



North End Plan

A Secondary Plan for the North End Community
of Saint John

May, 2026



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- / City of Saint John Common Council
- / The Neighbourhood Advisory Committee
- / Members of the development industry active in the North End
- / Community members

Funding for the North End Plan is provided in part by the Federation of Canadian Municipalities (FCM), as detailed in agreements signed with The City of Saint John. The City appreciates the support from FCM to facilitate the creation of this Plan.

Land Acknowledgement

The city of Saint John/Menak'wesis situated on the traditional territory of the Wolastoqiyik/Maliseet. The Wolastoqiyik/Maliseet, along with their Indigenous neighbours, the Mi'Kmaq/Mi'kmaw and Passamaquoddy/Peskotomuhkati, signed Peace and Friendship Treaties with the British Crown in the 1700s that protected their rights to lands and resources.



Figure 1: North End Community Open House. October 2025. Source: Fotenn

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1. Introduction

The North End Plan is a long term planning document, with a focus on land use and revitalization, intended to shape and guide development in the North End planning area for the next 20 years. By establishing a detailed policy and design framework crafted in consultation with community members and stakeholders, The City seeks to realize a future vision for the community that enables appropriate development, investment planning, and improvement, while conserving unique and important features and characteristics in the North End's neighbourhoods.

The North End Plan supports and complements *PlanSJ*, The City's Municipal Plan, by providing a more refined level of direction than the policies established in *PlanSJ*. The policies of the North End Plan will align with broader planning and development goals, including direction for urban neighbourhood revitalization, infill, greenfield development design, and smart growth.

A primary impetus for the Plan is the identification of the North End as a focal point for future growth in the city, aligning with the policy mandate to direct new development to existing built up areas where infrastructure is readily available. Preparation of the North End Plan is identified as a priority project in The City of Saint John Strategic Plan (2023-2032).

How to Use This Plan

The North End Plan provides guidance for members of the public, City staff, and Common Council on land use and development matters within the North End planning area. The policy and design direction in the Plan will inform The City's decision making on matters such as:

- / Development approvals;
- / Design of public and private spaces;
- / Infrastructure investments;
- / Financial and physical resource allocation; and
- / Programs that foster development and community building.



Figure 2: Fort Howe and the Saint John sign. Source: Fotenn
City of Saint John - NORTH END PLAN

The North End planning area is organized into six distinct character areas, which represent identifiable communities or districts within the city that are readily recognized by residents and visitors. Each area possesses unique physical and cultural attributes that contribute to a strong sense of place. Factors such as heritage and history, topography, vegetation, proximity to the waterfront, and prevailing building typologies and massing collectively shape the identity of these areas.

The Character Areas include:

- / Douglas Avenue;
- / Old North End;
- / Lansdowne / Main Street;
- / Mount Pleasant;
- / Somerset; and
- / Pokiok Greenfield.

This planning document is structured around individual character areas. Each character area section provides tailored planning and policy guidance, outlining the area’s background, priority projects, policy directions, relevant municipal initiatives, and design guidelines. While certain projects, policies, and guidelines may apply to, or be referenced across, multiple character areas, the Plan addresses each character area on a case by case basis to reflect its unique context and needs.

The steps below are provided to assist the reader when development on a property is proposed

1	Find the character area in which the property is located. Review the relevant character area section for background information and relevant policies.
2	Find the policies that relate to the applicable land use designations shown on Schedule B.
3	Review all other policies of the Plan to determine if additional guidance is provided for the proposed use, development or application.
4	Review design guidance in the Plan, as applicable, in formulating the details of the proposed development.
5	Review other applicable supporting planning documents, including the <i>Zoning By law</i> .
6	Contact The City of Saint John for questions or additional information.



Figure 3: Victoria Park, Saint John. Source: Fotenn

1.1 Legislative Authority

The North End Plan is a statutory land use planning document adopted by The City of Saint John under the authority of the *Community Planning Act*, SNB 2017, C.19 (“*Community Planning Act*”). The Plan is categorized as a secondary plan under subsection 29(1) of the *Community Planning Act*.

While the Secondary Plan will serve as a strategic guiding document for decisions related to development and investment, its adoption does not obligate The City or the Government of New Brunswick to implement or fund any specific policies, projects, or proposals contained within the Plan.

The purpose of a secondary plan is to provide additional guidance with respect to a particular part of the city wide planning area that may not be adequately addressed in the Municipal Plan (*PlanSJ*) alone. Secondary plans reside within a ‘parent’ municipal plan and consequently must generally be consistent with the policy direction of the municipal plan.

As in *PlanSJ*, development will be implemented and evaluated based on zoning, Heritage Conservation Areas, and subdivision requirements.

While classified as a secondary plan under the *Community Planning Act*, the title North End Plan is used throughout.

The Secondary Plan is a living document and will be reviewed and amended where deemed appropriate by Common Council.

1.2 Municipal Authority

The North End Plan is adopted under several council directions, including corporate strategic directions, land use planning policies, and municipal agreements.

The creation of a secondary plan for the North End is established as an objective in The City of Saint John 10-year Strategic Plan (2023-2032). The objective to adopt the Plan is listed under the “Prosperous” goal and identified as a priority project early in the Strategic Plan horizon.

Map B of the Saint John Municipal Plan (*PlanSJ*) identifies areas for future detailed planning, including the Old North End. Section 4 of the Municipal Plan specifies that these areas are intended for the preparation of neighbourhood plans and/or urban design guidelines, as enabled by Policy I 15. Neighbourhood plans are intended for areas that are comprised of largely existing residential neighbourhoods targeted for intensification. More broadly, *PlanSJ* identifies the North End as a focal point for future growth in the city, aligning with the policy mandate to direct new development to existing built up areas where infrastructure is readily available.

The preparation of the North End Plan is also a condition of the Housing Accelerator Fund (HAF) Agreement with the Government of Canada. Preparation of the Plan was undertaken with funding assistance by the FCM through the Green Municipal Fund.

1.3 Plan Area

The North End Plan encompasses approximately 926 hectares, including 810 hectares of urban lands within the Primary Development Area (PDA) and 116 hectares of rural lands outside the PDA. As shown on Figure 4, the Plan is defined by:

- / The Wolastoq/Saint John River and Harbour to the west and south;
- / New Brunswick Route 1 to the south;
- / Rockwood Park to the east; and
- / The southern edge of the neighbourhood of Millidgeville and the University of New Brunswick Saint John campus to the north.

Within its boundaries, the planning area is composed of distinct neighbourhoods and character areas, each with a unique identity. These character areas form the foundation of the Plan and provide area specific policy direction and land use guidance.

The boundaries of the planning area do not represent a formal administrative or electoral district; rather, they are generally defined by the area's functional role within the city, including contiguous geography, historic development patterns, proximity to Uptown and other regional destinations, and the development policy direction established in *PlanSJ*.

The 'North End' name is most strongly associated with the Old North End, but is also generally used for the larger area north of New Brunswick Route 1 and Uptown. This name has been applied to the whole planning area based on best fit.



Figure 4: North End Planning Area. Source: Fotenn / Google Earth



Winter scene in Fallsview Park. Source: Fotenn

2. Basis of the Plan

2.1 Themes of the Plan

Residents are passionate about the future of the North End and want to see its ongoing success. The North End Plan represents one of many tools available to ensure the community continues to thrive by guiding the appearance, function, and design of future development. The Plan has been created to reflect several themes to support its overall goals and vision.

Housing and Growth - Benefits of Density

Density of development is a key element in building complete, successful communities. By allowing more homes to be built within existing neighbourhoods, density helps address housing shortages. Housing responds to supply and demand, and increased density is one of the most effective ways to expand housing supply.

Appropriate density also provides economic and social benefits. Denser neighbourhoods can support more jobs and businesses, while creating more active and vibrant public spaces. Among its many benefits, accommodating appropriate densities can:

- / Expand the customer base needed to support local businesses;
- / Support lively, safe active streets and public spaces;
- / Promote affordability of housing through a mix of dwelling types, sizes, and tenures; and
- / Ensure that infrastructure investments by The City are used efficiently and remain sustainable over time.

Building and Street Appearance - History and Character of the North End

Building and street appearance play an important role in how a community is experienced by both residents and visitors. The design, scale, and condition of buildings, along with their relationship to streets and public spaces, shapes how comfortable, welcoming, and vibrant an area feels.

With a dynamic history and local character, the North End already has a wide range of building forms, and architectural styles, in various states of repair. The diverse building stock contributes to the neighbourhood's identity and sense of place. As the area evolves, thoughtful attention to building and street appearance can help reinforce this character while supporting investment.

Improvements to building and street appearance should prioritize reinvestment in existing buildings and public spaces in ways that support long-term residents and businesses. Prioritizing history and character through building and improvements in street appearance can help:

- / Preserve and highlight existing historically and architecturally significant buildings;
- / Promote reinvestment in existing buildings that support long-term residents while accommodating new residents to the neighbourhood;
- / Foster a sense of community and neighbourhood identity; and
- / Attract new development and neighbourhood investment.

Places for People - Greenspace and Community Amenities

Providing existing and future residents with access to green space, natural amenities and recreational opportunities is a guiding priority of the North End Plan. While a number of cornerstone parks and green spaces like Shamrock Park already exist within the planning area, there is a need to expand amenities and improve access.

In addition to providing and improving upon parks and green space, this Plan also seeks to address climate resilience as it relates to climate change and its impact on community members, infrastructure, and the natural environment. To address the current and anticipated harms posed by climate change, this Plan has been prepared to integrate climate action and resilience-enhancing measures throughout. Emphasizing parks and green space and building community resiliency can result in:

- / Improved health and well-being through active lifestyles and access to green space;
- / Welcoming public spaces to meet, play, and relax;
- / Enhanced infrastructure and natural spaces ready to meet the challenges of climate change; and
- / A catalyst for new development and community investment around existing amenities.



Figure 5: Crescent Valley Park – PotashCorp. Source: Fotenn

Mobility and Connectivity - Prioritizing Pedestrians

The design and safety of streets are vital components of a successful community. Beyond being a simple transportation corridor, streets are a community space for commerce, recreation, and socialization. To better facilitate these spaces, this Plan has been designed with an emphasis on redesigning road cross-sections to prioritize pedestrians. Building upon existing projects already completed by The City, this Plan recommends a series of small-but-visible improvements that will actively improve the safety and usability of streets.

Furthermore, a softening of street edges through greenery is a priority, as trees and landscaping provide health, safety and aesthetic benefits. Focusing on improving pedestrian mobility and connectivity will serve to:

- / Create a safe, accessible, and well-connected environment for walking and cycling;
- / Provide opportunities to travel without using a vehicle;
- / Improve the quality, comfort, and appearance of streets and public spaces; and
- / Promote health, climate resilience, and social connections through walkable streets, street greening, and active public spaces.



Figure 6: The Harbour Passage. Saint John. Source: Fotern

2.2 Population Trends and Demographics

After decades of population and economic contraction, the Saint John region began to experience sustained positive population growth in 2016. The populations of all component neighbourhoods within the North End planning area similarly increased, with growth rates ranging from 3.4 to 11.4 percent between the 2016 and 2021 Census periods.

The 2021 Census identified a total population of 11,020 people in the North End planning area, with available data indicating that population growth continues. Growth has been driven substantially by recent immigration since 2021, with immigrants comprising 15 percent of the population of the North End planning area.

A full range of ages are generally well-distributed among the North End population. As of the 2021 Census, approximately 60% of the population is of working age (between age 20-64 years). The largest percentage of the population is at the high end of this age range, suggesting that the 2026 Census will indicate a sizeable proportion of the population at or near retirement age.

Approximately 22% of the community population is under the age of 20, with similar proportions of the population within each age bracket. A smaller percentage of the population is over the age of 75.

The majority of community members live in households of one (40%) or two (33%) persons. Approximately 27% of the population live in households with three or more persons.

The planning area as a whole has a high proportion of rental-tenure housing (69%), in contrast with a province-wide rental rate of 26%. Just over half of dwelling units contain one (20%) or two (36%) bedrooms, with the balance containing three or more bedrooms. Almost all of the housing (94%) in the planning area is categorized as “suitable,” with enough bedrooms for the size of the household. However, the majority of housing units (75%) were constructed before 1980, with nearly half of all units constructed before 1960 (45%). Approximately 11% of housing units require major repairs.

