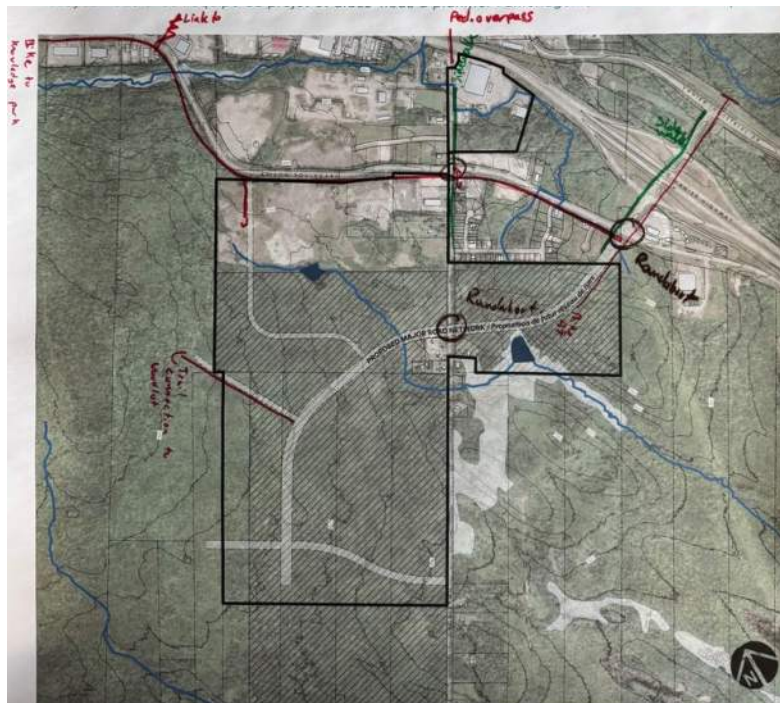


Figure 5: Public input on open house boards related to connectivity

Co-op and Knowledge Park Drive offer services.

Key AT connections to Knowledge Park, Vanier Trail, Co-op, and UNB woodlot trails.

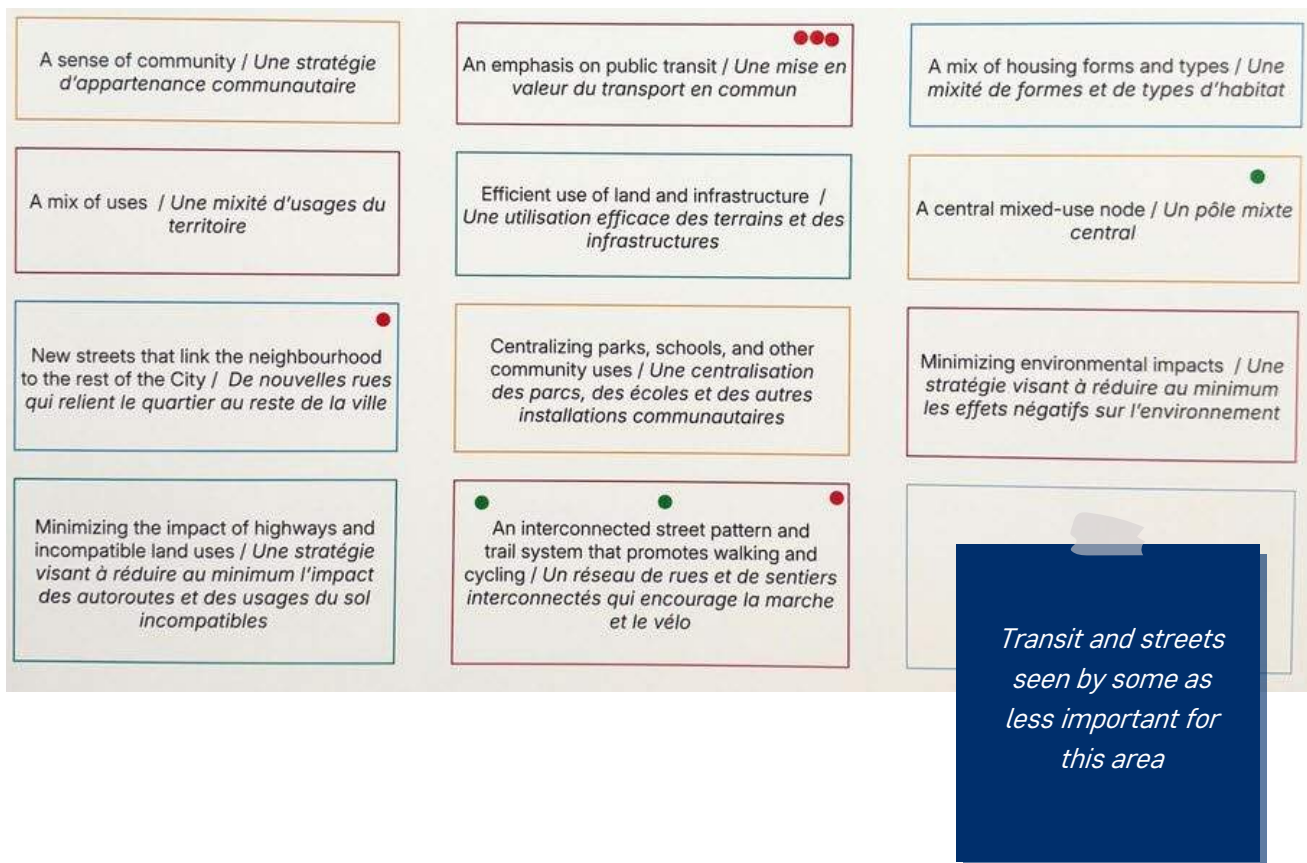
Support for roundabouts and suggested pedestrian overpass to cross Vanier Highway



We heard...

- *There is a need for bus service in the area today - particularly for people commuting to the area for work.*
- *“Staff can’t pick up shifts because they have no way to get here”*
- *“Although population is not currently high here, there is a lot of co-op patrons and other workers who struggle to get here due to lack of transit”*
- *While transit may not be feasible right away, the plan should set the stage for transit to come in as soon as possible. Minimum population density of 1500/sqkm required for on-demand, 10 ppl per hour for fixed-route.*
- *In early phases, AT and walkability is key to encouraging a lifestyle that is conducive to bringing in transit later. If every household owns two and drives everywhere already, when you bring in transit service, ridership will be too low.*
- *Everyone should be able to walk to the bus stop.*
- *Some respondents saw this as less of a priority for the area.*

Figure 6: Most and least important features for participants (green indicates most important, red indicates least important)



We heard...

- *Avoid interfering with water features (watercourses, wetlands, and waterbodies) unless necessary*
- *Use natural features as assets to create a beautiful, distinct place.*
- *Keep natural areas in all parts of the neighbourhood - from the centre to the outskirts. Everyone benefits from having access to nature.*
- *Understand wildlife corridors and create a network of protected areas instead of fragmented sections of conserved areas.*
- *Natural areas have inherent risk and that is acceptable and important for children. However, planning and development should not increase or create risks.*
- *Conserve mature tree stands in strategic locations based on ecological value, ability to provide privacy and shelter, and buffering between incompatible uses.*
- *Where some impact to the environment is required for any development, look at opportunities to restore/re-naturalize previously impacted natural areas*

4 HOW WE ARE MOVING FORWARD

Input from the community will be connected with findings from the previous Feasibility Study and Technical Background Report to inform the development of the draft Secondary Plan.

Stakeholder input has been summarized into a series of preliminary objectives, as outlined below. These preliminary objectives will set the stage for planning policy by defining specific considerations for this area and should be understood to build on the overarching vision and objectives of the Municipal Plan. These objectives will continue to be explored and defined as the secondary plan is refined in the following project stages.

4.1 PRELIMINARY PLAN OBJECTIVES

Housing:

- Encouraging smaller, ground-oriented housing of diverse forms to provide ownership opportunities.
- Enable higher-density development while maintaining a more traditional form and scale to make the most efficient use of new infrastructure.
- Allow for flexibility in the design and form of housing to allow developers to respond to market conditions and utilize innovative approaches.
- Support the provision of accessible housing options for seniors and others with limited mobility by:
 - Incentivizing residential developments with 4 or more units which face more stringent accessibility requirements under the National Building Code.
 - Encouraging small- and large-scale multi-unit buildings which offer elevator accessible, single-level units.
- Work to support non-market housing providers through the disposal of City-owned lands.

Mixed-use development and central node:

- Encourage and support employment growth in the area by allowing for a range of light industrial, business industrial, and commercial uses.
- Encouraging the development of a mixed-use node that offers a range of commercial and community services to residents at the centre of the community and work with the Co-op to support their continued presence within the neighbourhood and any potential growth or expansion.
- Enable flexibility in ground-floor uses in mixed-use areas.

Greenspace & community spaces:

- Retain land for a range of greenspaces, including traditional recreation parks, outdoor plazas, entertainment venues, and natural areas.
- Encourage planning for park infrastructure on the existing City-owned park site to align with the first phases of development.
- Work with the Province of New Brunswick to support a new elementary school in the area, which will offer a much-needed community service and outdoor recreation space.
- Develop a network of conserved natural areas centered around watercourses and water features and integrate these natural spaces with programmed greenspaces and trail systems for mobility and leisure.

Figure 6: Potential park & trail networks coming out of engagement feedback



Streetscapes and active transportation:

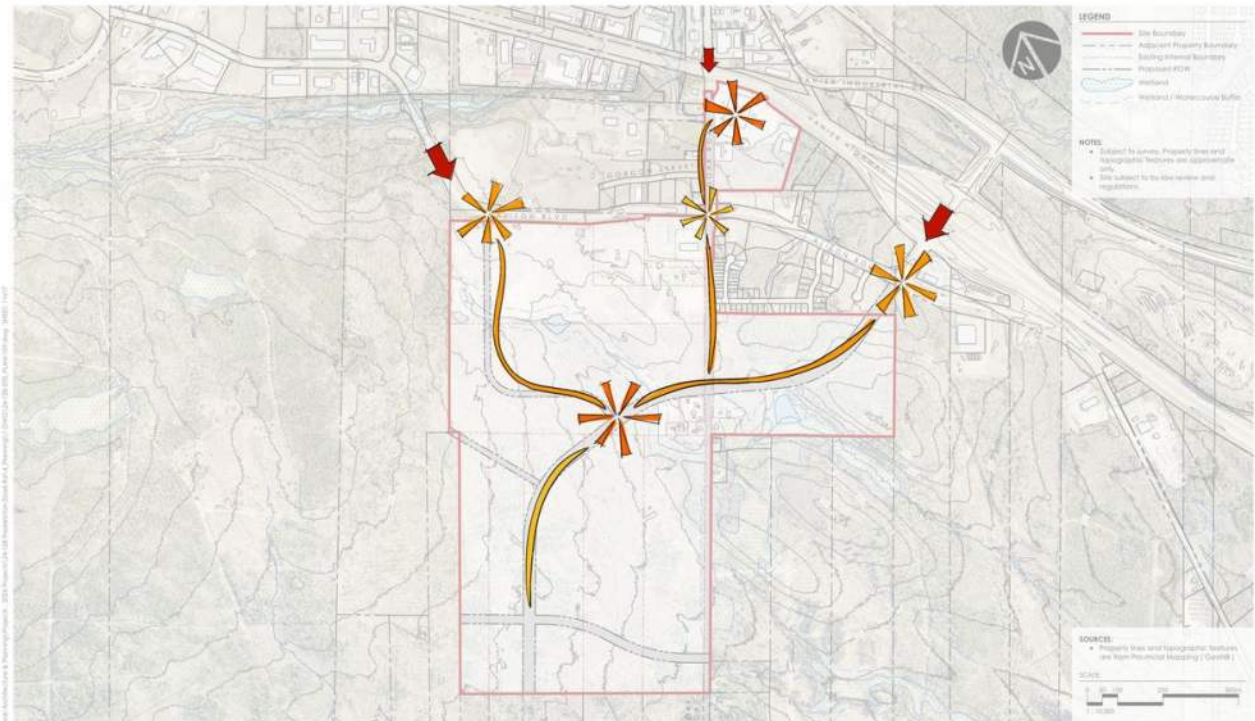
- Integrate a well-connected street and trail grid to support easy navigation and walkability.
- Acknowledge the immediate need for private vehicle use and identify strategies to mitigate conflict and reduce the impact of commercial and residential vehicles on the public realm. This may include the use of strategic, well designed parking garages, encouraging private laneways and servicing roads for commercial and residential uses, and separating AT and street infrastructure wherever possible.
- Include traffic calming measures, particularly in residential areas and design ROWs to slow traffic and prioritize pedestrians and AT users.

- Design ROWs to incorporate landscaping, street trees, and AT and transit infrastructure in the ROW, and where not immediately feasible, allow for sufficient space to support later additions.
- Prioritize AT connections to the multi-use trail on Knowledge Park Drive to provide for safe connectivity to recreation and commercial uses, and connection across Vanier Highway to the downtown Fredericton.

Transit

- Prioritize investment in AT infrastructure and dense development in early phases to set the stage for successful implementation of on-demand, and eventually regular, transit service.
- Identify preliminary transit options and focus on concentrating housing within a 400m walkshed of potential bus stop locations.
- Pro-actively plan for the spatial needs of transit services, such as lay-by lanes, while ensuring that future re-allocation of these spaces is fully understood by residents.

Figure 7: Key transportation nodes/destinations and community “entrances”



APPENDIX A

OPEN HOUSE BOARDS

Welcome / Bienvenue

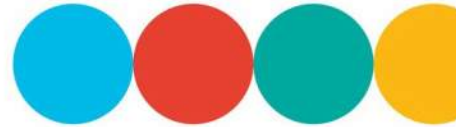
The City of Fredericton is planning for growth in the Southeast and we want to hear from you!

La Ville de Fredericton planifie sa croissance dans le secteur sud-est et souhaite connaître votre avis!



Engage · Parlons-en
Fredericton

#00



Navigating the boards *Utilisation des panneaux d'information*

Around this room you'll find information on the project and opportunities to provide insight to inform our future work. We've called out some specific prompts (indicated with "?") and you can also leave your comments on our **Share Your Thoughts** board or in our **comment box**.

Dans cette salle, vous trouverez des informations sur le projet et des endroits pour formuler des commentaires qui pourront guider nos travaux futurs. Nous avons formulé quelques questions particulièrement importantes (signalées par un « ? »), mais vous pouvez également laisser vos commentaires sur le panneau « **Vos idées** » et dans notre **boîte à commentaires**.

The information in this room covers the following topics / Les informations présentées dans cette salle portent sur les sujets suivants :

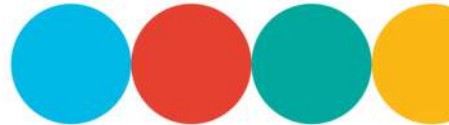
Board number <i>Numéro du panneau</i>	Topic <i>Sujet</i>
01	Why do we need a plan for this area? <i>Pourquoi avons-nous besoin d'un plan pour ce secteur?</i>
02	Growth Strategy/Municipal Plan <i>Stratégie de croissance de Fredericton/ Le Plan municipal</i>
03	What is a Secondary Municipal Plan? <i>Qu'est-ce qu'un plan municipal secondaire?</i>
04	What is the timeline for adopting the Secondary Municipal Plan? <i>Quel est le calendrier d'adoption du plan secondaire?</i>
05	Where is the Southeast New Neighbourhood? <i>Où se trouve le nouveau quartier du sud-est?</i>
06	What does the Southeast New Neighbourhood look like today? <i>À quoi ressemble aujourd'hui le nouveau quartier du sud-est?</i>
07	What does the Southeast New Neighbourhood look like today? <i>À quoi ressemble aujourd'hui le nouveau quartier du sud-est?</i>
08	What should the Southeast New Neighbourhood look like in the future? <i>À quoi devrait ressembler le nouveau quartier du sud-est?</i>
09	What should the Southeast New Neighbourhood look like in the future? <i>À quoi devrait ressembler le nouveau quartier du sud-est?</i>
10	Thinking big <i>Une vision ambitieuse</i>



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#01



Why do we need a plan for this area?

Pourquoi avons-nous besoin d'un plan pour ce secteur?

Growth in Southeast Fredericton has been planned since the City first adopted its Growth Strategy in 2017. To open up land for residential development Council has directed staff to advance a Secondary Municipal Plan for the area south of the Doak Road and Alison Boulevard intersection.

Une croissance dans le secteur sud-est de Fredericton est prévue depuis que la Ville a adopté sa stratégie de croissance en 2017. Afin d'ouvrir de nouvelles possibilités de projets résidentiels, le conseil a demandé au personnel de la Ville d'élaborer un plan municipal secondaire pour le secteur situé au sud de l'intersection du chemin Doak et du boulevard Alison.

2017

Fredericton adopts the **Growth Strategy**. The strategy outlines how and where residential and employment growth should occur in Fredericton over the next 25 years and directs:

- 25% (8,000 residents) of residential growth to the urban core through intensification and infill.
- 75% (24,000 residents) of residential growth to four **New Neighbourhoods**:
 - **Northwest (Brookside)**: Surrounding Brookside Mall and connecting existing neighbourhoods
 - **Northeast**: Surrounding Cliffe Street and near Willie O'Ree Place
 - **Southwest (Bishop-Hanwell-High Pointe)**: Surrounding Bishop Drive, Hanwell Road, and the High Point Boulevard area
 - **Southeast (Uptown)**: On the University of New Brunswick's (UNB) Endowment Development Lands (UNB Woodlot)

Fredericton adopte une **stratégie de croissance**. Cette stratégie décrit comment et où la croissance résidentielle et de l'emploi devrait avoir lieu à Fredericton au cours des 25 prochaines années. On y propose que :

- 25 % (8 000 habitants) de la croissance résidentielle se fasse dans le noyau urbain grâce à une densification et à des constructions intercalaires.
- 75 % (24 000 habitants) de la croissance résidentielle se fasse dans quatre **nouveaux quartiers** :
 - **Nord-ouest (Brookside)** : autour du centre commercial Brookside et aux abords des quartiers voisins
 - **Nord-est** : autour de la rue Cliffe et près de la place Willie O'Ree
 - **Sud-ouest (Bishop-Hanwell-High Point)** : autour de la promenade Bishop, du chemin Hanwell et du boulevard High Point
 - **Sud-est (secteur « Uptown »)** : sur les terrains cédés par l'Université du Nouveau-Brunswick (terrain boisé de l'UNB)

2020

Fredericton adopts **Imagine Fredericton: The Municipal Plan**. The Municipal Plan implements the Growth Strategy and sets Fredericton's vision and goals. The Plan is the key policy document guiding land use decisions and includes policy dictating how all of the City's New Neighbourhoods should be developed.

Fredericton adopte le **plan municipal « Imagine Fredericton »**. Le plan municipal met en œuvre la stratégie de croissance et définit la vision et les objectifs de Fredericton. Ce document stratégique guide les décisions d'aménagement du territoire et énonce les politiques qui encadrent le développement de tous les nouveaux quartiers de la ville.

2024

The City is experiencing **significant population growth**, with over **3,000 new residents last year** alone, **three times** what was originally anticipated in the Growth Strategy. Three of the New Neighbourhood areas are seeing significant development to support the City's population growth, but the UNB Endowment Lands in southeast Fredericton are not producing housing starts, resulting in significant pressure on the remaining southside. These two factors drive the decision to identify an alternative New Neighbourhood in southeast Fredericton.

Fredericton connaît une **croissance démographique importante**, avec plus de **3 000 nouveaux résidents pour la seule année** dernière, soit **trois fois** plus que ce qui était initialement prévu dans la stratégie de croissance. Trois des nouveaux quartiers connaissent un développement important qui alimente la croissance démographique de la ville, mais aucun nouveau logement n'est construit sur les terrains cédés par l'UNB dans le sud-est de Fredericton, ce qui entraîne une pression importante sur le reste du sud de la ville. Ces deux facteurs ont motivé la décision de créer un autre tracé pour le nouveau quartier dans le sud-est de Fredericton.



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#03



What is a Secondary Municipal Plan?

Qu'est-ce qu'un plan municipal secondaire?

A Secondary Municipal Plan is a policy document that provides guidance for future development within a specific neighbourhood. It is designed to address the unique vision, character, and conditions of this neighbourhood through various planning tools and guidelines.

Un plan municipal secondaire est un document d'orientation qui définit des lignes directrices pour le développement d'un quartier. Il vise à développer la vision, le caractère et les particularités uniques de ce quartier grâce à une panoplie d'outils et de directives d'urbanisme.

WHO IS WORKING ON THE SECONDARY PLAN? / QUI TRAVAILLE SUR LE PLAN SECONDAIRE?

The City of Fredericton released a call for proposals in 2024 to complete a Feasibility Study and Secondary Municipal Plan for the area. Through this process, the project was awarded to EXP Services Inc., who provide professional engineering expertise with zzap Consulting Inc. providing professional planning services. For the planning and development of this new neighbourhood area, having the engineering and land use work together is essential.

The professional planners and engineers from the City of Fredericton will work in collaboration with the team from start to finish.

La Ville de Fredericton a lancé un appel de propositions en 2024 pour réaliser une étude de faisabilité et un plan municipal secondaire couvrant ce secteur. À l'issue de ce processus, le projet a été attribué à EXP Services Inc., qui fournit une expertise professionnelle en ingénierie, et à zzap Consulting Inc., qui fournit des services professionnels d'aménagement. Concernant l'aménagement et le développement de ce nouveau quartier, il est essentiel que les travaux d'ingénierie et d'aménagement du territoire soient menés conjointement.

Les urbanistes et les ingénieurs municipaux de Fredericton travailleront en collaboration avec l'équipe du début à la fin.

HOW MUCH GROWTH ARE WE PLANNING FOR? / QUELLE CROISSANCE PRÉVOYONS-NOUS?

Each of the four New Neighbourhoods is intended to accommodate approximately 5,000-7,000 residents by 2041.

Chacun des quatre nouveaux quartiers devrait accueillir entre 5 000 à 7 000 habitants d'ici 2041.

HOW WILL YOUR INPUT BE CONSIDERED IN THE PROCESS? / COMMENT VOS IDÉES ET VOS SUGGESTIONS SERONT-ELLES PRISES EN COMPTE DANS LE PROCESSUS?

While the Feasibility Study was more of a technical review, the Secondary Municipal Plan process looks to engage various stakeholders and hear perspectives through events like this one, as well as one-on-one meetings and discussions. The team will provide updates on "what we are hearing" and how various perspectives are being integrated into the Secondary Plan for the Southeast New Neighbourhood.

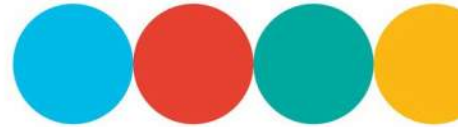
L'étude de faisabilité était plutôt technique, mais le processus du plan municipal secondaire prévoit la consultation de divers interlocuteurs et l'écoute de leurs points de vue lors d'événements comme celui-ci ainsi que lors de réunions et de discussions individuelles. L'équipe vous communiquera ensuite un résumé des commentaires reçus et de la manière dont les différents points de vue seront intégrés dans le plan secondaire du nouveau quartier du sud-est.



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

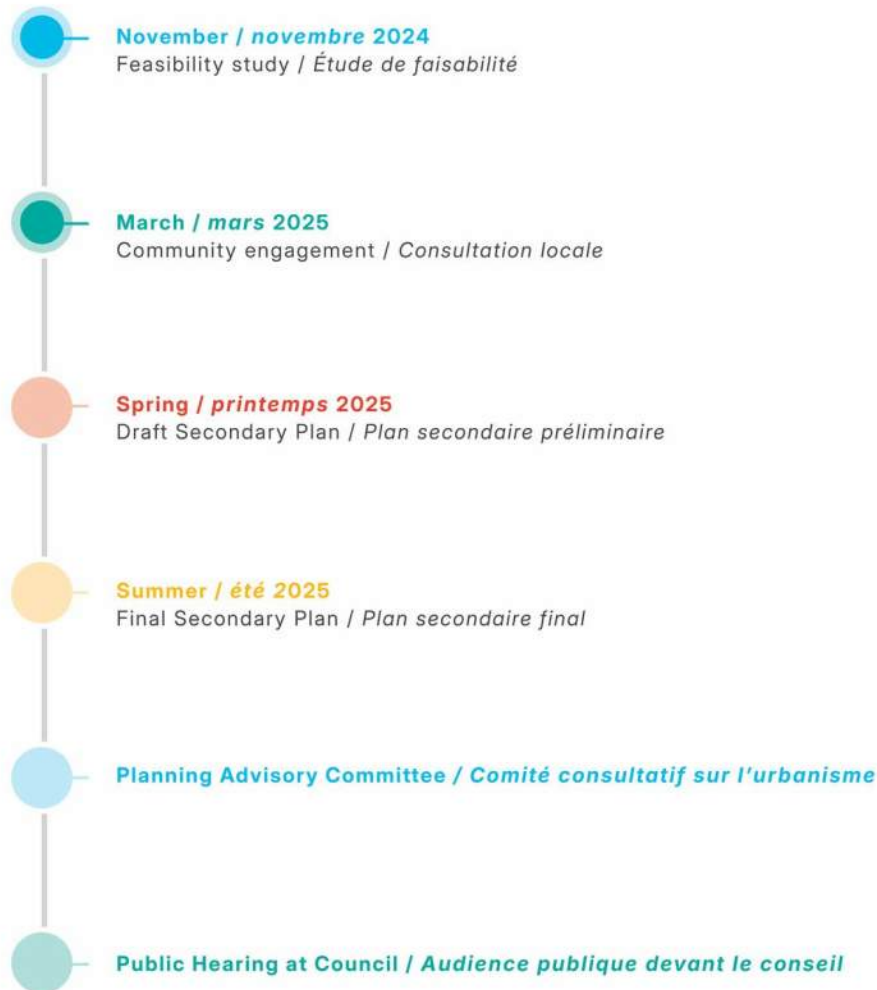
Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#04



What is the timeline for adopting the Secondary Municipal Plan?

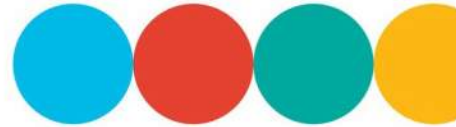
Quel est le calendrier d'adoption du plan secondaire?



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#05



Where is the Southeast New Neighbourhood? *Où se trouve le nouveau quartier du sud-est?*

The New Neighbourhood area encompasses just under 200 hectares of land surrounding Doak Road and Alison Boulevard, south of the Vanier Highway. The boundary for the plan area will be finalized through this planning process.

Le nouveau quartier couvrira un peu moins de 200 hectares autour de la rue Doak et du boulevard Alison, au sud de l'autoroute Vanier. La délimitation de la zone du plan sera finalisée au cours de ce processus de planification.



How do you know the area? Use the coloured dots and tape to indicate on the map the places you go and the ways you move.

Quelle est votre connaissance de ce secteur? Utilisez les points de couleur et le ruban adhésif pour indiquer sur la carte les endroits où vous allez et les moyens de transport que vous utilisez.

Home / Domicile

Places I go to / Endroits où je vais :

- Shop / Magasin
- Worship / Lieu de culte
- Play/exercise / Jeux/ activités physiques
- Be outside / Plein air
- Access services / Services publics

Routes I travel by / Itinéraires que j'utilise :

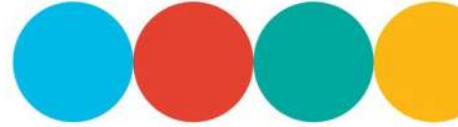
- Personal vehicle / Véhicule personnel
- Cycling/rolling / Vélo/autre support roulant
- Walking/running / Marche/course



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

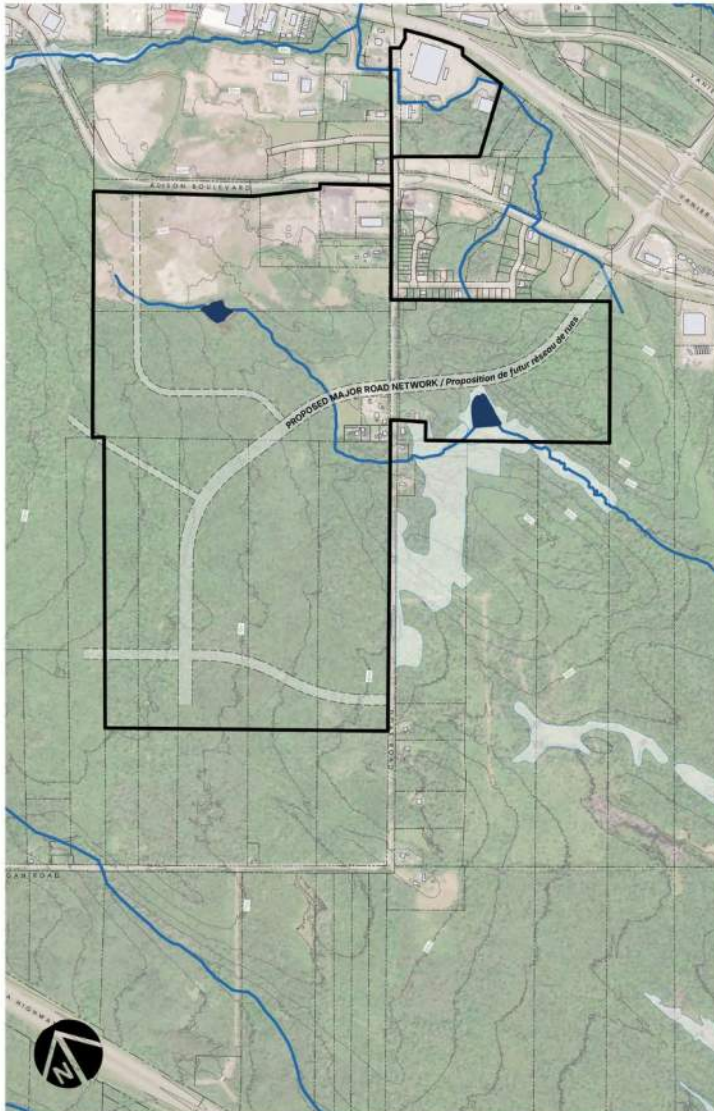
Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#06



What does the Southeast New Neighbourhood look like today?

À quoi ressemble aujourd'hui le nouveau quartier du sud-est?



What do you know? Use the sticky notes provided to fill us in on the map or the open space below. It can be your favorite berry picking spot, a neighbourhood shortcut, or recurring issue we should know about - anything goes.

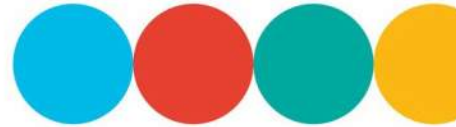
Quels sont les lieux que vous connaissez? Exprimez-vous sur les notes autocollantes fournies et placez-les sur la carte ou dans l'espace ci-dessous. Vous pouvez nous parler de votre lieu préféré de cueillette de petits fruits, d'un raccourci que vous empruntez



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#07



What does the Southeast New Neighbourhood look like today?

À quoi ressemble aujourd'hui le nouveau quartier du sud-est?



What do you know? Use the sticky notes provided to fill us in on images or the open space below. It can be your favorite berry picking spot, a neighbourhood shortcut, or recurring issue we should know about - anything goes.

Quels sont les lieux que vous connaissez? Exprimez-vous sur les notes autocollantes fournies et placez-les sur les images ou dans l'espace ci-dessous. Vous pouvez nous parler de votre lieu préféré de cueillette de petits fruits, d'un raccourci que vous empruntez ou d'un problème récurrent dont nous devrions être informés.



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#08



What should the Southeast New Neighbourhood look like in the future?

À quoi devrait ressembler le nouveau quartier du sud-est?

Policies in Fredericton's 2020 Municipal Plan set the vision and design considerations for all the New Neighbourhoods. The vision for the neighbourhood set out in these policies includes:

es politiques énoncées dans le plan municipal de 2020 définissent une vision et des orientations d'aménagement de tous les nouveaux quartiers. La vision exposée dans ces orientations pour le quartier comprend :

A sense of community / Une stratégie d'appartenance communautaire	An emphasis on public transit / Une mise en valeur du transport en commun	A mix of housing forms and types / Une mixité de formes et de types d'habitat
A mix of uses / Une mixité d'usages du territoire	Efficient use of land and infrastructure / Une utilisation efficace des terrains et des infrastructures	A central mixed-use node / Un pôle mixte central
New streets that link the neighbourhood to the rest of the City / De nouvelles rues qui relient le quartier au reste de la ville	Centralizing parks, schools, and other community uses / Une centralisation des parcs, des écoles et des autres installations communautaires	Minimizing environmental impacts / Une stratégie visant à réduire au minimum les effets négatifs sur l'environnement
Minimizing the impact of highways and incompatible land uses / Une stratégie visant à réduire au minimum l'impact des autoroutes et des usages du sol incompatibles	An interconnected street pattern and trail system that promotes walking and cycling / Un réseau de rues et de sentiers interconnectés qui encourage la marche et le vélo	?



What is the most important to you? Place a green dot in the box that is the most important to you, and a red dot in the one that is the least important.

Qu'est-ce qui est le plus important pour vous? Placez un point vert dans la case de ce qui est le plus important pour vous et un point rouge dans celle de ce qui est le moins important.

What are we missing? Use the sticky notes provided to share your thoughts on what other priorities the City should have for this new neighbourhood area in the empty space above.

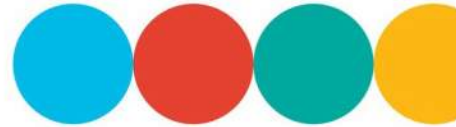
Qu'est-ce que nous avons oublié? Utilisez les notes adhésives fournies pour nous faire part de vos idées sur les autres priorités que la Ville devrait avoir pour ce nouveau quartier et collez-les dans l'espace ci-dessus.



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#09

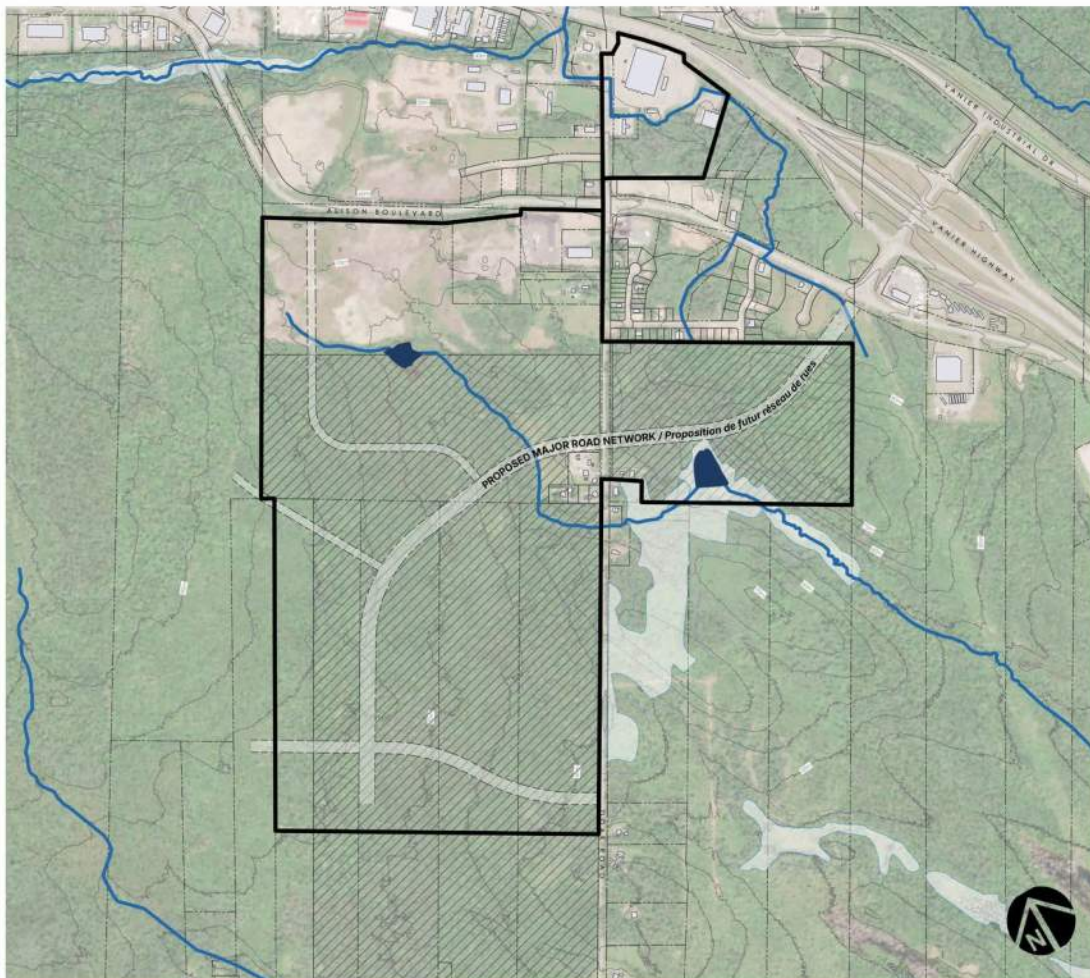


What should the Southeast New Neighbourhood look like in the future?

À quoi devrait ressembler le nouveau quartier du sud-est?

Sit down with the project team and help us plan what this New Neighbourhood should look like.

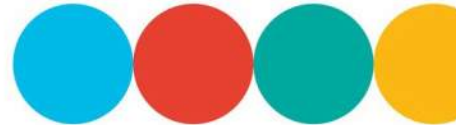
Asseyez-vous avec l'équipe du projet et aidez-nous à planifier l'aménagement de ce nouveau quartier.



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>

#10



Thinking big

Une vision ambitieuse

This New Neighbourhood is an opportunity to envision a different type of suburban community in Fredericton.

Cette création d'un nouveau quartier est l'occasion d'envisager un modèle différent de communauté périurbaine à Fredericton.



If you could design a community of 5,000 - 7,000 people, what would it have in it? Leave your thoughts below.

Si vous pouviez créer un quartier de 5 000 à 7 000 personnes, qu'y mettriez-vous? Écrivez vos idées ci-dessous.



Find more information and project updates at <https://engagefredericton.ca/southeastsecondaryplan>

Des informations complémentaires et les dernières nouvelles sur le projet sont consultables sur <https://engagefredericton.ca/southeastsecondaryplan>



WHAT WE HEARD #2

SOUTHEAST NEW NEIGHBOURHOOD SECONDARY PLAN

City of Fredericton
December 2025



Land Acknowledgement

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”.

Fredericton

TABLE OF CONTENTS

1	INTRODUCTION	3
1.1	Project Timeline	4
1.2	Plan Area	4
1.3	Key Terms	5
1.4	What We Know	6
2	ENGAGEMENT PROCESS	7
2.1	Our Approach	7
2.2	Engagement Timeline	8
3	WHAT WE HEARD	12
3.1	What We Heard on the Draft Secondary Plan	13
4	HOW WE ARE MOVING FORWARD	16
4.1	Considerations for the Final Plan	16





1 INTRODUCTION

Lands surrounding Doak Road in Southeast Fredericton have been identified by the City as an opportunity to support significant growth.

zzap Consulting Inc. (zzap) and EXP Services (EXP) have been obtained by the City of Fredericton to develop a secondary plan to guide development of these lands. The need for a new growth area (New Neighbourhood) is driven by population growth and a lack of development of the University of New Brunswick Endowment Lands (UNB Woodlot), which was identified as a New Neighbourhood area in Fredericton's 2017 Growth Strategy. zzap and EXP completed a feasibility study for the area in late 2024 to evaluate the infrastructure and development needed to support a future population of 5,000-7,000 people.

Building on the feasibility study, the future development of these lands will be guided by a secondary plan. That process began in January 2025 and to date has included:

- The completion of a Technical Background Report to meet the requirements of the Section 24(2)(b) of the *Community Planning Act (SNB 2017, c19)*.
- Engagement with community members and other stakeholder groups to inform the development of the Secondary Plan.
- The completion of the draft Southeast New Neighbourhood Secondary Plan, which was finalized in August 2025 and circulated in order to gather feedback from the community.

This report summarizes the responses received from the engagement program and outlines how the team is using this information to refine and deliver the final Secondary Plan for Council consideration.

1.1 PROJECT TIMELINE



1.2 PLAN AREA

The Plan Area encompasses just under 200 hectares of land surrounding Doak Road and Alison Boulevard, and South of Vanier Highway. There are several single-family homes and businesses located fronting Doak Road and Alison Boulevard, but the Plan Area is otherwise undeveloped and forested. The lands abut the 2020 Municipal Plan growth boundary and are not currently serviced by municipal sanitary, water, or stormwater services.

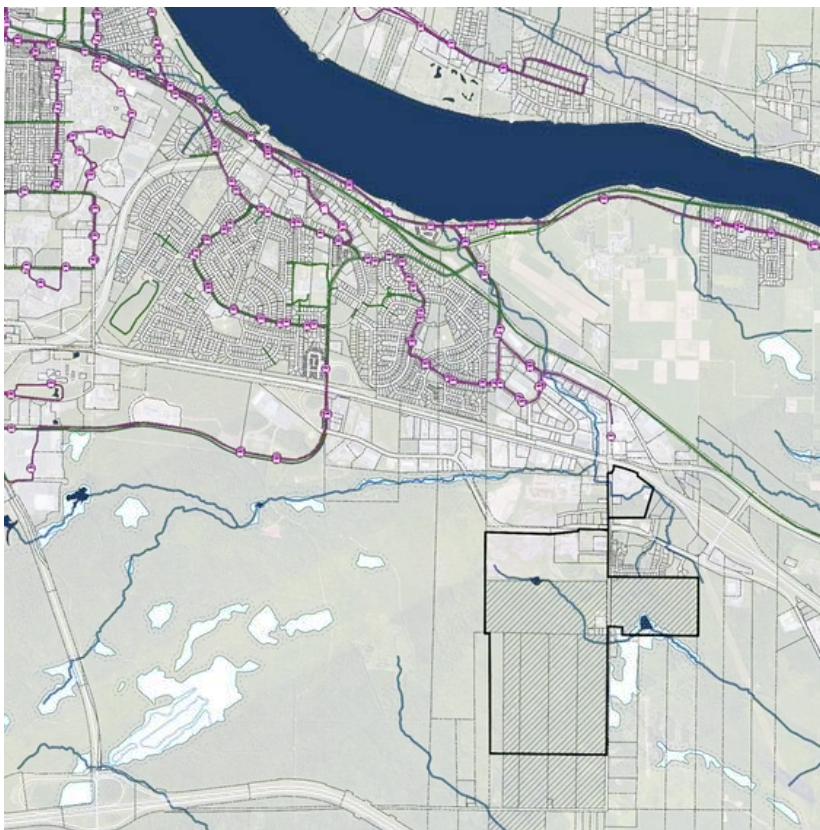


Figure 1: Plan Area

Legend / Légende

- Southeast New Neighbourhood / Nouveau quartier du sud-est
- Property boundary / Limite de propriété
- Land owned by the City of Fredericton / Terrain appartenant à la Ville de Fredericton
- Bus route/ Itinéraire du transport en commun
- au quartier du sud-est
- Terrain appartenant à
- mun

In this report, we use some terminology for accuracy and consistency that may be unfamiliar to some readers. This section outlines what these terms mean and how they are used in this report.

Active transportation (AT): All modes of human-powered (i.e. non-motorized) travel, including walking and cycling.

Open space: A greenspace retained in a relatively natural state for the protection of habitat and natural assets and the leisurely enjoyment of visitors.

Park: A greenspace that is landscaped to allow for leisure or recreational activities (e.g. sports fields, lawns, plazas).

Participant: Any person who took part in conversations with the project team, including local residents, landowners, organizations, and staff from the City and Province.

Project team: Consulting staff from zzap Consulting Inc. (zzap) and EXP Services (EXP) and project leads from the City of Fredericton Planning and Engineering departments.

Resident: A member of the general public living in Fredericton.

Secondary Plan: A secondary plan defines the vision and land use for a specific neighbourhood or area.

Stakeholder: A person or organization with an interest in the outcome of the Secondary Plan.

Transit: Fredericton's public bus system.

Walkable: An area or location where someone residing in the area can safely and comfortably walk to access the goods and services in their community.

1.4 WHAT WE KNOW

Imagine Fredericton: The Municipal Plan was adopted in 2020 and sets the vision and guidelines for the entire City based on years of comprehensive engagement. Policies within this plan for lands designated as New Neighbourhoods will form the framework of the Southeast Secondary Plan. Based on these policies, we identified ten “New Neighbourhood” policy areas for the Southeast:

- 1 The significant need for **housing**, and in particular, affordable housing in Fredericton.
- 2 Opportunities to support local employment growth and **economic development**.
- 3 **Urban design** and impacts on the character, feel, and experience of the community.
- 4 The consideration of environmental and social **sustainability** in the development of land.
- 5 The support of a complete community **land use** framework encouraging a mix of uses.
- 6 The **development pattern** determined by the arrangement of public streets and facilities
- 7 A complete and connected **mobility** network to support growth.
- 8 Planning physical infrastructure and **municipal services** for sustainable development.
- 9 **Interpretation** that is consistent with the Secondary Plan's vision, goals, and land use
- 10 Development through logical **phasing** that is aligned with the provision of new services.

2 ENGAGEMENT PROCESS

2.1 OUR APPROACH

Consultation efforts focused on expanding the project team's understanding of how guidelines should be interpreted and applied. The lands within the plan area are largely vacant so engagement efforts focused on reaching three primary groups with insight into the area:

1. **Key group:** *Residents who live, work, play, shop or do business in the surrounding area.*

Objectives:

- *Inform them of what the project entails, potential impacts on them, and how planning decisions are being made.*
- *Listen to their insights on what exists in the area today, what makes the area unique, and what should be preserved, enhanced, or added as the community grows.*
- *Gather their ideas of what a new neighbourhood of 5,000 - 7,000 people in this area should look like and what is needed to bring that vision to life.*
- *Understand their feedback regarding the contents of the draft Secondary Plan, including its plans, policies, and proposals.*

2. **Key group:** *Members of the City's housing and development sectors, including land developers, builders, and non-profit housing advocates and providers.*

Objectives:

- *Inform them of what the project entails, and opportunities for them to be involved in executing the plan.*
- *Learn from their past experiences with the City's planning or purchasing frameworks, and local housing and development contexts.*

3. **Key group:** *Departments at the City of Fredericton and Province of New Brunswick who play a role in the development process and those at the City who will be involved in executing the plan.*

Objectives:

- *Identify potential concerns early and devise strategies to proactively manage them.*
- *Understand how growth aligns with other ongoing work and strategic planning.*
- *Learn from what has worked and not worked in prior projects.*
- *Gather individual departments' and committees' perspectives on the contents of the overall draft Secondary Plan, particularly as they relate to their specialized roles.*

February 10

Visioning Workshop

Visioning workshop with the project team and City of Fredericton staff to:

- Review the boundaries of the plan area.
- Share insights from preliminary community engagement completed by planning staff.
- Identify unique features and the impact of these on the vision for the area.
- Discuss the City's direction with other planning efforts to provide for consistent action and approach.

March 4

Webpage Launch

Launch of the Engage Fredericton project web page. The page:

- Introduced the project to the community.
- Provided a platform for community members to access information and find project updates throughout the project duration.
- Informed the community of opportunities to engage with the project team.

March 12

In-person pop-ups (approximately 30 participants)

An afternoon pop-up session was held at the Fredericton Co-op and an evening session at the Grant Harvey Arena during youth hockey to:

- Introduce residents and community members visiting the area to the project
- Collect ideas about what residents want in a new community.
- Advertise other opportunities for the public to engage with the project.

March 12

Presentation to the Affordable Housing Committee

The project was presented at the Affordable Housing Committee to help raise awareness of engagement efforts and gather insight from Committee members on the integration of affordable housing into the development of the plan.

March 13

Public open houses (approximately 40 participants)

Two open house sessions in the afternoon and evening were hosted at the Grant Harvey Centre. These sessions:

- Provided a dedicated venue for community members to speak directly to the project team and for the project team to gather local insights
- Hear from the community and gather their ideas for the New Neighbourhood
- Were primarily targeted at residents living or working within the immediate surrounding area, and members of the development and housing industries
- Offered more in-depth information on the project through a series of boards and opportunities to engage with the content

March to April

Stakeholder meetings

Stakeholder meetings provided the opportunity to gather insight from individuals and group with specialized insight or knowledge related to planning for the area. This included an open call on the Engage Fredericton website to schedule one-on-one discussions with the project team. These meetings included one local property owner and developer, representatives from City and Provincial regulatory departments, and a representative from a local non-profit.

April 15

Presentation to the Economic Prosperity and Growth Planning Committee

The findings of community engagement were presented to the Economic Prosperity and Growth Planning Committee.

August

Secondary Plan Draft Circulated

Draft Secondary Plan and Executive Summary circulated on the Engage Fredericton project web page. The page:

- Provided a platform for community members to access the content of the draft plan while the engagement period was active.
- Allowed residents to ask questions and provide comments about the SESP from the Municipality.

September 3

Presentation to the Affordable Housing Committee

High-level summary of the Draft SESP was presented to the Affordable Housing Committee.

September 4

Presentation to the Economic Prosperity and Growth Planning Committee

High-level summary of the Draft SESP was presented to the Economic Prosperity and Growth Planning Committee.

October 16

Engagement Period Closed

The engagement period for the Southeast New Neighbourhood Secondary Municipal Plan was considered closed as of October 16, 2025.

Overall:

- Seven questions were asked on the Engage Fredericton Project Webpage
- Two letters were received from residents.

Figure 2: Photos of public engagement events



3 WHAT WE HEARD

Topics of conversations with residents, stakeholders, and regulators included housing , connectivity, community services, and the environment.

In the following section, the summary of what we heard is organized into key themes and topics that were prevalent from our conversations and engagement with the community. This overview is intended to provide a clear understanding of the perspectives shared and highlight the issues that were most commonly brought forward throughout the process.

One theme of engagement that could not be classified according to these guidelines was the opportunity and need to be:

- **Proactive** – We have the opportunity to learn from the challenges and costs that come up when neighbourhood planning is reactive, including the costs of retrofitting roads for active transportation and transit.
- **Innovative** - As the owner and leader of the project, the City needs to meet or exceed the expectations they set for everyone else and make this a “landmark example” for new suburban development.
- **Bold** - Starting essentially “from scratch” means that planning for this area can be bolder and more aggressive with minimal impact on existing residents and neighbourhoods.

