

AGENDA PLANNING ADVISORY COMMITTEE

Date: **Wednesday, May 20, 2026, 7:00 p.m.**
Location: **Council Chamber and Via Web Conferencing**

1. APPROVAL OF MINUTES

Special Meeting - April 15, 2026

Regular Meeting – April 15, 2026

2. ZONING APPLICATIONS

2.1 Charbel George - 40 Dunns Crossing Road

Rezoning from Residential Zone Four (R-4) to Multi-Residential Zone Four (MR-4), and variances for the following:

- entrance location variance (not facing the street);
- 8% building depth variance,

to allow construction of a 48 unit apartment building.

2.2 J. Morehouse Developments & Management LTD. c/o Justin Morehouse - 221 Barton Crescent

- Rezoning from Residential Zone One (R-1) to Residential Zone Three (R-3) to permit a semi-detached dwelling
- 9 sq m lot area and 0.3 m lot frontage variances to permit a semi-detached dwelling

2.3 Pila Investments Ltd. - 616 & 618 Union Street

- Amendment to terms and conditions of By-law No. Z-5.215 by repealing and replacing terms and conditions to accommodate a change in the site layout and building design from a 22-unit apartment building with a separate 312 sq.m. two storey commercial building to a 51-unit mixed-use building with ground floor commercial, along with a 3-parking space variance.

2.4 Colpitts Developments c/o Craig McElroy - 1070 Brookside Drive

- Rezoning from Future Development (FD) to Multi-residential Zone Two (MR-2); and,
- 2.9 metre height variance for the 5-storey building,

To permit a multi-residential development comprised of five 6-unit townhouse buildings, a four-storey 90-unit apartment building and a 5-storey 133-unit apartment building, for a total of 253 units.

2.5 GIY Architecture Inc. c/o Ishaque Noory - 150 Cowperthwaite Street

- Rezone a portion of the subject property from Institutional Zone One (I1) to Residential Zone Five (R5) to facilitate the development of 11 single detached dwellings and 13 townhouse units.
- Tentative plan of subdivision to create an extension of Mason Avenue.

3. SUBDIVISION APPLICATIONS

3.1 City of Fredericton c/o Ryan Seymour - 3 Centennial Court

- Tentative plan of subdivision to add 47.74 m² to the Crocket Street public right-of-way from a portion of the subject property for infrastructure upgrades.

4. VARIANCE APPLICATIONS

4.1 Savage Properties LTD. c/o Aaron Savage - 224 Queen Street

- Temporary use variance to permit a parking lot on the existing vacant lot.

5. OLD BUSINESS

6. NEW BUSINESS

7. BUILDING PERMITS

To receive building permits for April 2026

8. ADJOURNMENT

ORDRE DU JOUR COMITÉ CONSULTATIF SUR L'URBANISME

Date : **le mercredi 20 mai 2026, 19 h 00**
Endroit : **salle du conseil municipal et participation via conférence web**

1. ADOPTION DE PROCÈS-VERBAL

Séance extraordinaire - 15 avril 2026

Séance ordinaire – 15 avril 2026

2. DEMANDES DE ZONAGE

2.1 Charbel George - 40 Chemin Dunns Crossing

Modification de zonage, de Zone résidentielle 4 (R-4) à Zone multirésidentielle 4 (MR-4), ainsi que des dérogations pour les éléments suivants :

- dérogation quant à l'emplacement de l'entrée (ne faisant pas face à la rue);
- dérogation de 8 % quant à la profondeur du bâtiment,

afin de permettre la construction d'un immeuble d'habitation de 48 logements.

2.2 J. Morehouse Developments & Management LTD. a/s de Justin Morehouse - 221 croissant Barton

- Modification de zonage de Zone résidentielle 1 (R-1) à Zone résidentielle 3 (R-3) afin de permettre l'aménagement d'une habitation jumelée
- Dérogations de 9 m² pour la superficie du lot et de 0,3 m pour la largeur en façade du lot afin de permettre l'aménagement d'une habitation jumelée

2.3 Pila Investments Ltd. - 616 et 618, rue Union

- Modification des modalités de l'arrêté no Z-5.215 par l'abrogation et le remplacement des modalités, afin de permettre une modification de l'implantation et de la conception du bâtiment, passant d'un immeuble d'habitation de 22 logements avec un bâtiment commercial distinct de deux étages (312 m²) à un immeuble à usage mixte de 51 logements avec des locaux commerciaux au rez-de-chaussée, ainsi qu'une dérogation de trois cases de stationnement.

- 2.4 Colpitts Developments a/s de Craig McElroy - 1070, promenade Brookside
- Modification de zonage, de Zone d'aménagement futur (FD) à Zone multirésidentielle 2 (MR-2);
 - Dérogation de hauteur de 2,9 m pour le bâtiment de cinq étages,

afin de permettre un projet d'aménagement multirésidentiel comprenant cinq maisons en rangée de six logements chacune, un immeuble d'habitation de 90 logements sur quatre étages et un immeuble d'habitation de 133 logements sur cinq étages, pour un total de 253 logements.

- 2.5 GIY Architecture Inc. a/s de Ishaque Noory - 150, rue Cowperthwaite
- Modifier le zonage d'une partie de la propriété visée, de Zone de services collectifs 1 (I-1) à Zone résidentielle 5 (R-5), afin de permettre l'aménagement de 11 habitations unifamiliales isolées et de 13 maisons en rangée.
 - Plan provisoire de lotissement visant la création d'un prolongement de l'avenue Mason.

3. DEMANDE DE LOTISSEMENT

- 3.1 Ville de Fredericton a/s de Ryan Seymour - 3, cour Centennial
- Plan provisoire de lotissement visant à ajouter 47,74 m² à l'emprise publique de la rue Crocket à partir d'une partie du terrain visé, afin de permettre des améliorations aux infrastructures.

4. DEMANDE DE DÉROGATION

- 4.1 Savage Properties LTD. a/s d'Aaron Savage - 224, rue Queen
- Dérogation d'usage temporaire pour autoriser l'aménagement d'un stationnement sur un terrain vacant existant.

5. AFFAIRE COURANTE

6. AFFAIRE NOUVELLE

7. PERMIS DE CONSTRUIRE

Recevoir les permis de construire pour le mois d'avril 2026

8. LEVÉE DE LA SÉANCE

**MINUTES OF A
PLANNING ADVISORY COMMITTEE
SPECIAL MEETING**

Date: Wednesday, April 15, 2026, 5:30 p.m.
Location: Council Chamber and Via Web Conferencing

Members: Rodney Blanchard
Neill McKay
Councillor Greg Ericson
Councillor Mark Peters
Anna Patterson
Scott McConaghy
Julie Baker
Oliver Dueck

Members Absent: Councillor Margo Sheppard

Staff: Marcello Battilana
Fredrick VanRooyen
Melisa Tang Choy
Dane Frenette
Matthew Killam
Alicia Brown
Elizabeth Murray

NEW BUSINESS

Terms of Reference for the Planning Advisory Committee

BE IT RESOLVED THAT at the special meeting of the Planning Advisory Committee on April 15, 2026, approval was given to the following motions:

Moved by: Councillor Greg Ericson

Seconded by: Neill McKay

BE IT RESOLVED THAT the Planning Advisory Committee of the City of Fredericton hereby rescinds the Planning Advisory Committee Constitution adopted January 20, 2016; and

BE IT FURTHER RESOLVED THAT the Planning Advisory Committee of the City of Fredericton hereby receives, approves and adopts the Terms of Reference dated April 15, 2026 as attached;

CARRIED

Moved by: Councillor Greg Ericson

Seconded by: Neill McKay

BE IT FURTHER RESOLVED THAT the Planning Advisory Committee of the City of Fredericton recommends that By-law No. Z-3, A By-law to Establish a Planning Advisory Committee for the City of Fredericton, be amended by repealing and replacing Section 1.01 to reflect the current Community Planning Act, and that Sections 1.02, 1.03 and 1.04 be repealed, as attached.

CARRIED

Moved by: Councillor Greg Ericson

Seconded by: Neill McKay

BE IT RESOLVED THAT the Council of the City of Fredericton hereby receives the recommendation of the Planning Advisory Committee to amend By-law No. Z-3, A By-law to Establish a Planning Advisory Committee for the City of Fredericton by repealing and replacing Section 1.01 to reflect the current *Community Planning Act*, and that Sections 1.02, 1.03 and 1.04 be repealed.

CARRIED

ADJOURNMENT

Moved by: Neill McKay

Seconded by: Anna Patterson

That the meeting of the PAC be adjourned at 5:51 p.m.

CARRIED

Rodney Blanchard, Chairman

Elizabeth Murray, Secretary

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

RÉUNION EXTRAORDINAIRE

Date : mercredi 15 avril 2026 à 17 h 30.
Lieu : salle du conseil municipal et conférence en ligne

Membres : Rodney Blanchard
Neill McKay
Greg Ericson
Mark Peters
Anna Patterson
Scott McConaghy
Julie Baker
Oliver Dueck

Membres absents : Margo Sheppard

Membres du personnel : Marcello Battilana
Fredrick VanRooyen
Melisa Tang Choy
Dane Frenette
Matthew Killam
Alicia Brown
Elizabeth Murray

AFFAIRE NOUVELLE

Mandat du Comité consultatif sur l'urbanisme

IL EST RÉSOLU QUE, lors de la réunion extraordinaire du Comité consultatif sur l'urbanisme du 15 avril 2026, les résolutions suivantes soient adoptées :

Proposé par : Greg Ericson

Appuyé par : Neill McKay

IL EST RÉSOLU QUE le Comité consultatif sur l'urbanisme de la Ville de Fredericton abroge par les présentes la constitution du Comité consultatif sur l'urbanisme adoptée le 20 janvier 2016;

QUE le Comité consultatif sur l'urbanisme de la Ville de Fredericton reçoive, approuve et adopte le mandat daté du 15 avril 2026, tel que joint.

ADOPTÉ

Proposé par : Greg Ericson

Appuyé par : Neill McKay

IL EST DE PLUS RÉSOLU QUE le Comité consultatif sur l'urbanisme de la Ville de Fredericton recommande que l'arrêté no Z-3, Arrêté constituant un comité Consultatif en matière d'urbanisme pour The City of Fredericton, soit modifié par l'abrogation et le remplacement de l'article 1.01 afin de refléter la *Loi sur l'urbanisme* en vigueur, et que les articles 1.02, 1.03 et 1.04 soient abrogés, tel que joint.

ADOPTÉ

Proposé par : Greg Ericson

Appuyé par : Neill McKay

IL EST RÉSOLU QUE le conseil municipal de Fredericton reçoive la recommandation du Comité consultatif sur l'urbanisme visant à modifier l'arrêté no Z-3, Arrêté constituant un comité Consultatif en matière d'urbanisme pour The City of Fredericton, par l'abrogation et le remplacement de l'article 1.01 afin de refléter la *Loi sur l'urbanisme* en vigueur, et que les articles 1.02, 1.03 et 1.04 soient abrogés.

ADOPTÉ

LEVÉE DE LA RÉUNION

Proposé par : Neill McKay

Appuyé par : Anna Patterson

Procéder à la levée de la réunion extraordinaire du Comité consultatif sur l'urbanisme à 17 h 51.

ADOPTÉ

Rodney Blanchard, président

Elizabeth Murray, secrétaire

MINUTES OF A PLANNING ADVISORY COMMITTEE

Date: Wednesday, April 15, 2026, 7:00 p.m.
Location: Council Chamber and Via Web Conferencing

Members: Rodney Blanchard
Neill McKay
Councillor Greg Ericson
Councillor Mark Peters
Anna Patterson
Scott McConaghy
Julie Baker
Oliver Dueck

Members Absent: Councillor Margo Sheppard

Staff: Marcello Battilana
Fredrick VanRooyen
Tyson Aubie
Jody Boone
Melisa Tang Choy
Connor Adsett
Shasta Stairs
Andie MacDonald Spares
Dane Frenette
Alicia Brown
Elizabeth Murray

APPROVAL OF MINUTES

Regular Meeting – March 18, 2026

Moved by: Neill McKay

Seconded by: Julie Baker

That the minutes of the regular meeting of the Planning Advisory Committee of March 18, 2026, be approved.

CARRIED

Special Meeting - April 1, 2026

Moved by: Neill McKay

Seconded by: Julie Baker

That the minutes of the special meeting of the Planning Advisory Committee of April 1, 2026, be approved.

CARRIED

ZONING APPLICATIONS

Colpitts Developments - 925-929 Union Street

- Rezone property from Residential Zone One (R-1), Residential Zone Four (R-4), and Multi-Residential Zone Three (MR-3) to Multi-Residential Zone Two (MR-2);
- 307.83m² lot area variance to permit two additional dwelling units;
- 1.51m setback variance from a property line abutting a public street (Station Road); and
- 2.15m side yard setback variance;

To permit two stacked townhouse buildings with 13 units total.

Public Hearing

- The applicant Craig McElroy, on behalf of Colpitts Developments, was available to respond to questions.

Moved by: Neill McKay

Seconded by: Councillor Greg Ericson

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on April 15, the application submitted by Colpitts Developments on property located at 925-929 Union Street for the following:

- **Rezone property from Residential Zone One (R-1), Residential Zone Four (R-4), and Multi-Residential Zone Three (MR-3) to Multi-Residential Zone Two (MR-2);**
- **83m² lot area variance to permit two additional dwelling units;**
- **51m setback variance from a property line abutting a public street (Station Road); and,**
- **15m side yard setback variance,**

to permit two stacked townhouse buildings with 13 units total, be approved subject to terms and conditions.

CARRIED

Skyline Surveys & Geomatics Ltd. c/o Steven Cook - 17 Kimble Court

- The existing single detached dwelling at 17 Kimble Court shares a lot with St. Margaret's Anglican Parish Church at 775 Forest Hill Road.
- The applicant is proposing to subdivide the existing dwelling from the church lot.
- This requires rezoning a portion of 17 Kimble Court from Institutional Zone One (I-1) to Residential Zone One (R-1) to allow the simple subdivision.

Moved by: Scott McConaghy

Seconded by: Anna Patterson

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on April 15, the application submitted by Steven Cook, of Skyline Surveys & Geomatics Ltd, on behalf of the Bishop of Fredericton, for rezoning a portion of 17 Kimble Court, be approved subject to terms and conditions.

CARRIED

SUBDIVISION APPLICATIONS

Green Canary Group c/o Krista Downey - 11 Charles Avenue

- Tentative plan of subdivision to create one R-1 lot and 7.93 metre lot depth variance for the new lot.

Moved by: Scott McConaghy

Seconded by: Neill McKay

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on April 15, 2026, the application submitted by Krista Downey, on behalf of Green Canary Group, for a 7.93 metre lot depth variance for the new lot for property located at 11 Charles Avenue, be approved subject to terms and conditions.

BE IT FURTHER RESOLVED THAT the tentative plan of subdivision to create one new R-1 lot be forwarded to Council with a recommendation that the public land dedication be taken in the form of cash.

CARRIED

VARIANCE APPLICATIONS

Matthew McQuinn - 1899 Lincoln Road

- The subject property is zoned Business Industrial (BI) which permits “Vehicle Sales” as a conditional use subject to approval by the Planning Advisory Committee

Public Hearing

- The applicant Matthew McQuinn mentioned that the two storage buildings located on the west side of the property have been removed.

Moved by: Councillor Mark Peters

Seconded by: Councillor Greg Ericson

BE IT RESOLVED THAT at the meeting of the Planning Advisory Committee on April 15, the application submitted by Matthew McQuinn for conditional use variance to permit Vehicle Sales in the BI zone, be approved subject to terms and conditions.

CARRIED

OLD BUSINESS

NEW BUSINESS

BUILDING PERMITS

To receive building permits for March 2026

Moved by: Anna Patterson

Seconded by: Julie Baker

That the building permits for the month of March 2026 be received.

CARRIED

ADJOURNMENT

Moved by: Julie Baker

Seconded by: Anna Patterson

That the meeting of the PAC be adjourned at 7:24 p.m.

CARRIED

Rodney Blanchard, Chairman

Elizabeth Murray, Secretary

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

Date : mercredi 15 avril 2026 à 19 h
Lieu : salle du conseil municipal et conférence en ligne

Membres : Rodney Blanchard
Neill McKay
Greg Ericson
Mark Peters
Anna Patterson
Scott McConaghy
Julie Baker
Oliver Dueck

Membres absents : Margo Sheppard

Membres du personnel : Marcello Battilana
Fredrick VanRooyen
Tyson Aubie
Jody Boone
Melisa Tang Choy
Connor Adsett
Shasta Stairs
Andie MacDonald Spares
Dane Frenette
Alicia Brown
Elizabeth Murray

ADOPTION DE PROCÈS-VERBAL

Réunion ordinaire – 18 mars 2026

Proposé par : Neill McKay

Appuyé par : Julie Baker

Approuver le procès-verbal de la réunion ordinaire du Comité consultatif sur l'urbanisme tenue le 18 mars 2026.

ADOPTÉ

Réunion extraordinaire du 1er avril 2026

Proposé par : Neill McKay

Appuyé par : Julie Baker

Approuver le procès-verbal de la réunion extraordinaire du Comité consultatif sur l'urbanisme tenue le 1er avril 2026.

ADOPTÉ

DEMANDES DE ZONAGE

Colpitts Developments – 925-929, rue Union

- Modifier le zonage de la propriété, pour le faire passer de Zone résidentielle 1 (R-1), Zone résidentielle 4 (R-4) et Zone multirésidentielle 3 (MR-3) à Zone multirésidentielle 2 (MR-2);
- Dérogation de 307,83 m² à la superficie du lot afin de permettre l'ajout de deux logements;
- Dérogation de 1,51 m à la marge de recul le long d'une limite de propriété adjacente à une voie publique (chemin Station);
- Dérogation de 2,15 m à la marge de recul latérale;

Afin de permettre la construction de deux logements superposés en bande totalisant 13 logements.

Audience publique :

- Le demandeur, Craig McElroy, agissant au nom de Colpitts Developments, est présent pour répondre aux questions.

Proposé par : Neill McKay

Appuyé par : Greg Ericson

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme du 15 avril, la demande présentée par Colpitts Developments visant la propriété située aux 925 à 929, rue Union, pour ce qui suit :

- **Modifier le zonage de la propriété, pour le faire passer de Zone résidentielle 1 (R-1), Zone résidentielle 4 (R-4) et Zone multirésidentielle 3 (MR-3) à Zone multirésidentielle 2 (MR-2);**
- **Dérogation de 83 m² à la superficie du lot afin de permettre l'ajout de deux logements;**

- **Dérogation de 5,1 m à la marge de recul le long d'une limite de propriété adjacente à une voie publique (chemin Station);**
- **Dérogation de 1,5 m à la marge de recul latérale;**

afin de permettre la construction de deux logements superposés en bande totalisant 13 logements, soit approuvée sous réserve de certaines modalités et conditions.

ADOPTÉ

Skyline Surveys & Geomatics Ltd. a/s de Steven Cook – 17, cour Kimble

- L'habitation unifamiliale isolée existante située au 17, cour Kimble partage actuellement un lot avec l'église paroissiale anglicane St. Margaret's, située au 775, chemin Forest Hill.
- Le demandeur propose de détacher l'habitation existante du terrain de l'église par une opération de lotissement.
- Cette démarche nécessite de modifier le zonage d'une partie du 17, cour Kimble, pour le faire passer de Zone de services collectifs 1 (I-1) à Zone résidentielle 1 (R-1), afin de permettre ce lotissement simple.

Proposé par : Scott McConaghy

Appuyé par : Anna Patterson

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme du 15 avril, la demande présentée par Steven Cook, de Skyline Surveys & Geomatics Ltd, au nom de l'évêque de Fredericton, visant le rezonage d'une partie du 17, cour Kimble, soit approuvée sous réserve de certaines modalités et conditions.

ADOPTÉ

DEMANDE DE LOTISSEMENT

Green Canary Group a/s de Krista Downey – 11, avenue Charles

- Plan provisoire de lotissement visant la création d'un lot dans la Zone résidentielle 1 (R-1), accompagné d'une dérogation de 7,93 m à la profondeur du lot pour le nouveau lot.

Proposé par : Scott McConaghy

Appuyé par : Neill McKay

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme du 15 avril 2026, la demande présentée par Krista Downey, au nom de Green Canary Group, visant une dérogation de 7,93 m à la profondeur du lot pour le nouveau lot situé au 11, avenue Charles, soit approuvée sous réserve de certaines modalités et conditions.

QUE le plan provisoire de lotissement visant la création d'un nouveau lot dans la Zone résidentielle 1 (R-1) soit transmis au conseil municipal de Fredericton, avec la recommandation que la cession de terrains à des fins publiques soit effectuée sous forme de contribution financière.

ADOPTÉ

DEMANDE DE DÉROGATION

Matthew McQuinn – 1899, chemin Lincoln

- La propriété visée est située dans la Zone industrielle et commerciale (BI), qui permet la « vente de véhicules » à titre d'usage conditionnel, sous réserve de l'approbation du Comité consultatif sur l'urbanisme.

Audience publique :

- Le demandeur, Matthew McQuinn, indique que les deux bâtiments d'entreposage situés du côté ouest de la propriété ont été retirés.

Proposé par : Mark Peters

Appuyé par : Greg Ericson

IL EST RÉSOLU QUE, lors de la réunion du Comité consultatif sur l'urbanisme du 15 avril, la demande présentée par Matthew McQuinn visant une dérogation relative à un usage conditionnel afin de permettre la vente de véhicules dans la Zone BI, soit approuvée sous réserve de certaines modalités et conditions.

ADOPTÉ

AFFAIRE COURANTE

AFFAIRE NOUVELLE

PERMIS DE CONSTRUIRE

Recevoir les permis de construire pour mars 2026

Proposé par : Anna Patterson

Appuyé par : Julie Baker

QUE les permis de construire du mois de mars 2026 soient reçus.

ADOPTÉ

LEVÉE DE LA RÉUNION

Proposé par : Julie Baker

Appuyé par : Anna Patterson

Procéder à la levée de la réunion régulière du Comité consultatif sur l'urbanisme à 19 h 24.

ADOPTÉ

Rodney Blanchard, président

Elizabeth Murray, secrétaire

To: Planning Advisory Committee
From: Tony Dakiv, Senior Planner
Proposal: Rezoning and variances to permit construction of a 48-unit apartment building.
Property: 40 Dunns Crossing Road (PID 01467026)

OWNER: N.P. Contracting Ltd.
43 Bowlen Street, Suite 16, Fredericton, NB, E3A 2T6

APPLICANT: Charbel George
362 Oxford Street, Fredericton, NB, E3B 2W6

SITE INFORMATION:

Location: West side of Dunns Crossing Road south of the Princess Margaret Bridge.

Context: The area is characterized primarily by multi-residential development with apartment buildings to the north, the communal housing facility (former STU residence) uphill to the west and more apartment building development farther south uphill. There are two low rise dwellings abutting the property to the south and one across the street to the east.

Ward No: 8

Municipal Plan: Established Neighbourhood

Zoning: R-4

Existing Land Use: Vacant.

Previous Applications: PR 23/03, PR 30/13

EXECUTIVE SUMMARY:

The proposal is a 48-unit apartment building requiring a rezoning and variances for entrance location and building depth on the lot. The proposal is consistent with the criteria for mid-and high-rise residential development in the Municipal Plan.

The proposal represents a good opportunity for higher density residential infill development given the context of the area which is primarily multi-residential development in proximity to the city centre and universities. The site is located between two existing apartment buildings to the north and two R-1 zoned low-rise dwellings uphill to the south which sit much higher in elevation than the subject site. This significant grade difference prevents the proposed four storey building from “over

powering” the adjacent houses from a massing and height perspective, resulting in a more compatible streetscape. The proposal incorporates a quality design and the proposed variances are considered to be reasonable and should not adversely impact neighbouring properties. Based on this staff feel the proposal is consistent with land use policy direction for multi-residential development, and the site context is specifically suited for higher density infill development which is considered to be consistent with the surrounding area. Staff recommend in support of this application subject to terms and conditions.

APPLICATION:

Charbel George has made application to rezone land from R-4 to MR-4 and variances for entrance location and building depth on the lot (8%) to permit the construction of a 48-unit apartment building on land located at 40 Dunns Crossing Road.

PLANNING COMMENTS:

Background:

- In 2003 a zone amendment was approved to allow for the construction of a four-storey 28-unit apartment building on the site. In 2013, another zone amendment was approved to allow for the construction of a three-storey 30-unit L-shaped apartment building (see Map VIII).

Proposal:

- The vacant site slopes steeply down toward Dunns Crossing Road and there is a significant difference in grade across the rear of the site and along the south side compared to the abutting properties. The site is approximately 7m lower in elevation compared to the adjacent uphill property to the south and approximately 9m lower than the abutting property to the rear.
- The building will contain 12 one-bedroom units, 29 two-bedroom units and 7 three-bedroom units. Surface parking for 27 vehicles will be located behind the building and 42 spaces will be located within the parking level below the building. Access to Dunns Crossing Road will be provided by a two-way driveway along the south side of the site.
- The proposed building will be 4 storeys in height over an underground parking level. It will occupy a similar footprint on the site as the previously approved building with the main difference being that it will be one storey higher. The main entrance is located at the internal corner of the L-shaped building with access to the surface parking lot.
- The proposal requires two variances. Among the building design standards of the MR-4 zone is the requirement for an entrance to face the public street. The first floor layout does not include an entrance on the street facing elevation requiring a variance to this standard. Staff feel the proposed variance is reasonable in this case for two reasons: a front facing entrance would require a very long staircase to negotiate the slope down from the front of the building to the front yard area which continues to slope down toward the street. The other reason is there is no sidewalk along the street frontage of the site to directly connect to an entrance. A pedestrian walkway along the side of the driveway has been incorporated leading to the main entrance which helps to mitigate this situation.
- The other variance is for building depth on the lot. The MR-4 zone limits buildings from extending beyond 65% of the lot depth where the side of the site abuts a low-rise residential

zone in an effort to help reduce impacts on the adjacent rear yard amenity space. In this case the building extends to 73% of lot depth requiring an 8% variance. Staff feel this variance is reasonable given that the uphill low-rise buildings are significantly higher in elevation preventing any overlooking concerns and the apartment buildings on the downhill side has a parking lot in the rear yard. Given this situation, the variance would not adversely impact the adjacent properties.

Growth Strategy:

- The Areas of Stability and Minor Change section outlines that modest forms of intensification may be permitted at the edges of neighbourhoods and along main roads. Furthermore, “all such changes, however, will respect the existing pattern, scale and character of the neighbourhood.” The proposal is generally consistent with this intent as the site is suitable for higher density infill development given the context of the area which is predominantly multi-residential development. The site’s lower grade elevation in relation to the abutting properties also helps to integrate the proposed building into the streetscape in a more sensitive manner.

Municipal Plan:

- The subject property is designated as Established Neighbourhood in the Municipal Plan which contains criteria for higher density residential infill development as follows:

Where a rezoning or zoning by-law amendment is required for a new mid- or high-rise residential use in an Established Neighbourhood, proposals shall:

- Locate at the periphery of neighbourhoods and along arterial and collector roads;*
 - 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;*
 - Incorporate underground parking facilities, where appropriate;*
 - Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;*
 - Be adjacent to or in close proximity to, an existing or planned public transit route;*
 - Be adjacent to, or in close proximity to, parks, open spaces and/ or other community facilities, services and amenities, and employment zones; and,*
 - Provide high-quality building design that contributes positively to the City’s urban form.*
- Staff feel the proposal is generally consistent with the above criteria. The site is located along a minor collector road and on the periphery of more established low-rise neighbourhoods. Parking is located behind the building which results in a better street frontage condition and the site’s grade will reduce any adverse impacts regarding the building’s height and massing. The site is located on a transit route and also benefits from having the walking trail in close proximity. The site is within walking distance of the UNB and STU campuses and the downtown, both major employment and economic nodes. The proposal represents a quality and well-articulated building design that will contribute positively to the City’s urban form.

Zoning By-law:

The proposal compared to the standards of the MR-4 zone is as follows:

Standard	Required	Provided
Density	3984m ² min.	4785m ²
Building Setbacks (front)	3m min.	8m
(south side)	4m min.	10.3m
(north side)	2m min.	3.5m
(rear)	7.5m min.	23.7m
Building Height	18m max.	14.5m
Lot Coverage	45% of lot area max.	33%
Building Depth on the Lot	65% of lot depth max.	73%*
Entrance Location	Facing street	Does not face street*
Landscaped Area	35% of lot area min.	45%
Parking (min.spaces)	68 spaces	69 spaces

* Variance required

Building Design

- The proposed building has a similar L-shaped footprint as the previously approve building and incorporates a number of alternating panels and inset balconies along the front and side facades. The building's overall form and massing with the offsetting wall planes and varied exterior finish treatment gives the building a contemporary feel. Exterior finish materials are comprise a combination of vertical metal and horizontal composite wood siding with a masonry veneer base on the parking level wall facing the street. The proposal also meets the minimum building design requirements of the MR-4 zone with the exception of the entrance location outlined earlier.

Access and Servicing

- Water - There is an existing water service to the property that will not be suitable for the development. A shut-off of the existing service at the main will be required at the time the new services are installed. All design, construction, inspection, reinstatement, and record drawings are the responsibility of the applicant.
- Sanitary – An assessment of the downstream capacity and potential impacts to Morrell Lift Station will be required, at the Applicant's expense. Please contact the City's Water & Sewer Engineer to engage the City's sanitary model.
- Storm – A stormwater management plan will be required for the property, in accordance with the City's stormwater guidelines.

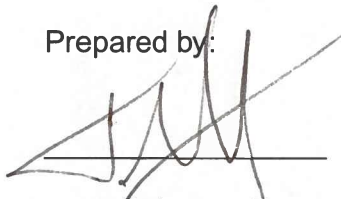
- Grading – Applicant is required to ensure that the adjacent slopes are stable and that all grading and excavation is limited to the applicant's property unless permission from adjacent properties is granted. Any slope analysis or design of retaining walls over 2m will be completed by a qualified professional geotechnical engineer.
- Access/ Traffic – The proposed development has been reviewed by city staff from a transportation perspective. The proposed development is similar to others in the area and represents a relatively small traffic generator. Because of this, staff have no concerns that the proposed development will cause any transportation issues. Staff would also note that the proposed development is near the Lincoln Trail and on a transit route providing good access to different modes of transportation.

RECOMMENDATION:

It is recommended the application submitted by Charbel George to rezone land from R-4 to MR-4 and variances for entrance location and building depth on the lot (8%) to permit the construction of a 48-unit apartment building on land located at 40 Dunns Crossing Road be approved subject to the following terms and conditions:

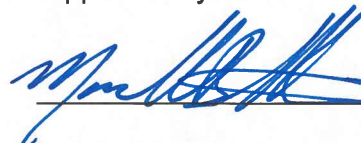
- a) The site be developed generally in accordance with Map II attached to P.R.30/26 to the satisfaction of the Development Office;
- b) Final building design be substantially in accordance with Maps III, IV and V attached to P.R.30/26 to the satisfaction of the Development Officer;
- c) A final landscape plan be provided showing tree planting detail to the satisfaction of the Development Officer prior to issuance of the building permit;
- d) Servicing, access, lot grading, and storm water management to be provided to the satisfaction of the Director of Engineering & Operations;
- e) All design, construction, and inspection to be in accordance with the City's General Specifications for Municipal Services. Record drawings, stamped by a Professional Engineer, are required at completion of the project;
- f) A backflow preventor and storm oil-grit separator are required for the development;
- g) The Applicant and/or their Consultant are to participate in a design start-up meeting with Engineering staff upon approval of this application;
- h) Property is in Wellfield Zone C – all plans must conform to the NB Wellfield Protected Area Designation Order.

Prepared by:

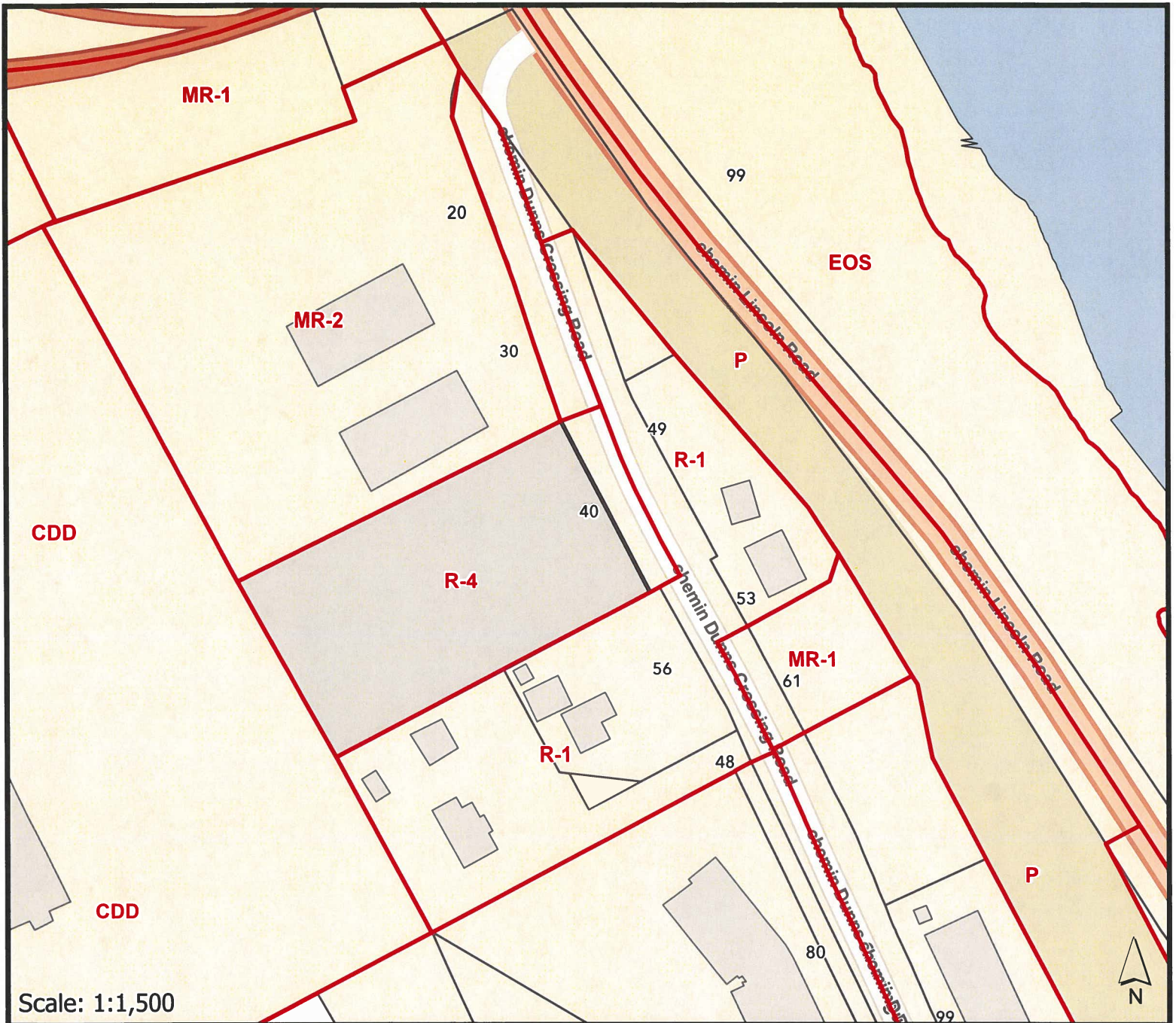


Tony Dakiv, RPP, MCIP
Senior Planner, Community Planning

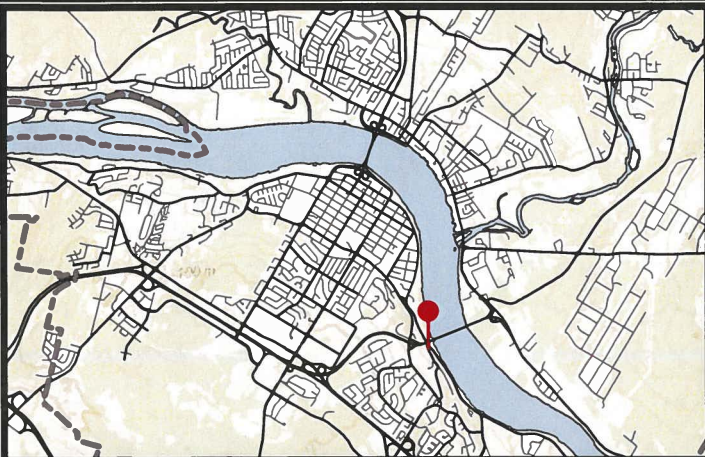
Approved by:




Marcello Battilana, RPP, MCIP
Assistant Director, Community Planning



Scale: 1:1,500



 Subject Properties / Propriétés Visé

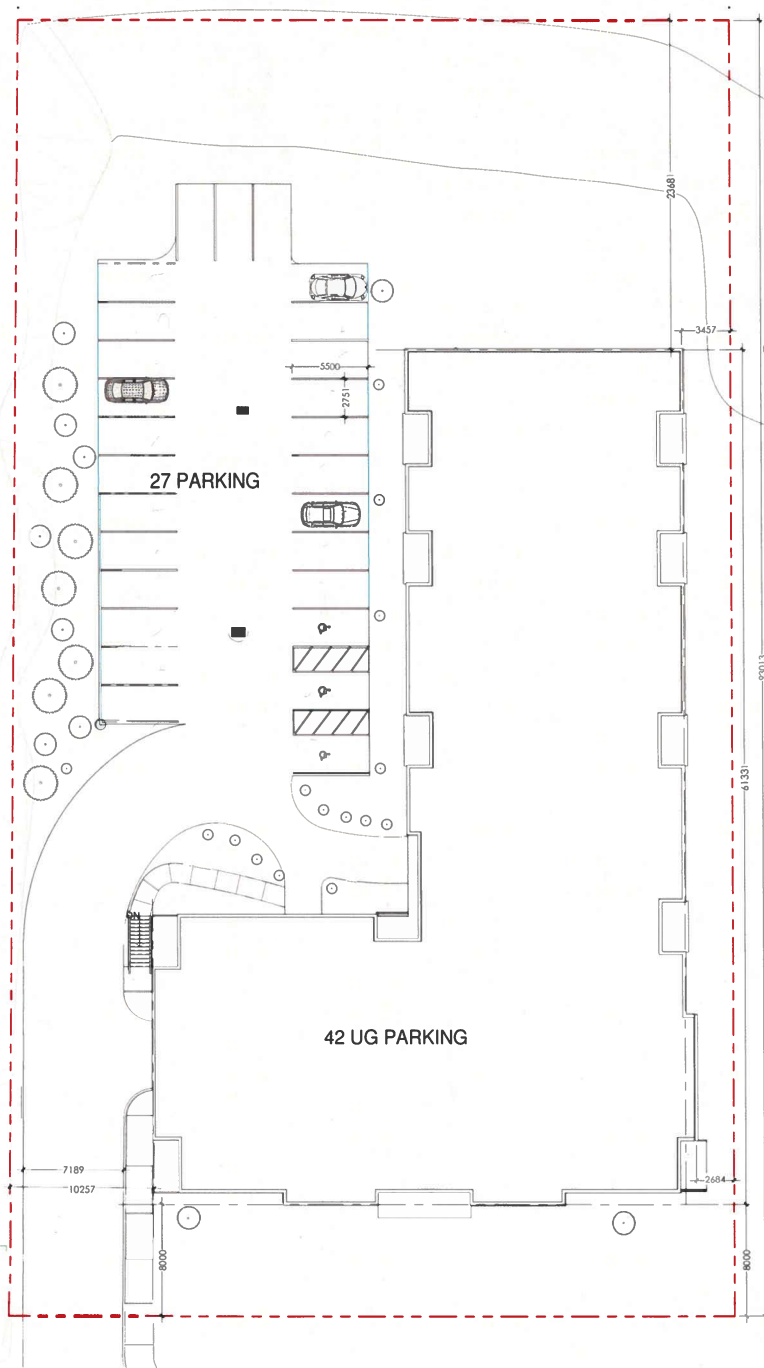
Rezoning from R-4 to MR-4 to allow construction of a 48 unit apartment building.