Across the planning area, a substantial minority (20%) of residents are reported to spend 30% or more of household income on shelter costs, indicating unaffordable housing conditions for those residents. An average of 24% of tenant households in the planning area live in subsidized housing, with some areas featuring in excess of 80% of households.

Incomes are generally lower-than-average in the planning area, with approximately 25% of households earning less than \$30,000 per year (before tax). Including this group, approximately 60% of households earn less than \$60,000 per year. Child poverty rates are among the highest in New Brunswick, with some parts of the planning area exceeding 50%.

Approximately 64% of workers in the planning area drive themselves to their place of employment, with an additional 13% commuting as passengers in a private vehicle. The remainder of workers who commute generally take public transit (8%) or walk (11%), representing a relatively high rate of active transportation in the area. One half (50%) of commuters have a travel time of less than 15 minutes, suggesting that a high proportion of residents in the planning area work in the North End or in Uptown.

Reporting from the Human Development Council in 2024 revealed that by some measures, over 80% of low-income households in New Brunswick spent more than 6% of their after-tax household income on electricity. There is a similarly strong correlation of higher energy cost burden among rental housing tenure, in contrast to ownership housing.

2.3 Assets and Opportunities

The 2021 Census counted a total of 5,553 homes in the planning area. However, approximately 11 percent of housing units require major repairs. Renovations to existing buildings provide opportunities to add dwelling units through gentle density and increase building performance, addressing existing issues with resident comfort/health, greenhouse gas emissions and energy poverty.

One remarkable strength of the North End is the high percentage of land and housing units held by not-for-profit providers, which can be leveraged to mitigate concerns around displacement associated with the desired creation of new market housing.

2.3.1 Commercial Amenities

Commercial uses are distributed throughout the planning area, but generally concentrated in clusters. Lansdowne Plaza is centrally located within the planning area and serves as a main commercial centre. Somerset Street also features some large-format retail development in its northern segment. Other smaller-scale commercial uses are distributed throughout the planning area.

2.3.2 Schools

The planning area is served by three elementary schools, with two schools (Centennial and Hazen White-St. Francis) slated to be decommissioned. An amalgamated school is scheduled to open in 2027.

Harbour View High School, located on Douglas Avenue, serves students residing in the southwest area of Saint John, while students from the North

End are generally in the catchment area of the two high schools located in the Central Peninsula.

2.3.3 Parks and Open Spaces

The North End planning area features several parks and open spaces of various sizes, which include a range of passive and active spaces. Key parks and open spaces include:

- / District Parks, including Shamrock Park and Rockwood Park;
- / Neighbourhood Parks, including Victoria Park, Robertson Square Park, Fallsview Park, Riverview Memorial Park, and St. Peter's Park;
- / Public Gardens, including the Saint John Public Gardens;
- / Semi-private spaces, including the Harriet Irving Memorial Park and community gardens; and
- / Fort Howe National Historic Site.

2.3.4 Transportation

The planning area is served by public transit in the form of municipal bus routes. While some active transportation infrastructure is available, many streets lack adequate pedestrian or cycling facilities, and access to some community destinations can be difficult without a private vehicle.

Vehicular circulation is enabled by a road network consisting of highways, arterial roads, collector roads, and local roads.



Figure 7: Roberston Square Park. Source: Fotenn

2.4 Housing Opportunities - Vacant Land Analysis

Vacant lands within the planning area present valuable opportunities for new development. Designed well, these land parcels can accommodate new housing or other land uses while taking advantage of existing infrastructure and community facilities. While not all of the identified parcels are anticipated to be developed over the planning horizon, understanding the development potential of vacant and underutilized land across the North End has informed the development policies of this Plan.

The candidate vacant land parcels identified on Figure 9 represent the most significant contribution to the achievement of the housing goals of this Plan. These parcels are categorized into the three categories detailed below, which indicate their relative development potential, generally based on lot size and context. Within each category, development is to conform to the designation policies for each Character Area, with a range of new housing types that respond to various community needs and market conditions anticipated to be developed over the life of the Plan.

Appendix A includes sample concept plans for several of the identified parcels, particularly in key areas with high potential for intensification.

2.4.1 Infill Development

The Infill category encompasses parcels within a well-established urban lot fabric. New development is anticipated to be smaller-scale and finer-grained in nature, and to enhance the existing desirable and planned context. Smaller-scale typologies, such

as single-detached, semi-detached, townhouse, stacked or other types of ground-oriented unit types are likely to be the most common form of development.

2.4.2 Intensification / Redevelopment

The Intensification/Redevelopment category focuses on larger lots or groups of lots that have high potential for consolidation. These parcels may allow for larger-scale developments, including low-, mid- and high-rise apartment buildings and mixed-use development that create and extend a desirable urban fabric. Within this category, the parcels outlined in orange are identified for likely higher-density development.

2.4.3 Greenfield Development

The Greenfield Development category identifies lands that are currently undeveloped, including unserviced areas, and which are not yet integrated into surrounding neighbourhoods. These areas hold the potential for a range of development types, particularly ground-oriented residential uses.



Figure 8: Vacant parcel in the Old North End ideal for infill development. Source: Fotenn

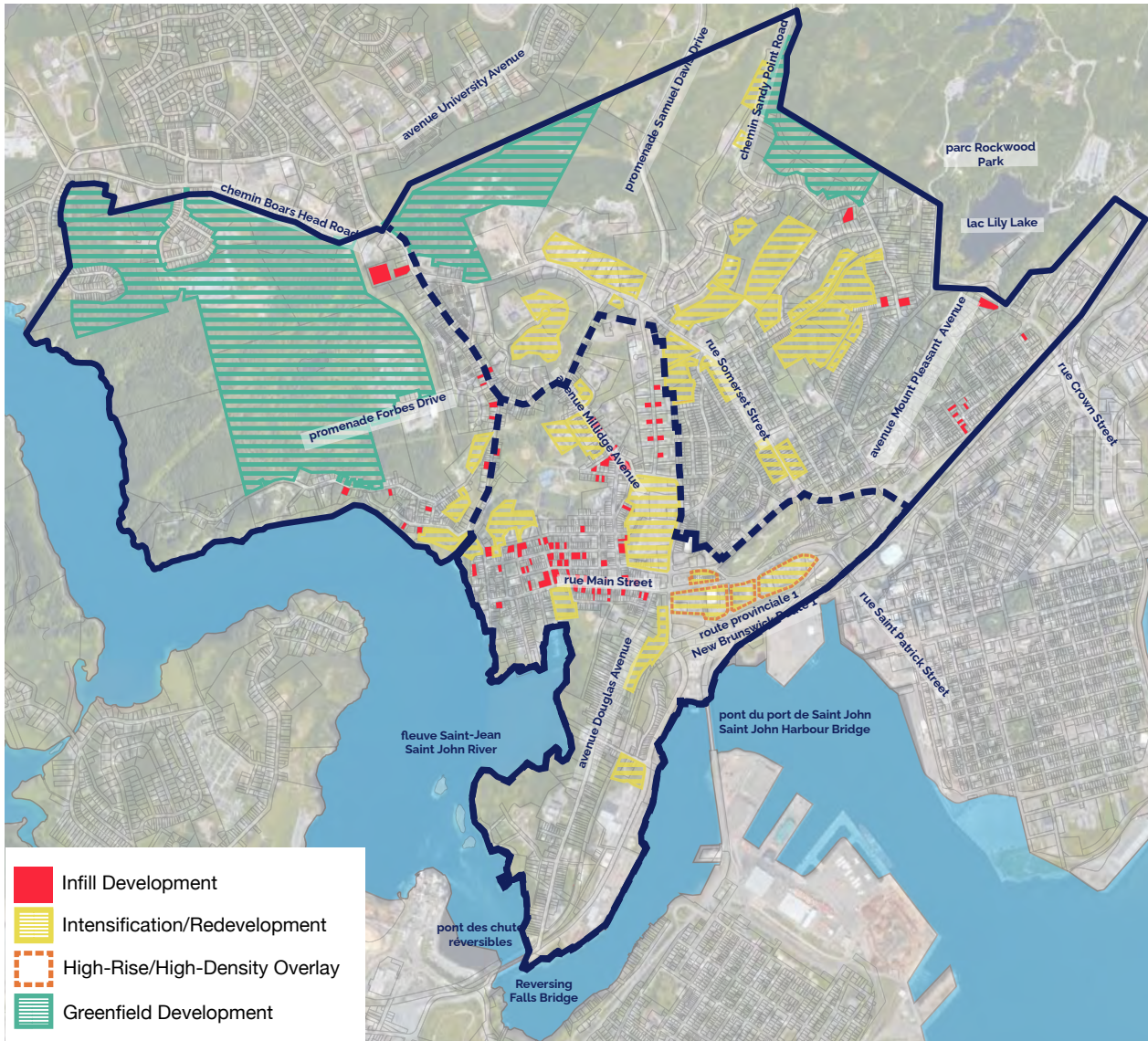





Figure 9: Map of identified vacant lands. Source: Google Earth / Fotenn

May 2026

Projected growth from each category:	Estimated NET Area	Potential Density	Potential New Units
 Infill Development:	~8 ha	50 units/net ha	~ 400 units
 Intensification/Redevelopment*:	~56 ha	60-120 units/net ha	~ 3,650 - 6,700 units
 Greenfield**:	~74 ha	25-60 units/net ha	~1,900 - 4,400 units
Projected growth expected through Gentle Intensification:			
	Current Household Stock	Percentage adding secondary units	Potential New Units
	~2,000 units	15%	~ 300 units
Total Potential New Units		~ 6,250-11,800 units	

NOTES:

1. This is a high level analysis, based on apparent vacant lots potentially available for development and redevelopment in the study area . They all require further studies in order to assess feasibility of each proposed lot. The density rates are suggestive and agreed by City staff.

2. The Infill category encompasses parcels within the already established urban fabric that may be suitable for small density developments, such as single detached, semi detached, townhouses, stacked or other types of ground oriented units.

3. The Intensification/Redevelopment category focuses on larger lots or potential consolidated group of lots, also integrated in the urban fabric, that would allow for larger scale developments, including low , mid and high rise apartment buildings and mixed use development.

*The Intensification/Redevelopment net area was estimated as 75% of the gross area to account for potential new roads.

4. The Greenfield Development category would consider development in areas currently not developed neither serviced with municipal services. **The Greenfield net area was estimated as 45% of the gross area to account for new roads, environmental areas, topographic constraints, etc.

2.5 Community Engagement

2.5.1 Neighbourhood Advisory Committee

A Neighbourhood Advisory Committee (NAC) was assembled for the North End Plan to provide input on processes, content of deliverables, and the ultimate Plan. The City and consulting team are grateful for the time and expertise provided by the NAC members:

- / Jamiu Abdulraheem
- / Kelly Baker
- / Stephen Belyea
- / Keith Brideau
- / Anne Driscoll
- / Tamara Kelly
- / Deputy Mayor John MacKenzie
- / Councillor Barry Ogden
- / Kelsey Ann Seely
- / Graeme Stewart-Robertson
- / Melissa Wakefield

Community members and stakeholders were invited to participate in the preparation of the North End Plan throughout the planning process. Engagement events included:

- / In person meetings with community stakeholders;
- / Workshop with local youth at the Nick Nicolle Community Centre;
- / An open house, held on January 23, 2025;
- / A public open house at the Lord Beaverbrook Rink, held on October 28, 2025.