There was also a strong emphasis on the importance of the first phases of the development as setting the stage and tone for the future of the neighbourhood because it defines:

- **Lifestyle** - If the area starts out as a traditional, car-centric suburb, it is challenging to try to reverse that trend, as seen in efforts to introduce transit, trails, and new housing typologies into established neighbourhoods.
- **Community feel** - Happy residents are the best advertisement for an area and part of what makes an area attractive to both builders and movers. Supporting a diverse mix of residents from different backgrounds and income groups also encourages a welcoming community feel.

1 Housing Affordability

A consistent theme across submissions from residents, the Affordable Housing Committee, and internal staff was the need for a stronger emphasis on affordable and non-market housing.

City staff emphasized the value of including policies around supportive housing and market housing, as well as the importance of achieving servicing needs efficiently and cost-effectively for affordability. City-owned lands were identified as a unique opportunity that the city can leverage to achieve housing outcomes that the private market otherwise might not.

Existing residents expressed skepticism that housing intended to be “affordable” may not be, as well as a general desire for more housing that is truly attainable rather than purely meeting average housing prices.

The Affordable Housing Committee outlined the significant role of non-market housing in housing affordability. The Committee also emphasized differentiating between “not-for-profit” housing and “affordable housing” in the Secondary Plan.

2 Environmental Protection

Environmental protection and wetland conservation were recurring points of discussion across engagement sessions and committee meetings.

City staff raised the need to clarify the implications of how provincial wetland regulations will influence the secondary planning process, including:

- Future land use designations
- Legal obligations
- Whether or not they can be used for recreational amenities and which ones would be suitable
- Developability of lands
- Project timeline
- Consequences of avoidances

One website comment expressed frustration with the perceived disregard for the loss of wildlife in the area, given the site’s large area cover.

The Economic Prosperity and Growth Planning Committee highlighted the value of understanding the existing ecology of the area, including existing tree cover and species to confirm that the most environmentally valuable areas are strategically preserved.

3 Parkland, Amenities, Residential Services.

Comments around amenities expressed a general concern of the amount and type of land being made available for parks, particularly programmable park space, as well as the lack of recreation facilities identified in the plan.

School Site

City staff expressed that the future school site would be the most ideal location to integrate active recreation uses, but that coordination with the province would be needed for this.

Existing residents indicated a desire to be updated on the school site once the location (which would ideally be either on City-owned or neighbouring land) is selected, and how the road network would be adjusted accordingly.

Retail & Commercial Services

City staff highlighted how the Central Node should integrate services that accelerate demand and make the area more attractive for future residents (ex: grocery store, daycare, etc.)

Website comments expressed similar concerns, questioning whether the Co-op and daycare would be located in a 15-minute walking radius of residential units in the neighbourhood.

Open and Programmed Recreational Spaces

City staff outlined various factors around open and programmed parkland spaces. This included taking consideration of the parkland hierarchy, the recreation and leisure master plan (RLMP), and ensuring the allocation of enough space for one community park and several neighbourhood or pocket parks before land is sold for development. Another factor outlined for consideration was the identification of programmed park and playground space in the plan area, as well as the inclusion of language in the secondary plan to support a balance between open space (for hard infrastructure) and active park space. The final consideration raised was around balancing the needs for parks and open space against cost effective development, outlining that an increase in density can allow for larger open space areas.

The Parks and Recreation department highlighted similar aspects as city staff, including the importance of alignment between the secondary plan and the RLMP, especially with regards to the neighbourhood's opportunity to support the medium to long-term community-scale recreational infrastructure needs (e.g. sports field, new outdoor pool) of the area over the next 10-15 years, as outlined by the plan. The Parks and Recreation department also raised similar concerns around the consideration of the parkland hierarchy which will require a mix of community and neighbourhood scale parks for the site, as well as the allocation of sufficient space to support the programming needs for these activated spaces (playgrounds, fields, tennis courts, basketball courts, etc).

Finally, one website comment expressed a desire to see athletic facilities that can support a future neighbourhood population of around 7,000 new residents.

4 Transportation & Municipal Services

Mobility discussions focused on street design, active transportation, and transit. City staff clarified residents' historically unfavourable opinion towards backlot trails, the minimum standards for road widths, the status of Doak Road as a corridor, and that municipal infrastructure cannot be placed on provincial land.

Existing residents commented on a desire to see road upgrades (e.g. traffic lights, roundabouts) at Alison Boulevard and Doak Road, given the increased traffic that may result from the new neighborhood. Residents also sought clarity with respect to the visualization of the location of services (e.g. booster location, lift station location, water tower, etc) on the plan.

Website comments inquired about whether transit service was planned for the first day of construction of the new neighbourhood for construction workers, as well as how the neighbourhood will affect traffic on Lincoln Road, how it will be integrated into the existing trail system to expand the active transportation network, and whether new buildings will include standards around EV parking spaces.

5 Construction & Service Delivery Timelines

The final key topic that was prevalent throughout the engagement with the public was concern about the availability of residential services and amenities, especially transit and parks, when people begin living in the area.

City staff emphasized the need to clearly identify triggers for park development, noting that there are two components to consider: determining when parks should begin and ensuring the work proceeds once initiated. Establishing these timelines will be important for coordinating implementation as development advances.

Website comments raised questions about the timing of transit service, including whether transit would operate from the first day of construction to serve workers and early residents.

4 HOW WE ARE MOVING FORWARD

Input from the community will be connected with findings from the previous Feasibility Study and Technical Background Report to inform the refinement of the final Secondary Plan.

The detailed input (Section 3.1) that was gathered from the community around key topic areas in the draft Secondary Plan will be used to inform discussions, changes, and refinements to the contents of the draft Secondary Plan. This can include refining policies and proposals, where they are applicable. This approach can help address residents' and stakeholders' concerns before the Secondary Plan is finalized and brought forward to Council.

In addition to the input around the content of the Secondary Plan, feedback was gathered to inform functional improvements to the Secondary Plan, especially as they relate to usability and understanding. The feedback gathered around this generally focused on recommended changes that do not affect the intent of the Secondary Plan or its policies, but rather to improve legibility. The sections below outline various opportunities to improve the functionality of the plan.

4.1 CONSIDERATIONS FOR THE FINAL PLAN

1 Enhancing Context & Intent

Comments from the stakeholders and members of the public indicated that there are opportunities to improve understanding of how the plan was developed by expanding on preamble text in certain sections.

City staff noted the importance of including additional context in key sections to clarify intent and improve usability:

- Reviewing the use of the term “owner-occupied” in housing-related policies
- Clarity in the Secondary Plan around the City’s ability to use restrictive covenants when disposing of land to achieve Plan objectives.

Public feedback highlighted the need for clearer and more accessible language and context:

- Rewording of the phrase “Council may consider the acquisition of land to achieve the goals of this Plan” in Policy 4.1.1 (4) to make the policy’s intent clearer (i.e. would not be misread to expropriate private residences).
- Outlining the proposed zoning in the Secondary Plan to understand what types of residential development would be permitted, and in which areas.

2 Simplifying Policies to Improve Readability

Some duplicative policies were identified that may be consolidated and simplified to provide for an improved reading experience and more clear communication of policy intent.

City staff suggested minor refinements to ensure greater precision and avoid confusion:

- Removing references that may unintentionally over commit to specific outcomes (e.g. deleting the term "trails" from Section 2.i, Area 1, to avoid implying their addition where environmental or design constraints may prevent them)
- Removing references to "lay-by lanes for transit" in Section 3.2.2.2.i to reflect updated operational considerations for transit.

3 Clarifying the Purpose of Visual Materials

Better communication around the intended use and limitations of visual materials may help address concerns from residents related to changes illustrated in the Plans maps. Understanding that it is both what is shown and what is not that is important.

City staff emphasized that visual materials must clearly communicate their conceptual nature:

- Recommended including a disclaimer on the demonstration plan to specify that it is non-statutory and intended for illustrative purposes only.

WHAT WE HEARD #2

SOUTHEAST NEW NEIGHBOURHOOD SECONDARY PLAN

City of Fredericton
December 2025



PLANNING REPORT



PAC – February 18, 2026
File No.: Z-3-26, P.R. No. 5/26

To: Planning Advisory Committee
From: Fredrick Van Rooyen, Senior Planner
Proposal: Municipal Plan Amendment and Rezoning to permit a comprehensive development
Property: **Cliffe Street, Brown Boulevard & Two Nations Crossing (PIDs 75563809, 75569996, 75569970)**

OWNER: City of Fredericton c/o Ryan Seymour
397 Queen Street
Fredericton, NB
E3B 1B5

APPLICANT: zzap Consulting Inc. c/o Connor Wallace
1 Canal Street
Dartmouth, NS
B2Y 2W1

SITE INFORMATION:

Location: West of Cliffe Street and Brown Boulevard intersection and north of Two Nations Crossing

Context: Commercial and institutional uses to the south along Two Nations Crossing, low-rise residential neighbourhood to the east, and vacant City-owned land to the north and west

Ward No: 4 & 5

Municipal Plan: Parks and Open Space, New Neighbourhood

Zoning: Institutional Zone Two (I-2), Residential Zone One Holding (R-1(H)), Future Development (FD)

Existing Land Use: Vacant land

Previous Applications: P.R. 73/22 (Z-22-22, S-16-22), P.R. 51/24 (S-11-2024)

EXECUTIVE SUMMARY:

The proposal involves a comprehensive development of City-owned land at the top of the Northeast Growth Area, west of the Cliffe Street and Brown Boulevard intersection and north of Two Nations Crossing. To facilitate the development, the proposal includes a Municipal Plan amendment to add land to the Growth Boundary, redesignation of land to New Neighbourhood and Commercial Centres and Corridors, as well as associated rezonings to the COR-2, MX-2, MR-2, R-5, and R-1 zones. Overall, the proposal meets the intent of the Growth Strategy and Municipal Plan. In staff view, the proposal represents an opportunity to make City-owned land available and ensure that there is

enough land in inventory for potential development to support the City's housing needs. Staff support the application subject to terms and conditions.

APPLICATION:

zzap Consulting Inc. on behalf of the City of Fredericton, has made an application on property located on Cliffe Street, Brown Boulevard, and Two Nations Crossing (PIDs 75563809, 75569996, 75569970) for the following:

- Municipal Plan Amendment to add lands to the Growth Boundary and amending land use designations for portions of the property from:
 - Parks & Open Space and Rural & Agricultural to New Neighbourhoods;
 - Parks & Open Space to Commercial Centres and Corridors; and
 - New Neighbourhoods to Commercial Centres and Corridors.

- Rezoning portions of the property from:
 - Future Development (FD) and Park (P) to Commercial Corridor Zone Two (COR-2);
 - Park (P) to Residential Zone One (R-1), Residential Zone Five (R-5), Multi-Residential Zone Two (MR-2) and Mixed Use Zone Two (MX-2);
 - Residential Zone One Holding (R-1(H)) to Residential Zone One (R-1) and Multi-Residential Zone Two (MR-2); and
 - Institutional Zone Two (I-2) to Residential Zone Five (R-5) and Multi-Residential Zone Two (MR-2).

PLANNING COMMENTS:

Background:

- In 2022, City Council approved a Municipal Plan Amendment, Rezoning, and Tentative Plan of Subdivision related to the western extension of Brown Boulevard with MR-2 zoning on the south side of the street extension and I-2 on the north side along with a trailhead at the end of the street. The MR-2 zone on the south side was intended for future residential development, part of which is going through a transfer process to be sold and developed. The I-2 zone, which was approximately 20 acres, was originally intended for a private school (Fredericton Christian Academy). Fredericton Christian Academy has since decided not to proceed with their plans for this site and so the land has remained city-owned and has an outdated institutional zone.

- From the original 2022 approval that included the western extension of Brown Boulevard, At the February 26, 2024 Council meeting, staff were directed to proceed with the extension of services and construction of the street, which supported the multi-residential development on the south side of the street and opened up city-owned land for development pursuant to Council's commitments under the Affordable Housing Strategy. Through Council discussion, there were some concerns with the future location of the Cliffe Street extension going north, given the existing residential uses to the east. Accordingly, Council passed a further resolution:

BE IT FURTHER RESOLVED THAT the Chief Administrative Officer be directed to revise the subdivision plan to relocate the Cliffe Street right of way an additional 10 metres to the west.

- Accordingly, a tentative plan of subdivision was approved by Council on October 15, 2024, that added 10m to the public right of way to relocate the Cliffe Street right of way to the west with the intention of providing greater separation from the abutting residential. As part of that report, it was outlined that prior to the final plan of subdivision, staff would work with the City’s engineering consultant on the design of the northern extension of Cliffe Street. This work has taken place as part of this application and the design for the access up to the new reservoir along the Cliffe Street extension (see Map IV). As illustrated in the conceptual plan, staff would note that the public right of way has shifted further west beyond the initial 10 metres at points to ensure that development can be accommodated on both sides of the street, which is a standard approach. The shift further west also aligns with the location of the new reservoir. It should be added that there would be no public streets proposed beyond the Growth Boundary, but simply an access road for the purposes of access to the reservoir.
- At the May 26, 2025, City Council meeting, Council authorized an approval to accept funding, authorize an agreement and direct staff to proceed with the Northeast Growth Area Water System Extension. With the Northeast Growth Area being one of the fastest growing parts of the city, both in terms of built and approved residential developments, core infrastructure is necessary to keep pace with growth and provide sufficient water capacity, primarily through a new water reservoir. This infrastructure would also provide an opportunity to unlock further city-owned lands west of the Cliffe Street and Brown Boulevard intersection. The need for infrastructure investment is not only driven by the city’s strategic growth objectives but supports the implementation of the City’s Affordable Housing Strategy through making city-owned land serviceable and ready for development. This infrastructure investment would support the water infrastructure existing residents in the broader Northeast area, but also future housing development, notably those on the south side of the Brown Boulevard extension that already have the MR-2 zoning in place. As part of the resolutions associated with the funding agreement and proceeding with the Northeast Growth Area Water System Extension, Council passed the following resolution:

BE IT RESOLVED THAT the Council of the City of Fredericton hereby directs staff of the Planning and Development Department to initiate the necessary changes to By-law No. Z-6, A By-law to Adopt a Municipal Plan for the City of Fredericton and By-law No. Z-5, A Zoning By-law for the City of Fredericton, late summer or early fall 2025.

- Following this direction, the Applicant has worked with various internal City departments to prepare a conceptual plan for the subject site and make a Municipal Plan amendment and rezoning application.

Public Engagement:

- Beyond the standard planning approval process, two neighbourhood open house sessions were held on February 2, 2026 (12-2pm and 5-7pm). An Engage Fredericton webpage was also made available to the public with further information on the proposal. Approximately 80 participants attended the open house sessions. A “What We Heard Report” is attached to this report for further information. The following provides a summary of comments:
 - Traffic, Transportation & Connections:
 - This was the most commonly identified theme and comments from participants.

- Feedback spoke to concerns about increased traffic impacts on the surrounding road network, noting congestion during peak periods.
- Desire to enhance transit for current and future residents
- Active transportation connections to Killarney Lake Park
- Ecology, Parks & Open Space:
 - Feedback spoke to an existing lack of programmed parks in the surrounding neighbourhood and emphasized the importance of addressing this as development proceeds.
 - Preserving trees and thoughtfully managing natural features
- Land Use & Development:
 - Feedback spoke to how new development would relate to the existing neighbourhood, notably the placement and orientation of MR-2 zoned lands along Cliffe Street in proximity to single detached homes on Brown Boulevard.
 - At the same time, some comments encouraged the City to consider higher density development where appropriate, noting its role in supporting sustainable growth and its proximity to transportation infrastructure.
- Housing Forms & Demographic Needs:
 - Feedback emphasized providing a diverse mix of housing types that respond to changing demographics, notably aging in place and downsizing opportunities.

Proposal:

- The area subject to the plan amendment/rezoning totals an area of 27.31 hectares (67.4 acres) and is located at the top of the Northeast Growth Area, west of the Cliffe Street and Brown Boulevard intersection, north of Cliffe Street, and east of Sitansisk (St. Mary's First Nation). The subject site is currently vacant City-owned land. The proposed amendment and rezoning are being requested to enable a future comprehensive development that features both residential and commercial uses. The overall conceptual plan can be seen on Maps III and IV.
- The proposed concept features an overall street network building off of the western Brown Boulevard extension and the Cliffe North extension, leading up to the new reservoir. Following this street network, various zones are proposed with MR-2 and greater densities (townhouses, stacked townhouses, and apartment buildings up to 4 storeys) along the major arterial, the transitioning down to more low-rise housing forms being the R-1 zone (single detached), and R-5 zone (single detached, semi-detached, and townhouses). A MX-2 zone, permitting mixed-use, is proposing at the top of the site to provide a potential commercial anchor to serve the upper portion of the area. The COR-2 zone is proposed along the Two Nations Crossing frontage to provide additional land for commercial purposes that serves the broader Northeast area. At the end of the Brown Boulevard extension, a trailhead is proposed, consistent with the previous 2022 application. This trailhead would provide a convenient access to Killarney Lake Park going north and would look to provide potential park programming space.
- The following provides a breakdown of the proposed zoning and potential yield (at full and max build out)

Zone	MX-2	MR-2	R-5	R-1	COR-2	P	Total
Area	0.39 ha	8.16 ha	4.62 ha	2.87 ha	5.43 ha	5.84 ha	27.31 ha
Approximate Residential Density	24 units	505 units	254 units	137 units	0 units	0 units	920 units

- In order to facilitate the proposed zoning, portions of the site would need to be redesignated:
 - 17.4 acres (7.04 hectares) from Parks and Open Space to New Neighbourhood
 - 4.8 acres (1.94 hectares) from Parks and Open Space to Commercial Centres and Corridors
 - 4.8 acres (1.94 hectares) from New Neighbourhood to Commercial Centres and Corridors

- Of particular note, there is a significant portion of the property that would remain designated Parks and Open Space, being 147.8 acres (59.8 hectares). When looking at the land being proposed to be redesignated from Parks and Open Space, it represents 15% of subject property.

- Separate to this application, the City has entered into an agreement with Sitansisk (St. Mary’s First Nation) to sell a 72 acre property directly abutting the subject site, this area can be see in blue on Maps III and IV. This agreement is part of larger collaboration between the City and Sitansisk and represents an opportunity to provide more housing for the First Nation. Further, the proposed conceptual plan identifies potential connection points to Sitansisk, both from the Brown Boulevard extension continuing west to the First Nation and/or from the future street off of Two Nations Crossing. These connections would help provide a secondary access along with servicing connections. Staff would note that a portion of the 72 acres, approximately 25.7 acres (10.4 hectares) is currently designated as New Neighbourhood. In considering the redesignation of land from Parks to New Neighbourhood as part of this application, this context should be acknowledged.

- The other component of the Municipal Plan amendment is to add land to the Growth Boundary. The majority of the site is currently within the Growth Boundary, with only a small portion at the top being proposed to be added to the Growth Boundary to enable a more logical street network and layout. The add to be added to the Growth Boundary is approximately 12.91 acres (5.22 hectares).

- Staff would note that at this time, the proposal being advanced is a Municipal Plan amendment and rezoning. This would establish the policy framework to enable development, but there would still be a tentative plan of subdivision process to take the street network shown in the conceptual plan into actual dedicated public streets, which at that point would allow for further subdivision and land sale. It should be recognized that development would be gradual and phased based on further detailed design and servicing.

- Of specific note that this time is the MR-2 zone shown to the north of the COR-2 zone along Two Nations Crossing. This area would gain access from a future public street off Two Nations Crossing, but staff would note that as part of the tentative plan of subdivision process, there may be the potential to further explore the feasibility of connecting the future street from Two Nations Crossing up with the Brown Boulevard extension.

Growth Strategy:

- The subject property is within the Northeast future residential growth area, one of four growth areas identified in the Growth Strategy that will accommodate three quarters of the City's future residential growth. These growth areas are intended to bring a variety of new housing in a more compact and complete neighbourhood form. The Northeast community in particular is intended to bring apartment buildings together with retail uses to create a mixed-use node off Cliffe Street. Given the property's proximity to the future mixed-use node at the intersection of Cliffe Street and Two Nations Crossing as well as the existing and planned residential uses in the Northeast neighbourhood, the proposed mix of housing options, commercial uses, and trailhead meet the intent of the Growth Strategy and contribute to a complete community.

Municipal Plan:

- The subject property is primarily designated New Neighbourhoods in the Municipal Plan, with a portion to the west and south being designated Parks and Open Space as well as a portion along Two Nations Crossing being designated Commercial Centres and Corridors. The proposed redesignation to Commercial Centres and Corridors is solely to align the plan designation with the property lines for the two properties that front onto Two Nations Crossing. As seen on Map I, the front half of the property is Commercial Centres and Corridors, and the back half is New Neighbourhood. In staff's view, this is a minor adjustment to ensure there is a consistent designation that aligns with the property lines.
- The New Neighbourhoods designation comprises 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. Growth within the Northeast community will bring a variety of new housing, multi-residential development combined with retail uses to create a Mixed-Use Node off Cliffe Street.
- The proposal is consistent with the Municipal Plan's New Neighbourhood policy regarding neighbourhood design:

2.2.1(21): Council shall seek to ensure that the design of New Neighbourhoods:

i. Fosters a sense of community and neighbourhood;

The proposed conceptual plan organizes the land into fine-grained development blocks with varied land uses (including residential, commercial, and parks and open spaces) and densities (low to mid rise forms) to foster a sense of community and a neighbourhood identity that is mixed-use, human-scaled, and walkable.

ii. Provides for the efficient use of land;

The proposed conceptual plan organizes the land into an interconnected grid pattern to provide for the efficient use and servicing of the land without creating excessive roadway lengths.

iii. Provides for the compatible mix of varied and innovate forms of housing and other uses;

The proposed zoning provides for a varied mix of land uses including residential, commercial, and parks and open spaces. The residential zones proposed for this area include R-1, R-5, and MR-2, which permit the following forms:

- R-1: Single detached dwellings
- R-5: Low rise buildings (e.g. single detached dwellings, semi- detached dwellings, and townhouses)
- MR-2: Multi-residential development (e.g. apartment buildings, stacked townhouses, and townhouses).

iv. Provides for the efficient and economic extension and delivery of water and sewer services and utilities;

A water reservoir is planned to service the proposed development and surrounding developments. Its proposed location is along the high point of the site, which can help efficiently extend services into the site.

The proposed conceptual plan organizes the land into an interconnected grid pattern to provide for an efficient servicing of the land and simpler connections to adjacent properties.

v. Provides for parks, schools and other community uses in central, convenient locations;

The proposed conceptual plan integrates portions of the Killarney Lake parkland as part of the site's future development. Additionally, Gibson-Neill Memorial Elementary School, Leo Hayes High School, Willie O'Ree Place Sports Complex, and the Fredericton North YMCA are all located within a 2.5km commuter-shed of the subject site.

vi. Minimizes the adverse effects of highways and other existing incompatible surrounding land uses;

The proposed site plan concept locates COR-2 zoned lands along Two Nations Crossing to reduce the impacts of its land use context on the proposed residential zoned lands.

vii. Includes a hierarchy of streets that adequately and safely accommodates traffic flows and provides proper linkages to other areas of the city;

The proposed conceptual plan establishes a clear street hierarchy. Cliffe St. (a major arterial road) and Brown Blvd. (a minor collector road) help frame the neighbourhood and provide linkages from the neighbourhood to other areas of the city, while local streets create fine- grained blocks throughout the development. This approach avoids overloading any corridor in order to safely accommodate traffic flows.

viii. Promotes walking and cycling opportunities by providing trails; trail connections and interconnected street pattern designed to provide a variety of convenient walking routes;

The proposed site plan concept utilizes an interconnected street pattern designed to provide a variety of convenient walking and cycling routes throughout the neighbourhood. A trail head is placed at the end of Brown Blvd., which can facilitate cycling and walking connections to Killarney Lake Park. At the same time, the Cliffe St. ROW includes a sidewalk and multi-use trail which can facilitate walking and cycling connections to the rest of the city.

ix. Places particular emphasis on the needs of public transit;

While public transit does not run through the site, the proposed conceptual plan is designed in a grid pattern that could be efficiently served by public transit once the neighbourhood's density supports it. Transit routes 14N and 15S, which run adjacent to the site along Two Nations Crossing, are easily accessible by pedestrians through multi-use trails and sidewalks along Cliffe St.

x. Minimizes adverse impacts on the environment; and,

Parkland is proposed to be consolidated within and adjacent to existing natural features, including the watercourse that runs through the site, in order to minimize adverse impacts on the environment.

xi. Includes a focal point or node, where appropriate.

Two focal points help anchor the site: A corridor commercial zoned area is located in the South along Two Nations Crossing to provide a commercial anchor that is easily accessible. A mixed-use node is located to the North at the top of Cliffe St. provide a pedestrian oriented commercial anchor for future residents of the neighbourhood.

- The proposal is also consistent with the policy criteria where a rezoning or zoning by-law amendment is required for a new mid-rise or high-rise residential use in the New Neighbourhood designation (2.2.1(22)):

i. 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;

The proposed conceptual plan places most multi-residential MR-2 and MX-2 zoned lands along Cliffe St., a Major Arterial Road, and Brown Blvd., a Minor Collector Road. The remaining MR-2 and MX-2 zoned lands are placed along local roads that provide direct access to Cliffe St., Brown Blvd., or Two Nations Crossing, a Major Collector Road.

ii. Incorporate underground parking facilities, where appropriate;

Mid-rise and high-rise residential developments will follow parking location regulations as required by the Zoning By-law.

iii. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;

Mid-rise and high-rise residential developments will provide adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services as required by the Zoning By-law.

iv. Be adjacent to or in close proximity to an existing or planned public transit route;

While public transit does not run through the site, the proposed site plan concept is designed in a grid pattern that could be efficiently served by public transit once the neighbourhood's density supports it. Transit routes 14N and 15S, which run adjacent to the site along Two Nations Crossing, are easily accessible by pedestrians through multi-use trails and sidewalks along Cliffe St.

v. Be adjacent to or in close proximity to parks, open spaces and/ or other community facilities, services and amenities, and employment zones;

The proposed site plan concept integrates the Killarney Lake parkland as part of the site's future development. Additionally, Gibson-Neill Memorial Elementary School, Leo Hayes High School, Willie O'Ree Place, and the Fredericton North YMCA are all located within a 2.5km commuter-shed of the subject site. Finally, the COR-2 zoned lands to the south of the site, in addition to the SmartCentres Fredericton North Shopping Centre, and the Cliffe Crossing Shopping Centre will act as employment hubs that exist within close proximity to the site.

vi. Provide high-quality building design that contributes positively to the City's urban form.

Mid-rise and high-rise residential developments will provide high-quality building design that contributes positively to the City's urban form as required by the Zoning By-law.

- The proposal is also consistent with the Municipal Plan's policies related to the Growth Boundary:
 - *2.2.1 (8) Urban Development Urban development should only occur inside the Growth Boundary. Lands located outside the Growth Boundary are intended only for rural and agricultural development.*

The proposed request includes an amendment to the Municipal Plan to adjust the Growth Boundary in order to enable urban development within the subject property.

- *2.2.1 (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.*

The proposed request includes an amendment to the Municipal Plan to adjust the Growth Boundary in order to permit the extension of municipal water and wastewater services into the subject property.

- 2.2.1 (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;

The proposed amendment is being sought in order to permit comprehensive development that addresses previously unforeseen population increases in the City of Fredericton. A water reservoir is planned at the high point of the site in order to efficiently distribute services throughout the site and into neighbouring developments. The Functional Servicing Report provided by the Applicant's engineering consultant outlines the financial implications of the site servicing on the City. Parkland is proposed to be consolidated within and adjacent to existing natural features, including the watercourse that runs through the site, in order to minimize adverse impacts on the environment.

ii. The proposed development fulfills the policies of this Plan;

As noted above, staff are of the view that the proposal fulfills the policies of the Municipal Plan.

iii. Appropriate opportunities are provided for public input into the proposed amendment to the Municipal Plan.

Two open house sessions were held at the nearby Willie O'Ree Place to provide an opportunity for public input into the proposed amendments to the Municipal Plan beyond the standard planning approval process.

Overall, the proposed development meets the intent of the Municipal Plan by providing:

- A conceptual layout that offers an interconnected street pattern that is well connected to the broader network;
- A trailhead that provides a focal point for the neighbourhood and access to Killarney Lake Park;
- A mix of housing typologies and land uses that help support a complete community within a designation growth area that is in close proximity to services and amenities.

Zoning:

- As part of the proposed rezoning, the following zones are proposed:

- *Commercial Corridor Zone Two (COR-2)*

The proposed COR-2 zone permits a wide range of commercial uses and allows for the continued commercial development along Two Nations Crossing. This supports the overall commercial corridor in the Northeast.

- *Mixed Use Zone Two (MX-2)*

The MX-2 zone permits limited commercial uses with a minimum residential component on the upper floors. This zone is intended to function as a north anchor as part of the site along Cliffe Street and offers the potential for commercial amenities to support the daily needs of residents within the neighbourhood. Staff would note that the MX-2 zone has a maximum height of 13 metres, which would generally be just over 3 stories, which allows for an appropriate transition to abutting low-rise residential to the west.

- *Multi-Residential Zone Two (MR-2)*

The MR-2 zone permits townhouses, stacked townhouses, and/or apartment buildings up to 4 storeys (14 metres). This proposed zone can be found along the major roads within the site, being Cliffe Street and Brown Boulevard, as well as the north of the COR-2 zone along Two Nations Crossing. Staff consider this an appropriate zone in these location as it is consistent with the Municipal Plan policies that direct mid and high rise development towards Arterial and Collector Roads. This allows higher densities to gain direct access to the major streets, rather than going through the neighbourhood and allows for a transition to more low-rise housing forms as you move to the interior of the neighbourhood. This type of height and density is not uncommon along the Cliffe Street corridor and within the Northeast Growth Area.

- *Residential Zone Five (R-5)*

The R-5 zone permits residential development in a comprehensive mix of low-rise building forms including single detached, semi-detached, and/or townhouses. This zone provides flexibility for potential developers while maintaining a low-rise form and can primarily be found in the interior of the site with portions along the Brown Boulevard extension.

- *Residential Zone One (R-1)*

The R-1 zone permits single detached dwelling as well as secondary dwelling units. The R-1 zone frames the northern and western edges of the site and would back onto the existing land zoned Park (P). In both the R-5 and R-1 zones, it provides significant opportunity to provide home ownership options as part of the development.

- *Park Zone (P)*

The portions of the property not subject to the proposed rezonings would remain in the Park Zone, which accounts for 147.8 acres (59.8 hectares) of the overall property. This land would include the proposed trailhead at the end of the Brown Boulevard extension.

- Staff would emphasize that future development would be subject to the applicable Zoning By-law standards and a comprehensive review by internal staff.

Killarney Lake Park Management Plan:

- A portion of the subject property, being the portion currently designated Parks and Open Space in the Municipal Plan, is within Killarney Lake Park and is covered by the Killarney Lake Park Management Plan. The Killarney Lake Park Management Plan is meant to be a guiding document that sets the framework for the evolution of the regional park. Today, Killarney Lake Park is Fredericton's biggest park at approximately 645 hectares and is a regional destination for hiking, off-road cycling, and cross-country skiing. As part of the plan, land within Killarney Lake Park has been classified according to four Management Zones: Conservation, Natural Environment, Recreation and Sport Tourism based on an analysis of the ecological sensitivities of the existing conditions of the park. The subject property is within the Recreation Zone, which is defined by areas that can support a greater intensity of activity. The Recreation Zone permits a wide range of outdoor activities and infrastructure, including trailheads. The objectives of the Recreation Zone specifically reference the creation of new park gateways and trailheads from surrounding streets. This is further supported on Map 4 of the plan, which identifies the Cliffe Street and Brown Boulevard intersection as a secondary gateway for the park. Accordingly, staff consider the proposed trailhead at the top of the new public court a positive step forward in meeting the objectives of the Killarney Lake Park Management Plan and ultimately improving access to the park. Furthermore, staff are of the opinion that the proposed Municipal Plan Amendment would maintain an adequate area for Killarney Lake Park and would not detract from future programming in the Recreation Zone of the park.
- It should be noted the Plan accommodates the ability to develop lands along the existing and future Cliffe Street corridor. Specifically, within the Appendix of the Management Plan, there are maps that reference future transportation connections and potential lands for a future development corridor. The future transportation connections and development corridor would be along Cliffe Street, including the northern extension of the street. Staff would consider this proposal a part of the future development corridor, recognizing that this area is primarily within the New Neighbourhood designation and Cliffe Street is a major arterial road that can accommodate significant growth.

Servicing, Traffic & Environment:

Servicing

- In 2024 Engineering & Operations modelled the water system in the Northeast area of the City. This area included the Cliffe Street/Brown Boulevard/Crocket Street area, Cuffman Street/Demerchant Drive/Manhattan Drive Area and determined the requirement for a reservoir North of the Cliffe and Brown Street curve. City staff advanced the design of the reservoir and linear piping, secured funding through Canada Housing Infrastructure Fund (CHIF) and is tendering the project for implementation in 2026 (as shown on Map

IV). Additionally, it ensures adequate water pressure and flow can be provide for the new development identified in this application and the existing approved development occurring in the broader Northeast.

- Installation of the linear piping heading north from Brown Boulevard is expected to start by April of 2026 with the reservoir and other pipe connections commissioned and brought into service in 2027.
- Additionally, City Engineering will advance phase 2 of the Crocket Street project to replace and improve capacity of end of life buried pipes and adjust the street cross-section to narrow lanes, slow speed, and continue the boulevard trail started in 2025 that aligns with the widened sidewalk/trail on the Bridge Street bridge connecting to the trail systems.
- Once this servicing and reservoir construction is complete it will create the opportunity to build public roadways and extend local residential streets and servicing, opening up new lots.

Traffic

- In 2024 and 2025 the Engineering Division advanced a City-wide Transportation Study that will develop a transportation model for the City. As part of this work the Two Nations and Cliffe Street Corridors were included in this model with the growth of this new neighbourhood identified as well as approved and potential growth in the Cuffman/Murray/Demerchant & Manhattan areas.
- In 2026 Engineering staff will be advancing a corridor review of Cliffe Street and Two Nations Crossing. These corridor reviews will provide further detail on improvements that will safely manage current and anticipated future traffic on these collector streets. This corridor review will also inform next steps for advancing a connection to Gilbert Street.
- The Traffic Study also identified a possible roundabout upgrade at St Mary's and Two Nations Crossing intersection that would improve both safety and capacity of the intersection. This intersection improvement concept will be further studied in 2026 and 2027. Additionally, Engineering Staff have completed some preliminary assessment of Two Nations Crossing and the corner/intersection of Cliffe Street and Brown Boulevard. In 2026 the following work is planned from a traffic perspective:
 - A new roundabout will be installed at the corner of Cliffe and Brown with new northern and western legs. This roundabout will also provide improved pedestrian crossings as development starts on the western extension of Brown Boulevard.
 - The installation of signal coordination between the traffic signals at St Mary's and Two Nations and Two Nations and Depot Court to better manages traffic flow on the western end of Two Nations.
 - An additional Southwest corner slip lane will be designed for the Cliffe and Two Nations Roundabout. This will add capacity to the Cliffe/Two Nations Roundabout. Design work for this slip lane will be completed in 2026.

Environment

- As part of the development of this new neighbourhood, the design has been developed to work with the existing features on the land that minimize impacts to the existing water courses and wetlands. When wetlands are impacted the applicant will be required to obtain a WAWA permit. Additionally, the stormwater management ponds have been identified, sized and located to manage storm water flows.

RECOMMENDATION:

It is recommended that the application submitted by zzap Consulting Inc. on behalf of the City of Fredericton, on property located on Cliffe Street, Brown Boulevard, and Two Nations Crossing (PIDs 75563809, 75569996, 75569970) for the following:

- Municipal Plan Amendment to add lands to the Growth Boundary and amending land use designations for portions of the property from:
 - Parks & Open Space and Rural & Agricultural to New Neighbourhoods;
 - Parks & Open Space to Commercial Centres and Corridors; and
 - New Neighbourhoods to Commercial Centres and Corridors.
- Rezoning portions of the property from:
 - Future Development (FD) and Park (P) to Commercial Corridor Zone Two (COR-2);
 - Park (P) to Residential Zone One (R-1), Residential Zone Five (R-5), Multi-Residential Zone Two (MR-2) and Mixed Use Zone Two (MX-2);
 - Residential Zone One Holding (R-1(H)) to Residential Zone One (R-1) and Multi-Residential Zone Two (MR-2); and
 - Institutional Zone Two (I-2) to Residential Zone Five (R-5) and Multi-Residential Zone Two (MR-2).

be approved subject to the following terms and conditions:

- a) Access, servicing, lot grading and stormwater management plans be provided to the satisfaction of the Direction of Engineering & Operations;
- b) Stormwater ponds are to be directly accessible to a city street and be landscaped to the satisfaction of the Director of Engineering & Operations and the Development Officer; and,
- c) If required, a Watercourse and Wetland Alteration (WAWA) Permit be obtained from the NB Department of Environment & Local Government.

Prepared by:



Fredrick Van Rooyen, RPP, MCIP
Senior Planner, Community Planning

Approved by:



Marcello Battilana, RPP, MCIP
Assistant Director, Planning & Development

By-law No. Z-6.12 / Arrêté No. Z-6.12

Lands to be added to Growth Boundary /
Terrains à ajouter à la limite de croissance

Re-designate from Parks and Open Space
to New Neighbourhoods. / Changement
de designation Parcs et espaces ouverts
à Nouveaux quartiers.

Re-designate from Rural and Agricultural
to New Neighbourhoods. / Changement
de designation Rurale et d'utilisation
agricole à Nouveaux quartiers.

Re-designate from New Neighbourhoods
to Commercial Centres and Corridors.
/ Changement de designation Nouveaux
quartiers à Centres et corridors pour le
commerce.

Re-designate from Parks and Open Space
to Commercial Centres and Corridors.
/ Changement de designation Parcs et
espaces ouverts à Centres et corridors pour
le commerce.

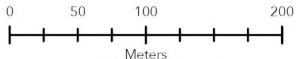


Amendment to Schedule "1" and "2" of the
Municipal Plan / Modification à l'annexe
"1" et "2" du plan municipal.

Schedule B / Annexe B

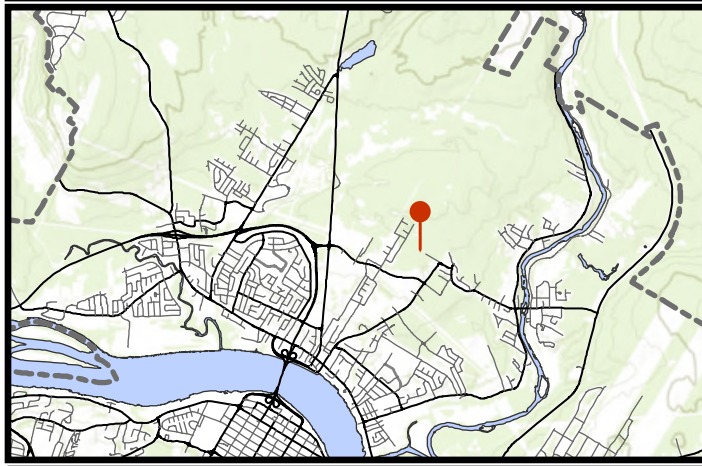
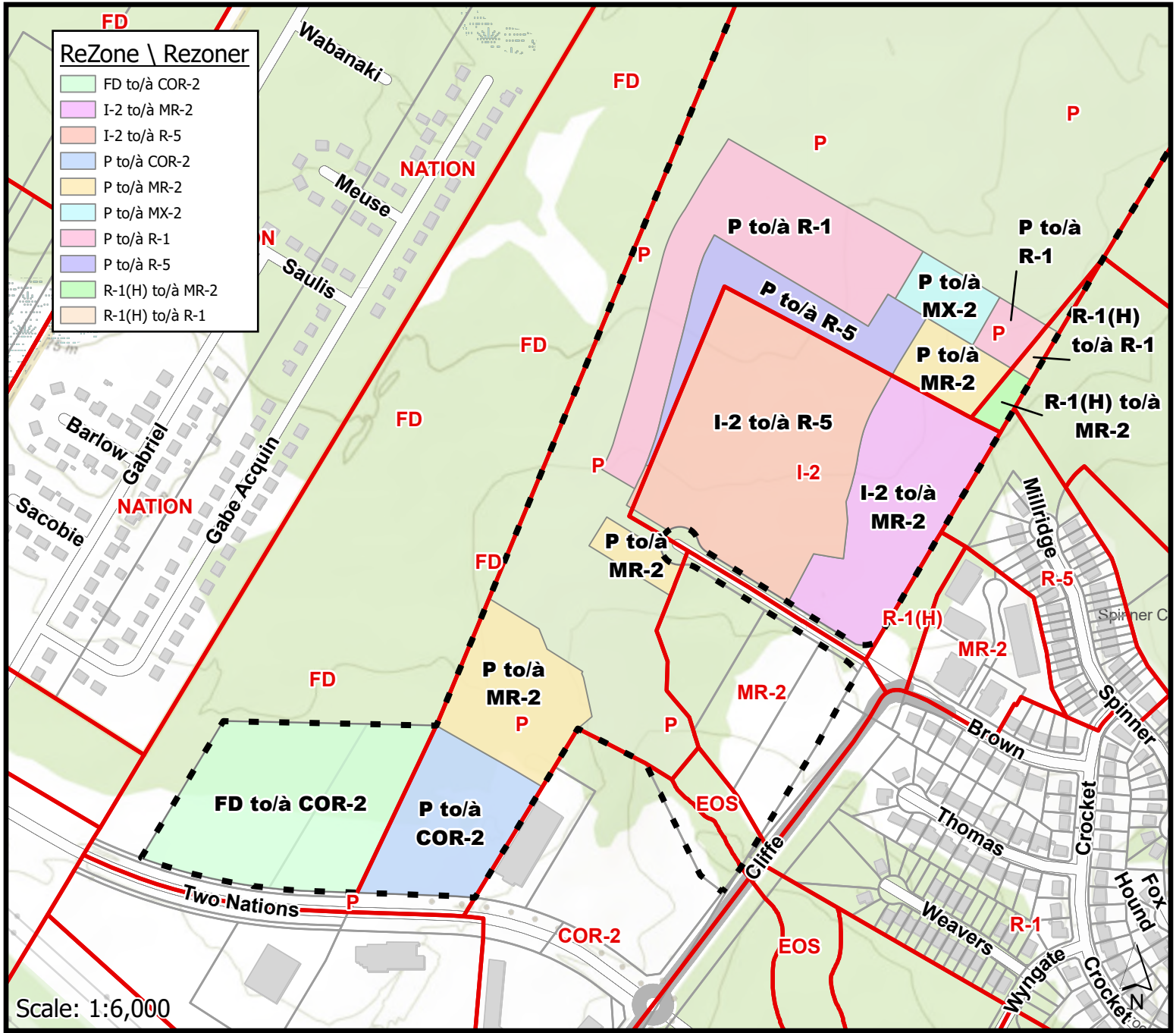
Scale: 1:5,000

rue Cliffe St. / boul. Brown Blvd.
(Portion of PIDs/partie de NIDs 75569970, 75569996, and 75563809)



Land Use Designations / Désignations d'utilisation des sols

Growth Boundary / Limite de la croissance	Commercial Centres and Corridors/ Centres et corridors pour le commerce	Parks and Open Space / Parcs et espaces ouverts
Established Neighbourhoods / Quartiers établis	Business and Industrial/ Utilisation industrielle et commerciale	Rural and Agricultural / Désignation rurale et d'utilisation agricole
New Neighbourhoods/ Nouveaux quartiers	Major Institutions / Utilisation institutionnelle	



Subject Properties / Propriétés Visé

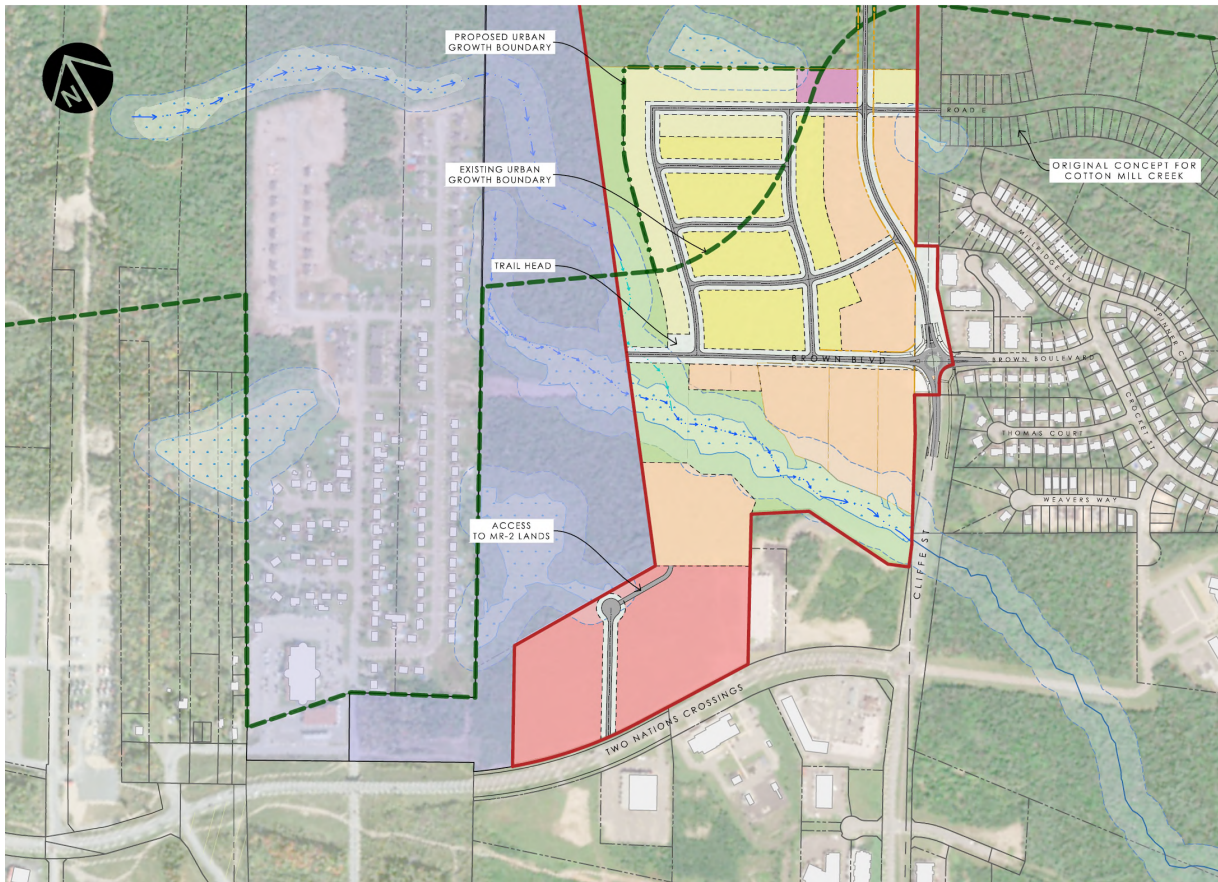
Rezone portions of land from FD and P to COR-2, from P to R-1, R-5, MR-2, and MX-2, from R-1(H) to R-1 and MR-2, and from I-2 to R-5 and MR-2, to permit a comprehensive residential development.

Rezoner certaines portions de terrain de FD et P vers COR-2, de P vers R-1, R-5, MR-2 et MX-2, de R-1(H) vers R-1 et MR-2, et de I-2 vers R-5 et MR-2, afin de permettre un aménagement résidentiel d'ensemble.



Community Planning
Planification urbaine

Map \ carte # II
File \ fiche: PR-5-2026
Date \ date: février \ February 18, 2026
Subject \ sujet: rue Cliffe St / boul Brown Blvd
zzap Consulting Inc.
c/o Connor Wallace

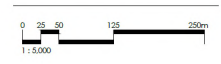


- LEGEND**
- CITY OF FREDERICTON LANDS
 - - - ADJACENT PROPERTY BOUNDARY
 - PROPOSED INTERNAL BOUNDARY
 - ~ WETLAND
 - CURRENT WATER FLOW
 - FUTURE GUIDED WATER FLOW
 - WATERCOURSE
 - - - 30M WETLAND/WATERCOURSE BUFFER
 - - - URBAN GROWTH BOUNDARY
 - LAND TO BE TRANSFERRED TO SITANSISK (ST. MARY'S FIRST NATIONS) LAND
 - SITANSISK (ST. MARY'S FIRST NATIONS) LAND

- PROPOSED ZONE**
- CORRIDOR-2
 - MIXED USE-2
 - MULTI RESIDENTIAL-2
 - RESIDENTIAL-5
 - RESIDENTIAL-1
 - PARK

- NOTES:**
- SUBJECT TO SURVEY, PROPERTY LINES AND TOPOGRAPHIC FEATURES ARE APPROXIMATE ONLY.
 - SITE SUBJECT TO BY-LAW REVIEW AND REGULATIONS.

- SOURCES:**
- PROPERTY LINES, ZONING AND TOPOGRAPHIC FEATURES ARE FROM PROVINCIAL MAPPING (GEOBNB DATA CATALOGUE)
 - SUBDIVISION PLAN FROM "CMC MASTER PLAN MAR 28 - 1"
 - SITANSISK SUBDIVISION PLAN FROM "Two Nations Crossing Subdivision - Commercial & SMFN"
 - BROWN BLVD SUBDIVISION PLAN FROM "Brown Blvd Subdivision - MR-2 Lot"
 - WETLAND DATA IS REFERENCED FROM "Wetland Data.SHP" FILE.