Changement de zonage de R-4 à MR-4 afin de permettre la construction d'un immeuble d'habitation de 48 logements.



Community Planning
Planification urbaine

Map \ carte # I
File \ fiche: PR-30-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 40 chemin Dunns Crossing Road
Charbel George



Variance required for building depth on the lot (8%)
 Dérégation requise pour la profondeur du bâtiment sur le lot (8%).

Site Plan
 1 : 200

chemin Dunns Crossing Road

Site Plan / Plan du site



Community Planning
 Planification urbaine

Map \ carte # II
 File \ fiche: PR-30-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 40 chemin Dunns Crossing Road
 Charbel George



Dunns Crossing Road - East / chemin Dunns Crossing - Est



South / Sud



East / Est



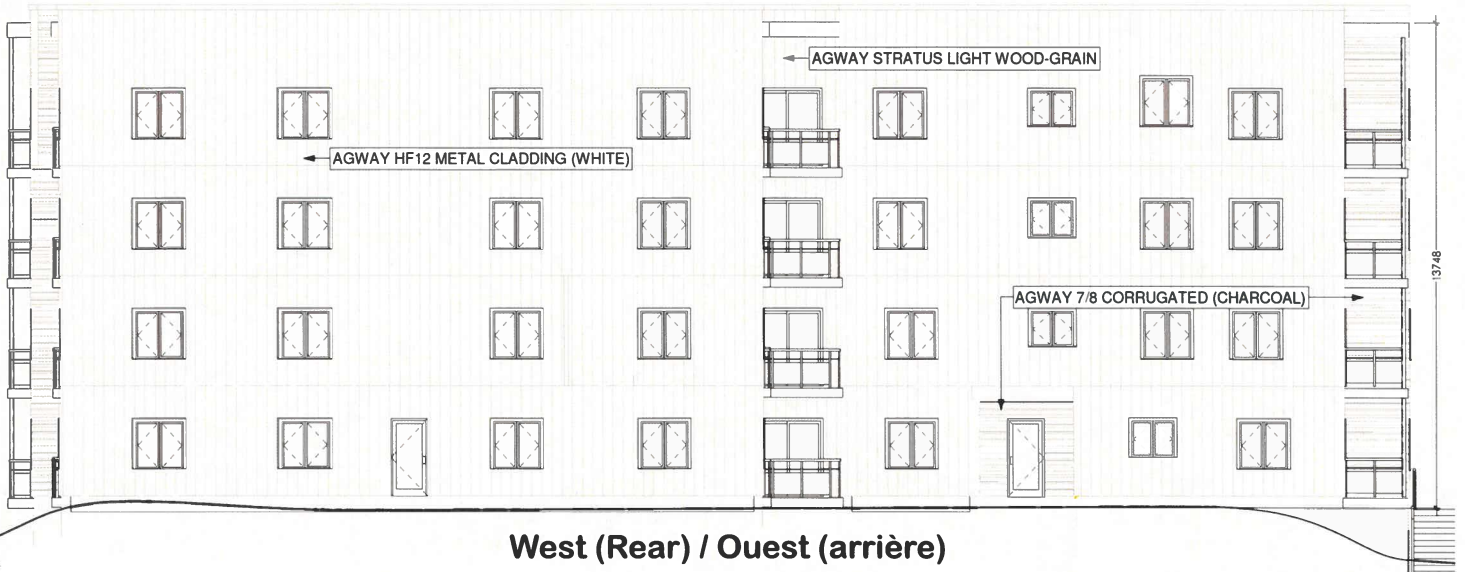
Main Entrance / Entrée principale

Renderings / Rendus



Community Planning
Planification urbaine

Map \ carte # III
File \ fiche: PR-30-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 40 chemin Dunns Crossing Road
Charbel George



West (Rear) / Ouest (arrière)



East (Front) / Est (avant)

Variance required for entrance location (not facing street).
 Dérogation requise pour l'emplacement de l'entrée (ne faisant pas face à la rue).

Elevations / Élévations



Community Planning
 Planification urbaine

Map \ carte # IV
 File \ fiche: PR-30-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 40 chemin Dunns Crossing Road
 Charbel George



North / Nord

⑨ EAST
3/16" = 1'-0"



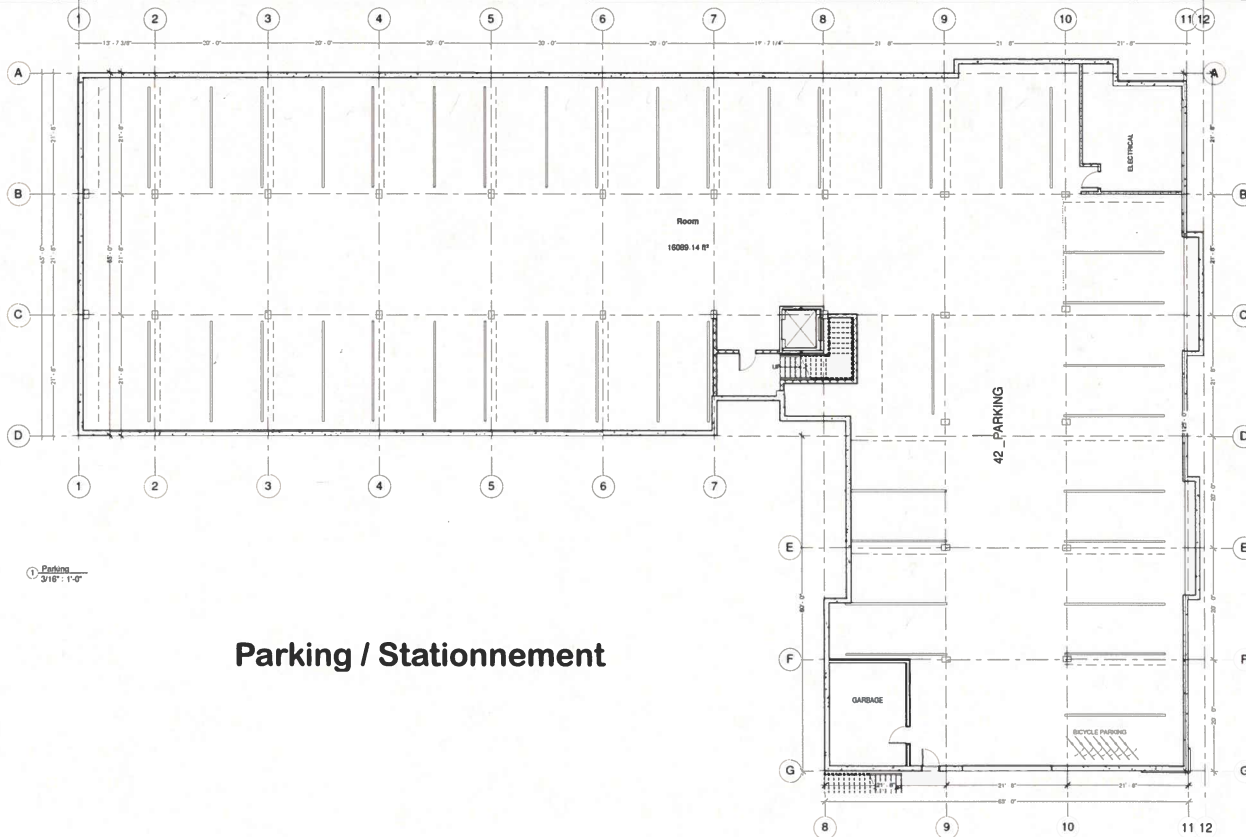
South / Sud

Elevations / Élévations

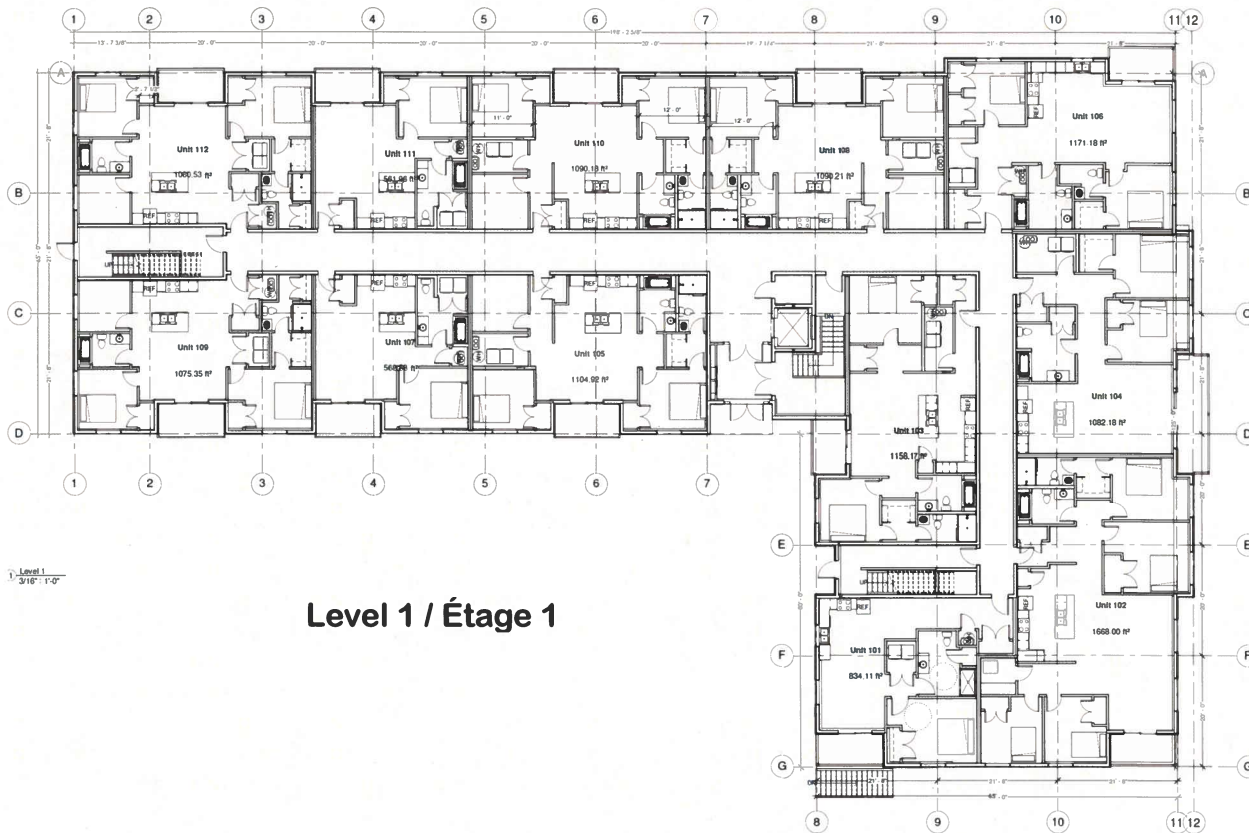


Community Planning
Planification urbaine

Map \ carte # V
 File \ fiche: PR-30-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 40 chemin Dunns Crossing Road
 Charbel George



Parking / Stationnement



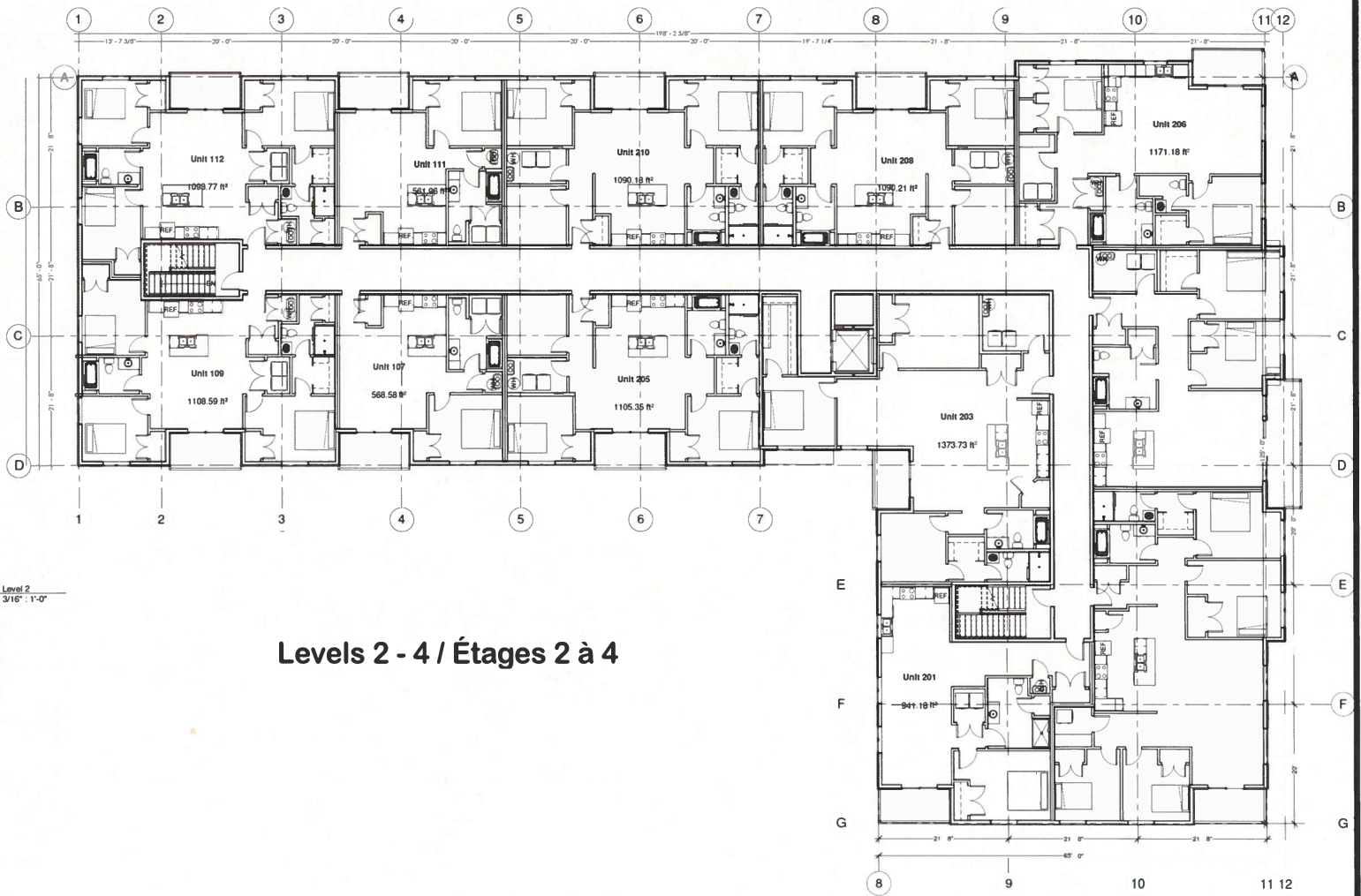
Level 1 / Étage 1

Floor Plans / Plans d'étage



Community Planning
Planification urbaine

Map \ carte # VI
File \ fiche: PR-30-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 40 chemin Dunns Crossing Road
Charbel George



Levels 2 - 4 / Étages 2 à 4



Street Elevation / Élévation sur rue

Floor Plans - Street Elevation / Plans d'étage - Élévation sur rue



Community Planning
Planification urbaine

Map \ carte # VII
File \ fiche: PR-30-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 40 chemin Dunns Crossing Road
Charbel George

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: Planning Advisory Committee Meeting - May 20, 2026 - Re: 40 Dunns Crossing Road - Rezoning Application.
Date: Tuesday, May 19, 2026 11:14:06 PM
Attachments: [PAC Meeting - May 20, 2026.pdf](#)

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.

Please find attached a letter for the Planning Advisory Committee Meeting - May 20, 2026 - Re: 40 Dunns Crossing Road - Rezoning Application.

Thank You,

Peter Jones

Planning Advisory Committee Meeting - May 20, 2026

Re: 40 Dunns Crossing Road - Rezoning Application

I am the property owner of 48 Dunns Crossing Road which is adjacent to the property at 40 Dunns Crossing Road for which a rezoning application has been submitted.

Originally, the back of the property at 40 Dunns Crossing Road was at the same elevation as the back of my property. The property had a gradual downward slope towards Dunns Crossing Road. In preparation for development of the property, trees were removed, soil was removed, rock was hammered and removed, creating an elevation difference of more than 30 feet with my property. There is currently a steep slope on the property at 40 Dunns Crossing Road beside my property line. I have a two-story detached garage on that side of my property. The building load reduces the allowable slope angle and increases the required factor of safety. I have a concern about the stability of the slope that was created by the major excavation work that has taken place.

I would support the rezoning application for 40 Dunns Crossing Road subject to the following: Slope stabilization with an engineered solution (a flatter slope using rock/armor stone, or an engineered retaining wall, or a wall and slope combination, all options would require proper drainage) to be completed as a priority in a timely manner. For safety purposes, at the top there should be a chain link fence along the entire property line where it meets my property. If these items were made a requirement and were completed to the satisfaction of the City of Fredericton, so that there would be no impact on my property, the buildings on my property, or my everyday life, I would support the rezoning application.

Before any more sitework is performed on the existing slope, I would request that the following conditions be included for quality assurance: A Stamped Slope Stabilization Report by a Professional Geotechnical Engineer be shared with the adjacent property owner at 48 Dunns Crossing Road and any work required to create that slope stabilization be completed before a building permit is issued. A written and stamped letter providing confirmation from a Professional Geotechnical Engineer that the adjacent slope stabilization has not negatively impacted 48 Dunns Crossing Road and confirmation that a stabilized slope will not impact the use of the property and buildings.

Respectfully submitted,

Peter Jones

PLANNING REPORT



PAC – May 20 2026
File No.: Z-12-2026 V-12-2026 P.R. No. 31/26

To: Planning Advisory Committee
From: Mei Jiang, Planner
Proposal: Rezoning from R-1 to R-3, and variances for the lot frontage and lot area, to permit a new semi-detached dwelling
Property: 221 Barton Crescent (PID 01491067)

OWNER: J. Morehouse Development & Management Ltd. c/o Justin Morehouse
33 Inspiration Lane
Penniac, NB E3A 9X9

APPLICANT: Same as above

SITE INFORMATION:

Location: Interior lot on the west side of Barton Crescent, North of Route 105 and East of Royal Road

Context: Mainly low and medium density residential neighbourhood, Brookside Mall to the West, and to the south of Barton Crescent Park

Ward No: 2

Municipal Plan: Established Neighbourhoods

Zoning: Residential Zone One (R-1)

Existing Land Use: Vacant

Previous Applications: None

EXECUTIVE SUMMARY:

The Applicant is proposing to rezone the subject property from Residential Zone One (R-1) to Residential Zone Three (R-3) to permit the construction of a new semi-detached dwelling. Additionally, a 0.3 metre lot frontage variance and a 9 m² lot area variance are required. The previous single-detached dwelling was demolished in March 2026 due to a fire. The intent is to subdivide the dwelling at a later date for homeownership. This block of Barton Crescent is comprised of single-detached dwellings and semi-detached dwellings, so the proposal would generally follow the development pattern in the neighbourhood.

Therefore, Staff is of the opinion that the proposed semi-detached dwelling is appropriate for the development of the land, and do not anticipate any negative impacts. Staff support this application, subject to terms and conditions.

APPLICATION:

Justin Morehouse has made application for the following:

- Rezoning from Residential Zone One (R-1) to Residential Zone Three (R-3) to permit a semi-detached dwelling;
- 0.3m lot frontage variance; and,
- 9m² lot area variance,

to permit the construction of a new semi-detached dwelling at 221 Barton Crescent.

PLANNING COMMENTS:

Proposal:

- The subject property is currently vacant, and the Applicant is proposing to construct a semi-detached dwelling for future divided ownership, as shown on Map II. The previous single-detached dwelling was demolished due to a fire. A rezoning from Residential Zone One (R-1) to Residential Zone Three (R-3) is required, as well as a 0.3m lot frontage variance, and a 9m² lot area variance. As shown on Map VI, each dwelling unit will have a total of two bedrooms, two bathrooms, their own decks in the rear yard and outdoor amenity space.
- Subdivision will take place once the foundation is in place in order to ensure that the new property line is made along the common party wall. Land for public purposes is not applicable in this case.

Municipal Plan:

- The proposal is consistent with housing policies in the *Municipal Plan*, specifically Section 3.1.1(1) notes to “promote housing diversity by requiring a mix of housing types, sizes, and densities that will accommodate changes in community needs over time. The City shall promote opportunities for increased housing densities and intensification for residential development”.
- The proposal is also in keeping with Section 2.2.1(18)(a) which states “Any new lots are consistent with the lot pattern in the neighbourhood.” As well in Section 2.2.1(18)(b) mentions “Building design is compatible with the surrounding area and contributes positively to the neighbourhood.” The neighbourhood already is comprised of properties that are zoned R-3 and the subject property would be consistent with the surrounding areas. It should be noted that, although the majority of interior lots along this portion of Barton Crescent are zoned R-1, there are five properties (55-59 Jennings Dr, 61 Jennings Dr, and 65 Jennings Dr) abutting to the rear of the subject property, and 176 Barton Crescent which is 91m to the east of the subject property that are zoned R-3. The proposal

is consistent with policies in the *Municipal Plan*, and compatible with the uses permitted in the R-1 zone.

Zoning By-law:

The proposal complies with the standards of the R-3 zone as follows:

Standard	Required	Provided	Variance
Lot 26-64 - Lot Area (min.)	360 m ²	351 m ²	9 m²
Lot 26-63 - Lot Area (min.)	360 m ²	374 m ²	N/A
Lot 26-64 - Lot Frontage (min.)	12 m	11.7 m	0.3 m
Lot 26-63 - Lot Frontage (min.)	12 m	11.7 m	0.3 m
Lot Depth (min.)	30 m	32 m	N/A
Lot Coverage (max.)	40%	19%	N/A

Variations:

- Although variances would be required for the lot area and lot frontage, the proposed development would still be able to meet all other requirements of the zone. As seen on Map II, the future subdivision line would be along the common party wall. The Applicant is proposing a 351m² for Lot 26-64 and 374m² for Lot 26-63. As for the lot frontage for both lots, the Applicant is proposing 11.7m. Each of the main residential buildings having a footprint of approximately 66.9m². As the proposed lot coverage is 19% for the overall property it is well below the allowable maximum 40% requirement. The development would still be able to provide for adequate outdoor amenity space, both in front and rear yards of the property, and would also be able to accommodate the required parking.
- Thus, staff is of the opinion that the variances are minor in nature, appropriate for the development of the land and is in keeping with the general intent of the Zoning By-law.

Access & Services

- The former single-detached house on 221 Barton Crescent had a single service for municipal services. Each unit in the semi-detached building will require separate municipal service lines. If the former services cannot be utilized by one of the new units, a “shut off at main” for the abandoned water line will be required, at the cost of the applicant. All costs related to the new services, including necessary reinstatement, are the responsibility of the applicant.
- A stamped site services plan, prepared by a qualified professional engineer, will be required for the new services. Record drawings are required to be submitted upon completion.

RECOMMENDATION:

It is recommended that the application submitted by Justin Morehouse for the following:

- Rezoning from Residential Zone One (R-1) to Residential Zone Three (R-3) to permit a semi-detached dwelling;
- 0.3m lot frontage variance; and,
- 9m² lot area variance,

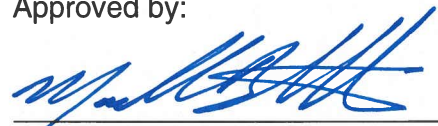
to permit the construction of a new semi-detached dwelling at 221 Barton Crescent, be approved subject to the following terms and conditions:

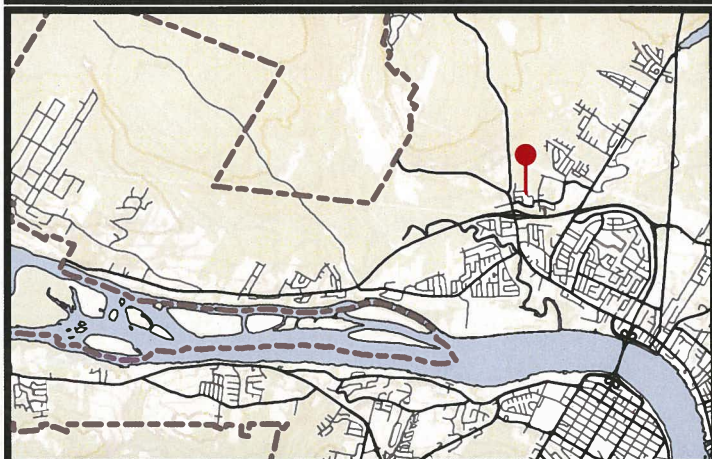
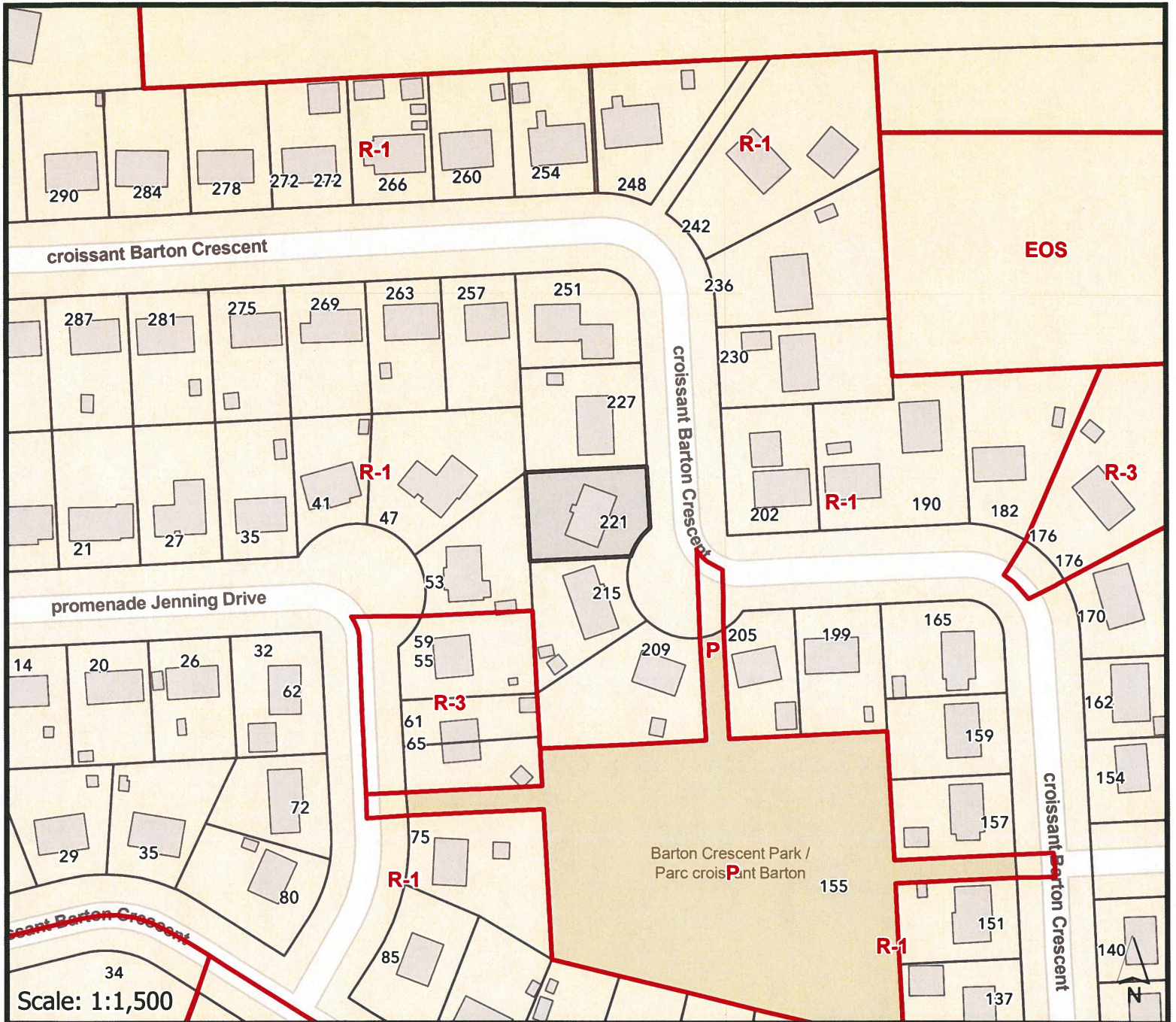
- a) The site be developed generally in accordance with Map II attached to P.R. 31/26 to the satisfaction of the Development Officer;
- b) Final building design be generally in accordance to Maps III, IV, V and VI attached to P.R. 31/26 to the satisfaction of the Development Officer;
- c) Final parking and landscaping plans, be provided to the satisfaction of the Development Officer prior to the issuance of a building permit;
- d) Servicing and lot grading of the site be provided to the satisfaction of the Director of Engineering and Operations;
- e) Record drawings prepared by a Professional Engineer are required at completion of the project.
- f) Stamped drawings by a Professional Engineer registered to practice in New Brunswick be provided prior to the issuance of a building permit.

Prepared by:


Mei Jiang
Planner

Approved by:


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



Subject Property / Propriété Visé
 Rezoning from Residential Zone One (R-1) to Residential Zone Three (R-3) to permit a semi-detached dwelling. 9 m² lot area and 0.3 m lot frontage variances to permit a semi-detached dwelling.

Modification de zonage de Zone résidentielle 1 (R-1) à Zone résidentielle 3 (R-3) afin de permettre l'aménagement d'une habitation jumelée. Dérogations de 9 m² pour la superficie du lot et de 0,3 m pour la largeur en façade du lot afin de permettre.



Community Planning
 Planification urbaine

Map \ carte # I

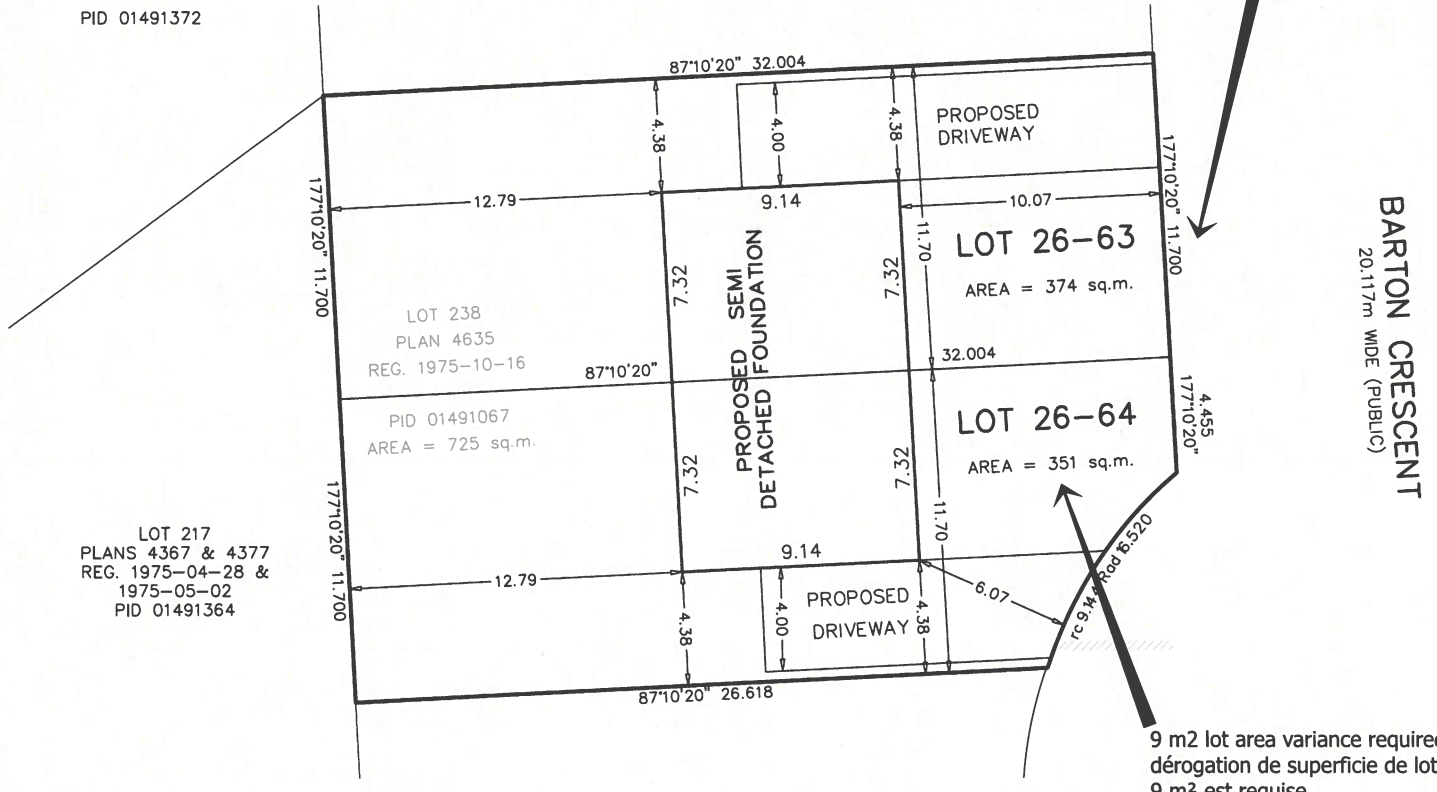
File \ fiche: PR-31-2026

Date \ date: mai \ May 20, 2026

Subject \sujet: 221 croissant Barton Crescent

J. Morehouse Developments & Management Ltd.
 c/o Justin Morehouse

0.3 m lot frontage variance required /
 Une dérogation de 0,3 m pour la largeur
 en façade du lot est requise.



BARTON CRESCENT
 20.17m WIDE (PUBLIC)

Site Plan / Plan du site



Community Planning
 Planification urbaine

Map \ carte # II
 File \ fiche: PR-31-2026
 Date \ date: mai \ May 20, 2026
 Subject \sujet: 221 croissant Barton Crescent
 J. Morehouse Developments & Management Ltd.
 c/o Justin Morehouse

SUBDIVISION PLAN
FOR
J. MOREHOUSE DEVELOPMENTS & MANAGEMENT LTD.
SHOWING
LOTS 26-63 AND 26-64
221 BARTON CRESCENT
CITY OF FREDERICTON
COUNTY OF YORK
PROVINCE OF NEW BRUNSWICK

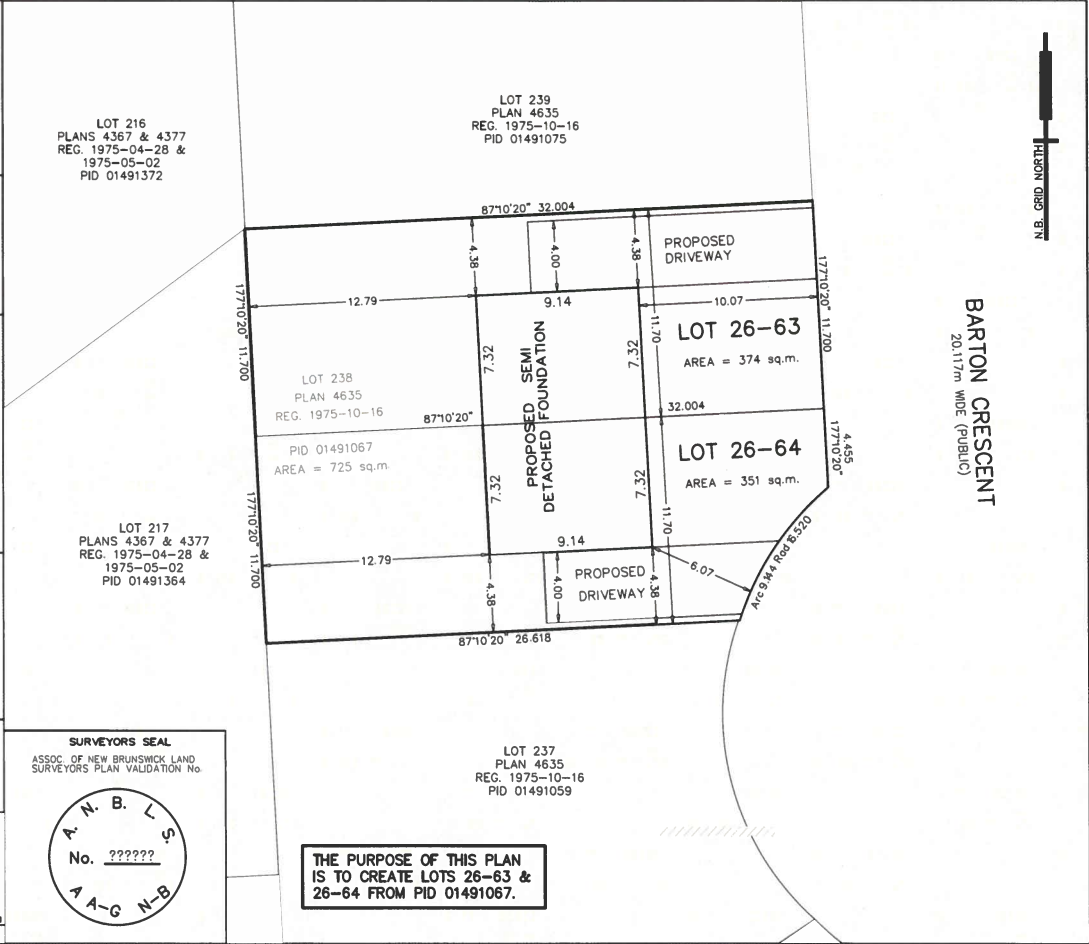
NOTES
1. AZIMUTHS ROUNDED TO NEAREST 10 SECONDS
2. BUILDING TIES SHOWN HEREON ARE TO THE EXTERIOR LIMITS OF THE FOUNDATION
3. ALL DIMENSIONS ARE EXPRESSED IN METRES AND DECIMALS THEREOF AND MAY BE CONVERTED TO FEET BY DIVIDING BY 0.3048
4. ALL DISTANCES AND DIRECTIONS ARE CALCULATED UNLESS NOTED OTHERWISE
5. AZIMUTHS ARE N.B. GRID NORTH DERIVED FROM GLOBAL POSITIONING
6. COMBINED SCALE FACTOR OF 1.000000 APPLIED
7. BUILDING TIES SHOWN HEREON ARE PERPENDICULAR TO PROPERTY SIDELINES
8. THE INFORMATION EXPRESSED ON THIS PLAN IS ISSUED TO and MAY BE RELIED UPON SOLELY BY THE PROPERTY OWNER FOR WHOM THIS PLAN WAS PREPARED. WE ASSUME NO RESPONSIBILITY OR LIABILITY BY THIRD PARTY RELIANCE ON AFORESAID INFORMATION.

LEGEND
STANDARD SURVEY MARKER FOUND
STANDARD SURVEY MARKER PLACED
IRON PIPE FOUND
ROUND IRON BAR FOUND
SQUARE IRON BAR FOUND
WOODEN SURVEYOR'S POST
CALCULATED POINT
UTILITY POLE
SURVEY SYSTEM COORDINATE MONUMENT
TABULATED COORDINATE VALUE
BOUNDARIES DEALT WITH BY THIS PLAN
EASEMENT
N.B.S. SURVEYOR NUMBER
DEED TRACT LINE
PUBLIC UTILITY EASEMENT
LOCAL GOVERNMENT SERVICES EASEMENT
SQUARE METRES
HECTARE
S.N.S. PARCEL IDENTIFIER
DOCUMENTS ARE FILED IN THE COUNTY REGISTRY OF PROPERTY LOCATION
REG.