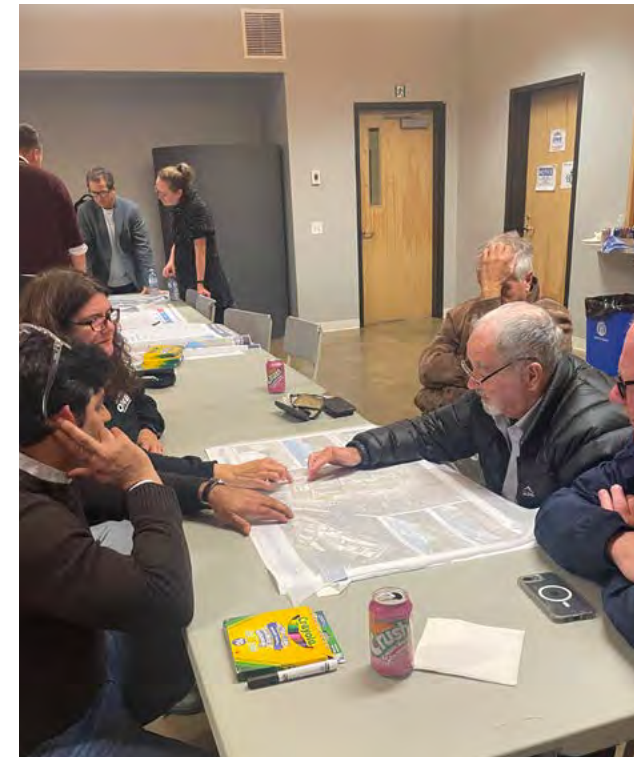


Figure 10: Various public engagement and NAC sessions. Source: Fotenn

2.6 Project Timing and Phasing

PHASE 1 (3 mo | 3 mois)

PHASE 2 (9 mo | 9 mois)

PHASE 3 (4 mo | 4 mois)



PROJECT INITIATION
LANCEMENT DU PROJET



DRAFT PLAN DEVELOPMENT
ÉLABORATION DU PLAN D'AMÉNAGEMENT PRÉLIMINAIRE



FINAL PLAN DEVELOPMENT
ÉLABORATION DU PLAN D'AMÉNAGEMENT FINAL

2.7 Vision and Guiding Principles

The vision statement and supporting guiding principles forms the basis of the policy direction in the Plan, and are intended to articulate what the North End will look like in the future.

2.7.1 Vision Statement

The following is a vision statement that was crafted based on background research and community and public input:

Nestled along the banks of the Wolastoq/Saint John River, the North End has a rich history as a major portage route and thriving commercial district. Vibrant, diverse and resilient, the North End is set for transformational change that embraces this history by creating opportunities for everyone to grow and thrive through all phases of life. The North End offers beautiful, walkable, accessible, safe and affordable neighbourhoods connected to the river, parks, community amenities and thriving local businesses.

2.7.2 Guiding Principles

History and Heritage Celebration

Recognize the long history of the planning area as a portage route and thriving commercial district, honouring the Wabanaki Confederacy and other communities who have lived in and built up the North End over generations. New development is inspired by the design and character of historic buildings and character corridors, laying the foundation for next generation design excellence. The Plan celebrates the physical and cultural landscapes and continuing social history of the North End.



Connected Community

Within the planning area, connect residents to local destinations, the river, and adjacent neighbourhoods by identifying accessible and safe active transportation links, increasing interconnected spaces where people can interact and connect. New transportation connections and infrastructure investments leverage existing and planned active, vehicular and transit connections.



Urban Village

The North End is envisioned as a pedestrian oriented environment comprised of nodes as urban villages that leverage existing community assets, institutions, and infrastructure. Shaping the commercial and cultural heart of a neighbourhood, urban villages support social service delivery, increased land use diversity, higher residential and commercial densities, and an inclusive demographic mix.



Urban villages are a central commercial and cultural meeting place, serving as a shared hub and connecting point through integrated public spaces, transforming the area into a cohesive and complete urban environment.

A Collective Identity for the North End

Weave a shared sense of respect, pride and belonging for all residents, workers and neighbours in the North End, while celebrating the subtleties of all the different character areas that make up a cohesive North End. Create spaces that open opportunities for connection through shared experiences, interests and history.



Economic Vitality

Foster a resilient and diverse local economy by revitalizing the historic commercial Main Street corridor and supporting a dynamic mix of business types and scales in key commercial areas and high streets. Encourage the growth of both established commercial hubs and emerging home based enterprises, creating inclusive opportunities for entrepreneurship, innovation, and long term employment for residents.



Community Resilience

Own and grow the resilience of the North End community, including the health benefits from ecosystem services provided by the natural environment, the creative and efficient use of social services and supports for residents, and the ability of this community to transform and adapt to challenges past and future. Build on these qualities to deepen the adaptive capacity of the North End to prosper in the face of current and future challenges, including climate change.



Housing Resilience

Continue to offer a variety of housing choices that are safe, affordable, and adequate to meet the community's needs through a variety of household types appropriate to all stages of life including, maintaining and growing the community housing sector. Increase the range of tenure options to unlock greater housing choice for those who wish to own a home. Increase the supply of housing through new development, revitalizing older housing stock and facilitating the redevelopment of vacant lots and older dilapidated buildings.





Public Engagement - Community workshops. Source Fotenn

3. General Policies

The policies in this section apply to all development within the North End planning area, including in all character areas.

3.1 General Land Use Policies

1. Municipal Plan policies LU 121 through LU 130, inclusive, shall apply in the North End planning area.
2. Small-scale, neighbourhood-serving commercial uses are permitted on corner lots.

3.2 Hazards

This section of the Plan contains policies to minimize the risk to human health and physical property as a result of existing and anticipated environmental conditions.

Climate change is recognized as affecting multiple hazards and exacerbating existing issues. Climate action to mitigate risk to the North End is embedded in the Plan, including by:

1. Encouraging climate change mitigation through the land-use framework and design directions;
2. Protecting and encouraging enhancement of natural assets that provide ecosystem services;
3. Permitting and facilitating the development of resilient infrastructure;
4. Restricting land uses, buildings and infrastructure in locations of increasing climate risk; and
5. Supporting social bonds and social resilience by planning for community infrastructure and design directions for positive public spaces.

3.2.1 Brownfields and Site Contamination

A site history, listing all known on site and abutting uses for a period of 100 years, as well as any known or recorded spills of contaminants shall be submitted as part of a complete development permit application. Where the site history indicates a spill or previous commercial or industrial use likely to cause site contamination, The City may require an Environmental Site Assessment (ESA), conducted to CSA standard Z768 01 (as updated) as part of the submission package. Where the ESA indicates contamination, a Phase II ESA and remediation plan will be required prior to issuance of the development permit.

3.2.2 Storm Surge and Coastal Inundation

Hazardous substances, including petroleum and fuel storage, are not permitted within the floodplain overlay. If upgrades/relocation of existing fuel storage accessory to a permitted or legal non-conforming use cannot be located outside of the floodplain overlay, it must be floodproofed and raised above the design flood elevation.

Existing uses and structures may continue within the floodplain overlay and may be renovated, redeveloped or intensified, provided that the exposure to flood risk is not increased.

3.2.3 Overland Flooding

Climate change is anticipated to increase the annual precipitation and the intensity of rainfall events, including the number of tropical storms/hurricanes. Saint John will also likely experience more winter flooding and freezing rain events. Storm drainage submissions are therefore strongly encouraged to:

1. Incorporate an additional design safety margin in addition to the 1-in-5 year and 1-in-100 return period storms used for storm drainage design in accordance with the *Drainage By-law*, M 32, and amendments thereto; and
2. Integrate green and blue infrastructure, including urban trees, bioswales, rain gardens, constructed wetlands, porous pavement and similar technologies.

Across the North End planning area, new buildings shall reduce risk of flood damage through the following minimum measures:

1. New buildings shall be built with their lowest building opening at least 30 centimetres above the level of the road, while still providing barrier-free access; and
2. Driveways and walkways shall be designed to slope away from homes and garages.

To avoid conflicts with potential flooding hazards, the *Zoning By-law* shall permit HVAC systems to be located above grade, including as permitted projections.

3.2.4 Compatibility with Existing Industrial Uses

Measures to mitigate impacts may be required as part of a development agreement, including higher-quality wall and window assemblies, air conditioning to allow for a comfortable indoor environment with windows closed, and building improvements to dampen noise and reduce neighbourhood impact.

3.3 Infrastructure

3.3.1 Transportation and Mobility

Movement and mobility between destinations within the North End are foundational to achieving the goals of the Plan. The ability for residents and visitors to access the community, efficiently move through it, and safely arrive at destinations is essential to support the vision of the North End as a vibrant, affordable, and beautiful community.

1. The City will strive to provide a safe, connected transportation network that accommodates pedestrians, cyclists, public transit and private vehicles. Street corridors will be designed to safely accommodate multiple modes of transportation.
2. In designing new street cross-sections for implementation through new development or public works, The City will ensure that streets:
 - a. Account for multiple modes of transportation;
 - b. Incorporate targeted implementation of traffic-calming measures;
 - c. Feature design elements that promote accessibility; and

- d. Integrate, to the extent possible, the streetscaping design guidelines of this Plan.
3. In designing the broader transportation network, the City shall give particular consideration to walking routes around school sites to facilitate and encourage active forms of transportation for children. Measures may include:
 - a. Enhanced provision of sidewalks;
 - b. Cycle tracks or segregated bicycle lanes;
 - c. Additional traffic-calming measures;
 - d. Supplementary crosswalks; and
 - e. Enhanced visibility of pedestrians.
4. In consultation with Saint John Transit and other departments, the City will explore the establishment of a multi-modal transportation hub at Lansdowne Plaza, consisting of:
 - a. Bus stops, laybys, and waiting areas;
 - b. Connections to and from the broader pedestrian infrastructure network;
 - c. Electric vehicle (EV) charging stations; and des bornes de recharge pour véhicules électriques (VE);
 - d. Parking for bicycles, scooters, or vehicle sharing services.
5. Through the implementation plan framework, the City will explore opportunities to extend and connect Harbour Passage.
6. As directed in *MoveSJ*, the City will explore the installation of a roundabout at the intersection of Millidge Avenue and Somerset Street

to achieve safer and more efficient traffic movements.

7. The City will implement the directions of the Bicycle Network Plan (2021) in the North End, including by initiating conversations with the Province about the possibility of bicycle infrastructure on the Reversing Falls Bridge.
8. The Plan encourages, where possible, proponents to consolidate underground, above-ground, or surface parking facilities to serve multiple properties as a measure to enable additional density on development sites. The Plan encourages collaboration among private landowners on shared parking.
9. The Plan recommends Saint John Transit explore expanding existing transit service throughout the North End based on current demand and new growth.
10. Encourage bicycle-share, scooter-share, and/or vehicle-share programs in the North End. While programs may be community- or city-wide, communities within the planning area should be considered as candidate areas for these services.
11. The City will engage the Province on the potential to refurbish the Stanley Street pedestrian bridge in recognition of its important role in connecting communities across New Brunswick Route 1.
12. In strategic locations, the City will integrate clear, legible and symbolic wayfinding into the design of major pedestrian routes.

3.3.2 Greenspace System

1. Through development proposals, the Plan seeks to, where possible, create, enhance, preserve, maintain, and connect a green space system across the North End planning area consisting of:
 - a. Parks, urban squares, open spaces, trails, and recreation areas;
 - b. Water features, including waterfronts, wetlands, and historical watercourses;
 - c. Forested areas; and
 - d. Green corridors, including the urban tree canopy, gardens, utility corridors, and steep slopes.

2. In accordance with policy CF 30 in *PlanSJ*, The City will recognize the special character and role of historic urban squares, plazas, and gathering spaces. In particular, Robertson Square, Victoria Park, and the Saint John Public Gardens will be preserved and enhanced for leisure and beautification.
3. Where appropriate, The City will explore the possibility of green spaces and community amenities to also function as stormwater management infrastructure.
4. Where possible, The City shall work with landowners to preserve the use of the land as a publicly-accessible amenity.



Figure 11: Cycling and pedestrian enhancements through the Main Street project. Source: Fotenn

5. Where feasible, The City should explore adding new lands to the existing green space for trail connections, pedestrian access, enhancing corners and intersections, and creating opportunities for the enhancement of the public realm. New lands may be added to the green space system through the acquisition of component elements by The City, including through the development approvals process in accordance with the *Subdivision By-law*, CP 122, and amendments thereto.
6. Development adjacent to green space system components shall be designed to be compatible with the ecological, aesthetic, and recreational functions of the feature or space.
7. The City will examine opportunities to enhance the celebration of the historically significant Fort Howe site, including by improving pedestrian and cycling connections.
8. In accordance with *PlanSJ* and *PlaySJ*, the City shall invest in community and recreational facilities to address shortfalls and improve existing facilities where intensification is occurring in the North End.