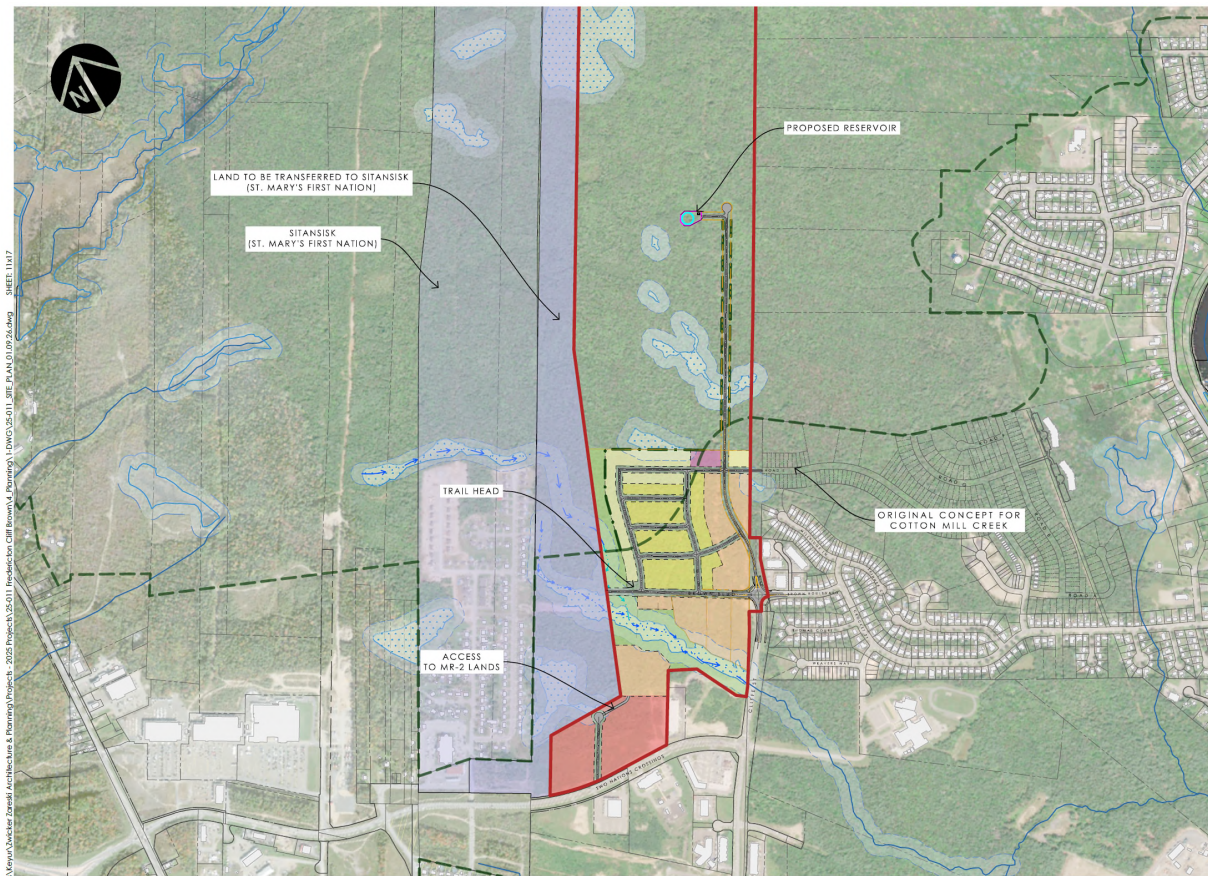


Concept Plan (Zoomed in) / Plan conceptuel (zoom avant)



Community Planning
Planification urbaine

Map \ carte # III
File \ fiche: PR-5-2026
Date \ date: février \ February 18, 2026
Subject \ sujet: rue Cliffe St / boul Brown Blvd
zzap Consulting Inc.
c/o Connor Wallace



- LEGEND**
- CITY OF FREDERICTON LANDS
 - - - ADJACENT PROPERTY BOUNDARY
 - - - PROPOSED INTERNAL BOUNDARY
 - - - PROPOSED ZONE BOUNDARY
 - WETLAND
 - URBAN GROWTH BOUNDARY
 - CURRENT WATER FLOW
 - FUTURE GUIDED WATER FLOW
 - WATERCOURSE
 - 30M WETLAND/WATERCOURSE BUFFER
 - LAND TO BE TRANSFERRED TO SITANSISK (ST. MARY'S FIRST NATIONS)
 - SITANSISK (ST. MARY'S FIRST NATIONS) LAND

- PROPOSED ZONE**
- CORRIDOR-2
 - MIXED USE-2
 - MULTI RESIDENTIAL -2
 - RESIDENTIAL-5
 - RESIDENTIAL-1
 - PARK

- NOTES:**
- SUBJECT TO SURVEY. PROPERTY LINES AND TOPOGRAPHIC FEATURES ARE APPROXIMATE ONLY.
 - SITE SUBJECT TO BY-LAW REVIEW AND REGULATIONS.
- SOURCES:**
- PROPERTY LINES, ZONING AND TOPOGRAPHIC FEATURES ARE FROM PROVINCIAL MAPPING (GEONB DATA CATALOGUE)
 - SUBDIVISION PLAN FROM "CMC MASTER PLAN MAR 28 - 1.pdf"
 - FIRST NATION SUBDIVISION PLAN FROM "Two Nations Crossing Subdivision - Commercial & SMFN.pdf"
 - BROWN BLVD SUBDIVISION PLAN FROM "Brown Blvd Subdivision - MR-2 Lot.pdf"



Concept Plan / Plan conceptuel



WHAT WE HEARD

FUTURE DEVELOPMENT OF CLIFFE STREET & BROWN BOULEVARD

City of Fredericton
February 2026



Land Acknowledgement

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”.

Fredericton

TABLE OF CONTENTS

1	INTRODUCTION	3
1.1	Plan Area	4
1.2	Key Terms	5
1.3	Engagement Timeline	6
2	ENGAGEMENT PROCESS	8
2.1	Facts & Figures	8
2.2	Key Themes	8
2.3	What We Heard	9
	APPENDIX A: OPEN HOUSE BOARDS	12





1 INTRODUCTION

Lands surrounding Cliffe Street and Brown Boulevard in the northside of Fredericton have been identified by the City as an opportunity to support significant growth.

Fredericton's Growth Strategy, adopted in 2017, identified four New Neighborhoods to accommodate approximately 75% of the city's growth, including in the Northeast area. With more than 3,000 new residents last year, the City of Fredericton continues to look for opportunities to support the construction of more housing and create a community that works for everyone.

zzap Consulting Inc. (zzap), on behalf of the City of Fredericton, has submitted a Municipal Plan amendment and rezoning request, related to the further development on City-owned lands in order to permit a comprehensive mixed-use development along Cliffe Street, Brown Boulevard, and Two Nations Crossing (PIDs: 75563809, 75569996, & 75569970).

The Municipal Plan amendment and rezoning request is to:

- Adjust the growth boundary to accommodate the development.
- Redesignate the lands into 'Commercial Centres and Corridors' and 'New Neighbourhoods'.
- Rezone the lands into:
 - 'Mixed-Use Zone 2' (MX-2)
 - 'Multi-Residential Zone 2' (MR-2)
 - Residential Zone 5' (R-5)
 - 'Residential Zone 1' (R-1)
 - Commercial Corridor Zone 2' (COR-2)

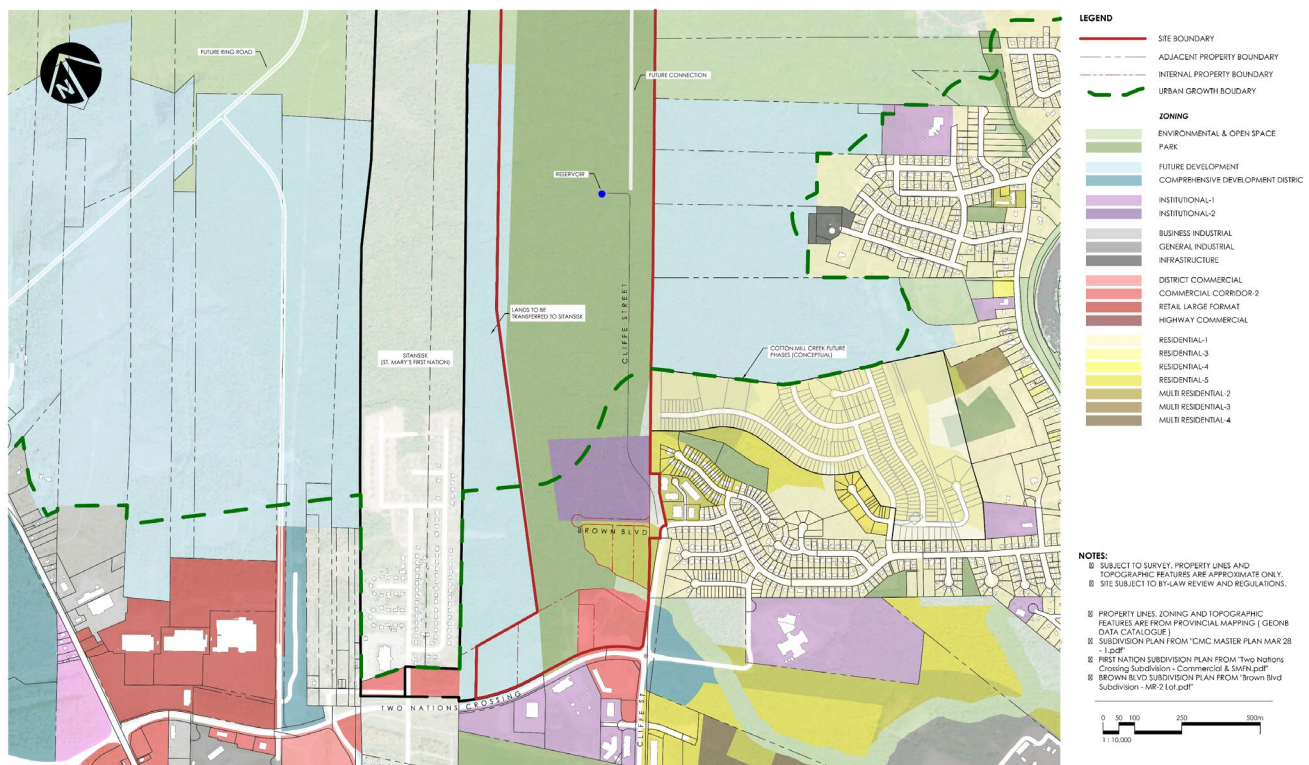
Engagement with community members, including 2 public open house sessions and the launch of an 'Engage Fredericton' webpage was conducted. This report summarizes the findings of engagement efforts to date.

1.1 PLAN AREA

The subject site totals an area of 33.2 Ha (81.9 acres) and is located in proximity to the intersection of Cliffe Street and Two Nations Crossing, to the East of the Sitansisk (Saint Mary's First Nation) lands. It is currently owned by the municipality and is unoccupied. It is designated as 'Parks and Open Space', 'Rural and Agricultural', and 'Centres and Corridors' within the Municipal Plan. It is zoned as 'Park' (P), Institutional Zone Two (I-2), Future Development (FD), and Residential Zone 1 (R-1 (H)) within the Zoning By-law. This zoning enables limited residential development on the site, with the R-1 (H) zone allowing a maximum of four units on a lot and the I-2 zone only allowing institutional uses (such as schools, community centres, hospitals).

The surrounding context is characterized by a fabric of varied land uses, including different types of institutional, recreational, commercial, and suburban residential uses. Notably, the site is within a 2.5 km commuter-shed of various community amenities and services.

Figure 1: Plan Area and Surrounding Areas Zoning Context



In this report, we use some terminology for accuracy and consistency that may be unfamiliar to some readers. This section outlines what these terms mean and how they are used in this report.

Active transportation (AT): All modes of human-powered (i.e. non-motorized) travel, including walking and cycling.

Open space: A greenspace retained in a relatively natural state for the protection of habitat and natural assets and the leisurely enjoyment of visitors.

Park: A greenspace that is landscaped to allow for leisure or recreational activities (e.g. sports fields, lawns, plazas).

Participant: Any person who took part in conversations with the project team, including local residents, landowners, organizations, and staff from the City and Province.

Project team: Consulting staff from zzap Consulting Inc. (zzap) and EXP Services (EXP) and project leads from the City of Fredericton Planning and Engineering departments.

Resident: A member of the general public living in Fredericton.

Transit: Fredericton's public bus system.

January 19

Webpage Launch & Mail-Out of Flyers

Notice of upcoming public engagement opportunity. This helped:

- Introduce the project to the community.
- The Webpage provided a platform for community members to access information and find project updates throughout the project duration.
- The Mail-Out Flyers informed the community of opportunities to engage with the project team.

February 2

Public Open House Sessions (approximately 80 participants)

Two Public Open House Sessions were held at Willie O'Ree Place to:

- Inform residents and community members visiting the area about the project and proposed request.
- Gather comments and feedback from residents about the proposal.
- Share the project's application process with residents

February 18

Planning Advisory Committee Meeting

- Public feedback on the proposal

March 9

Regular Council Meeting

- Public Hearing
- 1st & 2nd Reading of the By-laws

March 23

Regular Council Meeting

- 3rd Reading of the By-laws

Figure 2: Photos of public engagement events



2 WHAT WE HEARD

Conversations with participants touched on various topics, including transportation, open spaces, land use, and housing forms, among many others.

2.1 FACTS & FIGURES

55+

participants (Open House Session 1)



41

notes provided at the Open Houses



25+

participants (Open House Session 2)



6

comments left under webpage

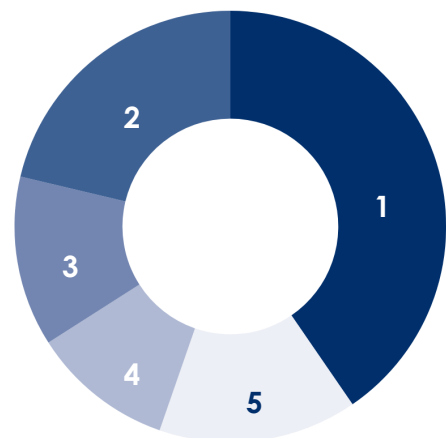


2.2 KEY THEMES

Throughout the engagement process, five key themes that emerged as central to participants' feedback. These key topics provided valuable insight into the surrounding community's main priorities and concerns. This provided a clear foundation for the refinement of the proposed development concept and the next steps in planning and decision-making.

KEY THEMES

- 1 – Traffic, Transportation, & Connections (19 Comments)
- 2 – Ecology, Parks, & Open Spaces (10 Comments)
- 3 – Land Use & Development (6 Comments)
- 4 – Housing Forms & Demographic Needs (5 Comments)
- 5 – Miscellaneous (7 Comments)



1 Traffic, Transportation, & Connections

Traffic, Transportation, & Connections was the most commonly identified theme with 19 notes and comments left from participants. Feedback related to transportation and connectivity focused on the ability of the existing network to accommodate future growth while maintaining safety, efficiency, and accessibility for current and future residents.

Traffic

Residents expressed a strong interest in ensuring that transportation infrastructure evolves alongside new development to support safe, efficient, and well-connected neighbourhoods. Concerns were raised about the increased traffic impacts of the proposed development on the surrounding road network, particularly along Crocket Street, Cliffe Street, Brown Boulevard, and Two Nations Crossing. Many noted the congestion during morning and afternoon peak periods, especially during school hours, and expressed interest in requests for plans and measures to manage traffic flow and prevent cut-through traffic in established residential neighborhoods, and particularly on Brown Boulevard, which currently functions as a collector road.

Transit

Public transit was widely identified as an important opportunity to enhance mobility for both current and future residents. While bus routes 14N Barkers Point and 15S Hanwell run along and stop adjacent to the site, there were calls for the introduction of a bus route through the site to improve access to daily amenities and reduce reliance on private vehicles. More broadly, residents emphasized the need for long-term transportation planning that aligns growth with infrastructure investment.

Active Transportation

Active transportation also emerged as a key priority, with participants expressing support for the expanded walking and cycling facilities throughout the site, as well as the future trail connection to Killarney Lake Park. Some residents expressed a desire to show a more directly outlined connection to Killarney Lake Park. Additional ideas outside of the subject site, such as a second pedestrian bridge in Fredericton, between Cliffe and Carleton Streets, were raised as opportunities to enhance downtown connectivity and further reduce vehicle dependence.

2 Ecology, Parks, & Open Spaces

Ecology, Parks, & Open Spaces were another commonly identified theme with 11 participant notes. Residents expressed strong support for the inclusion of parks, green spaces, and outdoor amenities as essential components of a complete and livable neighbourhood. Many noted an existing lack of programmed parks in the surrounding Cotton Mill Creek neighbourhood and emphasized the importance of addressing this as development proceeds.

Environmental considerations were also raised, with residents expressing interest in preserving trees and thoughtfully managing natural features. Comments reinforced the importance of sensitive landscape design and habitat-aware planning approaches in open space areas to balance development with ecological considerations.

Finally, a wide range of recreational amenities were identified as opportunities within the proposed programmed parkland space near the proposed trail head. This included:

- Playgrounds
- Splash pads
- Recreational sports courts
- Family-oriented outdoor spaces
- BBQ areas

Figure 3: Parks Programming Opportunities



3 Land Use & Development

Feedback related to land use and development focused on how new growth integrates with existing neighbourhoods. Some residents raised concerns about the placement and orientation of Multi Residential Zone 2 (MR-2) zoned lands along Cliffe Street in proximity to single-detached homes on Brown Boulevard and surrounding streets.

At the same time, some comments encouraged the City to consider higher-density development where appropriate, noting its role in supporting sustainable growth and its proximity to transportation infrastructure. These comments highlighted the opportunity to better align density, building height, and neighbourhood design with future transit, active transportation infrastructure, and broader population growth objectives. Overall, feedback reflected a strong interest in thoughtful, context-sensitive development that supports both current communities and future growth.

4 Housing Forms & Demographic Needs

Feedback related to housing emphasized the importance of providing a diverse mix of housing types that respond to changing demographics and evolving community needs. Several participants highlighted the inclusion of 97 co-operative housing units as an important component of the proposed development and encouraged clear recognition of this contribution within the overall request.

Residents also expressed interest in housing options that support aging in place and downsizing, particularly apartment units designed for older adults. Desired features within such units included larger unit sizes, accessibility considerations, shared amenities, and proximity to essential services and transit. Other residents expressed interest in housing options that are catered towards and are attainable by middle-income households.

5 Miscellaneous

There were 6 other notes and comments left by participants that did not particularly belong to a specific theme. These notes and comments raised questions and concerns about:

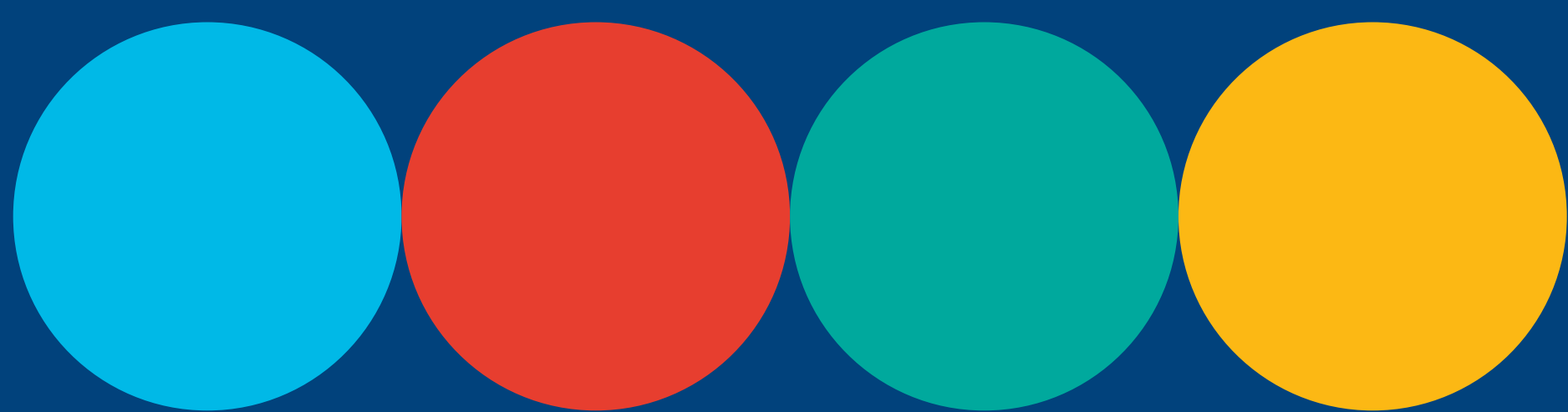
- The project's timeline being too fast for council approval
- Desire for a property value impact assessment for homes nearby the proposed development.
- School capacities and the influx of students with the addition of the new neighbourhood,
- Whether the community will have access to the proposed reservoir.

APPENDIX A OPEN HOUSE BOARDS

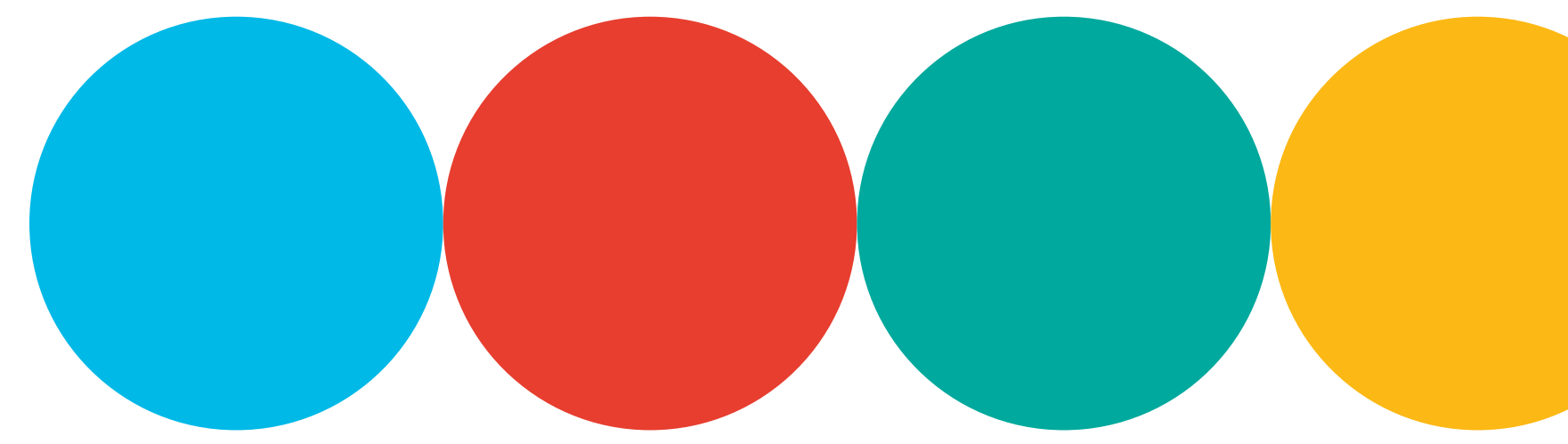
Welcome / Bienvenue

The City of Fredericton is planning for growth in the Northeast and we want to hear from you!

La Ville de Fredericton prépare le développement du secteur nord-est et souhaite recueillir votre avis!



Engage · Parlons-en
Fredericton



Navigating the boards

Utilisation des panneaux d'information

Around this room you'll find information on the project and opportunities to provide insight to inform our future work. We've called out some specific prompts (indicated with "?") and you can also leave your comments on our **Share Your Feedback** board or in our **comment box**.

Tout autour de cette salle, vous découvrirez la présentation du projet ainsi que plusieurs espaces pour nous faire part de vos réflexions qui enrichiront notre démarche. Nous avons prévu des questions précises (signalées par un « ? »), N'hésitez pas à nous laisser vos remarques sur le panneau « **Donnez votre avis** » ou dans notre **boîte à commentaires**.

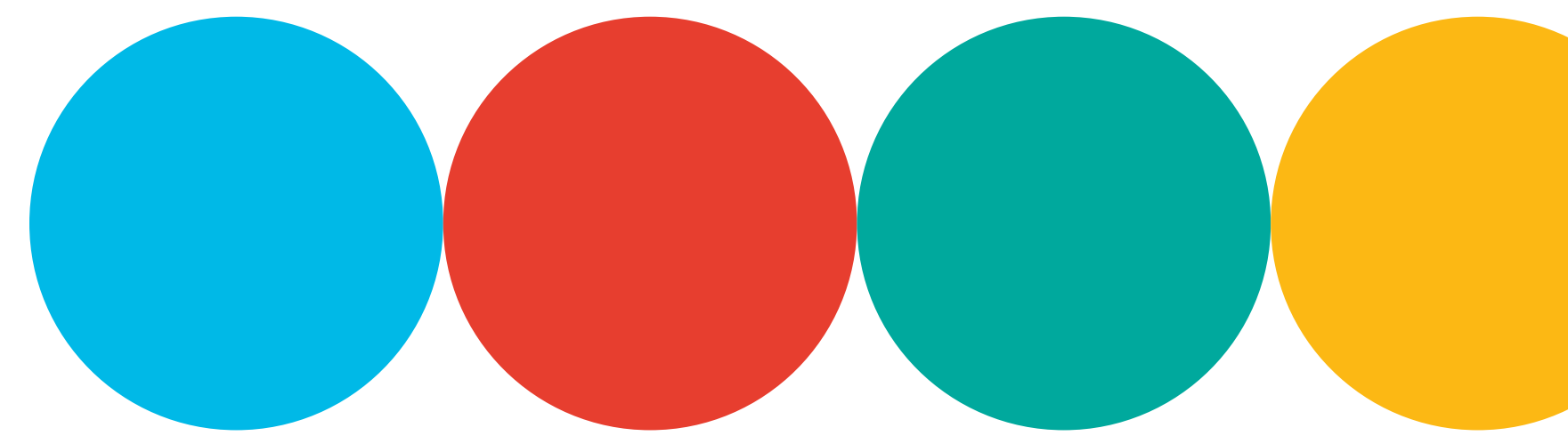
The information in this room covers the following topics / Les informations présentées dans cette salle portent sur les sujets suivants :

Board number <i>Numéro du panneau</i>	Topic <i>Sujet</i>
01	Why is this application being proposed? <i>Pourquoi ce projet?</i>
02	What exists in the area today? <i>Le secteur aujourd'hui</i>
03	What is being proposed in the area? <i>Le projet en détail</i>
04	Mixed-Use Zone 2 (MX-2) <i>Zone à usages mixtes 2 (MX-2)</i>
05	Commercial Corridor Zone Two (COR-2) <i>Zone de corridor commercial 2 (COR-2)</i>
06	Multi-Residential Zone 2 (MR-2) <i>Zone multi-résidentielle 2 (MR-2)</i>
07	Residential Zone 5 (R-5) <i>Zone résidentielle 5 (R-5)</i>
08	Residential Zone 1 (R-1) <i>Zone résidentielle 1 (R-1)</i>
09	Parks & Open Spaces <i>Parcs et espaces naturels</i>
10	Transportation & Connections <i>Mobilités et liaisons de transport</i>
11	Planning Process Timeline <i>Chronologie du processus de planification</i>
12	Share Your Feedback <i>Donnez votre avis</i>



Find more information and project updates at <https://engagefredericton.ca/future-development-of-cliffe-street-brown-boulevard>

Retrouvez toute l'information et suivez l'avancement du projet sur : <https://parlonsenfedericton.ca/amenagement-futur-de-la-rue-cliffe-et-du-boulevard-brown>



Why is this application being proposed? *Pourquoi ce projet?*

Growth in **Northeast Fredericton** has been occurring since the City first adopted its Growth Strategy in 2017. The City of Fredericton is proposing a **mix of residential and commercial uses** through rezoning and municipal plan amendments. These changes lay the foundation for a vibrant, and well-connected neighbourhood.

*Le quartier **nord-est de Fredericton** connaît un développement constant depuis l'adoption de la Stratégie de croissance municipale en 2017. La Municipalité propose aujourd'hui de faire évoluer le zonage et le plan municipal pour permettre la création d'un **quartier mixte, associant logements et activités**. Ces évolutions posent les fondements d'un quartier vivant et connecté.*

2017

Fredericton adopts the **Growth Strategy**. The strategy outlines how and where residential and employment growth should occur in Fredericton over the next 25 years and directs:

- 25% (8,000 residents) of residential growth to the urban core through intensification and infill.
- 75% (24,000 residents) of residential growth to four **New Neighbourhoods**:
 - **Northeast**: Surrounding Cliffe Street and near Willie O'Ree Place.
 - **Northwest (Brookside)**: Surrounding Brookside Mall and connecting existing neighbourhoods.
 - **Southwest (Bishop-Hanwell-High Pointe)**: Surrounding Bishop Drive, Hanwell Road, and the High Point Boulevard area.
 - **Southeast (Uptown)**: On the University of New Brunswick's (UNB) Endowment Development Lands (UNB Woodlot).

Fredericton adopte une **stratégie de croissance**. Cette stratégie décrit comment et où la croissance résidentielle et de l'emploi devrait avoir lieu à Fredericton au cours des 25 prochaines années. On y propose que :

- 25 % (8 000 habitants) de la croissance résidentielle se fasse dans le noyau urbain grâce à une densification et à des constructions intercalaires.
- 75 % (24 000 habitants) de la croissance résidentielle se fasse dans quatre **nouveaux quartiers** :
 - **Nord-est** : autour de la rue Cliffe et près de la place Willie O'Ree.
 - **Nord-ouest (Brookside)** : autour du centre commercial Brookside et aux abords des quartiers voisins.
 - **Sud-ouest (Bishop-Hanwell-High Point)** : autour de la promenade Bishop, du chemin Hanwell et du boulevard High Point.
 - **Sud-est (secteur « Uptown »)** : sur les terrains cédés par l'Université du Nouveau-Brunswick (terrain boisé de l'UNB).

2020

Fredericton adopts **Imagine Fredericton: The Municipal Plan**. The Municipal Plan implements the Growth Strategy and sets Fredericton's vision and goals. The Plan is the key policy document guiding land use decisions and includes policy dictating how all of the City's New Neighbourhoods should be developed.

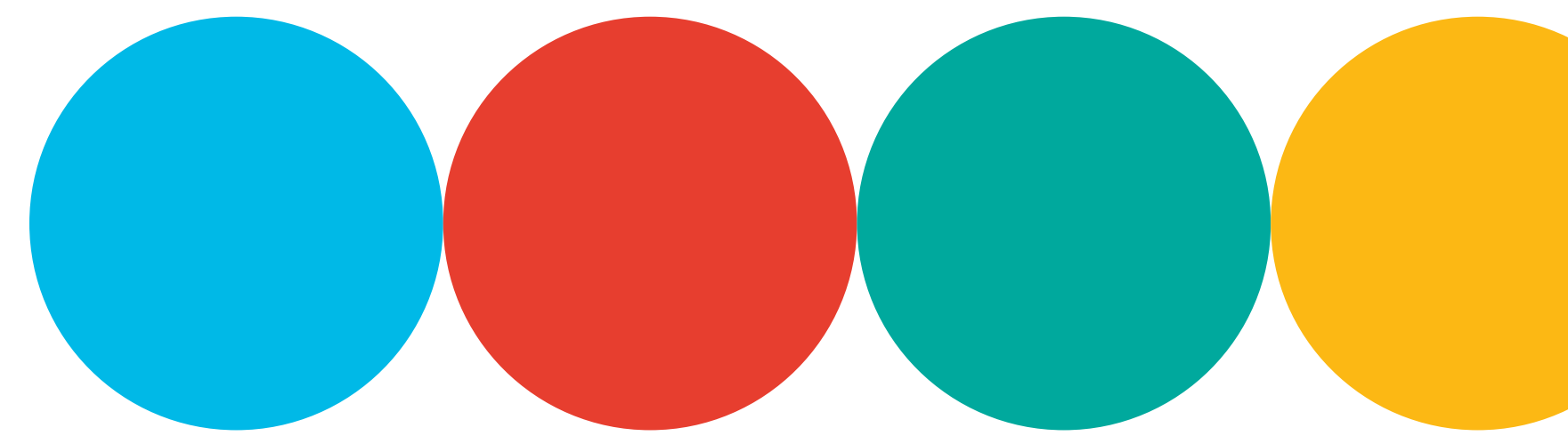
Fredericton adopte **le plan municipal « Imagine Fredericton »**. Le plan municipal met en œuvre la stratégie de croissance et définit la vision et les objectifs de Fredericton. Ce document stratégique guide les décisions d'aménagement du territoire et énonce les politiques qui encadrent le développement de tous les nouveaux quartiers de la ville.

2024

The City is experiencing **significant population growth**, with over **3,000 new residents last year** alone, **three times** what was originally anticipated in the Growth Strategy. The City of Fredericton continues to look for opportunities to support the construction of more housing and create a community that works for everyone.

Fredericton connaît une **croissance démographique importante**, avec plus de **3 000 nouveaux résidents pour la seule année** dernière, soit **trois fois** plus que ce qui était initialement prévu dans la stratégie de croissance. Dans cette dynamique, la Ville de Fredericton poursuit sa recherche d'opportunités pour développer l'offre de logements et bâtir un quartier ouvert à toutes et à tous.

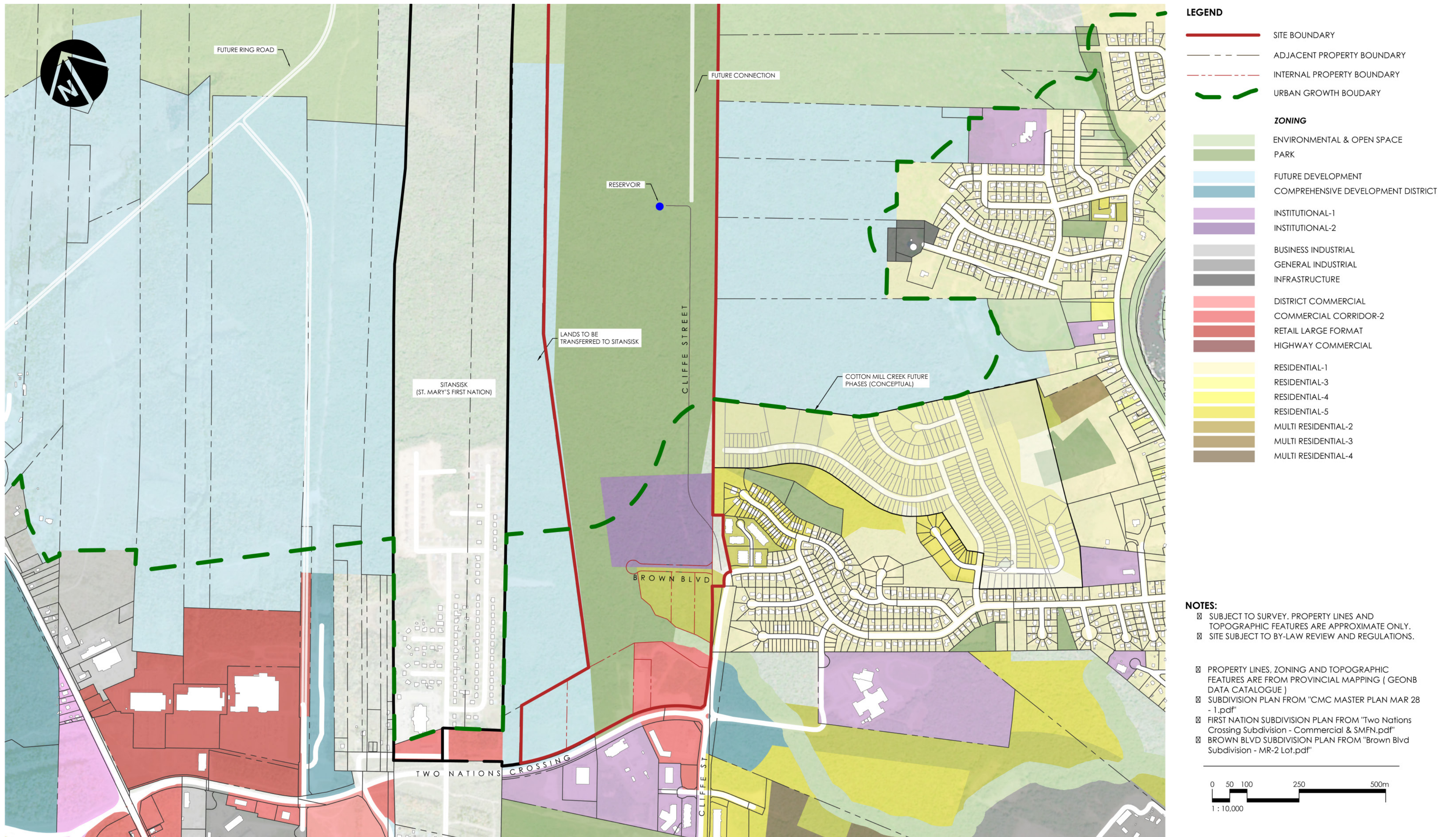
#02



What exists in the area today? *Le secteur aujourd'hui*

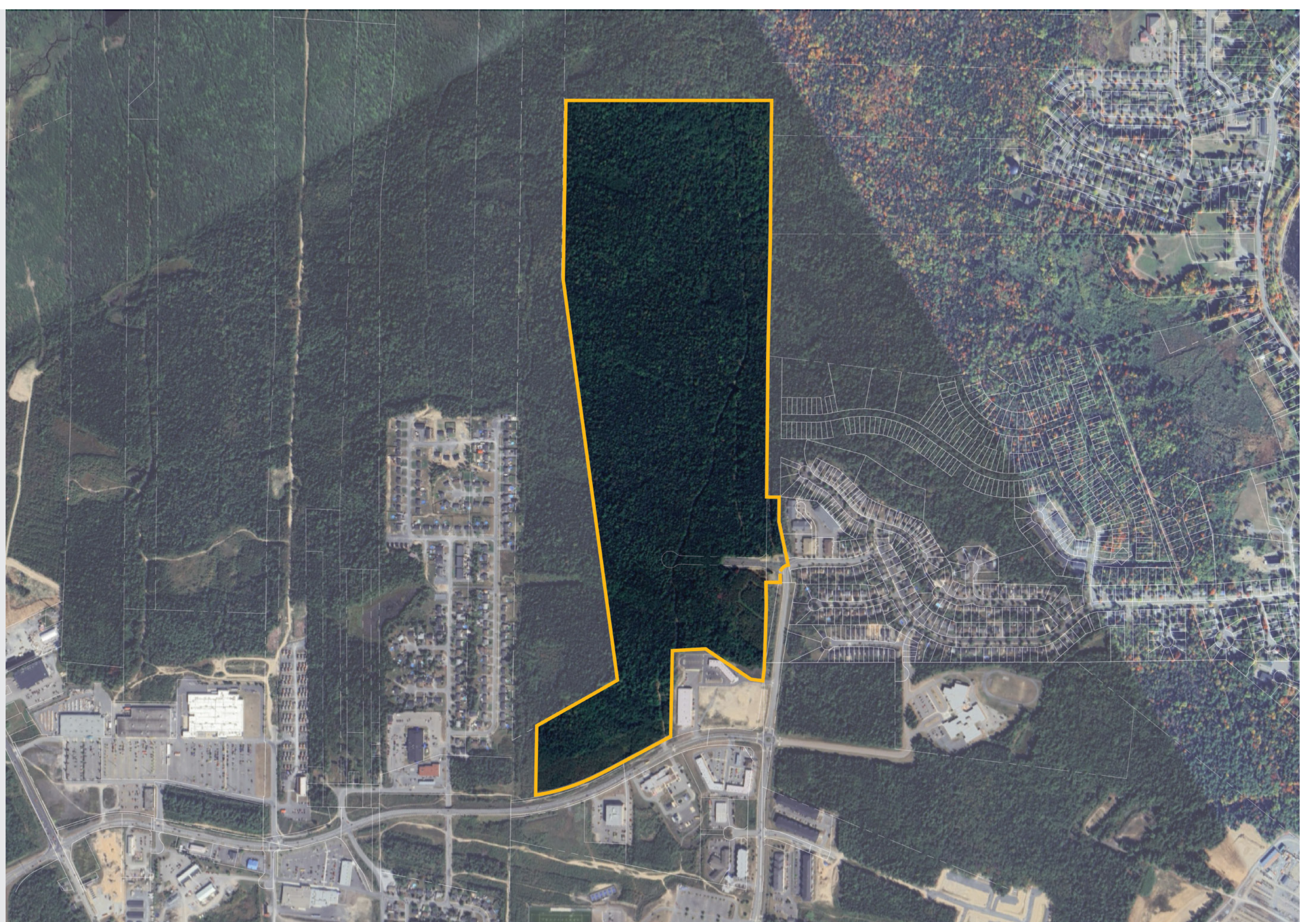
The subject site is located along **Cliffe Street, Brown Boulevard, and Two Nations Crossing** (PIDs: 75563809, 75569996, & 75569970).

*Le site étudié se situe le long de la **rue Cliffe, du boulevard Brown et de Two Nations Crossing** (NIP : 75563809, 75569996 et 75569970).*

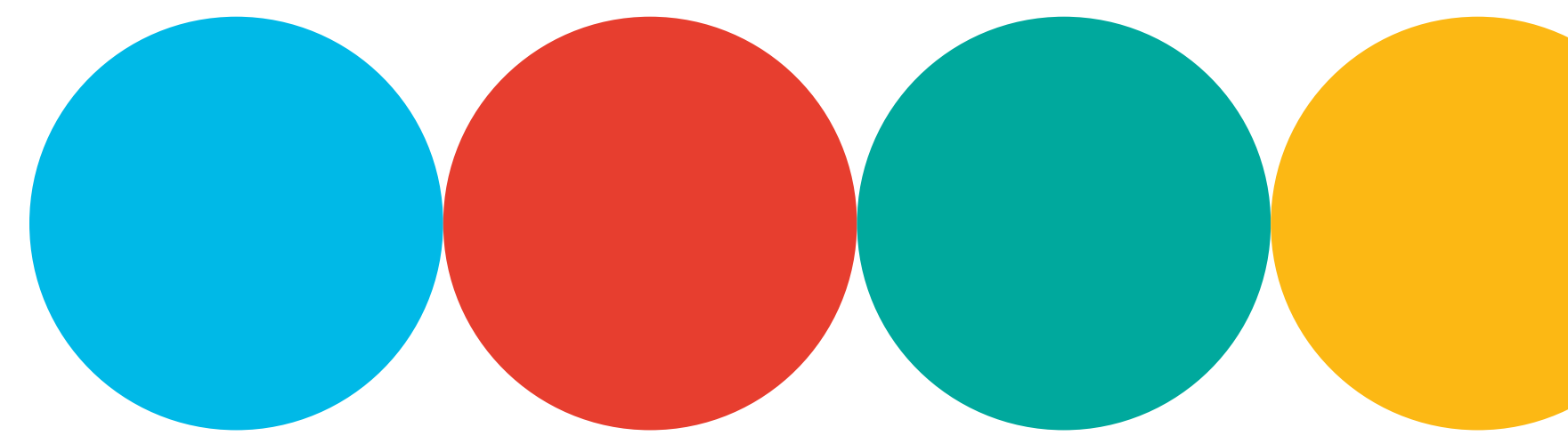


Share Your Experience: Use the sticky notes provided to fill us in on the map. It can be your favorite neighbourhood shortcut or a recurring issue we should know about - anything goes.

Votre avis nous intéresse : Vous connaissez bien le quartier? À l'aide des post-it mis à votre disposition, notez vos remarques sur la carte. Un raccourci que vous empruntez souvent, un point à améliorer... Toutes vos observations sont précieuses.



#03

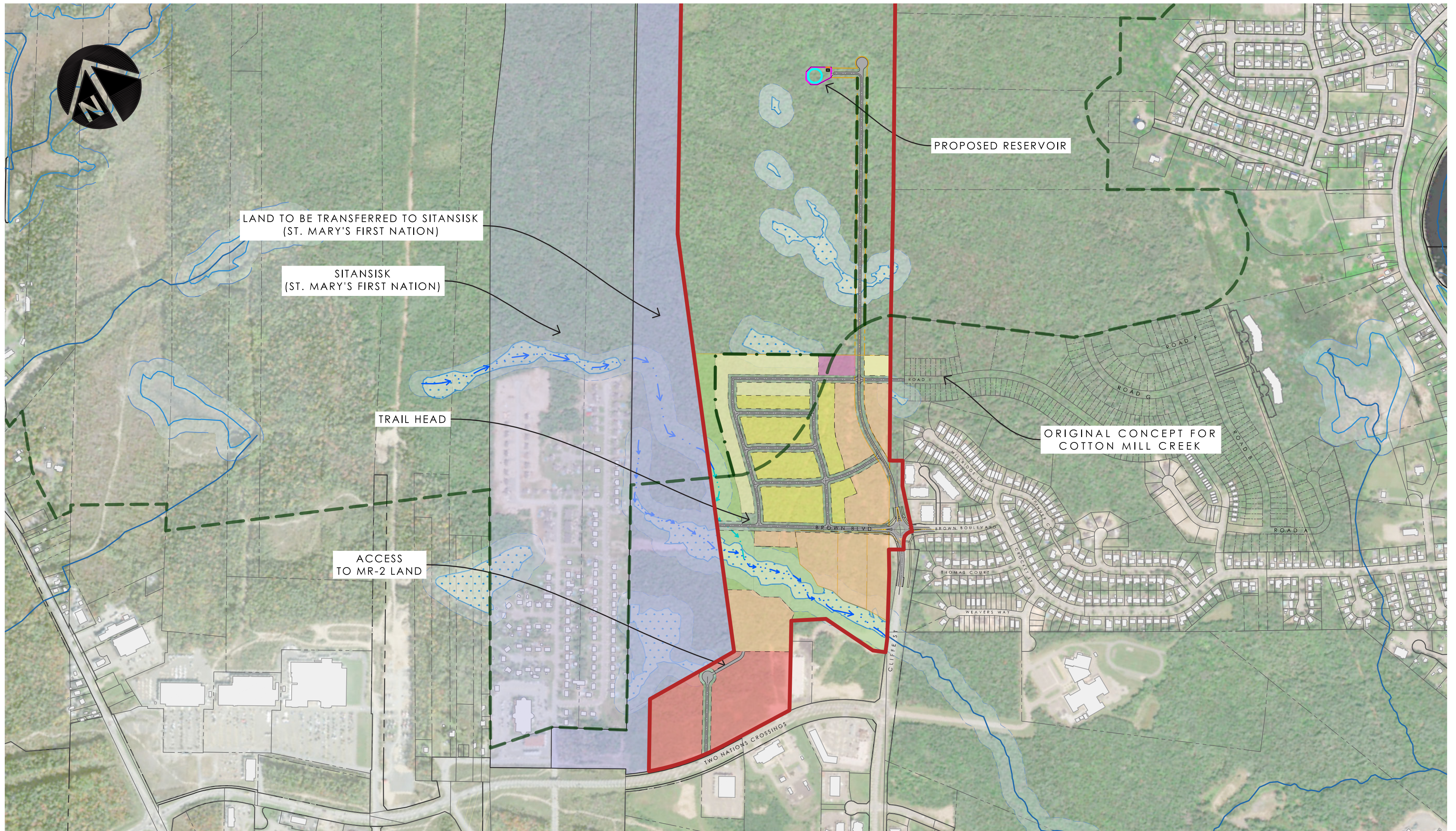


What is being proposed in the area?

Le projet en détail

zzap Consulting Inc. (zzap), on behalf of the City of Fredericton, has submitted a **Municipal Plan amendment** and **rezoning request** to permit a comprehensive development on the subject site.

Le cabinet zzap Consulting Inc. (zzap), mandaté par la Ville de Fredericton, présente une demande de modification du Plan municipal et de rezonage en vue d'un aménagement global du site.



The proposed request is to:

La demande vise à :

01. Adjust the growth boundary to accommodate the development.

Modifier la limite de croissance pour le développement du secteur.

02. Redesignate the lands into 'Commercial Centres and Corridors' and 'New Neighbourhoods'.

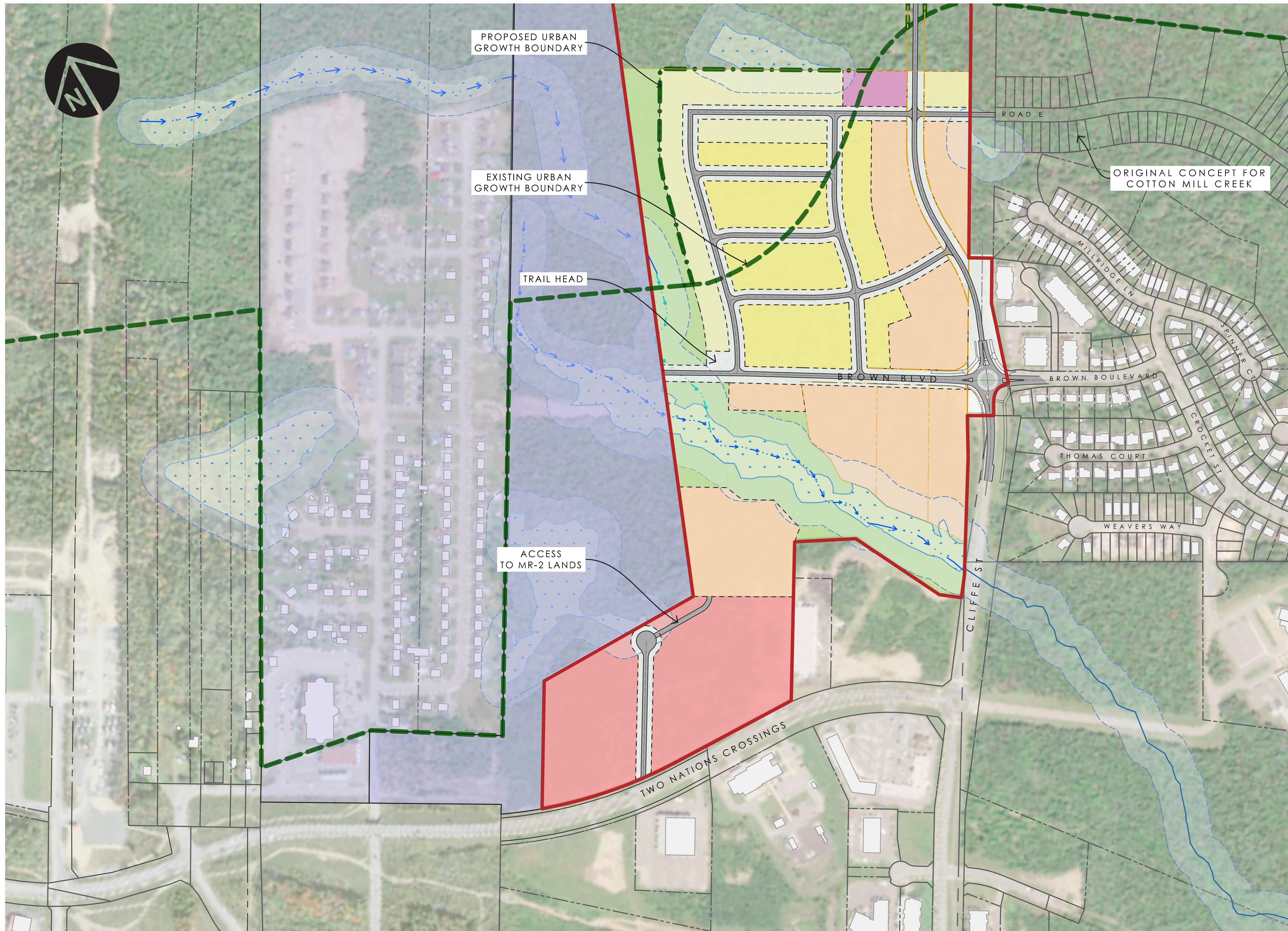
requalifier les terrains en « Centres commerciaux et artères commerciales » et « Nouveaux quartiers »

03. Rezone the lands into: 'Mixed-Use Zone 2' (MX-2), 'Multi-Residential Zone 2' (MR-2), 'Residential Zone 5' (R-5), 'Residential Zone 1' (R-1), & Commercial Corridor Zone 2' (COR-2).