APRIL 16, 2026
DATE DRAWN

SCALE 1:200
0 2 4 6 8 10 metres

CONSULTING ENGINEERS & SURVEYORS
SURTEK GROUP LTD.
101-411 St. Mary's Street
Fredericton, NB E3A 8H4
Phone: 454-7044
Fax: 454-1147
Email: Office@SurTek.ca
DRAWING : 26262 FILE No : 26262

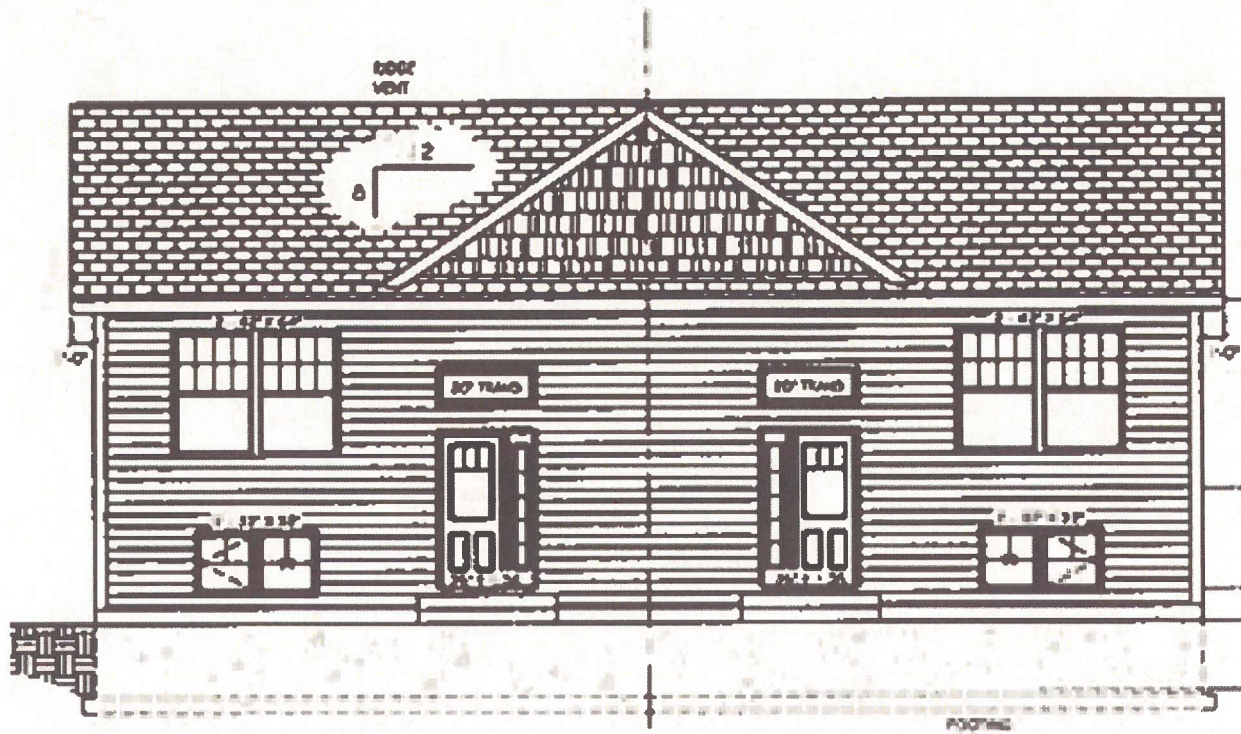


Tentative Plan of Subdivision / Plan provisoire de lotissement

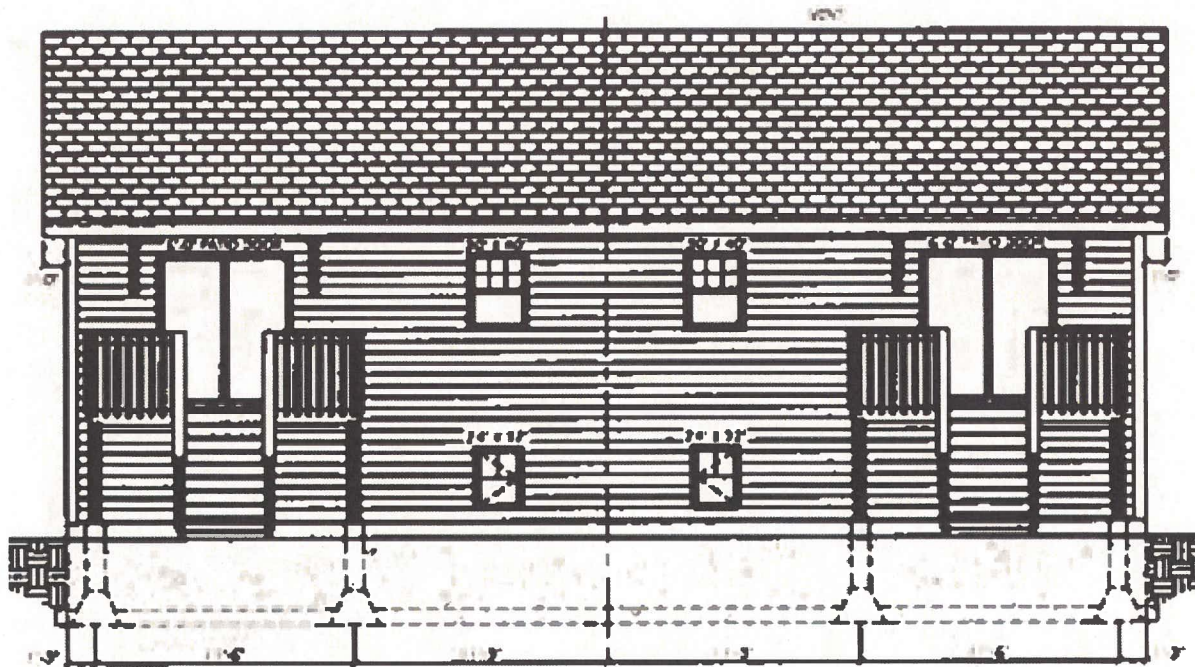


Community Planning
Planification urbaine

Map \ carte # III
File \ fiche: PR-31-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 221 croissant Barton Crescent
J. Morehouse Developments & Management Ltd.
c/o Justin Morehouse



Barton Crescent - East / croissant Barton - Est



West / Ouest

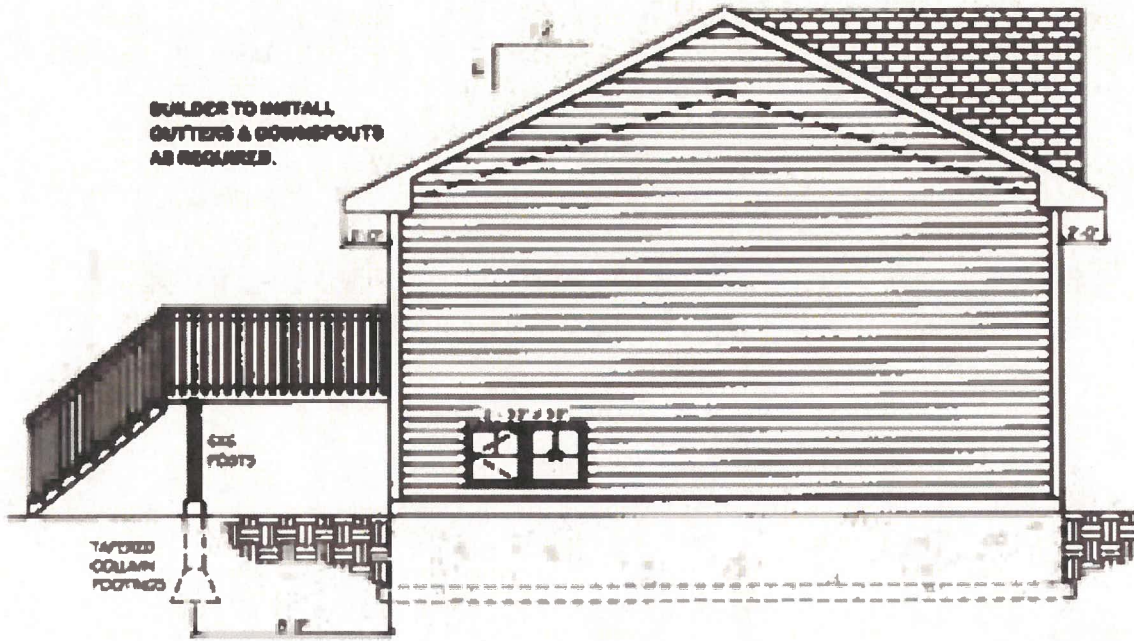
Elevations / Élévations



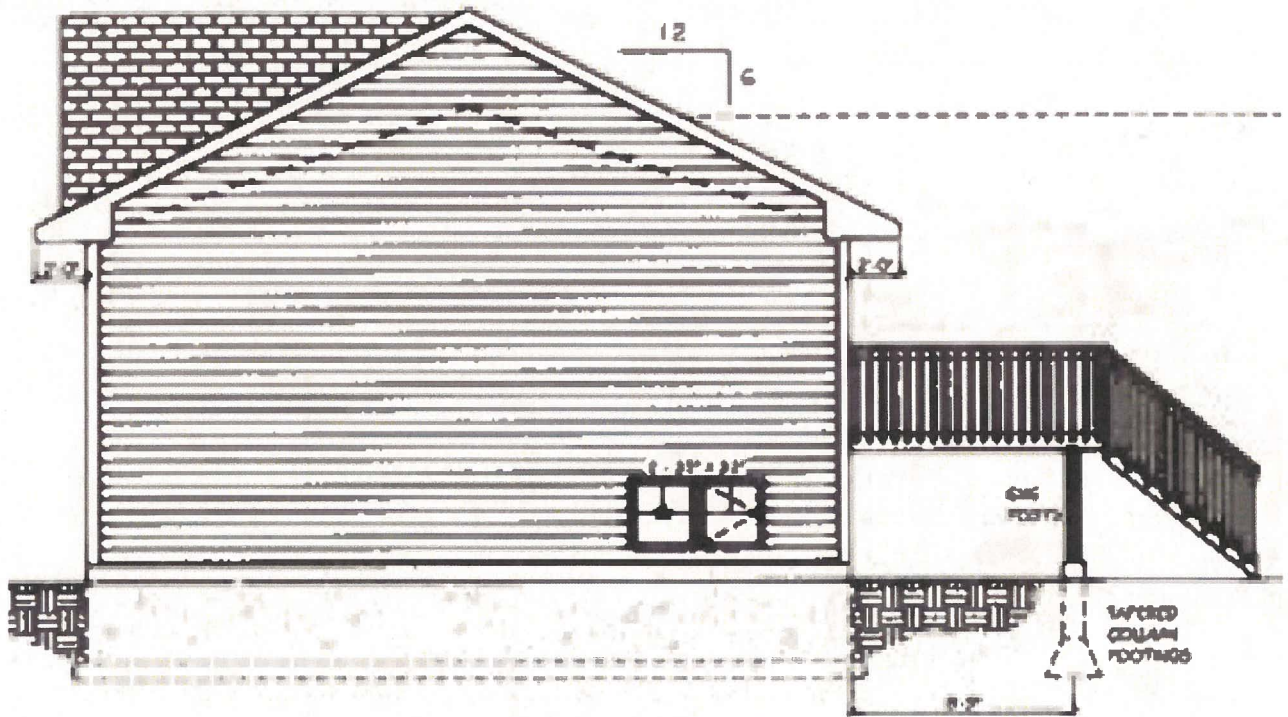
Community Planning
Planification urbaine

Map \ carte # IV
File \ fiche: PR-31-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 221 croissant Barton Crescent
J. Morehouse Developments & Management Ltd.
c/o Justin Morehouse

BUILDER TO INSTALL
GUTTERS & DOWNSPOUTS
AS REQUIRED.



North / Nord



South / Sud

Elevations / Élévations

Fredericton

Community Planning
Planification urbaine

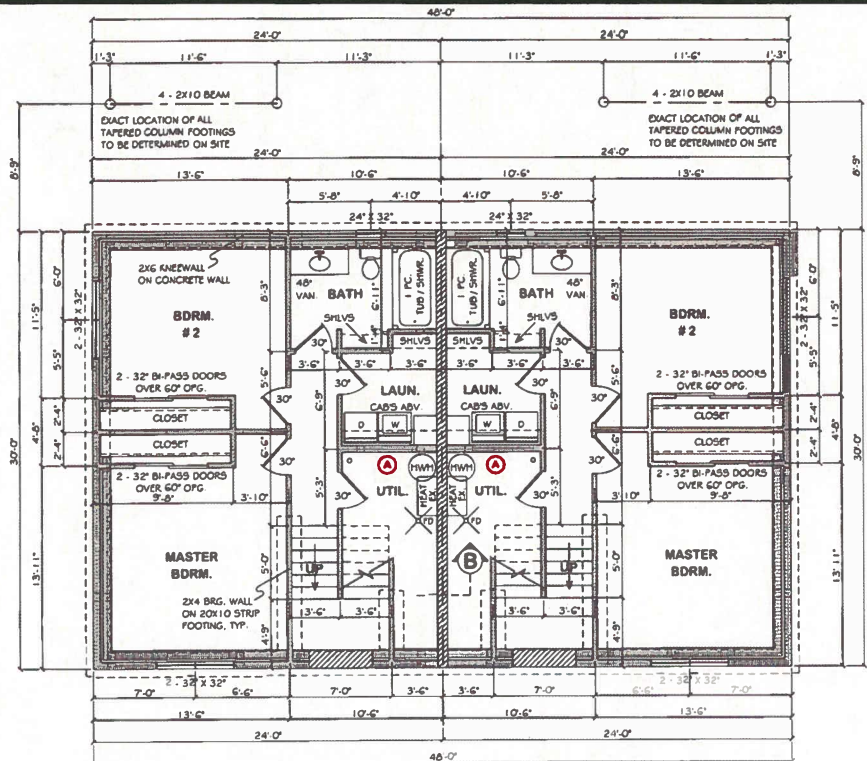
Map \ carte # V

File \ fiche: PR-31-2026

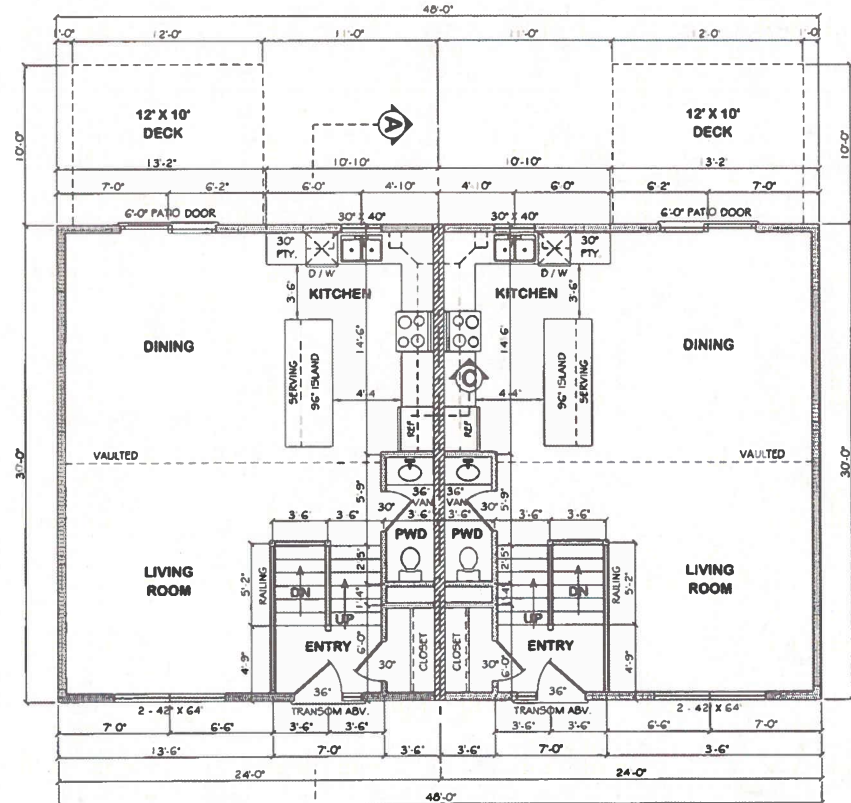
Date \ date: mai \ May 20, 2026

Subject \ sujet: 221 croissant Barton Crescent

J. Morehouse Developments & Management Ltd.
c/o Justin Morehouse



Lower Level / Étage inférieur



Upper Level / Étage supérieur

Floor Plans / Plans d'étage



Community Planning
Planification urbaine

Map \ carte # VI
 File \ fiche: PR-31-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 221 croissant Barton Crescent
 J. Morehouse Developments & Management Ltd.
 c/o Justin Morehouse

PLANNING REPORT



PAC – May 20, 2026
File No.: Z/13/26, V/13/26, P.R. No. 32/26

To: Planning Advisory Committee

From: Fredrick Van Rooyen, Senior Planner

Proposal: Amendment to terms and conditions to accommodate a change in the site layout and building design of a 6-storey mixed use building and associated parking variance

Property: 616 & 618 Union Street (PID 01425149, 75257600, 75257618 & 75006544)

OWNER: Pila Investments Ltd. c/o David Peddle
12 Monsella Court
Fredericton, NB
E3B 0N1

APPLICANT: As above

SITE INFORMATION:

Location: South side of Union Street, across from Union and Clark Street intersection

Context: Commercial Plaza to the west, vacant COR-1 property and a place of worship to the north, vacant EOS land and six-storey residential condominium to the east, and the riverfront trail to the south.

Ward No: 6

Municipal Plan: North Core & Commercial in the Union Street Area Secondary Municipal Plan

Zoning: Commercial Corridor Zone One (COR-1)

Existing Land Use: Vacant land – previous residential/office

Previous Applications: P.R. 6/21, P.R. 32/23, P.R. 80/25

EXECUTIVE SUMMARY:

The subject property was rezoned in 2021 from District Commercial (DC) to Commercial Corridor Zone One (COR-1) to permit a six-storey, 39-unit mixed use building (P.R. 6/21). The building design and site layout of the original approval was subsequently modified in 2023 to ensure that the building and parking location was outside the area of the existing storm pipe. The revised proposal featured a six-storey, 22-unit apartment building to the rear and a separate 312m² two storey commercial building at the front with surface parking in the middle. The 2023 application amended the original terms and conditions to reflect the revised site design and layout (P.R. 32/23). In 2025, the Applicant made an application to amend term and condition “g” of the original approval, being related to a separation distance from the storm pipe to the proposed foundation and an appropriate legal easement. The 2025 application was denied by Council.

The current application looks to advance a new design and layout that includes a coordinated joint access and is predicated on an appropriate easement being executed by PILA Investments Ltd (the Applicant), and GIFT Corp (the abutting property to the east) using an infrastructure corridor that also contains storm pipe and trail easements and infrastructure. It should be noted that the joint access agreement between the two private parties has not been finalized between the parties at the time of this report.

The purpose of this agreement is to allow for the replacement of the existing storm sewer pipe, the placement of appropriate easements to facilitate ongoing municipal maintenance and ownership of the new storm sewer pipe, to support development opportunities on the relevant properties, and to make a publicly accessible connection to the riverfront trail. The revised proposal is a mixed-use building, similar to the original 2021 approval, which would maintain the six-storey height already approved, but with 51-units, 12 more than the original application. Accordingly, an amendment to terms and conditions is required. In staff's view, the revised proposal represents an appropriate infill development that is similar in scale to the original approval and meets the intent of the Growth Strategy, Municipal Plan, Union Street Area Secondary Municipal Plan, and Zoning By-law. The revised proposal also requires a 3-vehicle parking space variance, which staff consider minor in nature given the site's context. Staff support the application, subject to the amended terms and conditions.

APPLICATION:

Pila Investments Ltd. has made application on property located at 616 & 618 Union Street to amend previously approved terms and conditions of By-law Z-5.215 along with a 3-vehicle parking space variance, to permit a 51-unit six-storey mixed-use building.

PLANNING COMMENTS:

Background:

- The subject property was rezoned in 2021 from District Commercial (DC) to Commercial Corridor Zone One (COR-1) to permit a six-storey, 39-unit mixed use building (P.R. 6/21). The 2021 application also included an 11-metre building height variance (23 metres in building height) and a 2.2 metre front yard setback variance (0.8 metres from the front property line). The original 2021 approved site plan can be seen on Map X along with conceptual elevations on Maps XI and XII.
- In 2023, an application to amend term and condition (a) and (b) was approved for a revised building design and site layout (P.R. 32/23). The revised proposal featured a six-storey, 22-unit apartment building to the rear and a separate 312m² two storey commercial building at the front with surface parking in the middle. The 2023 approved site plan can be seen on Map VII along with the conceptual elevations on Maps VIII and IX.
- In 2025, the Applicant applied to solely amend term and condition "g" of the original approval; there was no proposed changes to the building design and layout at that time. Staff recommended that term and condition "g", which is related to a separation distance from the storm pipe to the proposed foundation and an appropriate legal easement, remain in place. The 2025 application was denied by Council, and term and condition "g" remained in effect.
- In 2025-2026, City staff engaged with both the Applicant as well as the abutting owner to identify options for the trail and pipe realignment.

Proposal:

- Since the previous application, the Applicant has advanced a revised site design and layout based on a coordinated joint access easement with the owner of the abutting property to the east. The agreement needs to be finalized but would facilitate the replacement and future maintenance of the existing storm sewer pipe to support development opportunities on the relevant properties, and to make a publicly accessible connection to the riverfront trail. Accordingly, the revised proposal features a 51-unit six-storey mixed-use building. This current proposal is similar to the original 2021 approval, but with 12 additional units and a revised site layout and building design.
- The revised proposal includes a two-storey commercial portion at the front of the building facing Union Street being approximately 178m² net floor area, 30 one-bedroom units, 21 two-bedroom units, at-grade parking garage (1st floor behind the commercial) with 28 covered spaces, and 20 surface parking spaces in the rear yard. The building also features indoor common amenity space, notably on the second and third floor both at the rear looking onto the river as well as at the front above the commercial space.
- Staff would recognize that this is the fourth application on the subject property over the last six years. The overall concept has gone back and forth from a mixed-use building to a separate apartment and commercial building for a third time now. Recognizing the complexities and challenges of building on the subject property, staff would recommend that there remains flexibility in site design and layout. To that point, the recommended terms and conditions would speak not only to the current proposal but also allow for the previous concept with a separate apartment and commercial building, should that layout become necessary pending more detailed design.
- Staff would also note that the proposed layout requires access – using the corridor for pipe and trail infrastructure – arrangements being finalized by PILA and the adjacent owner prior to construction commencing.

Growth Strategy:

- In the Fredericton Growth Strategy, the subject property is within the Urban Core (North Core), which is a designated growth area. The Growth Strategy outlines that residential intensification in the Urban Core will mostly take the form of apartment buildings, mixed-use buildings, and townhouse developments that are compatible with their surroundings. Greater density and the proximity of day-to-day destinations will also support greater use of public transit and encourage cycling and walking. As more growth happens within the built-up city, the less undeveloped, unserviced land is required for growth.
- The Growth Strategy also recognizes that many commercial properties along Main and Union Street in the North Core have the potential to accommodate residential growth through infill development or redevelopment, with most future projects including new commercial space at grade. Staff are of the opinion that the vacant property represents a opportunity for infill development in the North Core that would positively contribute to intensification along Union Street.

Municipal Plan:

- The property is designated North Core within the Municipal Plan. Lands within the North Core designation are intended to continue to transition from a suburban to more urban built forms as new development occurs. The Municipal Plan includes the following policies for the North Core:
 - *2.2.1(8) Encourage appropriately scaled infill and redevelopment along Union Street, including mid- and high-rise residential development, particularly along the south side of Union Street, east of Clark Street.*
 - *2.2.1(9) Prior to adoption of a new Union Street Secondary Municipal Plan, a new mid- or high-rise building design should comply with the Main Street Built Form Design Guidelines, as appropriate.*

Union Street Area Secondary Municipal Plan:

- The property is designated Commercial in the Union Street Area Secondary Municipal Plan, which contains the following relevant policies:
 - *4(1) Council shall recognize the area along Union Street between St. Mary's Street and Clark Street, as depicted on Schedule 1, as a secondary commercial area and shall direct appropriate commercial development to this area. Encroachment of commercial and like uses beyond the boundaries of this commercial area into adjacent residential areas shall be discouraged. Large scale new development or large redevelopment projects will be encouraged to include a residential component.*
 - *4(3) Council shall discourage the expansion of the Union Street secondary commercial area and will encourage new development that incorporates a mixed residential component.*

Overall, the proposed development meets the intent of the Municipal Plan and Union Street Area Secondary Municipal Plan through an appropriately scaled infill development that has convenient and direct access to sidewalks, trails, and transit, and includes a residential component that is designed with consideration for the Main Street Built Form Design Guidelines.

Zoning:

Standard	Required	Provided
Lot Area (min)	745m ²	4,349m ²
Lot Frontage (min)	24m	25m
Lot Depth (min)	31m	117m
Density (Lot Area/Unit)	62m ² /unit = 70 units max	51 dwelling units
Building Setbacks (min)		
Front (Union Street)	0.8m*	3m
Side (west)	0m	3m
Side (east)	1.2m	3m
Rear (south)	1.2m	~83m
Building Height (max)	23m**	20m
Vehicle Parking (min)	Residential: 30 1-BR units = 22.5 spaces 30 1-BR units = 22.5 spaces 21 2-BR units = 26.25 spaces 10% reduction for proximity to transit 48.75 spaces – 4.875 spaces = 43.875 spaces Commercial: 3.5*178m ² /100m ² = 6.23 spaces Total Vehicle Parking Required = 51 spaces	48 total spaces: 20 surface spaces + 28 covered spaces
Bicycle Parking (min)	Residential: 51 units x 0.3 spaces = 15.3 spaces + 2 Commercial spaces Total Bicycle Parking Required = 18 spaces	18 spaces

* 2.2m front yard setback variance as part of previous approval

** 11m building height variance as part of previous approval

- The proposal complies with the COR-1 zone standards, with the exception of the minimum vehicle parking spaces. A three-vehicle parking space variance is part of the current proposal as 48 vehicle parking spaces are provided whereas 51 spaces are required. Staff consider this variance to be minor in nature and appropriate for the development of the land given the site's context along Union Street where transit service is available and close proximity to trails.

Building Design:

- The proposed revised building design, as shown on Maps III and IV, is conceptual and the final building design would be to the satisfaction of the Development Officer as per the terms and conditions. As noted above, prior to the adoption of a new Union Street Secondary Municipal Plan, a new mid- or high-rise building design should comply with the Main Street Built Form Design Guidelines as appropriate. The Main Street Built Form Design Guidelines are meant to help direct and shape the ongoing development of the North Core and provide a reference for design discussions. They are not meant to be a strictly adhered to "checklist" as each case is unique with its own set of circumstances, and it is the role of the Applicant's architect/designer to interpret and respond to the guidelines. As noted in the guidelines, it is critical to interpret the Built Form Design

Guidelines with flexibility. Staff feel the revised proposal represents a quality design and meets the general intent of the Main Street Built Form Design Guidelines through the following:

- Siting and Orientation: *to create a sense of continuous buildings along the street edge, the primary street wall will be located at a built-to line at or close to the front property line.*
 - At 3 metres from the front property line, the proposed mixed-use building is located close to the front property line and contributes to a continuous street edge with the majority of the building occupying the frontage.
- Ground Level Design: *active uses should be placed directly adjacent to the street edge (i.e. retail/restaurants, common lobby entrances, offices, etc.), buildings should be oriented to address the street with clearly defined primary entry points fronting on the street with easy access to the sidewalk, emphasize entrances through architectural treatments and provide weather protection through canopies, awnings or recesses, and the façade of the ground floor should primarily be transparent through glazing.*
 - The conceptual design of the mixed-use building provides active commercial uses directly adjacent to the street edge with a significant amount of glazing, defined entrance, and direct sidewalk connection to help generate pedestrian activity and interest.
- Height and Massing: *street wall heights should be no less than 2 storeys and no taller than 4 storeys.*
 - The proposed mixed-use building provides a 3-storey street wall height that creates a comfortable human scale with the taller residential portion being significantly stepback from the front.
- Façade Design: *buildings should be designed to articulate a distinct base, middle, and top through step backs, projections, materials, textures and/or detailing.*
 - The proposed mixed-use building uses a variety of building materials and colours, design features in the roofline, recessed balconies, and a step back at the third storey to help define the various portions of the building and provide a high-quality design.
- Materials and Finishes: *building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance. Contemporary materials, or traditional materials utilized in a contemporary way, are encouraged.*
 - The proposed mixed-use building utilizes brick, wood, and metal paneling as seen on Maps III and IV to create a contemporary building design. Staff will work with the Applicant to ensure that the final building materials meet the intent of the design guidelines.

Servicing:

- There is an existing water service to the property that will not be suitable for the development. A shut-off of the existing service at the main will be required at the time the new services are installed. All design, construction, inspection, reinstatement, and record drawings are the responsibility of the Applicant. There is also an existing well shown on the site plan that will need to be appropriately decommissioned. Further, a backflow preventor and storm oil-grit separator are required for the development.
- The storm pipe traversing the southern portion of the property has been identified for replacement and the City has been working with the Applicant and abutting owner to secure the easements necessary for the City to install this infrastructure. The purpose of the easements is to allow for the replacement and realignment of the existing storm sewer pipe, and to support development opportunities on the relevant properties. The corridor also supports a publicly accessible connection to the riverfront trail from Union Street. The City has included funds to advance the storm project in the 2026 capital budget.

Access/Traffic:

- The site plan provided by the Applicant shows an access predicated upon the limits determined by the storm pipe and trail easements. However, it must be noted that the driveway alignment and limits need to be refined and agreed upon by the two private owners through a finalized access easement, as reflected in the terms and conditions referenced within this report.
- The proposed development front on Union Street near the intersection of Clark Street and ties directly into the trail system and sidewalks. In addition, the proposed development is on a transit route that offers service twice per hour. These amenities provide good mode choice for the development. The proposed development also lands on a desire line for pedestrians seeking to access the north river front trail. Accordingly, the development site incorporates a publicly accessible pedestrian connection that will link Union Street with the Riverfront trail. The construction of the publicly accessible pedestrian connections (the trail from Union Street to the walking trail) will be coordinated with the Applicant and abutting owner and maintained year-round by the City.
- The proposed driveway is aligned with Clark Street, which is an ideal location and was previously identified as the preferred access location in the original application from 2021. The traffic generated from the proposed development is relatively small in comparison to the volume on Union Street and is not anticipated to have greater impacts to the corridor. However, the intersection of Union and Clark will have to be monitored as the development progresses and traffic volumes change. Union Street currently experiences congestion and is overall a corridor that will need upgrades in the next decade as development on the northside continues. Specific to the intersection of Union and Clark, it is anticipated that improvements will be required such as pedestrian activated crossings and potentially traffic signals.

RECOMMENDATION:

1. It is recommended that the application submitted by Pila Investments Ltd. on property located at 616 & 618 Union Street for a 3-vehicle parking space variance be approved.

2. It is recommended that the application submitted by Pila Investments Ltd. on property located at 616 & 618 Union Street to amend previously approved terms and conditions of By-law Z-5.215, which reads as follows:

- a) The site be developed generally in accordance with Map II attached to P.R. 32/23 to the satisfaction of the Development Officer;
- b) Final building design be generally in accordance with Maps III, IV, and V attached to P.R. 32/23 to the satisfaction of the Development Officer;
- c) Any building permits or other required approvals are obtained;
- d) Lots having PIDs 01425149, 75257600, 75257618 & 75006544 are consolidated prior to issuance of a building permit;
- e) A parking and landscaping plan is submitted with the building permit to the satisfaction of the Development Officer;
- f) Access, servicing, lot grading and stormwater management plans are to be provided to the satisfaction of the Director of Engineering & Operations;
- g) The applicant is to retain a geotechnical consultant to provide a separation distance from the pipe to the proposed foundation such that there will be no impact on the proposed building foundation if maintenance is required. An appropriate legal easement will be provided by the applicant.
- h) The applicant acknowledges an alternative access is preferred and will work in good faith with the City and the adjacent landowner towards an alternate access from a potential extension of Clark Street. If that fails to materialize the applicant is aware that a median will be located, at their expense, to limit access to the development to right-in and right-out only.

by repealing and replacing them with the following terms and conditions:

- a) The site be developed generally in accordance with Map II attached to P.R. 32/26 to the satisfaction of the Development Officer. Pending further detailed design, the site may developed generally in accordance with Map VII attached to P.R. 32/26 if necessary, being a separate apartment and commercial building, to the satisfaction of the Development Officer;
- b) Final building design be generally in accordance with Maps III and IV attached to P.R. 32/26 to the satisfaction of the Development Officer. Pending further detailed design, the final building design may be generally in accordance with Maps VIII & IX attached to P.R. 32/26 if necessary, being a separate apartment and commercial building, to the satisfaction of the Development Officer;
- c) The Applicant shall obtain any provincial approvals where required;

- d) Lots having PIDs 01425149, 75257600, 75257618 & 75006544 are consolidated prior to issuance of a building permit;
- e) A final landscape, access, and parking plan shall be provided to the satisfaction of the Development Officer prior to the issuance of a building permit;
- f) No development of any habitable space shall be permitted unless the minimum geodetic elevation of the top of any floor is at least nine (9) metres;
- g) A backflow preventor and storm oil-grit separator shall be required;
- h) The Applicant shall be required to provide site pedestrian access (as shown in Map II) between the sidewalk on Union Street and the north river front trail to the satisfaction of the Development Officer;
- i) Required public easements (public utility, local government and service easements) are to be located/designed to the satisfaction of the Director of Engineering & Operations and the Development Officer. All public easements are to be granted gratuitously to the appropriate parties;
- j) All easements required to facilitate the development must be to the satisfaction of the Development Officer and finalized prior to the issuance of the building permit to the Applicant;
- k) The Applicant is to ensure that the boundaries of the joint access easement are coordinated with the abutting owner. The joint access agreement must be to the satisfaction of the Development Officer and Engineering and Operations, and finalized and registered prior to a building permit being issued;
- l) Any storm sewer connections to the piped system shall be to the satisfaction of the Director of Engineering & Operations;
- m) All servicing, access, lot grading and stormwater management plans are to be to the satisfaction of the Director of Engineering & Operations. Record drawings prepared by a Professional Engineer are required at completion of the project;
- n) The Applicant is to retain a geotechnical consultant to ensure the building foundation is constructed at an appropriate depth to ensure it is not undermined by future replacement of the storm sewer pipe system; and,
- o) The Applicant and/or their Consultant are to participate in a design start-up meeting with Engineering staff upon approval of this application.

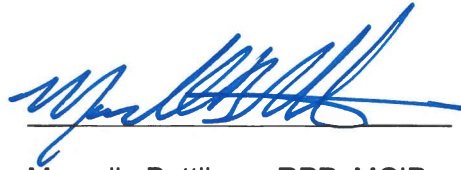
to permit a 51-unit six-storey mixed-use building, be approved.

Prepared by:

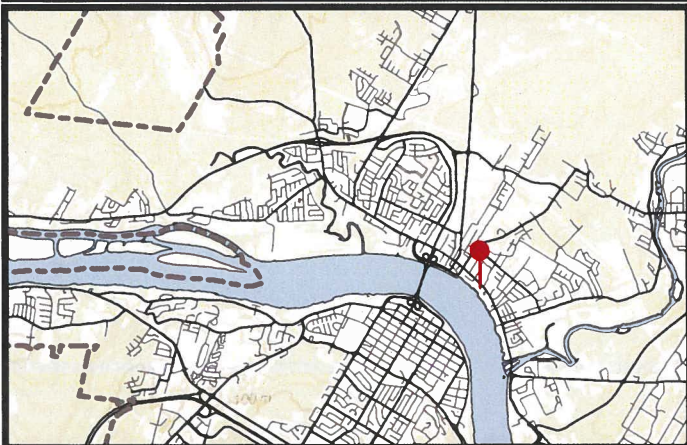
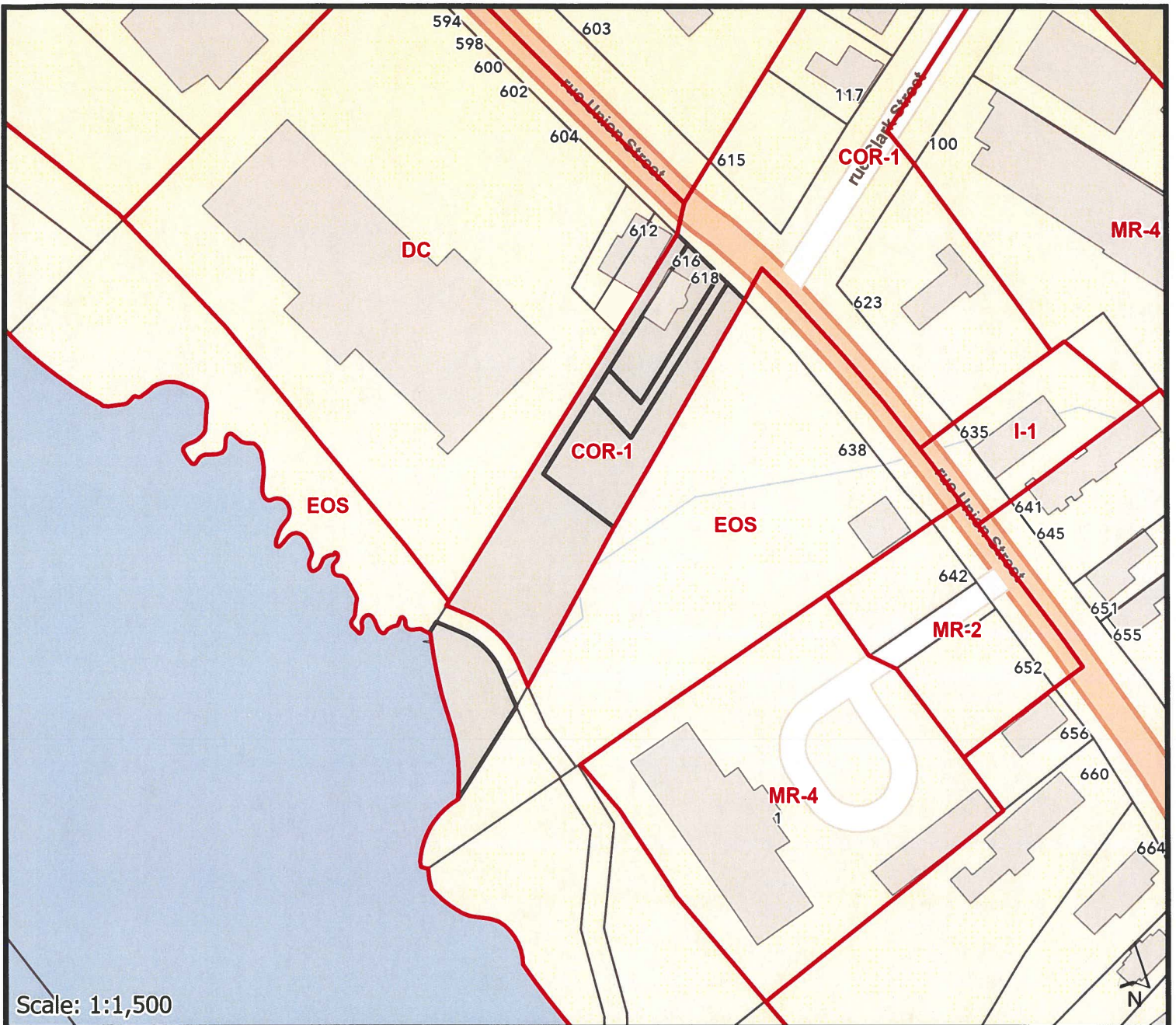
Approved by:

for 

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



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



Subject Properties / Propriétés Visé

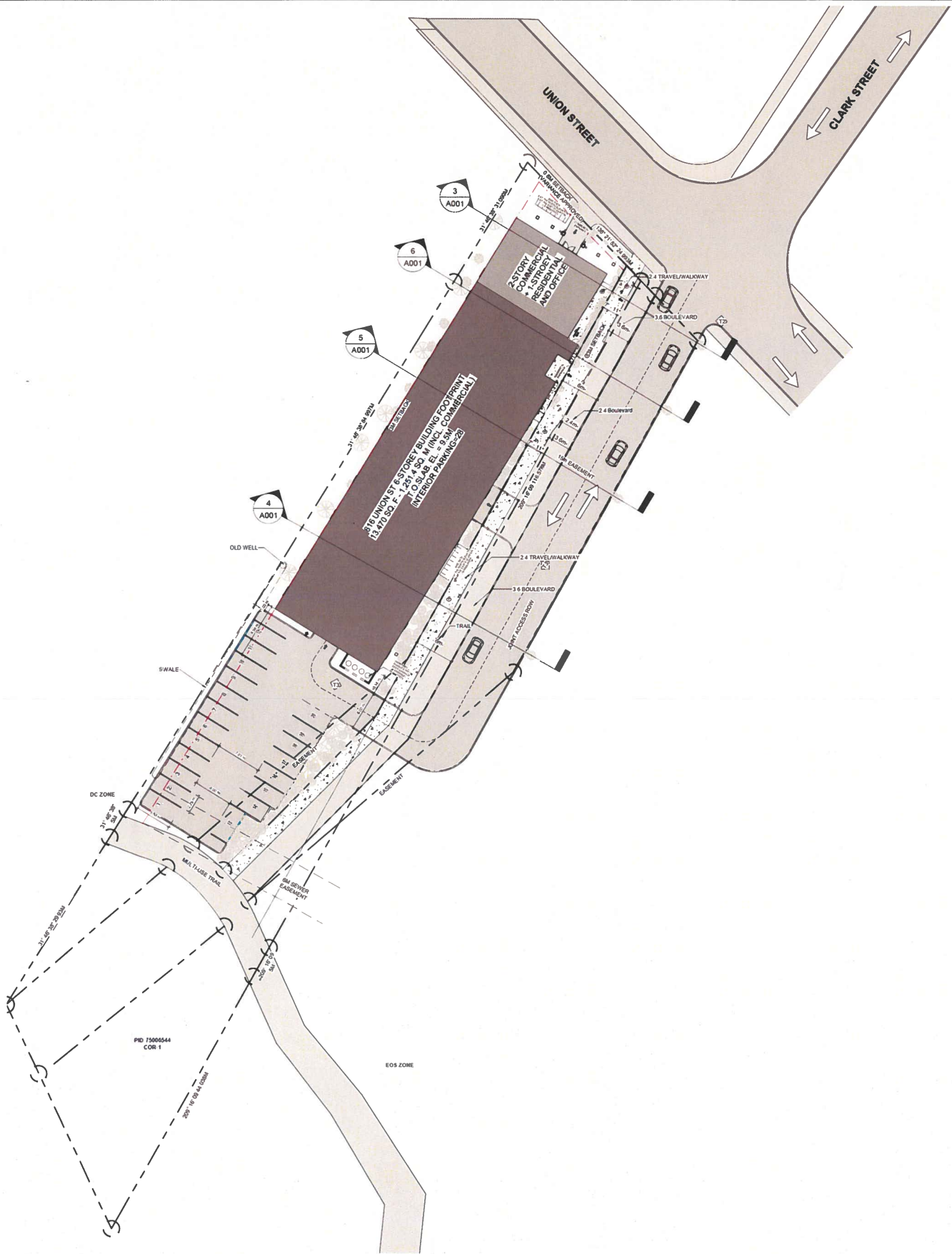
Amendment to terms and conditions of By-law No. Z-5.215 by repealing and replacing terms and conditions to accommodate a change in the site layout and building design from a 22-unit apartment building with a separate 312 sq.m. two storey commercial building to a 51-unit mixed-use building with ground floor commercial, along with a 3-parking space variance.