3.3.3 Municipal Infrastructure

1. Municipal servicing shall conform with Section 9.2 of *PlanSJ*.
2. In considering the location or extent of infrastructure investment, The City shall prioritize projects that:
 - a. Service a greater density of development and stimulate development and redevelopment activity in the area;
 - b. Are eligible for funding from other levels of government;
 - c. Are supported by a sound business case that benefits the development and The City;
 - d. Align with The City's five year capital investment program;



Figure 12: Standard Manhole, Saint John. Source: Fotenn

- e. Do not require extensive infrastructure elements such as pump stations; and
- f. Contribute to achieving other goals of this Plan.
3. The Plan encourages the use of green infrastructure to the extent feasible to complement conventional forms of infrastructure, such as bioswales, sponge parks, and permeable pavement.
4. The Plan encourages implementation of the findings of community-specific servicing studies within the planning area, as appropriate.
5. To foster climate resilience, the Plan encourages:
 - a. Incorporating extreme weather models into infrastructure planning, including sizing calculations for stormwater management facilities;
 - b. Providing cooling or warming shelters during prolonged periods of extreme heat or cold, including making public buildings available for this purpose; and
 - c. Supporting collaboration between The City's Emergency Management Organization (EMO) and community groups to ensure vulnerable populations have places of refuge during flood or storm events.

3.4 Cultural Heritage

The City of Saint John is proud of its rich history, as signified by the array of built heritage resources that contribute to the city's character and charm. Heritage Conservation Areas are defined and regulated by the *Saint John Heritage Conservation Areas By-law*, HC-1, the main objectives of which are to conserve, rehabilitate and utilize heritage sites, structures, buildings, areas and environments for the benefit of the community, in coordination with the comprehensive planning needs and requirements of the City.

The City will, from time to time, review and update the list of heritage properties and resources, including the designation of new conservation areas.

1. In preserving and administering built heritage resources within the North End, The City will continue to follow Policies AC 41 to AC 52.1 of *PlanSJ*.
2. Within the planning area, development within designated Heritage Conservation Areas will follow the design guidance of the existing *Saint John Heritage Conservation Areas By-law*. Where required by *PlanSJ*, applications for some development proposals shall be accompanied by heritage impact reports.
3. The City will work with the Government of New Brunswick, First Nations and other stakeholders and rights holders to recognize, designate, preserve and enhance key sites and landscapes within the planning area, including:
 - a. Areas of significance to the First Nations;
 - b. Reversing Falls, including its surrounding landscape;
 - c. Fort Howe;
 - d. Portage and Marble Cove waterfronts; and
 - e. The New Brunswick Museum site.



Figure 13: Current conditions of Fort Howe path from Main Street. Source: Fotenn

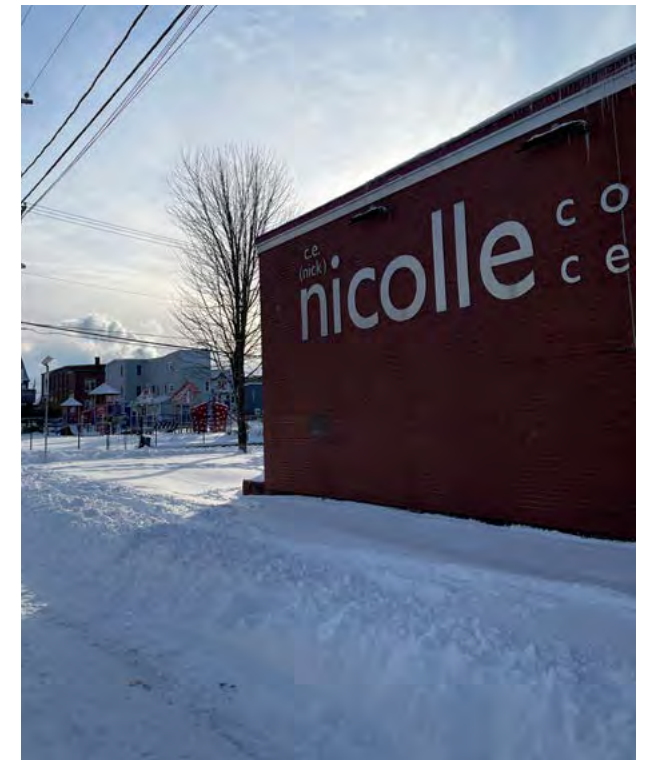


Figure 14: Nick Nicolle Centre, Old North End. Source: Fotenn

3.5 Potential Future Development Area Designation

The Potential Future Development Area designation is applied to areas that may have development potential, but for which site conditions or existing land uses may present constraints or challenges to development proceeding.

1. Development may proceed in the Potential Future Development Area designation through submission and approval of an amendment



Figure 15: Victoria Park Sign. Source: Fotenn

May 2026

to this Plan. The amendment will apply new land use designations to the amendment area in accordance with the policies of this Plan. Designations should be selected with consideration for the function of the lands in the broader community, the land uses envisioned, and the characteristics of the lands.

2. In evaluating an amendment to this Plan under policy 1, The City may require technical studies to demonstrate the suitability of the lands and the feasibility of the development. Studies may include, but shall not be limited to, geotechnical studies, servicing studies, environmental assessments, impact assessments, and transportation studies.
3. In approving an amendment to the Potential Future Development Area designation, The City will not approve a development that places undue financial burdens on the municipality, including through unjustified infrastructure investments and/or future maintenance obligations.
4. In cases where lands subject to the Potential Future Development Area designation are held by multiple landowners, the policies of this section should proceed with consideration for, or in coordination with, all landowners.
5. Where lands within the Potential Future Development Area identified for development are of sufficient size to warrant the future introduction of a new road network, the road network shall be designed to achieve safety, efficiency, and redundancy for emergency access, where possible. The road network should also be designed to optimize connectivity with the surrounding road network.
6. In the following cases within the Future Development Area, a proponent shall submit to The City a general master plan addressing infrastructure, road circulation, unit typologies, and planned connections to existing neighbours and future development:
 - a. An application to redesignate parcels from Future Development Area; and
 - b. Projects proposing 10 or more dwelling units.

4. Beautification Program Strategy

The City’s Urban Beautification Program provides incentives for the beautification of building façades and front yards of non-heritage designated properties. The increased reinvestment into building façades and front yard landscaping results in the creation of more desirable streetscapes and enhances the character of buildings within established neighbourhoods.

The Program prioritizes transformative projects that seek to restore original character elements or use high quality materials and design choices to revitalize façades. The Plan directs The City to update the Urban Beautification Policy to support a revitalization strategy for investment in the character corridor, as illustrated on Figure 16.

4.1 Boundaries

- / [A] Main Street Beautification Corridor: Properties located on both sides of Main Street, from Lansdowne Avenue to Robertson Square.
- / [B] Adelaide Street Beautification Corridor: Properties located on both sides of Adelaide Street, from Main Street to Millidge Avenue.
- / [C] Douglas Avenue Beautification Corridor: Properties located on both sides of Douglas Avenue, from Main Street to Chesley Drive, excluding heritage properties.

4.2 Design Direction

Applicants to receive the grant funding should incorporate some of the following enhancements into the street-facing façade or front yard:

All Building Types

1. Replacement of existing cladding with traditional materials suitable for the architectural style of the structure, including wood siding, brick or stone.
2. Painting of existing cladding, utilizing multiple colours to highlight the building’s architectural features.
3. Establishment of a porch on the street-facing façades of the building to enhance the connection between the private and public realms.
4. Introduction or re-establishment of architectural features, such as cornices, bay windows, or trim to the street-facing façade.
5. Introduction of landscaping, lighting, and/or street furniture to enhance the building entrance. These features may include trees/shrubs, planter boxes, seating or re-establishment of traditional fencing, hedges, or low stone/wood walls where these are typical of the neighbourhood.



Figure 16: Beautification corridors and eligible properties. Source: City of Saint John

Non-Residential Buildings

1. Replacement of existing building and/or business signage with new signage that is of a design and scale suitable to the architecture of the building. This may include the use of projecting signs and reinstatement of sign boards.
2. Introduction of awnings along the street facing façades of the building to enhance the pedestrian zone and the connection between the private and public realms.
3. Inclusion of patios for business related uses, such as outdoor seating near the pedestrian zone.



Figure 17: Google Street View, image captured in August 2023, copyright Google 2026



Figure 18: Visual concept of refreshed building façades, created in collaboration with OpenAI's free online service ChatGPT (AI)



View of Main Street in the Old North End and Robertson Square. Source: Fotenn

5. General Design Guidance

The guidelines in this section are intended to offer guidance for new development in the North End. The guidelines are advisory and not intended to be interpreted as requirements. The guidelines will be consulted for both private development and public works within the planning area. Development applications will be subject to all other City by-laws.

5.1 General Design Guidance

5.1.1 Block-Level Design Guidance

1. Blocks should be designed to accommodate a mix of compatible land uses in alignment with the policies of this Plan.
2. Within blocks, height should be focused on corners or mid block.

3. Building massing should generally continue the pattern of built form along the same side of the same street.
4. Building design should achieve a transition in built form from adjacent low-rise development.
5. When creating new blocks, block lengths should generally be limited to foster connectivity, walkability and accessibility of the street grid, with consideration for context.
6. Semi-public plazas, colonnades, and/or deeper setbacks are encouraged at the corners of blocks, or to break up long block frontages.
7. Create courtyards in the centre of blocks, where feasible.
8. Shared parking facilities are encouraged to reduce the number of driveway accesses.

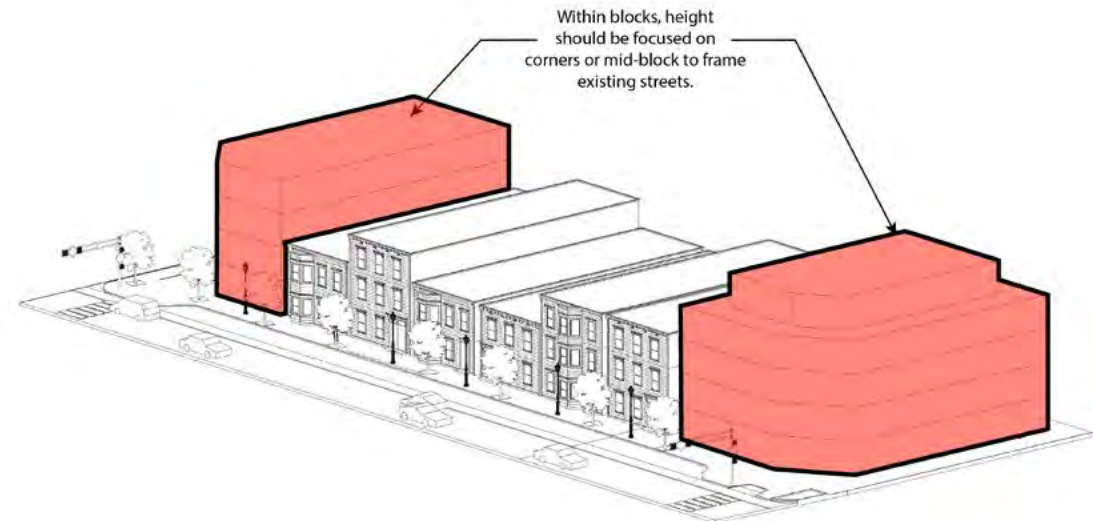


Figure 19: Heights concentrated in corner lots. Source: Fotenn

5.1.2 Site-Level Design Guidance

1. All development within the planning area should incorporate high-quality architectural elements in a manner that balances consistency of the aesthetics of the character area with innovative elements suitable to a modern Maritime urban community.
2. Buildings should be placed close to public streets to create a sense of enclosure and improve pedestrian access to sidewalks.
3. Site design should incorporate accessible paths of travel between public rights of way, communal amenity spaces, and building entrances.