Définir un nouveau zonage : « Zone à usages mixtes 2 » (MX-2), « Zone multi-résidentielle 2 » (MR-2), « Zone résidentielle 5 » (R-5), « Zone résidentielle 1 » (R-1) et « Zone de corridor commercial 2 » (COR-2)

04. Extension of Brown Blvd. westward to connect to Sitansisk lands, providing access and services.

Prolonger le boulevard Brown vers l'ouest jusqu'aux terres Sitansisk pour en assurer la desserte



LEGEND

- CITY OF FREDERICTON LANDS
- ADJACENT PROPERTY BOUNDARY
- PROPOSED INTERNAL BOUNDARY
- WETLAND
- CURRENT WATER FLOW
- FUTURE GUIDED WATER FLOW
- WATERCOURSE
- 30M WETLAND/WATERCOURSE BUFFER
- URBAN GROWTH BOUNDARY
- LAND TO BE TRANSFERRED TO SITANSISK (ST. MARY'S FIRST NATIONS)
- SITANSISK (ST. MARY'S FIRST NATIONS) LAND

PROPOSED ZONE

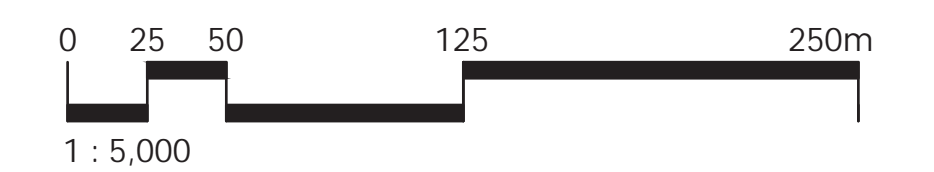
- CORRIDOR-2
- MIXED USE-2
- MULTI RESIDENTIAL-2
- RESIDENTIAL-5
- RESIDENTIAL-1
- PARK

NOTES:

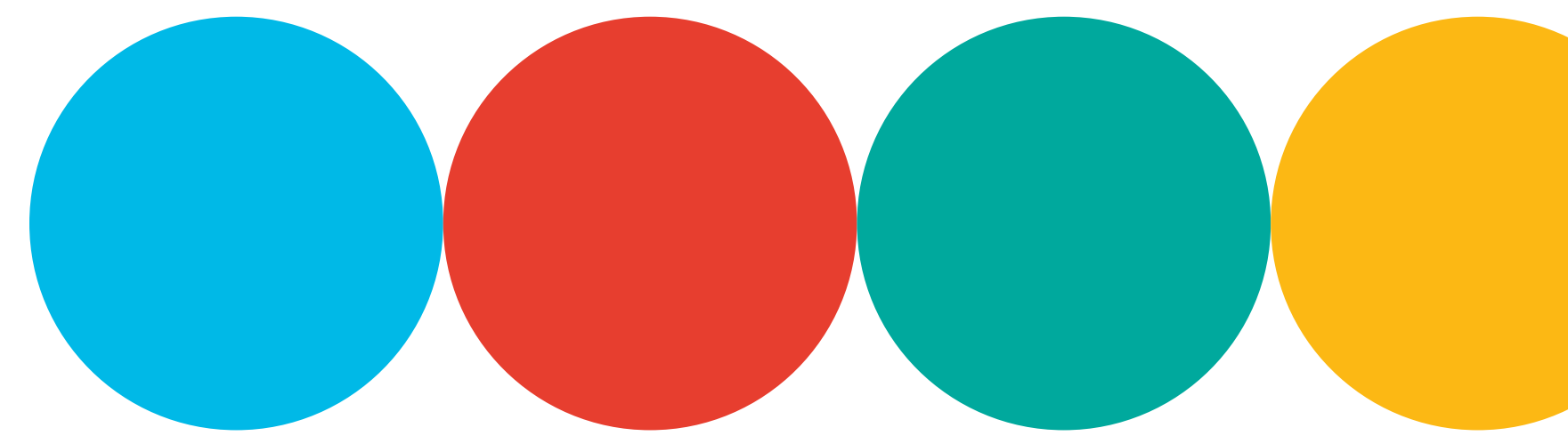
- SUBJECT TO SURVEY. PROPERTY LINES AND TOPOGRAPHIC FEATURES ARE APPROXIMATE ONLY.
- SITE SUBJECT TO BY-LAW REVIEW AND REGULATIONS.

SOURCES:

- PROPERTY LINES, ZONING AND TOPOGRAPHIC FEATURES ARE FROM PROVINCIAL MAPPING (GEONB DATA CATALOGUE)
- SUBDIVISION PLAN FROM "CMC MASTER PLAN MAR 28 - 1"
- SITANSISK SUBDIVISION PLAN FROM "Two Nations Crossing Subdivision - Commercial & SMFN"
- BROWN BLVD SUBDIVISION PLAN FROM "Brown Blvd Subdivision - MR-2 Lot".
- WETLAND DATA IS REFERENCED FROM "Wetland Delin.SHP" FILE.

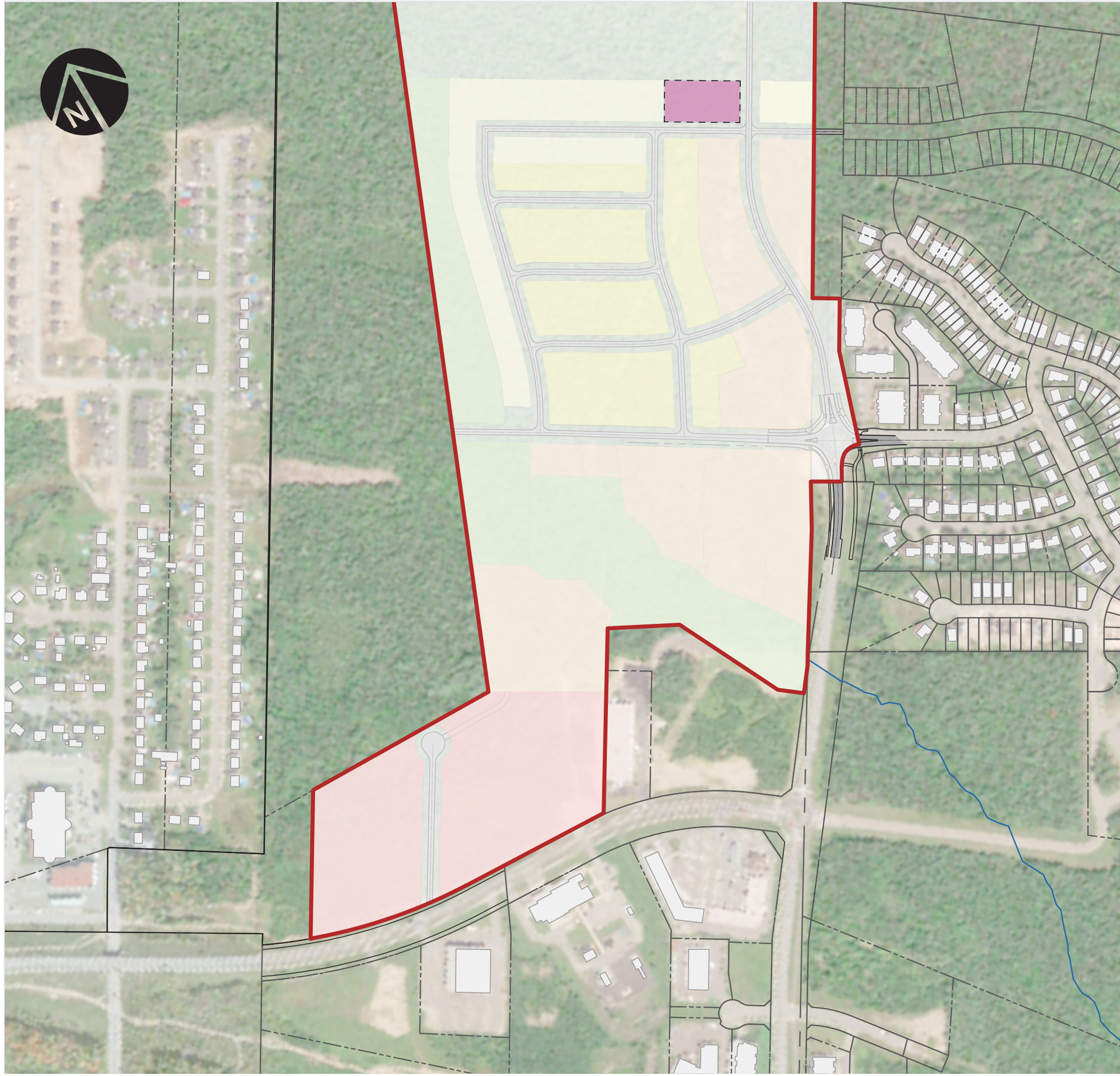


#04



Mixed-Use Zone 2 (MX-2)

Zone à usages mixtes 2 (MX-2)



The MX-2 Zone:

- Accommodates buildings containing limited commercial uses with a minimum residential component on the upper floors.
- Is generally located in close proximity to low rise residential development.

La zone MX-2 :

- Regroupe des immeubles à vocation commerciale limitée avec une part minimale de logements dans les étages
- Se situe généralement à proximité d'un ensemble résidentiel de faible hauteur

Relevant Permitted Uses Include:

Principaux usages autorisés :

01.

Dwelling Units
Logements



04.

Offices
Bureaux



02.

Convenience Stores
*Dépanneurs
(commerces de proximité)*



05.

Restaurants
Restaurants

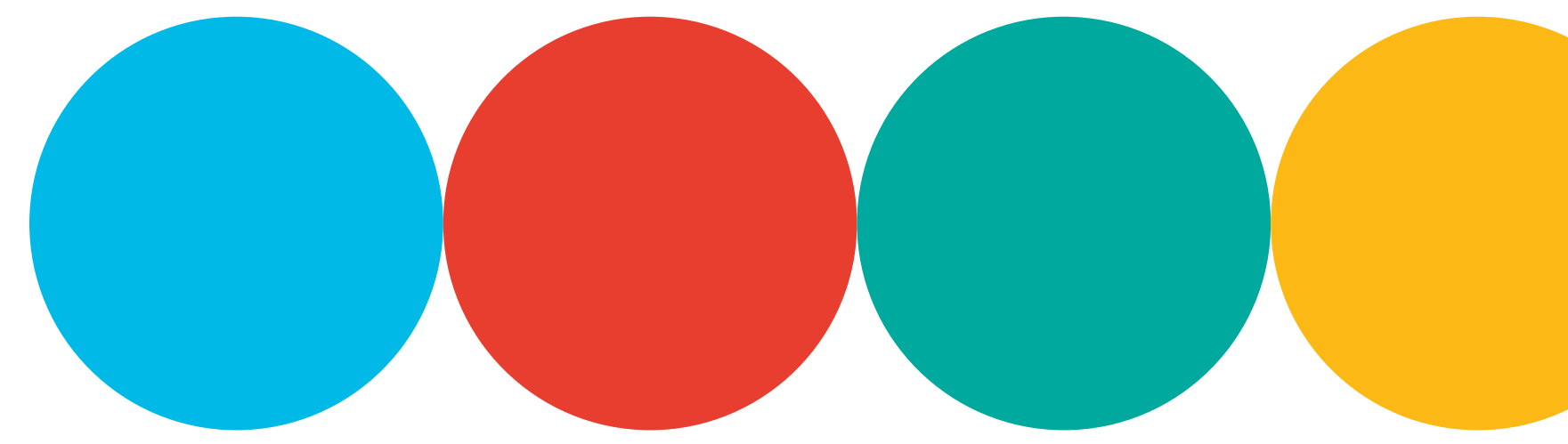


03.

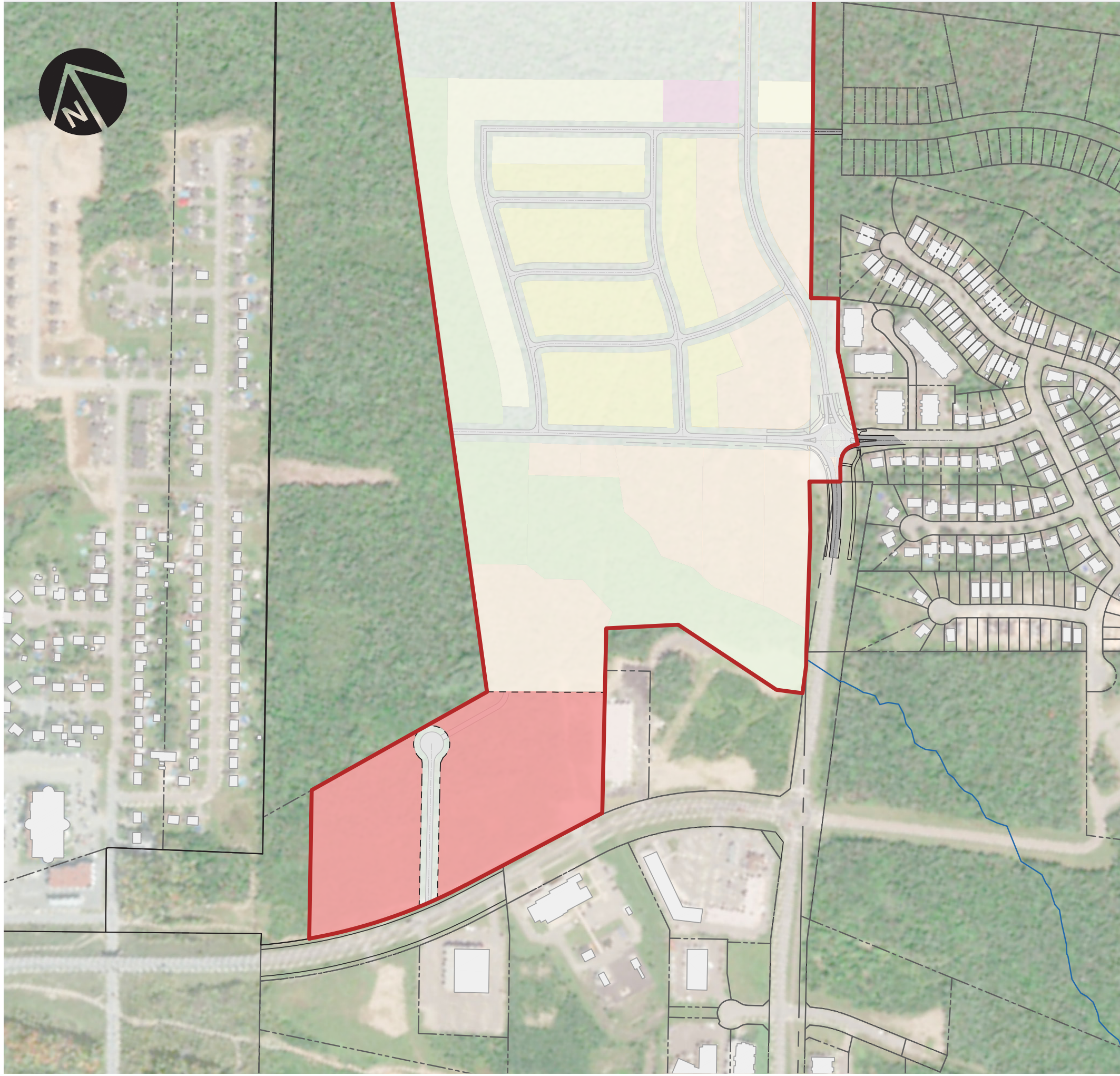
Retail Shops
Commerces de détail



#05



Commercial Corridor Zone Two (COR-2) *Zone de corridor commercial 2 (COR-2)*



The COR-2 Zone:

- Accommodates commercial development and services.
- Is generally located along major roads within primary commercial areas and characterized by buildings located far back from the street.

La zone COR-2 :

- *Accueille les activités commerciales et les services*
- *Se situe généralement le long des axes majeurs dans les zones commerciales principales, caractérisée par une implantation des bâtiments en retrait par rapport à la rue*

Relevant Permitted Uses Include:

Principaux usages autorisés :

01.

Retail Stores

Commerces de détail



02.

Offices

Bureaux



03.

Restaurants

Restaurants



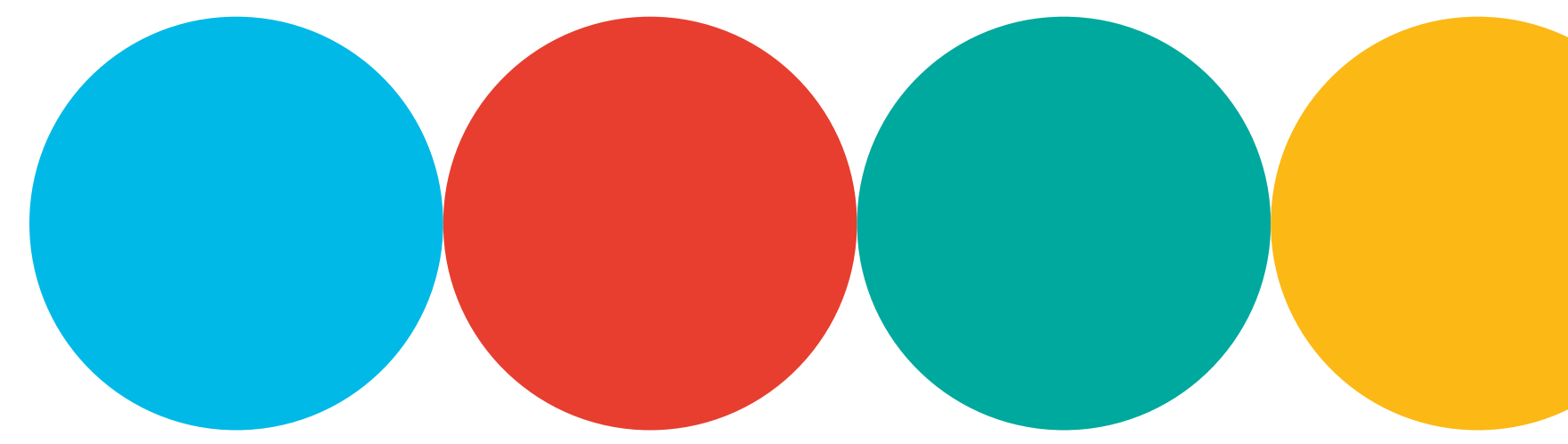
04.

Fitness Centres

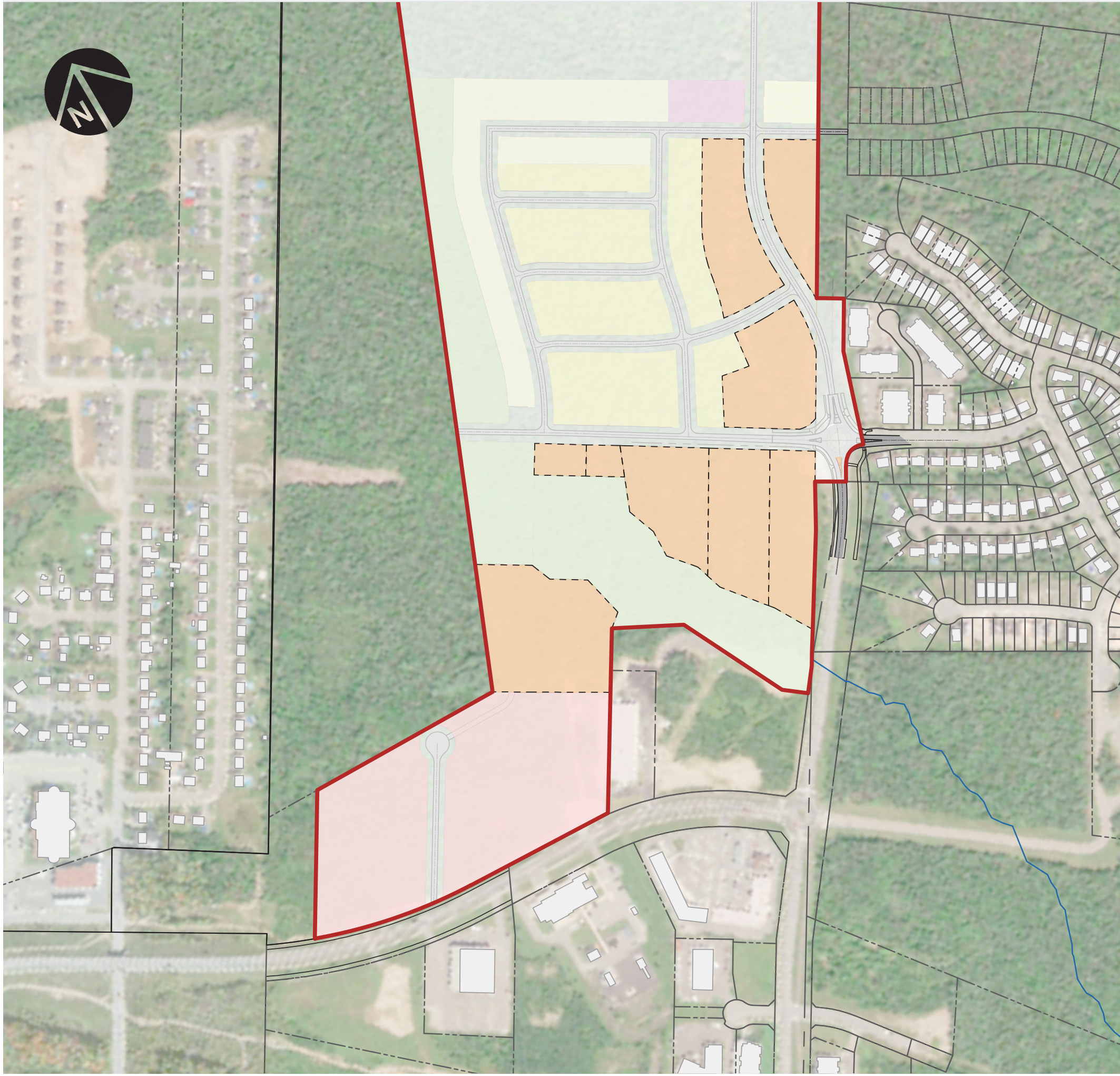
Centres de conditionnement physique



#06



Multi-Residential Zone 2 (MR-2) *Zone multi-résidentielle 2 (MR-2)*



The MR-2 Zone:

- Accommodates multi-residential development in a variety of building forms.
- Provides a transition in residential building forms and densities, as well as low rise and mid rise building heights.

La zone MR-2 :

- *Accueille les programmes d'habitat collectif sous diverses formes bâties*
- *Assure une transition entre les différentes typologies résidentielles et leurs densités, ainsi qu'entre les constructions de faible et moyenne hauteur*

Relevant Permitted Uses Include:

Principaux usages autorisés :

01.

**Apartment Buildings
(Maximum 4 storeys)**
*Immeubles d'habitation
(limités à 4 étages)*



02.

Stacked Townhouses
*Maisons en rangée
superposées*



03.

Townhouses
Maisons en rangée

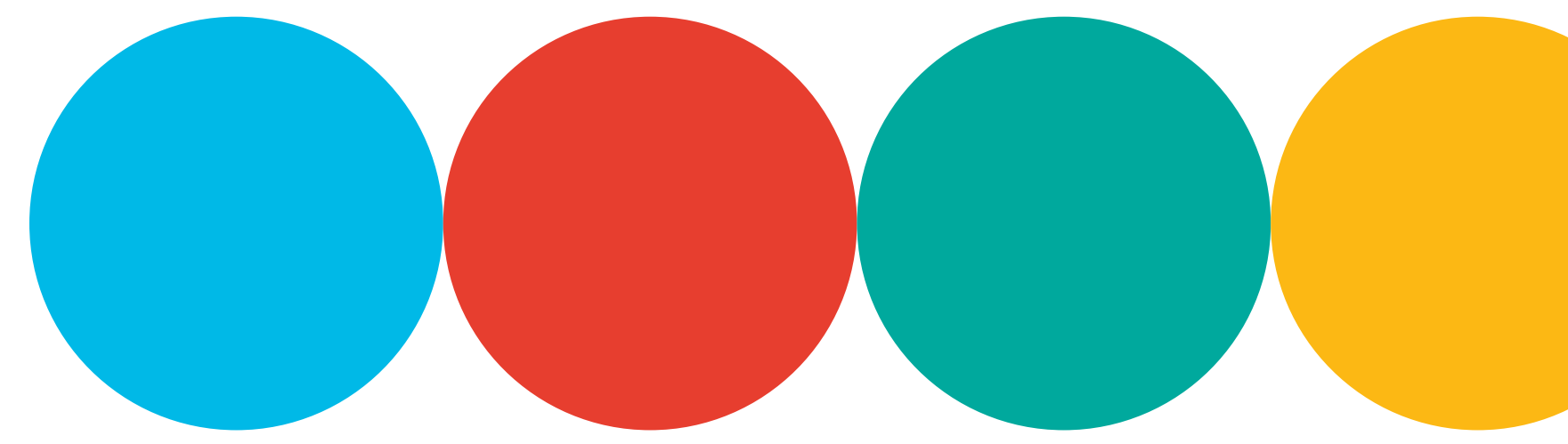


04.

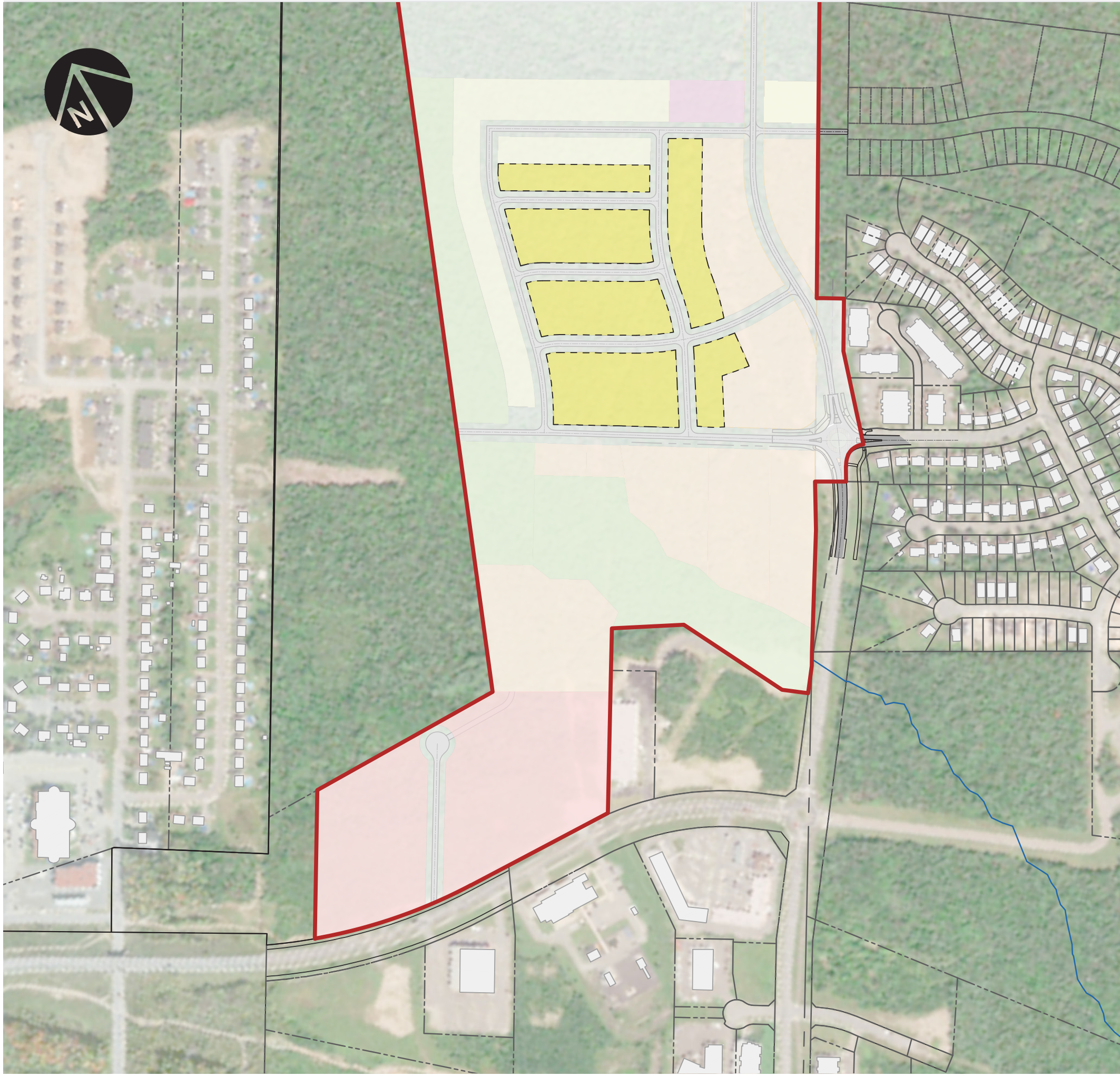
Assisted Living
*Résidences d'aide à la
vie autonome*



#07



Residential Zone 5 (R-5) *Zone résidentielle 5 (R-5)*



The R-5 Zone:

- Accommodates residential development that provides a comprehensive mix of low rise building forms.

La zone R-5 :

- *Accueille un développement résidentiel offrant une gamme complète de constructions de faible hauteur*

Relevant Permitted Uses Include:

Principaux usages autorisés :

01.

Townhouses

Maisons en rangée



02.

Duplexes & Semi-Detached Dwellings

Duplex et maisons jumelées



03.

Single Detached Dwellings

Maisons individuelles



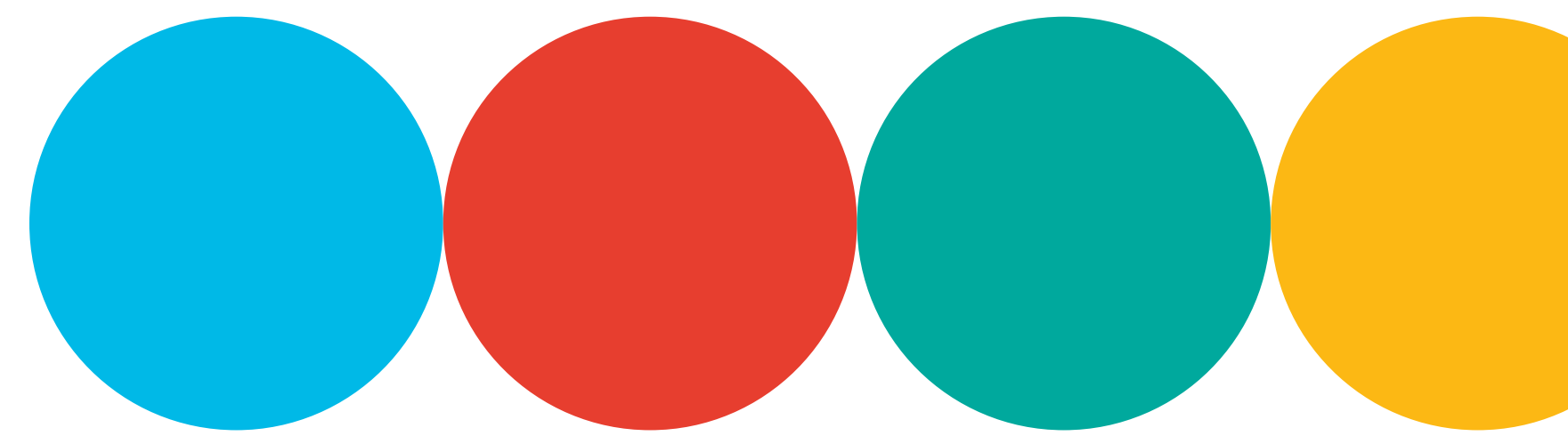
04.

Secondary Dwelling Units

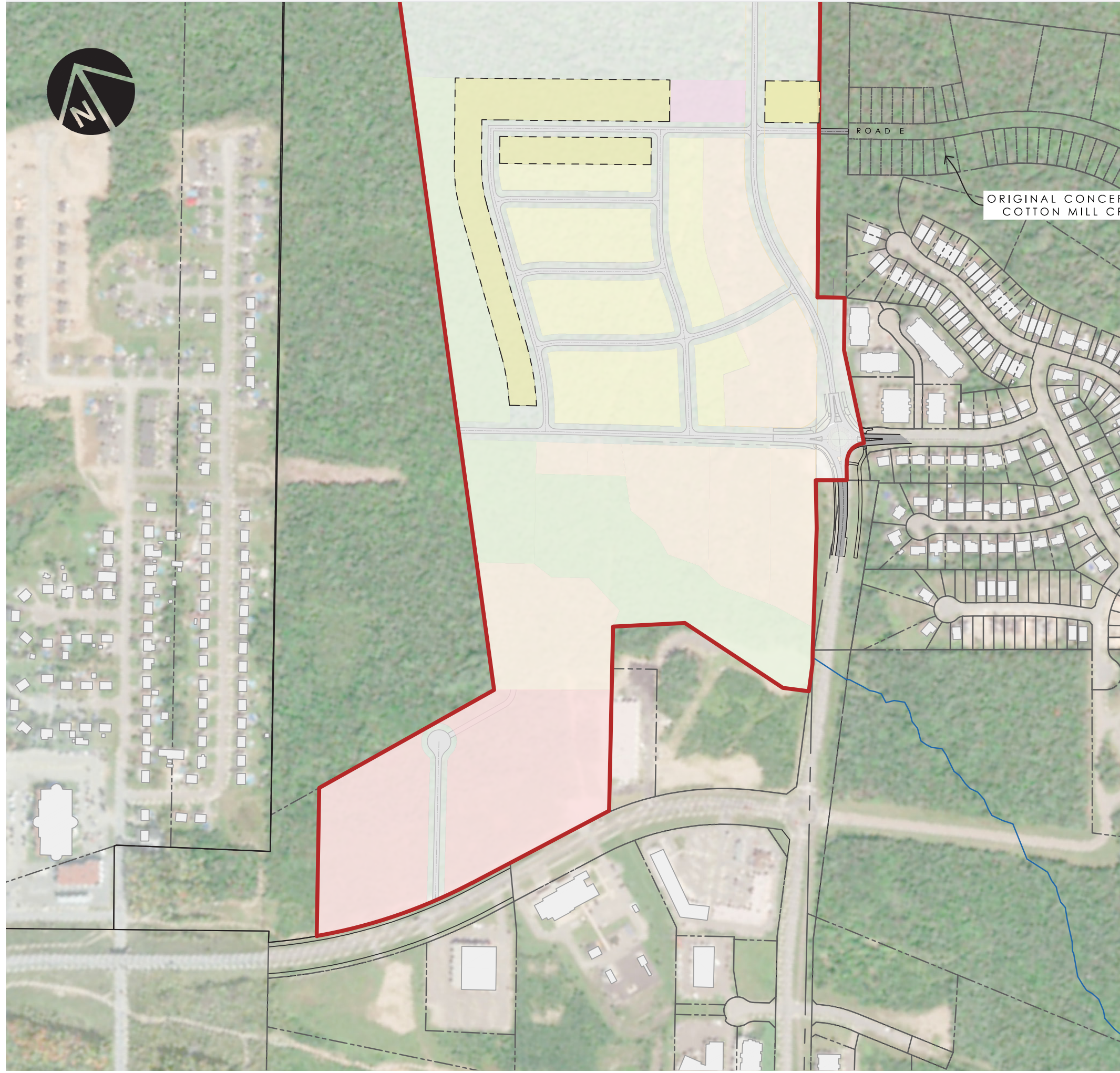
Logements accessoires



#08



Residential Zone 1 (R-1) *Zone résidentielle 1 (R-1)*



The R-1 Zone:

- Accommodates residential development in the form of single detached dwellings.
- Allows up to a maximum of 3 secondary dwelling units on a lot.

La zone R-1 :

- Accueille une occupation résidentielle sous forme de maisons individuelles
- Permet l'aménagement de trois logements secondaires maximum par parcelle

Relevant Permitted Uses Include:

Principaux usages autorisés :

01.

Single Detached Dwellings

Maisons individuelles

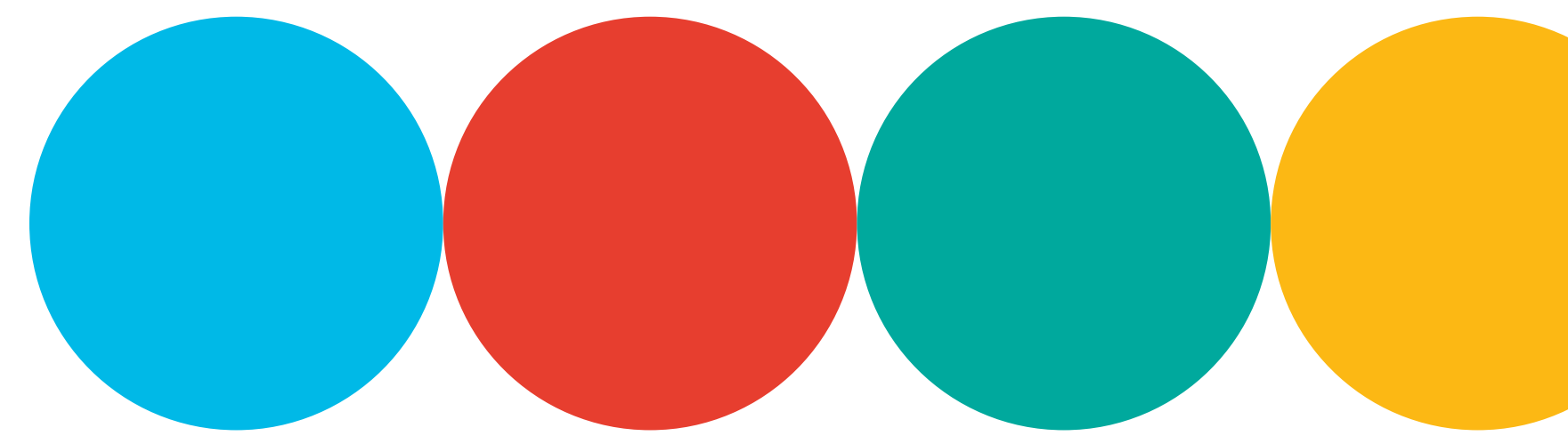


02.

Secondary Dwelling Units

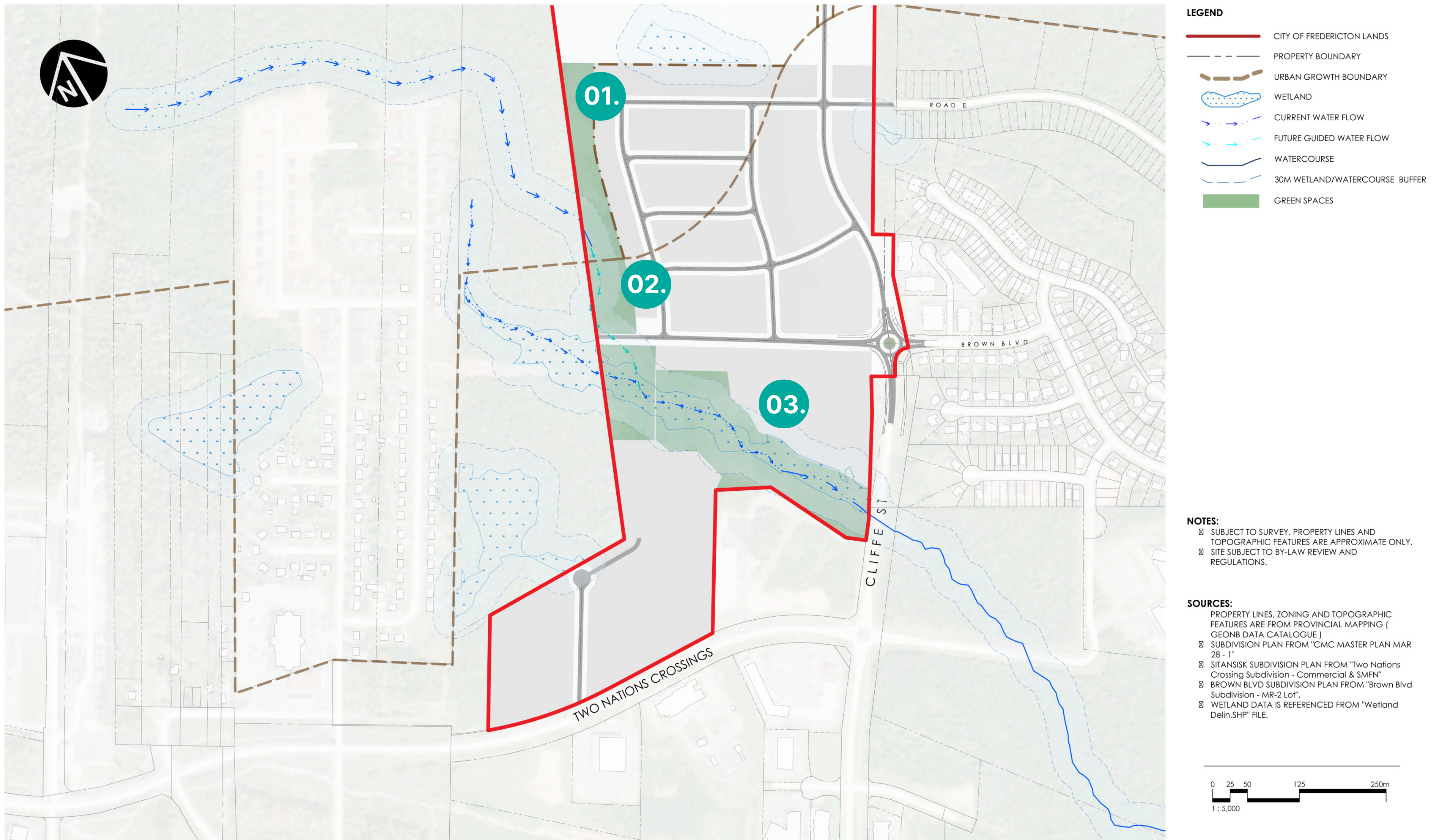
Logements accessoires





Parks & Open Spaces

Parcs et espaces naturels



Highlighted Parks & Open Space Features:

Principales caractéristiques - Parcs et espaces naturels :

01.

Connection towards Killarney Lake Park
Connexion vers le parc du lac Killarney



03.

Enhancement of Existing Watercourse
Valorisation du cours d'eau existant



02.

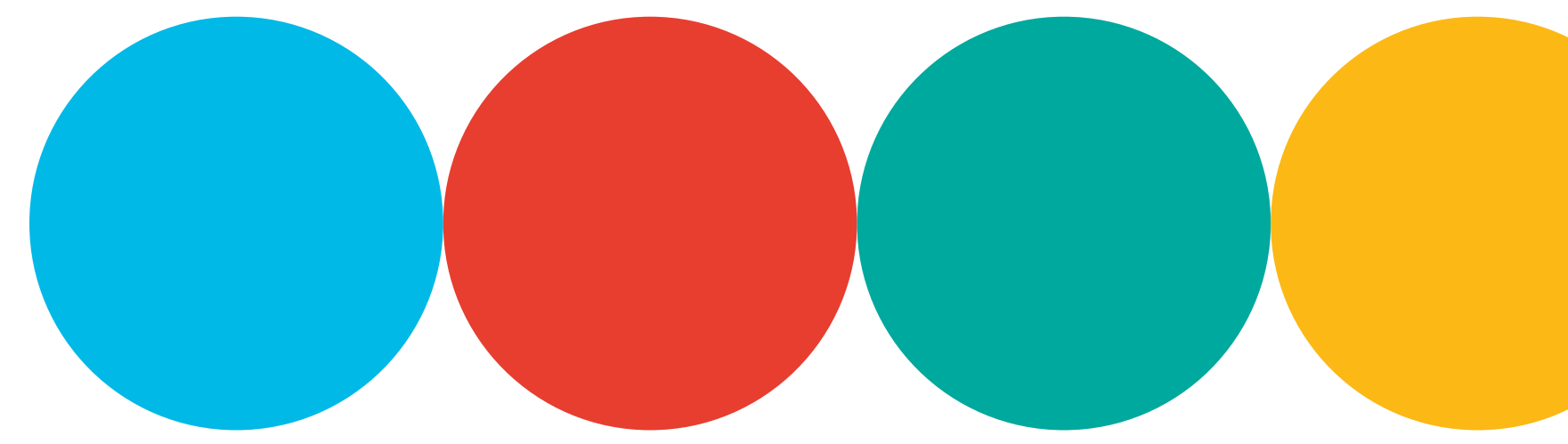
Trail Head
Point de départ du sentier



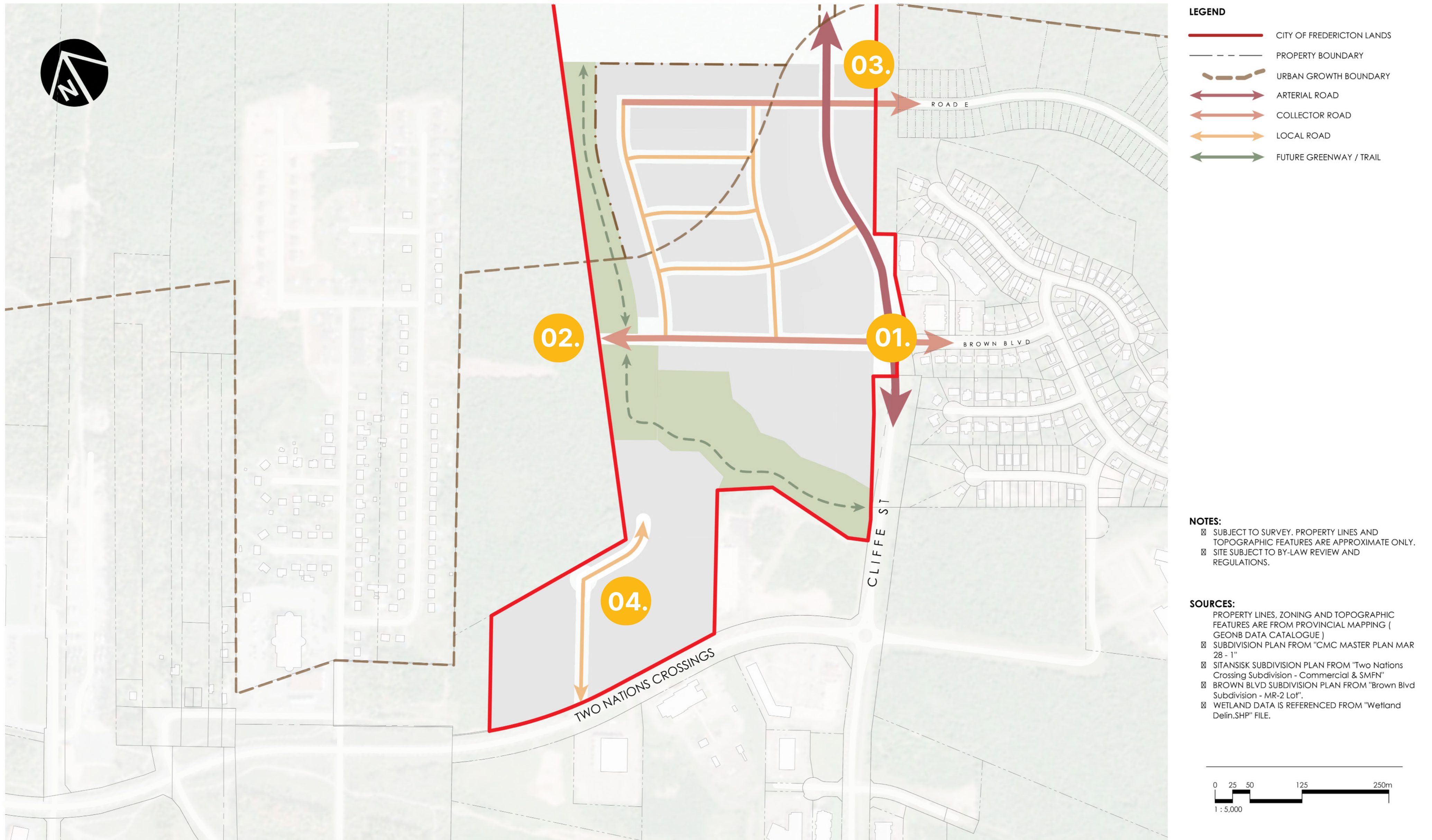
What kind of park programming would you like to see in the space near the proposed trail head?

Quels aménagements souhaiteriez-vous pour l'espace à proximité du point de départ du sentier proposé?





Transportation & Connections *Mobilités et liaisons de transport*



Highlighted Transportation & Connection Features:

Principales caractéristiques - Mobilités et liaisons de transport :

01.

Roundabout
Rond-point



03.

Connection to Reservoir
Liaison avec le réservoir



02.