Modification des modalités de l'arrêté no Z-5.215 par l'abrogation et le remplacement des modalités afin de permettre une modification de l'implantation et de la conception du bâtiment, passant d'un immeuble d'habitation de 22 logements avec un bâtiment commercial distinct de deux étages (312 m²) à un immeuble à usage mixte de 51 logements avec des locaux commerciaux au rez-de-chaussée, ainsi qu'une dérogation de trois cases de stationnement.



Community Planning
Planification urbaine

Map \ carte # I
File \ fiche: PR-32-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 616-618 rue Union Street
Pila Investments Ltd.
c/o David Peddle



Site Plan / Plan du site



Community Planning
Planification urbaine

Map \ carte # II
 File \ fiche: PR-32-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 616-618 rue Union Street
 Pila Investments Ltd.
 c/o David Peddle



Looking Southwest / Vue vers l'sud-ouest

Concept / Conceptuel

Fredericton

Community Planning
Planification urbaine

Map \ carte # III

File \ fiche: PR-32-2026

Date \ date: mai \ May 20, 2026

Subject \sujet: 616-618 rue Union Street

Pila Investments Ltd.

c/o David Peddle



East / Est



West / Ouest



South / Sud



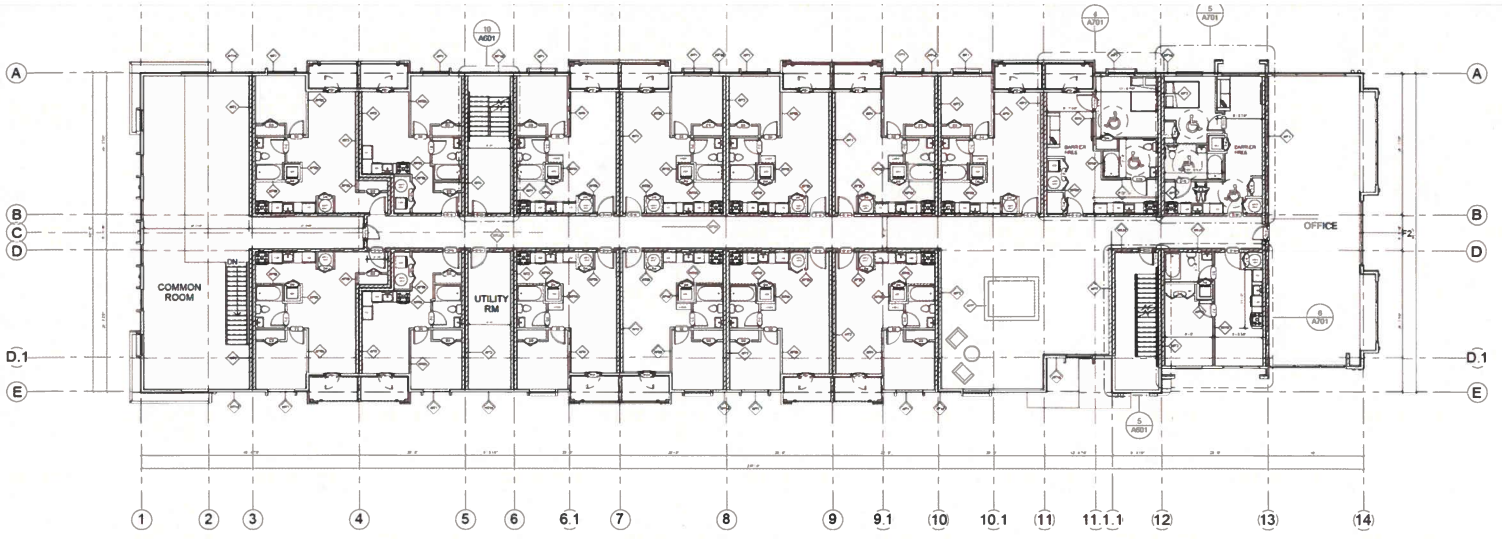
North / Nord

Elevations / Élévations

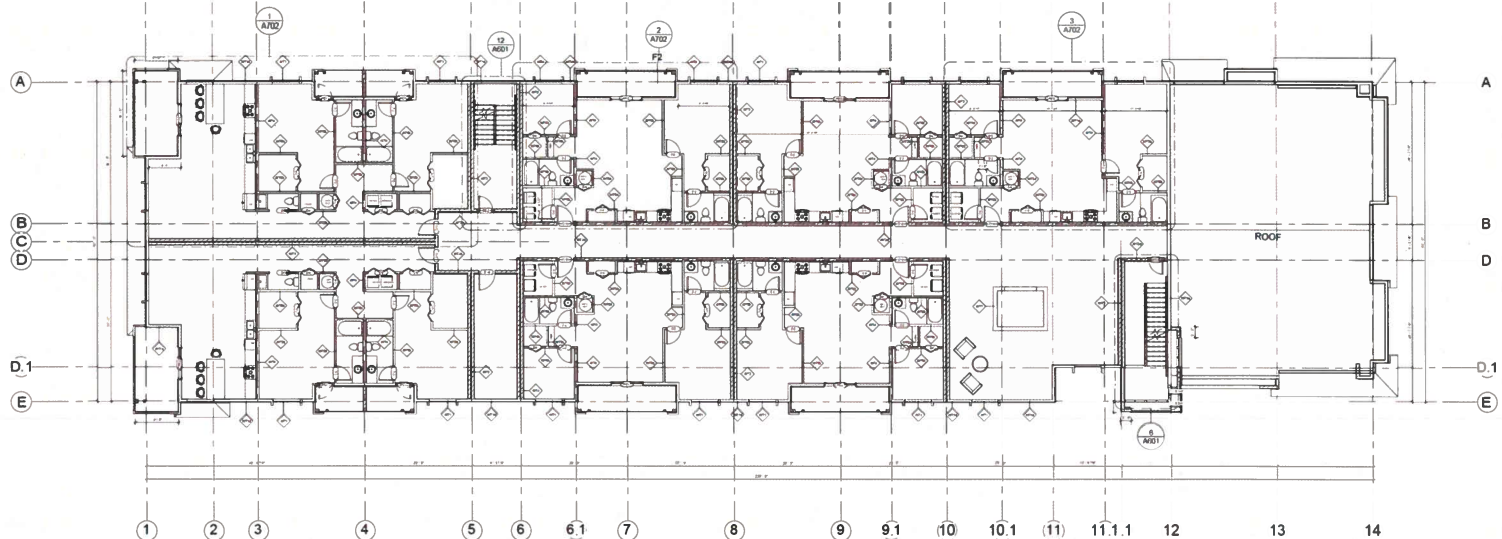


Community Planning
Planification urbaine

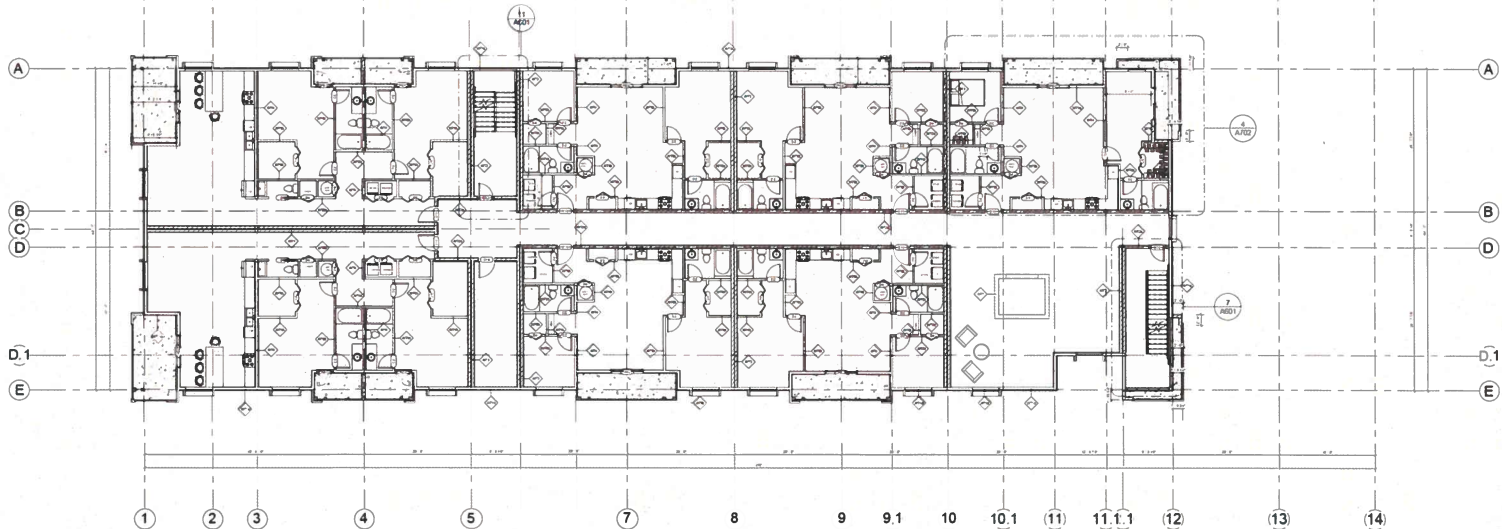
Map \ carte # IV
File \ fiche: PR-32-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 616-618 rue Union Street
Pila Investments Ltd.
c/o David Peddle



Level 3 / Niveau 3



Level 4 / Niveau 4



Levels 5&6 / Niveaux 5 et 6

Floor Plans / Plans d'étage



Community Planning
Planification urbaine

Map \ carte # VI

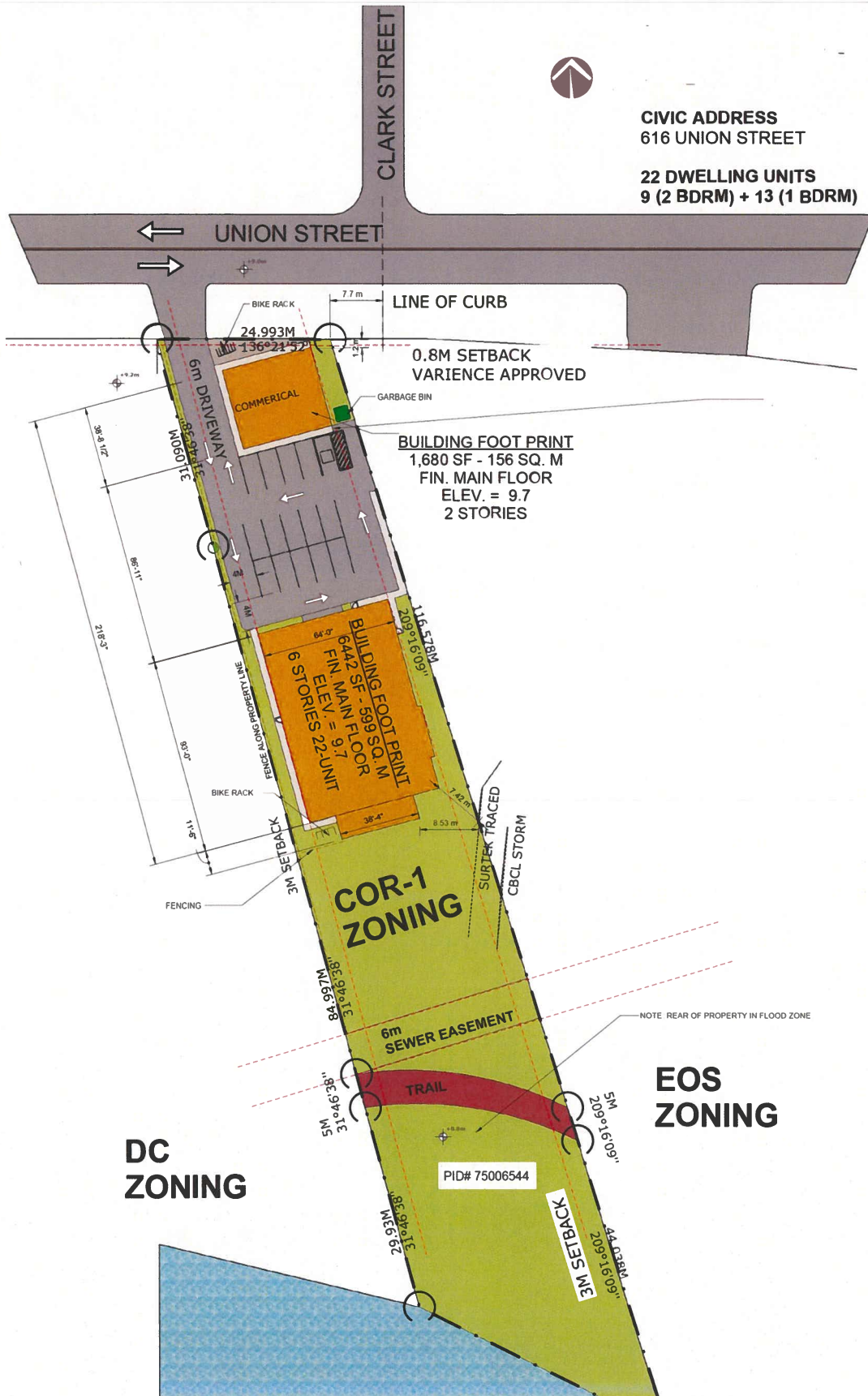
File \ fiche: PR-32-2026

Date \ date: mai \ May 20, 2026

Subject \ sujet: 616-618 rue Union Street

Pila Investments Ltd.

c/o David Peddle



Site Plan - 2023 Approval / Plan du site – Approbation 2023



Community Planning
Planification urbaine

Map \ carte # VII
File \ fiche: PR-32-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 616-618 rue Union Street
Pila Investments Ltd.
c/o David Peddle



North West / Nord-Ouest



North East / Nord-Est

Conceptual - 2023 Approval / Conceptuel - Approbation 2023



Community Planning
Planification urbaine

Map \ carte # VIII
File \ fiche: PR-32-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 616-618 rue Union Street
Pila Investments Ltd.
c/o David Peddle



South East / Sud-Est



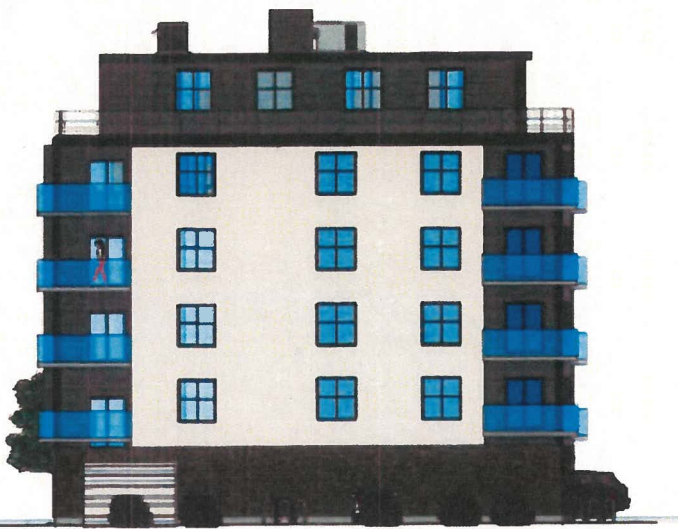
North West / Nord-Ouest

Conceptual - 2023 Approval / Conceptuel - Approbation 2023



Community Planning
Planification urbaine

Map \ carte # IX
File \ fiche: PR-32-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 616-618 rue Union Street
Pila Investments Ltd.
c/o David Peddle



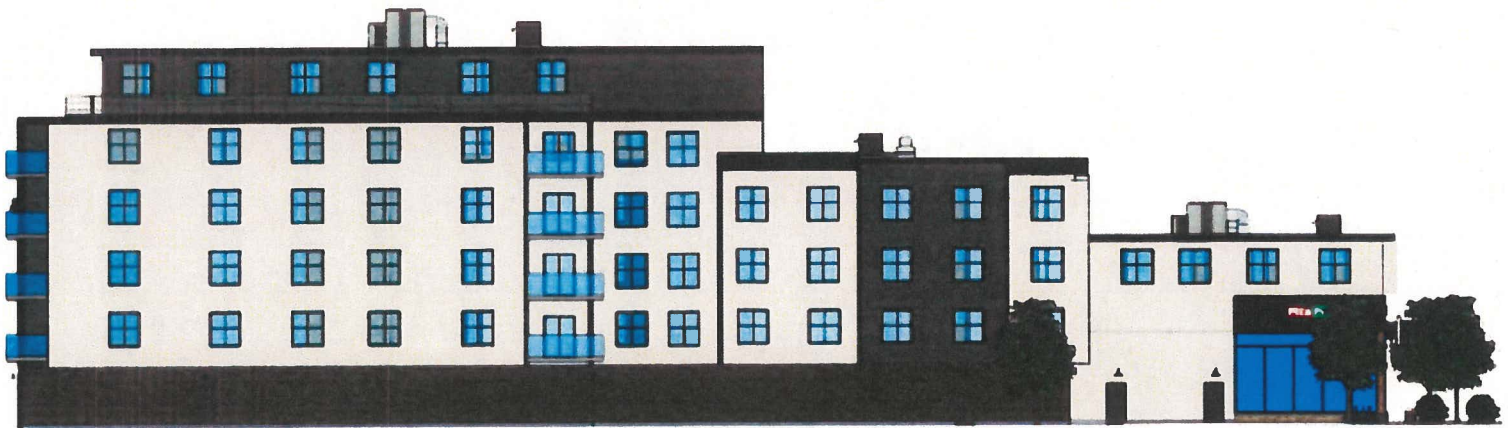
South Elevation / Élévations Sud



North Elevation / Élévations Nord



West Elevation / Élévations Ouest



East Elevation / Élévations Est

Conceptual - 2021 Approval / Conceptuel - Approbation 2021



Community Planning
Planification urbaine

Map \ carte # XI
File \ fiche: PR-32-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 616-618 rue Union Street
Pila Investments Ltd.
c/o David Peddle



East / Est



North / Nord

Conceptual - 2021 Approval / Conceptuel - Approbation 2021

Fredericton

Community Planning
Planification urbaine

Map \ carte # XII


File \ fiche: PR-32-2026

Date \ date: mai \ May 20, 2026

Subject \ sujet: 616-618 rue Union Street

Pila Investments Ltd.

c/o David Peddle

From: 
To: PLANNING AND DEVELOPMENT
Subject: RESPONSE: Proposed Development 616-618 Union St. (Pila Investments Ltd)
Date: Wednesday, May 13, 2026 12:59:21 PM
Attachments: Union St development.docx

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 received the Neighbourhood Notification for the proposed development amendments for the above property.
Please find my questions and comments in the enclosed attachment. If you cannot open it, I will send in the email body.

Thanks
Marilyn Carkner

To: Planning Advisory Committee
Re: Application For Development Proposal – 616/617 Union St (Pila Investments Ltd.)
Date Submitted: May 13, 2026

Hello,

I received the Neighbourhood Notification for the proposed development amendments for the above property. I will be out of town on May 20, otherwise I would attend the meeting.

I have several questions and comments that I would like considered:

1. The site plan schematic seems to show the original 22 unit building with parking in the rear of the building and access through an extension of Clark St? Or is this the amended plan with parking in the rear and inside parking with an entrance off Union and one at the back of the building?

I find this confusing as to whether the amended plan includes an extension of Clark St., with appropriate traffic mitigation.

2. The amended plan for 51 units + commercial shows inside parking (Level 1) map 5? Is this parking at ground level or underground?

3. Does this property and the one directly beside it require any remediation?

4. What type of infrastructure development will first be undertaken to ensure appropriate services for the new building will be adequate and not infringe or affect existing services in the surrounding area?

5. Given the high traffic flow already existing on Union St., what are the city/developer plans to remedy increased traffic from a 51-unit building.

6. What are the plans to better enable effective turn lanes and safe pedestrian crossing of Union St.?

Union St. and Main St. are already extremely busy. There is a strong mix of residential and commercial businesses along that corridor. I would expect a city plan to address the existing traffic congestion and pedestrian safety prior to any new development starting.

I live on Southview Lane. Turning in either direction is difficult most times of day. Crossing the street as a pedestrian is troublesome as well, particularly with the bend in Union St. by Neil St.

I received the following response from then Councillor Eric Magarity when asking about traffic conditions along Union and Main:

"You are correct that Union Street and the Union/Main Street corridor currently experience significant traffic volumes, particularly during peak hours. The City recognizes that the performance of the transportation system is a critical component of a successful and growing community, and managing congestion is an important priority when considering new development.

Fredericton's transportation planning framework is guided by the Capital City Traffic Study and its subsequent update, which was completed in partnership with the New Brunswick Department of Transportation. The updated study reviewed existing traffic conditions, projected growth over 10- and 20-year planning horizons, and identified network improvements required to accommodate future development and travel demand. The outcome of this work was a phased implementation plan

of recommended transportation improvements to manage projected traffic volumes over the long term.

With respect to the proposed apartment development near Giant Tiger across from Clark Street, developments of this scale are typically subject to a traffic impact assessment. These assessments evaluate expected vehicle generation, intersection performance, safety considerations, and necessary mitigation measures. Where required, developers may be asked to implement improvements such as turning lanes, signal timing adjustments, access modifications, pedestrian enhancements, or other operational changes to ensure the surrounding network continues to function safely and efficiently.

In addition, the City continues to explore broader transportation strategies—including intersection upgrades, traffic flow optimization, active transportation improvements, and intelligent transportation system (ITS) applications—to address congestion in key corridors like Union Street.

Your concerns regarding existing traffic conditions are understood and appreciated. Public feedback plays an important role in both development review and long-term transportation planning.

Thank you again for reaching out. And I hope this helps."

With the above proposed development, as well as the proposed development for Union 642/652; and possibly 638 at some point, I would object to any new development beginning before seeing evidence of a real change in traffic and safety conditions. With developments such as the proposed ones for 616/617 and 642/652, the neighbourhood needs to see something beyond exploration and projections at this point. Public safety, traffic improvements, snow removal, infrastructure upgrades that accommodate increased density in the area (not overloading existing services) must be included as a Plan condition, not merely a suggestion.

What has changed since the City Planning Report of September 17, 2025 where the Grieves Creek watercourse was profiled and the possible impact on the catchment and attenuation system along the river. How will this amended proposal impact the river?

There is no doubt that demand exists for multi-unit and affordable housing, but appropriate planning for the surrounding area should be part of this plan and not an afterthought.

I would also like to better understand the style of this type of apartment design/construction given the recent fire on Bowlen St. Comments from the Fire Department seemed to indicate that this style of building (Bowlen St) has witnessed an uptake of fires in similar construction across the country.

How do the design plans for 616/617 and 642/652 fit into this design concern (if at all)?

Respectfully submitted
Marilyn Carkner
May 13, 2026

From: Peter Matthews
To: PLANNING AND DEVELOPMENT
Subject: 616 & 618 Union Street - Development Proposal
Date: Thursday, May 14, 2026 9:56:29 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 would like to express my objection to the proposed development of 616 & 618 Union Street.

I have two major concerns with this proposal:

1. With the history of past uses of this property, a strong possibility exists that soil contamination may be present on this site. I assume assessment and testing has been or will be carried out.
2. The addition of traffic to an already overly congested Union Street will have another negative impact on Northside traffic flow.

Adding large developments to Union Street without any plans to improve traffic infrastructure is acting without concern of the consequences.

Sent from my iPhone

VanRooyen, Fredrick

From: David Peddle [REDACTED]
Sent: Wednesday, May 20, 2026 12:08 PM
To: PLANNING AND DEVELOPMENT
Cc: Seymour, Ryan; VanRooyen, Fredrick; Lee, Sean
Subject: Re: 616 Union Street presentation for tonight
Attachments: 2025-12-22_attachment 616 Union St - 05.pdf

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 day,

Please find attached the plans I previously shared with the city and Mr. Wight. These were inadvertently excluded from my earlier submission.

With this addition, my submission for tonight is now complete. Please add all files to public record since it is important for my meeting with Council on June 8th.

Thank you for your assistance.

Best regards,

David Peddle
David Peddle

On Wed, May 20, 2026 at 11:59 AM David Peddle [REDACTED] wrote:
Good day,

I am submitting my presentation for tonight's Planning Advisory Council (PAC) meeting; see attached, specifically PAC_submission.

All other documents are for city record and should be included tonight.

Thank you for your time and for the opportunity to address the council.

Best regards,

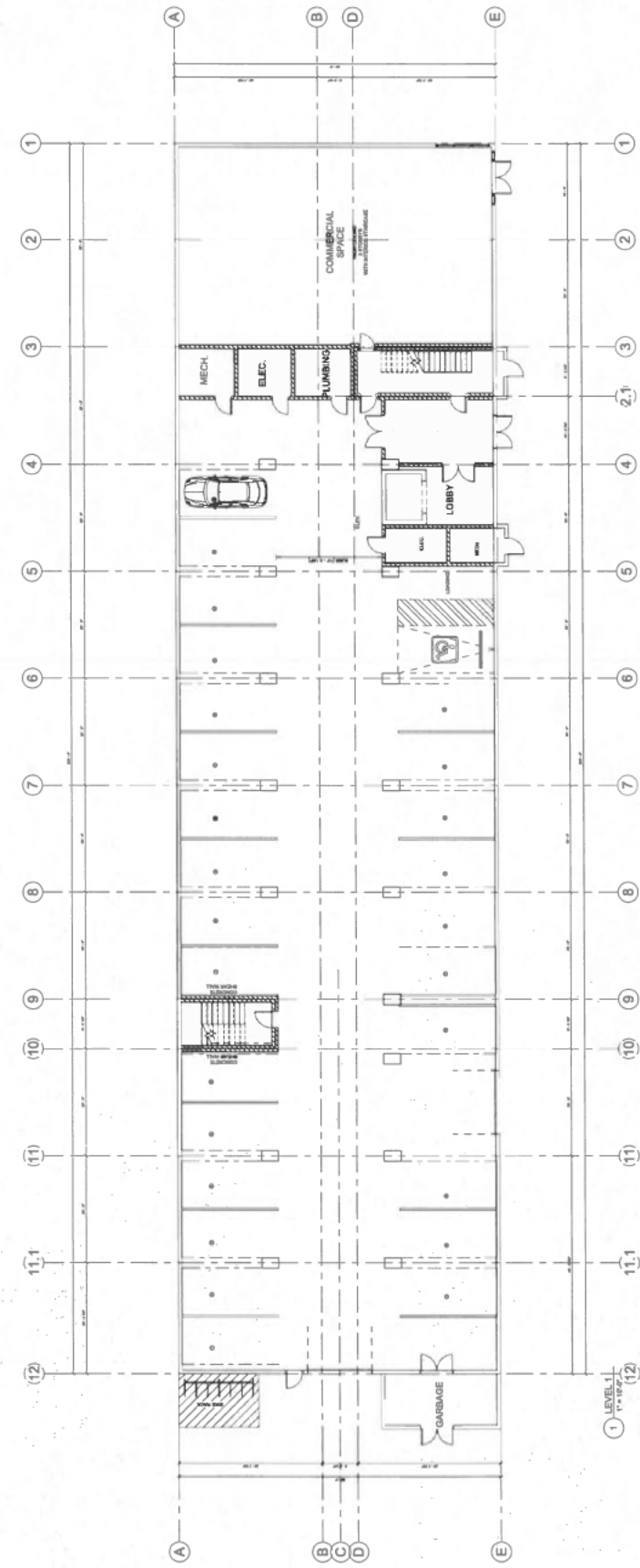
David Peddle

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CONTRACTOR TO REPORT TO THE ENGINEER IMMEDIATELY PRIOR TO COMMENCING CONSTRUCTION. IT IS THE CONTRACTOR'S RESPONSIBILITY TO ENSURE ALL SPECIFIED PRODUCTS MEET THE REQUIREMENTS REQUIRED FOR INSTALLATION.

ISSUED FOR REVIEW

Project Name	616 UNION STREET
Issue No	DEC 202
Issue By	SGJ
Checked By	GM / MII
Scale	
Sheet No	
Sheet Title	



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CONTRACTOR TO REPORT TO THE ARCHITECT IMMEDIATELY PRIOR TO COMMENCING CONSTRUCTION. ALL DIMENSIONS PRIOR TO CONSTRUCTION. CONTRACTOR TO ENSURE ALL SPECIFIED PRODUCTS SHOWN ON DRAWINGS MUST MEET THE MANUFACTURER'S SPECIFICATIONS AND REQUIRED INSTALLATION.

ISSUED FOR REVIEW

NOORY ENGINEERING, INC. 1100 W. 10TH AVE. SUITE 200 CALGARY, ALBERTA T2P 1K6 CANADA TEL: (403) 243-8888 FAX: (403) 243-8889

NOORY ARCHITECTURE INC. 1100 W. 10TH AVE. SUITE 200 CALGARY, ALBERTA T2P 1K6 CANADA TEL: (403) 243-8888 FAX: (403) 243-8889

616 UNION STREET
 FREDERICTON, NB

Project Number: _____
 Date: DEC 201
 Sheet No: 50
 Drawing No: GM / M1

LEVEL 2 FLOOR PLAN
 A203

As Indicate

- THE FOLLOWING DIMENSIONS ARE INDICATED IN THIS DWG.
- UNIT AREA AND TYPE
 - LOAD BEARING WALL TO DEMISING WALL
 - LOAD BEARING WALL TO LOAD BEARING WALL
 - GRID TO GRID
 - GRID TO FOUNDATION
 - GRID TO CORNER
 - STAIR CASE
 - WINDOW LOCATIONS
- | FLOOR | BACH. | 1B | 1B | 2B | TOTAL | PARKING |
|---------|-------|----|----|----|-------|---------|
| LEVEL 1 | 0 | 14 | 0 | 0 | 14 | 14-C.R. |
| LEVEL 2 | 0 | 16 | 0 | 0 | 16 | 16-C.R. |
| LEVEL 3 | 0 | 0 | 7 | 0 | 7 | 7 |
| LEVEL 4 | 0 | 0 | 7 | 0 | 7 | 7 |
| TOTAL | 2 | 30 | 21 | 0 | 51 | 51-C.R. |

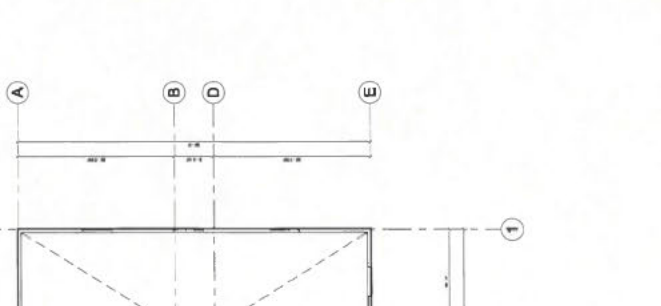
SUITE TYPE COLOR LEGEND

SUITE TYPE	Color
TYPE A	Blue
TYPE B	Green
TYPE C	Red



Area Schedule (Cross Building)

UNIT NUMBER	LEVEL	AREA	
201	LEVEL 2	18ED * 1BATH	562 SF
202	LEVEL 2	18ED * 1BATH	509 SF
203	LEVEL 2	18ED * 1BATH	13863 SF
204	LEVEL 2	18ED * 1BATH	509 SF
205	LEVEL 2	18ED * 1BATH	13461 SF
206	LEVEL 2	18ED * 1BATH	509 SF
207	LEVEL 2	18ED * 1BATH	10899 SF
208	LEVEL 2	18ED * 1BATH	507 SF
209	LEVEL 2	18ED * 1BATH	509 SF
210	LEVEL 2	18ED * 1BATH	507 SF
211	LEVEL 2	18ED * 1BATH	466 SF
212	LEVEL 2	18ED * 1BATH	466 SF
213	LEVEL 2	18ED * 1BATH	466 SF
214	LEVEL 2	18ED * 1BATH	551 SF



1. LEVEL 2
 1" = 16'-0"

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CONTRACTOR TO REPORT ANY DISCREPANCIES IMMEDIATELY TO THE ENGINEER PRIOR TO COMMENCING WORK. CONTRACTOR TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS PRIOR TO CONSTRUCTION. CONTRACTOR TO ENSURE ALL SPECIFIED PRODUCTS MEET MANUFACTURERS' REQUIREMENTS AND INSTALLATION.

NO.	DESCRIPTION	DATE
1	ISSUED FOR REVIEW	DEC 2021
2		
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

- THE FOLLOWING DIMENSIONS ARE INDICATED IN THIS DWG.
- UNIT AREA AND TYPE
 - UNIT DEPTH WALL TO DIMENSION WALL
 - LOAD BEARING WALL TO DIMENSION WALL
 - GRID TO GRID
 - CORNER OF FOUNDATION
 - STAIR CASE
 - WINDOW LOCATIONS
- | FLOOR | BACH | 1B | 2B | 3B | TOTAL |
|---------|------|----|----|----|---------|
| LEVEL 1 | 0 | 0 | 0 | 0 | 0 |
| LEVEL 2 | 0 | 16 | 0 | 0 | 16+C.R. |
| LEVEL 3 | 0 | 0 | 7 | 0 | 7 |
| LEVEL 4 | 0 | 0 | 0 | 0 | 0 |
| LEVEL 5 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 2 | 30 | 21 | 0 | 51+C.R. |

SUITE TYPE COLOR LEGEND

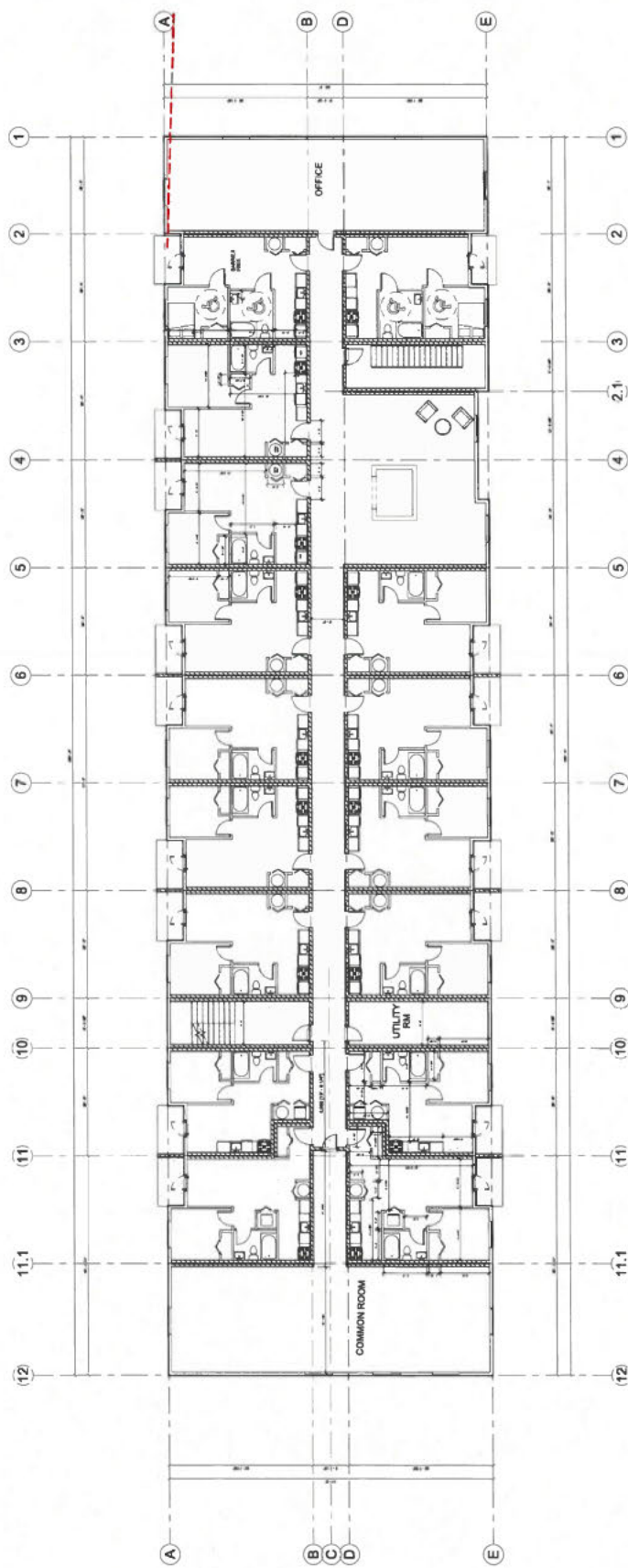
TYPE	DESCRIPTION
TYPE A	500 SF
TYPE A2	450 SF
TYPE B	400 SF
TYPE C	350 SF
TYPE D	300 SF



Area Schedule (Gross Building)

UNIT NUMBER	LEVEL	SUITE TYPE	AREA	Level	Area
071	LEVEL 3	1BED * 1BATH	509 SF	Not Placed	Not Placed
072	LEVEL 3	1BED * 1BATH (Barrier Free)	509 SF	LEVEL 1	13863 SF
073	LEVEL 3	1BED * 1BATH	509 SF	LEVEL 2	13461 SF
074	LEVEL 3	1BED * 1BATH	509 SF	LEVEL 3	13400 SF
075	LEVEL 3	1BED * 1BATH	509 SF	LEVEL 4	10900 SF
076	LEVEL 3	1BED * 1BATH	509 SF		
077	LEVEL 3	1BED * 1BATH	509 SF		
078	LEVEL 3	1BED * 1BATH	509 SF		
079	LEVEL 3	1BED * 1BATH	509 SF		
110	LEVEL 3	1BED * 1BATH	507 SF		
111	LEVEL 3	1BED * 1BATH	507 SF		
112	LEVEL 3	1BED * 1BATH	507 SF		
113	LEVEL 3	1BED * 1BATH	507 SF		
114	LEVEL 3	1BED * 1BATH	498 SF		
115	LEVEL 3	1BED * 1BATH	551 SF		
116	LEVEL 3	1BED * 1BATH	551 SF		

2 LEVEL 3 COLOR CODE OF THE AREA SCHEDULE
 1" = 20'-0"



1 LEVEL 3
 1" = 10'-0"



David Peddle <dwpedd@gmail.com>

618 Union Street PAC

Hartley, Stephen <Stephen.Hartley@fredericton.ca>

Wed, Mar 10, 2021 at 9:27 AM

To: "[REDACTED]"
Cc: "Gillis, Dallas" <Dallas.Gillis@fredericton.ca>, "Lewis, Jonathan" <Jonathan.Lewis@fredericton.ca>

David: as you are aware, one of the major issues with your application is the access onto Union Street, and is it a concern to Engineering & Operations Department. Below are comments from Engineering & Operations what will be included in the planning report for PAC being written by Dallas. Included in the comments is a requirement regarding access that will impact your development.