4. Landscaping is encouraged in association with all development in the planning area. Lower-density development forms are expected to have higher proportions of the lot allocated to landscaping, particularly in front and corner yards.
5. Landscaping should be designed to maximize ecosystem value, including through the following techniques:
 - a. Strive for at least 75% of the leaf area to be composed of native species. Near-native plants may be used in place of native plants where they are anticipated to be more resilient to projected climate conditions. Near native plants are native to ecoregions

adjacent to the Southern New Brunswick Uplands Ecoregion in which the North End is located;

- b. Use non-native adapted plants in challenging locations where native plants may have difficulty establishing;
 - c. Reserve sufficient space for the planting of large-canopy trees to contribute to the urban canopy;
 - d. Do not include any invasive species for landscaping; and
 - e. Identify and remove any invasive species present on the site prior to redevelopment.
6. Retention of mature trees and other desirable existing landscape features should be prioritized early in site design, including areas of native vegetation, cultivated gardens, and topographic features. A minor relaxation of development standards may be appropriate when the relaxation allows for the retention of existing, mature native trees in good condition, or other significant desirable landscape features, subject to review by The City.
 7. Use the existing topography as an asset in site design, including incorporating landscape features for rainwater management, such as rain gardens and bioswales, where feasible.
 8. Recognizing that the historical infrastructure and natural topography of the North End can create mobility challenges, particularly for those with disabilities, new public buildings and spaces should reduce barriers and create environments that are navigable and welcoming to all. Specifically, development should incorporate, among others:
 - a. Use accessible paths of travel between public rights of way, communal amenity spaces, and building entrances.
 - b. Use accessible paths of travel between public rights of way, communal amenity spaces, and building entrances.
 - c. Use accessible paths of travel between public rights of way, communal amenity spaces, and building entrances.
 - d. Use accessible paths of travel between public rights of way, communal amenity spaces, and building entrances.
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 - x. Use accessible paths of travel between public rights of way, communal amenity spaces, and building entrances.
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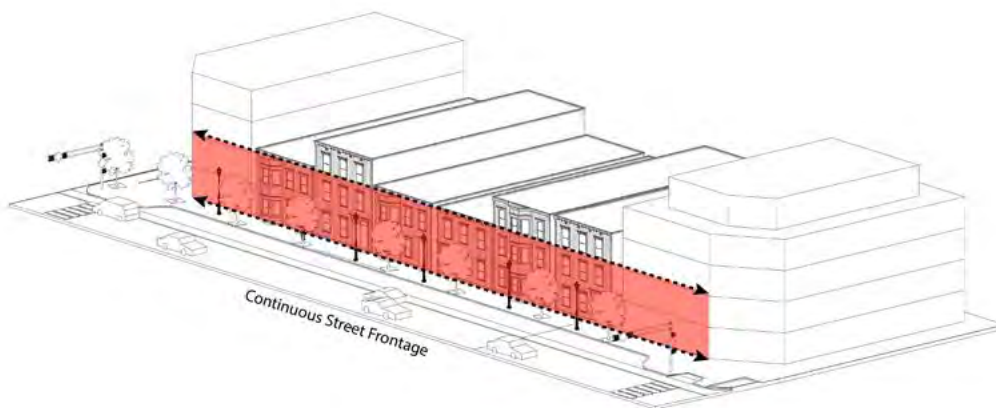


Figure 20: Ensure a continuous street frontage is kept through new development. Source: Fotenn

- a. Grading approaches that facilitate access for all users of the site;
- b. Pedestrian access ramps, particularly connected to main building entrances;
- c. Barrier free parking spaces that provide convenient access to destinations and building entrances; and
- d. Accessible entrances, public spaces, washrooms, and seating areas.

2. Main entrances for public/community uses, commercial uses and multiple-dwelling buildings should be identified through architectural design features, such as porches, canopies, large windows and similar elements.
3. Semi-private amenity spaces are encouraged in association with ground oriented housing units, including porches, balconies, verandas, or patios.

4. Parking is encouraged to be located underground, enclosed within buildings, or in above-ground structures to the extent feasible to minimize surface parking facilities.
5. Where surface parking is unavoidable, parking should be located in rear or interior side yards, in order of priority, and should not be located in front yards.

5.1.3 Building-Level Design Guidance

1. Buildings taller than four storeys in height should step back the massing above the fourth floor away from abutting public streets. A minimum stepback of three metres should be provided, which may be programmed as outdoor amenity areas for abutting dwelling units.



Figure 21: Challenging topography in the planning area. Source: Fotenn

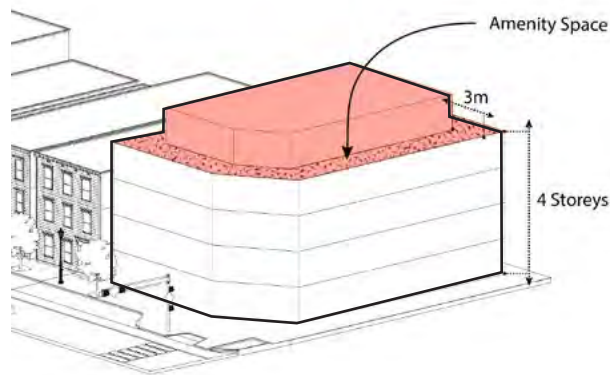


Figure 22: Stepback above the 4th storey could be used as amenity spaces. Source: Fotenn



Figure 23: Example of main entrance treatment, North End. Source: Fotenn

6. Buildings are encouraged to achieve high standards of energy efficiency that exceed National Building Code requirements.
7. Green roofs are encouraged and may be accessible by users of the building as complementary amenity space.
8. The incorporation of solar panels into buildings, including on roofs, is encouraged.
9. Building mechanical systems for multiple dwelling and non-residential development should be designed, located and screened so as to minimize noise and visual impacts on adjacent uses and adjacent public streets.
10. Notwithstanding that the *Barrier-Free Design Building Code Regulation, Regulation 2021-3* does not apply to one-unit, two-unit, townhouse and cluster townhouse typologies, all public buildings and spaces are encouraged to make at-grade units “visitable” by individuals with disabilities by including an accessible entrance and a barrier free washroom on the main level.
11. Design buildings using principles of Crime Prevention Through Environmental Design (CPTED).

5.2 Streetscaping

Streetscaping refers to the design of streets as functional and pleasant public spaces, beyond its transportation role. The guidance in this section is intended to create attractive, vibrant, safe, and functional streets within the North End.



Figure 25: Green roofs example

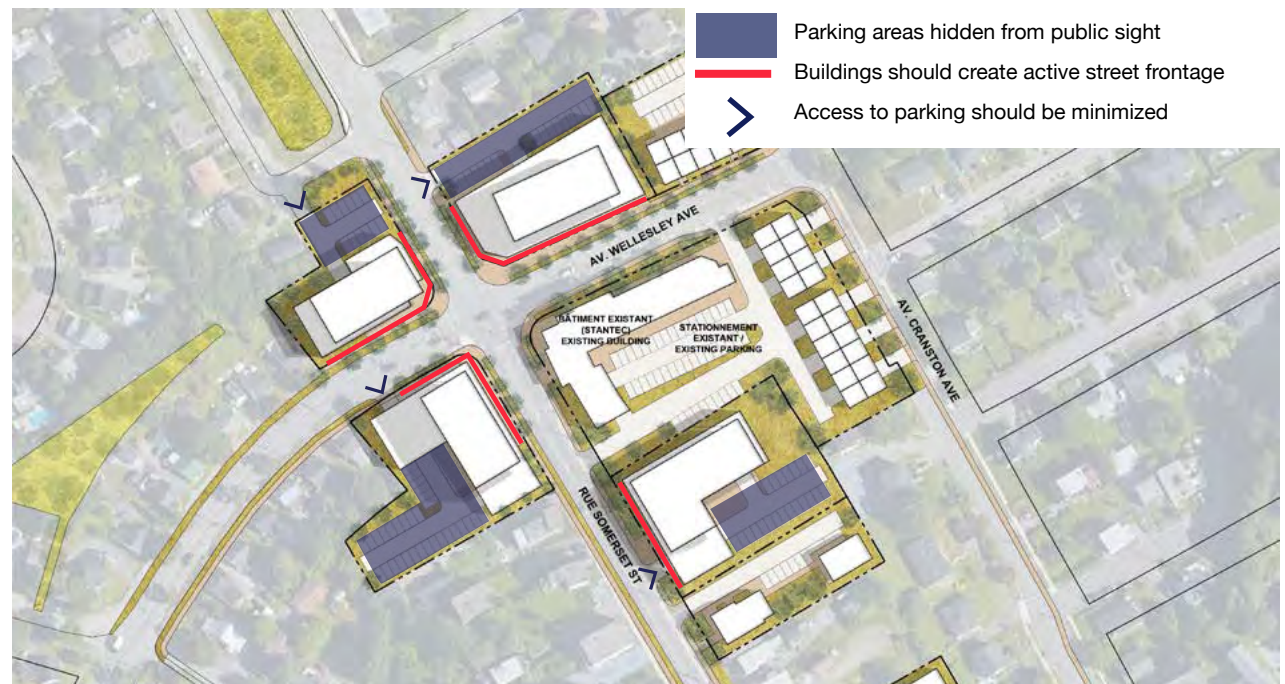


Figure 24: Surface parking strategy. Source: Fotenn

1. Streets should accommodate a range of users and modes of transportation, including walking, cycling, public transit, and private vehicles, in that order of priority.
2. Street furniture should be installed along high-volume pedestrian streets, preferably at regular intervals, including street trees, planters, benches, street lighting, waste receptacles, bus stops, bicycle racks, and mailboxes.
3. Where street trees are provided, ensure adequate soil volumes to promote survival. Technologies such as Silva Cells may assist in achieving this goal.
4. Where appropriate, examine the possibility of road diets, lane reductions, and other traffic-calming measures.
5. Incorporate wide sidewalks of a width suitable to the context to allow adequate space for multiple users.
6. Orient buildings and building entrances to address abutting public streets.
7. Site buildings to create shallow, or no, setbacks to the public street. Greater setbacks may be provided for a portion of a lot where restaurant patios, publicly accessible sitting areas and similar features are provided.
8. Create continuous street walls that are a minimum of two storeys, particularly along Main Street.
9. In designing or redesigning streets in the planning area, The City should apply an accessibility lens by:
 - a. Consulting with individuals and groups with lived experience;
 - b. Ensuring pathways are sufficiently wide for those using mobility aids to pass others without moving off the pathway or sidewalk, typically 1.8 metres wide;
 - c. Designing intersections to protect vulnerable and disabled users;
 - d. Seeking to maintain grades that are less than 5%, minimize cross-slope (side-to-side slopes) and where long slopes are present, provide period flat areas for rest; and
 - e. Encouraging compliance with B651 18 *Accessible Design for the Built Environment* by the Standards Council of Canada (CSA).

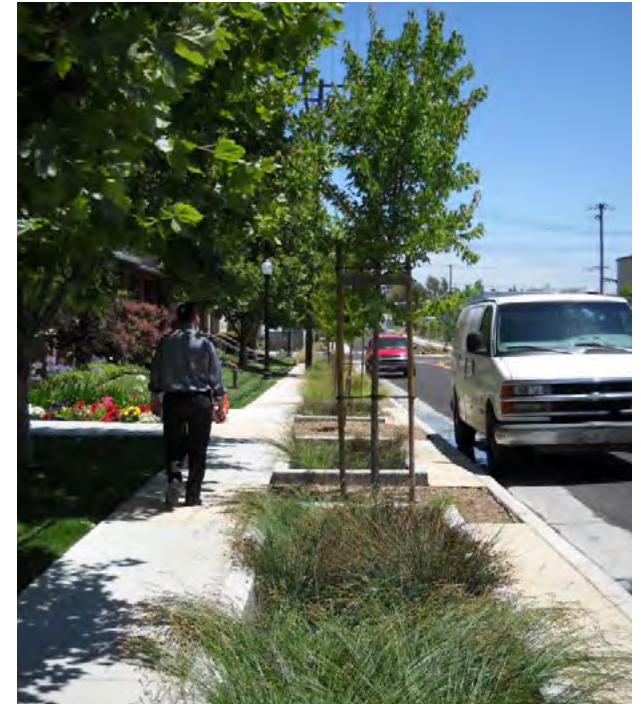


Figure 27: Curbside extension for tree planting. Source: Fotenn



Figure 26: Example of a complete multi-modal street design. Source: Fotenn

3. Where possible, incorporate existing architectural features into new development.
4. Use building materials consistent with the character of the area.
5. Explore ways to commemorate previous uses on a site through siting, architectural techniques, massing, and/or plaques.
6. Explore opportunities to honour the history of Indigenous and other cultures of the North End.

5.4 Design Guidance for Greenfield Sites

1. “Design with nature” by:
 - a. Preserving existing natural features, including waterbodies, forested areas, and habitats;
 - b. Minimizing regrading by accommodating existing topography;
 - c. Accounting for existing patterns of drainage;
 - d. Preserving and complementing existing biodiversity; and
 - e. Prioritizing existing natural features including waterbodies, forested areas, and habitats as shared amenity space.
2. Create a connected street network, in a modified grid pattern to the extent feasible. Integrate new streets with the existing street network on abutting lands.