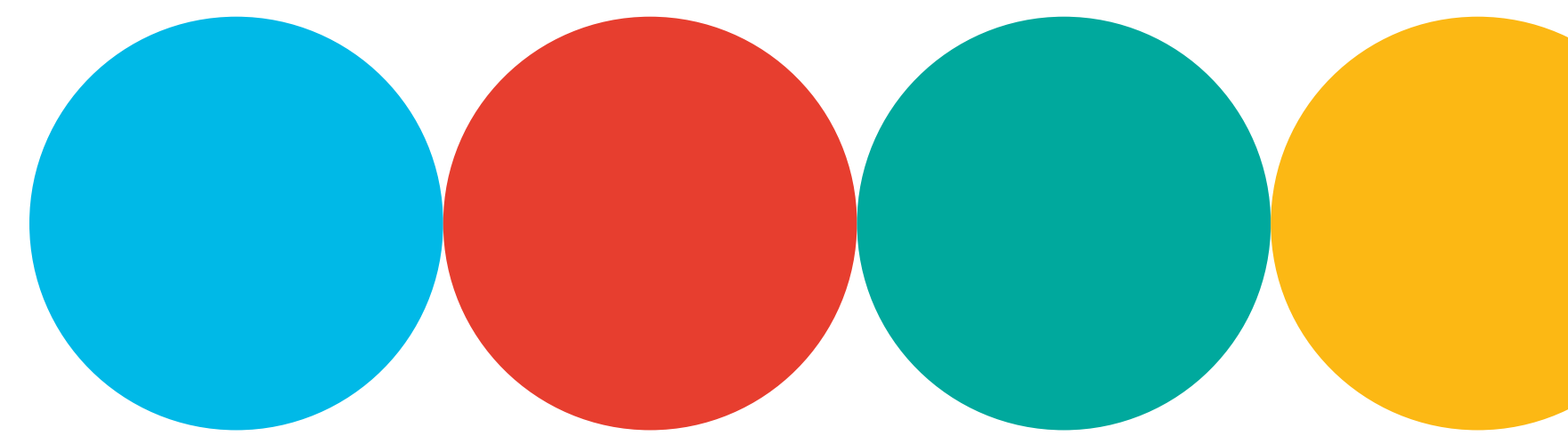
Connection to Sitansisk
Liaison avec Sitansisk



04.

Connection to Two Nations Crossing
Liaison avec Two Nations Crossing

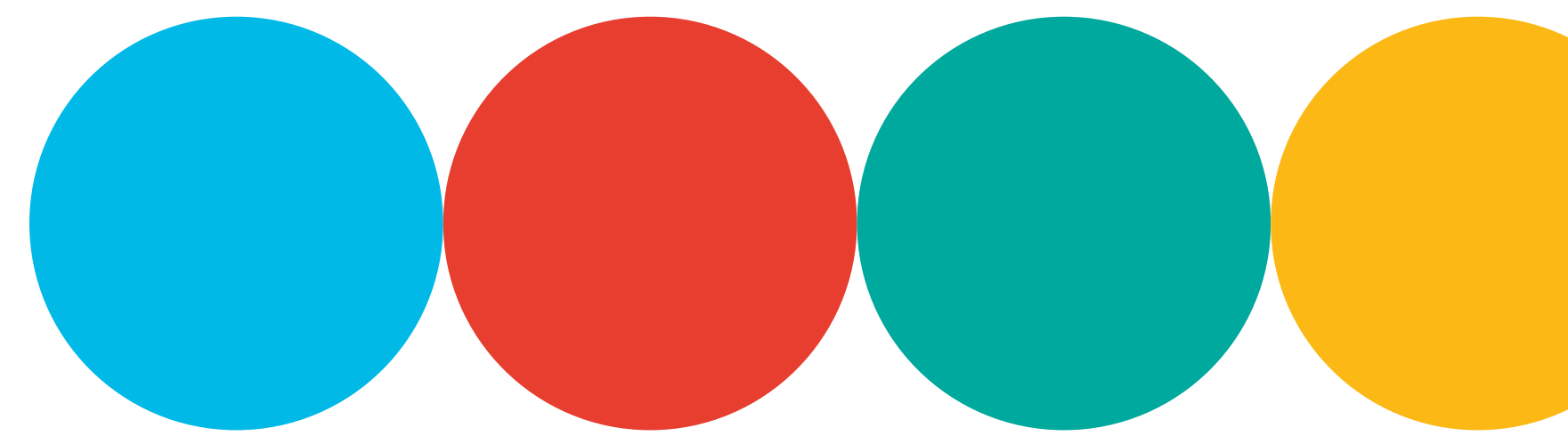




Planning Process Timeline

Chronologie du processus de planification

- 
- February 02, 2026 / 2 février 2026**
Public Open House / *Réunion publique d'information*
 - February 18, 2026 / 18 février 2026**
Planning Advisory Committee / *Comité consultatif sur l'urbanisme*
 - March 9, 2026 / 9 mars 2026**
Regular City Council Meeting and Public Hearing with 1st/2nd Reading of the By-laws / *Séance ordinaire du conseil municipal et Audience publique avec 1re et 2e lectures*
 - March 23, 2026 / 23 mars 2026**
Regular City Council Meeting and 3rd Reading of the By-laws / *Séance ordinaire du conseil municipal et 3e lecture des arrêtés*



Share Your Feedback *Donnez votre avis*

Your input is an important part of this process. Please share your **thoughts, ideas, or concerns** to help guide the future of this project.

*Votre participation est essentielle à cette démarche. Nous vous invitons à nous faire part de vos **réflexions, propositions ou préoccupations** pour orienter l'avenir de ce projet.*



What feedback would you like the project team to consider? Please leave your thoughts or questions about the proposal below.

Quelles recommandations souhaitez-vous adresser à l'équipe projet? Nous vous invitons à noter ici vos observations ou questions sur le projet.



Find more information and project updates at <https://engagefredericton.ca/future-development-of-cliffe-street-brown-boulevard>

Retrouvez toute l'information et suivez l'avancement du projet sur : <https://parlonsenfedericton.ca/amenagement-futur-de-la-rue-cliffe-et-du-boulevard-brown>

WHAT WE HEARD

FUTURE DEVELOPMENT OF CLIFFE STREET & BROWN BOULEVARD

City of Fredericton
February 2026





Planning Applications
City of Fredericton
Planning & Development
Via email: planning@fredericton.ca

RE: Application for Municipal Plan Amendment and Rezoning at Cliffe Street and Brown Boulevard, Fredericton (PIDs: 75563809, 75569996, & 75569970)

On behalf of our client, the City of Fredericton, zzap Consulting Inc. (zzap) is pleased to submit, in order to permit a comprehensive residential development along Cliffe Street and Brown Boulevard (PIDs: 75563809, 75569996, & 75569970):

- A site-specific Municipal Plan amendment to:
 - Amend the growth boundary
 - Redesignate portions of the land from 'Parks and Open Space' and 'Rural and Agricultural' to 'New Neighbourhoods'
 - Redesignate portions of the land from 'New Neighbourhoods' to 'Commercial Centres and Corridors'
- A rezoning of portions of the land from:
 - Future Development (FD) and Park (P) to Commercial Corridor Zone Two (COR-2)
 - Park (P) to Residential Zone One (R-1), Residential Zone Five (R-5), Multi-Residential Zone Two (MR-2), and Mixed Use Zone Two (MX-2)
 - Residential Zone One Holding (R-1(H)) to Residential Zone (R-1) and Multi-Residential Zone Two (MR-2),
 - Institutional Zone Two (I-2) to Residential Zone Five (R-5) and Multi-Residential Zone Two (MR-2)

To support this application submission, the following materials are included as appendices:

- Appendix A Application Letter
- Appendix B Land Use Plan
- Appendix C Functional Servicing Report and Servicing Schematic

Please advise if you require any further information at this time in order to prepare the initiation report for this project.

Kind Regards,

Connor Wallace, MCIP, RPP
Principal
zzap Consulting Inc.

Ali Tabaza
Planner
zzap Consulting Inc.

1.0 Site Description and Location

The subject site totals an area of 33.2 Ha (81.9 acres) and is located in proximity to the intersection of Cliffe Street and Two Nations Crossing, to the East of the Saint Mary's First Nation lands. It is currently owned by the municipality and is unoccupied. It is designated as 'Parks and Open Space', 'Rural and Agricultural', and 'Centres and Corridors' within the Municipal Plan. It is zoned as 'Park' (P), Institutional Zone Two (I-2), Future Development (FD), and Residential Zone 1 (R-1 (H)) within the Zoning By-law. This zoning enables limited residential development on the site, with the R-1 (H) zone allowing a maximum of four units on a lot and the I-2 zone only allowing institutional uses (such as schools, community centres, hospitals).

1.1 Surrounding Context

The surrounding context is characterized by a fabric of varied land uses, including different types of institutional, recreational, commercial, and suburban residential uses. Most notably the site is within a 2.5 km commuter-shed of various community amenities and services, including:

- Gibson-Neill Memorial Elementary School
- Leo Hayes High School
- Willie O'Ree Place Sports Complex & Fredericton North YMCA
- Scotiabank North Field
- SmartCentres Fredericton North Shopping Centre
- Cliffe Crossing Shopping Centre
- Fredericton Fire Station No. 2

The site abuts Cliffe Street and Two Nations Crossing, classified as Major Arterial and Major Collector roads for the City of Fredericton respectively. Furthermore, the site is serviced by transit routes 15S Hanwell and 14N Barkers Point, which help provide non-vehicular access to the site (Figure 2). Finally, the site is connected to Active Transportation infrastructure, including sidewalks and a multi-purpose trail that links the site to the Northside Trail and the wider Fredericton trails network.

Figure 1: Site Context

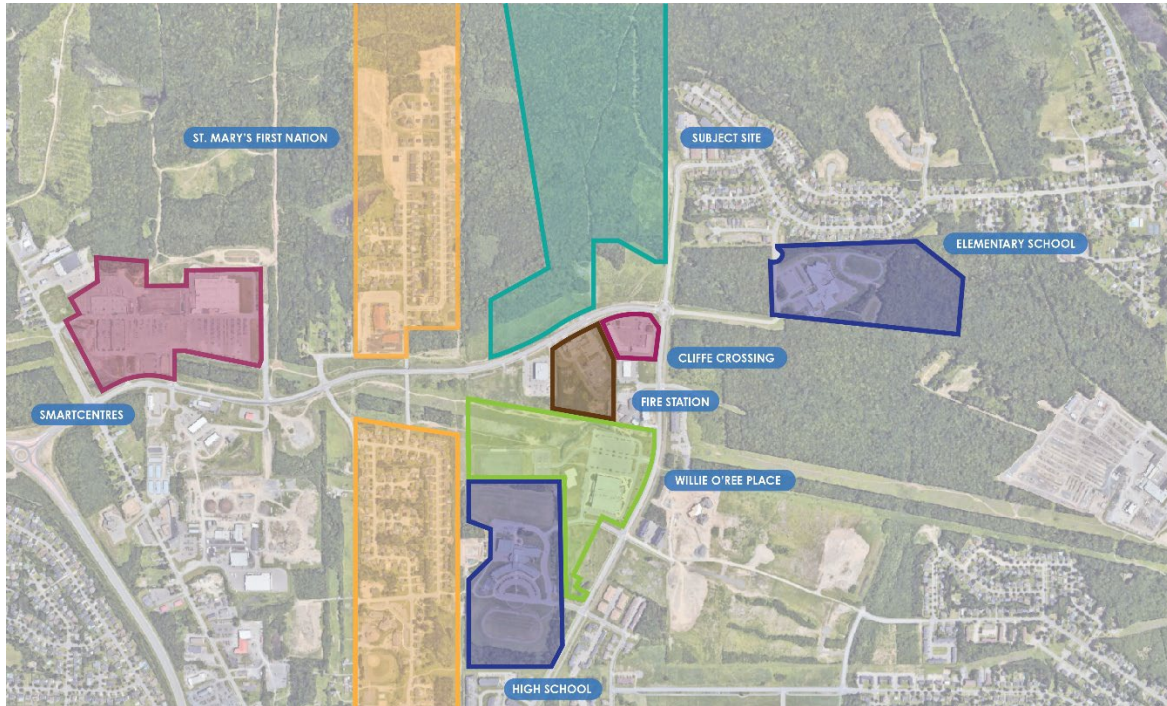
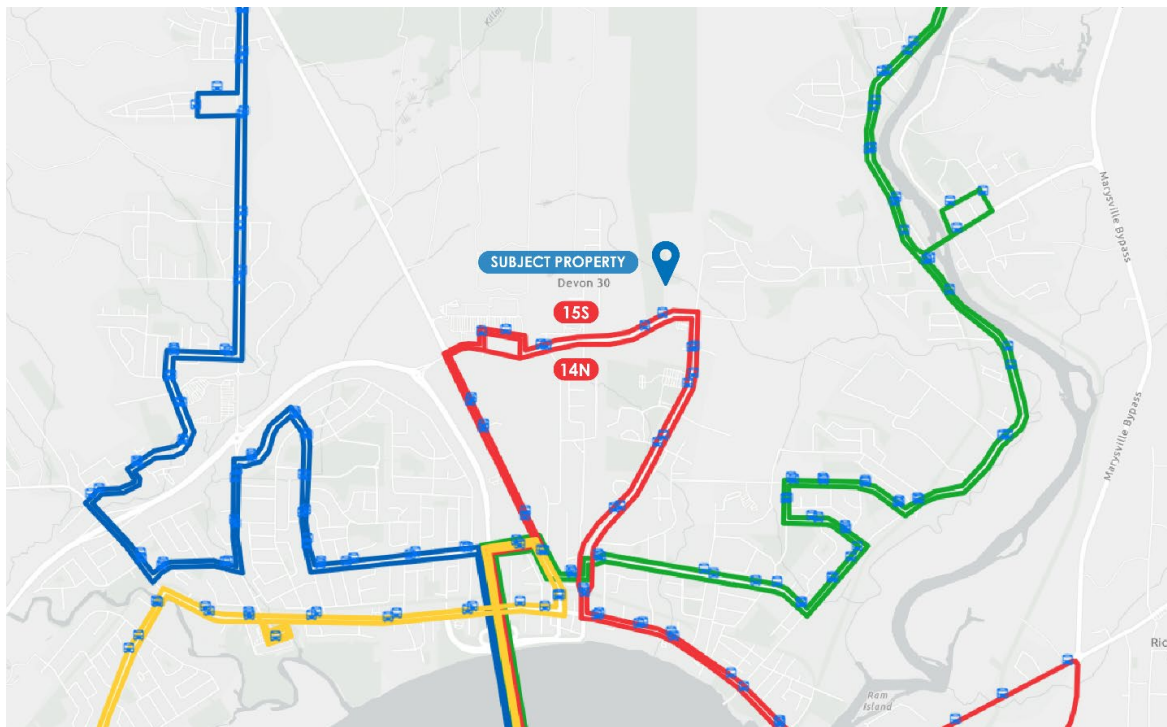


Figure 2: Transportation Context



1.2 Planning Context

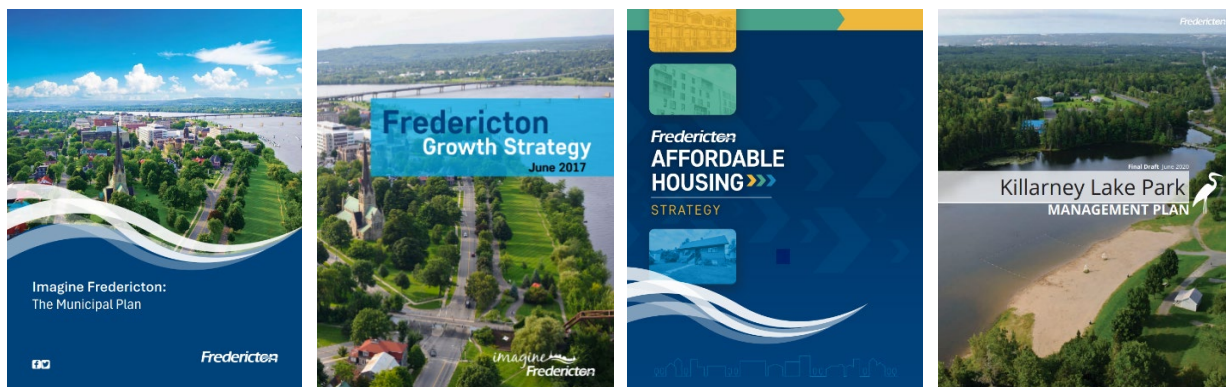
The site is located within the City of Fredericton City Boundary and partially within the Growth Boundary. It sits north of the St. John River but is not part of any secondary plan areas. Sitansisk (St. Mary's First Nation) is located to the west of the site, and the lands directly adjacent to the subject site on the west have been allocated to Sitansisk (St. Mary's First Nation) for future development. Additionally, a water reservoir is planned to be constructed towards the north of the site to help service the surrounding area. The construction of this water reservoir presents an opportunity to coordinate infrastructure and extend right-of-way access between the subject site and the lands directly abutting it.

The first phase of the site's development involved the extension of Brown Blvd into the site. This unlocked space to create three residential lots for sale. It is also important to note that a watercourse travels through this site. This watercourse has impacts on potential development patterns within the site, including the size and shape of the three residential lots, and was a crucial consideration for the planning of the site's development.

Various plans and strategies were considered for the planning of the site, this includes:

- Imagine Fredericton: The Municipal Plan. Adopted in 2020, highlights high-level policies to shape land use planning for the City of Fredericton.
- Fredericton Growth Strategy. Adopted in 2017, establishes a strategic framework for future growth and development in the City of Fredericton.
- Affordable Housing Strategy. Adopted in 2022, outlines key recommendations to enhance the creation of affordable housing for residents of Fredericton.
- Killarney Lake Park Management Plan: Adopted in 2020, provides a master planning vision for the future use of Killarney Lake Park.

Figure 3: Relevant Plans





2.0 Proposed Plan Amendment & Rezoning

This application proposes a site-specific Municipal Plan amendment as well as a rezoning on the subject property (PIDs: 75563809 & 75569996).

Our client's amendment request is two-fold:

1. Amend the Municipal Plan, and update any corresponding schedules in the Municipal Plan, to:
 - a. Adjust the growth boundary to what is shown in Appendix B.
 - b. Redesignate portions of the land from 'Parks and Open Space' and 'Rural and Agricultural' to 'New Neighbourhoods'
 - c. Redesignate portions of the land from 'New Neighbourhoods' to 'Commercial Centres and Corridors'
2. Rezone the site and update any corresponding schedules in the Zoning By-law, according to Appendix B, from:
 - a. Future Development (FD) and Park (P) to Commercial Corridor Zone Two (COR-2)
 - b. Park (P) to Residential Zone One (R-1), Residential Zone Five (R-5), Multi-Residential Zone Two (MR-2), and Mixed-Use Zone Two (MX-2)
 - c. Residential Zone One Holding (R-1(H)) to Residential Zone (R-1) and Multi-Residential Zone Two (MR-2)
 - d. Institutional Zone Two (I-2) to Residential Zone Five (R-5) and Multi-Residential Zone Two (MR-2)

3.0 Summary of Proposed Development Concept

The proposed amendment request is being made in order to enable a future comprehensive development that features both residential and commercial spaces, on the subject property, in accordance with the proposed land use concept in Appendix B.

The site plan concept applies the following zoning:

Zone	MX-2	MR-2	R-5	R-1	COR-2	P	Total
Area	0.39 Ha	8.16 Ha	4.62 Ha	2.87 Ha	5.43 Ha	5.84 Ha	27.31 Ha
Approximate Residential Density	24 units	505 units	254 units	137 units	0 units	0 units	920 units

Overall, the proposed development concept could result in a yield of 920 units across 27.31Ha (67.5 acres) of land, which result in a density of approximately 33.7 units per net hectare. This density is generally consistent with the Growth Strategy, which outlines a target 35 units per net hectare for New Neighbourhoods.

In order to achieve this zoning, the site needs to be redesignated as outlined in Section 2.0. This results in:

- A preservation of 147.8 acres of 'Parks and Open Space' designation in the subject property
- A redesignation of 17.4 acres of 'Parks and Open Space' to 'New Neighbourhoods' on the subject property
- A redesignation of 4.8 acres of 'Parks and Open Space' to 'Commercial Centres and Corridors' on the subject property
- A redesignation of 4.8 acres of 'New Neighbourhoods' to 'Commercial Centres and Corridors' on the subject property

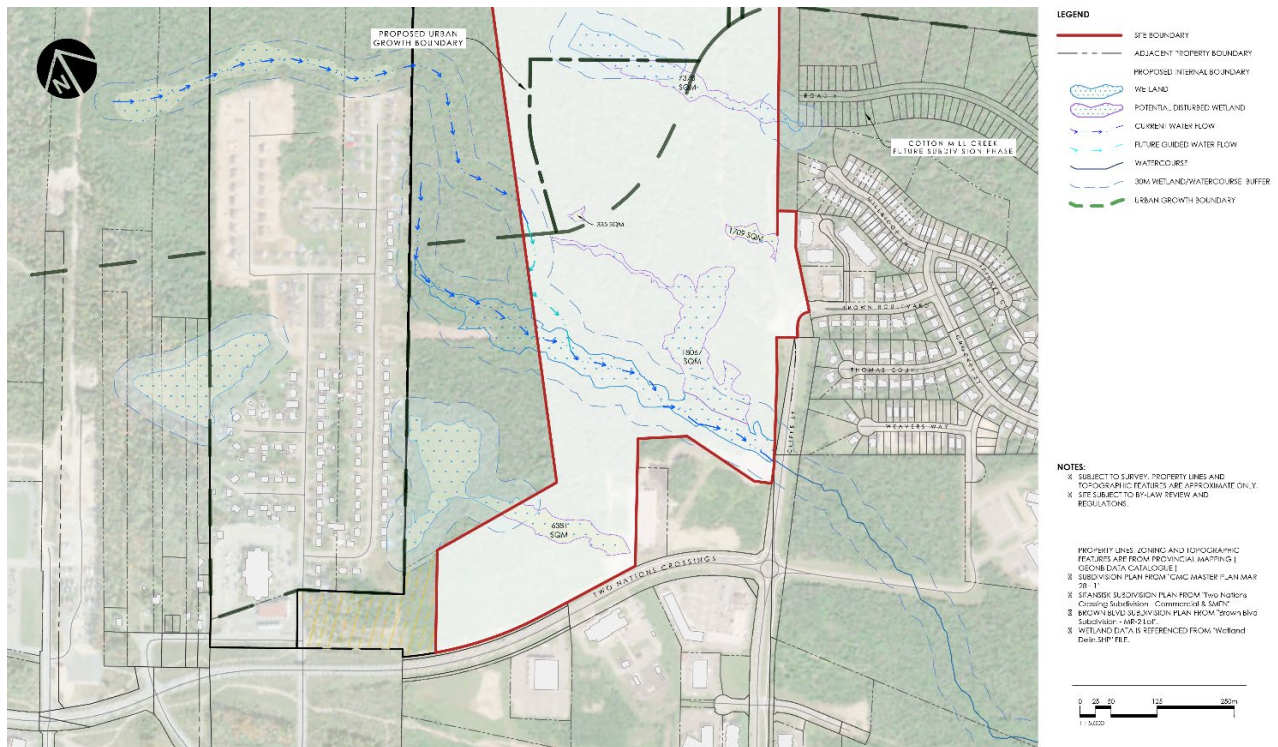
Additionally, 25.7 acres of land that is currently designated as 'New Neighbourhoods' is being allocated to Sitànsisk (St. Mary's First Nation).

4.0 Rationale for Requested Amendments

4.1 Growth Boundary

The current growth boundary for the City of Fredericton was created in 2020 as part of the Municipal Plan to guide future development. Currently, the subject site is partially included within the growth boundary, which at the time, was an approximate demarcation across the site connecting the two new neighborhood areas abutting it (Figure 4). The city has recently experienced unprecedented levels of growth, rising from a population of about 67,625 in 2021 to about 77,500 in 2024. According to the 2025 Housing Needs Assessment, this trend is expected to continue; the city anticipates a 41% increase in population from 2024 to 2044 and will need additional residential and commercial development to sustain this growth. The first part of our request proposes an adjustment to this growth boundary to extend within the subject site as shown in Figure 4. This will allow for additional development to be enabled on the site in conjunction with the integrated planning of public spaces and open spaces, as well as the protection and enhancement of natural features such as watercourses. The adjustment also provides opportunities for a more compact and walkable development pattern that facilitates key connections within the site and to abutting lands

Figure 4: Current & Proposed Growth Boundary



A key factor enabling the proposed amendment is the new water reservoir that is planned to be constructed on this site. This infrastructure can help support the needs of the proposed development as well as those surrounding developments. The amendment to the growth boundary creates the opportunity to provide municipal services within the site and extend them to the site's boundary to connect with adjacent properties. Given the natural topography of the surrounding area, the municipal water reservoir would need to be located towards the north of the site, where the natural high point is located. By situating the reservoir at this high point, the infrastructure will be positioned to efficiently distribute water both within the site and to the broader vicinity, delivering reliable servicing capacity. This location requirement means unlocking a significant portion of the southern area of the property for land development, making it a logical and efficient extension of the growth boundary.

4.2 Site Designation

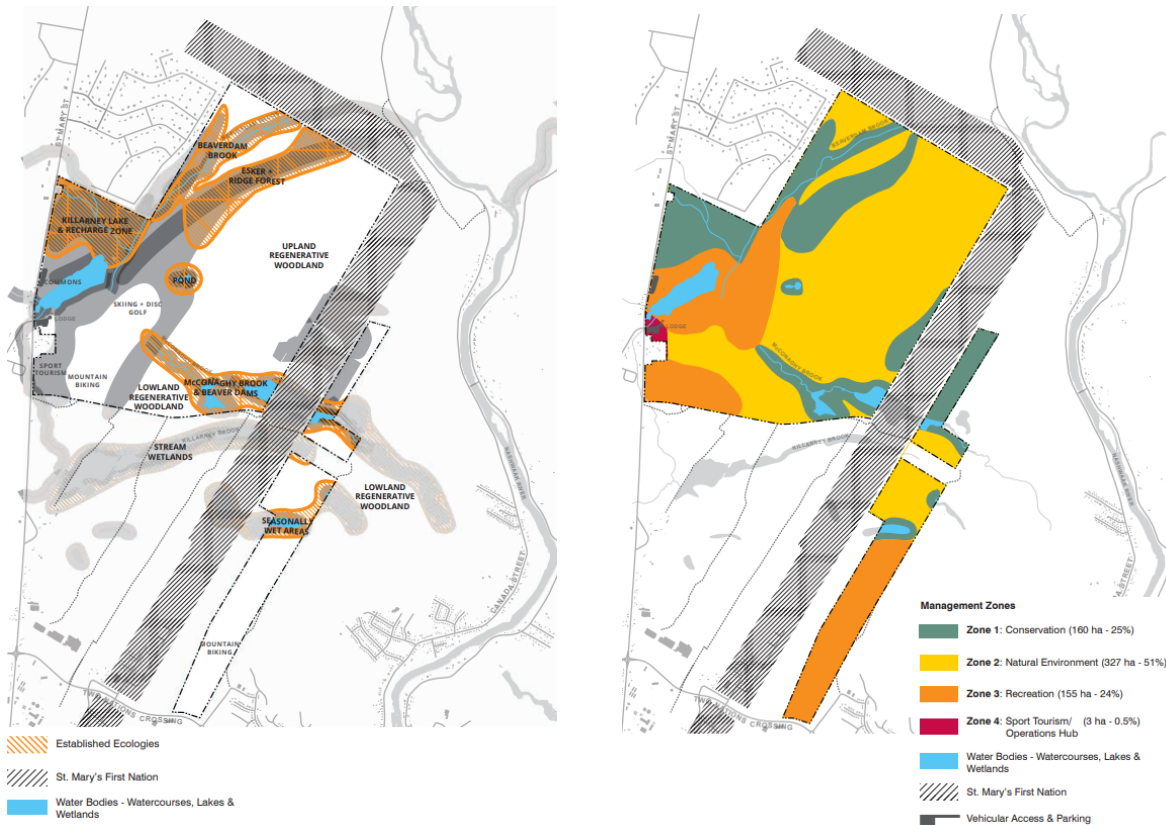
A portion of the subject property is currently designated as 'Parks and Open Space' as part of the Municipal Plan. This is based on the Killarney Lake Park Management Plan, which identifies the subject property as part of Killarney Lake Park. However, the boundaries that outline the park in that master plan are likely to be associated with parcel boundaries rather than areas of ecological value necessarily.

The Killarney Lake Park Management Plan contemplates a 'Potential Lands for Development Corridor' (Figure 5) along Cliffe Street, justifying development on the Cliffe North extension. Furthermore, the Killarney Lake Management Plan does not identify any areas of established ecologies within the southern portion of the site (Figure 6). That area is categorized as a 'Recreation' zone within the park, suggesting a more flexible use of land as opposed to a protected ecological function (Figure 6).

Figure 5: Killarney Lake Park Potential Lands for Development Corridor



Figure 6: Killarney Lake Park Established Ecologies & Management Zones



The proposed amendment seeks to redesignate portions of the site to 'New Neighbourhood' and 'Commercial Centres and Corridors' and rezone it based on the map in Appendix B. Notably, an array of zones are proposed for the site to help establish a mix of uses, as well as different housing types within the site which can address varied housing needs. A grid of streets and public connections is proposed to allow for the development of a compact, walkable, and integrated residential community. This aligns with broader municipal growth goals by enabling the efficient use of land, especially within suburban areas. As previously shown in the site context, the subject site is well-situated in terms of proximity to existing public transit, schools, and community amenities, making it an appropriate location for residential intensification.

The proposed development concept emphasizes integration rather than separation between urban and natural environments. The parkland is proposed to be shifted and consolidated within and adjacent to existing natural features. Public access will be maintained across the site to link Cliffe Street and the new neighbourhood with the broader park network. The Killarney Lake Park Management Plan currently outlines a

proposed trailhead and parking area towards the South of the site near Two Nations Crossing (Figure 7) to provide a future active transportation connection to Killarney Lake Park. Notably, the proposed development concept shifts the proposed trailhead and parking area towards the centre of the site, along Brown Blvd., providing the adequate space needed for these facilities and placing it closer to future residential development for easier access. The overall development approach respects the intent of the Killarney Lake Park Management Plan combining it with the need for new housing.

Figure 7: Killarney Lake Park Proposed Future Transportation Connections



5.0 Plan Support

5.1 Imagine Fredericton: The Municipal Plan

5.1.1 Alignment with Municipal Plan Vision

Imagine Fredericton is the City of Fredericton's Municipal Plan that will guide development over the next 25 years. Rooted in the collective vision of residents, the plan addresses key social, economic, and environmental priorities, integrating land use, transportation, housing, heritage, and sustainability. The proposed plan aligns with the following visions within the Municipal Plan:

Table 1: Alignment with Municipal Plan Vision

Vision Criteria	zzap Rationale
<p>Vision 4: Complete Neighborhoods and Distinctive Places</p> <ul style="list-style-type: none"> 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. 	<p>A variety of zones are proposed within the subject site to support the creation diverse housing types. This creates opportunities for residents of different ages and backgrounds to buy or rent within the area.</p> <p>There is an abundance of commercial amenities, parkland, schools, and other community facilities near this site. Additionally, commercial amenities and parkland are proposed as part of the development.</p> <p>Two focal points help anchor the site:</p> <ul style="list-style-type: none"> • A corridor commercial zoned area is located in the South along Two Nations Crossing to provide a commercial anchor that is easily accessible. • A mixed-use node is located to the North at the top of Cliffe St. provide a pedestrian oriented commercial anchor for future residents of the neighbourhood.

<p>Vision 7: Safe and Inviting Public Realm</p> <ul style="list-style-type: none"> 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. 	<p>Streetscapes will be designed to city standards and will accommodate pedestrians and encourage walkability. Additionally, walkability is proposed through an interconnected system of open spaces and trails throughout the site, providing pedestrians alternative comfortable routes.</p> <p>Parks and open spaces are proposed with various programs in mind and will be designed to build upon surrounding park infrastructure. Parkland within the development will connect to the larger Killarney Lake Park as outlined in the Master Plan.</p>
<p>Vision 9: Sustainable and Efficient</p> <ul style="list-style-type: none"> 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 	<p>Development lands are distributed efficiently throughout the site and Right-of-Ways (ROWS) for future connections into adjacent sites are allocated. This enables the creation of a compact grid that minimizes land disruption.</p> <p>The provision of pedestrian infrastructure and the allocation for future ROW connections into adjacent sites helps enhance connectivity and walkability within the neighbourhood, reducing dependability on carbon generating auto-vehicles.</p> <p>Innovative stormwater management approaches are integrated into the</p>

<p>pursued by the City to ensure the growth of the Fredericton metropolitan area is environmentally and fiscally sustainable.</p>	<p>design of open spaces throughout the site to mitigate the impacts of severe storms.</p>
---	--

5.1.2 Alignment with Municipal Plan Growth Boundary Policies

The first Municipal Plan amendment request is to adjust the City's Growth Boundary to accommodate the proposed development. Table 2 outlines how this request and the proposed site plan is consistent with the intent of the Growth Boundary policies in Section 2.1.1 of the Municipal Plan.

Table 2: Alignment with Municipal Plan Growth Boundary Policies

Growth Boundary Policy Criteria	zzap Rationale
<p>(8) Urban development should only occur inside the Growth Boundary. Lands located outside the Growth Boundary are intended only for rural and agricultural development.</p>	<p>The proposed request includes an amendment to the Municipal Plan to adjust the Growth Boundary in order to enable urban development within the subject property.</p>
<p>(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.</p>	<p>The proposed request includes an amendment to the Municipal Plan to adjust the Growth Boundary in order to permit the extension of municipal water and wastewater services into the subject property.</p>
<p>(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:</p>	
<p>i. Studies demonstrate that the</p>	<p>The proposed amendment is being</p>

<p>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;</p>	<p>sought in order to permit a comprehensive development that addresses previously unforeseen population increases in the City of Fredericton.</p> <p>A water reservoir is planned at the high-point of the site in order to efficiently distribute services throughout the site and into neighbouring developments. The Functional Servicing Report in Appendix C outlines the financial implications of the site servicing on the City.</p> <p>Parkland is proposed to be consolidated within and adjacent to existing natural features, including the watercourse that runs through the site, in order to minimize adverse impacts on the environment.</p>
<p>ii. The proposed development fulfills the policies of this Plan; and,</p>	<p>Please see Subsections 5.1.3 & 5.1.4.</p>
<p>iii. Appropriate opportunities are provided for public input into the proposed amendment to the Municipal Plan.</p>	<p>An open house is planned at the nearby Willie O'Ree place sports complex order to provide an opportunity for public input into the proposed amendments to the Municipal Plan.</p>

5.1.3 Alignment with Municipal Plan New Neighbourhood Policies

The second Municipal Plan amendment request is to redesignate of portions of the land from 'Parks and Open Space' and 'Rural and Agricultural' to 'New Neighbourhoods' to enable the development outlined by the proposed site plan concept. The intent of the New Neighbourhoods Designation is to accommodate substantial new residential growth into four key nodes within the City. The subject property forms part of the Northeast node. Table 3 outlines how this request and the proposed site plan is consistent with the intent of the New Neighbourhood policies in Section 2.1.1 of the Municipal Plan.

Table 3: Alignment with Municipal Plan New Neighbourhood Policies

New Neighbourhood Policy Criteria	zzap Rationale
<p>(24) Council shall seek to ensure that the design of New Neighbourhoods:</p>	
<p>i. Fosters a sense of community and neighbourhood;</p>	<p>The proposed site plan concept organizes the land into fine-grained development blocks with varied land-uses (including residential, commercial, and parks and open spaces) and densities (low to mid rise forms) to foster a sense of community and a neighbourhood identity that is mixed-use, human-scaled, and walkable.</p>
<p>ii. Provides for the efficient use of land;</p>	<p>The proposed site plan concept organizes the land into an interconnected grid pattern to provide for the efficient use and servicing of the land without creating excessive roadway lengths.</p>
<p>iii. Provides for the compatible mix of varied and innovative forms of housing and other uses;</p>	<p>The proposed zoning provides for a varied mix of land uses including residential, commercial, and parks and open spaces. The residential zones proposed for this area include R-1, R-5, and MR-2, which permit the following forms:</p> <ul style="list-style-type: none"> • R-1: Single detached dwellings • R-5: Low rise buildings (e.g. single detached dwellings, semi-detached dwellings, and townhouses) • MR-2: Multi-residential development (e.g. apartment buildings, stacked townhouses, and townhouses).

<p>iv. Provides for the efficient and economic extension and delivery of water and sewer services and utilities;</p>	<p>A water reservoir is planned to service the proposed development and surrounding developments. Its proposed location is along the high-point of the site, which can help efficiently extend services into the site.</p> <p>The proposed site plan concept organizes the land into an interconnected grid pattern to provide for an efficient servicing of the land and simpler connections to adjacent properties.</p>
<p>v. Provides for parks, schools and other community uses in central, convenient locations;</p>	<p>The proposed site plan concept integrates portions of the Killarney Lake parkland as part of the site's future development. Additionally, Gibson-Neill Memorial Elementary School, Leo Hayes High School, Willie O'Ree Place Sports Complex, and the Fredericton North YMCA are all located within a 2.5km commuter-shed of the subject site.</p>
<p>vi. Minimizes the adverse effects of highways and other existing incompatible surrounding land uses;</p>	<p>The proposed site plan concept locates COR-2 zoned lands along Two Nations Crossing to reduce the impacts of its land use context on the proposed residential zoned lands.</p>
<p>vii. Includes a hierarchy of streets that adequately and safely accommodates traffic flows and provides proper linkages to other areas of the City;</p>	<p>The proposed site plan concept establishes a clear street hierarchy. Cliffe St. (a major arterial road) and Brown Blvd. (a minor collector road) help frame the neighbourhood and provide linkages from the neighbourhood to other areas of the city, while local streets create fine-grained blocks throughout the development. This approach avoids overloading any corridor in order to safely accommodate traffic flows.</p>

<p>viii. Promotes walking and cycling opportunities by providing trails; trail connections and an interconnected street pattern designed to provide a variety of convenient walking routes;</p>	<p>The proposed site plan concept utilizes an interconnected street pattern designed to provide a variety of convenient walking and cycling routes throughout the neighbourhood. A trail head is placed at the end of Brown Blvd., which can facilitate cycling and walking connections to Killarney Lake Park. At the same time, the Cliffe St. ROW includes a sidewalk and multi-use trail which can facilitate walking and cycling connections to the rest of the city.</p>
<p>ix. Places particular emphasis on the needs of public transit;</p>	<p>While public transit does not run through the site, the proposed site plan concept is designed in a grid pattern that could be efficiently served by public transit once the neighbourhood's density supports it. Transit routes 14N and 15S, which run adjacent to the site along Two Nations Crossing, are easily accessible by pedestrians through multi-use trails and sidewalks along Cliffe St.</p>
<p>x. Minimizes adverse impacts on the environment; and,</p>	<p>Parkland is proposed to be consolidated within and adjacent to existing natural features, including the watercourse that runs through the site, in order to minimize adverse impacts on the environment.</p>
<p>xi. Includes a focal point or node, where appropriate.</p>	<p>Two focal points help anchor the site:</p> <ul style="list-style-type: none"> • A corridor commercial zoned area is located in the South along Two Nations Crossing to provide a commercial anchor that is easily accessible. • A mixed-use node is located to the North at the top of Cliffe St. provide a pedestrian oriented commercial anchor for future residents of the neighbourhood.

<p>(25) 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:</p>	
<p>i. 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;</p>	<p>The proposed site plan concept places most multi-residential MR-2 and MX-2 zoned lands along Cliffe St., a Major Arterial Road, and Brown Blvd., a Minor Collector Road. The remaining MR-2 and MX-2 zoned lands are placed along local roads that provide direct access to Cliffe St., Brown Blvd., or Two Nations Crossing, a Major Collector Road.</p>
<p>ii. Incorporate underground parking facilities, where appropriate;</p>	<p>Mid-rise and high-rise residential developments will follow parking location regulations as required by the Zoning By-law.</p>
<p>iii. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;</p>	<p>Mid-rise and high-rise residential developments will provide adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services as required by the Zoning By-law.</p>
<p>iv. Be adjacent to or in close proximity to an existing or planned public transit route;</p>	<p>While public transit does not run through the site, the proposed site plan concept is designed in a grid pattern that could be efficiently served by public transit once the neighbourhood's density supports it. Transit routes 14N and 15S, which run adjacent to the site along Two Nations Crossing, are easily accessible by pedestrians through multi-use trails and sidewalks along Cliffe St.</p>
<p>v. Be adjacent to or in close proximity to parks, open spaces and/ or other community facilities, services and amenities, and</p>	<p>The proposed site plan concept integrates the Killarney Lake parkland as part of the site's future development. Additionally, Gibson-Neill Memorial Elementary School, Leo Hayes High</p>

<p>employment zones;</p>	<p>School, Willie O’Ree Place Sports Complex, and the Fredericton North YMCA are all located within a 2.5km commuter-shed of the subject site. Finally, the COR-2 zoned lands to the south of the site, in addition to the SmartCentres Fredericton North Shopping Centre, and the Cliffe Crossing Shopping Centre will act as employment hubs that exist within close proximity to the site.</p>
<p>vi. Provide high-quality building design that contributes positively to the City’s urban form.</p>	<p>Mid-rise and high-rise residential developments will provide high-quality building design that contributes positively to the City’s urban form as required by the Zoning By-law.</p>
<p>(26) The following uses are considered complementary and may be located in the NewNeighbourhoods designation without a Municipal Plan amendment:</p> <ul style="list-style-type: none"> i. Parks, open spaces and recreation uses; ii. Public and private schools; iii. Places of worship and accessory uses; iv. Group homes and homes for special care; v. Child Care centres; vi. Convenience stores and local convenience centres; and, vii. Home occupations. 	<p>Noted.</p>
<p>(27) Parks should be located within proximity to residential and/or non-residential uses to ensure that they are:</p> <ul style="list-style-type: none"> i. Highly visible by maximizing frontage along public streets; ii. Safely accessible; iii. Serve as a focal point for 	<p>The trail head connecting to Killarney Lake Park is placed at the end of Brown Blvd to provide an entrance to the park that is easily accessible and within close proximity to residential uses. This location helps it serve as a focal point for neighbourhood residents and contribute to the identity of the neighbourhood,</p>

iv. neighbourhood residents; and, Contribute to the identity of a neighbourhood and foster a sense of place.	fostering a sense of place.
--	-----------------------------

5.1.3 Alignment with Municipal Plan Commercial Centres and Corridors Policies

The third Municipal Plan amendment request is centered around the redesignation of portions of the land from 'New Neighbourhoods' to 'Commercial Centres and Corridors' to enable the development contemplated by the proposed site plan concept. The intent of this designation is to accommodate much of the projected growth in the commercial sector of Fredericton's economy, and to direct future retail intended to serve large parts of the City into specific areas. Given the location of Commercial Centres and Corridors, the expectation is that future development will accommodate significant car travel. Policies 29 to 36 in section 2.2.1 of the Municipal Plan outline the policy criteria for Commercial Centres and Corridors.

The proposed Commercial Corridor Two zoning helps achieve the outlined policy criteria, particularly in terms of:

- Accommodating a wide range of retail, commercial, small-scale office, service industry, and other compatible uses.
- Permitting workforce housing into developments
- Providing for adequate parking in future commercial developments.

Additionally, the siting of the Commercial Centres and Corridors designation towards the south of the proposed site plan concept, helps:

- Reduce lighting impacts, traffic noise, on surrounding residential areas by being sited towards the southern portion of the site along Two Nations Crossing, in close proximity to other retail shopping centres.
- Provide sufficient capacity to accommodate traffic as well as adequate access to Two Nations Crossing, which serves as a Major Collector Road.
- Provide easy access to transit routes 14N and 15S, which run along Two Nations Crossing.

5.2 Fredericton Growth Strategy

Fredericton's Growth Strategy is a long-term plan to promote a more sustainable pattern of growth within the City of Fredericton as its population increases. The plan focuses on revitalizing the Urban Core, establishing the Growth Boundary, and directing most new residential and employment growth to designated growth nodes.

Northeast Growth Node:

The Growth Strategy establishes four new 'New Neighbourhood' nodes within the suburban fringe of the City of Fredericton. Notably, the subject site is situated within the 'Northeast' new neighbourhood and near the mixed-use node of the new neighbourhood. A redesignation of a portion of this site from 'Parks and Open Space' to 'New Neighbourhoods' supports refined alignment with the Municipal Plan with the Growth Strategy.

Figure 6: Fredericton Growth Strategy Nodes



Additionally, the proposed site plan aligns with the following goals within the Growth Strategy:

Table 5: Alignment with Growth Strategy

Goal Criteria	zzap Rationale
<p>Goal 1: Sustainable and efficient</p> <ul style="list-style-type: none"> • Land, infrastructure, and fiscal resources will be used efficiently. • Buildings and utilities will be designed, built, and operated to be energy efficient and resilient. • The city's carbon footprint will be reduced over time. • Infrastructure will be designed to withstand and mitigate the impacts of severe weather events and climate change. • Residents and businesses will produce less waste, and the City will manage it responsibly. • Regional cooperation will be pursued by the City to ensure growth of the Fredericton metropolitan area is environmentally and fiscally sustainable. 	<p>Development lands are distributed efficiently throughout the site and ROWs for future connections into adjacent sites are allocated. This enables the creation of a compact grid form to minimize land disruption through the development.</p> <p>The provision of pedestrian infrastructure and the allocation for future ROW connections into adjacent sites helps enhance connectivity and walkability within the neighbourhood, helping reduce its carbon footprint over time.</p> <p>Innovative stormwater management approaches are integrated into the design of pocket parks throughout the site to mitigate the impacts of severe weather storms.</p>
<p>Goal 2: Green and healthy</p> <ul style="list-style-type: none"> • The city's air, groundwater, and surface water will be kept clean, and contaminated lands should be remediated or contained. • Valued and significant natural features will be protected. • The city will contain a diversity of parks that celebrate nature and encourage a range of outdoor and indoor sport and recreational 	<p>The plan proposes to redirect and formalize a channel for an existing watercourse within the site's boundary to coordinate its alignment and abutting open spaces with land development. All development is proposed outside a 30m protected buffer of any watercourses and wetlands on the site in order to minimize disruption to natural features.</p> <p>The plan proposes an interconnected system of open spaces that encourage a</p>

<p>activities in all seasons.</p> <ul style="list-style-type: none"> • The city's tree canopy will grow, and there will be more tree-lined streets. • The built environment will be designed to encourage outdoor winter activities. 	<p>range of outdoor recreational activities. These can link to the broader Killarney Lake Park system to the north of the site.</p>
<p>Goal 4: Strong and diverse economy</p> <ul style="list-style-type: none"> • Institutions will continue to facilitate and encourage innovation, creativity, and entrepreneurship. • Government will remain an economic anchor and work with the private sector to promote technological innovations. • Private businesses working independently and together will reinforce the city as a technology hub. • St. Mary's First Nation will play an integral role in reinforcing and diversifying the regional economy. • Small and medium-size businesses will have access to affordable space. • Business parks will be highly accessible and accommodate a range of employment uses. • Fredericton will continue to serve as the centre of the economy for the Capital Region. 	<p>The plan allocates space for mixed use development and commercial lots to contribute to local commerce and provide businesses access to commercial spaces.</p> <p>The extension of municipal water service to the surrounding area creates an opportunity to establish additional residential development in Sitansisk (St. Mary's First Nation), enabling it to reinforce and diversify the regional economy.</p>
<p>Goal 7: Complete neighbourhoods and distinctive places</p> <ul style="list-style-type: none"> • New neighbourhoods will have a diversity of housing types for people to buy or rent, including affordable housing options. • New neighbourhoods will contain or 	<p>A variety of zones are proposed within the subject site to support the creation diverse housing types. The diversity in housing options creates opportunities for residents to buy or rent within the area.</p> <p>There is an abundance of commercial amenities, parkland, schools, and other</p>

<p>provide convenient, direct access to basic commercial amenities, parkland, and other community facilities, such as an elementary school.</p> <ul style="list-style-type: none"> • Established neighbourhoods will be enhanced with new types of sensitively integrated housing. • Mixed-use places oriented to pedestrians will link neighbourhoods, support local businesses, and bring people together. • New development will meet high standards of urban design and architecture. 	<p>community facilities near this site. Additionally, commercial amenities and parkland is proposed within the development</p> <p>A pedestrian-oriented node is proposed at the corner of Cliffe Rd., and Brown Blvd.</p>
--	---

5.3 Affordable Housing Strategy

Fredericton's Affordable Housing Strategy is an action-oriented framework that builds on the Housing Needs Assessment to identify solutions for current and future housing challenges. It serves as a roadmap to improve housing affordability in Fredericton through policy tools, strategic partnerships, and coordination.

Municipally Owned Lands

With the city experiencing its large rate of growth, supporting development is a crucial factor in meeting housing demands and affordable housing needs. This site presents a unique opportunity as one of few municipally owned land parcels of its size within Fredericton that are in proximity to an abundance of community amenities. This enables the creation of a community focused on providing affordable housing, targeted both for renting and for home ownership.

The proposed plan aligns with the following recommendations within the Affordable Housing Strategy:

Table 6: Alignment with Affordable Housing Strategy

Recommendation Criteria	zzap Rationale
<p>Recommendation 3: Review and amend Zoning Bylaw regulations to enable more and faster housing</p>	<p>This recommendation alludes to amending polices and bylaws to support new development and a variety of housing options. Adjusting the growth boundary can help facilitate the creation of new development on this site.</p>
<p>Recommendation 7: Kick-start projects through provision of land</p>	<p>This recommendation supports the notion of supporting development on underutilized municipally owned lands. Given its proximity to community amenities and new neighborhoods, the subject site's lands can be developed to create affordable housing options for the residents of Fredericton.</p>

6.0 Closing

We trust that the enclosed materials satisfy the application requirements. Should you have any questions, comments or concerns with regards to this application, please do not hesitate to contact the undersigned.

Sincerely,



Connor Wallace, MCIP, RPP
 Principal
 zzap Consulting Inc.



Ali Tabaza
 Planner
 zzap Consulting Inc.

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: Future Development of Cliffe Street & Brown Boulevard
Date: Tuesday, January 20, 2026 4:10:32 PM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Dear Members of the Planning Advisory Committee,

I live near the planned Northeast neighbourhood and am concerned that, like many recent multi-unit developments, the area could end up with a collection of buildings that look very similar.

Could the Committee clarify how the City will ensure the neighbourhood develops as distinctive and vibrant? In particular, I am interested in:

- Diversity of building types and architectural character
- Streetscapes, landscaping, and public spaces
- Guidelines to maintain visual variety and cohesion

Additionally, are there opportunities for nearby residents to provide input on these design elements as planning moves forward, aside from Engage Fredericton?

Thank you for your time and consideration.