We are in preliminary discussion with the adjacent land owner, Anil Karol, regarding the storm pipe and access to Union Street opposite Clark Street. If discussions proceed further, we will certainly keep you advised.

We want to present this to you in advance of the report being finalized.

Stephen

Servicing:

Access, servicing, lot grading and storm water management plans are to be provided to the satisfaction of the Director of Engineering & Operations

The storm pipe traversing the southern portion of the lot is not owned or maintained by the City. Regardless, the applicant is to retain a geotechnical consultant to provide a separation distance from the pipe to the proposed foundation such that there will be no impact on the proposed building foundation if maintenance is required. An appropriate legal easement will be provided by the applicant.

Access:

The Transportation Engineer has reviewed the proposed access location to the site and has significant concerns that the proposed development will negatively impact safety and efficiency of traffic flow along Union Street. From an active transportation perspective, the proposed site has excellent access to sidewalks, trails and transit.

Union Street (and Main Street to the west) functions as the east-west arterial on the north side accommodating over 15,000 vehicles per day adjacent to the development. Given the intensity of high turnover commercial development just to the west of the proposed site, this is a regularly congested portion of Union Street. As infill development occurs, the traffic volumes on this section of Union Street are anticipated to increase, so it is critical from a traffic flow/safety perspective to ensure that new high density access points are located and designed such that they integrate into the existing street network efficiently and safely. Recent higher density residential development on Clark Street has also increased traffic volumes in the immediate vicinity of the proposed development. The proposed development represents a significant intensification of traffic flow to and from the proposed site compared to the existing use.

The proposed access location has a short off-set distance to the west of Clark Street. As proposed, there is a substantial risk of vehicles trying to turn left onto Clark Street and into the proposed development at the same time, which would essentially bring Union Street to a standstill. The location of the proposed driveway will directly conflict with the Union/Clark intersection. Due to this conflict and the general level of congestion on Union Street, there would also be very high delay for vehicles turning left out of the proposed development, which would greatly increase the risk of collisions due to driver frustration.

Engineering strongly recommends that access to the proposed site be reconsidered such that a new shared access is created directly opposite Clark Street on the adjacent property. This would also facilitate future safe and efficient access to the adjacent property to the

east of the proposed site. This driveway design would facilitate much safer and efficient access on and off Union Street and also facilitate future signalization of the Union/Clark intersection if and when it is warranted.

Alternatively, if it is ultimately deemed unfeasible to shift access to the proposed development off a new shared access point opposite Clark Street, Engineering recommends that access to the development be restricted to right-in/right-out only with a centre median installed on Union Street at the development driveway. This median on Union Street would be at the developer's expense and to the satisfaction of the Director of Engineering and Operations.

As proposed, a full access at to the proposed development, off-set from Clark Street will decrease safety and increase congestion on this important section of Union Street.

Stephen B. Hartley, NBLs, P.Eng.

Development Engineer / Ingénieur de développement

Engineering & Operations / Ingénierie et Opérations

Fredericton

397 rue Queen Street E3B 1B5



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GOV-OP-073



David Peddle <dwpedd@gmail.com>

616 Union Street – Plans attached

1 message

David Peddle

Mon, Dec 22, 2025 at 12:11 PM

To: Stephen Wight

Hi Stephen,

I hope your recovery is going well.

As discussed in the joint access easement thread, I'm sending along the latest site plan and floor plan package for 616 Union Street so you can see the current layout and how the access/parking functions. I would love to have the joint access settled early in the new year so I can move forward in the permit process.

To move this forward, I would like to pay 50% of:

1. the survey/sketch required for the easement documents;
2. the legal fees to draft the agreement; and
3. the construction costs for the shared access/roadwork.

Can you confirm:

- when you expect costing for the road/access to be ready; and
- the timeline from your lawyer on the releases (old easement / old stormwater pipe right-of-way), so we can execute and register what's needed?

I attached a sample document that was prepared by the city and the most recent plans for my building. I don't expect a reply over the break but I just finished the floorplans on Friday and wanted to send them to you.

Have a wonderful Christmas, and feel better soon,

David Peddle
Pila Investments Ltd.
Fredericton, NB

2 attachments

 **616 Union St - 05.pdf**
2817K

 **Private Access Easement - Union Street (Global and PILA).docx**
36K

Fredericton

October 24, 2024

Via Email: [REDACTED]

Whitehead Miles & Allen LLP
Barristers, Solicitors & Notaries
111 Main Street
Fredericton, NB E3A 1C6

Attention: Mr. Matthew Pearn

Dear Mr. Pearn,

RE: Property Development at 616 Union St, Fredericton NB

We acknowledge receipt of your letter dated October 17, 2024 regarding the above-noted matter.

As you stated in your letter, there is a storm pipe on the adjacent property. However, that pipe extends from the front of the east at 638 Union Street and runs south to the river crossing onto your client's property. The pipe was not placed by the City and is not maintained by the City in any capacity. To our knowledge, your client's property is registered on land titles and staff consider the pipe to be an overriding incident.

When your client submitted a rezoning application in 2021, he was not the owner of the subject property. However, he was aware of the pipe's existence. As per staff report P.R. No. 6/21 (as attached), your client proposed developing a six-storey mixed-use building on the subject property. As per the site plan (Map II) the storm pipe is located under the proposed parking area. Staff referred to the pipe at page 6 of the report under "Servicing" where it was recommended "to retain a geotechnical consultant to provide separation distance from the pipe to the proposed foundation such that there will be no impact on the proposed building foundation if maintenance is required". It is my understanding this was recommended because of the unknown soil properties on site and, in the event of a problem, public safety and your client's investment would not be compromised. The Planning Advisory Committee considered the application and recommended it go forward to City Council. On April 12, 2021, City Council adopted the above recommendation as Term and Condition (g) (see attached) and adopted By-law No. Z-5.215. Had your client deemed the term and condition unreasonable, he could have applied to amend it or he could have filed a judicial review. Mr. Peddle did neither.

In 2023, your client applied to amend the Terms and Conditions to accommodate a change in the site layout and building design. Your client wished to change the layout from the original approval to allow a connection from the parking area in the middle to a future access opposite Clark Street. Because the proposed development was deemed less intense than the original approval, it required amendments to Terms and Conditions (a) and (b). Reference to the pipe is found in the first two bullets under "Proposal" at page 2 (see attached staff report P.R. No.

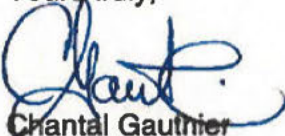
Office of the City Solicitor	Bureau d'avocate municipale
The City of Fredericton	Ville de Fredericton
397 Queen Street	397, rue Queen
Fredericton, NB E3B 1B5	Fredericton (N.-B.) E3B 1B5
T 506-460-2115 / F 506-460-2128	T 506-460-2115 / F 506-460-2128

32/23). As such the Planning Advisory Committee considered the amendment and recommended it go forward to City Council. On June 12, 2023, City Council repealed the original Terms and Conditions (a) and (b) and replaced them with the proposed amendments (see attached excerpt of meeting minutes). Seeing how your client was already dealing with amending terms and conditions, he could have requested that Term and Condition (g) be changed if he believed it was unreasonable, but he did not.

Since 2023, staff have been trying to work with your client and the adjacent property owner to address the storm pipe, establish an easement, and develop an alternate access opposite Clark Street. To this day, staff continue to work diligently to find a solution that satisfies all parties involved.

If your client feels that Term and Condition (g) is unreasonable, we encourage him to meet with staff and avail himself of the process of applying, as in the past, to amend said term. If you feel there is another way to resolve this, I invite you to contact our office.

Yours truly,



Chantal Gauthier
Staff Solicitor
City of Fredericton

Encls



David Peddle <dwpedd@gmail.com>

Confirmation of December 16 Meeting Discussion – Functional Rear Parking Access

3 messages

David Peddle [redacted] Tue, May 19, 2026 at 9:02 AM
To: "Seymour, Ryan" <ryan.seymour@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>, "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, Robert Peters [redacted]

Ryan / Planning / Engineering,

My lawyer is cc'd on this email.

I am writing to confirm the record from the December 16, 2025 design meeting regarding the coordinated joint access for 616–618 Union Street and 638 Union Street.

At that meeting, PILA presented its site design based on the City-directed shared access opposite Clark Street. My clear understanding is that the discussion included both the shared entrance from Union Street and PILA's required functional access from that corridor to the side and rear parking/service area of the proposed 616 Union Street development.

I am not asking the City to adjudicate private easement wording. I am asking Planning and Engineering to confirm whether functional access to PILA's rear parking/service area was discussed as part of the December 16, 2025 joint-access design framework.

Regards,

David Peddle
PILA Investments Ltd.
dwpedd@gmail.com

David Peddle [redacted] Tue, May 19, 2026 at 12:01 PM
To: "Seymour, Ryan" <ryan.seymour@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>, "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, Robert Peters [redacted]

Hi Marcello,

Enjoy your time away.

I understand your point that PAC is not intended to be a question-and-answer debate between private parties. That is not what I am seeking.

My purpose at PAC is to place relevant planning facts on the public record regarding my experience with this application and the municipal access and infrastructure requirements that have shaped the project. My goal is transparency, not debate. To be clear, I am not asking PAC to resolve the private easement wording between PILA and Gift Corp. I am asking City Planning and Engineering to clarify the municipal record.

Specifically, I am asking whether the December 16, 2025 design meeting included discussion of PILA's functional access from the shared access corridor to the side and rear parking/service area of the proposed 616 Union Street development. A simple yes/no confirmation would be sufficient.

If City staff disagree with my understanding of what was discussed on December 16, I am asking that this be stated in writing so the record is clear before PAC.

Given the timing, I will follow up tomorrow morning if the City has not clarified the record before then.

Regards,

David Peddle
PILA Investments Ltd.

[Quoted text hidden]

David Peddle [redacted] Wed, May 20, 2026 at 9:53 AM
To: "Seymour, Ryan" <ryan.seymour@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>, "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, Robert Peters [redacted]

Ryan / Planning / Engineering,

I need to correct one point from my earlier correspondence.

The meeting I intended to reference was the Friday, December 12, 2025 meeting, not December 16.

For my Planning Advisory presentation today, I am asking the City to confirm whether PILA's functional access from the shared access corridor to the side and rear parking/service area of the proposed 616 Union Street development was discussed as part of the coordinated access framework.

I am not asking the City to resolve private easement wording between PILA and Gift Corp. I am only asking for cooperation in clarifying known planning and engineering facts before this matter proceeds further.

The City's own email notice states that, "correspondence with elected officials, employees, or agents of the City of Fredericton may be subject to disclosure under the Right to Information and Protection of Privacy Act". I am therefore asking that the municipal record be clear.

If the City disagrees with my understanding, please state that clearly in writing.

Given tonight's PAC timing, I would appreciate a response by the end of the day today.

Regards,
David Peddle
PILA Investments Ltd.

[Quoted text hidden]



David Peddle <dwpedd@gmail.com>

616 Union Street Development - Version 14 Review

14 messages

David Peddle

Tue, Mar 24, 2026 at 4:36 PM

To: "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>

Cc: "Seymour, Ryan" <ryan.seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Hi Fredrick,

I have received the Union Street development plans. It has been updated and is now ready for your review.





Please let me know if you have any questions or require further details.

Best regards,

David Peddle

David Peddle

David Peddle [redacted] Tue, Mar 24, 2026 at 4:37 PM
 To: "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>
 Cc: "Seymour, Ryan" <ryan.seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Attachment didn't send

616 Union St - 14.pdf

David Peddle

[Quoted text hidden]

VanRooyen, Fredrick <Fredrick.VanRooyen@fredericton.ca> Tue, Mar 24, 2026 at 4:59 PM
 To: David Peddle [redacted]
 Cc: "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Hi David,

Thank you for the update. It appears that the comments from March 2, 2026 specific to the trail have not been captured in your latest plan or renderings, see attached. As a reminder, these included:

- The trail is currently shown as a full 6m travelled portion (asphalt), resulting in it being right up against the proposed building. Please revise to show it as a 2.4m travelled portion with a boulevard separating it from the driveway and then landscaping/trees on the other side in between the building, along with the walkway connecting to your building/garage entrances. Further, to help maximize the space for the trail ROW, we mentioned that we would be open to you shifting the building further to the west, even if that resulted in a side yard setback variance (i.e. see if shifting it another metre would help).
- It is our understanding that the trail easement is secured, but we want to ensure that the joint access ROW is also secured as it is shown on the plan and critical to the revision/alignment. We would hope to have that as part of your submission as the joint access ROW is on the neighbouring property.

Please look to adjust the plan and renderings accordingly to reflect the outstanding trail comments. Importantly, we are also looking for confirmation on the joint access ROW as part of a complete submission. Please provide an update on this as it needs to be part of complete submission.

Thanks,
Fredrick

Fredrick Van Rooyen, RPP, MCIP

Senior Planner | Urbaniste

Community Planning | Planification urbaine | City of Fredericton | Ville de Fredericton

fredrick.vanrooyen@fredericton.ca

█ F – 506.460.2894 | 397 rue Queen Street, Fredericton, NB. E3B 1B5



From: David Peddle █

Sent: Tuesday, March 24, 2026 4:37 PM

To: VanRooyen, Fredrick <Fredrick.VanRooyen@fredericton.ca>

Cc: Seymour, Ryan <ryan.seymour@fredericton.ca>; Lee, Sean <sean.lee@fredericton.ca>; Battilana, Marcello <marcello.battilana@fredericton.ca>

Subject: Re: 616 Union Street Development - Version 14 Review

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.

Attachment didn't send

616 Union St - 14.pdf

David Peddle

On Tue, Mar 24, 2026, 4:36 p.m. David Peddle █ wrote:

Hi Fredrick,

I have received the Union Street development plans. It has been updated and is now ready for your review.



Please let me know if you have any questions or require further details.

Best regards,

David Peddle

David Peddle

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GOV-OP-073

----- Forwarded message -----

From: "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>
 To: David Peddle [REDACTED]
 Cc: "Battilana, Marcello" <marcello.battilana@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>
 Bcc:
 Date: Mon, 2 Mar 2026 23:25:34 +0000
 Subject: RE: 616 Union Street - follow up from our last meeting

Hi David,

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Senior Planner | Urbanists

Community Planning | Planification urbaine | City of Fredericton | Ville de Fredericton

fredrick.vanrooyen@fredericton.ca

T – 506.460.2893 | F – 506.460.2894 | 397 rue Queen Street, Fredericton, NB. E3B 1B5



From: VanRooyen, Fredrick <Fredrick.VanRooyen@fredericton.ca>
 Sent: Wednesday, February 25, 2026 5:54 PM
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Sent: Thursday, February 5, 2026 8:00 AM

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RE: 616 Union Street - follow up from our last meeting.eml
79K

David Peddle [redacted]
To: "M. Ishaque Noory - P. Eng." [redacted]
Cc: Ogmk [redacted]

Tue, Mar 24, 2026 at 5:03 PM

Please adjust accordingly; let me know the timeline. It is only the siteplan.

Thank you,

David Peddle

[Quoted text hidden]

----- Forwarded message -----

From: "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>
To: David Peddle <dwpedd@gmail.com>
Cc: "Battilana, Marcello" <marcello.battilana@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>
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GOV-OP-073

 **RE: 616 Union Street - follow up from our last meeting.eml**
79K

Mail Delivery Subsystem <mailer-daemon@googlemail.com>
To: dwpedd@gmail.com

Tue, Mar 24, 2026 at 5:04 PM

Address not found



Your message wasn't delivered to [redacted] because the address couldn't be found, or is unable to receive mail.

The response from the remote server was:

550 Attached file 'RE: 616 Union Street - follow up from our last meeting.eml' has disallowed extension.

Final-Recipient: [redacted]
Action: failed
Status: 5.7.0
Remote-MTA: dns; mail.nooryeng.com. (54.39.202.151, the server for the domain nooryeng.com.)
Diagnostic-Code: smtp; 550-Attached file 'RE: 616 Union Street - follow up from our last meeting.eml' 550 has disallowed extension.
Last-Attempt-Date: Tue, 24 Mar 2026 13:04:24 -0700 (PDT)

noname
5K

Mail Delivery Subsystem <mailer-daemon@googlemail.com>
To: d [redacted]

Tue, Mar 24, 2026 at 5:04 PM



Address not found

Your message wasn't delivered to **ogmk@nooryeng.com** because the address couldn't be found, or is unable to receive mail.

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550 Attached file 'RE: 616 Union Street - follow up from our last meeting.eml' has disallowed extension.

Final-Recipient: rfc822; [redacted]
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noname
5K

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Fri, Mar 27, 2026 at 11:27 AM

Hi Fredrick,

Please find the requested updates attached.

Regarding the building placement, we have maintained the 3m property setback to comply with fire regulations. Deviating from this would require a complete redesign of that entire wall.

Best regards,

David Peddle

[Quoted text hidden]

 616 Union St - 15.pdf
2251K

VanRooyen, Fredrick <Fredrick.VanRooyen@fredericton.ca>

Fri, Mar 27, 2026 at 3:10 PM

To: David Peddle <dwpedd@gmail.com>

Cc: "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Thanks David,

We will review and let you know if we have any other questions or concerns with the latest revision. I would ask that the submission include the full set of updated renderings in addition to the smaller screenshots shown on the site plan.

Further, and most importantly for a complete submission, our previous comment regarding the joint access ROW remains outstanding. Please keep us posted on this and provide a copy/confirmation as part of your submission.

Best,

[Quoted text hidden]

David Peddle <dwpedd@gmail.com>

Mon, Mar 30, 2026 at 8:00 AM

To: "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>

Cc: "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Good morning Fredrick,

Regarding the requirement for a joint access Right-of-Way (ROW), I am formally documenting my good-faith efforts to secure this agreement and the current status:

- December 2025: Received the draft agreement from Ryan Seymour and accepted all terms in principle.
- January 14 & February 16, 2026: Conducted formal follow-ups with the neighboring landowner.
- March 17, 2026: Received confirmation from Stephen Wight that the document was with his legal counsel.
- March 24, 2026: Received an email from Stephen Wight indicating that a copy should have been provided last week.

As a developer, I have no legal authority to compel a private citizen to execute a contract. I have completed every action within my control and have been waiting on the neighbor for several months.

Given that this project has been active for over four years, I am requesting that the City proceed with the application as submitted. If the City maintains that this third-party agreement is a mandatory condition for filing, I request a formal written rejection of the application on those specific grounds.

I appreciate your assistance in bringing this matter to a resolution.

Best regards,

David Peddle, P.Eng (Ret.)

[Quoted text hidden]

David Peddle

Tue, Mar 31, 2026 at 9:47 AM

To: "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>

Cc: "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Hi Fredrick,

Further to my email on March 30, I am providing a factual update regarding the status of the joint access agreement for the 616 Union Street development.

I have received a draft proposal from the neighbor (Global). While I am pleased to finally have a document for review, it contains several non-standard demands that depart from normal commercial practice. Specifically, the draft requires PILA to provide a \$300,000 interest-free maintenance trust for 10 years and stipulates that I cannot have access to the road until a private parking garage is completed on the rear of his property.

Locking up \$300,000 in capital for a shared driveway is unprecedented for a project of this scale. In the interest of remaining cooperative, I have responded with a "Version 2" of the agreement (attached), which utilizes standard Form 14 terms and a 50/50 "pay-as-you-go" cost-sharing model.

Beyond the financial terms, I have significant concerns regarding the technical feasibility of the neighbor's proposed parking garage. Based on the site's physical constraints, a permanent structure appears unbuildable; the lot is better suited for a surface parking lot. The neighbor has previously indicated he has no genuine intention of developing the land, noting years ago that the property had been written off. It is my assessment that this proposed garage is being used as a mechanism for leverage rather than a viable development plan. Additionally, during our meeting last December with Sean, Fredrick, and Marcello, I was told I would receive the estimated cost of the road within weeks, but that information was never provided.

Due to this impasse, I would like to move forward with my application to Council "as is." If a signed agreement remains a mandatory requirement for filing, I request a formal written rejection of the application so that I may evaluate my next steps, including administrative or legal review.

I look forward to your confirmation on the next steps, the requirements for the Planning Advisory Committee (PAC), and the date for the Council presentation.

Best regards,

David Peddle
PILA Investments Ltd.

[Quoted text hidden]

2 attachments

 Private Access Easement - Union Street (Global and PILA) v2.docx
236K

 draft For road Easement.pdf
3226K

VanRooyen, Fredrick <Fredrick.VanRooyen@fredericton.ca>

Thu, Apr 2, 2026 at 4:35 PM

To: David Peddle [REDACTED]

Cc: "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Hi David,

Planning is very much in favour of this plan and ultimately see the configuration beneficial to the overall development of the lands. We are hopeful that this can still be coordinated and are happy to continue working with you on the plan.

As a follow up to your emails on March 30 and 31, we have outlined in previous correspondence that with the current plan, the joint access agreement is a pre-condition as part of the submission given that the proposed access is from the abutting property.

If you look to continue as-is, the challenge is that access for the current plan has not been secured and is not on your property. Without this agreement, it places staff in a challenging position to support the current plan. The alternative is to go back to a previous or different design where the access remains fully on your property. We would view this as a last resort as the current plan is certainly preferred.

To continue as-is, please include a letter of intent outlining your current proposal to accompany your plans. The submission deadline for the next PAC meeting is not until April 17, so we would be hopeful that a resolution could potentially be had before that date.

If you have any further questions, please reach out.

[Quoted text hidden]

David Peddle <[REDACTED]>

Thu, Apr 2, 2026 at 5:25 PM

To: "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>

Cc: "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Hi Fredrick,

I have been advised that a revised document is expected by Wednesday and I will review it promptly upon receipt. To move forward, any agreement will need to reflect a commercially reasonable and standard easement structure.

If the matter remains unresolved following my review of the revised document, I intend to seek direction from Council on the joint access condition at the April 13 meeting. The submission deadline for that meeting is Wednesday, April 8, which will determine the path forward.

Have a great Easter weekend,

David Peddle

[Quoted text hidden]

David Peddle

David Peddle

Mon, May 11, 2026 at 11:26 PM

To: "Battilana, Marcello" <marcello.battilana@fredericton.ca>

Cc: "Seymour, Ryan" <Ryan.Seymour@fredericton.ca>, "Lee, Sean" <sean.lee@fredericton.ca>, Robert Peters <rjpeters@leadinglaw.ca>, "VanRooyen, Fredrick" <Fredrick.VanRooyen@fredericton.ca>

Hi Marcello,

After our call, I received the most recent site plan being circulated, so I now have a clearer understanding of the configuration being proposed. During our phone conversation, I did not fully understand which layout was being discussed; see attached.

I am also attaching Fredrick's March 24, 2026 email below for context. I revised my site plan in response to repeated direction from City Planning, including the specific request to show "a boulevard separating it from the driveway and then landscaping/trees on the other side in between the building." This direction was incorporated into Version 15.

The latest plan I received from Mr. Karol appears to differ from that direction. In particular, it has five parallel parking stalls in the area previously identified for the joint access / trail-related configuration, immediately adjacent to the neighbouring building contradicting design standards. I would also note that Engineering previously encouraged the driveway throat to be pushed east to align with Clark Street. Moving the driveway west to accommodate parallel parking appears to conflict with Planning's trail / boulevard direction, but also with Engineering's prior access direction.

Before I make any further design changes, I need clarification from the City on the preferred configuration.

Specifically:

1. Does City Planning now support the layout showing parallel parking in that location?
2. Should I disregard the prior direction requiring the boulevard and landscaping treatment?
3. Can the City also confirm whether Engineering supports moving the driveway throat west to accommodate the proposed parking layout?

I also want to be clear about the framing of this issue. This is not a private dispute between me and the neighbouring owner. As the record reflects, the storm pipe, trail alignment, joint access configuration, and associated land requirements have been part of a longstanding City / neighbouring-owner infrastructure issue for many years prior to me owning 616 Union Street.

I am willing to help the City find a workable solution to the city's longstanding issue. However, I cannot be placed in the position of repeatedly redesigning my project to accommodate conflicting requirements. I am prepared to revert to Version 14 or prepare a Version 16 once the City confirms its position.

I remain available to support Ryan's ongoing discussions with Mr. Karol and to help resolve the access, trail, and storm pipe issues.

Please keep me posted on your ongoing discussions, and let me know what you decide.

Best regards,

David Peddle

On Tue, Mar 24, 2026 at 4:59 PM VanRooyen, Fredrick <Fredrick.VanRooyen@fredericton.ca> wrote:

[Quoted text hidden]

2 attachments
 **RS Wight - Union Street Development - Overlay Plan.pdf**
997K

 **616 Union St - 15.pdf**
2251K

Battilana, Marcello <marcello.battilana@fredericton.ca>

Thu, May 14, 2026 at 9:58 AM

To: David Peddle

Hi David,

Sean Lee has sent out a clarifying email showing both proposed site plans and in part to help address some of your questions. Regardless, I think we should meet to discuss once you have had a chance to review the information. My direct line is 506-259-1843.

Thanks

Marcello

[Quoted text hidden]

From the desk of David Peddle

CEO PILA Investments Ltd.
12 Monsella Court
Fredericton, NB E3B 0N1



Date: May 18, 2026

Response to Formal Notice – ROW, Access, and Drawing Accuracy — 616 / 638 Union Street
received Saturday, May 16, 2028

Stephen / Anil,

I am writing to respond directly to Gift Corp’s May 15, 2026 notice regarding the proposed right-of-way, access configuration, and drawing accuracy for 616–618 Union Street and 638 Union Street.

This response is provided for the record and without waiver of any rights, remedies, or positions available to PILA Investments Ltd.

I do not accept the premise that PILA has attempted to introduce an unauthorized access arrangement. The shared-access configuration now reflected in the development materials is not a new or last-minute concept. It originates from the City of Fredericton’s own Engineering process dating back to 2021, when the City identified a shared driveway opposite Clark Street as the preferred safety solution for access to both 616 and 638 Union Street which has always include access to parking in the back of 616 Union Street.

Gift Corp’s notice focuses on the internal terms of the proposed easement. PILA is not asking the City to adjudicate private easement language. The municipal issue is narrower and more important: whether Gift Corp has produced a complete access design that satisfies City Planning and Engineering requirements.

To date, Gift Corp / Mr. Karol has not provided PILA with any complete alternative drawing that has been accepted by City Planning, Engineering, PAC, or Council as a compliant development-access solution.

To my knowledge, despite Mr. Karol owning or controlling the neighboring property since 2013, Gift Corp has not produced any access or site design in that period that has been agreed upon by City Planning, Engineering, PAC, or Council as resolving the access, stormwater, trail, and

development constraints affecting these lands. If City records show otherwise, I ask that the City identify the approved drawing, approval date, file number, and approving authority.

I discussed this issue with Marcello Battilana of City Planning on May 15, 2026. My understanding from that discussion is that the current Gift Corp draft has not been approved by City Planning, and that Gift Corp has not identified an alternative design that City Planning has accepted as a substitute for the current coordinated access framework.

That is the material issue. PILA cannot be expected to redesign its development around a private drawing that has not been approved by City Planning and that has not been shown to satisfy Engineering, access, storm-water, trail, or building-permit requirements.

On December 16, 2025, I attended a joint design meeting with City staff and Stephen Wight where PILA presented detailed site designs establishing the consolidated joint-access configuration. The framework discussed at that meeting preserved PILA's practical access to the side and rear of the proposed building while satisfying the City's objective of consolidating access at the Union Street / Clark Street intersection. If Gift Corp disputes that this shared framework was discussed and accepted as the working baseline, I request that Gift Corp identify the specific contemporary correspondence, meeting notes, or drawing records relied upon. I also ask City staff to confirm their understanding of this alignment, given their active participation.

Since that December 16 meeting, PILA has worked diligently within this City-directed framework to move the development forward. Conversely, Gift Corp has allowed five months to elapse without producing the promised alternative designs or cost-sharing data, relying on a continuous series of administrative and personal deflections:

- January – February 2026 (Legal Counsel Deflections): Initial follow-ups regarding the joint-access terms were deferred by claims that Gift Corp's lawyer was away, which subsequently shifted to stating they had no active legal representation.
- March 2026 (Principal Health Factors): Commitments to finalize the private access easement agreement and deliver engineering cost data were delayed by Stephen Wight explicitly citing principal health challenges, to both himself and Mr. Karol.
- April 2026 (Administrative Gaps): Outreach quality deteriorated into automated administrative templates, where communications indicative of unverified AI-generated boilerplate were transmitted containing unedited placeholder text addressed to "recipient name."

PILA is also concerned that Gift Corp's recent position was advanced only after months of delay and after PILA was presented with an unexplained \$300,000 payment demand as a condition of

moving the access discussion forward. To date, PILA has not been provided with any appraisal, engineering estimate, cost-sharing analysis, approved site plan, or City Planning / Engineering determination that would justify that demand.

Following months of discussions, Gift Corp's May 15 position appears to be a material reversal of the working framework previously discussed with City staff. Raising a fundamental objection immediately before the PAC process materially prejudices PILA's application and creates the false impression that PILA introduced a late or unauthorized access concept. That is not correct.

Any delay caused by Gift Corp's internal decision-making, legal representation, scheduling, or readiness to produce a complete legal and technical proposal should not be used as a basis to delay PILA's municipal application. PILA has submitted a design for municipal review. Gift Corp has not provided an approved alternative.

This dispute cannot be treated as an ordinary private driveway disagreement. The access corridor is connected to storm sewer replacement, the LGSE, the trail easement, municipal maintenance access, public pedestrian connectivity, and the development potential of both properties.

The City has already reached an infrastructure arrangement with Global / Gift Corp for the replacement of the aging private storm sewer line and the construction of a municipal trail connection across 638 Union Street. That arrangement does not, by itself, create planning approval for Gift Corp's redevelopment concept or for any private access drawing advanced by Gift Corp.

PILA has also cooperated with the City in good faith. PILA has advanced designs, participated in repeated meetings, retained consultants, responded to City requirements, and accommodated the storm-water and trail-related municipal framework. PILA has also been prepared to provide necessary easement cooperation on its own lands to allow the broader infrastructure solution to proceed as the entire walking trail is located on PILA's property.

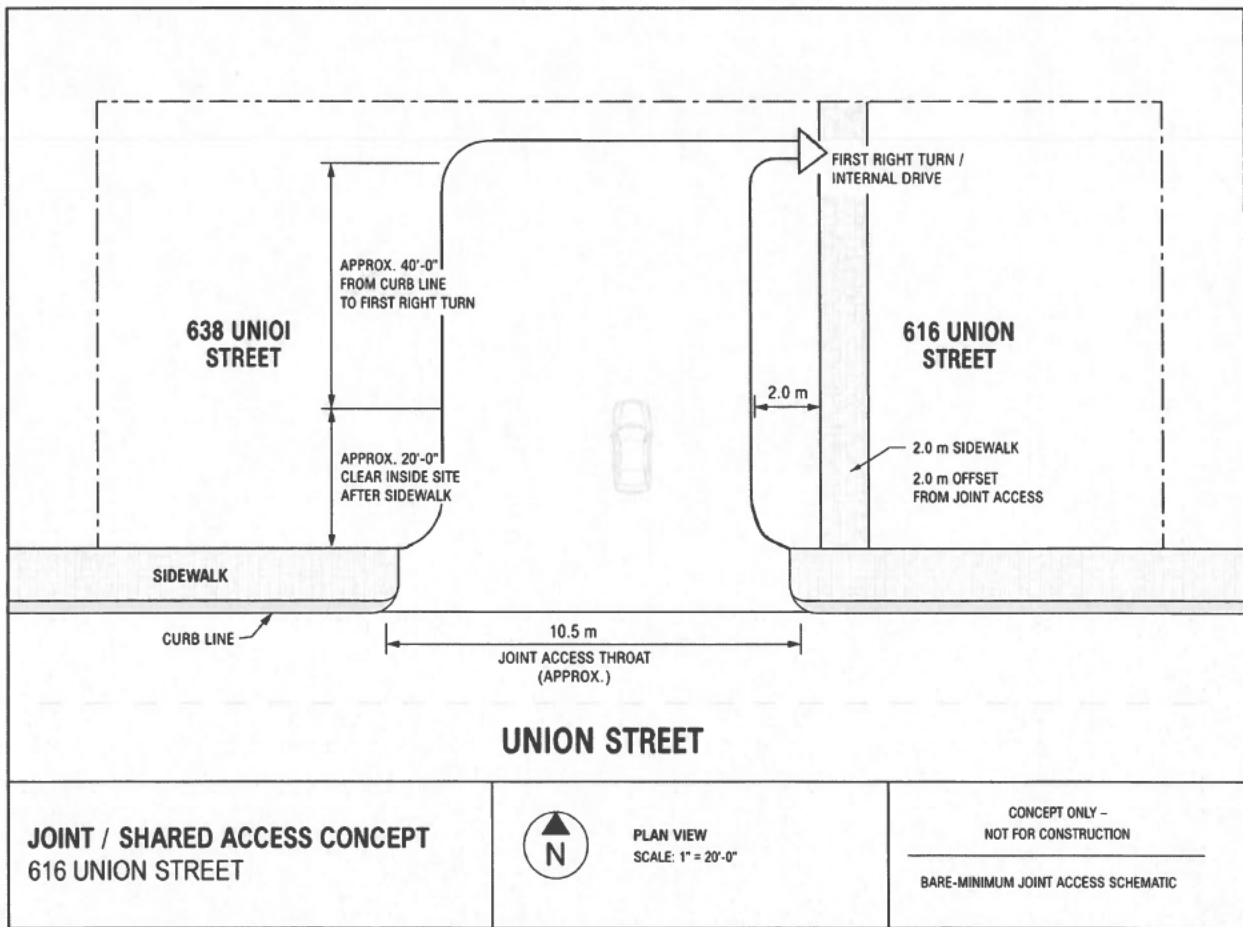
What PILA cannot accept is a process where the City requires a third-party agreement as a precondition to PILA's development, while the third party is permitted to change positions at the PAC deadline, reject the functional access configuration, offer no alternative that satisfies City standards, and demand a substantial unexplained payment as a condition of moving access discussions forward.

Accordingly, I request written confirmation from City Planning and Engineering of the following:

1. Confirm that the draft position recently advanced by Gift Corp has not been approved by City Planning and Engineering.

2. Whether Gift Corp has ever provided an alternative access or site design for 638 Union Street that has been approved by City Planning, Engineering, PAC, or Council.
3. Whether Gift Corp has provided any alternative access design accepted by City Planning and Engineering as satisfying the requirements of P.R. 32/26.
4. Whether the current PILA application will continue through PAC and Council on the basis of the submitted City-reviewed design, subject to normal technical refinement.
5. Whether the City considers Gift Corp's private refusal sufficient to halt PILA's municipal application or building-permit pathway.
6. If the City will not process PILA's application or future permit pathway without Gift Corp's agreement, whether the City will provide that position in writing so PILA can preserve its rights.

PILA remains open to a lawful, engineered, and mutually workable access agreement. In good faith, the attached a diagram below shows the minimum required access PILA requires based on safety and engineering guidelines.



However, PILA will not agree to substitute its City-reviewed development plan with an unapproved private drawing. PILA also will not accept a process where a neighbouring owner can prevent municipal processing without providing a technically complete alternative accepted by City Planning and Engineering, while also demanding a substantial unexplained payment as a precondition to meaningful access discussions.

PILA reserves all rights and remedies arising from any delay, refusal, misstatement of the access record, or improper delegation of municipal approval authority to a private landowner.

Regards,

David Peddle

PILA Investments Ltd.

[REDACTED]

PAC Statement – 616–618 Union Street – P.R. No. 32/26

Good evening. My name is David Peddle. I am President of PILA Investments Ltd., owner and applicant for 616–618 Union Street.

I am speaking in support of the application, but I am also asking that the municipal record be clear. The issue before PAC is no longer only building design, parking, or a private easement. The issue is whether the City will continue to make PILA's building-permit path dependent on land and consent that PILA does not control.

This problem began in the City's own Engineering record. On March 10, 2021, Stephen Hartley, Development Engineer, wrote that "one of the major issues with your application is the access onto Union Street," and that Engineering was already in "preliminary discussion with the adjacent land owner, Anil Karol, regarding the storm pipe and access to Union Street opposite Clark Street." Engineering then stated that it "strongly recommends" a new shared access directly opposite Clark Street, because the existing access would decrease safety and increase congestion on Union Street.

That is the foundation of the problem. This was not introduced by PILA as a private driveway preference. The shared access opposite Clark Street was identified by Engineering as the preferred traffic-safety solution.

The City later confirmed the other half of the problem. In the October 24, 2024 letter to Matthew Pearn, Staff Solicitor Chantal Gauthier wrote that the storm pipe "was not placed by the City and is not maintained by the City in any capacity." That same letter also stated that since 2023, City staff had been trying to work with PILA and the adjacent owner "to address the storm pipe, establish an easement, and develop an alternate access opposite Clark Street."

So the record is clear: the City recognized the pipe and access problem; the City recognized that the adjacent owner was involved; and the City knew this was not something PILA could resolve alone.

In 2025, PILA considered legal remedies. Matthew Pearn advised me that the proper course was to re-engage the administrative process, obtain a formal decision, and then preserve the ability to seek judicial review if necessary. His July 9, 2025 letter stated that judicial review is used to assess whether a City decision was "lawful, reasonable, and procedurally fair," and warned that review must be commenced within three months of the decision being challenged.

After PAC heard PILA's application to amend Condition (g) on September 17, 2025, under File No. Z-28-25 / P.R. No. 80/25, the amendment was denied. The later May 2026 staff report confirms that the 2025 application was denied by Council and that Condition (g) remained in effect. I did not immediately litigate that decision because city the planning and engineering staff, specifically Ryan Seymour told me on multiple occasions they will resolve this issue. I continued to rely on the City-directed process and on staff's continued involvement with PILA and the abutting owner to resolve the same storm-pipe, trail, and access issues, which is the only reason why I did not pursue a judicial review.

On December 22, 2025, I sent Stephen Wight the latest site plan and floor plan package for 616 Union Street "so you can see the current layout and how the access/parking functions." I also wrote that I wanted "to have the joint access settled early in the new year" so I could move forward in the permit process, and offered to pay 50 percent of the survey/sketch, legal fees, and shared access/roadwork construction costs. The attached plan package itself showed "JOINT ACCESS ROW" and "JOINT ACCESS ENTRANCE," and included the access/entrance geometry on the site plan.

Despite that, on the morning of Saturday, May 16, 2026, this past long weekend, I received a forwarded notice from Stephen Wight. That notice stated that Gift Corp's position was that "The ROW permits one entrance only," that "Gift Corp has not agreed to and does not accept a second entrance," and that "A second entrance has never been presented, discussed, or agreed to with Gift Corp by the City." It also stated that Gift Corp would not support, and may withdraw consent from, any PAC process relying on drawings that did not reflect its position.