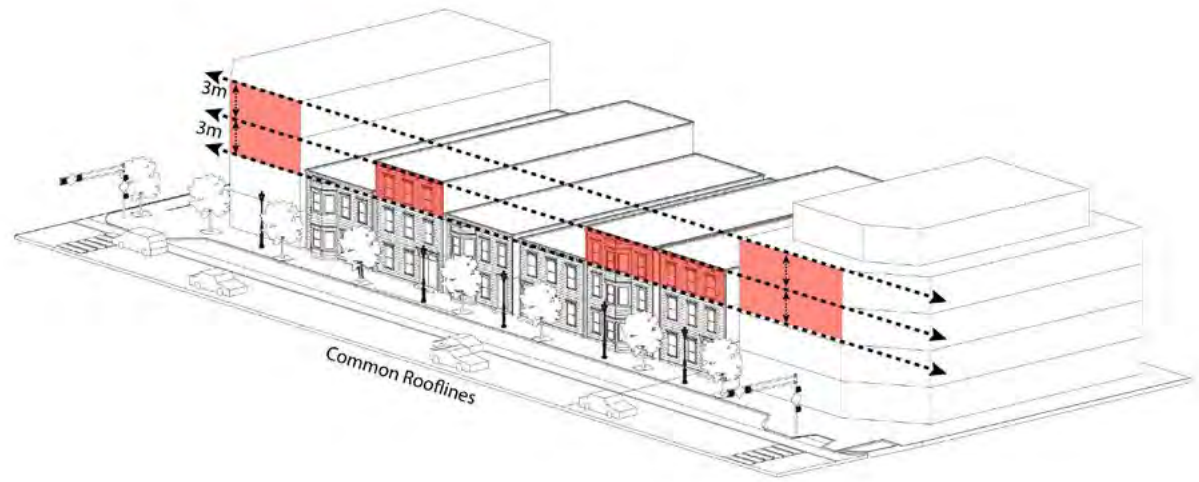


Figure 29: New development design should relate back to neighbourhood character. Source: Fotenn

3. Maintain connectivity among green space network and integrate parks and open spaces with the surrounding green space network.
4. Consider the integration of stormwater management ponds as a community feature for quality and quantity control.
5. Provide a mix of land uses in appropriate locations, including residential, commercial, institutional, and recreational uses.
6. Provide a variety of residential dwelling types to offer choice to residents. Higher-density units should generally be located on more prominent streets.
7. Site residential buildings with setbacks to balance consistency with variety along a street. Buildings should enjoy a close relationship with the public street.
8. Incorporate pedestrian infrastructure, including sidewalks, mid block connections, and pathways that integrate with adjacent communities.
9. Consider opportunities for passive solar gain in orienting streets and lots, to reduce building heating requirements in winter months.
10. Avoid rear lotting on all streets.
11. Make the front entrances of houses more prominent by limiting the size of garages and reducing setbacks to front entrances.

6. Character Areas

Character areas are communities or districts within a city that are easily recognized or understood by residents and visitors. These areas typically have unique and distinct characteristics that help create a sense of place or location. Elements such as heritage and history, topography, vegetation, proximity to waterfronts, building typologies and massing all contribute to the creation of these locations.

The North End planning area is comprised of the following existing character areas:

- / Douglas Avenue
- / Old North End
- / Lansdowne / Main
- / Mount Pleasant
- / Somerset
- / Pokiok Greenfield

Each character area is described in greater detail in this section.

Douglas Avenue

One of the oldest parts of the North End, Douglas Avenue serves as a connection between the North End and West side of the city. Indigenous people, including the Wolastoqiyik, have portaged around Reversing Falls on the Wolastoq/Saint John River since time immemorial.

In 1853, a suspension bridge was constructed across Reversing Falls, replacing older ferry traffic. The bridge represented the only link between the city's east and west sides until 1968 and spurred the development of Douglas Avenue.

Until 1945, a streetcar ran along Douglas Avenue. Much of the current urban fabric of this character area consists of large stately Victorian houses

with deep lots and mature street trees. These properties are examples of the architectural design preferences of the era and are well-preserved.

This Character Area includes numerous non-contiguous properties that collectively form the Douglas Avenue Heritage Conservation Area.

Harbour Passage, a well-used active transportation corridor and tourist route, extends through the character area from Uptown, although the improved section of the trail extends only as far as Bentley Street, and poor cycling/pedestrian infrastructure on Chesley Drive limits connectivity.



May 2026

Profile

Area: 89 hectares

Parks and Open Spaces

- / Fallsview Park
- / Riverview Memorial Park
- / St. Peter's Park
- / Reversing Falls Lookout

Community Amenities

- / New Brunswick Museum
- / Harbour View High School
- / Harbour Passage

Affordable Housing

- / Buildings owned by social housing providers
- / Privately owned market based affordable housing

Figure 30: Historic houses on Douglas Avenue. Source: Fotenn
City of Saint John - NORTH END PLAN

Priority Projects & Initiatives

This section identifies key projects, programs and incentives that will realize the vision for Douglas Avenue. These will generally be led by The City, in partnership with other groups.

Green Space System

Parks, Trails and Ecosystem Services

- / [A] Where site conditions permit, extend public trail along Marble Cove, connecting existing parks and public land in collaboration with property owners.
- / [B] In consultation with the Wolastoqey Nation in New Brunswick (WNNB), explore opportunities for St. Peter's Park.
- / [C] When development occurs, investigate the opportunity to connect the Old North End to St. Peter's Park through a pedestrian connection at the site known as the old forum site, located at the corner of Main and Harvey Streets.

Transportation & Mobility

Transit, Active Transportation, Streets

- / [D] Extend the improved section of Harbour Passage from Bentley Street to the Reversing Falls Bridge. Continue prioritizing the improvement of pedestrian crossings along Douglas Avenue.
- / [E] The City may undertake and implement a streetscaping study/complete street study for Douglas Avenue.
- / [F] At the time of redevelopment of the Mixed-Use Areas fronting Chesley Drive, work with proponents to improve the safety and pedestrian comfort of Chesley Drive.

Housing Affordability

- / The City will apply the housing policies of this Plan to advance affordability in the Douglas Avenue Character Area.

Incentive Strategy

- / The City will continue to apply development and improvement incentive programs in the Douglas Avenue Character Area, in accordance with the policies of this Plan.

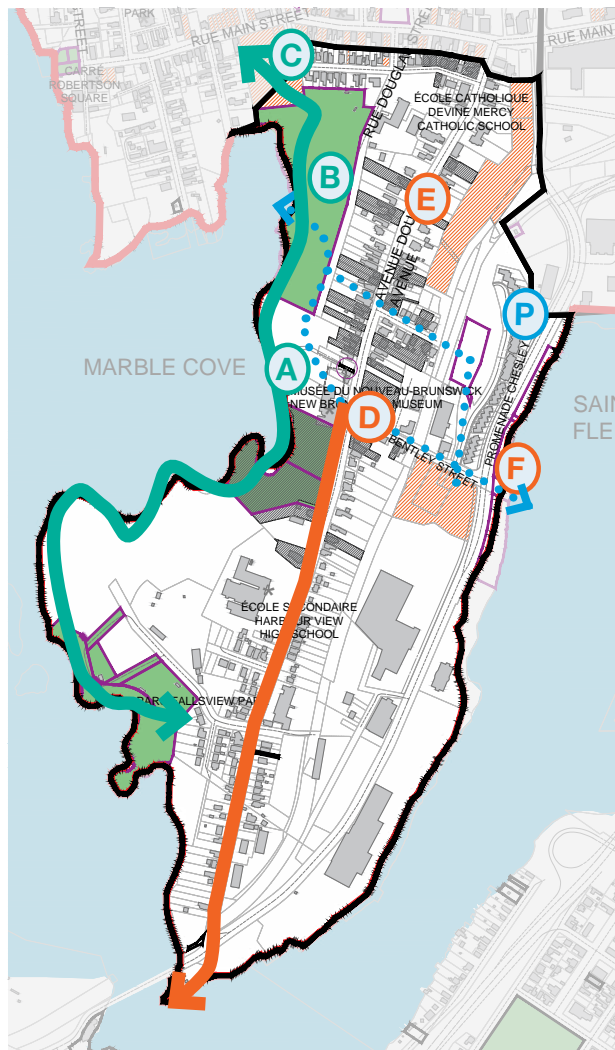


Figure 31: Douglas Avenue Character Area priority projects.
Source: Fotenn / GIS, Saint John

Douglas Avenue

Policies

These policies apply to the Douglas Avenue Character Area. All development must demonstrate conformity with these policies.

General

1. The general policies of this Plan shall apply to the Douglas Avenue Character Area.
2. The policies of the Municipal Plan shall apply to development within the Douglas Avenue Character Area, unless otherwise specified by the policies of this Plan.
3. Greater heights than those permitted could be considered if:
 - a. A three- to four-storey streetwall condition along Douglas Avenue is maintained;
 - b. Lots are sized to allow for soft landscape buffers to adjacent Low-Rise designations; and
 - c. Adequacy of servicing is demonstrated.
4. Development applications adjacent to the rail line shall include a review of the FCM / Rail Association of Canada (RAC) proximity guidelines.

Low to Medium Density Residential

1. All ground-oriented residential typologies, including multiple-unit typologies, are permitted with a maximum height of three storeys.
2. Development shall meet a minimum density of 35 units per net hectare on a per-lot basis.
3. Up to four dwelling units are permitted on all lots, unless otherwise specified in this Plan.

Medium to High Density Residential

1. All residential typologies are permitted, with a maximum height of six storeys.
2. Development shall meet a minimum density of 60 units per net hectare, with a target of 120 units per net hectare, to be calculated on a per-lot basis. Up to six units are permitted on any lot, unless otherwise specified in this Plan.
3. Small-scale, neighbourhood-serving commercial uses are permitted along Douglas Avenue on corner lots and along Bentley Street.

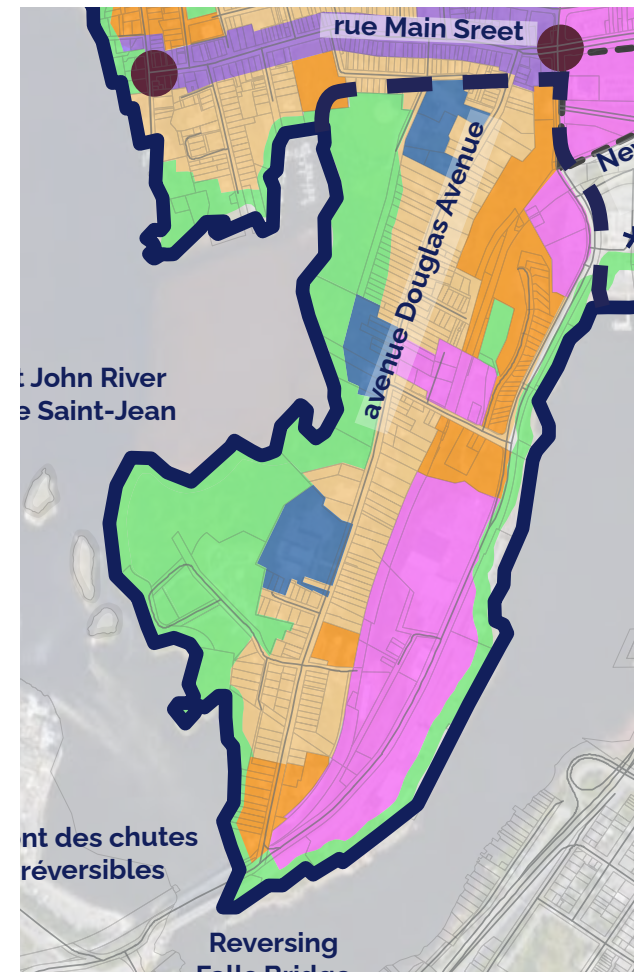
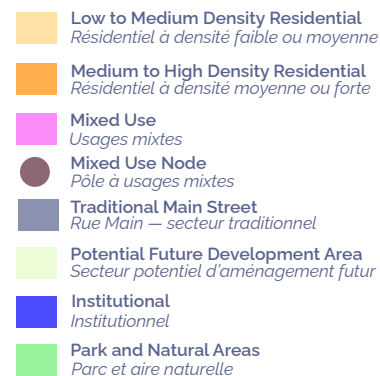


Figure 32: Extract from Land Use Schedule - Douglas Avenue.
Source: Fotenn City of Saint John - NORTH END PLAN

Policies (continued)

Mixed Use

1. This designation applies to lands currently occupied by existing commercial and industrial uses. Through the rezoning process, these uses will evolve to include a range of compatible land uses, including:
 - a. Higher-density residential typologies with a minimum density of 60 units per net hectare, with a target of 120 units per net hectare, to be calculated on a per-lot basis;
 - b. Institutional uses, such as places of worship, schools, daycares, medical clinics, community centres, fire stations and similar uses; and
 - c. Commercial uses which primarily serve the daily needs of residents and enhance the vitality and access of the waterfront or key destinations such as the Museum, cafés, entertainment, retail, medical and business offices.
2. All uses should be designed to integrate with adjacent residential development, promote active street frontage, and contribute to a vibrant, pedestrian-friendly character.
3. The integration of multiple complementary uses within a single building is encouraged. In mixed use buildings, active uses such as retail shall be located on the ground floor.