Sincerely,

--

Joshua A. Harris, PTech

[REDACTED]

To: Planning Advisory Committee
From: Tony Dakiv, Senior Planner
Proposal: Rezoning from TP-4 to MR-2 and lot frontage variance to permit construction of an 8-unit apartment building.
Property: 336 Charlotte Street (PID 01444470)

APPLICANT: Brad Wilcox
1129 Rte. 105, Douglas, NB, E3G 7L7

SITE INFORMATION:

Location: South side of Charlotte Street east of Westmorland Street
Context: Variety of multi-residential and converted dwellings, 22-unit apartment building and 6-unit dwelling across the street and newer 4-unit buildings to the east. A mix of single and 2-unit housing to the south and west.
Ward No: 10
Municipal Plan: South Core
Zoning: TP-4
Existing Land Use: Single detached dwelling
Previous Applications: None

EXECUTIVE SUMMARY:

The proposal is to rezone the subject property to the MR-2 zone to permit a three storey 8-unit apartment building. The site is designated South Core in the Municipal Plan and is consistent with the Plan's policy direction which recognizes the importance of infill development contributing to a strong urban character and inviting pedestrian realm.

The proposal is generally consistent with the South Core Secondary Municipal Plan and it's associated Urban Design Guidelines. The subject property is designated Neighbourhood where infill development up to 3 storeys and 8 units is allowed in Character Area 3 provided the sponge area is maintained and zoning standards are complied with. The proposal is generally consistent with the Height and Massing, Relationship to Street, Building Elements and Parking provisions of the Urban Design Guidelines.

The variance required for lot frontage (13.4m) results from the existing lot condition and should not adversely impact adjacent properties given the site context. The subject property has adequate frontage to accommodate the proposed building and driveway layout and the proposal complies with all other requirements of the MR-2 zone.

Staff had discussions with the applicant about the option of two 4-unit buildings, each on their own lot which could be achieved under the existing zoning, instead of one 8-unit building. Although this option would have seamlessly integrated with the existing streetscape, the context of the site presents some unique circumstances that warrant consideration of this particular redevelopment proposal. The site is located across the street from a 6-unit converted dwelling, the front portion of which is 3 storeys and adjacent to that is a 3

storey apartment building containing 22 units zoned MR-5. Given this context, one larger building would not be inappropriate provided the building design was compatible with the existing streetscape.

Staff feel the proposal accomplishes this by presenting a narrow, vertically oriented façade that integrates design cues from the existing streetscape. The front façade is enhanced with the 3-level porch design that provides an appropriate transition in height and massing from the street to the larger portion of the building at the rear. The proposed design attempts to emulate the vertically oriented buildings with pitched roofs and porches that are characteristic of the area. Attention has been given to reducing the overall massing of the building helping to integrate the project within the neighbourhood's existing built form in a more sensitive manner. Based on this, staff support the application subject to terms and conditions.

APPLICATION:

Brad Wilcox has made application to rezone land from Residential Town Plat Zone Four (TP-4) to Multi-Residential Zone Two (MR-2) and a 13.4m lot frontage variance to allow construction of an 8-unit apartment building 336 Charlotte Street.

PLANNING COMMENTS:

Proposal:

- The site is a large lot with an older single detached dwelling which will be removed and has some mature trees along the rear portion of the property. The City's Manager of Heritage and Urban Design confirms that the existing house has no significant heritage value and does not meet the City's threshold for heritage designation and protection.
- The proposal is a 3 storey 8-unit apartment building containing four 1-bedroom and four 2-bedroom units. Two of the smaller ground floor apartments will be allocated for affordable housing under the CMHC program. Parking for six vehicles will be located in the rear accessed from a driveway along the east side. The rear yard provides a 5.3m wide soft landscaped area across the back of the lot and together with abutting west side yard, the site layout provides ample soft landscaped "sponge area" in the rear yard.
- The existing TP-4 zone allows up to 6 units in a converted dwelling and up to 4 units in new construction therefore the proposed apartment building requires a rezoning to the MR-2 zone. Staff had discussions with the applicant about a development option for two 4-unit buildings each on their own lot, similar to the two recent 4-unit buildings adjacent to the subject property to the east. Although this option is permitted in the TP-4 zone, there are circumstances that warrant consideration of one larger building, namely the context of the site and building design. The site is located across the street from a 6-unit converted dwelling, the front portion of which is 3 storeys in height and adjacent to that is 3 storey apartment building containing 22 units zoned MR-5. Given this context, one larger building would not be inappropriate provided the building design was compatible with the existing streetscape
- The overall design presents a narrow (7.3m wide), vertically oriented front façade that integrates design cues from the existing streetscape. The rear portion of the building widens out to 11.5m however the rear portion is setback a considerable 11.5m from the street. The front façade is enhanced with a 3-level porch design emulating the adjacent 4-unit buildings and this treatment provides an appropriate transition in height and massing from the street to the main front wall of the building, then back to the larger portion of the building at the rear. The proposed design attempts to emulate the vertically oriented buildings with pitched roofs and porches that are characteristic of the area. It should also be noted that the ratio of the proposed building's width to height at the street is similar to the adjacent 4-unit buildings. This proportion and treatment helps to reduce the overall massing of the building helping to integrate the project within the neighbourhood's existing built form in a more sensitive manner.
- Attention has also been given to reducing overall building massing including limiting its footprint and depth. The rear wall of the building only extends back to 54% of the lot depth helping to maintain a reasonable

building footprint within the neighbourhood context. Building finish material will be a combination of horizontal and vertical non-vinyl siding in a two-color combination as shown on Map III.

Growth Strategy:

- The site is located in the South Core and the Growth Strategy recognizes the important role infill development will play in close proximity to the downtown. The South Core section states:

“Given the constrained 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.”

- Staff feel the proposal is generally consistent with this direction. Development pressure within the South Core has been increasing over the years and the proposal represents a reasonable balance in responding to the pressure to replace older housing stock with new infill construction without necessarily compromising the identity of the neighbourhood.

Municipal Plan:

- The site is designated South Core in the Municipal Plan. The proposal is consistent with the following South Core policies:

2.2.1(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.

2.2.1(12) New development or redevelopment within the South Core shall occur in accordance with the South Core Secondary Municipal Plan.

South Core Secondary Municipal Plan

- The site is designated Neighbourhood in the South Core Secondary Municipal Plan and is located within Character Area 3. Section 2.2 outlines land use policies that apply to the Neighbourhood, and the following are the specific policies relevant to the proposal:

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.

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.

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;

- The proposal is consistent with the above policies. Although the proposal is a full 3 storeys in height,

the design is vertically oriented at the front of the building reflecting an overall massing that is not out of character with the existing streetscape. The front porch treatment and pitched roof also help to integrate the design of the building sensitively into the area by incorporating elements existing in the neighbourhood into the design. The proposal is consistent with the existing building line along the street as the setback is the average of the two adjacent buildings on either side. The site plan incorporates a contiguous green space along the rear of the property to maintain a "sponge area" in the rear and side yard. The subject property is a large lot enabling the proposed 8 unit maximum allowed under policy 7(b)(i) above, while still complying with the sponge area requirement and other minimum bylaw standards. The Town Plat zones (TP-2, TP-4 and TP-6) all contain a new landscaped area standard aimed at implementing the sponge area policy which requires a contiguous soft landscaped area comprising at least 10% of the lot area which shall be provided abutting the rear property line or portion thereof. As noted earlier, a 5.3m wide strip of landscaped area across the back of the lot equates to the required 10% "sponge area" even without factoring in the abutting landscaped area along the west side yard which would also count toward the sponge area.

South Core Urban Design Guidelines

- The proposal is consistent with the following relevant guidelines related to Height and Massing, Relationship to Street, Building Elements and Parking:

1.3 Height and Massing

- a) New buildings should consider and respect the scale and massing of adjacent residential buildings, providing setbacks as appropriate to prevent adverse impacts on neighbours.*
- b) Divide up larger building masses through architectural articulation, varying setbacks and roof lines, emphasizing vertical orientation.*
- c) Maximum building height in the Neighbourhood Areas is 4 storeys, with most areas limited to 3 storeys.*

The scale and massing is vertically oriented at the front of the building and incorporates varied step backs and rooflines allowing the 3-storey building to integrate sensitively with the existing streetscape.

1.4 Relationship to the Street

- a) Place new buildings to fit with the predominant block setback or use the setback average from adjacent properties.*
- c) Porches, stairs, canopies, and other entrance features may encroach into the front yard setbacks, provided they do not obstruct sightlines.*

The proposal is consistent with the existing building line along the street as the setback is the average of the two adjacent buildings on either side.

1.6 Building Elements

Façade Articulation

- a) Articulate the main façade (elevation) of new buildings or additions to consider the patterns and rhythms of vertical and horizontal elements found in neighbouring buildings.*
- b) Use vertical and horizontal recesses or projections, step backs or changes of plane, and variations of texture, colour, materials, and detailing to establish a clearly defined façade composition.*

The main façade is well articulated through the 3-level porch design and the use of recesses and projections that emulates existing streetscape elements in the neighbourhood.

Materials

- d) Choose materials for both functional and aesthetic quality. Exterior finishes should exhibit quality workmanship, longevity, sustainability, and ease of maintenance. Building materials recommended for new construction include brick, stone, wood, concrete, and glass.
- h) For the front façade, use one to two primary materials, and up to two accent materials.
- j) Vinyl siding and vinyl windows are discouraged where they face a public street or open space.

Exterior building finish material will be a combination of horizontal and vertical non-vinyl siding in two colors. The vertical siding will be a combination of wide and narrow profiles.

Entrances and Porches

- l) The main entrance should face the street. The front door should be prominent, clearly visible, and easily accessed from the street.
- m) Highlight front entrances through design features such as porches, verandas, arches, generous overhangs, or upper-storey elements like cantilevers or recesses.
- n) Porches and verandas should be usable spaces, with a minimum depth of 1.5 metres. They must not extend into the public right-of-way.
- o) The design and placement of front entry features should reflect the character of the surroundings and maintain general consistency

The front entrance faces the street and is highlighted by the porch design as well as it's location on the projected portion of the façade reflecting the character of the surrounding neighbourhood.

1.7 Parking

- a) Front yard parking should generally be discouraged. On-site parking should be located on the property's side or rear yard whenever possible.
- b) Surface parking areas for multi-residential building forms should include pavement markings for stalls, pedestrian-scaled lighting, and be screened from public view with low fencing, architectural features, or landscaping.
- c) Walkways should be visually distinguished from vehicular areas through a change in material or by using a planted or sodded edge.

The parking area is located in the rear behind the building and walkways will be concrete, raised and separated from the driveway/parking area.

Zoning By-law:

The proposal compared to the standards of the MR-2 zone is as follows:

Standard	Required	Provided
Lot Area	1056 m ² min.	1077 m ²
Lot frontage	34 m	20.6 m*
Building Setbacks (front)	0.65 m	0.65 m
(west side)	3 m min.	3 m
(east side)	3 m min.	5.9 m
(rear)	7.5 m min.	23.9 m
Building Height	14 m max. (3-storeys max.)	10.5 m.
Lot Coverage	45% of lot area max.	23.6%
Landscaped Area	377 m ²	395 m ²
Parking	6 stalls min.	6 stalls
(parking separation)	4m min. at rear	5.3m

*Variance required

- Staff feel the lot frontage variance is reasonable and should not adversely impact neighbouring properties. The variance is a result of the existing lot condition and there is sufficient lot width to accommodate the proposed building, driveway and required setbacks.

Access and Servicing

- The existing home is serviced by a 16 mm copper waterline installed in 1954 and the sanitary servicing is believed to be of the same vintage. In this location there are no storm mains to provide connection and stormwater management will be required to be managed on-site. A site grading plan will be required to ensure that adjacent properties are not impacted.
- The proposed development will require new water and sanitary services to be designed and installed by a Professional Engineer and approved water and sewer contractor. The existing services will be required to be shut off at main.
- It should be noted that no habitable space below 9.0m geodetic elevation is permitted.
- The property falls in Wellfield Zone B, and the applicant is to follow the NB Wellfield Protected area and is required to adhere to any requirements of the designation order.
- There is an existing driveway in the middle of the lot that will require re-instatement and a curb cut for the proposed driveway.
- The applicant will be required to engage a professional engineer to design a site servicing, lot grading and stormwater management plan.

RECOMMENDATION:

It is recommended that the application submitted by Brad Wilcox to rezone land from Residential Town Plat Zone Four (TP-4) to Multi-Residential Zone Two (MR-2) and a 13.4m lot frontage variance to allow construction of an 8-unit apartment building 336 Charlotte Street be approved subject to the following terms and conditions:

- a) The site be developed generally in accordance with Map II attached to P.R. 6/26 to the satisfaction of the Development Officer;
- b) Final building design be substantially in accordance with Maps III, IV, V and VI attached to P.R. 6/26 to the satisfaction of the Development Officer;
- c) A final parking and landscape plan be provided showing tree, shrub and fencing detail to the satisfaction of the Development Officer prior to issuance of the building permit;
- d) The applicant provide documentation confirming two units will be allocated under an affordable housing program to the satisfaction of the Development Officer;
- e) Servicing, lot grading, and storm water management plans are to be provided to the satisfaction of the Director of Engineering & Operations prior to building permit application;
- f) New water and sewer services are to be installed. A shut-off at main will be required for the existing services;
- g) The Applicant and/or their Consultant are to participate in a design start-up meeting with Engineering staff upon approval of this application. Record drawings prepared by a Professional Engineer are required at completion of the project;

h) Applicant to ensure that City trees located in the right-of-way are protected.

Prepared by:

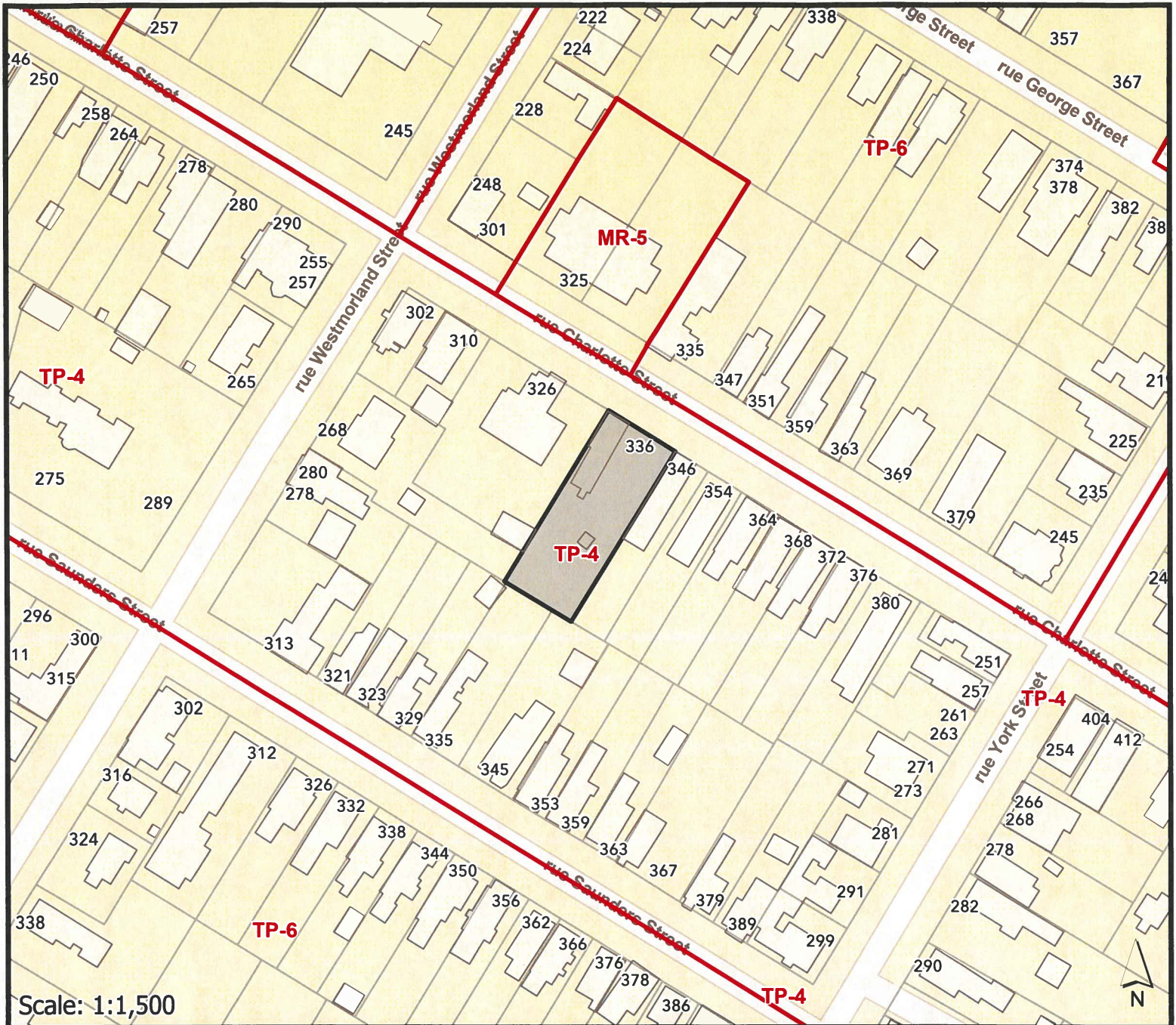
A handwritten signature in black ink, consisting of several vertical strokes and a long horizontal stroke extending to the right.

Tony Dakiv, RPP, MCIP
Senior Planner, Community Planning

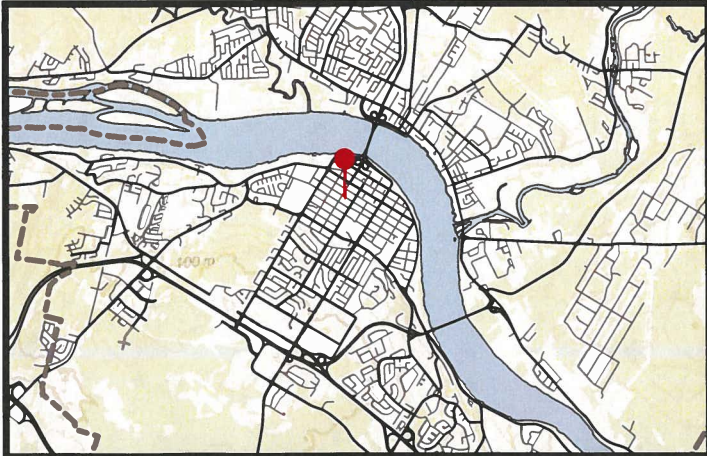
Approved by:

A handwritten signature in blue ink, featuring a stylized 'M' and 'B' followed by a long horizontal stroke.

Marcello Battilana, RPP, MCIP
Assistant Director, Community Planning



Scale: 1:1,500



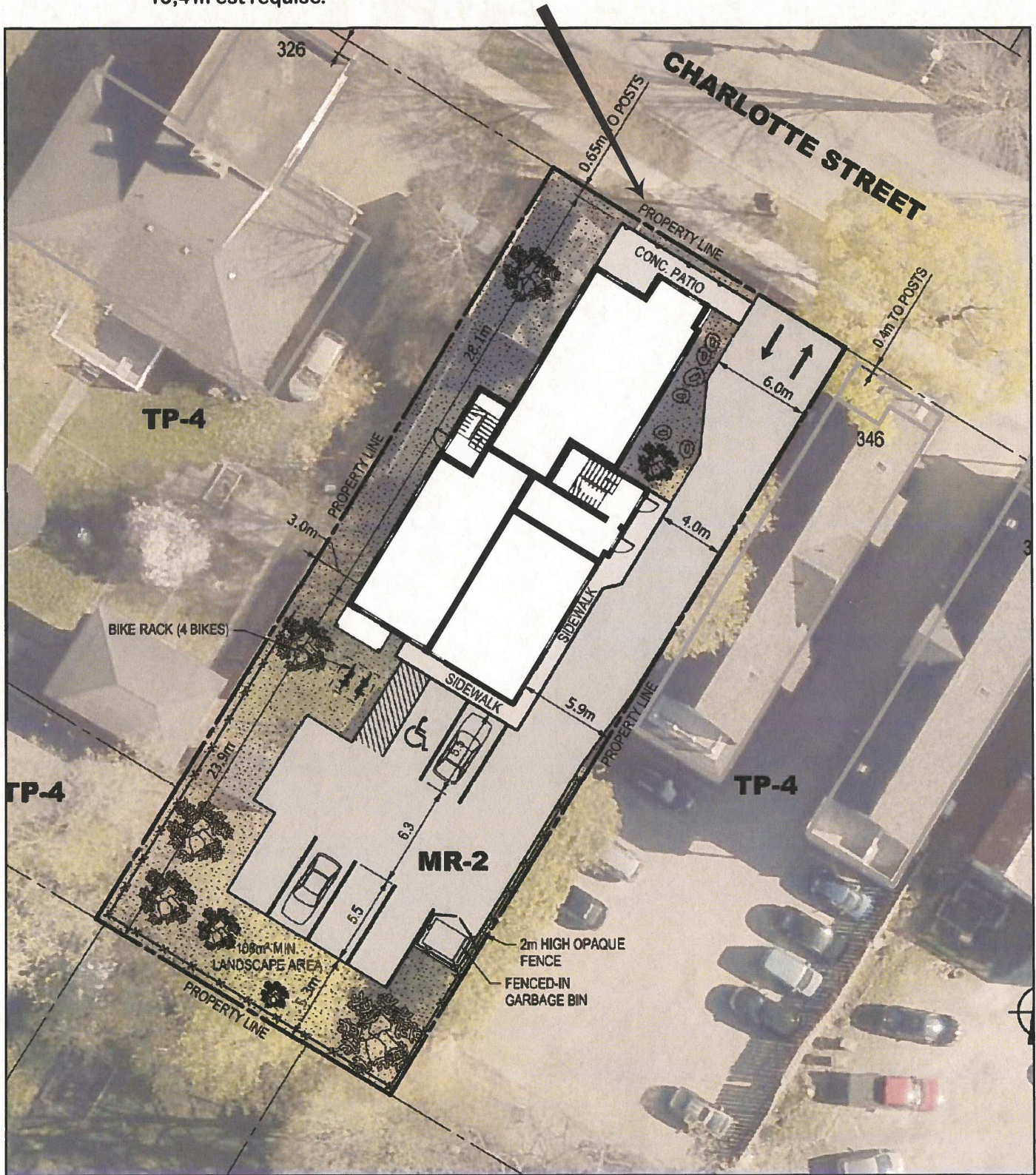
Subject Properties / Propriétés Visé
 Rezoning from TP-4 to MR-2 to allow construction of an 8-unit apartment building.
 Changement de zonage de TP-4 à MR-2 afin de permettre la construction d'un immeuble résidentiel de 8 logements.



Community Planning
 Planification urbaine

Map \ carte # I
 File \ fiche: PR-6-2026
 Date \ date: février \ February 18, 2026
 Subject \sujet: 336 rue Charlotte Street
 Brad Wilcox

13.4m lot frontage variance required /
 Une dérogation pour une façade de lot de
 13,4 m est requise.



Site Plan / Plan du Site



Community Planning
 Planification urbaine

Map \ carte # II
 File \ fiche: PR-6-2026
 Date \ date: février \ February 18, 2026
 Subject \ sujet: 336 rue Charlotte Street
 Brad Wilcox



Conceptual Elevation / Élévation conceptuelle



Community Planning
 Planification urbaine

Map \ carte # III
 File \ fiche: PR-6-2026
 Date \ date: février \ February 18, 2026
 Subject \ sujet: 336 rue Charlotte Street
 Brad Wilcox

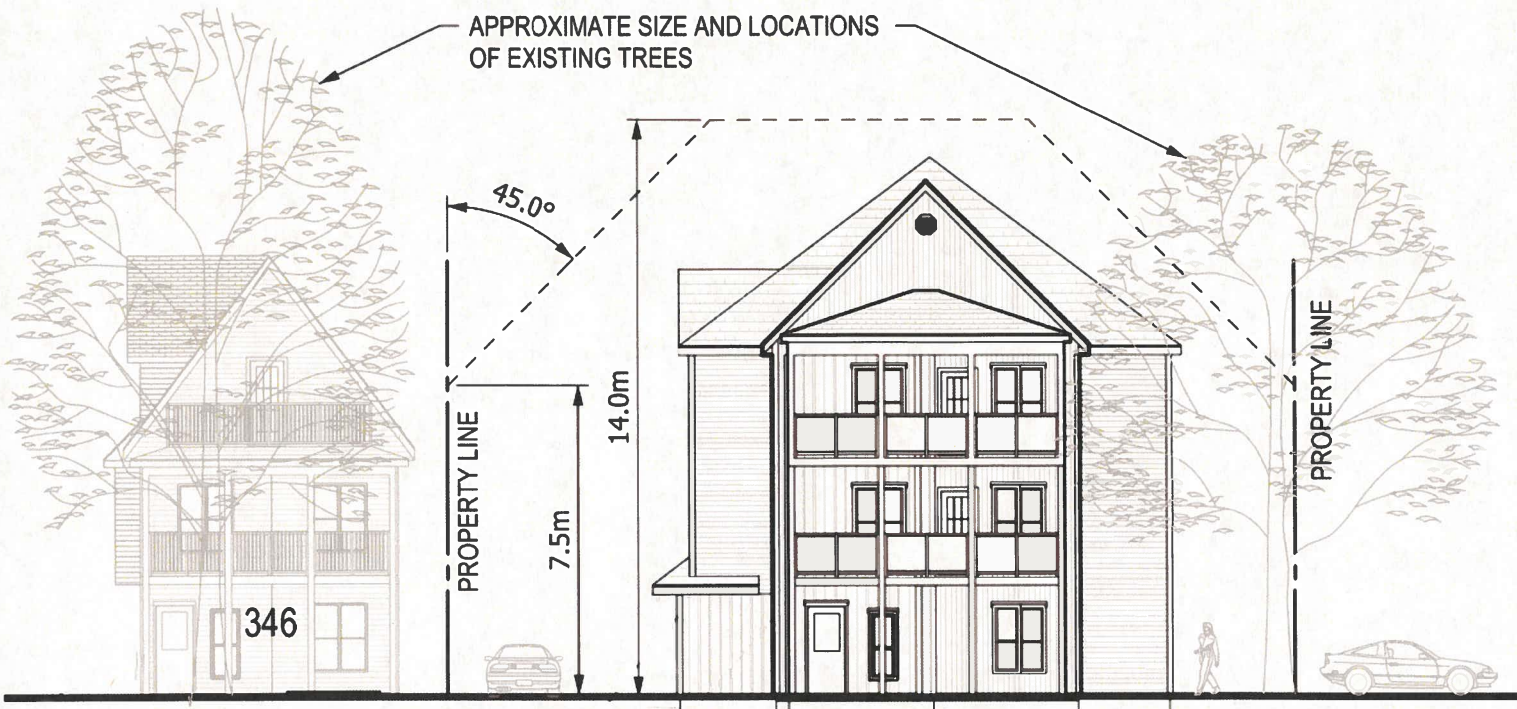


Conceptual Elevations / Élévations conceptuelle

Fredericton

Community Planning
 Planification urbaine

Map \ carte # IV
 File \ fiche: PR-6-2026
 Date \ date: février \ February 18, 2026
 Subject \ sujet: 336 rue Charlotte Street
 Brad Wilcox

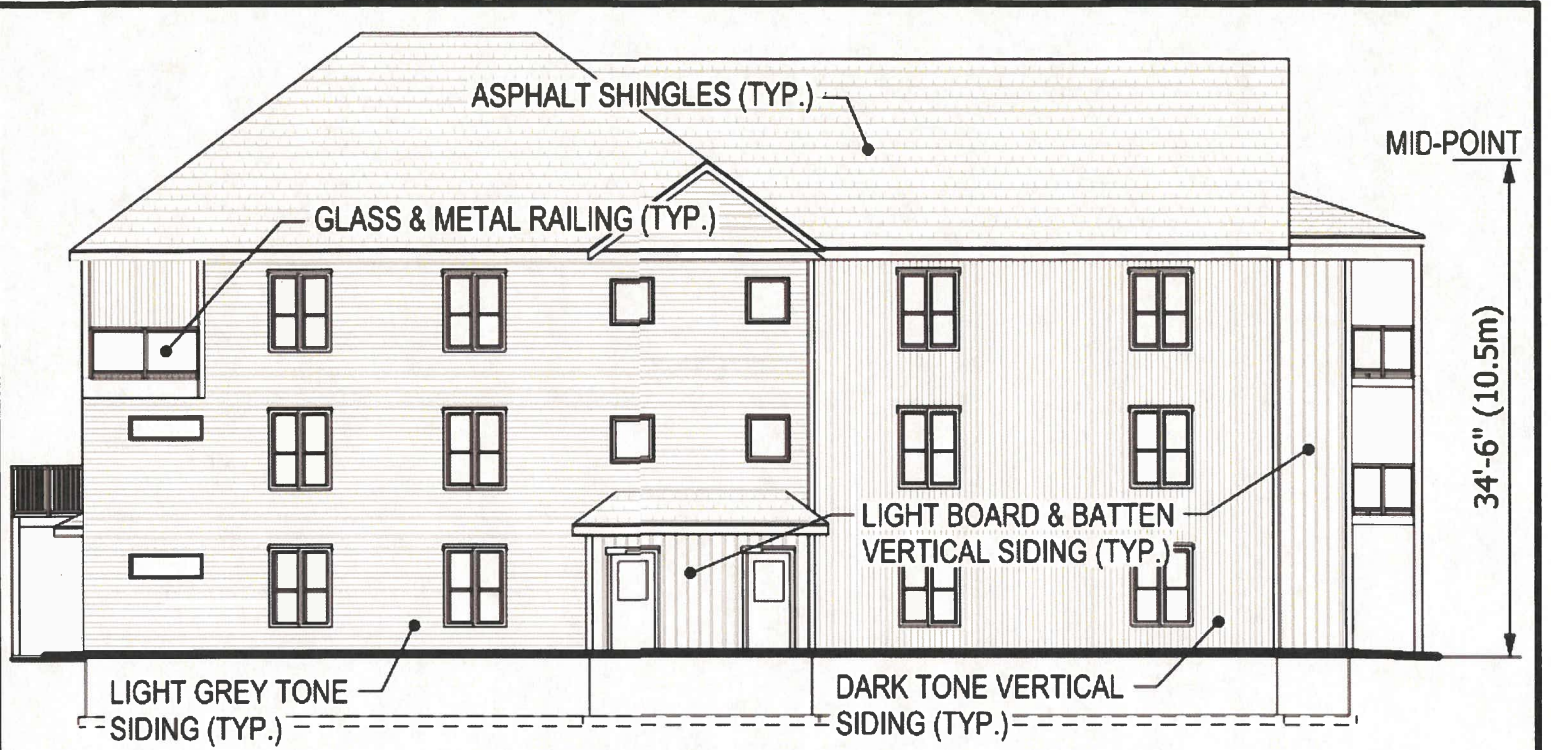


Charlotte Street (North) / Rue Charlotte (nord)



South (Rear) / Sud (arrière)

Elevations / Élévations



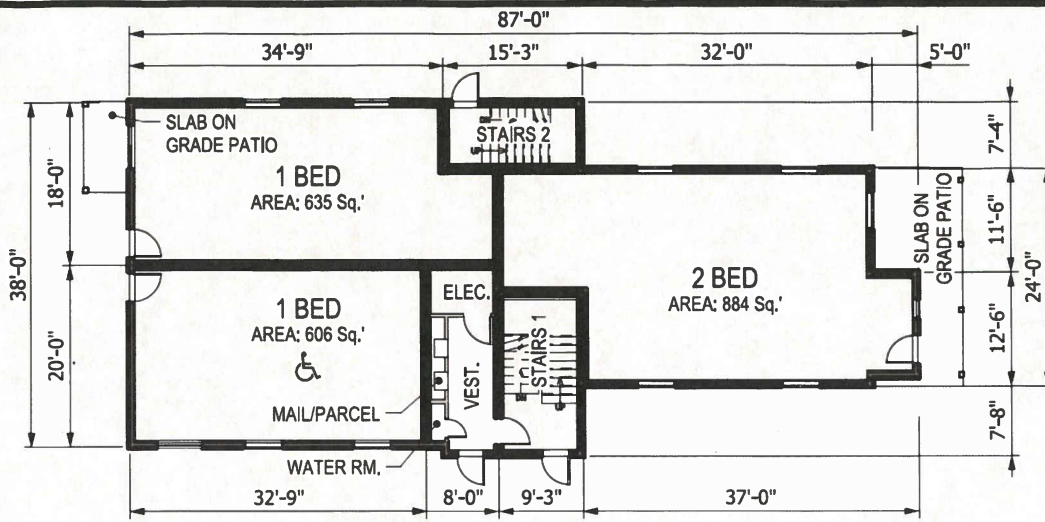
East (Driveway) / Est (Entrée de cour)

NOTE - ALL EXTERIOR CLADDING TO BE NON-VINYL MATERIAL

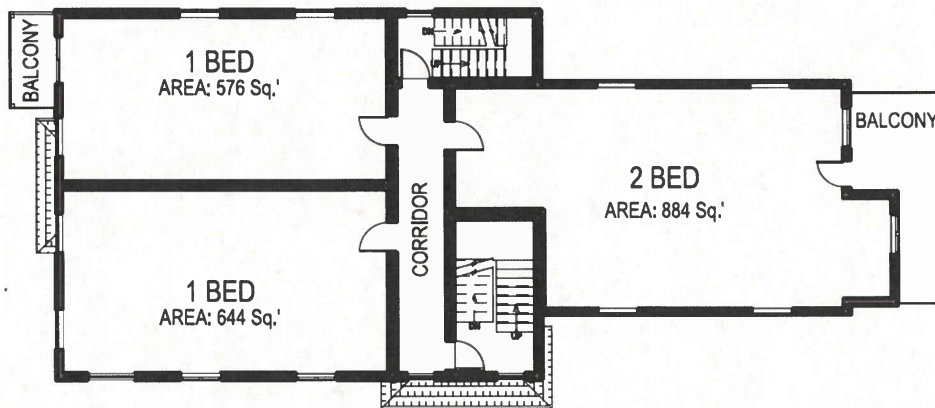


West (Right Side) / Ouest (Côté droit)

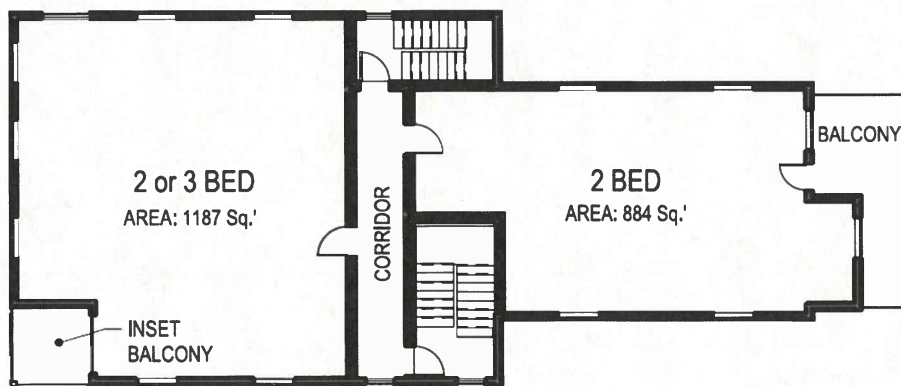
Elevations / Élévations



1st Floor / 1er étage



1nd Floor / 2er étage



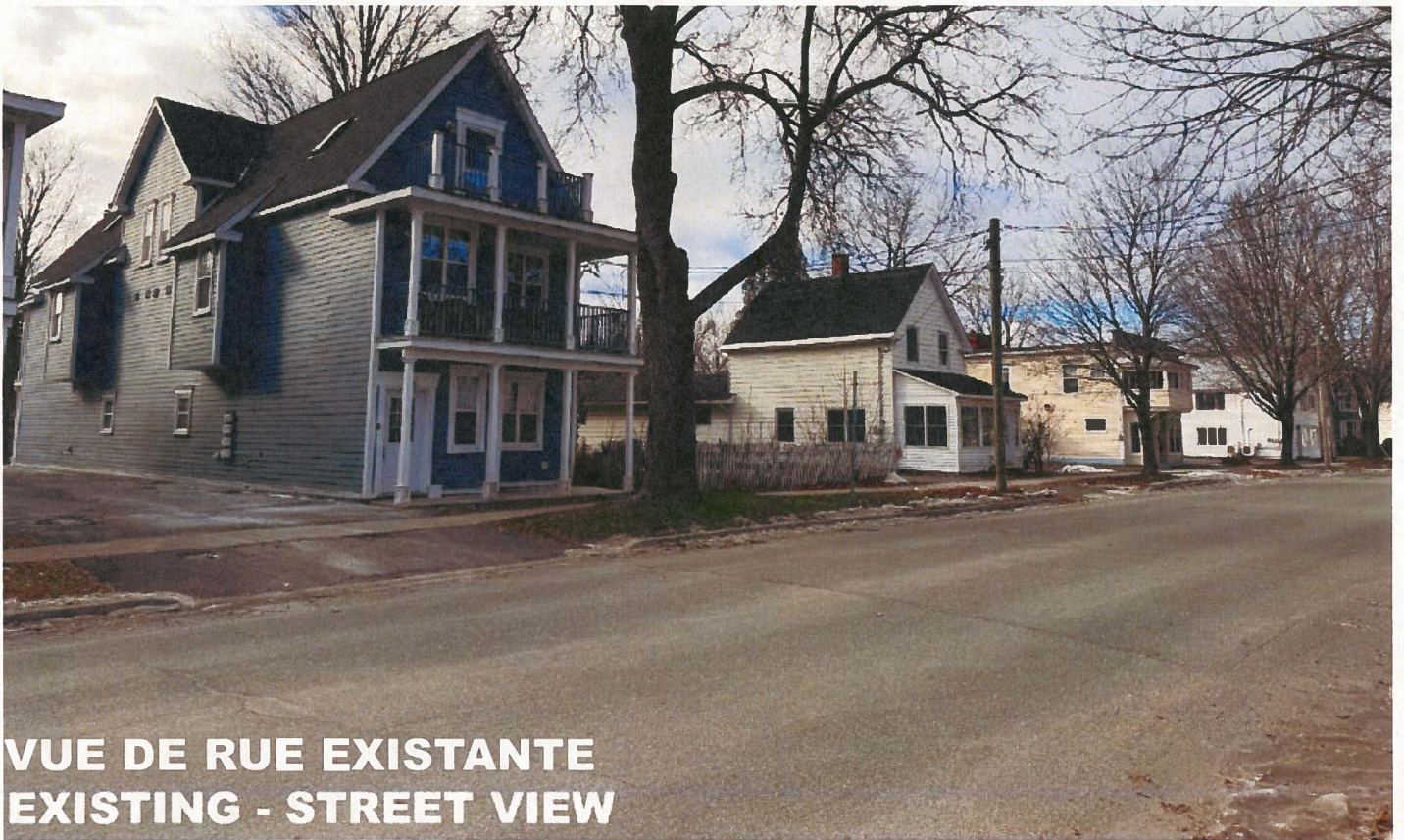
3rd Floor / 3er étage

Floor Plans / Plans d'étage

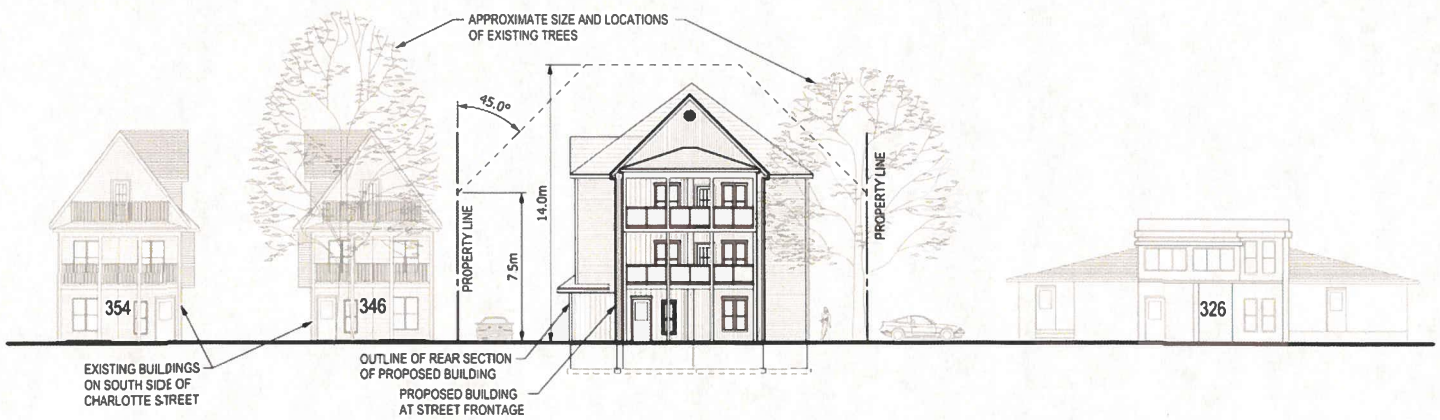


Community Planning
Planification urbaine

Map \ carte # VII
File \ fiche: PR-6-2026
Date \ date: février \ February 18, 2026
Subject \ sujet: 336 rue Charlotte Street
Brad Wilcox



**VUE DE RUE EXISTANTE
EXISTING - STREET VIEW**



Proposed Streetscape / Paysage de rue proposé

Street View / Vue sur rue



Community Planning
Planification urbaine

Map \ carte # VIII
File \ fiche: PR-6-2026
Date \ date: février \ February 18, 2026
Subject \ sujet: 336 rue Charlotte Street
Brad Wilcox

From: [Dakiv, Tony](#)
To: [Murray, Elizabeth](#)
Subject: FW: 346 Charlotte
Date: Monday, February 2, 2026 10:05:06 AM

Comment for 336 Charlotte...

From: Cheryl Petreman [REDACTED]
Sent: Thursday, January 29, 2026 10:39 AM
To: Dakiv, Tony <Anthony.Dakiv@fredericton.ca>
Subject: Re: 346 Charlotte

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Well then I formally object to the rezoning plan, because the other 3 storey buildings in the neighbourhood use the attic as a 3rd floor. This building will be much taller.

Cheryl Petreman

[REDACTED] Fredericton, NB [REDACTED] Canada

On Thu, Jan 29, 2026, 10:17 Dakiv, Tony <Anthony.Dakiv@fredericton.ca> wrote:

Hi Cheryl, the application is to rezone 336 Charlotte St. to the MR-2 zone to allow an 8 unit apartment building. The MR-2 zone allows a higher building height than the current TP-4 zoning which is part of the reason a rezoning is required for this project. In addition, the recently approved South Core Plan allows up to 3 storeys in the Neighborhood Areas. A neighborhood notice will be sent out later next week with details of the application. Let me know if you have any other questions.

Tony

Tony Dakiv, RPP, MCIP
Senior Planner | Urbaniste
Planning and Development | Service de l'urbanisme et de l'aménagement
City of Fredericton, Ville de Fredericton
[397 Queen Street, Fredericton, NB | E3B 1B5](#)
Tel: 506-460-2110
E-mail: tony.dakiv@fredericton.ca



From: Cheryl Petreman [REDACTED]
Sent: Thursday, January 29, 2026 9:49 AM
To: PLANNING AND DEVELOPMENT <planning@fredericton.ca>
Subject: re: 346 Charlotte

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Can you tell me when & how the maximum height allowance changed? The adjacent property was unable to build 3 story townhouses, but this proposed building is going to be a complete 3 story with an additional roof story.

Cheryl Petreman
[REDACTED]

This e-mail communication is intended only for the use of the person or entity to which it is addressed. If you are not the intended recipient of this e-mail, you are prohibited from using it or sharing it in any way, or from relying on it to take on any action. Any correspondence with elected officials, employees, or agents of the City of Fredericton may be subject to disclosure under the provisions of the *Right to Information and Protection of Privacy Act*.

Le présent courriel s'adresse uniquement à son destinataire, qu'il soit une personne ou un organisme. Si vous n'êtes pas le destinataire du courriel, il vous est interdit de l'utiliser ou de le partager en aucune façon, ni d'agir en vous y fiant. Toute correspondance entre ou avec les employés ou les élus de la Ville de Fredericton pourrait être divulguée conformément aux dispositions de la *Loi sur le droit à l'information et la protection de la vie privée*.

GOV-OP-073

From: [REDACTED]
To: PLANNING AND DEVELOPMENT
Subject: Rezoning application 366 Charlotte St.
Date: Sunday, February 8, 2026 4:32:21 PM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

I received the Neighbourhood Notification concerning PID 01444470, 366 Charlotte Street.

The proposed development falls outside of the provisions of recent zoning amendments for both Secondary Dwelling Units, and Corridor Development.

The latter, in particular, was meant to limit multi-story redevelopment of the blocks between key streets; in this case between York and Westmorland.

If approved, it will set a precedent for the demolition of any home in the city under the auspices of building density, providing additional housing, and generating increased municipal taxes.

At one point do we recognize the value of century-plus year old homes? They provide housing, generate significant property taxes, and enable a charming cityscape which has been proven to attract buyers, businesses and visitors.

In fact, as a rule, historic neighbourhoods have significantly more commercial and residential density than do their generic counterparts. This is due in large part to their architectural uniqueness.

Demolishing these homes not only degrades the city aesthetic, but also contributes to climate impacts. Renovation is considered to reduce climate impacts by at least 50%, over demolition.

Our built heritage cannot be replaced once lost. As such, I implore the Planning Committee to consider enabling the construction of an SDU to 366 Charlotte St. through renovation of the existing home, rather than its demolition and the building of a new multi-unit structure.

I oppose the application as proposed.

Yours sincerely,

Elizabeth Hayward
[REDACTED]
Fredericton

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: 336 Charlotte support
Date: Monday, February 9, 2026 5:11:43 PM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Writing to express my support for the work at 366 Charlotte.

The proposal is beautiful, functional, and is in line with the design of the downtown.

I hope these developers can bring more thoughtful, mixed income, properties to the City core.

JD LeJeune
Fredericton, NB

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: 336 Charlotte Street Rezoning Proposal - Letter in Support
Date: Tuesday, February 10, 2026 8:45:51 AM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Hello,

I am writing with respect to the proposal to rezone 336 Charlotte Street from Town Plat Zone Four (TP-4) to Multi-Residential Zone Two (MR-2), in order to construct an 8-unit apartment building.

I am highly in favour of this proposal. We need to have space for nuance when it comes to the intersection of housing and heritage in Fredericton, and meet reality as it is. This means finding an appropriate balance between preserving and maintaining properties that showcase the vibrant historic character of our city, while simultaneously not stifling needed growth indiscriminately.

The size and scope of the proposed design fits in well with the neighbouring multi-unit buildings already on the street. The building would not be in the middle of a street of single family homes, but in an area that already has multiple 3-storey multi-unit properties. In addition, 25% of the new units will be affordable housing, which our city desperately needs.

The house currently standing at 336 Charlotte Street is in disrepair, and is not a historic building. Age alone does not automatically mean a house is historic or should be preserved, just as being new doesn't automatically mean a building will be unable to meld well with the existing tone of a street. On the contrary, renderings provided of the new building demonstrate that it will blend in quite well with neighbouring buildings, and maintain the historic flavour of the downtown area - arguably to a higher degree than the multi-unit buildings that already exist directly across from it.

In addition to the merits of the structure itself, it is important to consider the qualifications of the developers proposing it. In this regard, the applicants could not be better suited. Brad Wilcox and Traci Price reside in and have strong long-standing ties to Fredericton, with a deep understanding of and commitment to the identity of our city. They have a vested interest in the area, not simply as an avenue for financial investment, but for the preservation and protection of its unique character. Their track record of completed projects in the downtown area clearly demonstrate this understanding and respect, including (but not limited to) their meticulous restoration and maintenance of 204 George Street, one of the oldest historic buildings in Fredericton.

Brad and Traci have repeatedly shown they understand how to strike an appropriate

balance between maintaining character and heritage while increasing housing density, a necessary skill set our city requires if we are to realize the goals outlined in the South Core Secondary Municipal Plan.

Further evidence of the applicants' aptitude for this project is their openness and ongoing good-faith engagement with members of the public via various feedback channels. They continually offer detailed information and respond thoughtfully and thoroughly to issues, questions and concerns raised by members of the public with full transparency and consideration.

Taken together, these are the actions of individuals who can be trusted to foster necessary responsible growth in a city we all care deeply about. They continue to set a good example that I hope other developers will follow.

In summary, approving this proposal will serve as an excellent example of allowing growth as needed in Fredericton while respecting its core character.

Thank you for your time,

Laura O'Brien, Ward 10 Resident

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: 336 Charlotte Street
Date: Wednesday, February 11, 2026 10:37:18 AM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

I oppose the proposed rezoning for the property at 336 Charlotte. The proposed building will be taller than anything else on the 300 block of either Charlotte or Saunders streets. The height for non-corridor streets is 3 stories. Brad Wilcox himself wrote in Facebook that this building will be 5 feet taller than a 3 storey building. Considering most floors are 8ft tall, I don't seem much difference between that and a 4 storey building.

It's time to stop letting developers have every single thing they ask for & actually adhere to the municipal plan. In the 23 years we have lived downtown, every single building has been granted variances to reduce green space and crowd out single family homes.

Cheryl Petreman
[REDACTED] Fredericton, NB E3B 1N9

From: [REDACTED]
To: [VanRooyen, Fredrick](#)
Cc: [PLANNING AND DEVELOPMENT](#); [Battilana, Marcello](#)
Subject: Support for 336 Charlotte Street
Date: Sunday, February 15, 2026 9:09:39 AM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

To the City of Fredericton,

As the owner of 346 and 354 Charlotte Street, I am writing to formally express my support for the development of this property.

My only recommendation is to consider adding three additional parking spaces. In my experience, snow removal during the winter months can be challenging and often results in the loss of one or two available spaces.

Sincerely,

David Peddle

February 15, 2026.

Planning Advisory Committee,
planning@fredericton.ca

Dear Members of the Planning Advisory Committee,

Petition to Oppose the Rezoning and Variance Application (Hereafter Referred to as The Application) to Allow Construction of an 8-Unit Apartment Building at 336 Charlotte Street, Fredericton.

My name is Hon Po Wong. My wife and I are the joint owners of the property at 326 Charlotte Street, an immediate neighbour to the 336 property. We bought our house in November 1981 and have been living in it ever since. My wife and I are over 70 years old and are retired, and we plan to live in our current house, God willing, until our last breath.