That is the immediate contradiction of substantial evidence from previous meetings. PILA had sent the plans months earlier so the current layout and access function could be reviewed. City Planning and Engineering had continued to process the file around the joint access. Then, immediately before PAC, the neighbouring owner's representative denied the access configuration and threatened to withdraw support.

This is why I asked City Planning and Engineering to clarify the record. On May 19, I wrote to Ryan Seymour, Marcello Battilana, Fredrick Van Rooyen, Sean Lee, and my lawyer Robert Peters. I stated that I was "not asking the City to adjudicate private easement wording," but asking Planning and Engineering to confirm whether functional access to PILA's rear parking/service area was discussed as part of the joint-access design framework. On May 20, I corrected the date to Friday, December 12, 2025, and again asked the City to confirm whether PILA's functional access from the shared corridor to the side and rear parking/service area was discussed as part of the coordinated access framework.

The 2026 planning correspondence shows the same dependency. Fredrick Van Rooyen wrote that the joint access ROW was “critical to the revision/alignment” and that the City wanted confirmation “as part of your submission.” He later wrote that “Planning is very much in favour of this plan,” that the configuration was beneficial to the overall development of the lands, but that the joint access agreement was a “pre-condition” because the proposed access is from the abutting property. He also wrote that returning to a design fully on PILA’s property would be “a last resort” because the current plan was “certainly preferred.”

The current staff report repeats the same structural problem. It states that the current application includes coordinated joint access and is “predicated on an appropriate easement being executed by PILA Investments Ltd. and GIFT Corp,” using an infrastructure corridor containing storm pipe and trail easements. It also states that the joint-access agreement had not been finalized at the time of the report.

The proposed conditions then continue the dependency. They require all easements needed to facilitate the development to be finalized before building permit issuance, and require the joint-access agreement to be satisfactory to the Development Officer and Engineering and Operations, finalized, and registered before a building permit is issued.

That is why I am asking PAC and Council not to treat this as an ordinary private easement dispute. The City-supported solution requires a corridor over third-party land for traffic safety, stormwater, municipal maintenance, trail connectivity, and development access. PILA cannot compel that landowner to grant the required corridor on workable terms.

PILA has done what it can. It has redesigned the project, circulated plans, retained consultants, revised the site layout, participated in repeated meetings, offered to share costs, and attempted to negotiate. The unresolved issue is not PILA’s refusal to cooperate; it is that the City-supported development path still depends on third-party land and third-party consent that PILA cannot compel. Gift Corp has not provided a complete alternative access design accepted by City Planning, Engineering, PAC, or Council, and PILA cannot be expected to redesign around an unapproved private drawing that has not been shown to satisfy the City’s own planning, engineering, stormwater, trail, and building-permit requirements.

After five years, the administrative process has not produced a workable permit path. PAC has repeatedly been asked to recommend conditions that depend on third-party cooperation, but those conditions have not resolved the underlying municipal infrastructure problem. The result is that PILA is returned to the same issue Council and staff have known about since 2013, long before I purchased this property.

I am therefore asking PAC to acknowledge that the City must resolve the corridor issue directly. Specifically, I am asking that Council direct staff and legal counsel to review municipal acquisition, expropriation, or other lawful municipal mechanisms to secure the minimum corridor required for stormwater replacement, trail connectivity, municipal maintenance access, and functional joint access opposite Clark Street.

Without that direction, the City is approving a development path that remains dependent on a private landowner's unresolved consent. That is not a functional planning outcome.

Thank you.

David Peddle

PLANNING REPORT



PAC – May 20, 2026
File No.: Z-14-2026 V-14-2026 P.R. No. 33/26

To: Planning Advisory Committee
From: Melisa Tang Choy, Planner
Proposal: Rezoning from FD to MR-2 and height variance to permit a multi-residential development with a mix of townhouses and apartment buildings
Property: 1070 Brookside Drive (PID 75007724)

OWNER: Ray Carnahan
1193 McLeod Hill Rd
McLeod Hill, NB E3A 6J2

APPLICANT: Colpitts Developments c/o Craig McElroy
5-830 Hanwell Road
Fredericton, NB E3B 6A2

SITE INFORMATION:

Location: East side of Brookside Drive, across from Joycelands mini-home park
Context: Residential neighbourhood with a mix of low to medium rise developments to the west, self-storage facility and single-detached dwelling to the north, single-detached dwelling and construction company to the south, West Hills golf course to the east
Ward No: 2
Municipal Plan: Established Neighbourhoods
Zoning: Future Development (FD)
Existing Land Use: Vacant land
Previous Applications: None

EXECUTIVE SUMMARY:

The Applicant is proposing a multi-residential development, totaling 240 dwelling units on the subject property. The proposed development is comprised of five 6-unit townhouse buildings, one 4-storey apartment building and one 5-storey apartment building. The proposed layout of the buildings is intended to provide a transition in the built form from the existing low-rise buildings to the west (mini-homes) and south (single-detached dwelling) of the subject property, with the apartment buildings closer to the self-storage facility to the north and to the golf course to the east. The development would also include outdoor common amenity areas, indoor common spaces at each of the apartment buildings, as well as underground parking for the 5-storey building.

The proposed development would require rezoning the subject property from Future Development (FD) to Multi-residential Zone Two (MR-2), and a 2.9 metre height variance to permit the 5-storey apartment building. The proposal is consistent with Growth Strategy and the Municipal Plan criteria in assessing rezoning application for multi-residential developments. The proposal is sensitive to the existing character of the area by providing a transition in the built form from townhouses to apartment buildings and makes an effective use of the land along a main road that is serviced by public transit. Staff do not anticipate adverse impacts to neighbouring properties and support the application subject to terms and conditions.

APPLICATION:

Craig McElroy, on behalf of Colpitts Developments, has made application on 1070 Brookside Drive to:

- Rezone the property from Future Development (FD) to Multi-Residential Zone Two (MR-2); and,
- 2.9 metre height variance for the proposed 5-storey building,

to permit a multi-residential development comprised of townhouses and apartment buildings.

PLANNING COMMENTS:

Proposal:

- The proposed multi-residential development is composed of five 6-unit townhouse buildings, one 4-storey apartment building and one 5-storey apartment building, for a total of 240 dwelling units. The apartment buildings would be composed of one and two-bedroom units, and the townhouses would have two storeys. A total of 452 parking spaces would be located onsite, with 76 spaces located underground within the 5-storey apartment building, 12 spaces located within a covered garage, and the remainder of the parking spaces would be surface parking on the common parking lot.
- As shown on Map II, a common outdoor community area would be located on the southern portion of the property, and a smaller outdoor space would be adjacent to the 4-storey apartment building. The proposed development would include an internal pedestrian walkway system that connects residents across buildings, parking, the common areas, and to Brookside Drive. In addition to the outdoor common spaces, the Applicant is also proposing indoor common spaces, including a social room and a fitness centre within each of the apartment buildings. Staff would note that there may be some minor refinements to the layout, as show on Map II, due to the presence of a watercourse on the southern side of the subject property. The watercourse has not been mapped by the NB Department of Environment and Local Government (DELG). The Applicant is aware that a Wetland and Watercourse Alteration (WAWA) permit may be required.
- As part of the application, the Applicant has submitted a traffic impact statement, prepared by a professional engineer, as well as a preliminary servicing plan.

Growth Strategy:

- The proposal is consistent with the direction of the Growth Strategy for Areas of Stability and Minor Change which states that "... modest forms of intensification may be permitted at the edges of neighbourhoods, along main roads, eg., townhouse developments and low-rise apartment buildings", and that "all such changes, however, will respect and reinforce the existing pattern, scale and character of the neighbourhood."

Municipal Plan:

- The subject property is designated Established Neighbourhood. The Municipal Plan contains the following relevant policies for the Established Neighbourhood designation:

Section 2.2 1(18): To maintain the stability of residential neighbourhoods, while allowing for incremental change through sensitive new development and redevelopment, new development will respect and reinforce the existing pattern, scale, and character of the Established Neighbourhoods, by ensuring that:

- a. Any new lots are consistent with the lot pattern in the neighbourhood;*
- b. Building design is compatible with the surrounding area and contributes positively to the neighbourhood;*
- c. Adequate servicing, road infrastructure, and other municipal services be readily and efficiently provided; and,*
- d. Healthy, mature trees are protected whenever feasible.*

(20) Where a rezoning or zoning by-law amendment is required for a new mid- or high-rise residential use in an Established Neighbourhood, proposals shall:

- a. Locate at the periphery of neighbourhoods and along arterial and collector roads;*
- b. Have direct access to an arterial or collector road. If direct access to one of these road types is not possible, the development may gain access to an arterial or collector road from a local road;*
- c. Incorporate underground parking facilities, where appropriate;*
- d. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;*
- e. Be adjacent to or in close proximity to, an existing or planned public transit route;*
- f. Be adjacent to, or in close proximity to, parks, open spaces and/ or other community facilities, services and amenities, and employment zones; and,*
- g. Provide high-quality building design that contributes positively to the City's urban form.*

The proposal is generally consistent with the policies in the Municipal Plan, as the site is located along a collector road with direct access. The overall neighbourhood is comprised of a mix of residential densities, and non-conforming light industrial and commercial uses, with storage and industrial in close proximity to the subject property. A mix of current and future residential uses are already permitted on the west side of Brookside Drive. The proposed development would help transition the east side of Brookside Drive into a more residential nature and more in line with the vision in the Municipal Plan.

The proposal provides underground parking below the larger apartment building as well as adequate landscaped areas and parking lot landscaped islands, common outdoor amenity areas and indoor common spaces, and space for garbage pick-up and bicycle parking. The subject property is serviced by a public transit route (12N / 13 S), with the closest bus stop being located at the intersection of Brookside Drive and Jacob Street. The 12N / 13S bus routes provide direct access to Brookside Mall and to Killarney Lake Park. A system of internal pedestrian connections provide direct access to Brookside Drive, where the public sidewalk on the western side of the street provide pedestrian connections to Killarney Lake.

Zoning By-law:

The table below compares the compliance of the proposal to the MR-2 zone:

	<u>Required</u>	<u>Proposed</u>	<u>Variance</u>
<i>Overall site</i>			
Density (max. dwelling units)	240 units*	240 units	n/a
Lot coverage (max.)	35% of lot area (12,358.9 m ²)	18.2% of lot area (6,414 m ²)	n/a
Landscaping (min.)	35% of lot area (12,358.9 m ²)	37% (13,056 m ²)	n/a
Parking	351 spaces	452 spaces	n/a
<i>Townhouses (MR-1 standards)</i>			
Height	10 m	6.91 m	n/a
Setbacks			
Front	6 m	9 m	n/a
Rear	6 m	~100 m	n/a
Side	1.8 m	5 m	n/a
<i>4-storey Apartment Building</i>			
Height	14 m	12.8m	n/a
Setbacks			
Front	6 m	~39 m	n/a
Rear	6 m	~150 m	n/a
Side	1.8 m	5 m	n/a
<i>5-storey Apartment Building</i>			
Height	14 m	16.9m	2.9 m
Setbacks			
Front	6 m	~200 m	n/a
Rear	7.5 m	~24 m	n/a
Side	4 m	6 m	n/a
*Density bonusing for apartment buildings that provide private and common amenity space (147 m ² per dwelling unit).			

Site Layout & Building Design

- The proposed layout sites the townhouse buildings at the front of the property on Brookside Drive, whereas the apartment buildings are on the side abutting the self-storage facility and at the rear abutting the golf course. The overall site would be connected by an internal pedestrian walkway system that would provide access to Brookside Drive. The 5-storey apartment building would be located at least 200 metres from the public street, creating significant distance from the low-rise buildings within the subject property and across Brookside Drive. Balconies are proposed to the front and to the rear of the 5-storey building, but would not enable overlooking into rear yards of the neighbouring single-detached dwellings to the south and to the north of the subject property.

- Staff are of the opinion that the proposal makes efficient use of the land, despite the existence of certain features that decrease the buildable area, including a watercourse and a transmission line easement, as shown on Map II. There is a 30-metre-wide transmission line easement located at the rear of the property, that runs north to south, as shown on Map II. Thus, no permanent structures can be placed within a transmission line easement, and thus only the parking lot and landscaping can be placed within the transmission line easement. The proposed layout contributes positively to the streetscape, by locating the buildings around the parking area, which in turn hides the parking from the street. Staff would note that the conceptual site layout might need to see a shift in the location of the townhouses to create further distance from the watercourse, once review is undertaken between the Applicant and the NB Department of Environment and Local Government have taken place.
- Staff would note that the property slopes down toward the golf course and towards the neighbouring property at 1050 Brookside Drive. Any potential changes to the grading within the transmission line easement would require confirmation from NB Power.
- Maps III and IV show conceptual renderings of the proposed buildings. Staff will continue to work with Applicant on the final building designs, to ensure that the proposed development meets standards of the Zoning By-law, and that the design adds to the neighbourhood, including the use of a mix of materials, colours and recesses to help provide visual interest and reduce the overall massing. Additionally, as 5 townhouse buildings are being proposed on the site, no more than 4 townhouse buildings are to appear the same.

Parking & Landscaping

- The site would be accessed from a two-way driveway off of Brookside Drive, leading to a parking lot flanked by the residential buildings, as shown on Map II. Section 5 Zoning By-law Z-5 outlines the required parking spaces for each type of use. The townhouses would require parking at a ratio of 1.5 spaces per townhouse (45 spaces total), the apartment buildings would require parking at a ratio of 1 space per 1-bedroom unit (58 spaces total) and a ratio of 1.5 spaces per 2-bedroom units (246 spaces total), for a total of 351 required parking spaces for the overall development. The Applicant is proposing a total of 452 parking spaces, which would far exceed the minimum parking required. As mentioned previously, 76 spaces located underground within the 5-storey apartment building, 12 spaces located within a covered garage, and the remainder of the parking spaces would be surface parking. Staff have worked with the Applicant in decreasing the amount of impermeable surface on the subject property. As shown on Map II, a landscaping buffer has been included along around the property, creating screening from neighbouring commercial and residential uses.
- In addition to vehicle parking, the Applicant is also proposing to incorporate bicycle parking, both underground within the 5-storey building, as well as outdoor. Staff will work with the applicant on the final parking and landscaping plan to locate bicycle parking spaces throughout the site to best serve the future residents.

Variance – Building Height

- The proposal requires a 2.9 metre height variance in order to permit a 5-storey apartment building located at the rear of the property, closer to the golf course. Staff would typically be concerned about the potential impacts of an additional storey on neighbouring properties. However, as shown on Map II, the building would be significantly set back from the front property line (approximately 200 metres), would be adjacent to the golf course at the rear, and would be located at least 10 metres from the property line abutting the single-detached dwelling to the north. Additionally, no decks are being proposed on the side of the building facing the single-detached dwelling, and a treed buffer already exists on the neighbouring property. The Applicant has demonstrated that all required parking can be accommodated onsite, while still meeting the minimum landscaping requirements. Thus, Staff do not anticipate negative impacts from the variance requested.

Future Subdivision

- The Applicant has indicated that, due to financing reasons, the individual buildings and the common areas would exist on their own parcels in the future. The Applicant has outlined two ways in which this could happen: through the condominium process, or through a subdivision process that would be managed through a trustee corporation. The condominium process would not require a subdivision application.
- However, a subdivision managed through a trustee corporation would require the review under the regular subdivision process. Similar applications have been approved in the City, such as the townhouse developments on Willow Valley and Arbour Brook Lane. In this case, the Applicant has noted that it is not their intention to sell the individual lots, and that the subdivision is only for financing purposes, as it has become challenging to finance multiple buildings on a lot. Staff would further note that variances may be required in order to enable the future subdivision, particularly related to the lot frontages, as some of the future lots may not have direct frontage to the street. Staff would be willing to support these variances, as they would only be administrative in nature and would not affect how the overall site will function. This would be ensured through obtaining all required shared access parking and common amenity space agreements. Staff will work with the Applicant on the proposed layout of the individual parcels, and the 8% public land dedication, if required, would be reviewed at a later date under a separate planning application.

Engineering & Operations:

Servicing

- The property is located within the North High pressure zone, with a water main along the frontage that can be connected to. This may not provide adequate pressure, given the height of the building and proposed fill. A license agreement may be required for any additional work proposed within the right-of-way.
- There is an existing sanitary main on Brookside Drive available for connection. Approximately 2 metres of fill would need to be placed at the rear of the site to service the building by gravity. Alternatively, a sewage pump station could be constructed, pumping the sanitary flow to the existing main on Brookside Drive. An assessment of the

sanitary capacity will be completed during design at the Applicant's expense and submitted prior to any building permit approval.

- Due to the length of the private services, the number of proposed units and future subdivision activity, the proponent must enter into a Water and Sewer Services Agreement with the City to ensure the adequate provision, operation, and long-term maintenance of infrastructure located on private property that is connected to the public Water and Sewer systems. The terms of this Agreement shall be finalized to the satisfaction of the Director of Engineering & Operations, prior to building permit approval.
- A stormwater management plan will be required for the development of the property, in accordance with the City's stormwater guidelines. It is anticipated the site drainage would be directed to the south-east, following the existing flow path. A detention pond would be designed and constructed in accordance with City of Fredericton guidelines. The detention pond minor and major flows would outlet to the existing ditch that crosses the site on the southeast corner.
- There is an existing power transmission easement that crosses the middle of the property. Any work or proposed grading changes within the easement will require permission from the NB Power transmission group to ensure that their easement and clearance criteria are met. A transmission clearance letter will be required prior to building permit approval.

Traffic

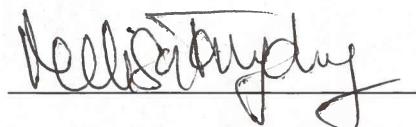
- The Applicant has provided the City with a trip generation memo to help better understand the amount of traffic being generated from the development. The proposed development is located along a portion of Brookside Drive that currently has a 3-lane cross section. Given this, the centre lane has space to provide a left turn pocket for southbound traffic entering the development. The proposed orientation of the driveway meets transportation design standards for intersection offsets and is not anticipated to negatively interact with the adjacent intersections. Brookside Drive has had recent upgrades in the form of roundabouts to manage the growth in the area including that of developments, such as the one proposed. Based on the proposed number of units and trip generation numbers provided, this development is well within our traffic growth expectations for the area.
- There is currently no sidewalk along the eastern side of Brookside Drive. Given the proposed site density, the developer will be required to provide a sidewalk from their development to Brookside Drive and to install an appropriate crossing (likely an RRFB style crosswalk) to the sidewalk on the western side of the street.

RECOMMENDATION:

It is recommended that the application submitted by Craig McElroy, on behalf of Colpitts Developments, to rezone the property at 1070 Brookside Drive from Future Development to Multi-residential Zone Two (MR-2), and a 2.9 metre height variance to permit a multi-residential development with a mix of townhouses and apartment buildings, be approved subject to the following terms and conditions:

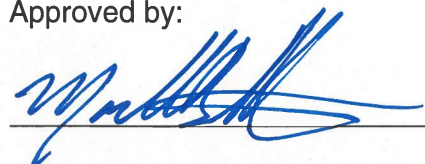
- a) The site be developed generally in accordance with Map II attached to PR 33/26, including a system of pedestrian connections within the subject property and to Brookside Drive as shown on Map II, to the satisfaction of the Development Officer;
- b) A final parking and landscaping plan be submitted at the building permit stage, including treed buffer and pedestrian walkways, to the satisfaction of the Development Officer;
- c) Final building design to be generally in accordance with Maps III, IV and V attached to PR 33/26, including that no more than 4 townhouses be similar in appearance, to the satisfaction of the Development Officer;
- d) If required, the Applicant is to apply for a Wetland and Watercourse Alteration (WAWA) permit from the NB Department of Environment and Local Government;
- e) Servicing, access, lot grading, and storm water management to be provided to the satisfaction of the Director of Engineering & Operations, with the entire site design to be completed prior to issuance of the first building permit;
- f) The Applicant is to enter into a Water and Sewer Services Agreement with the City, with the terms of this Agreement to be finalized to the satisfaction of the Director of Engineering & Operations, prior to building permit approval;
- g) The Applicant is to install a pedestrian crossing treatment that connects the development to the west side of Brookside Drive, to the satisfaction of the Director of Engineering & Operations;
- h) All design, construction, and inspection to be in accordance with the City's General Specifications for Municipal Services. Record drawings, stamped by a Professional Engineer, are required at completion of the project;
- i) Transmission clearance letter required for proposed site plan, prior to building permit approval; and,
- j) The Applicant and/or their Consultant are to participate in a design start-up meeting with Engineering staff upon approval of this application.

Prepared by:

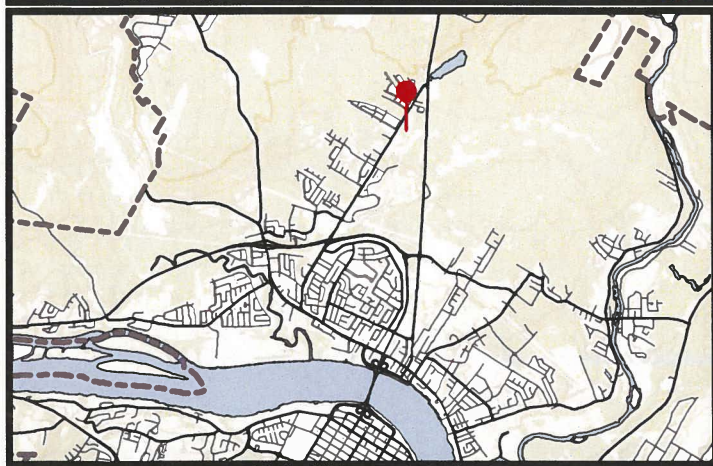
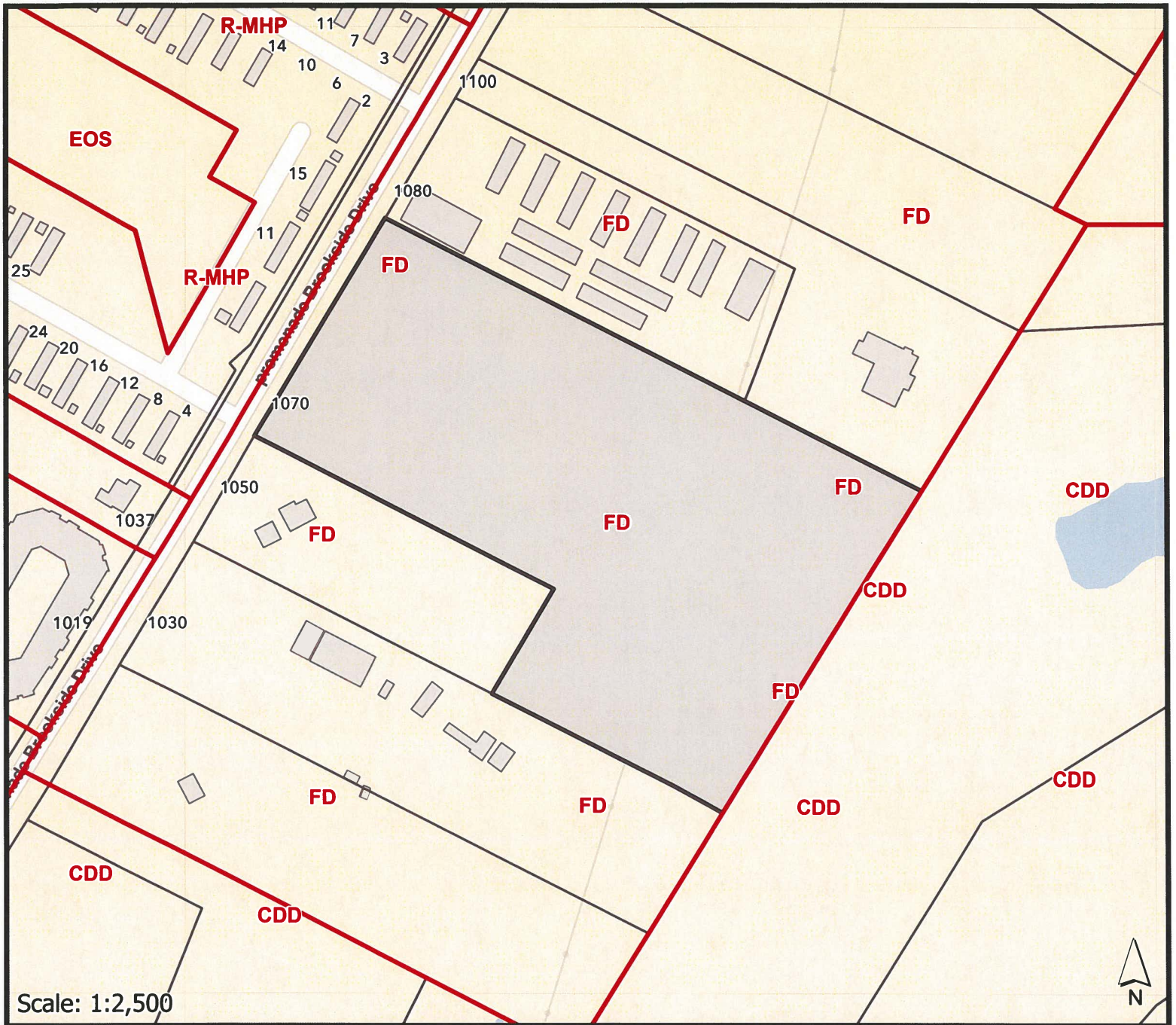


Melisa Tang Choy, RPP, MCIP
Planner, Community Planning

Approved by:



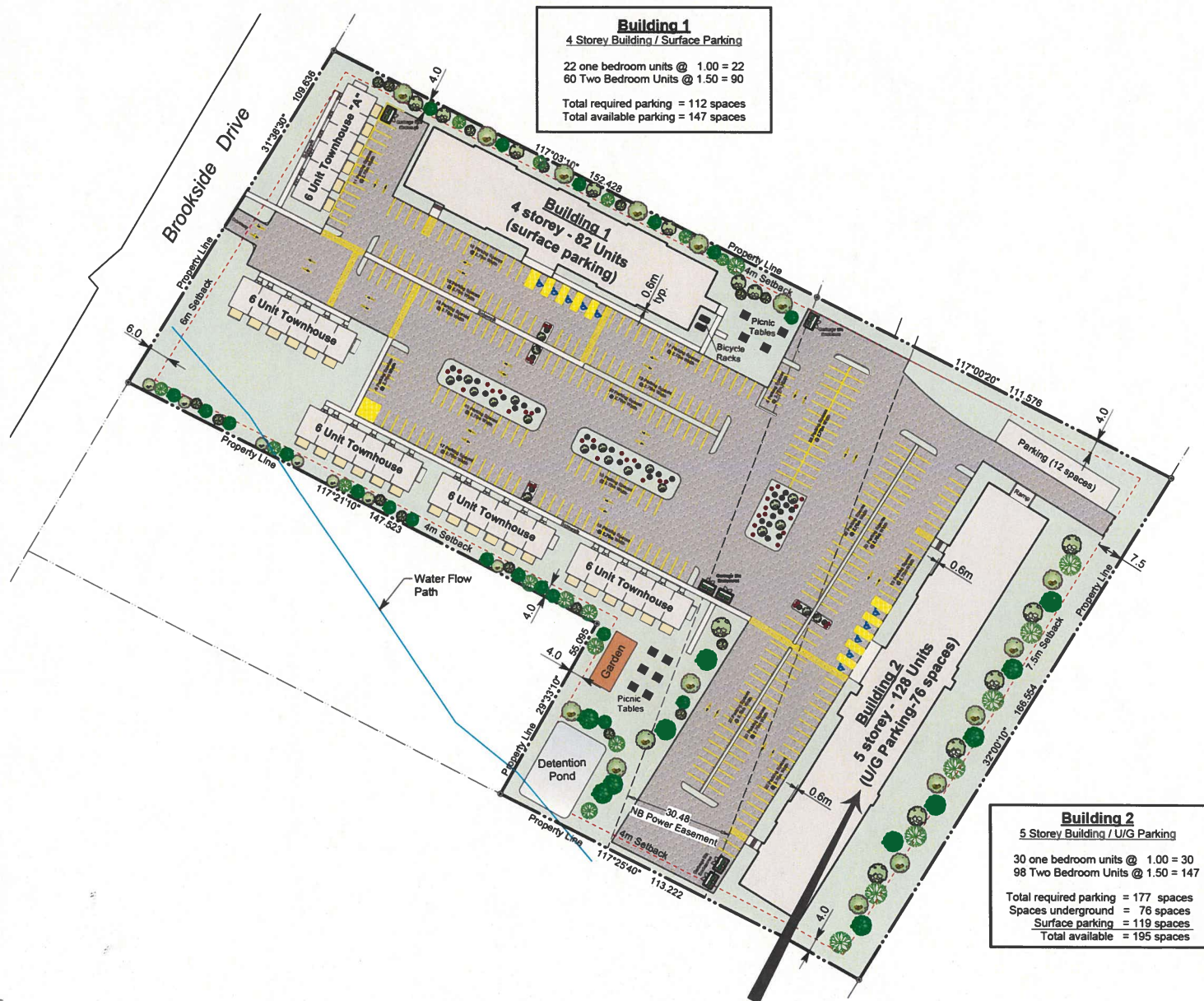
Marcello Battilana, RPP, MCIP
Assistant Director, Planning & Development



Subject Property / Propriété Visé

Rezone from FD to MR-2 and a 2.9 metre height variance for the 5-storey building to permit a multi-residential development comprised of five 6-unit townhouse buildings, a four-storey 90-unit apartment building and a 5-storey 133-unit apartment building, for a total of 253 units.

Modification de zonage, de Zone d'aménagement futur (FD) à Zone multirésidentielle 2 (MR-2); · Dérogation de hauteur de 2,9 m pour le bâtiment de cinq étages, afin de permettre un projet d'aménagement multirésidentiel comprenant cinq maisons en rangée de six logements chacune, un immeuble d'habitation de 90 logements sur quatre étages et un immeuble d'habitation de 133 logements sur cinq étages, pour un total de 253 logements.



Building 1
 4 Storey Building / Surface Parking
 22 one bedroom units @ 1.00 = 22
 60 Two Bedroom Units @ 1.50 = 90
 Total required parking = 112 spaces
 Total available parking = 147 spaces

Building 2
 5 Storey Building / U/G Parking
 30 one bedroom units @ 1.00 = 30
 98 Two Bedroom Units @ 1.50 = 147
 Total required parking = 177 spaces
 Spaces underground = 76 spaces
 Surface parking = 119 spaces
 Total available = 195 spaces

2.9 m height variance required /
 Dérogation de hauteur de 2,9 m requise

Site Plan / Plan du site



Community Planning
 Planification urbaine

Map \ carte # II
 File \ fiche: PR-33-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 1070 promenade Brookside Drive
 Colpitts Developments
 c/o Craig McElroy



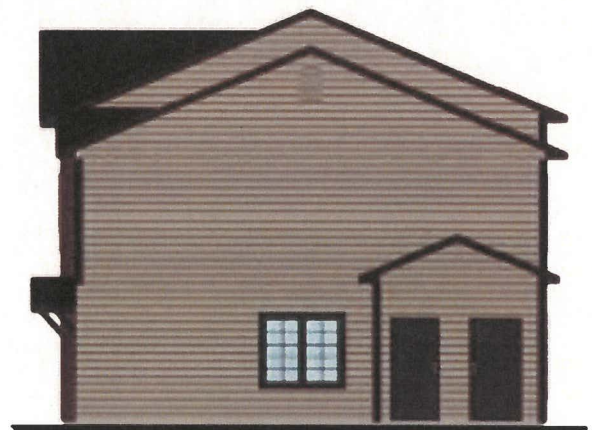
Front / Avant



Rear / Arrière



Left / Gauche

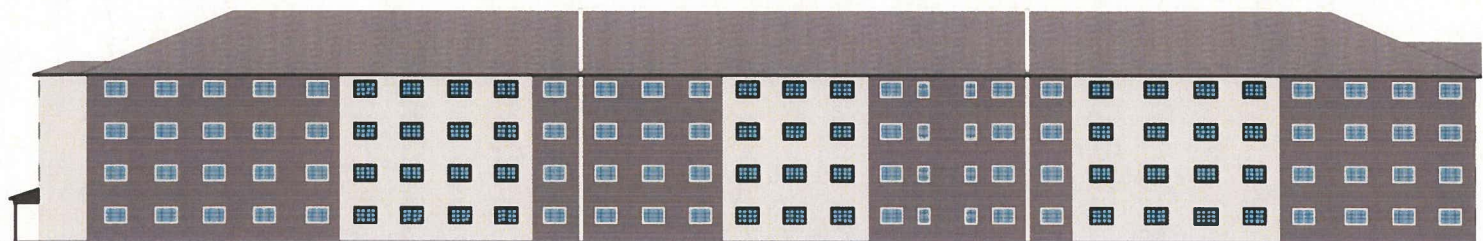


Right / Droite

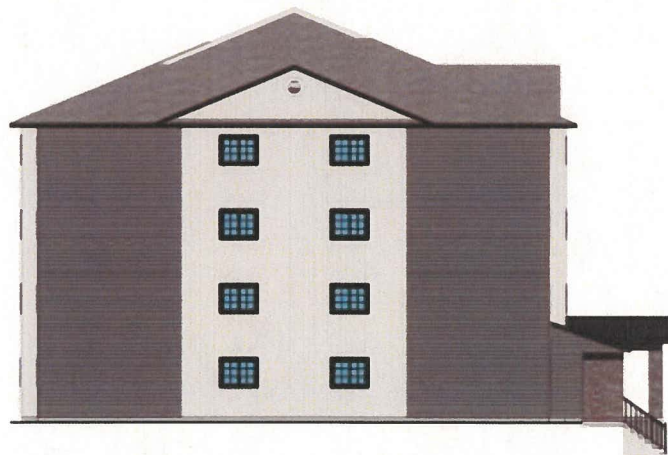
Elevations - 6 Unit Town House / Élévations - Maison de ville de 6 logements



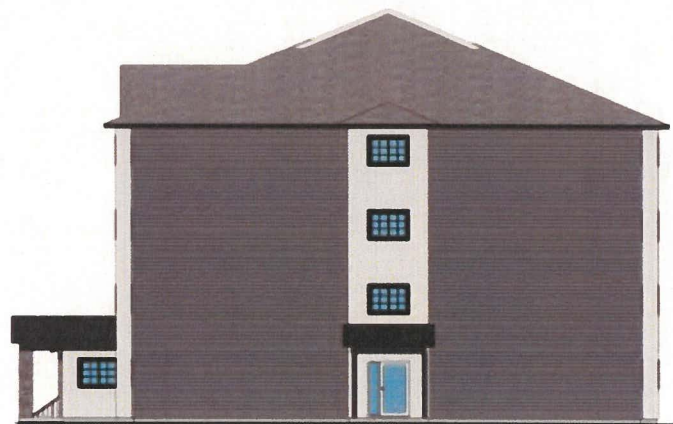
Front / Avant



Rear / Arrière

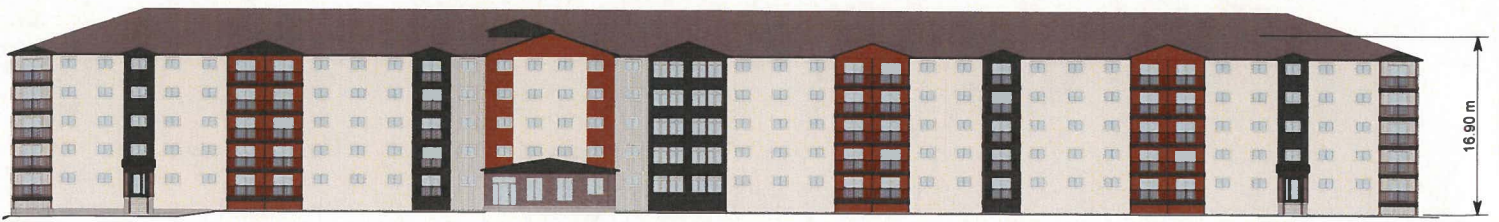


Left / Gauche



Right / Droite

Elevations - 4 Storey - 90 Unit/ Élévations - 4 étages – 90 logements



Front / Avant



Rear / Arrière



Left / Gauche



Right / Droite

Elevations - 5 Storey - 106 Unit/ Élévations - 5 étages – 106 logements

Fredericton

Community Planning
Planification urbaine

Map \ carte # V

File \ fiche: PR-33-2026

Date \ date: mai \ May 20, 2026

Subject \sujet: 1070 promenade Brookside Drive

Colpitts Developments

c/o Craig McElroy

From: [REDACTED]
To: PLANNING AND DEVELOPMENT
Subject: Rezoning 1070 Brookside Drive - Colpitts Developments
Date: Monday, May 11, 2026 9:40:21 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.

We strongly oppose the proposed rezoning/development in its present form.

We live directly across the street from the access to this proposed development. We will be negatively impacted by the additional noise and headlights of the vehicles exiting and entering Brookside Drive.

While this proposal does not indicate that the access point is going to be a public street, it may generate more than twice as much traffic than the two private streets that enter Brookside from the Herron Springs mini home park.

This proposal will have a major impact on traffic flow in the area. The developer should relocate the access point to be directly across, or as close as possible, to Jacob street in the mini home park. This relocation may alleviate future turning movements problems in and out of the development and eliminate the offset "T" intersections.

My second concern is the proposed use on the stream to carry surface water away from the proposed development. This stream rarely, if ever, goes dry and may even contain fish? Even though they plan to have a detention pond to control water levels during peak rain events, it appears that they will be incorporating the stream in the ponds design.

Gary M. Hallett
Sandra Branscombe-Hallett
[REDACTED]
Fredericton, N.B. [REDACTED]

Phone [REDACTED]

Please send us an acknowledgement that this was received.

1076 Brookside Drive

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: Letter to PAC
Date: Wednesday, May 20, 2026 10:13:16 AM
Attachments: [2026 05 20 - Letter to City of Fredericton PAC.PDF](#)

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 morning,

Please find attached a letter that I would like included in the package for the May 20, 2026, Planning and Advisory Committee Meeting.

I would appreciate it if you could kindly confirm receipt of this email and the attached document.

Thank you,

Darren Sutherland

Darren Sutherland

Fredericton, NB

May 20, 2026

To: City of Fredericton Planning and Advisory Committee

Re: Opposition of the Proposed Development at 1070 Brookside Drive

Dear Committee Members,

I am writing to express my opposition to the proposed development at 1070 Brookside Drive.

According to the Municipal Plan, new developments are expected to respect and reinforce the existing pattern, scale, and character of established neighbourhoods. In my view, this proposal does not align with those objectives.

As per Section 2.2 1(18) of the Municipal Plan:

Section 2.2 1(18) To maintain the stability of residential neighbourhoods, while allowing for **incremental change through sensitive new development** and redevelopment, new development will respect and reinforce the existing pattern, scale, and character of the Established Neighbourhoods, by ensuring that:

- a. Any new lots are consistent with the lot pattern in the neighbourhood;
- b. Building design is compatible with the surrounding area and contributes positively to the neighbourhood;
- c. Adequate servicing, road infrastructure, and other municipal services be readily and efficiently provided; and,
- d. Healthy, mature trees are protected whenever feasible.

The proposed development represents a level of density that is not appropriate for the surrounding area and raises serious concerns about long-term impacts on the community. A project of this scale would place additional pressure on existing infrastructure, including roads, and traffic flow.

When our home was built, the staff recommendation for this area was for townhouse-style development, which we understood would better align with the Municipal Plan and the design of the neighbourhood. In addition, the West Hills Development Plan identifies single-family residential streets across the fairway from this proposed development.

When we constructed our single-family home in 2010, our lot and surrounding lands were already identified for future development. Prior to building, I reviewed the development plans for the area with the understanding that future growth would remain compatible with the character of the neighbourhood. Given the substantial contrast between the originally anticipated development and the scale of the current proposal, I feel that, had this type of high-density development been contemplated at the time, I would not have chosen to build in this location.