Institutional

1. This designation accommodates a range of larger-scale institutional uses, including educational facilities, major care facilities, recreation facilities, places of assembly, and other public uses. Existing buildings in the Institutional designation may be repurposed for other compatible community-serving uses.
2. Smaller neighbourhood institutional uses such as places of worship, supportive housing, and minor supportive facilities will be accommodated through existing zoning and rezoning, where applicable.
3. In order to develop large-scale institutional uses, land division or consolidation may be required.
4. Parking supply should:
 - a. Be adequate to accommodate projected demand;
 - b. Be located to minimize impact on the street and public spaces; and
 - c. Be limited to allow for additional landscaping elements.

Park and Natural Areas

1. Permitted land uses in the Park and Natural Area designation shall be limited to parkland, recreation, and conservation uses.
2. The City shall acquire lands along the waterfront for public access and shoreline protection as a condition of development. Where land acquisition is not desirable, The City may protect for these functions on private land through other measures.
3. To supplement the on-land Harbour Passage, The City may consider installation of a boardwalk along the waterfront to enable trail connections, particularly along frontages of sites used for industrial purposes.

Design Guidelines

These guidelines are to be flexibly applied, but projects must demonstrate that the intent has been satisfied.

General

1. Land division and development of larger sites may be required to protect or provide for new publicly accessible paths and to increase the functionality of the pedestrian network.
2. Parking for multi-unit residential buildings shall be located interior to the lot and not in a front yard. Shared parking and access is encouraged.
3. Development should incorporate high-quality design elements that reference the aesthetic character of Douglas Avenue, while encouraging design suitable to a modern Maritime city.
4. Development should generally be designed with sensitivity to the railway corridor, including adequate buffering, visual screening, and noise mitigation.

Douglas Avenue

1. Main entrances shall be oriented and sited to address the public street, and should include porches/terraces facing the street.
2. Building design should maintain the existing fine-grained urban fabric, with entrances every 12-20 metres.
3. Maintain a consistent street setback, and prioritize retention/planting of canopy trees and gardens consistent with the existing desirable pattern.

4. Parking should not be located in front yards, with a maximum of one single-wide driveway per street-facing unit.

Chesley Site

1. Vacant lands on Chesley Drive, north of the railway corridor at the terminus of Hilyard Street (PID 55093983), may be developed with residential or mixed use buildings.
2. Building heights on the vacant Chesley site should be a maximum of six storeys in height.

Cultural Heritage

1. There are a number of non contiguous properties that comprise the Douglas Avenue Heritage Conservation Area. In accordance with the *Saint John Heritage Conservation Areas By-law*, properties may be added to the Heritage Conservation Area and shall be subject to the cultural heritage sections of this Plan, including protections and design standards.
2. Throughout, but particularly along, the portage route labelled as [P] in Figure 31, honour Wabanaki history through design and site features.
3. Properties along the Douglas Avenue Beautification Corridor may be eligible for grant funding in accordance with the Beautification Program Strategy in this Plan.

Landscape and Site Design

1. Tree-planting is encouraged:
 - a. In front yards, including in the public right-of-way; and
 - b. In rear yards.
2. Larger sites should include clusters of trees and landscaping features to create semi-public amenity areas.
3. Plantings should consist of native species to the extent possible.
4. Land parcels with waterfront frontage should:
 - a. Provide for public access, where possible, or in accordance with the policies of this Plan; and
 - b. Be designed with sensitivity for views from the water.

Old North End

The Old North End is one of the oldest areas of European settlement in Saint John and previously represented the core of development and commercial activity in the former city of Portland. Economic activities were generally focused on the Saint John River and transportation of goods to and from inland New Brunswick.

Local shopping was previously oriented on Main Street, a thriving commercial street, which featured two- to three-storey buildings with retail frontages activating the street. A streetcar previously transported goods and passengers along Main Street from the docks at present-day Roberston Square to the Central Peninsula.

The Old North End is characterized by a generally orthogonal, historic street grid south of Shamrock Park, historic buildings in various conditions of repair, and open spaces such as Victoria Park.

The Old North End character area also includes not-for-profit housing developments, including The Range community (formerly the Rifle Range), a post-war Canada Mortgage and Housing (CMHC) development along Churchill Boulevard. Provincial housing developments managed by New Brunswick Housing Corporation (Housing NB) include Charlton Place and Stephenson Tower, located between The Range and Millidge Avenue.

Several buildings along Main Street and other key frontages have suffered demolition by neglect, including fires which spread quickly in the balloon-frame construction typical of much of the housing in this area. These vacant parcels present an important infill opportunity to help revitalize the area.

The community is moderately walkable, with access to local community amenities and shops.

Profile

Boundary Area

~100 hectares

Parks and Open Spaces

- / Shamrock Park
- / Victoria Park
- / Robertson Square
- / Kilwanis North End Play Park

Community Amenities

- / Nick Nicolle Community Centre
- / YMCA
- / RiverCross Mission

Affordable Housing

- / The Range (housing cooperative)
- / Charlton Place (Housing NB)
- / Stephenson Tower (Housing NB)
- / Old North End (private market)



May 2026

Figure 33: Alexandra Building and Mural, Old North End, Saint John. Source: Fotenn

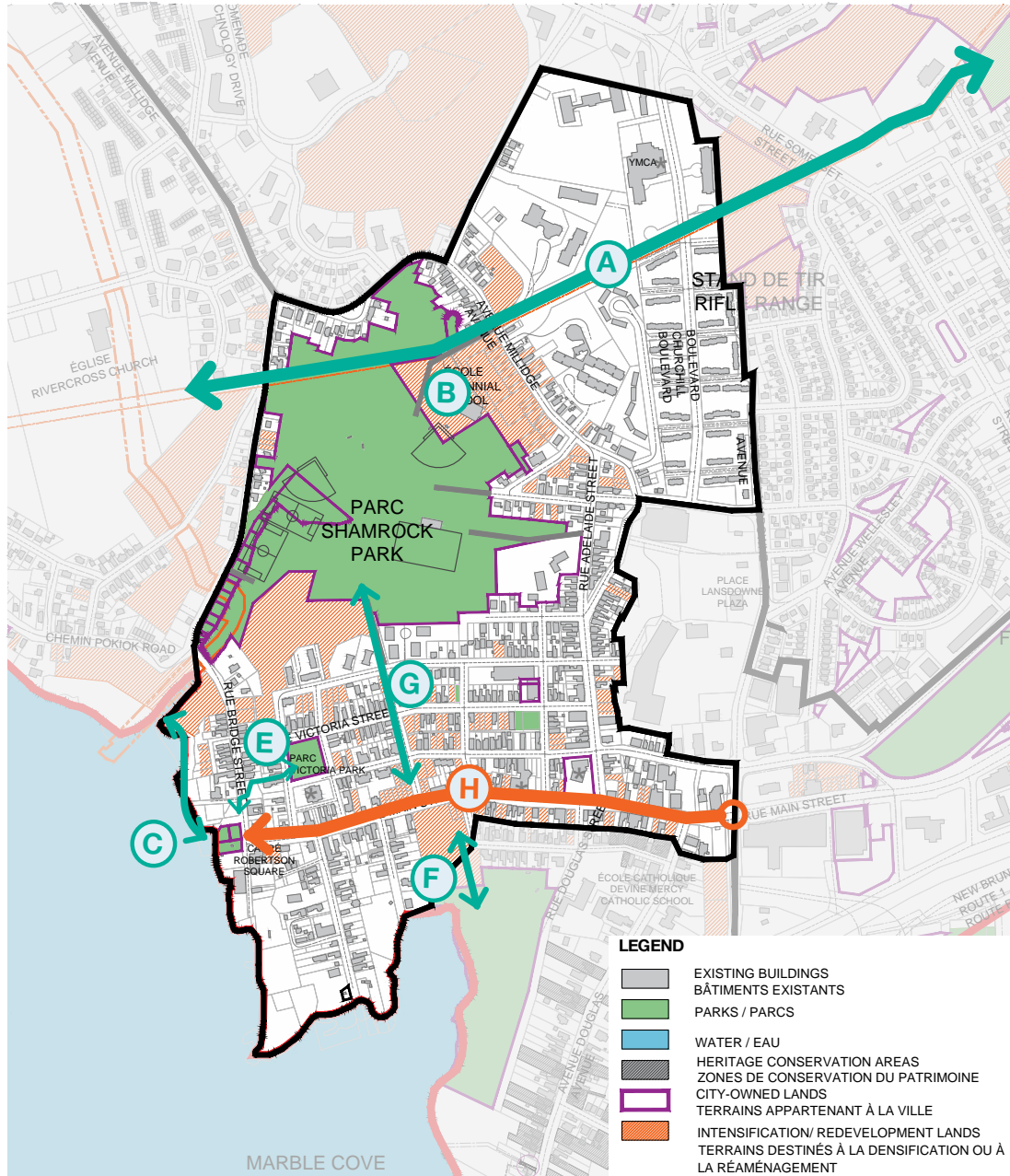


Figure 34: Old North End priority projects. Source: Fotenn / GIS, City of Saint John.

Priority Projects and Initiatives

This section identifies key projects, programs and incentives that will realize the vision for the Old North End Character Area. These will generally be led by The City, in partnership with other groups.

Green Space System

Parks, Trails and Ecosystem Services

- / [A] Engage with NB Power to advance the use of energy corridors for multi-use recreational paths.
- / [B] Evaluate the potential acquisition of the Centennial School property for incorporation into Shamrock Park.
- / [C] Consider or evaluate a detailed recreation study which examines the potential of acquiring lands north of Robertson Square to increase the park area and facilitate access to the water. Formalize and maintain the pedestrian pathway and landscape rehabilitation between Robertson Square and Spar Cove.
- / [D] Develop a detailed implementation plan for the Robertson Square area.
- / [E] If redevelopment were to occur, investigate the creation of a publicly-accessible pathway from Victoria Park to Bridge Street and Robertson Square.
- / [F] When development occurs, investigate the opportunity to connect the Old North End to St. Peter's Park through a pedestrian connection at the site known as the old forum site located at the corner of Main and Harvey Streets.

Old North End

/ [G] Evaluate the opportunity to continue trail connections from St. Peter’s Park, across the old forum site post-development, up Albert Street and connecting to Shamrock Park.

Transportation and Mobility

Transit, Active Transportation, Streets

/ [H] When development proposals are taking place or infrastructure rehabilitation is occurring, undertake streetscape studies to revitalize Main Street west of Lansdowne Avenue.

/ Create opportunities for multi-modal mobility options.

Policies

These policies apply to the Old North End Character Area. All development must demonstrate conformity with these policies.