Development Philosophy at the Planning Advisory Committee.

Before I elaborate on my reasons to oppose **The Application**, it is useful to examine the philosophy or guiding principles at the Planning Advisory Committee.

Both Fredericton and Canada have experienced record-breaking population growth over the last ten years, largely driven by international migration and, in Fredericton's case, significant interprovincial movement. Over the last 10 years, Fredericton's population has grown from 59,346 in 2015 to an estimated 78,200 by early 2026, representing an annual increase of 2.8%, and this compares with a historical increase rate of less than 1%. Such rapid population growth has created an urgent need for more housing. In response, the City of Fredericton has devised a two-prong strategy to stimulate housing development in the city, namely (i) the Corridor Development and (ii) Town Plat Development plans. The Corridor Development specifically targets increased housing density along key corridors like Smythe, York, Dundonald, and Beaverbrook streets. The plan focuses on high-density residential development, such as apartments and stacked townhouses along such corridors.

Obviously, Charlotte Street, not being one of the corridors, is outside of the Corridor Development plan. The Fredericton Town Plat refers to the historic residential area in downtown Fredericton, characterized by its grid-like street patterns and significant architectural heritage. In fact, one of the major reasons my wife and I chose to live and bought my house at 326 Charlotte Street in 1981, despite the 21% mortgage rate, was the significant architectural heritage of the downtown area. At that time, Charlotte Street, and indeed almost every downtown street, was covered by a grand, lush, interconnected canopy

of stately elm trees, making the Town Plat rustically beautiful and appealing. Fredericton's nickname, the "City of Stately Elms," was well deserved.

To protect and maintain the Town Plat's "unique charm" while also simultaneously addressing the need to increase housing, the City of Fredericton has implemented a "***Gentle Density***" approach by amending its zoning bylaws to allow for more residential units in existing neighbourhoods. Under this Gentle Density approach, zoning bylaws have been enacted in 2025 to increase housing density, generally allowing up to four units on many residential lots, often via secondary dwelling units (SDUs) like basement suites, backyard garden suites, or additions, rather than encouraging the demolition of existing homes to make way for larger, high-rise apartment blocks.

The Application Should be Denied.

The Application should be denied because it is not consistent with Gentle Density and incremental philosophy espoused by the Planning Advisory Committee. Specifically, **The Application** involves the tearing down of the existing building and requests approval of the following three variances:

- (a) frontage variance of 13.4 metres,
- (b) area variance of 359 m², and
- (c) height variance of 2.18 metres,
- (d) landscaping variance from 45m²/unit to 24.6m²/unit, a 45% deviation.

The area variance of 359 m² represents a 49.9% deviation from the standard 720 m² required for an 8-unit apartment building in the TP-4 Zone. In my opinion, a deviation of 49.9% is significant and a major departure from the Gentle Density and incremental approach espoused by the Planning Advisory Committee.

As for the height variance, it must be borne in mind that all the buildings along the southern side of the 300 block of Charlotte Street are 2-storeys high and almost of uniform height. A 2.18 metres height variance would make the proposed building, if not an eye sore, then certainly incongruous with all other buildings along the block.

The frontage of the 336 Charlotte lot is about 125 feet. A frontage of 13.4 metres (about 44 feet) variance represents a 35% deviation, a significant departure from the Gentle Density and incremental approach.

City of Fredericton has suffered a devastating loss in the number of elm trees; the Planning Advisory Committee should not let our urban landscape deteriorate further by loosening its landscaping standards. A 45% variance is a material deviation from the standard.

Other Considerations.

As noted above, both Fredericton and Canada have experienced record-breaking population growth over the last ten years, largely driven by international migration and, in Fredericton's case, significant interprovincial movement. It appears the rate of population increase will abate significantly. According to Statistics Canada and federal Immigration Level Plans, the following population growth trends for Canada are expected:

- **2025–2026: Negative Growth.** The population is projected to slightly **decline by 0.2%** in both 2025 and 2026 as the number of non-permanent residents decreases,
- **2027: Return to Growth.** Growth is expected to resume at a rate of **0.8%** starting in 2027, in line with historical growth rate,
- **2030 Projected Population:** Canada's population is estimated to reach approximately **42.5 million** by mid-2030, representing an increase rate of 1.0% from 41.7 million in 2025, in line with historical growth trend.

As the population pressure abates, housing pressure should abate accordingly, and this is reflected in current rental market conditions. According to the latest Canada Mortgage and Housing Corporation (CMHC) data, the overall rental housing vacancy rate is 2.5%, and for 2-bedroom apartment the rate is 2.9%. Either the 2.5% or 2.9% vacancy rate represents a significant “loosening” of the rental market compared to the record-low 0.9% seen in 2024. Indeed, the 2.9% vacancy rate for 2-bedroom apartment is close to the 3% rate for a “healthy” balanced rental market. Given such lessening pressure, it is especially important for the Planning Advisory Committee to adhere to the “Gentle Density” approach to protect and maintain the Town Plat’s “unique charm” by disallowing the tearing down of existing buildings to make way for large (more than 4 units) apartment buildings, and allowing up to 3 SDUs added to the existing building.

Location of the Oak Tree Is Within My Property Line, Not 336 Charlotte’s.

The Charlotte Street (North) Elevations diagram shows the location of the oak tree within the property line of 336 Charlotte Street. It may not be accurate. I planted the tree shortly after I bought my house at 326 Charlotte Street. The tree is within my property; the diagram should therefore be corrected accordingly.

Respectfully Submitted

HON PO WONG &
SUK CHUN WONG

- (1) The Application is for the teardown of the existing property at 336 Charlotte Street and building a new 8-Unit apartment building.

The City of Fredericton has approved a major, long-term (20–30 year) growth strategy and South Core plan to double the population of its downtown area, specifically targeting increased density along key corridors like Smythe, York, Regent, Dundonald, and Beaverbrook streets. The plan focuses on high-density residential development, such as apartments and stacked townhouses along such corridors.

Charlotte Street is not one such key corridor. Fredericton’s downtown residential core is known for its grid-like street pattern and significant architectural heritage. In fact, one of the major reasons I chose to live and bought my house at 326 Charlotte Street is the significant architectural heritage of Charlotte Street, Fredericton. , which at the time once renowned as the "City of Stately Elms" for its grand, interconnected canopy of elm trees,

That’s a classic piece of local history.

Fredericton

was famously nicknamed the “**City of Stately Elms**” because of the massive, vase-shaped canopies that once created a lush, green tunnel over almost every downtown street.

Fredericton is updating its zoning bylaws in 2025 to increase housing density, generally allowing up to four units on many residential lots, often via secondary dwelling units (SDUs) like basement suites, backyard garden suites, or additions, rather than encouraging the demolition of existing homes for larger, high-rise apartment blocks.

" is Fredericton’s historic downtown residential core, known for its grid-like street pattern and significant architectural heritage.

apid **population growth**, which has created an urgent need for more housing. In response, the city has implemented a "gentle density" approach by amending its zoning bylaws to allow for more residential units in existing neighbourhoods.

Fredericton has experienced consistent and accelerating population growth over the last 10 years, with the population increasing from approximately **59,346 in 2015 to an estimated 77,500-79,000 by early 2026**. This represents a significant increase of roughly 30% over the decade.

According to Statistics Canada and federal Immigration Levels Plans, the following trends are expected:

- **2025–2026: Negative Growth.** The population is projected to slightly **decline by 0.2%** in both 2025 and 2026 as the number of non-permanent residents decreases.
- **2027: Return to Growth.** Growth is expected to resume at a rate of **0.8%** starting in 2027.
- **2030 Projected Population:** Canada's population is estimated to reach approximately **42.5 million** by mid-2030.

The City of Fredericton is implementing "gentle density" zoning changes to allow up to **four residential units** on most fully serviced residential lots without requiring a lengthy rezoning application. These amendments aim to address the city's housing shortage and fulfill commitments made to the federal government's Housing Accelerator Fund.

My wifethe suVariances help the city accommodate its rapid growth by allowing "gentle density" increases. This includes creating Secondary Dwelling Units (SDUs) like garden suites or basement apartments to address housing shortages.

- **Height:** A variance was requested for an additional **2.18 metres** in building height.

336 Charlotte Street

is currently an **8-unit apartment building** site. The lot size is approximately **361 square metres** (~3,886 square feet).

This measurement is based on a specific planning variance application:

- The developer requested a variance of **359m²** from the standard **720m²** lot size required for the TP-4 zone.
- Calculating the difference (720m² - 359m²) results in a total lot area of **361 square metres**.

Recent Development Context

The property has been the subject of recent rezoning discussions to upgrade it from **Town Plat Zone Four (TP-4)** to **Multi-Residential Zone Two (MR-2)**. Key details from the planning application include:

- **Building Type:** 8-unit apartment building.
- **Landscaping:** A variance was sought to reduce landscaped area from 45m²/unit to **24.6m²/unit**.
- **Height:** A variance was requested for an additional **2.18 metres** in building height.
-

Fredericton has experienced consistent and accelerating population growth over the last 10 years, with the population increasing from approximately **59,346 in 2015 to an estimated 77,500-79,000 by early 2026**. This represents a significant increase of roughly 30% over the decade.

Philosophy

The City of Fredericton permits zoning variances to provide flexibility when strict adherence to zoning by-laws creates unnecessary hardship for development. These variances allow for minor adjustments to standards (e.g., setbacks, height, frontage) while maintaining the general intent of the zoning, promoting, for example, increased density or housing options.

Applications are reviewed by the Planning Advisory Committee, which holds public meetings to hear from residents before voting on the variance.

- New units (like garden suites) must still comply with specific height, setback, and size limits (e.g., maximum 60% of the main unit's floor area) to preserve the character of the streetscape.

- **Growth Corridors:** Larger developments are specifically encouraged along **key corridor streets** to protect the internal character of established residential blocks.
- **Preservation:** To maintain the area's historic feel, the plan prohibits **lot consolidation** in many established residential zones, preventing massive builds that would clash with 19th-century architecture.
- **Infrastructure & Amenities:** The updates are designed to increase foot traffic for downtown businesses and are supported by the [City Centre Plan \(2015\)](#), which outlines urban design themes for sidewalks and public spaces.

Practical Resources for Residents

- **Parking Permits:** Downtown residents can apply for **Annual Resident Parking Permits** (Zones A, B, and C) through the [HotSpot Parking portal](#).
- **Ward Representation:** The Town Plat is split between **Ward 10 (West Downtown)** represented by [Cassandra LeBlanc](#) and **Ward 11 (East Downtown)** represented by Jason LeJeune.
- **Heritage Guidelines:** Any alterations to buildings within the plat must often adhere to [Heritage Planning & Conservation](#) standards to safeguard the "Celestial City" charm.

Population

- **Population Growth:** Fredericton's population grew by 14% since 2021, reaching approximately **77,500 residents**. This was driven by international immigration and inter-provincial migration, particularly from larger Canadian cities during the pandemic.

2030 Projected Population: Canada's population is estimated to reach approximately **42.5 million** by mid-2030.

Gentle Density Focus

Fredericton is updating its zoning bylaws in 2025 to increase housing density, generally allowing up to four units on many residential lots, often via [secondary dwelling units \(SDUs\)](#)

like basement suites, backyard garden suites, or additions, rather than encouraging the demolition of existing homes for larger, high-rise apartment blocks.

Key Aspects of the 2025 Zoning Changes:

- **Gentle Density Focus:** The city is focusing on adding units to existing homes (e.g., backyard suites or additions) to preserve neighborhood character, rather than allowing large apartment buildings in low-density areas.
- **4-Unit Maximum:** Most residential properties can have up to four units (primary residence + 3 secondary units).
- **Requirements:** Properties must meet specific, stringent requirements regarding minimum lot size and frontage.

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: Re: 336 Charlotte (Article 2.2 of Planning Advisory Committee meeting) Feb 18, 2026
Date: Sunday, February 15, 2026 5:40:44 PM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Dear City of Fredericton Planning Advisory Committee,

This letter is in response to the upcoming planning advisory meeting on Wednesday, February 18th, in reference to Article 2.2 submitted by "Brad Wilcox – 336 Charlotte St. Rezoning from TP-4 to MR-2 and a 13.4m lot frontage variance to allow construction of an 8-unit apartment building".

The world we live in presents challenging times for both landlords and tenants. The proposal that was submitted aims to create opportunities for tenants to have safe, secure housing within the downtown core, while also ensuring landlords can manage the rising costs of today's economy.

This unique and hardworking team exemplifies what responsible landlords should be. They devote their own personal time and care to each of their 15 properties within the downtown core. Their commitment to heritage preservation is more than a responsibility — it is a way of life. They truly embody what it means to conserve, protect, and serve as stewards of these historic buildings now and for generations to come.

It is unfortunate that blame is being misdirected toward those trying to create safe, renewed spaces for tenants. They have taken on this property following extensive neglect by former owners and have worked diligently to pursue restoration and preservation options. The reality is that the deterioration they are addressing is the product of long-term neglect, not a matter of financial convenience.

In my opinion, after reviewing the proposal, conducting a site visit of the subject property, and considering the surrounding neighbouring homes, the proposed change is very much in keeping with the architectural character of the area. Examples: 346-352 Charlotte Street (next door), 354 Charlotte and even "The 4 Sisters" have similar architectural similarities like the pitch of their rooves.

As an owner of three properties within the downtown core — two of which hold Heritage

designation — I understand firsthand the importance of preservation and the deep care that those honoured to be stewards of these properties invest in them.

At the same time, we must recognize that Fredericton is the capital city of New Brunswick, and, as such, it must continue to evolve in a thoughtful and responsible way. Unfortunately, this particular property has experienced severe and prolonged neglect, despite its historic designation.

The building does not currently have interpretive elements such as a plaque or other recognition of its historical significance, and it is important to acknowledge that not every structure can be preserved in its original condition indefinitely. In some cases, carefully considered change is necessary to ensure safety, livability, and continued progress within our downtown core.

I, Brittany Fawcett, support and am in favour of the motion of proposal of Article 2.2 "336 Charlotte St. Rezoning from TP-4 to MR-2 and a 13.4m lot frontage variance to allow construction of an 8-unit apartment building" being passed.

Kind regards,

Brittany Fawcett - a fellow steward of historical properties

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Cc: [REDACTED]
Subject: Comments re 336 Charlotte St – Rezoning and Lot Frontage Variance Application Letter of Support
Date: Tuesday, February 17, 2026 6:10:00 PM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Good afternoon. Please find below our comments regarding the above-noted application, submitted for consideration at the PAC's February 18 meeting.

To the Planning Advisory Committee:

We are writing in support of the application to rezone 336 Charlotte Street from TP-4 to MR-2, along with the requested lot frontage variance, to allow for an 8-unit apartment building.

For context, we live on the same block, in a historic home we bought and restored in the late 2000s. That experience has given us a very practical understanding of what it takes to maintain an older property, financially and otherwise. We value heritage deeply, and were drawn to Fredericton because of its downtown, but we also know that preservation of such properties is not always realistic. When a building has deteriorated beyond repair and does not have significant heritage value, it is reasonable to consider other uses that benefit the neighbourhood.

The existing house at 336 Charlotte St. is, unfortunately, one of those cases. Fortunately, Mr. Wilcox has presented a viable option to replace it. The application materials show that he has put significant effort into designing a building that fits the context of the area, and he has been open to discussion with nearby residents. While it does not replicate a historic building, it does reflect many of the architectural elements found in nearby older homes. It also retains significant green space and trees. The building is, admittedly, taller than its immediate neighbours, but not so tall that it looms above them.

We understand and appreciate the desire to preserve Fredericton's streetscapes and, in the past, have spoken against developments we did not support. In this case, however, it is important to note that the surrounding block is already a mix of newer construction and historic homes, some of which have been heavily altered. This is not a proposal to radically alter a heritage streetscape, build an ultra-modern design, or introduce commercial activity - all things that have drawn opposition in other applications. Rather, it seems to be a reasonable and measured evolution of a downtown residential lot.

After reviewing the proposal and speaking with Mr. Wilcox, we are reassured that he understands and respects the character of the neighbourhood and historic homes in general. His previous projects show a genuine appreciation for such buildings, and he has approached this project with care. This is not speculative development or an out-of-province “investor” looking to level a block and throw up bland condos - it is a local member of our community trying to add well-designed, much-needed housing.

We would also like to address a few of the concerns that others have raised about the project:

1. Heritage

As noted above, Fredericton’s built heritage matters, but it is not feasible to preserve every aging structure regardless of condition. When a building lacks significant heritage value and has reached the point where restoration is no longer possible, replacing it with a well-designed, context-appropriate building is a sensible outcome. While we lament the loss of old structures, forbidding the demolition of old homes and/or forcing developers to renovate or build modern mimics is not the answer.

2. Burden on private owners

Maintaining older homes - especially if one tries to maintain historical accuracy - requires significant resources, and private owners shoulder that responsibility alone. It is great that people are prepared to defend Fredericton’s built heritage, but the cold reality is that owners must fund such projects themselves and there are limits to what most people can afford, no matter how much they might actually want to do. To the best of our knowledge, no one is offering to foot the bill to preserve private properties. Properly renovating a heritage home can easily match or exceed the cost of a new build. That, along with the difficulty in finding tradespeople interested in such projects, makes such projects very difficult the average owner. Given these constraints we must, again, keep in mind what is reasonable.

3. Housing need

Last, and possibly most important, Fredericton is facing a serious housing shortage. Small, multi-unit buildings like this one provide exactly the kind of “missing middle” housing the city needs - modern, energy-efficient, centrally located, and suitable for a range of people, from students, to single adults, to young families, to down-sizing seniors. Not everyone wants or can afford a single-family home, particularly in the downtown. In our view, this development provides a thoughtful alternative and should be a welcome addition to the area. Mr. Wilcox should be commended, in particular, for his commitment to including larger units and two that will be specifically designated as affordable.

In short, this proposal meets a clear community need while respecting the character of the neighbourhood. We need to encourage more developments like this, and to support local

people, like Mr. Wilcox, through reasonable flexibility in zoning and design expectations.

We thank you for your consideration and encourage the Committee to approve the rezoning and variance application.

Sincerely,

Jennifer Petryshen and Victor Petryshen

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: 336 Charlotte Street
Date: Wednesday, February 18, 2026 8:38:54 AM

External email: Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.

Planning Advisory Committee,

Good morning,

I am writing in response to the development proposal for 336 Charlotte Street.

I own the properties directly behind this site, located at 335/337 and 345 Saunders Street. These properties have been in my family since 1950, and I currently live there with my children. I am concerned about the proposed height and overall scale of this development, which would significantly impact our privacy and enjoyment of our home.

The existing zoning regulations are in place to protect and preserve the character of the neighborhood. The surrounding properties on this block are no more than two and a half storeys, and the proposed development would be inconsistent with the established scale of the area.

While I am not opposed to development on this site, I do not support any request for variances. Any development should conform to the current zoning requirements.

Thank you for your consideration.

Sincerely,
Alex Hickey

[REDACTED]



PLANNING REPORT

PAC – February 18, 2026
File No.: S-3-2026 P.R. No. 10/26

To: Planning Advisory Committee
From: Mei Jiang, Planner
Proposal: Tentative Plan of Subdivision to add land to the Public Right-of-Way
Assent of Council is required.
Property: 22 Eatman Avenue (PID 01558584)

OWNERS: D&L Property Management
22 Eatman Avenue
Fredericton, NB
E3B 7G6

APPLICANT: City of Fredericton (c/o Ryan Seymour)
397 Queen St
Fredericton, NB
E3B 1B5

SITE INFORMATION:

Location: Corner of Pleasant Avenue and Eatman Avenue
Context: Low density residential neighbourhood
Ward No: 6
Municipal Plan: Established Neighbourhoods
Zoning: Residential Zone One (R-1)
Existing Land Use: Single Detached Dwelling (SDD)
Previous Applications: P.R. 77/25

EXECUTIVE SUMMARY:

The Applicant is applying for a tentative plan of subdivision to add 8 m² of land to the public right-of-way to rectify an encroachment of the public street at the corner of Eatman Ave and Pleasant Avenue. In 2025, Council approved a tentative plan of subdivision for the subject property to create 3 new Residential Zone One (R-1) lots. The respective planning report (PR 77/25) identified an encroachment of the road onto the subject property, which would be formalized with this present application. The proposed subdivision adds the necessary land to the public right-of-way and the remnant lot complies with the minimum lot requirements of the R-1 zone. Staff support the application, subject to terms and conditions. Assent of Council is required.

APPLICATION:

Ryan Seymour, on behalf of the City of Fredericton, has made application for a tentative plan of subdivision to add land 8 m² to the public right-of-way as it relates to property at 22 Eatman Ave.

PLANNING COMMENTS:

Background:

- In September 2025, Council approved a tentative plan of subdivision to create three new R-1 lots (see Map III). Planning Report No. 77/25 identified an encroachment at the corner of Eatman and Pleasant Avenue. Therefore, term and condition D was added, for the applicant to negotiate with the City for the transfer of a 4-metre x 4-metre triangle at the southeast corner of the development property to be added to the right-of-way.
- As part of the application, PAC granted a 0.28 metre lot frontage variance for the remnant lot, to accommodate the distance between buildings and private service easement.

Proposal:

- The Applicant is proposing a tentative plan of subdivision on the property at 22 Eatman Avenue, to add 8m² of land to the public right-of-way, as shown on Map II. This application would rectify the encroachment of the public street onto the subject property.

Discussion:

- The proposed subdivision will not result in any further deficiencies to the subject property in regard to the requirements of the Zoning By-law, therefore variances will not be required. In addition, Staff do not believe that the proposal will have any negative impacts on the surrounding properties.
- The Community Planning Act requires that the Planning Advisory Committee recommend the location of proposed streets to City Council before assent is given. Based on the above, Staff are prepared to support this application.

Engineering & Operations:

- No Engineering & Operations issues identified

RECOMMENDATION:

It is recommended that the application submitted by Ryan Seymour, on behalf of the City of Fredericton, for a tentative plan of subdivision to add land from property located at 22 Eatman Avenue to the public right-of-way, be forwarded to City Council with a recommendation that the location of the public street as shown on Map II be approved.

Additional Information

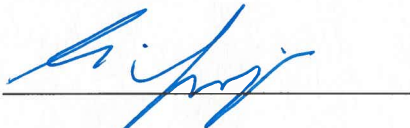
Pursuant to Section 75(1) of the Community Planning Act, the following terms and conditions will be imposed on the subdivision by the Development Officer:

- a) The final plan of subdivision be submitted substantially in accordance with Map II attached to PR 10/26 to the satisfaction of the Development Officer.
- b) The public right-of-way is to be located/designed to the satisfaction of the Director of Engineering & Operations.

It is further recommended that City Council adopt the following resolution:

BE IT RESOLVED THAT the final plan of subdivision prepared by Southwest Surveys entitled D&L Property Management Subdivision, Eatman Avenue, situated on the West Side of Eatman Avenue, City of Fredericton, County of York, Province of New Brunswick, receive the Assent of Council pursuant to Section 88(4) of the *Community Planning Act*.

Prepared by:

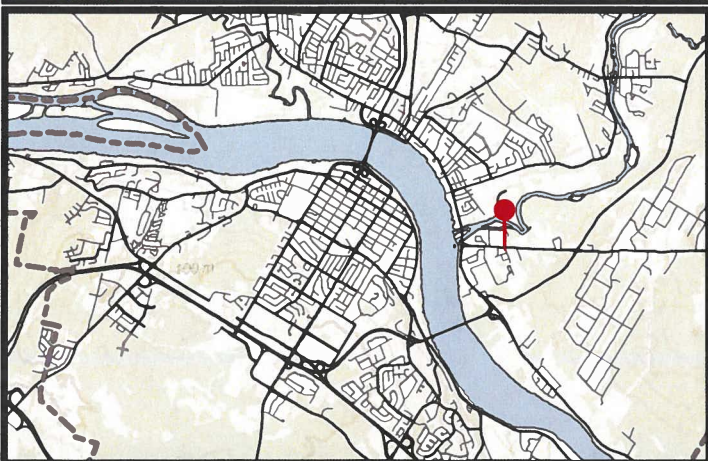
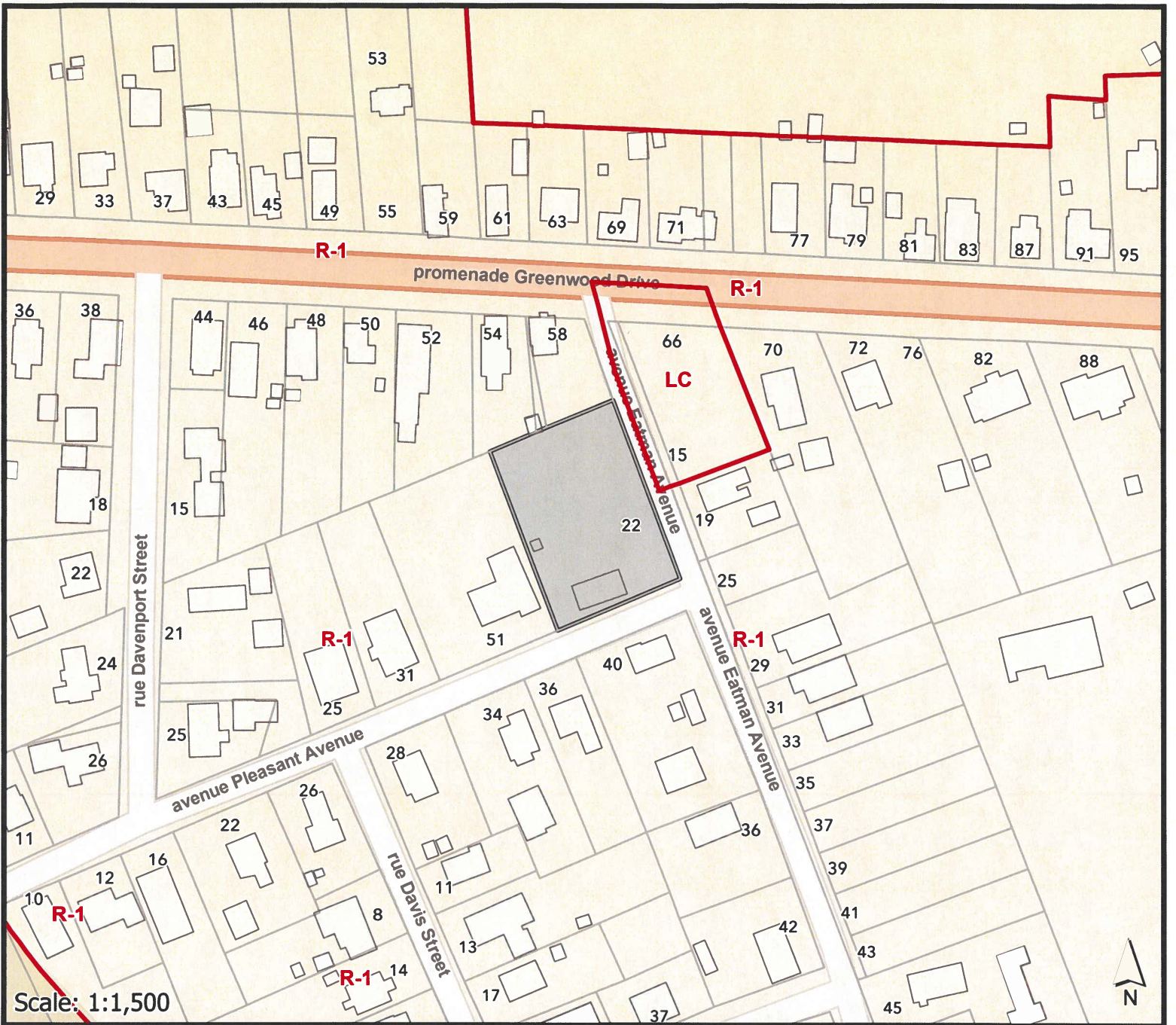


Mei Jiang
Planner, Community Planning

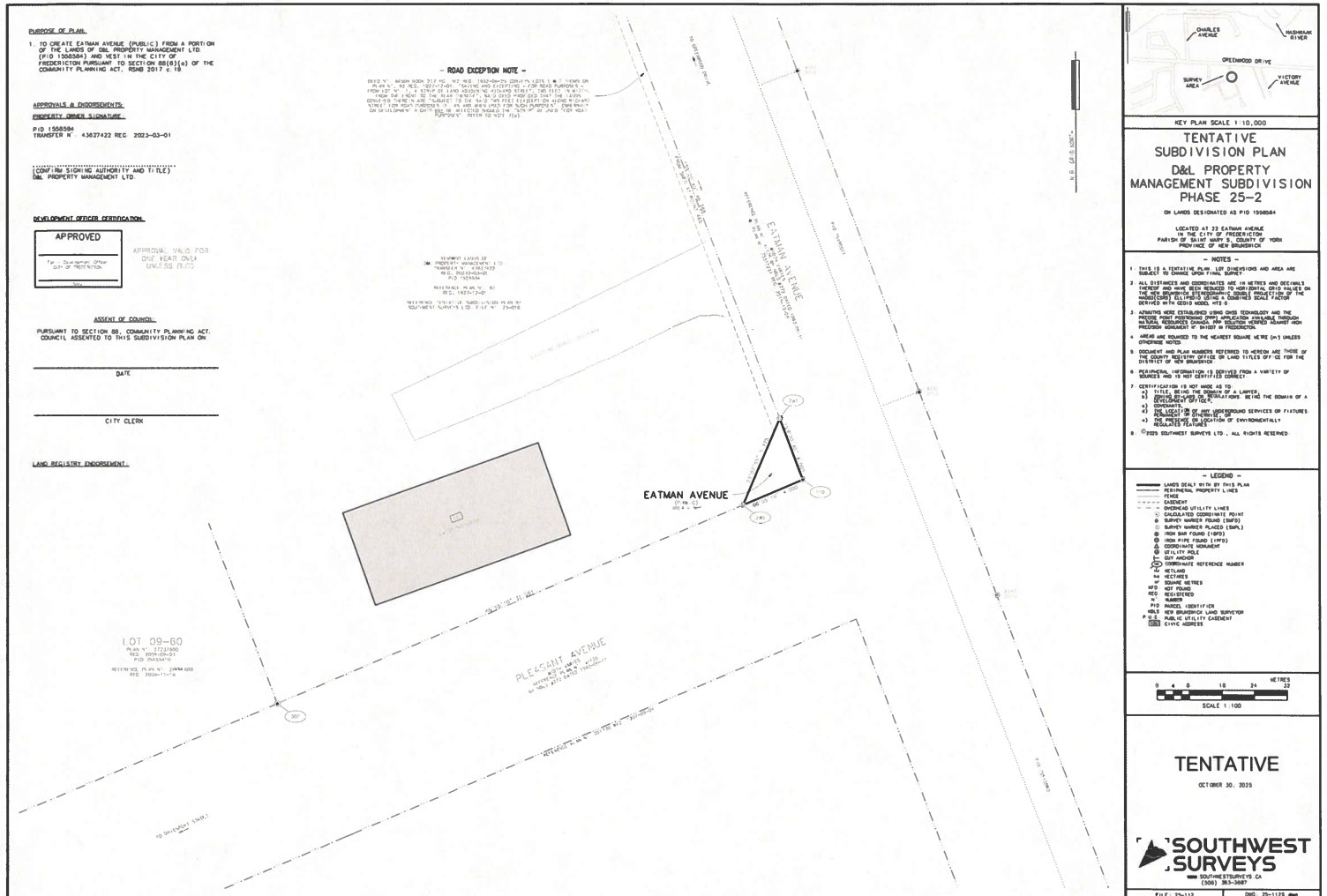
Approved by:



Marcello Battilana, RPP, MCIP
Assistant Director, Planning & Development



Subject Properties / Propriétés Visé
 Tentative plan of subdivision to add an 8 square metre parcel of land to the Eatman Ave public right of way.
 Plan provisoire de lotissement visant à ajouter une parcelle de 8 m² à l'emprise de la rue Eatman.



Tentative plan of subdivision to add an 8 square metre parcel of land to the Eatman Ave public right of way.

Plan provisoire de lotissement visant à ajouter une parcelle de 8 m² à l'emprise de la avenue Eatman.

Tentative plan of subdivision / Plan provisoire de lotissement



Community Planning
Planification urbaine

Map \ carte # II
File \ fiche: PR-10-2026
Date \ date: février \ February 18, 2026
Subject \sujet: 22 avenue Eatman Avenue
City of Fredericton
c/o Ryan Seymour

- DUBBOISE RE PLAN**
1. TO CREATE LOTS 25-1 TO 25-4 FROM THE LANDS OF DEL PROPERTY MANAGEMENT LTD. (PID 1558584).
 2. TO SHOW VARIOUS 0.500M WIDE EASEMENTS FOR FOOTING & EXITS TO BE CREATED BY DOCUMENT.
 3. TO SHOW VARIOUS 1.800M WIDE PRIVATE MAINTENANCE EASEMENTS TO BE CREATED BY DOCUMENT.

APPROVALS & ENDORSEMENTS

PROPERTY OWNER SIGNATURE
 PID 1558584
 TRANSFER N°: 43627422 REG. 2023-03-01

(CONFIRM SIGNING AUTHORITY AND FILE)

DEVELOPMENT OFFICER CERTIFICATION

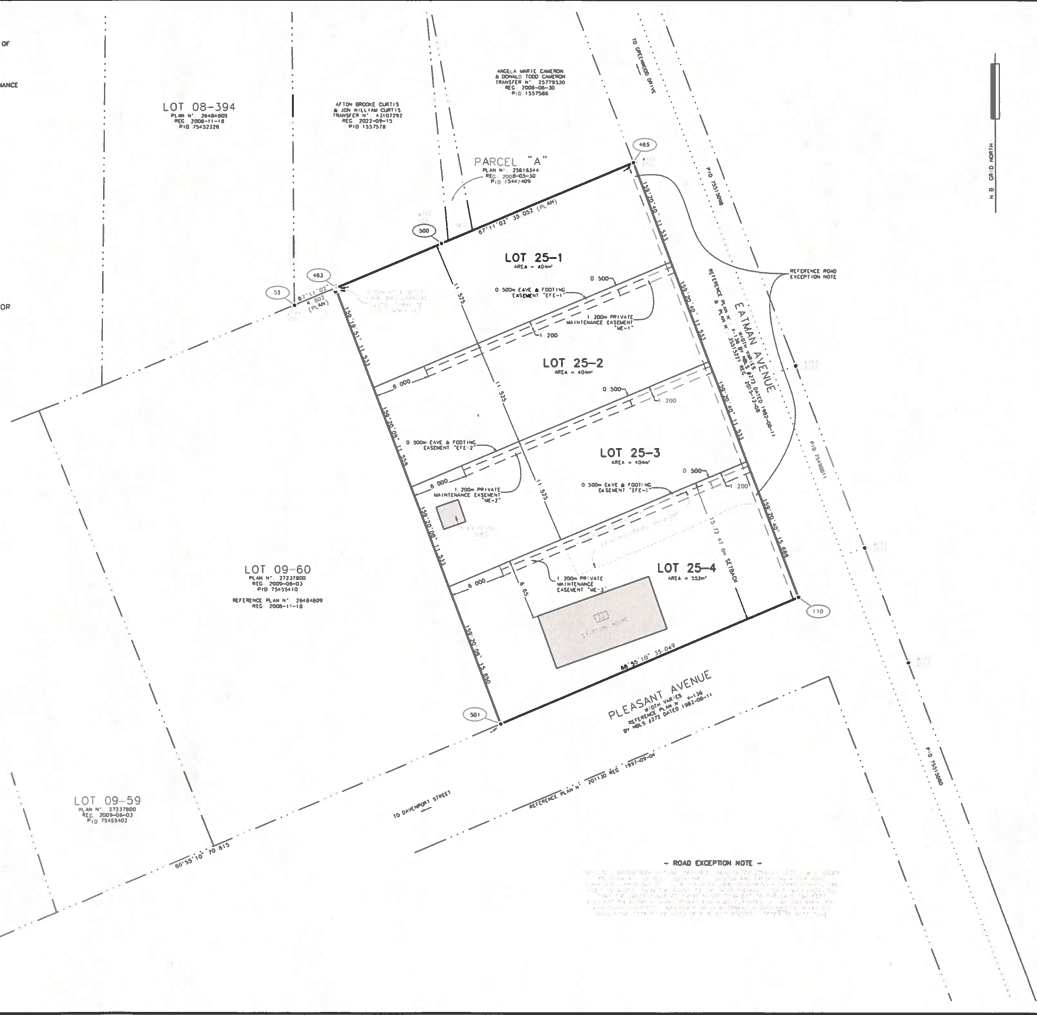
APPROVED
 For: [Signature]
 D/O: [Signature]

APPROVAL VALID FOR ONE YEAR ONLY UNLESS FILED

LAND REGISTRY ENDORSEMENT

- COURSE TABLE -

COURSE	AZIMUTH	DISTANCE
L1	87°11'09"	33.829
L2	87°11'09"	33.829
L3	87°11'09"	33.827



KEY PLAN SCALE 1:10,000

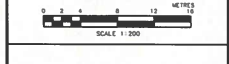
TENTATIVE SUBDIVISION PLAN
D&L PROPERTY MANAGEMENT SUBDIVISION
PHASE 25-1

ON LANDS DESIGNATED AS PID 1558584

LOCATED AT 22 EATMAN AVENUE
 IN THE CITY OF FREDERICTON
 PART OF DEL'S SUBDIVISION OF 2006
 PROVINCE OF NEW BRUNSWICK

- NOTES -**
1. THIS IS A TENTATIVE PLAN. ALL DIMENSIONS AND AREA ARE SUBJECT TO CHANGE UPON FINAL SURVEY.
 2. ALL DIMENSIONS AND COORDINATES ARE IN METRES AND DECIMALS THEREOF AND HAVE BEEN REDUCED TO MEAN SEA LEVEL. OTHER VALUES ON THIS PLAN ARE UNLESS OTHERWISE SPECIFIED.
 3. DIMENSIONS ARE GIVEN TO THE CENTRE OF THE SURVEYED POINTS UNLESS OTHERWISE SPECIFIED.
 4. AREAS ARE RELATED TO THE NEAREST SQUARE METRE (m²) UNLESS OTHERWISE NOTED.
 5. COORDINATE AND PLAN NUMBERS REFERRED TO HEREON ARE THOSE OF THE CURRENT RECEIVED BY THE DISTRICT OF LAND FILES OFFICE FOR THE DISTRICT OF NEW BRUNSWICK.
 6. DIMENSIONAL INFORMATION IS OBTAINED FROM A VARIETY OF SOURCES AND IS NOT GUARANTEED TO BE CORRECT.
 7. CERTIFICATION IS NOT MADE AS TO:
 - a) EXISTENCE OF ANY UNDISCOVERED UTILITIES;
 - b) EXISTENCE OF ANY UNDISCOVERED SERVICES OR UTILITIES;
 - c) EXISTENCE OF ANY ENVIRONMENTAL CONCERNS.

- LEGEND -**
- LANDS DEALT BY THIS PLAN
 - DEL'S ORIGINAL PROPERTY LINES
 - FENCE
 - EASEMENT
 - CALCULATED COORDINATE POINT
 - SURVEY MARKER FOUND (SMF)
 - SURVEY MARKER PLACED (SMP)
 - IRON BAR FOUND (IBF)
 - IRON PIPE FOUND (IPF)
 - COORDINATE MARKER
 - UTILITY FILE
 - S&P ARCHIVE
 - COORDINATE REFERENCE NUMBER
 - METRELAND
 - METRE TREES
 - NOT FOUND
 - NOT REQUIRED
 - NUMBER
 - PARCEL IDENTIFIER
 - NEW BRUNSWICK LAND SURVEYOR
 - PUBLIC UTILITY EASEMENT
 - CIVIC ADDRESS



TENTATIVE
 JULY 30, 2023

SOUTHWEST SURVEYS
 NEW BRUNSWICK SURVEYS CO.
 (506) 363-3663

FILE: 23-026 DWG: 23-0265.dwg

Previously Approved Subdivision Plan / Plan provisoire de lotissement approuvé auparavant



Map \ carte # III
 File \ fiche: PR-10-2026
 Date \ date: février \ February 18, 2026
 Subject \ sujet: 22 avenue Eatman Avenue
 City of Fredericton
 c/o Ryan Seymour



PLANNING REPORT

*PAC – February 18, 2026
File No.: V-3-2026 P.R. No. 7/26*

To: Planning Advisory Committee
From: Connor Adsett, Planner
Proposal: Temporary use variance to permit a cat kennel in property located at 225 Turnbull Court.
Property: **225 Turnbull Ct (PID 75527549)**

OWNER: Alex Barr
12 Sierra Dr,
Fredericton, NB E3A5K4

APPLICANT: Mariia Bezruk
225 Turnbull Ct,
Fredericton, NB E3B 4L1

SITE INFORMATION:

Location: Interior lot at the end of the Turnbull Court cul-de-sac
Context: Low-rise residential neighbourhood in a cul-de-sac, with the Fredericton bypass to the South and Multi-Residential development to the North
Ward No: 8
Municipal Plan: Established Neighbourhoods
Zoning: Residential Zone One (R-1)
Existing Land Use: Single detached dwelling (SDD)
Previous Applications: None

EXECUTIVE SUMMARY:

Mariia Bezruk has applied for a one-year temporary use variance to permit a home occupation to be operated as a cat kennel in property located at 225 Turnbull Ct.

Staff feel that a temporary use variance would be appropriate in this case given the support for the use by neighbours, the reasonable limitations which shall ensure the use remains quiet and respectful, and the applicant’s willingness to continue working with staff should concerns arise.

APPLICATION:

Mariia Bezruk has made application on property located at 225 Turnbull Ct for a temporary use variance to permit a cat kennel within the existing building.

PLANNING COMMENTS:

Proposal:

- The applicant is proposing a cat kennel, referred to by them as a “cat hotel”, as a Home Occupation in property located at 225 Turnbull Ct (see Map I & Map III).
- The property will be limited to a maximum of 10 domestic cats and will occupy a total of 28.6m² of the basement.
- The applicant’s letter of intent argues that the cat kennel does not present the same kind of concerns that other kennels would. This is because the cats are contained inside the residence, are not groomed, and the applicant will work to limit the noise impacts to neighbours.
- The applicant intends to transport all the cats to and from her property and thus the occupation should not require substantial parking or cause significant traffic. The applicant is also the only employee of the proposed occupation. Nonetheless, one parking spot is being proposed, as shown on Map II.
- The applicant also provided letters of support from adjacent neighbours which are attached to the report.
- Staff have confirmed that the SPCA does not currently require licenses for cat kennels.
- Staff would note that applicant has been very responsive and attentive in working with staff and has made it clear that her intention is to continue to be so should any issues arise with the variance.

Municipal Plan:

- Section 2.5.2(19) of the Municipal Plan states that "Council may permit home occupations in residential areas subject to regulations in the Zoning By-law to ensure:
 - a) the use is minor and secondary to the residential use;
 - b) parking, traffic, and, noise impacts are minimized;
 - c) compatibility with surrounding land uses"

- In respect to each of these:
 - a) The attached floor plan (Map IV) demonstrates that the residential use remains the primary function of the building. The residential component is a total of 232.5m² while the kennel will take up 28.6m² or 11%.
 - b) The applicant will transport the cats herself minimizing traffic, parking and noise. The cats being boarded entirely indoors will also limit noise impacts.
 - c) The applicant has worked with neighbours to limit adverse impacts and is thus compatible.

Zoning By-law:

- Home Occupations fall under section 7.3(1) of the Zoning Bylaw. The proposal conforms with every aspect of the general provisions and standards of Bylaw Z-5 7.3(1) except for Prohibited Uses.
- Staff have traditionally considered Kennels prohibited uses given the potential noise generated by animals on site as well as traffic. The applicant is seeking to address these concerns in the following ways:
 - a) The applicant is seeking to limit noise by; restricting the occupation to the basement, not providing outside enclosures, limiting the types of animal boarded to cats, limiting the number of cats to ten, and further soundproofing the room.
 - b) The applicant will limit traffic by; being the only employee of the occupation, providing pick-up and drop-off services for the cats, and providing the required parking spaces (Map II)
- The temporary nature of the variance will allow both staff and the applicant to test the use before a more permanent application can be considered. The applicant has been very responsive to staff and neighbors and has expressed their willingness to continue working collaboratively should any concerns arise during the trial period.

Engineering & Operations

- Engineering & Operations have no comments

In summary, staff feel that a temporary use variance would be appropriate in this case given the support for the use by neighbours, the reasonable limitations which shall ensure the use remains quiet and respectful, and the applicant's willingness to continue working with staff should concerns arise.

RECOMMENDATION:

Therefore, it is recommended that the application submitted by Mariia Bezruk on property located at 225 Turnbull Court for a temporary use variance to permit a home occupation to be operated as a cat kennel within the existing building, be approved subject to the following terms and conditions:

- a) The site be developed generally in accordance with Map IV attached to P.R. 7/26 to the satisfaction of the Development Officer;
- b) The cat kennel be limited to a maximum of 10 cats being boarded at any given time;
- c) The kennels be fully contained within the basement of the dwelling and no kennels or storage associated with the cat kennel occur outside the dwelling;
- d) No animals other than cats be boarded at this location; and,
- e) That the temporary use expires on 18 February 2027.

Prepared by:

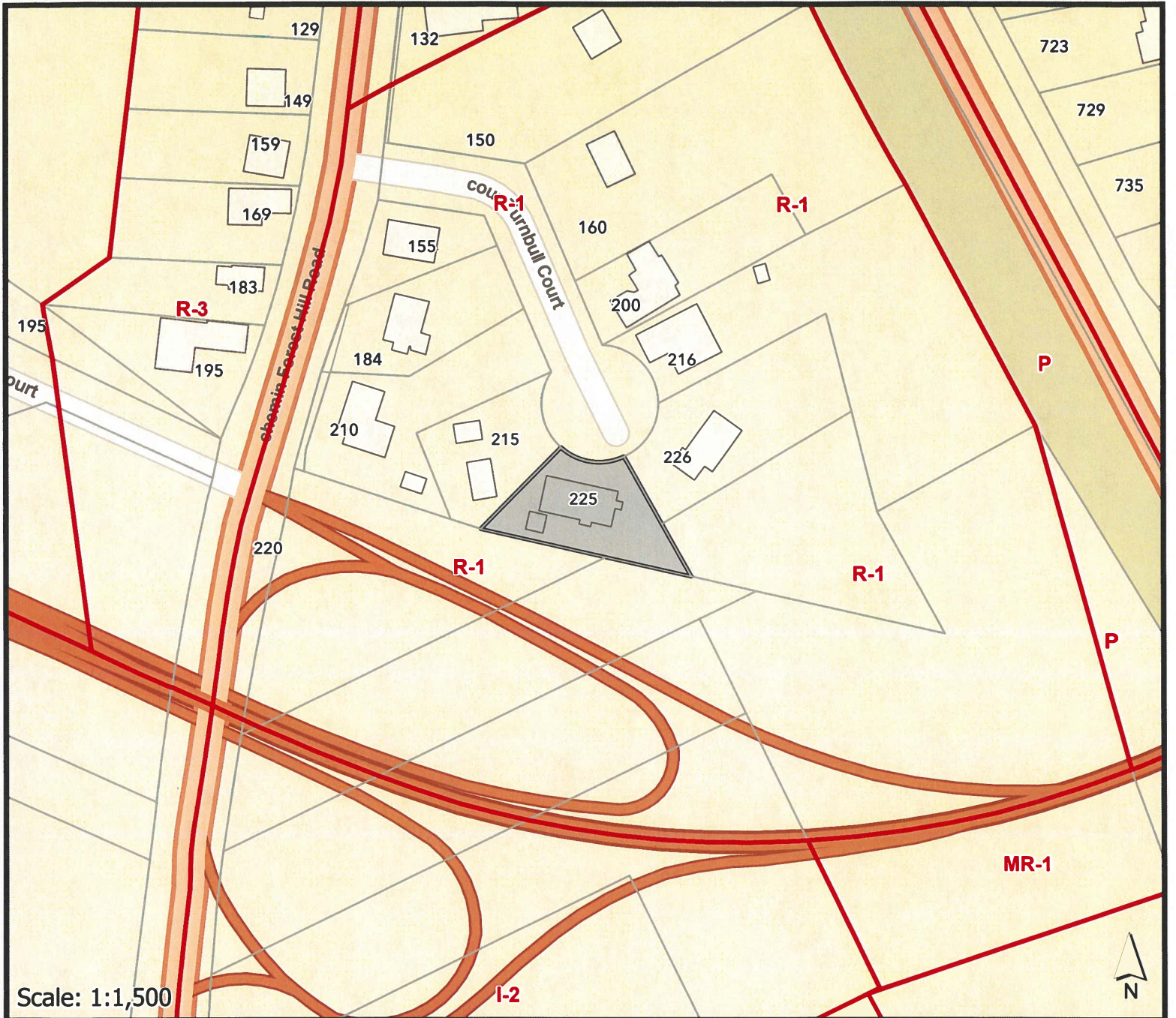


Connor Adsett
Planner, Community Planning

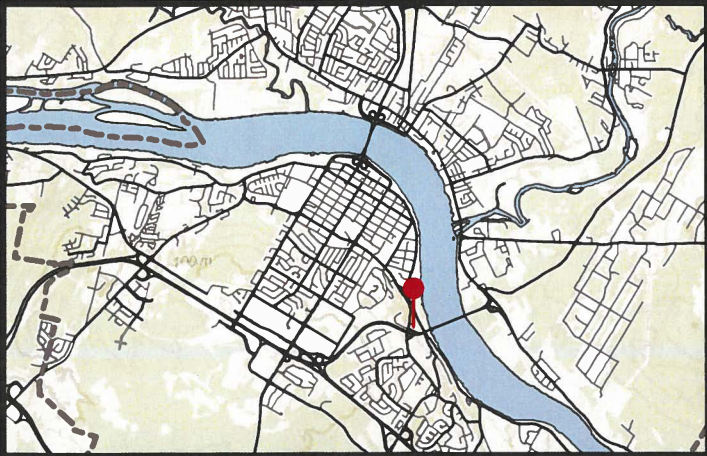
Approved by:




Marcello Battilana, RPP, MCIP
Assistant Director, Planning & Development



Scale: 1:1,500



 Subject Properties / Propriétés Visées

Temporary use variance to permit a cat kennel in property located at 225 Turnbull Court.