With the addition of Bramble Way, Camden Lane, and Mahsus Lane off Brookside Drive, the surrounding developments have consisted primarily of single-family homes and townhouse-style residences. In this context, the scale of a proposed five-storey building does not appear to be consistent with the established form of the surrounding neighbourhood. High-density development can significantly alter the character of an established neighbourhood, and the current proposal is inconsistent with both the Municipal Plan and the West Hills Development Plan.

The portion of the property bordering the golf course is situated at a higher elevation, which will further increase the apparent height and visual impact of the proposed building. In addition, the proposal requires a 2.9-metre height variance to permit a five-storey apartment building.

Despite the proposed 10-metre (30-foot) setback from my property line at 1100 Brookside Drive, I remain concerned about the impact that the additional storey will have on my property and the surrounding area. I respectfully request that the development maintain a setback equal to the existing 30-metre separation currently in place. We also believe that a 30-metre buffer should be maintained between the existing single-family dwelling property line and the proposed development, particularly since the current tree buffer is not located on the developer's property.

As noted in the City of Fredericton planning report, the length of the private servicing required for the building raises concerns about grading and elevation adjustments necessary to meet street-level requirements. I believe these issues warrant further review.

Furthermore, regardless of whether the structure is four or five storeys, I am concerned about the impact on privacy and the increased light pollution that will result from a building of this scale adjacent to existing homes.

Another concern I have is that there is limited information provided regarding the proposed exterior finishes and materials for the buildings, such as stone, siding, and other architectural details. Without this information, it is difficult to accurately assess the overall appearance of the development and its compatibility with the surrounding neighbourhood.

The existing residence maintains a 30-metre setback from the golf course property line, and I believe the proposed development should maintain a same setback to preserve the visual character of the area and avoid an intrusive appearance from the front lawn.

Many development proposals have been rejected or deferred in the past due to concerns regarding excessive density. For example, in 2023, Fredericton City Council rejected a proposal for an 88-unit stacked townhouse development because of concerns about the level of density being introduced into an established residential neighbourhood.

The owners of West Hills Golf Course and I met with the developer to review and discuss our concerns regarding the proposal.

The developer indicated that, if the project is not approved for the proposed number of units, they believe it will not be financially feasible. However, I do not believe that financial feasibility alone is an appropriate justification to go against an established development plan.

I respectfully urge the Committee to reject this proposal in its current form, or at a minimum, defer approval until a more thorough review of the concerns outlined above has been completed.

Sincerely,

Darren Sutherland

PLANNING REPORT



PAC – May 20, 2026
File No.: Z-15-2026, S-10-2026, P.R. No. 34/26

To: Planning Advisory Committee
From: Connor Adsett, Planner
Proposal: Rezoning and tentative plan of subdivision to create 24 new lots on an extension of Mason Avenue.

Property: 150 Cowperthwaite Street (PID 75384065)

OWNER: Trustees of the Marysville United Baptist Church c/o Kim Adair
150 Cowperthwaite St
Fredericton, NB, E3A 9Y5

APPLICANT: GIY Architecture Inc. c/o Ishaque Noory
358 King Street, Suite #201
Fredericton, NB, E3B 1E3

SITE INFORMATION:

Location: Extension of Mason Avenue, North of Granada Avenue
Context: Low-rise residential subdivision to the South, Marysville United Baptist Church to the East, undeveloped land to the West and North
Ward No: 5
Municipal Plan: Established Neighbourhood
Zoning: Institutional Zone One (I-1)
Existing Land Use: Church and land
Previous Applications: PR 111/94, PR 66/2000, P.R. 49/03

EXECUTIVE SUMMARY:

The Applicant is proposing a tentative plan of subdivision to create 24 residential lots (11 single detached building lots and 13 townhouse lots) on an extension of Mason Avenue and new public street (Noory Street). The proposed rezoning and subdivision meets the intentions of the Municipal Plan and complies with all the requirements of the Zoning By-law. Staff support this application subject to terms and conditions.

APPLICATION:

Ishaque Noory, on behalf of GIY Architecture Inc, has made application on property located at 150 Cowperthwaite Street, for the following:

- To rezone a portion of property from Institutional Zone One (I-1) to Residential Zone Five (R-5);
- For a tentative plan of subdivision to create 11 single detached dwelling lots and 13 townhouse lots, on an extension of Mason Avenue and a new public street;
- For the new street to be named "Noory Street".

PLANNING COMMENTS:

Background

- In 1994 Marysville United Baptist Church received Council approval to rezone the current parcel from Future Development (FD) to Institutional. As part of the 1994 application council agreed to take the 8% required public land dedication as land at the top northwest corner (see Map III).
- A 1995 subdivision plan provided for the possible extension of Mason Avenue as well as creation of new street(s) to access the adjacent property and the City's Land for Public Purpose. This plan realizes these connections.
- In 2000, Marysville United Baptist Church received Council approval to rezone the eastern section from Institutional to Residential Zone Two (R-2), extend Cowperthwaite street, and to subdivide the land into 8 building lots.

Proposal

- The current proposal is to complete the extension of Mason Avenue and rezone the land surrounding it to R-5 to permit the construction of 11 narrow single detached lots and 13 townhouse lots as shown on Map I and Map III. The plan also features a stormwater pond on the first lot in on the east side, shown as lot 26-34 (Map III).
- Mason Avenue will be extended to service the new lots (Map II). A new street (Noory Street) will provide access to the adjacent property. Sidewalks are proposed on the east of Mason Avenue and the north side of Noory Street.
- The applicant has provided a letter of intent detailing the purpose of the application as well as two letters of support all of which are attached.

Municipal Plan

- The subject property is designated Established Neighbourhood in the Municipal Plan, which permits a full range of residential dwellings. Lands within the Established Neighbourhood designation are expected to evolve slowly over time, with intensification being primarily through complementary and compatible development on vacant lots and minor infill development.

- The Established Neighbourhood designation looks to maintain the stability of residential neighbourhoods, while allowing for incremental change through sensitive new development and redevelopment. The Established Neighbourhood designation outlines the following policies:

2.2.1(18) The City shall support the stability of Established Neighbourhoods by:

- i. Encouraging the maintenance of the existing housing stock;*
- ii. Discouraging the encroachment of incompatible uses;*
- iii. Routing higher volume traffic along arterial and collector roads;*
- iv. Maintaining community services and facilities at a scale appropriate for the neighbourhood;*
- v. Encouraging the relocation of existing incompatible uses;*
- vi. Enforcing by-laws to ensure acceptable maintenance and occupancy standards; and,*
- vii. Requiring that new or infill development be compatible with adjacent properties.*

- The proposal meets the intent of this policy by providing compatible development with the adjacent properties and by extending the existing low-rise built form. The proposed single-detached dwellings and townhouse units maintain the low-rise built form and the level of density is considered appropriate for the proposed roadways.
- The Established Neighbourhood designation further outlines the following policies:

2.2.1(21) To maintain the stability of residential neighbourhoods, while allowing for incremental change through sensitive new development and redevelopment, new development will respect and reinforce the existing pattern, scale, and character of the Established Neighbourhoods by ensuring that:

- i. Any new lots are consistent with the lot pattern in the neighbourhood;*
- ii. Building design is compatible with the surrounding area and contributes positively to the neighbourhood;*
- iii. Adequate servicing, road infrastructure, and other municipal services be readily and efficiently provided; and,*
- iv. Healthy, mature trees are protected whenever feasible.*

- The proposal meets the intent of these policies by continuing a lot pattern which is broadly consistent with the neighbourhood. The single detached dwellings also provide an appropriate and varied design (Map IV and Map V). The site layout (Map II) successfully uses the new single detached dwellings to provide a gradual transition of density into the townhouses thereby providing an appropriate buffer for the existing neighbourhood. Additionally, the townhouses are designed to mimic the peaked roofs of the single detached dwellings providing a consistent design motif throughout the proposal and lessening the visual impact of the townhouse form (Map VI).

- The Municipal Plan also includes policies related to housing diversity and intensification including:

3.1.1(1) Promote housing diversity by requiring a mix of housing types, sizes and densities that will accommodate changes in community needs over time. The City shall promote opportunities for increased housing densities and intensification for residential development.

- The proposal meets the intent of this policy by recognizing that there is a need for more affordable home ownership, with narrow single-detached dwellings and townhouse units providing sensitive intensification and a more affordable product on smaller lots.

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

- Infill development which is compatible with adjacent properties;
- New lots broadly consistent with the existing lot pattern;
- New building design which is compatible with the surrounding area; and
- Housing diversity through a mix of housing types.

Zoning By-law

- The applicant is proposing to rezone a portion of the property to Residential Zone Five (R-5). The R-5 zone accommodates “residential development that provides a comprehensive mix of low height, low rise building forms including townhouses” and is “generally located in suburban “greenfield” areas on large parcels of land”. Given that the proposal is for low height low rise development including townhouses located on a large greenfield parcel (Map VII) staff believe the proposed R-5 zone is appropriate given the context of the site.
- The R-5 Zone permits single detached dwellings which must conform to the R-1 Zone standards. All the proposed single-detached lots comply with the R-1 Zone standards as follows:

Standard	Required	Proposed
Lot Area – Interior Lot (Min)	345m ²	345m ² +
Lot Area – Corner Lot (Min)	480m ²	480m ² +
Lot Frontage – Interior Lot (Min)	11.5m	11.5m+
Lot Frontage – Corner Lot (Min)	16m	16m+
Lot Depth (Min)	30m	30m +

- The R-5 zone permits townhouses which must conform to the MR-1 Zone standards. All the proposed townhouse lots comply with the MR-1 Zone standards as follows:

Standard	Required	Proposed
Lot Frontage – Interior Lot (Min)	6m	6m+
Lot Frontage – Corner Lot (Min)	12m	12m+
Lot Depth (Min)	30m	30m +

- The remenant Institutional Zone One Lot complies with the standards as follows:

Standard	Required	Remenant
Lot Area (Min)	900m ²	21,962m ²
Lot Frontage (Min)	30m	160m
Lot Depth (Min)	30m	117m

Tentative Plan of Subdivision

- The proposed lots conform with the applicable minimum lot standards.
- Staff would note that the tentative plan of subdivision application is solely for the location of the public streets as the public land dedication (LPP) was previously taken as part of the 1994 application as shown on Map III.
- Planning staff have reviewed the existing land for public purposes parcel with the City's recreation team, whom have confirmed that the parcel is not within the five year plan to be developed or programed at this stage. However, recreation staff did indicate that should further development take place on adjacent parcels, the subject LPP may be converted into parkland, and/or additional parkland may be taken as part of future subdivision in the area. From an overall park perspective staff would note there is an existing programed park (Cowperthwaite Park) located in close proximity that will serve this development.
- Furthermore, staff have included a term and condition requiring landscaping for the stormwater pond with the intention this becomes an amenity, and not solely a piece of infrastructure.
- The extension of Mason Avenue roughly follows the layout of the rights-of-way from the 1995 subdivision plan. However, Mason Avenue has been slightly adjusted to have an 18m width and to slightly curve to the east. Similarly, the street which is proposed to be named Noory Street is 18m wide as opposed to 20m wide. Finally, access to the LPP is retained through the extension of Mason avenue. Engineering and Operations staff have confirmed that there is no concern with these changes.
- As part of this application, there will also be a new public street. The Applicant has requested the name "Noory Street" as seen on Maps II and III. Staff have consulted with

the City of Fredericton street names database with respect to any potential conflicts between the proposed names and other streets in the Fredericton area and have confirmed that there are no conflicts. Staff have submitted a request to the Department of Justice and Public Safety (NB911) for confirmation that there are no conflicts with existing streets in the surrounding communities and to have the street name placed on hold for use in the City of Fredericton.

Access & Servicing

- The applicant will be responsible for extending storm and sanitary services from the intersection of Granada Avenue and Mason Avenue, with re-instatement of asphalt and curbing as needed. The sidewalk extension from Granada Avenue will also be required.
- The Stormwater Management Plan, to be prepared and signed by a qualified Professional Engineer, is to ensure that all surface water is managed such that there is no impact to adjacent properties or the City's storm infrastructure. The proposed stormwater attenuation pond is to be located on a separate lot to be owned by the City. The pond must be designed to accommodate access and maintenance by the City.
- The roadway design and the traffic expected from this development is like that of the nearby streets. The development does not represent notable traffic volumes and is not expected to have any adverse effects. Mason Avenue will terminate with a P-loop turnaround for ease of winter maintenance.
- To help ensure efficient and timely municipal design, the applicant/ developer and their consulting engineer are to meet with City Engineering staff following application approval to discuss engineering and servicing concerns.

RECOMMENDATION:

1. It is recommended that the application submitted by Ishaque Noory, on behalf of GIY Architecture Inc, for rezoning a portion of 150 Cowperthwaite Street property from Institutional (I-1) to Residential Zone Five (R-5) be approved subject to the following terms and conditions:

- a) Final building design be generally in accordance with Maps IV, V and VI including a variety of building materials and colours to reduce a monotonous design to the satisfaction of the Development Officer;
- b) Access, servicing, lot grading and stormwater management plans are to be provided to the satisfaction of the Director of Engineering and Operations
- c) All road and municipal services design, construction and inspection are to be in accordance with the City's General Specifications for Municipal Services;
- d) Local Government Services Easements (LGSE), Public Utility Easements (PUE), and drainage easements are to be located/ designed to the satisfaction of the Director of Engineering & Operations;
- e) The stormwater pond lot is to be granted gratuitously to the City of Fredericton;

- f) Deposits for curbing and paving by the City, and fees for future sidewalk installation by the City are to be paid prior to approval of the subdivision plan for registration;
- g) Applicant/ developer and their consulting engineer are to meet with City engineering staff following approval;
- h) Record drawings prepared by a Professional Engineer are required at completion of the project;
- i) The public stormwater attenuation ponds will require landscaping elements to the satisfaction of both the Development Officer and the Director of Engineering & Operations

2. It is recommended that the application submitted by Ishaque Noory, on behalf of GIY Architecture Inc, for a tentative plan of subdivision to create 24 residential lots on an extension of Mason Avenue and new public street (Noory Street) be forwarded to City Council with a recommendation that the location of the public streets be approved as shown on Map III attached to P.R. 34/26 and the street name "Noory Street" be approved.

Additional Information

Pursuant to Section 77(1) of the Community Planning Act the following terms and conditions will be imposed upon the subdivision by the Development Officer:

- a) The final plan of subdivision be submitted generally in accordance with Map III attached to P.R. 34/26 to the satisfaction of the Development Officer;

Prepared by:

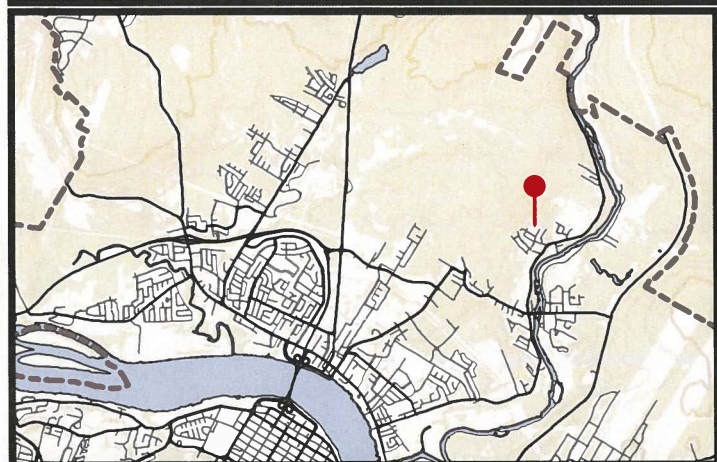
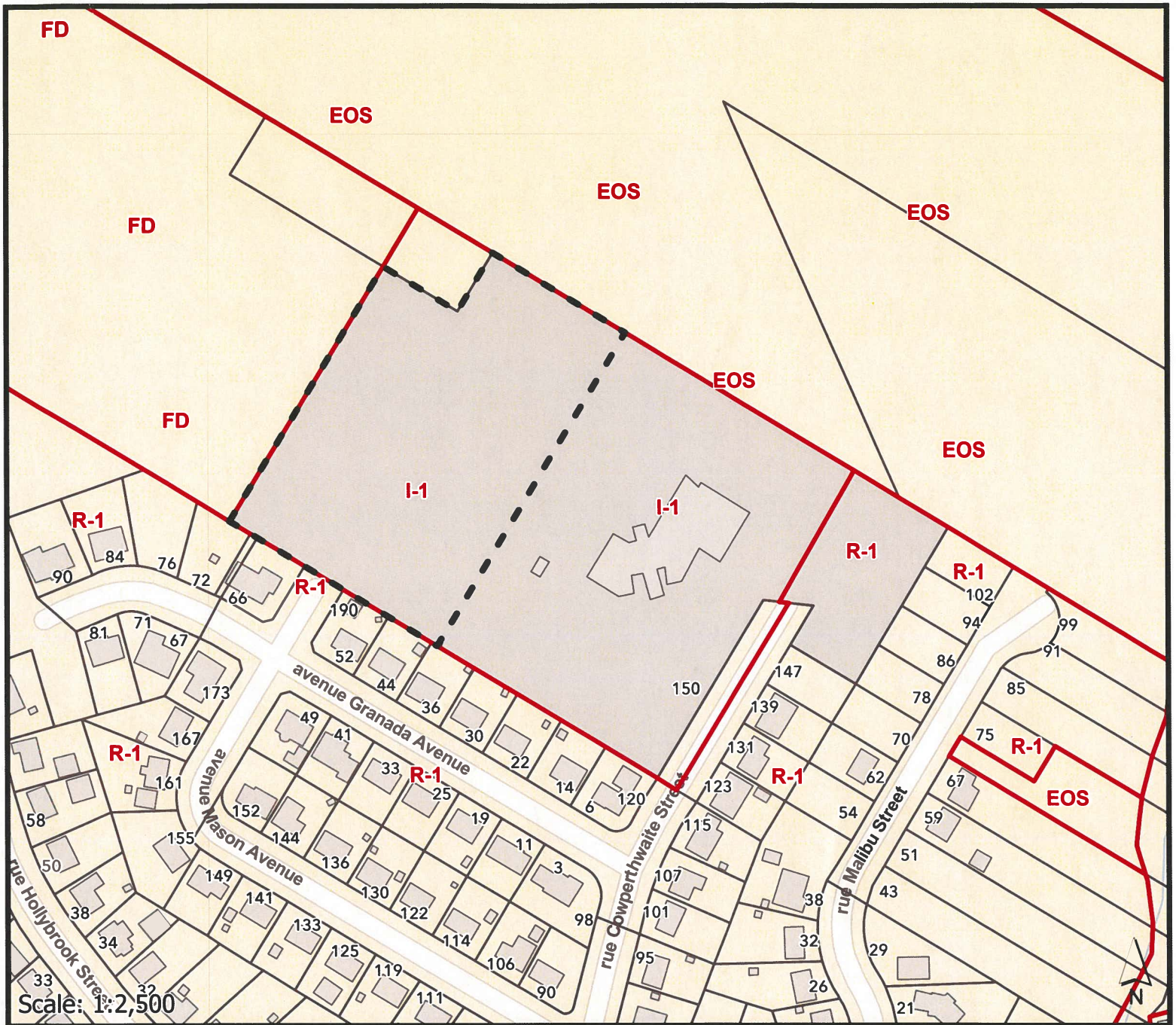
Approved by:



Connor Adsett, MUP
Planner, Community Planning



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



Subject Property / Propriété Visé
 Subject Area / Secteur visé

Rezone a portion of the property from I-1 to R-5 and subdivide the land to extend Mason Avenue, allowing for the construction of 11 detached dwellings and 13 townhouse units.

Modifier le zonage d'une partie de la propriété visé, de Zone I-1 à R-5, afin de permettre l'aménagement de 11 habitations individuelles détachées et de 13 maisons en rangée. Plan provisoire de lotissement visant la création d'un prolongement de l'avenue Mason.



Community Planning
Planification urbaine

Map \ carte # I
 File \ fiche: PR-34-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 150 rue Cowperthwaite Street
 GIY Architecture Inc.
 c/o Ishaque Noory



Site Plan / Plan du site

EXISTING RIGHT OF WAY AGREEMENTS TO BE RELEASED
(AGREEMENT 381793)

NJM	ARC	RADIUS	BEARING	DISTANCE
CT	27.818	15.000	211°09'06"	23.999

CITY OF FREDERICTON
LANDS FOR PUBLIC PURPOSES
PLAN 200376
1995-03-14
PID 75330449

EXISTING RIGHT OF WAY TO PID 75330456 IS AN
EXISTING WOODS ROAD (BY DEED 382127)
EXISTING RIGHT OF WAY AGREEMENT IS EXTINGUISHED
TO PID 75330456 UPON STREET COMPLETION (BY DEED)

FRASEK and DIANE BUNKER
DEED 136945
1982-02-19
PID 75330456



AGREEMENTS TO BE OBTAINED FOR D.E. ON PID 753841

TRUSTEES OF THE MARYSVILLE UNITED BAPTIST CHURCH
DEED 382127
1995-03-23
LOT 00-125
PLAN 1334472
2001-11-28
PID 75384085

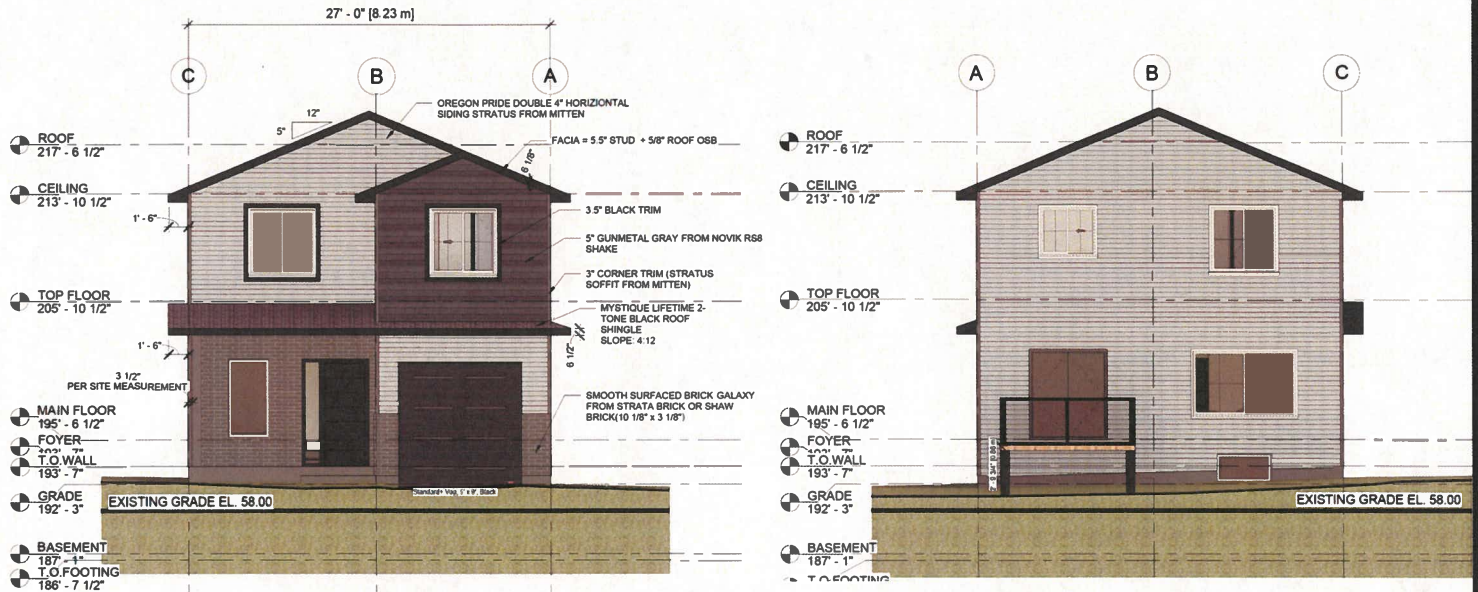
REF: PLAN 200376

Tentative Plan of Subdivision / Plan provisoire de lotissement



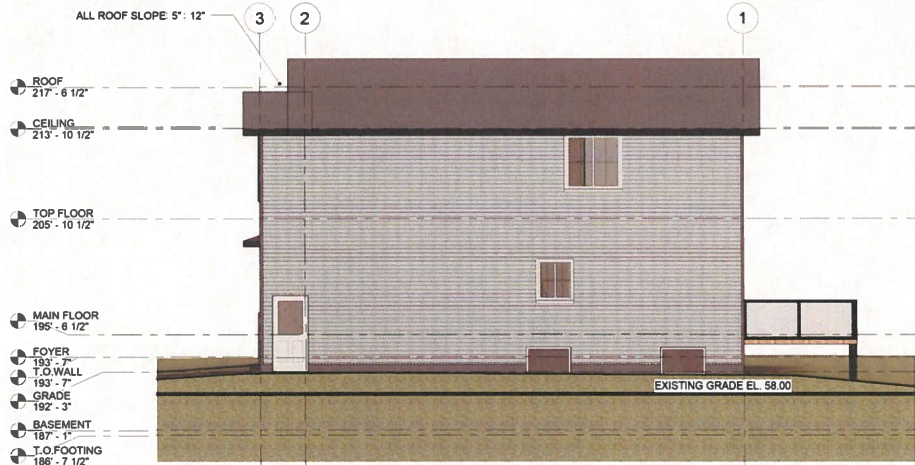
Community Planning
Planification urbaine

Map \ carte # III
File \ fiche: PR-34-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 150 rue Cowperthwaite Street
GIY Architecture Inc.
c/o Ishaque Noory



East / Est

West / Ouest



South / Sud



North / Nord

Elevations - Single Detached / Élévations - maison individuelle isolée



Renderings - Single detached / Rendus - maison individuelle isolée

Fredericton

Community Planning
Planification urbaine

Map \ carte # V

File \ fiche: PR-34-2026

Date \ date: mai \ May 20, 2026

Subject \ sujet: 150 rue Cowperthwaite Street

GIY Architecture Inc.

c/o Ishaque Noory



4 - Unit / Immeuble de 4 logements



4 - Unit / Immeuble de 4 logements



3 - Unit / Immeuble de 3 logements



4 - Unit / Immeuble de 4 logements

Renderings - Townhouses / Rendus - Maisons en rangée



Community Planning
Planification urbaine

Map \ carte # VI

File \ fiche: PR-34-2026

Date \ date: mai \ May 20, 2026

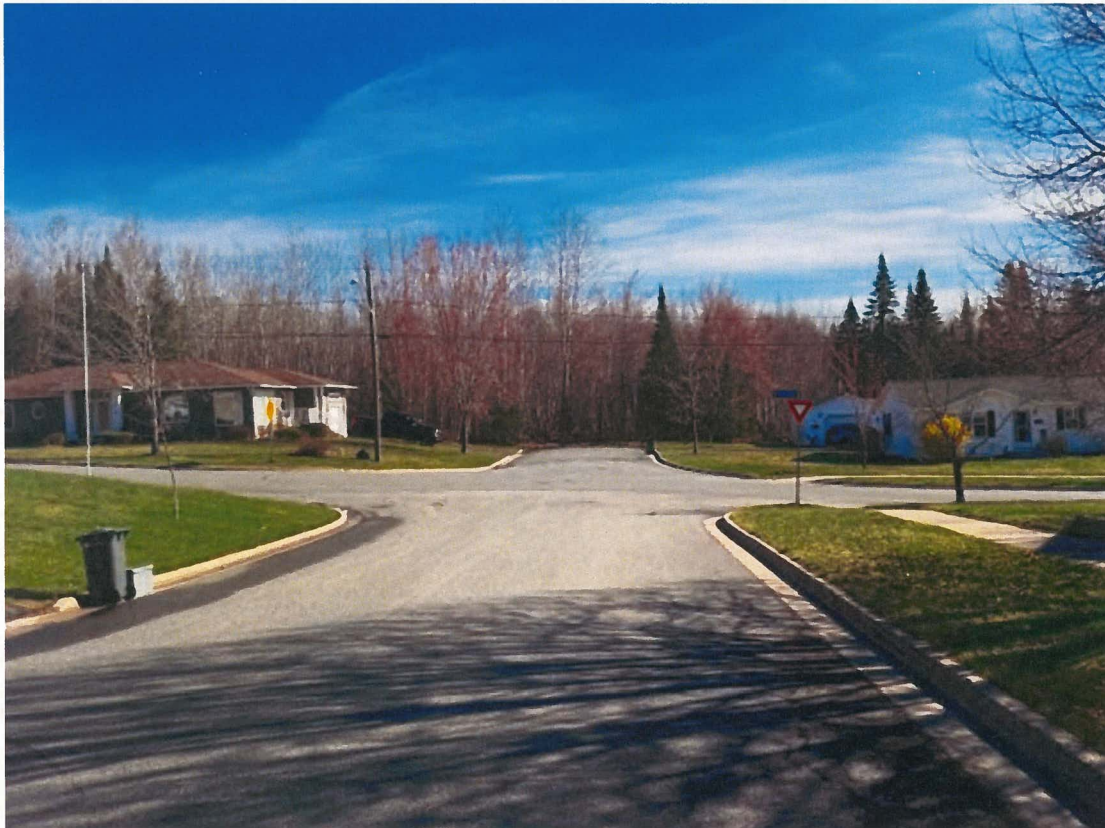
Subject \ sujet: 150 rue Cowperthwaite Street

GIY Architecture Inc.

c/o Ishaque Noory



Aerial View / Vue aérienne



Mason Avenue Streetscape / Paysage urbain de l'avenue Mason

City of Fredericton
397 Queen Street
Fredericton, NB
E3B 1B5

April 17th, 2026

ATTENTION: Mr. Connor Adsett and Members of PAC

RE: Mason Avenue, Fredericton, NB – Re-zoning/sub-division application

GIY Architecture Inc. (on behalf of Ace Ventures Inc.) submits the following proposed conceptual plans and tentative plan of subdivision for the above-mentioned project on behalf of Ace Ventures Inc.

The proposed concept is for the development of 13 separate detached units and 13 townhouses. The lot will be subdivided such that it is divided into ownership with direct access to a public street (Mason Avenue). Each unit has a 4-bedroom, 3.5- bathrooms with focus to be owned by mid-income families.

The rezoning request is from I-1 to R5. Existing land zoning is Institutional (PID# 75384065) and is part of the Marysville United Baptist Church.

Purpose of the subdivision request is the following:

1. Lack of building lot for housing development.
2. Reduce servicing cost per lot and make lots more affordable
3. An appealing design by our in-house architect which addresses its visual appeal
4. We believe it is in line with the goals of the housing accelerator fund.

We believe the immediate benefit to adjacent neighbors will include:

- 1) Vibrant, and not an isolated end of Mason Avenue
- 2) The construction in that neighborhood is by Offbeat Homes
 - a. Offbeat Homes strives to build contemporary two-storey construction and ensure unique designs that stand out.

We have worked with Connor Adsett (City Planner) to achieve this.

Gamal Taha
Senior Architect, OAA, AANB

M. Ishaque Noory
Structural Engineer, MScE, P.Eng, GSC

Yaquob Gul
Project Manager, BScE, EIT



ARCHITECTURE INC.

1300 Cornwall Rd. Suite#201
Oakville, ON, L9T 8K3
Canada

t + 1.506.471.9519
www.giyarch.ca

Should there be any clarifications required, you may contact the undersigned.

Thank you, for your time and consideration.

Yours truly,

M. Ishaque Noory, P. Eng. GSC
Structural/Civil Engineer

GIY Architecture Inc.

Enclosed: Subdivision Plan and Conceptual/Rendering

- Site Plan
- Tentative Plan of Subdivision
- Building Elevations
- Letter of Intent

Gamal Taha
Senior Architect, OAA, AANB

M. Ishaque Noory
Structural Engineer, MScE, P.Eng, GSC

Yaquob Gul
Project Manager, BScE, EIT

From: [Adsett, Connor](#)
To: [Murray, Elizabeth](#)
Subject: Fw: Mason Street - Noory Meadow Subdivision - rezoning application
Date: Wednesday, May 13, 2026 1:04:38 PM

Hi Elizabeth ,

Just forwarding this letter of support

Thank you,
Connor

From: Ishaque Noory <min@nooryeng.com>
Sent: Monday, May 4, 2026 1:19 PM
To: Adsett, Connor <connor.adsett@fredericton.ca>
Subject: Fwd: Mason Street - Noory Meadow Subdivision - rezoning application

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.

Please see below support

M. Ishaque Noory
Structural & Civil Engineer, P. Eng, MScE, GSC
Noory Engineering Inc.
1300 Cornwall Rd, Suite 201
Oakville, ON L6J 7W5
C: [647-355-4654](tel:647-355-4654)

www.nooryeng.com

Noory Engineering Inc.
358 King St, Suite 201
Fredericton, NB E3B 1E3
C: [506-471-9519](tel:506-471-9519)

Begin forwarded message:

From: Kim Adair [REDACTED]
Date: May 4, 2026 at 12:52:17 PM ADT
To: min@nooryeng.com
Cc: Ken Langdon [REDACTED], Mike Dean
[REDACTED]
Subject: Mason Street - Noory Meadow Subdivision - rezoning application

On behalf of Bridge Church Inc., I'd like to express our support for the above noted rezoning request made by Noory Engineering Inc. We also welcome the subdivision development in the neighbourhood next to the church.

Respectfully,
Kim Adair
Treasurer
Bridge Church Inc.

From: [Adsett, Connor](#)
To: [Murray, Elizabeth](#)
Subject: Fw: Mason Street - Noory Meadow Subdivision - rezoning application
Date: Wednesday, May 13, 2026 1:04:57 PM

Hi Elizabeth ,

Just forwarding another letter of support

Thank you,
Connor

From: Ishaque Noory <min@nooryeng.com>
Sent: Monday, May 4, 2026 3:48 PM
To: Adsett, Connor <connor.adsett@fredericton.ca>
Subject: Fwd: Mason Street - Noory Meadow Subdivision - rezoning application

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.

Another support

M. Ishaque Noory
Structural & Civil Engineer, P. Eng, MScE, GSC
Noory Engineering Inc.
1300 Cornwall Rd, Suite 201
Oakville, ON L6J 7W5
C: [647-355-4654](tel:647-355-4654)

www.nooryeng.com

Noory Engineering Inc.
358 King St, Suite 201
Fredericton, NB E3B 1E3
C: [506-471-9519](tel:506-471-9519)

Begin forwarded message:

From: andrearandall52 [REDACTED]
Date: May 4, 2026 at 2:41:10 PM ADT
To: min@nooryeng.com
Subject: RE: Mason Street - Noory Meadow Subdivision - rezoning application

I'd like to express our support for the above noted rezoning request made by Noory Engineering Inc.
We welcome the subdivision development in our neighbourhood next to the church.

Respectfully,
Andrea & Peter Randall
Granada Avenue

Sent from my Bell Samsung device over Canada's largest network.

From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: File: 34/26 Planner: Connor Adsett
Date: Wednesday, May 20, 2026 8:30:36 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 Fredericton PAC,

My name is Frank LeBlanc and I reside at 22 Granada Avenue, Fredericton NB. I would like to raise a couple of concerns that I have with respect to the above captioned "Development Proposal" being identified as PR: 34/26. The concerns that I would like the PAC to address and ensure all mitigation action possible is implemented are as follows:

1) Most households in this subdivision have at least 2 vehicles. Once 11 single detached dwellings and 13 townhouses are built, sold and occupied as proposed, the number of vehicles traveling in and out of the subdivision on a regular/daily basis could be increased by approx. 40-45 vehicles. **Given the number of families/children currently living in the subdivision, additional traffic calming methods should be mandatory as part of the approval of this application.**

2) Several properties on the even civic numbered side of Granada Avenue are impacted by excessive waste water runoff every spring, our yards are at times flooded and remain water saturated until mid-summer. The development proposal provided to residents identifies/portrays a waste water retention feature. This feature will likely provide some control of runoff waste water running from North to South, however this feature will provide little to no control of waste water runoff flowing West to East which will negatively impact several properties along Granada Ave. **Any additional waste water runoff will negatively impact properties located at 36, 30, 22, 14 and 6 Granada Avenue. A ditch currently in place between the property of the church (entity selling the property for the proposed development) and the aforesaid properties along Granada Ave has not been maintained by the city and provides little to no waste water management, thus the flooding in our yards every spring and after prolonged inclement/rainy weather. The said ditch must be excavated, lined with civil engineering geotextile fabric, and finished with rip-rap stone in order to remain effective at managing runoff wastewater for the long term. Further, the waste water pipe currently located behind 22 Granada Ave (my property) must also be maintained as it currently does very little/nothing to direct surplus waste water to the city storm drain located on the street at the end of the driveway to 22 Granada Ave.**

Myself and my neighbours will follow this process with great interest and hope that the PAC sees that the concerns expressed here should be addressed, either by the city itself or by the contractor proposing the development. Our property and the safety of our children/grandchildren should not be negatively impacted as a result of future development as mitigation is possible if proper evaluation and action is taken.

Thank you for your consideration of the points made herein.

Respectfully yours,

Frank LeBlanc



From: [REDACTED]
To: [PLANNING AND DEVELOPMENT](#)
Subject: Development Proposal : 150 Cowperthwaite Street
Date: Wednesday, May 20, 2026 10:42:28 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.

File: 34 / 26

Good morning,

I have some questions/concerns regarding this development proposal:

- How much disruption of services (water, power, internet) can be expected for the properties close to the development site during the development.
- The proposed Pond (stormwater): is there a risk that this pond could overflow into the adjacent backyards of the properties on Granada Avenue
- There are 4 trees in my backyard (picture) that are close to the development site, will these remain as is.

thank you/merci,
Edward Kranenburg

[REDACTED]
[REDACTED]



PLANNING REPORT



PAC – May 20, 2026
File No.: S-9-2026 P.R. No. 28/26

To: Planning Advisory Committee
From: Melisa Tang Choy, Planner
Proposal: Tentative plan of subdivision to add land to the public right-of-way. **Assent of Council required.**
Property: **3 Centennial Court (PID 01553122)**

OWNER: Daniel & Jill Woodley
3 Centennial Court
Fredericton, NB E3A 4G7

APPLICANT: City of Fredericton (c/o Ryan Seymour)
397 Queen Street
Fredericton, NB, Canada E3B 1B5

SITE INFORMATION:

Location: Corner lot at the southeast intersection of Centennial Court and Crocket Street
Context: Generally low-rise residential development, with Under One Sky Friendship Centre to the north
Ward No: 5
Municipal Plan: Established Neighbourhood
Zoning: Residential Zone One (R-1)
Existing Land Use: Single-detached dwelling
Previous Applications: N/A

EXECUTIVE SUMMARY:

The Applicant is proposing a tentative plan of subdivision to add 47.74 m² to the public right-of-way (Crocket Street) in order to make infrastructure upgrades to the stormwater system. This would allow for the replacement of stormwater lines and future culvert maintenance relating to Kaine Creek. The proposed subdivision adds the necessary land to make improvements the stormwater infrastructure, and the remanent lot complies with all other requirements of the Zoning By-law. Staff support the application subject to terms and conditions.

APPLICATION:

Ryan Seymour, on behalf of the City of Fredericton, has made application for a tentative plan of subdivision to add a 47.74 m² parcel of land to the public right-of-way as it relates to property at 3 Centennial Court.

PLANNING COMMENTS:

Proposal:

- The City of Fredericton is proposing to subdivide a portion of the subject property to add 47.74 m² of land to the public right-of-way (ROW), as shown on Map II. The subdivision is necessary in order to make improvements to the stormwater infrastructure, including the replacement of stormwater lines and future culvert maintenance relating to Kaine Creek. These stormwater infrastructure upgrades will also be accompanied by upgrades to the multi-use trail on Crocket Street.
- Staff would note that the infrastructure upgrades would be taking place within 30 metres of a mapped watercourse (Kaine Creek). Thus, Wetland and Watercourse Alteration (WAWA) permit from the NB Department of Environment and Local Government may be required for the proposed work.

Zoning By-law:

- The subdivision would not result in any deficiencies to 3 Centennial Court and would thus still comply with the standards of the Residential Zone One (R-1).

Tentative Plan of Subdivision:

- The transfer of land to the public right-of-way is exempt from the 8% public land dedication.

Engineering & Operations:

- The proposed subdivision to create a parcel to be added to Crocket Street meets the requirements of the Engineering & Operations Department. The purpose of this parcel, and the adjacent parcel to the east, is to extend the existing storm culvert across Crocket Street (Kaine Creek) and allow more efficient access by City staff for maintenance.

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 47.74 m² parcel of land to the Crocket Street right-of-way from a portion of PID 01553122 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 77(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 P.R. 28/26 to the satisfaction of the Development Officer; and,
- b) If required, the Applicant is to obtain a Watercourse and Wetland Alteration Permit from the NB Department of Environment and Local Government.

It is further recommended that City Council adopt the following resolution:

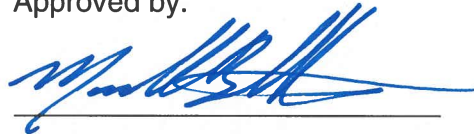
BE IT RESOLVED THAT the final plan of subdivision prepared by Surtek Group Ltd. entitled Woodley Subdivision 2026-1 Creating Crocket Street (Public), Crocket Street, City of Fredericton, County of York, Province of New Brunswick, receive the Assent of Council pursuant to Section 88(4) of the *Community Planning Act*.

Prepared by:

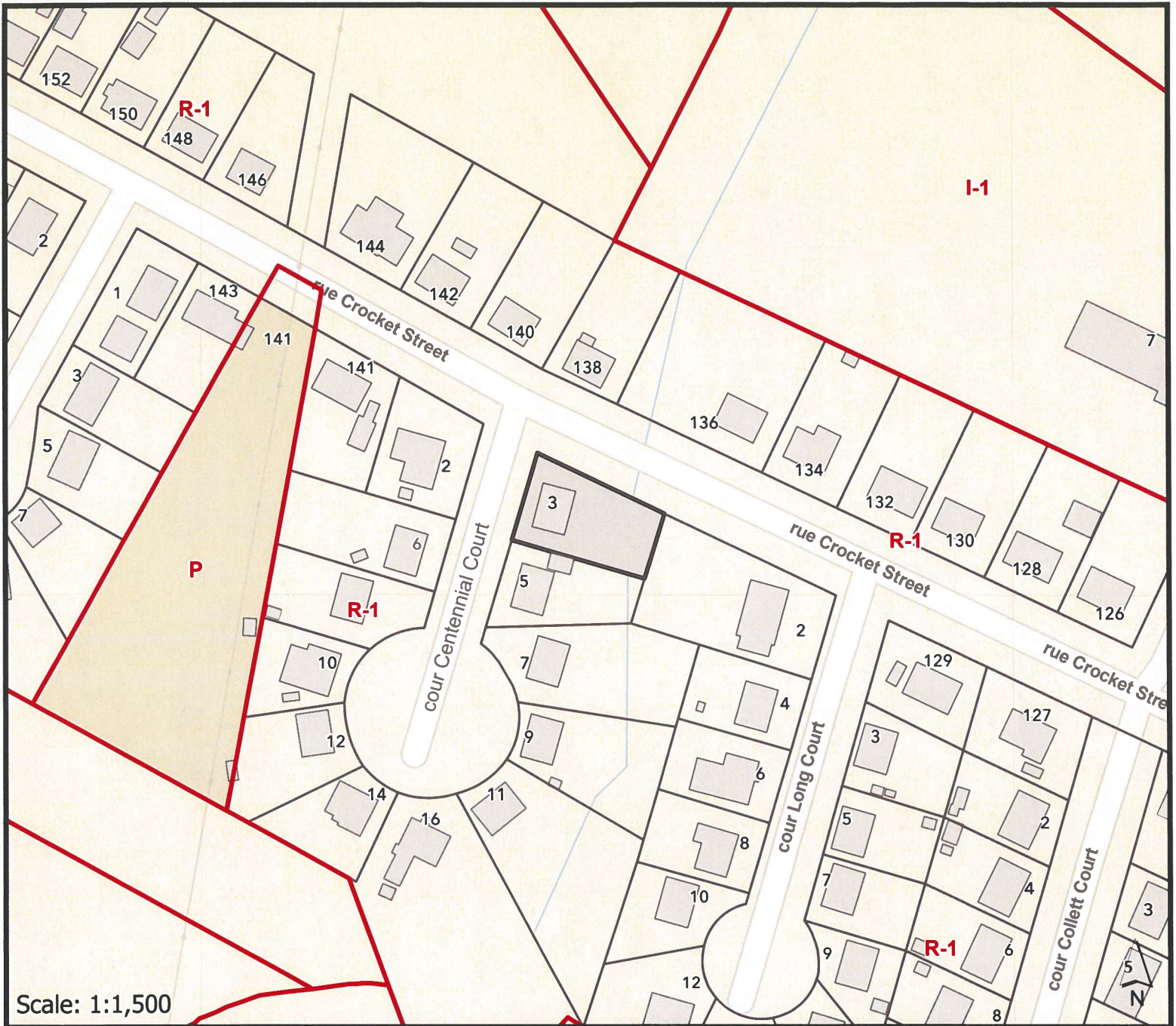


Melisa Tang Choy, RPP, MCIP
Planner, Community Planning

Approved by:



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



Scale: 1:1,500



Subject Property / Propriété Visé
 Tentative plan of subdivision to add 47.74 m² to the Crocket Street public right-of-way from a portion of the subject property for infrastructure upgrades.
 Plan provisoire de lotissement visant à ajouter 47,74 m² à l'emprise publique de la rue Crocket à partir d'une partie du terrain visé, afin de permettre des améliorations aux infrastructures.

PLANNING REPORT



PAC – 20 May 2026
File No.: V/15/2026 PR No. 35/26

To: Planning Advisory Committee
From: Mei Jiang, Planner
Proposal: Temporary Use Variance to permit surface parking
Property: 224 Queen Street (PID 01446335)

OWNER: Savage Properties Ltd. (c/o Aaron Savage)
459 King Street
Fredericton, NB
E3A 1E5

APPLICANT: Same as owner

SITE INFORMATION:

Location: South side of Queen Street. between Westmorland Street and Northumberland Street.

Context: North: AJ Investments Ltd. Residential building, South: office building, East: private parking lot, West: office building

Ward No: 11

Municipal Plan: City Centre Plan Area

Zoning: City Centre (CC)

Existing Land Use: Vacant

Previous Applications: None

EXECUTIVE SUMMARY

The Applicant is proposing to construct a temporary surface parking area for a period of one year at the above noted location. The previous structure was damaged by a fire and has been demolished. The subject property is zoned City Centre; this type of zoning does not permit surface parking without an associated building on the property. However, with the additional parking it will improve convenience for customers and visitors to the area. The desired outcome for this property is to develop the land in the future which will add a more vibrant and active neighbourhood environment.

A temporary use variance has been requested to allow surface parking at 224 Queen Street. Staff support this application subject to terms and conditions.

APPLICATION

Aaron Savage, on behalf of Savage Properties has made application for a one-year temporary use variance to allow surface parking on property at 224 Queen Street.

PLANNING COMMENTS

Proposal

- Savage Properties is looking to construct a temporary surface parking lot at 224 Queen Street. The total area of the property is 798 sq.m. The proposal will allow for a total of 19 parking spaces in total (17 standard and 2 barrier free). Bumper guards will be installed where appropriate to define parking spaces and improve organization and safety within the lot. The portion of the site to be used will be paved with reclaimed asphalt, which will create a consistent and improved surface. To provide a visual and functional separation from the adjacent sidewalk along Queen Street, a modest barrier will be installed with four posts connected by a standard chain.
- The property owner has indicated that future development of the property is being contemplated and that they have no intention for the parking lot to remain. The Applicant understands that this use would be temporary and for a period of one year and any subsequent applications will require the approval of Council through a zone amendment.
- The parking lot will be surfaced with reclaimed asphalt pavement which will allow for easier removal in the future to accommodate development of the land and contribute to a more vibrant neighbourhood.

Zoning Bylaw

- The property is zoned City Centre (CC). As the CC zone does not permit surface parking, the additional temporary use variance is required.
- Temporary uses are considered a bridging mechanism to provide a property owner with time to establish a short-term use until a more permanent solution can be provided. The Applicant has been advised that a parking lot is not a use that Staff would like to see on this property on a permanent basis.
- As per the Zoning By-law Z-5 Section 2.1(2) Powers of the Planning Advisory Committee (b) Temporary Uses.

The Planning Advisory Committee, subject to terms and conditions as it considers fit:

- (i) may authorize, for a temporary period not exceeding one year, a development otherwise prohibited by this By-law;*
- (ii) may authorize, for an additional temporary period not exceeding one year, a development otherwise prohibited by this By-law if*
 - (a) the applicant holds an authorization under Section 2.1(2)(b)(i) that is to expire or has expired;*
 - (b) an application with respect to the land has been made to amend this By-law; and,*

(c) *the Planning Advisory Committee has received a resolution from Council confirming that Council will consider the application referred to in Section 2.1(2)(b)(ii)(B); and,*

(iii) shall require the termination or removal of a development authorized under Section 2.1(2)(b)(i) or (ii) at the end of the authorized period.

- Planning staff recognizes that surface parking is not permitted in the CC zone, the lot is currently vacant and is considered reasonable as a temporary measure. As the Applicant is still evaluating potential development proposals for the subject land, surface parking at the noted location is permitted for the full year by subsection 53(2)(i)(i) of the *Community Planning Act*.
- The Community Planning Act allows the Planning Advisory Committee (PAC) to authorize a development otherwise prohibited under the by-law for a temporary period not exceeding one year subject to terms and conditions. The Act further outlines that PAC can authorize an additional temporary period not exceeding one year subject to terms and conditions. Should the Applicant seek to extend the use beyond this temporary use variance a zone amendment application would be required.
- Staff would emphasize that the City Centre Plan, under the Frederick Square District encourages new development that promotes active at-grade uses. The establishment of surface parking on the subject property is not contemplated under the City Centre Plan and should not impede the City from implementing such plan.
- The layout of the parking lot meets the standards and regulations set out in the Zoning By-law and will be surfaced with reclaimed asphalt pavement which is a semi-permanent material and will allow for easier removal of the parking area once the use is no longer required.
- There will be landscaping on the parking lot, as shown on Map II and will meet the standards of the Zoning By-law.
- Staff are prepared to support this application subject to terms and conditions.

Access and Servicing

- The Engineering and Operations Department have not identified any concerns with the application.

RECOMMENDATION

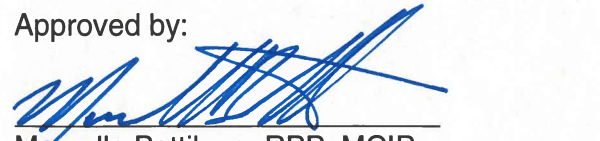
It is recommended that the application submitted by Aaron Savage, on behalf of Savage Properties for a one-year temporary use variance to allow surface parking on property located at 224 Queen Street be approved subject to the following terms and conditions:

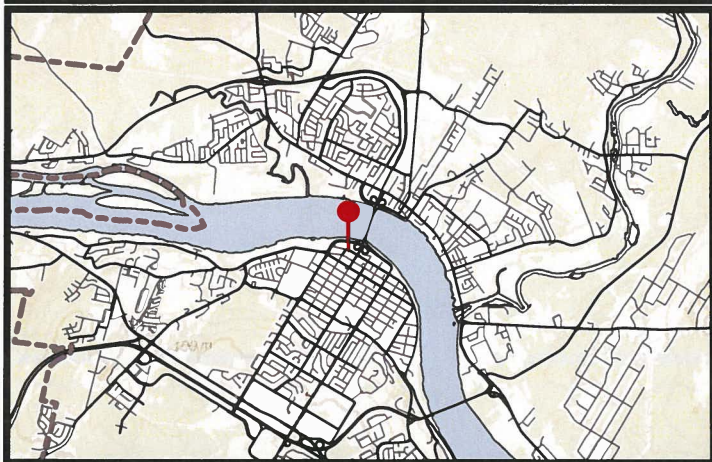
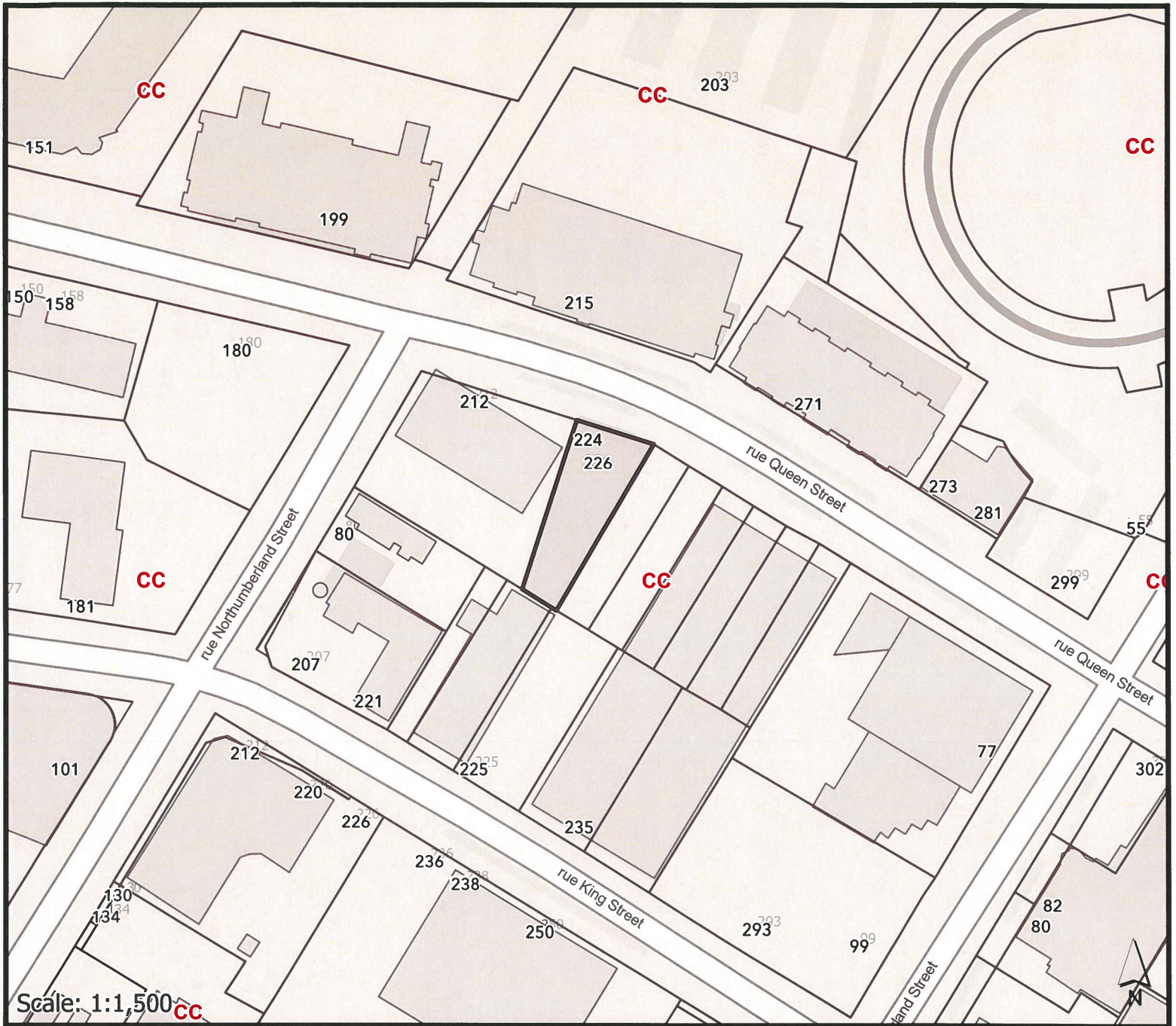
- a) That the temporary parking area be constructed in general accordance with Map II attached to PR 35/26, and to the satisfaction of the Development Officer and the Director of Engineering and Operations;
- b) No parking lot gate is permitted to be in a location which would result in traffic backing onto Queen Street to the satisfaction of the Development Officer and the Director of Engineering and Operations;
- c) The temporary use expires on May 20th, 2027.

Prepared by:


Mei Jiang
Planner

Approved by:


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



 Subject Property / Propriété Visé

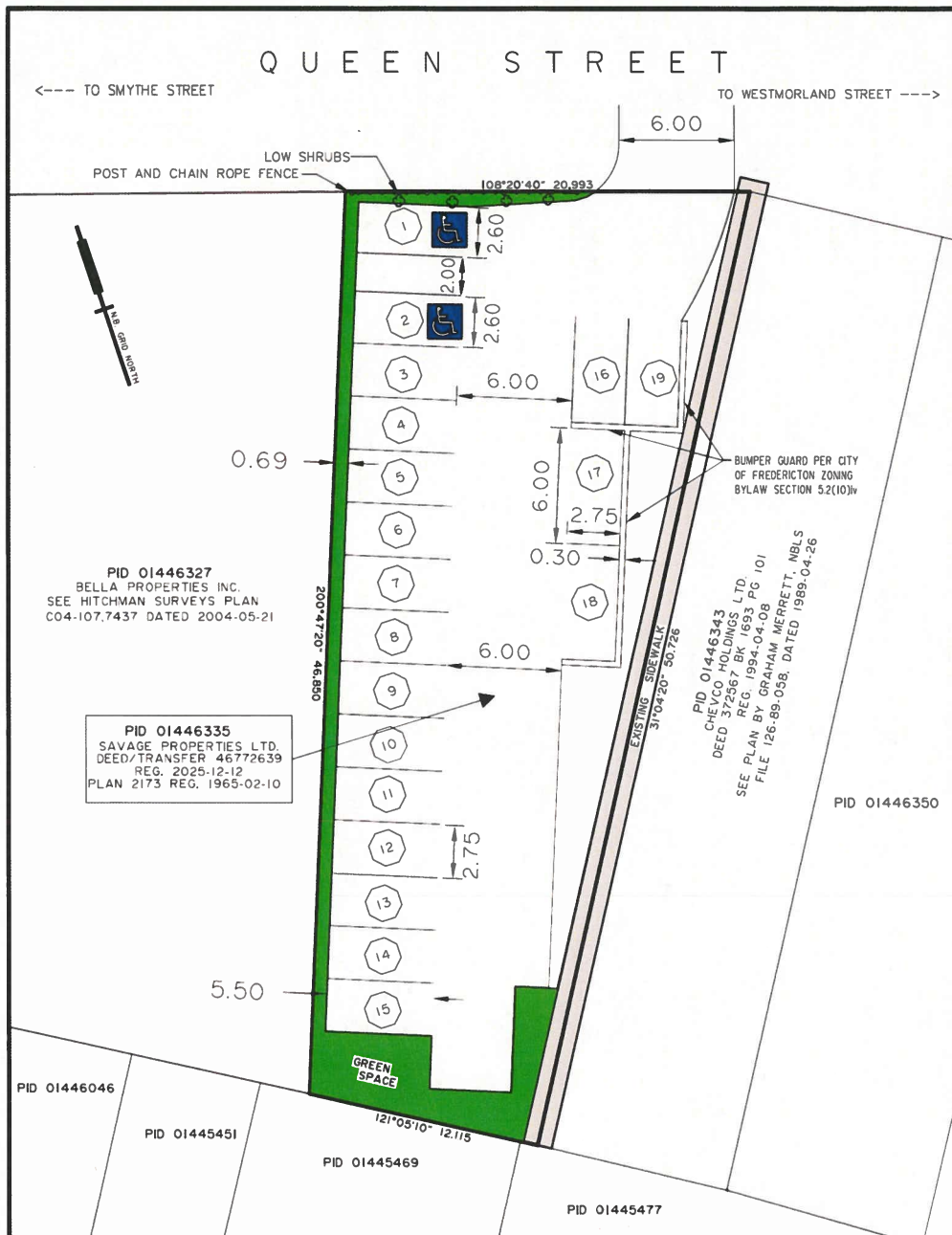
Temporary use variance to permit a parking lot on the existing vacant lot.

Dérogation d'usage temporaire pour autoriser l'aménagement d'un stationnement sur un terrain vacant existant.



Community Planning
Planification urbaine

Map \ carte # I
File \ fiche: PR-35-2026
Date \ date: mai \ May 20, 2026
Subject \ sujet: 224 rue Queen Street
Savage Properties Ltd
c/o Aaron Savage



PID 01446327
 BELLA PROPERTIES INC.
 SEE HITCHMAN SURVEYS PLAN
 C04-107.7437 DATED 2004-05-21

PID 01446335
 SAVAGE PROPERTIES LTD.
 DEED/TRANSFER 46772639
 REG. 2025-12-12
 PLAN 2173 REG. 1965-02-10

PID 01446343
 CHEVCO HOLDINGS LTD.
 DEED 372567 BR 1993 PG 101
 SEE PLAN BY GRAHAM MERRETT, NBL
 FILE 126-89-058, DATED 1989-04-26

PID 01446350

PID 01446046

PID 01445451

PID 01445469

PID 01445477

SKETCH

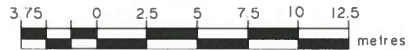
SHOWING

PROPOSED PARKING

PID 01446335

224 QUEEN STREET
 CITY OF FREDERICTON
 COUNTY OF YORK
 PROVINCE OF NEW BRUNSWICK

SCALE 1:250



CONSULTING ENGINEERS & SURVEYORS
SURTEK GROUP LTD.



APRIL 15, 2026
 DATE DRAWN

101-411 St Mary's Street
 Fredericton, NB E3A 8H4

Phone: 454-7044
 Fax: 454-1147
 Email: Office@SurTek.ca

FILE #	26221
DWG	26221REV1

Site Plan / Plan du site



Community Planning
 Planification urbaine

Map \ carte # II
 File \ fiche: PR-35-2026
 Date \ date: mai \ May 20, 2026
 Subject \ sujet: 224 rue Queen Street
 Savage Properties Ltd
 c/o Aaron Savge

BUILDING INSPECTION REPORT FOR April 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	5	\$2,064,000	\$4,343,000	\$6,413,500
Additions	1	\$50,000	\$115,000	\$906,175
<u>MINI HOMES</u>				
New	1	\$120,000	\$459,000	\$462,000
Additions	-	-	-	-
<u>SEMI-DETACHED / DUPLEX</u>				
New	-	-	\$1,850,000	\$550,000
Additions	-	-	-	-
<u>SECONDARY DWELLING UNIT</u>				
New Basement Apt	1	\$210,000	\$345,000	\$215,000
New Accessory Apt	-	-	\$37,000	-
New Garden Apt	-	-	-	\$30,000
New Garage Apt	-	-	-	-
<u>TOWNHOUSES</u>				
New	-	-	\$1,270,000	\$607,000
Additions	-	-	-	-
<u>APARTMENT BLDG.</u>				
New	2	\$29,500,000	\$29,500,000	\$66,500,400
Additions	1	\$660,000	\$660,000	\$16,000
<u>3 - 4 UNIT APARTMENT BUILDING</u>				
New	1	\$780,000	\$780,000	-
Additions	-	-	-	\$250,000
<u>ACCESSORY BLDG</u> * Includes Development Permits				
Storage Building *	9	\$72,000	\$205,000	\$306,863
Carport/Garage *	2	\$101,800	\$221,800	\$102,000
Swimming Pool	4	\$224,000	\$299,000	\$50,000
Deck	7	\$80,500	\$96,500	\$42,000
<u>RENOV/REPAIRS</u>				
	23	\$733,030	\$3,128,562	\$2,975,663
<u>TOTAL RESIDENTIAL</u>				
	57	\$34,595,330	\$43,309,862	\$79,426,601

	<u>PERMITS</u>	<u>VALUE</u>	<u>VALUE OF CONST. YEAR TO DATE</u>	<u>SAME PERIOD LAST YEAR</u>
<u>COMMERCIAL</u>				
New	-	-	-	\$4,003,000
Additions	-	-	\$30,000	\$564,000
Renov/Repairs	6	\$961,000	\$37,499,990	\$8,704,949
<u>INDUSTRIAL</u>				
New	-	-	-	-
Additions	-	-	-	-
Renov/Repairs	-	-	\$111,469	\$221,500
<u>GOVERN (Mun.)</u>				
New	-	-	-	-
Additions	-	-	-	-
Renov/Repairs	-	-	\$10,000	\$60,000
<u>GOVERN (Fed/Prov)</u>				
New	-	-	-	-
Additions	-	-	-	-
Renov/Repairs	1	\$348,900	\$396,900	\$1,469,000
<u>INSTITUTIONAL</u>				
New	-	-	-	-
Additions	-	-	-	\$220,000
Renov/Repairs	-	-	\$1,734,000	\$400,860
Others	-	-	-	\$19,000
<u>DEMOLITION</u>				
	8	-	-	-
TOTALS	72	\$35,905,230	\$83,092,221	\$95,088,910

\$24,284,953(April 2025)

DEMOLITIONS

737 Charlotte Street - Shed
155 Bourque Lane - Barn Section
155 Bourque Lane - Barn
155 Bourque Lane - Barn
453 Bowlen - 16-Unit Apartment Building
737 Charlotte - Carport
3464 Woodstock - SDD
57 Rochester - Carport
19 Carlisle - SDD

NUMBER OF NEW DWELLING UNITS

	<u>April 2026</u>	<u>THIS YEAR TO DATE</u>	<u>April 2025</u>	<u>SAME PERIOD LAST YEAR</u>
SINGLE DETACHED DWELLING	5	10	12	18
SEMI-DETACHED / DUPLEX	0	6	2	3
TINY / MINI HOMES	1	4	1	3
SECONDARY DWELLING UNIT	2	7	1	10
APARTMENT UNITS	164	164	102	285
TOWNHOUSE UNITS	0	4	4	4
TOTAL	172	195	122	323

SECONDARY DWELLING UNIT BREAKDOWN

	<u>April 2026</u>	<u>THIS YEAR TO DATE</u>	<u>April 2025</u>	<u>SAME PERIOD LAST YEAR</u>
BASEMENT APARTMENT	2	4	0	7
ACCESSORY APARTMENT	0	2	0	0
GARDEN APARTMENT	0	0	1	1
GARAGE APARTMENT	0	0	0	0

NUMBER OF PERMITS ISSUED

BUILDING PERMITS

<u>April 2026</u>	<u>TO DATE</u>
62	174

PLUMBING PERMITS

<u>April 2026</u>	<u>TO DATE</u>
37	105

SIGN PERMITS

<u>April 2026</u>	<u>TO DATE</u>
7	30

DEVELOPMENT PERMITS

<u>April 2026</u>	<u>TO DATE</u>
10	17

FEES FOR BUILDING PERMITS ISSUED

<u>April 2026</u>	<u>TO DATE</u>	<u>April 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$289,732.00	\$674,476.00	\$196,640.00	\$769,278.00

FEES FOR PLUMBING PERMITS ISSUED

<u>April 2026</u>	<u>TO DATE</u>	<u>April 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$49,690.00	\$69,470.00	\$38,770.00	\$101,530.00

FEES FOR SIGN PERMITS

<u>April 2026</u>	<u>TO DATE</u>	<u>April 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$875.00	\$3,750.00	\$775.00	\$4,200.00

FEES FOR DEVELOPMENT PERMITS

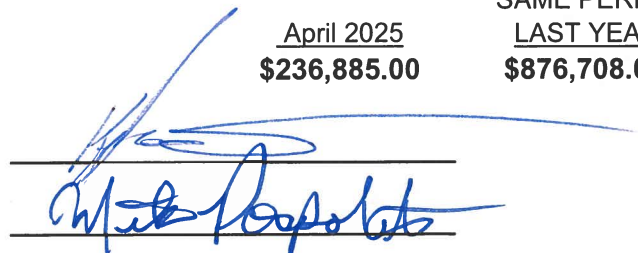
<u>April 2026</u>	<u>TO DATE</u>	<u>April 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$700.00	\$1,350.00	\$700.00	\$1,700.00

TOTAL FEES - BUILDING/PLUMBING/SIGNS

<u>April 2026</u>	<u>TO DATE</u>	<u>April 2025</u>	<u>SAME PERIOD LAST YEAR</u>
\$340,997.00	\$749,046.00	\$236,885.00	\$876,708.00

SUBMITTED BY:

APPROVED BY:



Issued Building Permits Sorted by Structure Type

April 2026

Permit #	PID	Issue Date	Project Location	Applicant	Ward	Structure Type:	Type of Work:	Permit Fee	Value	Description
2026BP0201	01456045	Apr-29-26	737 Charlotte St	Elyard Harris	Ward 11	Accessory Building	Demolition	\$50.00	\$0.00	Demolish rear yard shed as per aerial view submitted
2026BP0196	60000999	Apr-30-26	155 Bourque Ln	Matt Harris & Son	Ward 7	Accessory Building	Demolition	\$50.00	\$0.00	Demolish section of barn as per aerial view submitted
2026BP0197	60000999	Apr-30-26	155 Bourque Ln	Matt Harris & Son	Ward 7	Accessory Building	Demolition	\$50.00	\$0.00	Demolish barn as per aerial view submitted.
2026BP0198	60000999	Apr-30-26	155 Bourque Ln	Matt Harris & Son	Ward 7	Accessory Building	Demolition	\$50.00	\$0.00	Demolish barn as per aerial view submitted.
2026BP0732	01500066	Apr-29-26	132 Golf Club Rd	Royal RA Development Inc.	Ward 12	Apartment Building	Renovation	\$170.00	\$15,000.00	Construct renovation to reinforce alongside of building of existing apartment building in inner unit of a 4-unit apartment building as per plans submitted
2026BP0041	75570077	Apr-27-26	760 Riverside Dr	Fox Hill Financial Corp.	Ward 6	Apartment Building	New	\$6,290.00	\$780,000.00	Construct a 30-unit apartment building as per plans submitted
2026BP0049	75340877	Apr-14-26	70 Hanna Heights Dr	A & J Harms Construction Ltd.	Ward 2	Apartment Building	New	\$44,050.00	\$5,500,000.00	Construct a new 124 unit apartment building as per plans submitted
2026BP0118	75567784	Apr-27-26	110 Cuffman St	Hanson Construction Group Ltd.	Ward 4	Apartment Building	Renovation/Addition	\$5,330.00	\$24,000,000.00	Construct a new 124 unit apartment building as per plans submitted
2026BP0151	01476647	Apr-16-26	255 Saint Mary's St	Bellastate Construction	Ward 4	Apartment Building	Demolition	\$50.00	\$0.00	Demolish existing structure steel and concrete remaining in 1 to unit apartment building (except for foundation) that was subject to fire damage as per plans submitted
2026BP0193	75497941	Apr-29-26	453 Bowlen St	NP Contracting Ltd.	Ward 4	Attached Garage	Demolition	\$50.00	\$0.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0200	01456045	Apr-29-26	737 Charlotte St	Elyard Harris	Ward 11	Attached Garage	Demolition	\$50.00	\$0.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0038	01441567	Apr-13-26	1185 Smythe St	RW Morton Construction Inc.	Ward 9	Commercial Building	Renovation	\$930.00	\$110,000.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0082	75297325	Apr-01-26	1381 Regent St	Indigo Books & Music Inc.	Ward 9	Commercial Building	Renovation	\$3,970.00	\$490,000.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0104	75002279	Apr-27-26	50 Whiting Rd	SB Architecture Inc.	Ward 7	Commercial Building	Renovation	\$850.00	\$100,000.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0126	01446400	Apr-01-26	77 Westmorland St	Chestnut Building Solutions	Ward 10	Commercial Building	Renovation	\$1,074.00	\$128,000.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0150	75297325	Apr-23-26	1381 Regent St	North Office Architects Inc.	Ward 9	Commercial Building	Renovation	\$1,010.00	\$120,000.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0194	75297325	Apr-27-26	1381 Regent St	Quadrangle Architects Limited	Ward 9	Commercial Building	Renovation	\$154.00	\$13,000.00	Construct exterior and interior renovations to the former Rino's restaurant as per the information on file
2026BP0164	75424929	Apr-20-26	187 Jeremy St	Chad Patterson	Ward 2	Deck	New	\$146.00	\$12,000.00	Construct a new 8' x 10' detached deck for an SUV as per plans submitted
2026BP0166	60116456	Apr-20-26	186 McGee St	Randy Morehouse	Ward 7	Deck	New	\$90.00	\$5,000.00	Construct a new 8' x 10' detached deck for a mini-home as per plans submitted
2026BP0168	75411553	Apr-24-26	178 Talisman Cres	Callum Flynn Construction	Ward 12	Deck	New	\$202.00	\$18,500.00	Construct a new 18' x 20' attached deck for an SUV as per plans submitted
2026BP0177	75273805	Apr-23-26	95 Wesbett St	JT Builders Inc	Ward 7	Deck	New	\$130.00	\$10,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0180	01468487	Apr-29-26	115 Leeds Dr	JT Builders Inc	Ward 7	Deck	Addition	\$90.00	\$5,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0185	75376442	Apr-30-26	98 Wilfred Ave	Charles Ritchie	Ward 7	Deck	New	\$210.00	\$20,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0187	75360149	Apr-27-26	1494 Woodstock Rd	Connie Roberts	Ward 12	Deck	New	\$666.00	\$76,800.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0148	75559823	Apr-09-26	45 Sandlewood Ln	BRD Construction	Ward 1	Detached Garage	New	\$172,000.00	\$172,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0068	01470772	Apr-01-26	351 University Ave	Colpitts Developments	Ward 11	Duplex	Renovation	\$1,426.00	\$348,900.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0153	01456108	Apr-27-26	120 Queen St	Simpson Building Contractors Ltd.	Ward 11	Federal/Provincial	Renovation	\$2,842.00	\$348,900.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0146	75527234	Apr-09-26	429 Osmond Ln	Sunny Energy Corp	Ward 12	Mini Home	Renovation	\$170.00	\$14,262.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0155	75565531	Apr-16-26	146 Shannon St	Today's Homes Northrup Homes	Ward 2	Mini Home	New	\$1,010.00	\$120,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0102	75473090	Apr-01-26	87 Spencer St	Lipstick Landscaping	Ward 1	Pool	New	\$690.00	\$80,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0144	75408005	Apr-02-26	15 Heron Dr	Lipstick Landscaping	Ward 2	Pool	New	\$650.00	\$75,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0170	75436295	Apr-22-26	15 Emma Ct	Carol Burt	Ward 2	Pool	New	\$122.00	\$9,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0189	75418806	Apr-22-26	51 Shayla Ct	Ralph Waugh	Ward 2	Pool	New	\$530.00	\$60,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0152	75570663	Apr-16-26	101 Attenborough Dr	Ralph Waugh	Ward 2	Pool	New	\$90.00	\$4,300.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0078	01457191	Apr-20-26	80 River St	Jeff Macpherson	Ward 5	Semi Detached	Renovation	\$98.00	\$6,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0094	75567586	Apr-09-26	770 George St	Sunny Energy Corp	Ward 11	Single Detached Dwelling	Renovation	\$234.00	\$22,250.50	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0096	01508993	Apr-14-26	173 Stonehill Ln	Billy Jardine Exteriors Inc.	Ward 2	Single Detached Dwelling	New	\$4,050.00	\$500,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0097	01404755	Apr-09-26	118 Fulton Ave	Tjrentals Ltd	Ward 12	Single Detached Dwelling	New	\$3,242.00	\$399,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0123	75147860	Apr-15-26	1020 Route 105 Rte	Pamela Dean	Ward 4	Single Detached Dwelling	New	\$370.00	\$40,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0140	75574111	Apr-09-26	31 Sandlewood Ln	Ridgeline Roofing	Ward 1	Single Detached Dwelling	New	\$3,850.00	\$475,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0141	01400027	Apr-01-26	8 Bailey Ave	Aidan Capson-Daniels	Ward 1	Single Detached Dwelling	New	\$2,370.00	\$290,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0147	75015925	Apr-10-26	3464 Woodstock Rd	Heather Edwards	Ward 12	Single Detached Dwelling	Demolition	\$90.00	\$5,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0149	60000841	Apr-22-26	28 Glasier Rd	Daniel Sader	Ward 7	Single Detached Dwelling	Demolition	\$50.00	\$0.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0154	01447036	Apr-10-26	338 Saunders St	J Russon Construction Ltd.	Ward 10	Single Detached Dwelling	Renovation	\$650.00	\$75,000.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted
2026BP0156	75499426	Apr-20-26	30 Isabell Ct	Firefly Solar	Ward 5	Single Detached Dwelling	Renovation	\$602.00	\$68,632.00	Construct a new 12' x 22' attached deck for an SUV as per plans submitted

2026BP0158	75551952	Apr-22-26	2 Joeyes Way	R. Foster Developments Ltd.	Ward 2	Single Detached Dwelling	New	\$3,250.00	\$400,000.00	Construct new SDD as per plans submitted.
2026BP0159	01436310	Apr-13-26	245 Parkhurst Dr	Moss & Sons Ltd.	Ward 10	Single Detached Dwelling	Renovation	\$98.00	\$6,000.00	Construct renovation to replace rouination
2026BP0161	01442185	Apr-16-26	129 Victoria St	R.J. Morrison Custom Carpentry Ltd.	Ward 10	Single Detached Dwelling	Renovation	\$162.00	\$14,000.00	Construct renovation to install windows, front door and landscaping on front porch of SDD as per
2026BP0171	75289561	Apr-23-26	35 Rosemere Dr	Trevor Elliot	Ward 3	Single Detached Dwelling	Renovation	\$450.00	\$49,960.00	Construct a kitchen renovation and replace a
2026BP0174	01444017	Apr-21-26	235 Carlisle St	Robert Sharpe	Ward 10	Single Detached Dwelling	Renovation	\$82.00	\$4,000.00	Construct a renovation to replace siding on
2026BP0175	01469733	Apr-28-26	57 Rochester St	Neil Chambers	Ward 8	Single Detached Dwelling	Addition	\$450.00	\$50,000.00	Construct a 15' x 34' attached garage for an SUV
2026BP0178	01469733	Apr-20-26	57 Rochester St	Neil Chambers	Ward 8	Single Detached Dwelling	Demolition	\$50.00	\$0.00	Demolish an existing 20' x 12' carport for an SUV
2026BP0183	75321562	Apr-30-26	115 Cowperthwaite St	Epic Energy Solutions Ltd	Ward 5	Single Detached Dwelling	Renovation	\$378.00	\$40,021.00	Construct the installation of roof mounted solar array as per plans submitted
2026BP0186	01451400	Apr-21-26	212 Montgomery St	Sunly Energy Corp	Ward 9	Single Detached Dwelling	Renovation	\$202.00	\$18,256.52	Construct renovation to replace rouination
2026BP0202	01405802	Apr-22-26	217 Fulton Ave	CMR Construction	Ward 3	Single Detached Dwelling	Renovation	\$290.00	\$15,000.00	Construct renovation to replace rouination
2026BP0210	75562983	Apr-27-26	64 Sandlewood Ln	Epic Energy	Ward 1	Single Detached Dwelling	Renovation	\$250.00	\$24,348.00	Construct the installation of roof mounted solar array on SDD as per plans submitted
2026BP0225	75543447	Apr-29-26	19 Carlisle Rd	City of Fredericton	Ward 1	Single Detached Dwelling	Demolition	\$50.00	\$0.00	Demolishing a SDD and removing debris
2026BP0232	01494384	Apr-30-26	190 Sunset Dr	Mike Trites	Ward 1	Single Detached Dwelling	Renovation	\$234.00	\$23,000.00	Construct renovation to replace 15 windows (no p/n) all windows are the same height and
2026BP0063	75380907	Apr-10-26	227 Fulton Ave	Calvin Thompson	Ward 3	Single Detached Dwelling	Renovation	\$1,730.00	\$210,000.00	Construct renovation to create two additional dwelling units in an SDD as per plans submitted.
2026BP0136	75568873	Apr-14-26	14 Westwood Dr	Maple Leaf Homes	Ward 12	Dwelling/Apartment	Renovation	\$650.00	\$75,000.00	Construct a renovation to change direction of
2026BP0169	75568873	Apr-21-26	20 Westwood Dr	Maple Leaf Homes	Ward 12	Townhouse	Renovation	\$58.00	\$1,000.00	Change the top of foundation wall heights from
TOTALS								\$289,732.00	\$95,808,230.02	building permit #2025RPN405 for the townhouse