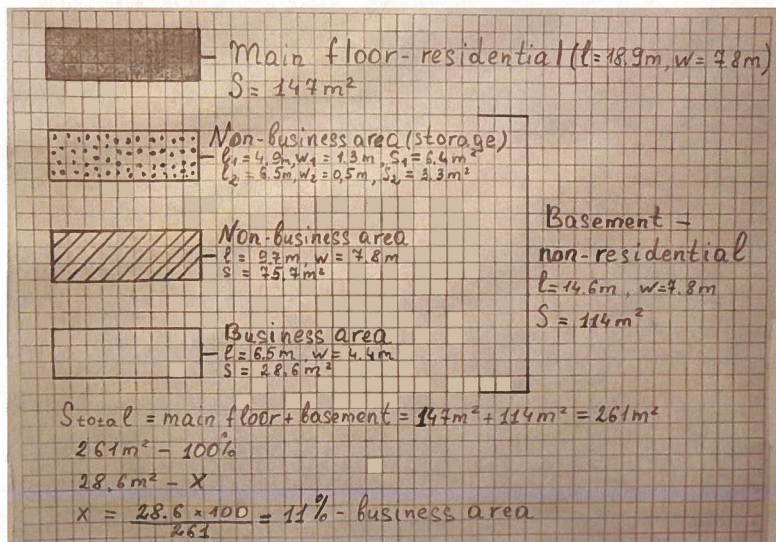
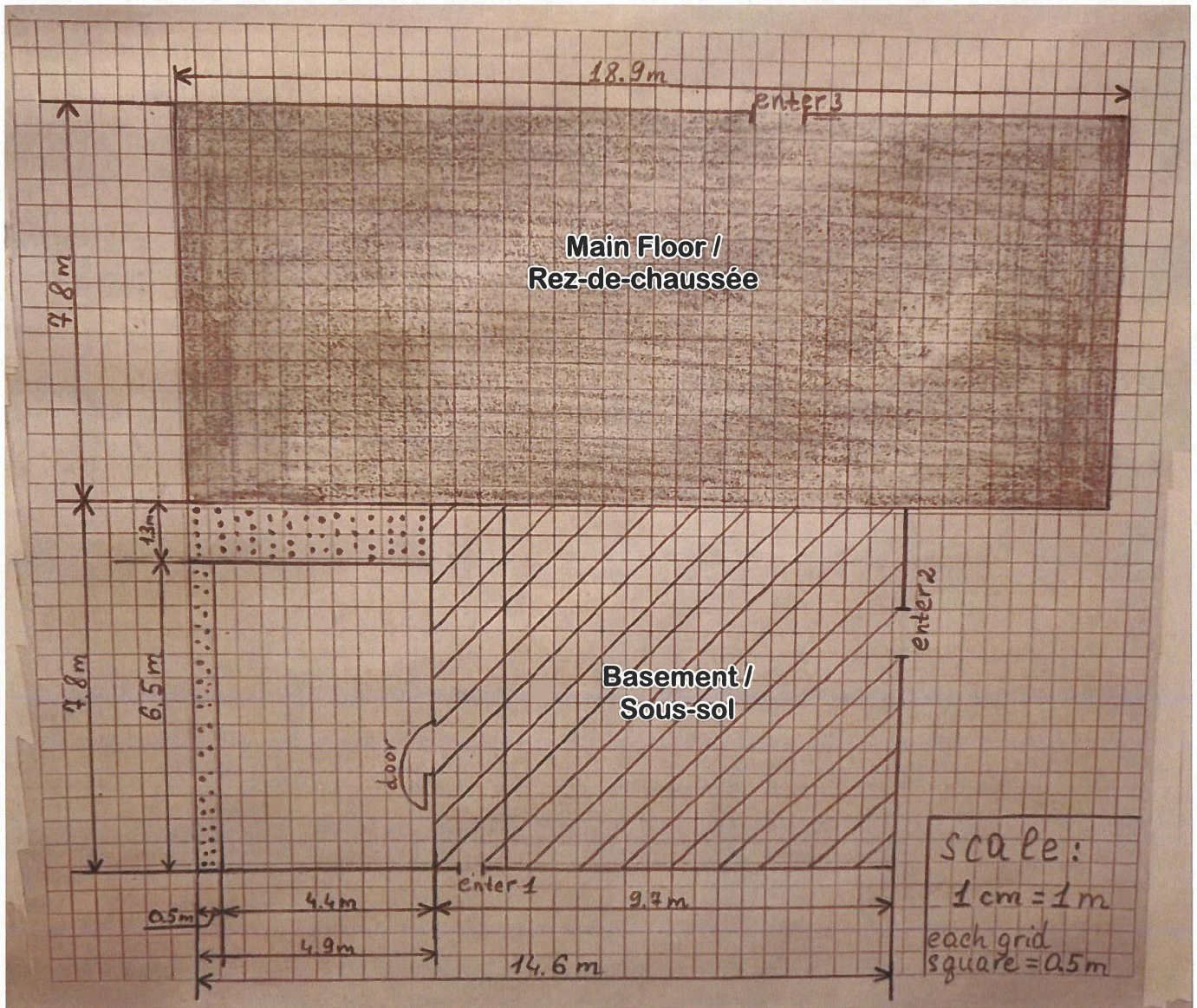
Dérogation d'usage temporaire pour permettre un chenil pour chats sur la propriété située au 225, court Turnbull.



Site Plan / Plan du Site



Existing Elevation / Élévation existant



Floor Plans / Plans d'étage

Dear Neighbour,

We are planning to offer small-animal boarding services at 225 Turnbull Court. The service will involve only small animals such as cats. There will be no dogs, no outdoor enclosures, no grooming services, and no activities that generate noise, odor, or traffic. The number of animals will remain very small and manageable. All animals will remain indoors at all times, and their transport will be handled solely by the business operator. No clients will visit the premises under normal circumstances, and therefore traffic and neighbourhood peace will not be affected.

Please indicate your response below:

1. Do you have any objections to small-animal boarding at this address?

No, I have no objections

Yes, I object (please specify reason): _____

2. Do you anticipate any disturbance or inconvenience from this activity?

No, I do not anticipate any disturbance

Minimal inconvenience may occur

Yes, I anticipate inconvenience (please specify):

3. Do you have any additional comments or concerns?
None

4. Are you okay with your signed letter being attached to the report and becoming part of the public record?

Yes No

5. If your letter is included in the report, would you like your name and/or signature to be blacked out?

Yes No

Neighbour Information:

Address: _____

Name / Initials: *Adam Stevenson*

Signature: _____

Date: *Feb 2/2026*

Dear Neighbour,

We are planning to offer small-animal boarding services at 225 Turnbull Court. The service will involve only small animals such as cats. There will be no dogs, no outdoor enclosures, no grooming services, and no activities that generate noise, odor, or traffic. The number of animals will remain very small and manageable. All animals will remain indoors at all times, and their transport will be handled solely by the business operator. No clients will visit the premises under normal circumstances, and therefore traffic and neighbourhood peace will not be affected.

Please indicate your response below:

1. Do you have any objections to small-animal boarding at this address?

No, I have no objections

Yes, I object (please specify reason): _____

2. Do you anticipate any disturbance or inconvenience from this activity?

No, I do not anticipate any disturbance

Minimal inconvenience may occur

Yes, I anticipate inconvenience (please specify):

3. Do you have any additional comments or concerns?

4. Are you okay with your signed letter being attached to the report and becoming part of the public record?

Yes No

5. If your letter is included in the report, would you like your name and/or signature to be blacked out?

Yes No

Neighbour Information:

Address: _____

Name / Initials: THO

Signature: _____

Date: Feb 2 / 2026

Dear Neighbour,

We are planning to offer small-animal boarding services at 225 Turnbull Court. The service will involve only small animals such as cats. There will be no dogs, no outdoor enclosures, no grooming services, and no activities that generate noise, odor, or traffic. The number of animals will remain very small and manageable. All animals will remain indoors at all times, and their transport will be handled solely by the business operator. No clients will visit the premises under normal circumstances, and therefore traffic and neighbourhood peace will not be affected.

Please indicate your response below:

1. Do you have any objections to small-animal boarding at this address?

No, I have no objections

Yes, I object (please specify reason): _____

2. Do you anticipate any disturbance or inconvenience from this activity?

No, I do not anticipate any disturbance

Minimal inconvenience may occur

Yes, I anticipate inconvenience (please specify):

3. Do you have any additional comments or concerns?

none

4. Are you okay with your signed letter being attached to the report and becoming part of the public record?

Yes No

5. If your letter is included in the report, would you like your name and/or signature to be blacked out?

Yes No

Neighbour Information:

Address: _____

Name / Initials: *Carrie Lenentine*

Signature: _____

Date: *Feb 2 2026*

Dear Neighbour,

We are planning to offer small-animal boarding services at 225 Turnbull Court. The service will involve only small animals such as cats. There will be no dogs, no outdoor enclosures, no grooming services, and no activities that generate noise, odor, or traffic. The number of animals will remain very small and manageable. All animals will remain indoors at all times, and their transport will be handled solely by the business operator. No clients will visit the premises under normal circumstances, and therefore traffic and neighbourhood peace will not be affected.

Please indicate your response below:

1. Do you have any objections to small-animal boarding at this address?

No, I have no objections

Yes, I object (please specify reason): _____

2. Do you anticipate any disturbance or inconvenience from this activity?

No, I do not anticipate any disturbance

Minimal inconvenience may occur

Yes, I anticipate inconvenience (please specify):

3. Do you have any additional comments or concerns?

4. Are you okay with your signed letter being attached to the report and becoming part of the public record?

Yes No

5. If your letter is included in the report, would you like your name and/or signature to be blacked out?

Yes No

Neighbour Information:

Address: _____

Name / Initials: _____

Signature _____

Date: _____

Feb 5th 2026

Dear Neighbour,

We are planning to offer small-animal boarding services at 225 Turnbull Court. The service will involve only small animals such as cats. There will be no dogs, no outdoor enclosures, no grooming services, and no activities that generate noise, odor, or traffic. The number of animals will remain very small and manageable. All animals will remain indoors at all times, and their transport will be handled solely by the business operator. No clients will visit the premises under normal circumstances, and therefore traffic and neighbourhood peace will not be affected.

Please indicate your response below:

1. Do you have any objections to small-animal boarding at this address?

No, I have no objections

Yes, I object (please specify reason): _____

2. Do you anticipate any disturbance or inconvenience from this activity?

No, I do not anticipate any disturbance

Minimal inconvenience may occur

Yes, I anticipate inconvenience (please specify):

3. Do you have any additional comments or concerns?
NO

4. Are you okay with your signed letter being attached to the report and becoming part of the public record?

Yes No

5. If your letter is included in the report, would you like your name and/or signature to be blacked out?

Yes No

Neighbour Information:

Address: _____

Name / Initials: (P) PAUL SPARLING

Signature: _____

Date: Feb 5 / 2026



PLANNING REPORT

*PAC – February 18, 2026
File No.: V-5-2026 P.R. No. 11/26*

To: Planning Advisory Committee
From: Connor Adsett, Planner
Proposal: Similar Non-Conforming Use Variance to permit a medical practice use within the existing building.
Property: **569 Woodstock Rd (PID 01438118)**

OWNER: Bryden Brothers Limited
569 Woodstock Rd
Fredericton, NB, E3B 2J2

APPLICANT: Nicole Brigham
133 Atkinson Lane,
New Maryland NB, E3C 1J7

SITE INFORMATION:

Location: Interior lot on Woodstock Road
Context: Low-rise residential neighbourhood on a major arterial with a cemetery to the west and Pine Grove Nursing Home to the east
Ward No: 12
Municipal Plan: Parks & Open Space
Zoning: Environmental and Open Space Zone (EOS)
Existing Land Use: Former flower shop
Previous Applications: P.R. 89/25

EXECUTIVE SUMMARY:

The subject property contains a small commercial building that was constructed in the late 1950s. The existing commercial use of the building is considered legal non-conforming, given that under Zoning Bylaw Z-450 (1971) the property was zoned “greenspace”. Therefore, any proposed new uses, which are similar in nature, require a similar non-conforming use variance.

The applicant’s intention is to operate a chiropractic clinic within a portion of the building. Given the legal non-conforming status of the property, the site’s long commercial history, no proposed

changes or expansions, and the combined uses remaining a similar size, scale, and impact to the previous flower shop, staff support this application, subject to terms and conditions.

APPLICATION:

Nicole Brigham has made application on property located at 569 Woodstock Road for a similar non-conforming use variance to permit a medical practice use within the existing building.

PLANNING COMMENTS:

Background:

- The subject property (see Map I) contains a small commercial building that was constructed in the late 1950s prior to the adoption of Zoning Bylaw 450 in 1971 (see Map II). Under Z-450, the subject property was zoned Greenspace given the significant grade and wetland abutting to the north, and subsequent Zoning By-laws have retained a similar classification. The subject property is currently designated Environment and Open Space. As a result, the existing commercial use of the building is considered legal non-conforming, any proposed new uses, which are similar in nature, require a similar non-conforming use variance.
- On November 19th, 2025, the Planning Advisory Committee gave approval to a similar non-conforming use variance to permit an office use, subject to terms and conditions, within the existing building (PR 89/25). The previous applicant has since decided not to proceed with the use outlined in the application.

Proposal:

- The subject property is zoned Environmental and Open Space (EOS) Zone and is located in a low-rise residential neighbourhood on a major arterial road with a cemetery to the west and Pine Grove Nursing Home to the east. Previous to this application, Trites Flower Shop operated out of this building as a non-conforming use but ceased operations on June 30, 2025.
- The Applicant is proposing to use the front half of the existing building as a chiropractor office, and the back half of the building for an interior design company. As shown on Map IV, the chiropractor's office would take up 95 m², and would employ one practitioner and one receptionist. The interior design office would take up 60 m², and it would have three employees with clients expected to visit 1-3 times a week.
- The Applicant has noted that no major changes are proposed for the exterior of the building. Signage will be changed (requiring a separate sign permit application), the trim may be painted, landscaping may be updated, and an access ramp may be required.
- No substantive changes to the existing parking area are proposed and there is adequate parking for both the proposed office use and the medical practice.

Municipal Plan:

- The subject property is designated Parks and Open Space in the Municipal Plan. The Parks and Open Space designation permits limited complementary commercial uses that serve a permitted use. Further, subsection 4.1(7) of the Municipal Plan speaks to recognizing legal non-conforming uses:

4.1(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 nonconforming developments where significant investment has been made.

Given the previous commercial use existed prior to the Municipal Plan, the use is recognized as legal non-conforming. Given that the non-conforming use has existed for a substantial period and no major changes are previewed for the exterior of the building this application meets the intent of the Municipal Plan.

Zoning By-law:

- With no enlargement or additions to the existing building, the main zoning standard to be considered is vehicle parking for the addition of a medical practice use. As per subsection 5.2(12) (e)Table(ii) 60m² of office usage would require 2 parking spaces. In addition to these spaces as per subsection 5.2(12) (e)Table(ii) 5 spaces are required per practitioner for the medical practice. Therefore, a total of seven spaces are required, whereas 11 spaces are existing (see Map II) Additionally, the applicant has noted that the appointment-based format of the interior design use should ensure minimal daily traffic to the premises.
- The previous retail use (flower shop) was non-conforming which falls under Zoning Bylaw Z-5 subsection 4.1(6). This section states that:

(a) Where a zoning by-law makes a property non-conforming, the provisions of Section 60 of the Community Planning Act will apply.

(b) The provisions of this section shall not exempt the owner of a non-conforming use from the obligation for proper maintenance and minimum occupancy standards of such use.

Section 60 (4) of the *Community Planning Act*, noted above, outlines that "With the consent of the advisory committee or regional service commission, as the case may be, a non-conforming use may be changed to a similar non-conforming use". The application conforms with the other provisions of Section 60.

- The other component to consider in a similar non-conforming use variance is the size scale, and impact of the proposed medical practice use in comparison to the previous flower shop use. As the proposed medical practice would have 2 staff members and be appointment based, as opposed to the walk-in format of the retail use, it is anticipated that the proposed use would generate similar if not less traffic than the previous flower shop. With the proposed medical practice use being within the front of the existing building, the size and scale of the use is limited.

Engineering & Operations

- The proposed use of a small office space is anticipated to have similar vehicular traffic to the previous flower shop. Staff have reviewed existing and proposed conditions and found no issues regarding transportation capacity. It was however noted that the existing cedar hedge is encroaching on the city right of way causing a sight line restriction. To remedy this issue the term and condition was added that the hedge be trimmed back to the property line.

In summary, staff consider the proposed medical practice use an appropriate similar non-conforming use given its size, scale, and limited impact when compared to the previous flower shop use.

RECOMMENDATION:

It is recommended that the application submitted by Nicole Brigham on property located at 569 Woodstock Road for a similar non-conforming use variance to permit a medical practice use within the existing building, be approved subject to the following terms and conditions:

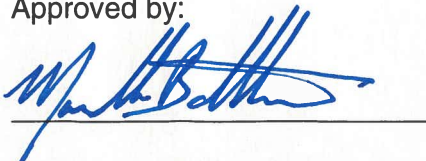
- a) The site be developed generally in accordance with Maps II and IV attached to P.R. 11/26 to the satisfaction of the Development Officer;
- b) A building permit be obtained for the necessary fit ups for the space;
- c) A final parking plan be submitted as part of the building permit ;
- d) Cedar hedge along the Eastern property line be trimmed back to the limits of the Southern property line to remove the encroachment from the right-of-way;
- e) No outdoor storage of goods and materials shall be permitted; and,
- f) Changes to existing signage will require a separate sign permit subject to Section 6 of Zoning By-Law Z-5.

Prepared by:

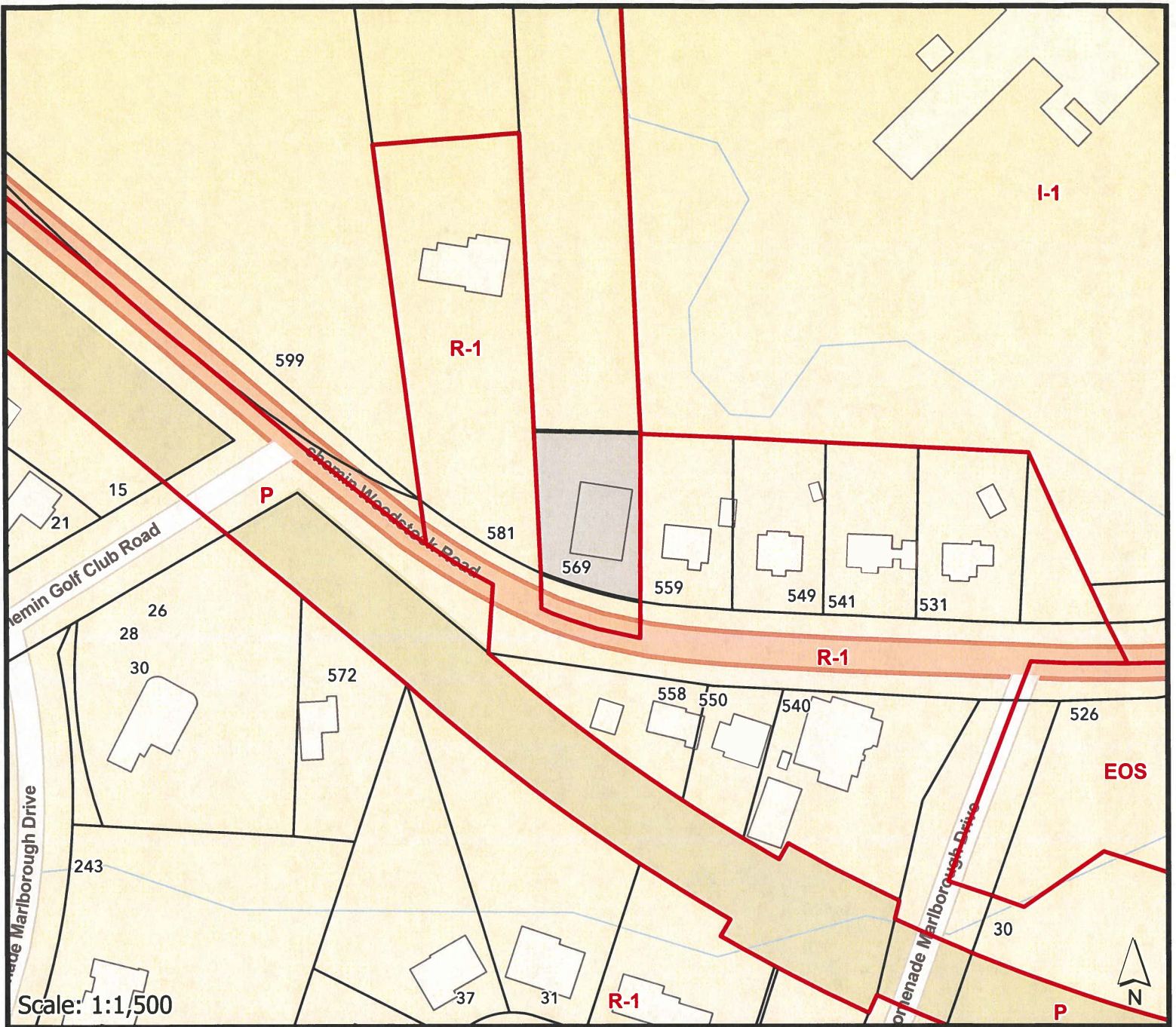


Connor Adsett
Planner, Community Planning

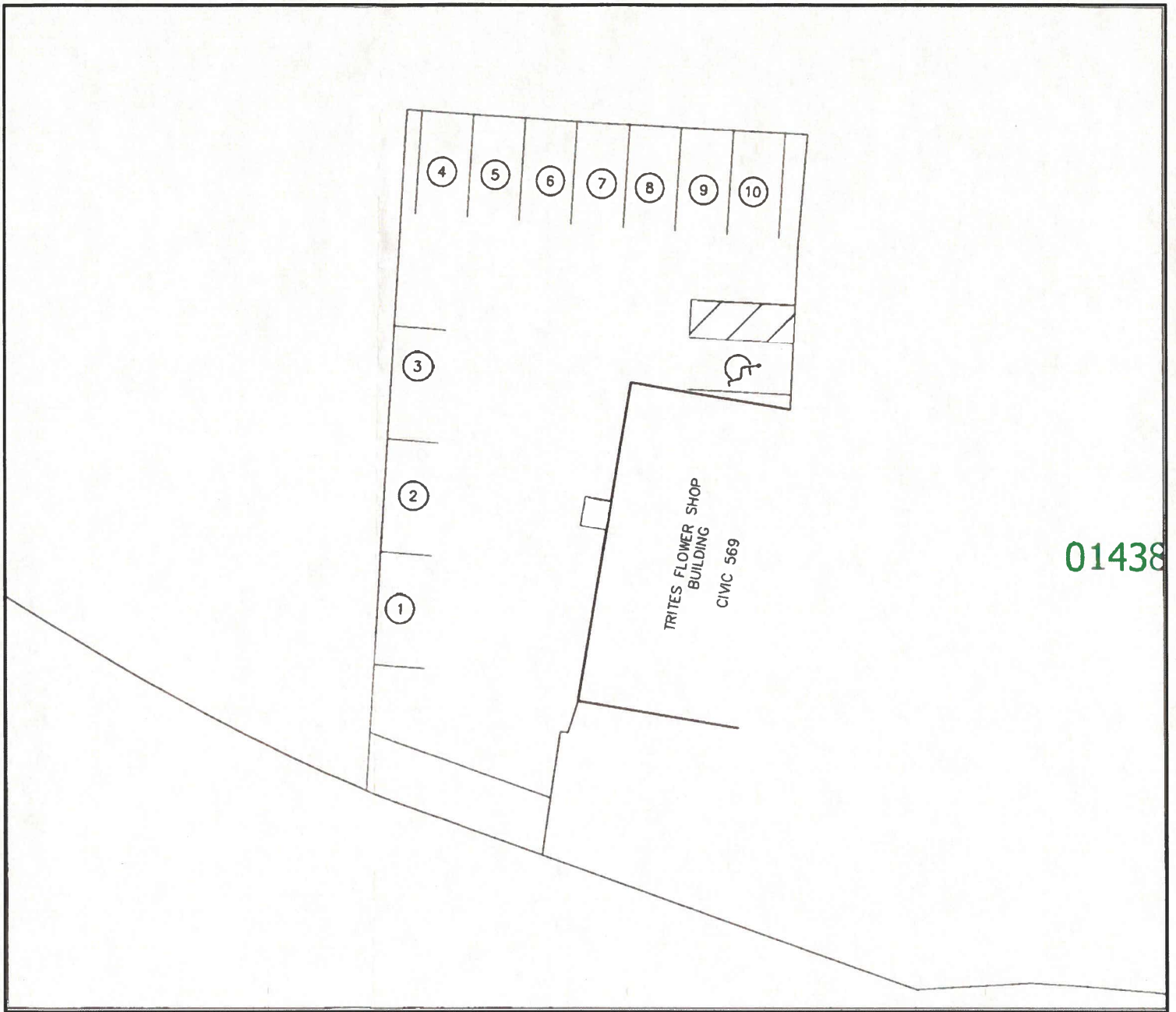
Approved by:



Marcello Battilana, RPP, MCIP
Assistant Director, Planning & Development



Subject Properties / Propriétés Visé
 Similar Non-Conforming Use Variance to permit a medical practice use within the existing building.
 Dégrogation pour usage similaire dérogoatoire afin de permettre l'exploitation d'un cabinet médical dans le bâtiment existant.



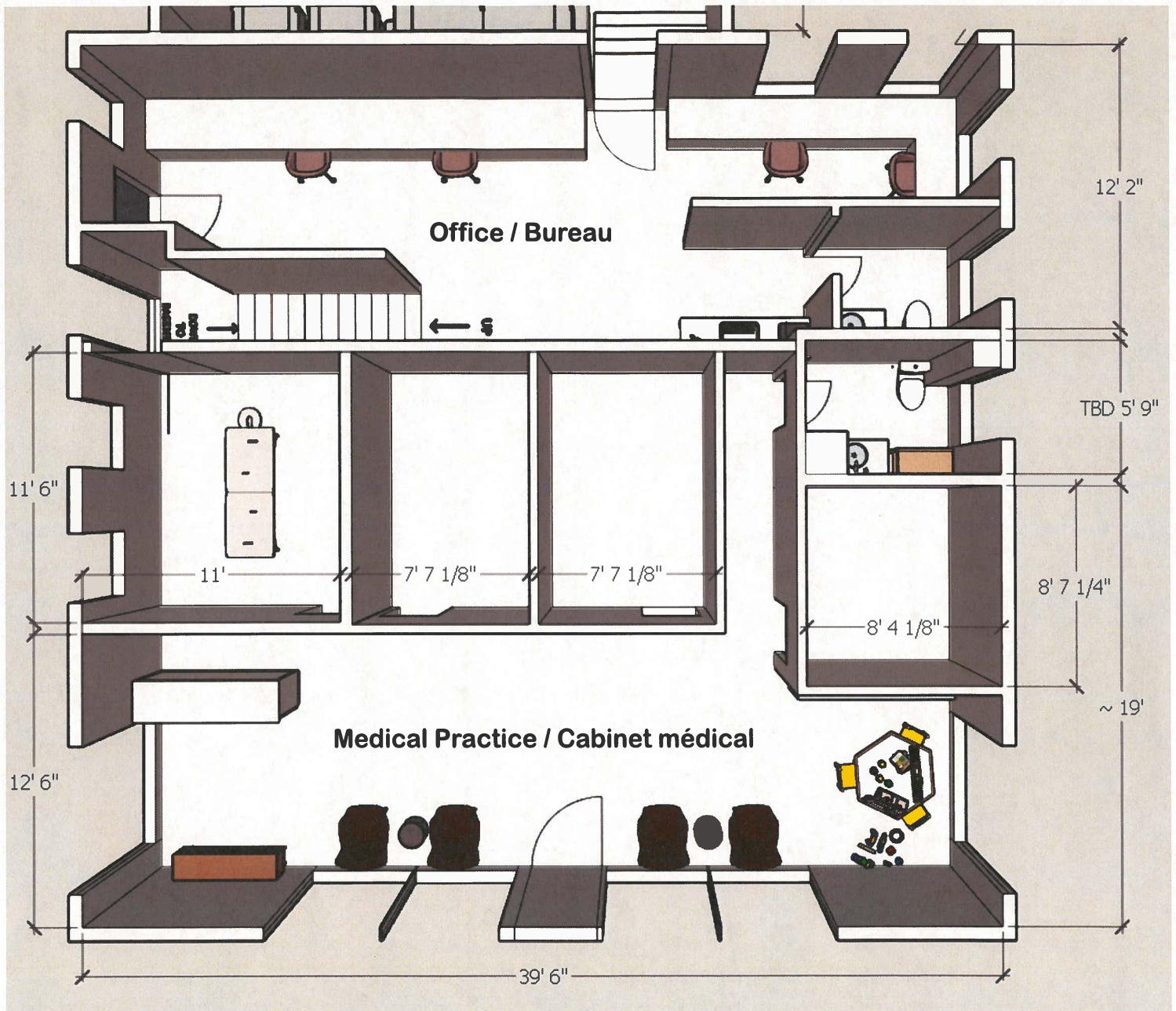
Similar Non-Conforming Use Variance to permit a medical practice use within the existing building.

Dérogation pour usage similaire dérogatoire afin de permettre l'exploitation d'un cabinet médical dans le bâtiment existant.

Site Plan / Plan du site



Existing Elevation / Élévation existante



Floor Plan / Plan d'étage



Proposed Street Name/nom de rue proposée
voie Shepherd's Way

Esri, NASA, NGA, USGS, Province of New Brunswick, Esri Canada, Esri, TomTom, Garmin, SafeGraph, GeoTechnologies, Inc, METI/NASA, USGS, EPA, US Census Bureau, USDA, USFWS, NRCAN, Parks Canada

2026

Coordinate System: NAD 1983 CSRS New Brunswick Stereographic

N



0 0.02 0.04 Mi

0 0.04 0.08 Km

BUILDING INSPECTION REPORT FOR December 2025

	<u>PERMITS</u>	<u>VALUE</u>	<u>VALUE OF CONST. YEAR TO DATE</u>	<u>SAME PERIOD LAST YEAR</u>
<u>RESIDENTIAL</u>				
<u>SINGLE DETACHED DWELLING</u>				
New	-	-	\$40,186,435	\$34,595,729
Additions	1	\$125,000	\$2,025,175	\$2,285,286
<u>MINI HOMES</u>				
New	2	\$184,900	\$2,316,900	\$2,401,600
Additions	-	-	-	-
<u>SEMI-DETACHED / DUPLEX</u>				
New	-	-	\$9,540,000	\$12,255,280
Additions	-	-	\$199,000	\$100,000
<u>SECONDARY DWELLING UNIT</u>				
New Basement Apt	3	\$160,000	\$726,000	\$607,600
New Accessory Apt	1	\$57,500	\$447,500	-
New Garden Apt	-	-	\$30,000	\$468,000
New Garage Apt	-	-	\$150,000	-
<u>TOWNHOUSES</u>				
New	1	\$1,300,000	\$7,191,907	\$5,114,400
Additions	-	-	-	-
<u>APARTMENT BLDG.</u>				
New	2	\$13,800,000	\$217,906,176	\$57,132,423
Additions	-	-	\$16,000	-
<u>3 - 4 UNIT APARTMENT BUILDING</u>				
New	-	-	-	-
Additions	-	-	\$541,000	-
<u>ACCESSORY BLDG.</u> * Includes Development Permits				
Storage Building *	-	-	\$955,491	\$433,397
Carport/Garage *	1	\$30,000	\$940,250	\$814,357
Swimming Pool	-	-	\$1,660,265	\$1,034,205
Deck	1	\$13,250	\$406,288	\$682,000
<u>RENOV/REPAIRS</u>				
	15	\$419,214	\$11,712,214	\$18,789,173
<u>TOTAL RESIDENTIAL</u>				
	27	\$16,089,864	\$296,950,601	\$136,713,450

	<u>PERMITS</u>	<u>VALUE</u>	<u>VALUE OF CONST. YEAR TO DATE</u>	<u>SAME PERIOD LAST YEAR</u>
<u>COMMERCIAL</u>				
New	-	-	\$14,878,000	\$7,487,360
Additions	-	-	\$2,069,427	\$3,843,086
Renov/Repairs	7	\$2,201,000	\$27,837,999	\$35,004,369
<u>INDUSTRIAL</u>				
New	-	-	\$3,650,000	\$250,000
Additions	-	-	-	-
Renov/Repairs	1	\$60,000	\$2,688,250	\$138,228
<u>GOVERN (Mun.)</u>				
New	-	-	-	\$1,842,500
Additions	-	-	-	-
Renov/Repairs	-	-	\$1,852,315	\$132,518
<u>GOVERN (Fed/Prov)</u>				
New	-	-	-	\$73,030,000
Additions	-	-	-	\$413,000
Renov/Repairs	1	\$358,000	\$1,827,000	\$4,486,300
<u>INSTITUTIONAL</u>				
New	-	-	\$791,000	\$79,408,000
Additions	-	-	\$333,000	-
Renov/Repairs	-	-	\$6,558,259	\$11,955,547
Others	-	-	\$19,000	-
<u>DEMOLITION</u>				
	-	-	-	-
TOTALS	36	\$18,708,864	\$359,454,851	\$354,704,358

\$5,001,681 (December 2024)

DEMOLITIONS

NUMBER OF NEW DWELLING UNITS

	<u>December 2025</u>	<u>THIS YEAR TO DATE</u>	<u>December 2024</u>	<u>SAME PERIOD LAST YEAR</u>
SINGLE DETACHED DWELLING	0	108	1	103
SEMI-DETACHED / DUPLEX	0	39	2	39
TINY / MINI HOMES	2	20	1	22
SECONDARY DWELLING UNIT	4	30	0	18
APARTMENT UNITS	119	1326	2	406
TOWNHOUSE UNITS	4	41	0	25
TOTAL	129	1564	6	613

NUMBER OF PERMITS ISSUED

BUILDING PERMITS

<u>December 2025</u>	<u>TO DATE</u>
35	820

PLUMBING PERMITS

<u>December 2025</u>	<u>TO DATE</u>
28	418

SIGN PERMITS

<u>December 2025</u>	<u>TO DATE</u>
12	108

DEVELOPMENT PERMITS

<u>December 2025</u>	<u>TO DATE</u>
1	86

FEES FOR BUILDING PERMITS ISSUED

<u>December 2025</u>	<u>TO DATE</u>	<u>December 2024</u>	<u>SAME PERIOD LAST YEAR</u>
\$151,590.00	\$2,914,849.02	\$41,410.00	\$2,878,542.00

FEES FOR PLUMBING PERMITS ISSUED

<u>December 2025</u>	<u>TO DATE</u>	<u>December 2024</u>	<u>SAME PERIOD LAST YEAR</u>
\$25,400.00	\$364,620.00	\$4,440.00	\$187,810.00

FEES FOR SIGN PERMITS

<u>December 2025</u>	<u>TO DATE</u>	<u>December 2024</u>	<u>SAME PERIOD LAST YEAR</u>
\$1,475.00	\$13,225.00	\$375.00	\$10,500.00

FEES FOR DEVELOPMENT PERMITS



<u>December 2025</u>	<u>TO DATE</u>	<u>December 2024</u>	<u>SAME PERIOD LAST YEAR</u>
\$150.00	\$8,800.00	\$400.00	\$5,300.00

TOTAL FEES - BUILDING/PLUMBING/SIGNS

<u>December 2025</u>	<u>TO DATE</u>	<u>December 2024</u>	<u>SAME PERIOD LAST YEAR</u>
\$178,615.00	\$3,301,494.02	\$46,625.00	\$3,082,152.00

SUBMITTED BY:

APPROVED BY:

BUILDING INSPECTION REPORT FOR January 2026

	<u>PERMITS</u>	<u>VALUE</u>	<u>VALUE OF CONST. YEAR TO DATE</u>	<u>SAME PERIOD LAST YEAR</u>
<u>RESIDENTIAL</u>				
<u>SINGLE DETACHED DWELLING</u>				
New	-	-	-	-
Additions	1	\$65,000	\$65,000	\$30,000
<u>MINI HOMES</u>				
New	1	\$120,000	\$120,000	-
Additions	-	-	-	-
<u>SEMI-DETACHED / DUPLEX</u>				
New	1	\$650,000	\$650,000	-
Additions	-	-	-	-
<u>SECONDARY DWELLING UNIT</u>				
New Basement Apt	1	\$90,000	\$90,000	\$50,000
New Accessory Apt	1	\$25,000	\$25,000	-
New Garden Apt	-	-	-	-
New Garage Apt	-	-	-	-
<u>TOWNHOUSES</u>				
New	-	-	-	-
Additions	-	-	-	-
<u>APARTMENT BLDG.</u>				
New	-	-	-	\$50,000,400
Additions	-	-	-	-
<u>3 - 4 UNIT APARTMENT BUILDING</u>				
New	-	-	-	-
Additions	-	-	-	-
<u>ACCESSORY BLDG</u> * Includes Development Permits				
Storage Building *	2	\$104,000	\$104,000	-
Carport/Garage *	1	\$100,000	\$100,000	-
Swimming Pool	-	-	-	-
Deck	1	\$16,000	\$16,000	-
<u>RENOV/REPAIRS</u>	20	\$1,064,275	\$1,064,275	\$276,755
<u>TOTAL RESIDENTIAL</u>	29	\$2,234,275	\$2,234,275	\$50,357,155

	<u>PERMITS</u>	<u>VALUE</u>	<u>VALUE OF CONST.</u> <u>YEAR TO DATE</u>	<u>SAME PERIOD</u> <u>LAST YEAR</u>
<u>COMMERCIAL</u>				
New	-	-	-	-
Additions	-	-	-	\$564,000
Renov/Repairs	9	\$30,422,824	\$30,422,824	\$2,810,850
<u>INDUSTRIAL</u>				
New	-	-	-	-
Additions	-	-	-	-
Renov/Repairs	-	-	-	\$221,500
<u>GOVERN (Mun.)</u>				
New	-	-	-	-
Additions	-	-	-	-
Renov/Repairs	-	-	-	-
<u>GOVERN (Fed/Prov)</u>				
New	-	-	-	-
Additions	-	-	-	-
Renov/Repairs	1	\$48,000	\$48,000	\$1,051,000
<u>INSTITUTIONAL</u>				
New	-	-	-	-
Additions	-	-	-	-
Renov/Repairs	1	\$1,057,000	\$1,057,000	\$70,000
Others	-	-	-	-
<u>DEMOLITION</u>				
	-	-	-	-
TOTALS	40	\$33,762,099	\$33,762,099	\$55,074,505

\$55,074,962 (January 2025)

DEMOLITIONS

NUMBER OF NEW DWELLING UNITS

	<u>January 2026</u>	<u>THIS YEAR TO DATE</u>	<u>January 2025</u>	<u>SAME PERIOD LAST YEAR</u>
SINGLE DETACHED DWELLING	0	0	0	0
SEMI-DETACHED / DUPLEX	2	2	0	0
TINY / MINI HOMES	1	1	0	0
SECONDARY DWELLING UNIT	2	2	2	2
APARTMENT UNITS	0	0	178	178
TOWNHOUSE UNITS	0	0	0	0
TOTAL	5	5	180	180

NUMBER OF PERMITS ISSUED

BUILDING PERMITS

<u>January 2026</u>	<u>TO DATE</u>
38	38

PLUMBING PERMITS

<u>January 2026</u>	<u>TO DATE</u>
25	25

SIGN PERMITS

<u>January 2026</u>	<u>TO DATE</u>
6	6

DEVELOPMENT PERMITS

<u>January 2026</u>	<u>TO DATE</u>
2	2

FEEES FOR BUILDING PERMITS ISSUED

<u>January 2026</u>	<u>TO DATE</u>	<u>January 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$271,900.00	\$271,900.00	\$442,650.00	\$442,650.00

FEEES FOR PLUMBING PERMITS ISSUED

<u>January 2026</u>	<u>TO DATE</u>	<u>January 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$8,810.00	\$8,810.00	\$3,840.00	\$3,840.00

FEEES FOR SIGN PERMITS

<u>January 2026</u>	<u>TO DATE</u>	<u>January 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$750.00	\$750.00	\$1,075.00	\$1,075.00

FEEES FOR DEVELOPMENT PERMITS

<u>January 2026</u>	<u>TO DATE</u>	<u>January 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$200.00	\$200.00	\$0.00	\$0.00

TOTAL FEES - BUILDING/PLUMBING/SIGNS

<u>January 2026</u>	<u>TO DATE</u>	<u>January 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$281,660.00	\$281,660.00	\$447,565.00	\$447,565.00

SUBMITTED BY:

APPROVED BY:




Issued Building Permits Sorted by Structure Type

January 2026

Permit #	PID	Issue Date	Project Location	Applicant	Ward	Structure Type	Type of Work	Permit Fee Value	Description
2025BP0417	01468958	Jan-27-26	240 Lincoln Rd	Maple Leaf Homes Inc.	Ward 8	Apartment Building	Renovation	\$2,050.00	Construct renovation to replace vinyl siding and windows on existing 3-storey apartment building as per information submitted
2025BP0026	75427823	Jan-29-26	362 Carleton St	Trudy Donahue	Ward 10	Apartment Building	Renovation	\$186.00	\$17,000.00 Construct renovation to replace finishes and existing fixtures in a bathroom of Unit 412 of a Condo Building as per plans
2025BP0518	75560393	Jan-13-26	515 King St	Forum Asset Management	Ward 11	Commercial Building	Renovation	\$200,050.00	\$25,000,000.00 Construct renovation to NB Power Building as per manual application and plans submitted.
2025BP0628	75447714	Jan-07-26	125 Two Nations Cross	J.L. Richards & Associates Limited	Ward 4	Commercial Building	Renovation	\$1,250.00	\$149,824.00 Construct renovation to northside Walmart as per plans submitted.
2025BP0667	75392282	Jan-27-26	170 Doak Rd	KLF Construction Inc.	Ward 7	Commercial Building	Renovation	\$1,250.00	Construct fit-up for new Day Care in recently demised suite in commercial building, as per plans submitted.
2025BP0672	01501261	Jan-07-26	495 Prospect St	T.O.S.S. Solutions Inc.	Ward 12	Commercial Building	Renovation	\$2,850.00	\$350,000.00 Construct renovations to fit-up a suite for WSP (3rd floor) as per plans submitted.
2025BP0673	75532440	Jan-13-26	150 Knowledge Park Dr	Chestnut Building Solutions	Ward 8	Commercial Building	Renovation	\$38,050.00	\$4,500,000.00 Construct interior fit-up of suite 400 for cyber security office space as per plans submitted.
2026BP0007	75401588	Jan-19-26	659 Queen St	Carnahan Property Management	Ward 11	Commercial Building	Renovation	\$250.00	\$25,000.00 Demolish interior of kitchen and make ready for future renovation.
2026BP0011	01440759	Jan-16-26	1168 Smythe St	Bonnie and Clyde Shooter Bar and Grill	Ward 9	Commercial Building	Renovation	\$130.00	\$10,000.00 Construct renovation to convert a bakery into a bar & grill (Unit 18) for existing commercial building as per plan submitted
2026BP0013	66123015	Jan-26-26	16 Dorcas St	Core Dance Collective	Ward 7	Commercial Building	Renovation	\$154.00	\$13,000.00 Construct a fit-up for Core Dance Collective Inc. in former Atlantic Archery Center as per plans submitted.
2026BP0022	75306670	Jan-28-26	377 York St	Alpha Technologies Ltd.	Ward 10	Commercial Building	Renovation	\$1,850.00	\$225,000.00 Demolish interior partitions in the Rogers Office Building for a future fit-up as per plans submitted
2025BP0504	01402023	Jan-05-26	37 Floral Ave	Jon Leclerc	Ward 1	Deck	New	\$178.00	\$16,000.00 Construct detached deck for SDD to serve pool (see permit # 2025BP2318) as per information submitted.
2025BP0758	75339707	Jan-05-26	10 Clara Dr	Mackenzie Cairns	Ward 4	Detached Garage	New	\$850.00	\$100,000.00 Construct a 40' x 65' detached garage as per plans submitted.
2026BP0009	01458108	Jan-16-26	710 Queen St	T&L Abatement and Remediation Inc	Ward 11	Federal/Provincial	Renovation	\$434.00	\$48,000.00 Construct renovation to remove asbestos and lead from government building as per information submitted.
2025BP0682	75413260	Jan-16-26	700 Priesman St	Simpson Building Contractors Ltd.	Ward 11	Institutional	Renovation	\$8,506.00	\$1,057,000.00 Construct renovation to corridor 1337, CT room 1336, imaging room 1339 and associated rooms within the nuclear medical
2026BP0018	75561704	Jan-23-26	56 Fearnley St	Today's Homes Northrup Homes	Ward 2	Mini Home	New	\$1,010.00	\$120,000.00 Install new minihome as per plans submitted.
2025BP0689	75567537	Jan-07-26	143 Stonehill Ln	West Hills Golf	Ward 2	Semi Detached	New	\$5,250.00	\$650,000.00 Construct a new semi-detached dwelling as per plans submitted (for future subdivision into separate parcels).
2025BP0568	01456359	Jan-27-26	171 Church St	Anne Wilkins	Ward 11	Single Detached Dwelling	Renovation	\$1,700.00	\$15,000.00 Construct renovation to load-bearing columns and stone stairs on secondary entrance to SDD as per information submitted.
2025BP0731	01430768	Jan-02-26	286 Medley St	Chad Griffin	Ward 6	Single Detached Dwelling	Renovation/Addition	\$1,490.00	\$90,000.00 Renovating an SDD to construct a roofed-over deck addition and create a basement apartment (secondary suite) as per information submitted.
2025BP0789	01463512	Jan-07-26	656 Reid St	McKinley Builders	Ward 9	Single Detached Dwelling	Addition	\$570.00	\$65,000.00 Construct addition to SDD as per plans submitted.
2025BP0860	75262071	Jan-19-26	83 Riverview Dr	VR Contracting	Ward 12	Single Detached Dwelling	Renovation	\$370.00	\$40,000.00 Construct renovation to replace 15 windows and 3 doors for an SDD as per information submitted.
2025BP0874	01405604	Jan-16-26	108 Fraser Ave	Gabriel Elzayat	Ward 3	Single Detached Dwelling	Renovation	\$338.00	\$35,750.00 Construct a renovation to replace the kitchen, interior finishes, exterior windows and two attached decks for an SDD as per
2026BP0003	75551689	Jan-09-26	578 Broad St	Truacarpentry	Ward 3	Single Detached Dwelling	Renovation	\$410.00	\$45,000.00 Construct renovation to existing bathroom in SDD as per plans submitted.
2026BP0004	75500504	Jan-21-26	155 Riverview Dr	H & R Renovations	Ward 12	Single Detached Dwelling	Renovation	\$1,770.00	\$215,000.00 Construct renovation to SDD as per plans submitted.
2026BP0008	75535161	Jan-12-26	80 Stonehill Ln	Holland Home Renovations	Ward 2	Single Detached Dwelling	Renovation	\$450.00	\$50,000.00 Finishing basement of SDD (under permit 2024BP0270) as per plans submitted.
2026BP0014	01448992	Jan-15-26	234 Bessborough St	Jonathan Thornton	Ward 2	Single Detached Dwelling	Renovation	\$162.00	\$14,000.00 Renovating a bathroom (no layout change) in an SDD as per plans submitted.
2026BP0016	01401538	Jan-20-26	11 Adney St	Lisa Buckley	Ward 9	Single Detached Dwelling	Renovation	\$330.00	\$35,000.00 Construct renovation to repair roof system of SDD as per plans submitted.
2026BP0017	01431212	Jan-16-26	242 Neill St	Service Master	Ward 1	Single Detached Dwelling	Renovation	\$210.00	\$20,000.00 Construct renovation to replace deck guards serving SDD as per information submitted.
2026BP0020	75553842	Jan-22-26	42 Winterberry Dr	Mighty Hammer Construction	Ward 6	Single Detached Dwelling	Renovation	\$154.00	\$12,700.00 Construct renovation to finish basement of SDD as per floorplan submitted (see permit # 2025BP0582).
2026BP0021	01552769	Jan-23-26	128 Crockett St	Multiprogic Solutions Limited	Ward 7	Single Detached Dwelling	Renovation	\$98.00	\$6,000.00 Construct renovation to replace 6 windows (3 br) in SDD as per information submitted.
2026BP0023	75003798	Jan-23-26	24 Blair St	Target's Windows and Doors	Ward 5	Single Detached Dwelling	Renovation	\$170.00	\$15,000.00 Construct renovation to replace 12 windows (4br) in SDD as per information submitted.
2026BP0025	75547117	Jan-26-26	403 Goodline St	Target's Windows and Doors	Ward 7	Single Detached Dwelling	Renovation	\$1,650.00	\$37,173.00 Complete the construction of an SDD (see permit 2024BP531) as per plans submitted.
2026BP0029	01473958	Jan-29-26	1146 Lincoln Rd	Pedram Pourmohammadi Najafabadi	Ward 7	Single Detached Dwelling	Renovation	\$354.00	\$37,173.00 Install a roof-mounted solar panel array on an SDD as per plans submitted
2026BP0031	01421890	Jan-28-26	117 Crear Ct	Firefly Solar	Ward 4	Single Detached Dwelling	Renovation	\$106.00	\$6,652.00 Construct temporary bracing against existing stone foundation wall in SDD as per plans submitted.
2025BP0682	75419176	Jan-21-26	203 Dundonald St	Northern Concrete Repairs	Ward 10	Single Detached Dwelling/Aj	Renovation	\$250.00	\$25,000.00 Construct renovation to create an additional dwelling unit (secondary suite) on the second storey of an SDD as per plans
2025BP0877	01471457	Jan-23-26	82 Waterloo Row	Ravi Gunaratna	Ward 11	Single Detached Dwelling/Aj	Renovation	\$250.00	\$25,000.00 Construct a 13' x 9' mudroom addition to an SDD with an apartment as per plans submitted
2025BP0853	01431865	Jan-05-26	162 Pine St	Terrance Thornton	Ward 6	Townhouse	Renovation	\$90.00	\$5,000.00 Construct renovation to replace exterior stairs for a 3-unit residential building as per plans submitted.
TOTALS								\$271,900.00	\$33,658,098.00