General

1. The general policies of this Plan shall apply to the Old North End Character Area.
2. The policies of the Municipal Plan shall apply to development within the Old North End Character Area, unless otherwise specified by the policies of this Plan.
3. A building of up to six storeys may be permitted on the north side of Robertson Square.
4. Robertson Square is contemplated as a mixed-use catalyst development. It is suitable for a

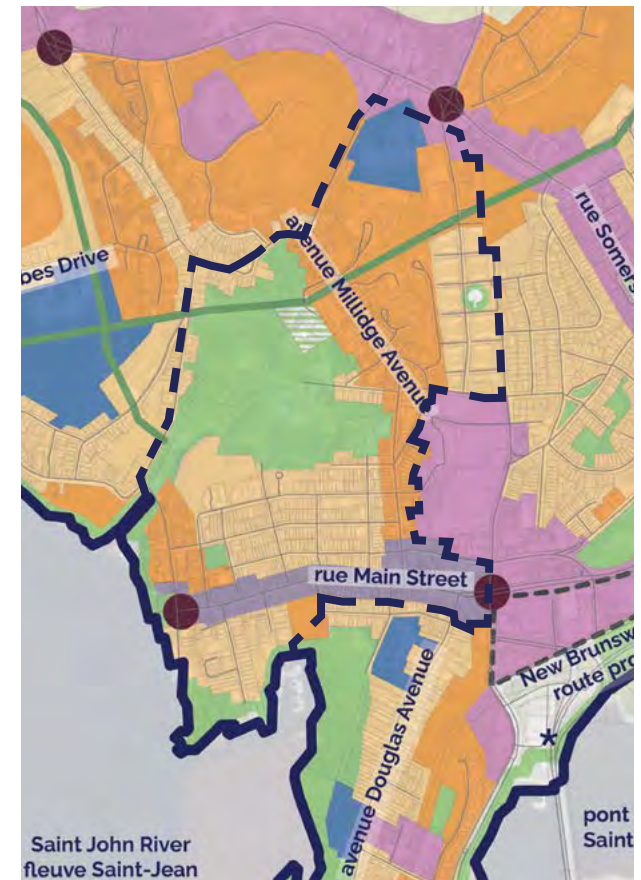


Figure 35: Extract from Land Use Schedule - Old North End.
Source: Fotenn

development up to six storeys due to its lower elevation. This site is envisioned as the highest density site in the vicinity.

Low to Medium Density Residential

1. All ground-oriented residential typologies, including multiple-unit typologies, are envisioned with a maximum height of three storeys. Additional height may occur with architectural treatments and/or setbacks on upper levels.
2. Development shall meet a minimum density of 35 units per net hectare on a per-lot basis.
3. Up to four dwelling units are permitted on all lots, unless otherwise specified in this Plan. Additional densities are possible in accordance with the zoning regulations.
4. Subject to re-zoning, small-scale, neighbourhood-serving commercial uses are envisioned along Churchill Boulevard.

Medium to High Density Residential

1. All residential typologies are envisioned, with a maximum height of six storeys.
2. Development shall meet a minimum density of 60 units per net hectare, with a target of 120 units per net hectare, to be calculated on a per-lot basis.
3. Subject to re-zoning, small-scale, neighbourhood-serving commercial uses are envisioned along the following streets:
 - a. Main Street;
 - b. Bridge Street;

- c. Adelaide Street; and
- d. Lansdowne Avenue.

Traditional Main Street

1. Building heights along Main Street west of Lansdowne Avenue shall maintain a three-storey streetwall condition. Additional height may occur with architectural treatments and/or setbacks on upper levels.
2. Permitted land uses in the Traditional Main Street designation shall include:
 - a. Townhouses, cluster townhouses, multiple unit dwellings, seniors residences and supportive housing;
 - b. Commercial uses that serve the area, including, but not limited to, restaurants, retail, bars, and other similar uses;
 - c. Community uses, including, but not limited to, community centres, libraries, daycares, theatres, and museums;
 - d. Medical services, including but not limited to clinics, pharmacies, and specialized medical services;
 - e. Places of worship; and
 - f. Parks and open spaces.
3. The mixing of uses in single buildings is encouraged, where active land uses such as retail or institutional uses are located on the ground floor.
4. Lot fabric should generally reflect the historical fine-grained lot fabric, with narrower frontages.

Park and Natural Areas

1. The Park and Natural Areas designation is intended for green space, open space, and associated public uses.
2. New parks, community gardens, or other public and semi-public green space areas are permitted throughout the Character Area.
3. Limited commercial recreation uses may be permitted, subject to appropriate standards in the *Zoning By-law*.



Figure 36: Fine-grained lot fabric pattern in the Old North End, Saint John. Source: Fotenn

General Development Standards

These guidelines are to be flexibly applied, but projects must demonstrate that the intent has been satisfied.

General

1. Land division and development of larger sites may be required to protect or provide for new publicly accessible paths and to increase the functionality of the pedestrian network.
2. Parking for multi-unit residential buildings shall be located interior to the lot and not in a front yard, and shared parking and access is encouraged.
3. Development should feature architecture and design features suitable to a modern Maritime city.

Main Street

1. Development on properties that front onto Main Street shall be oriented and sited to address the public street.
2. Building design should maintain the fine-grained urban fabric, with regularly-spaced entrances.
3. Parking should not be located between a building and the Main Street right-of-way.
4. Driveways and on-site parking areas should be limited to reduce curb cuts, facilitate on street parking, minimize conflicts with pedestrians, and foster a continuous street frontage.

Concept Plan #1 (Old North End): Main Street west of Lansdowne Avenue and up to Bridge Street Intersection

1. The area around Victoria Park and the intersection of Main Street and Bridge Street should generally develop in accordance with the concept plan included in Appendix A.
2. As permitted by the height overlay, multi-unit dwellings up to four storeys in height may be permitted along Bridge Street and Holly Street.
3. Buildings with visual exposure to Victoria Park and Robertson Square should be designed to avoid blank walls and should include transparent windows for interaction with the squares and to improve safety.

Concept Plan #2: Millidge Avenue and Constance Street (Centennial School & Baxter Dairy Site)

1. The design should focus on integrating with, and enhancing access to, Shamrock Park.
2. Ensure a consistent frontage of dwelling units along Millidge Avenue, with the front of units oriented towards the public street.
3. Commercial uses should be oriented toward Millidge Avenue or Constance Street to improve visibility and outside access.
4. Taller buildings should be located internal to the site, away from Millidge Avenue.
5. Locate surface parking at the rear of buildings.
6. Provide communal amenity areas to serve residents of the development.
7. Development should provide community amenity spaces at key intersections or site entrances to improve connectivity to the neighbourhood green space.

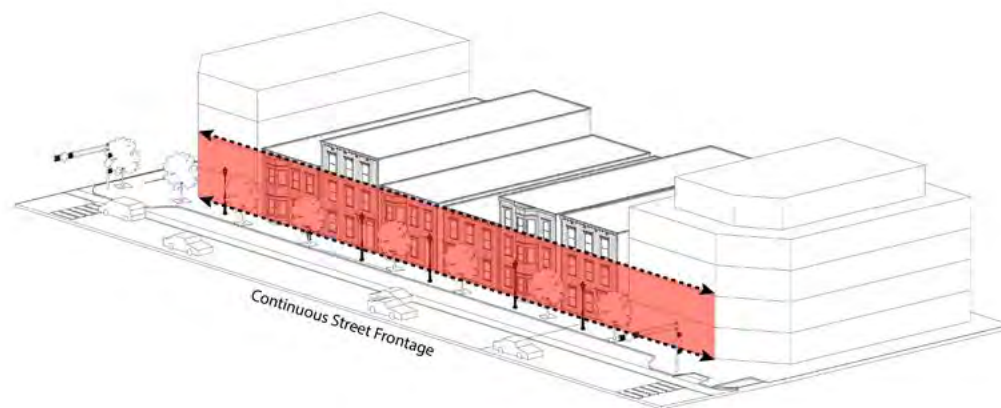


Figure 37: Ensure a continuous street frontage is kept through new development. Source: Fotenn

8. Development should prioritize the preservation of the existing baseball fields southwest of the site.

Shamrock Park

1. Shamrock Park is programmed with a range of active and passive recreational opportunities and a primary amenity for the plan area and The City.
2. Development should prioritize providing pedestrian and bicycle access to Shamrock Park through trails, sidewalk and streetscape improvements.
3. Transportation infrastructure should account for a range of transportation modes for accessing Shamrock Park, including walking, bicycle, public transit, and private vehicles.
4. Wayfinding signage directing to Shamrock Park should be considered with any new development.

Public Squares

1. Public squares, including Victoria Park and Robertson Square, contribute to both passive recreation and beautification in the community.
2. New public squares and any redevelopment of existing public squares should include:
 - a. A balance of soft and hard landscaping features, including large canopy trees;
 - b. Accessible seating;
 - c. Adequate lighting;
 - d. Wayfinding; and
 - e. Public art.

3. Public squares should be designed to facilitate movement and visibility to promote access and safety for all users.
4. This Plan encourages the expansion of Robertson Square northwards to improve it as an amenity and increase frontage on the Wolastoq/Saint John River.

Landscaping

1. Tree-planting is currently required in front yards, including in the public right-of-way and encouraged between development and rear yards.
2. Larger sites should include clusters of trees and landscaping features to create semi-public amenity areas.
3. Plantings should consist of native species to the extent possible.

Waterfront

1. Land parcels with waterfront access should:
 - a. Provide for public access, where possible; and
 - b. Be designed with sensitivity for views from the water.

Brownfield Redevelopment

1. While not widespread, the City encourages redevelopment of brownfield sites.
2. Where applicable, remediation shall proceed in accordance with the provisions of the *Clean Environment Act* or any successor legislation which may apply.
3. Redevelopment of brownfield sites can act to ensure compatibility with surrounding land uses.

Lansdowne/Main Street

The Lansdowne/Main Street Character Area is a well-established commercial hub and corridor which includes diverse commercial development patterns, including drive-throughs, strip malls, hotels, recreation facilities and office/commercial developments.

The character area also includes the Fort Howe National Historic Site of Canada, located atop a hill that stands out on the landscape. A City of Saint John sign is strategically located on the hill, visible from New Brunswick Route 1. The view from Fort Howe provides impressive panoramic vistas of the Saint John Harbour, Central Peninsula and the North End.

Main Street in this area previously had a traditional high street character along its full extent, prior to urban renewal projects implemented in the 1960s-70s. The widening of the section of Main Street east of Lansdowne Avenue created an abrupt change in function and character of the corridor, converting it from a high street to a six-

lane traffic corridor that prioritizes private vehicles, fragmenting the surrounding neighbourhood in the process. The City of Saint John has recently urbanized Main Street, reducing the number of traffic lanes and replacing them with designated bike lanes, sidewalks, landscape areas and on-street parking.

A small residential enclave is located between Fort Howe, Main Street, New Brunswick Route 1, and Somerset Street.

Lansdowne Plaza is a large commercial plaza with multiple tenancies that provide daily services for North End residents. The extensive surface parking lots serving the plaza offer redevelopment potential at the centre of the planning area. Given its existing role and its central location, the plaza has immense potential to become a vibrant community hub.

The large commercial parcels south of Main Street also offer opportunities to be redeveloped with higher-density, mixed-use development with privileged views to the harbour.

A primary challenge in the Lansdowne/Main Street area is to reintroduce a coherent mobility network that addresses the fragmentation created by previous Urban Renewal projects and subsequent ad-hoc development.

Profile

Boundary Area

60 hectares

Parks and Open Spaces

- / Fort Howe National Historic Site
- / Connects to waterfront Harbour Passage Trail, New Brunswick Naval Memorial, Place Fort LaTour

Community Amenities

- / Lansdowne Plaza
- / Lord Beaverbrook Rink
- / Health Care clinics
- / Curling Club
- / Hotels and restaurants
- / Serviced by public transit
- / Harbour Passage
- / Connection to Uptown

Affordable Housing

- / Not applicable



Figure 38: Potential high-density / high-rise redevelopment parcels along Main Street. Source: Fotenn

Priority Projects and Initiatives

This section identifies key projects, programs and incentives that will realize the vision for Lansdowne Avenue and Main Street. These will generally be led by The City, in partnership with other groups.

Green Space System

Parks, Trails and Ecosystem Services

- / [A] Seek opportunities for new green space, including public parks, micro-parks, or public-private plazas.
- / [B] Explore a beautification project of Fort Howe that includes improving year-round pedestrian access, interpretive and historical signage, and enhanced landscaping.

Transportation and Mobility

Transit, Active Transportation, Streets

- / [C] Implement planned bicycle path or protected bike lanes on Chesley Drive between Main Street and Harbour Passage.
- / [D] Enhance pedestrian infrastructure on Simonds Street, connecting Harbour Passage, Lord Beaverbrook Rink, Main Street, Metcalf Street, Lansdowne Plaza, and Fort Howe.
- / [E] Enhance pedestrian connection from Main Street up to Fort Howe.

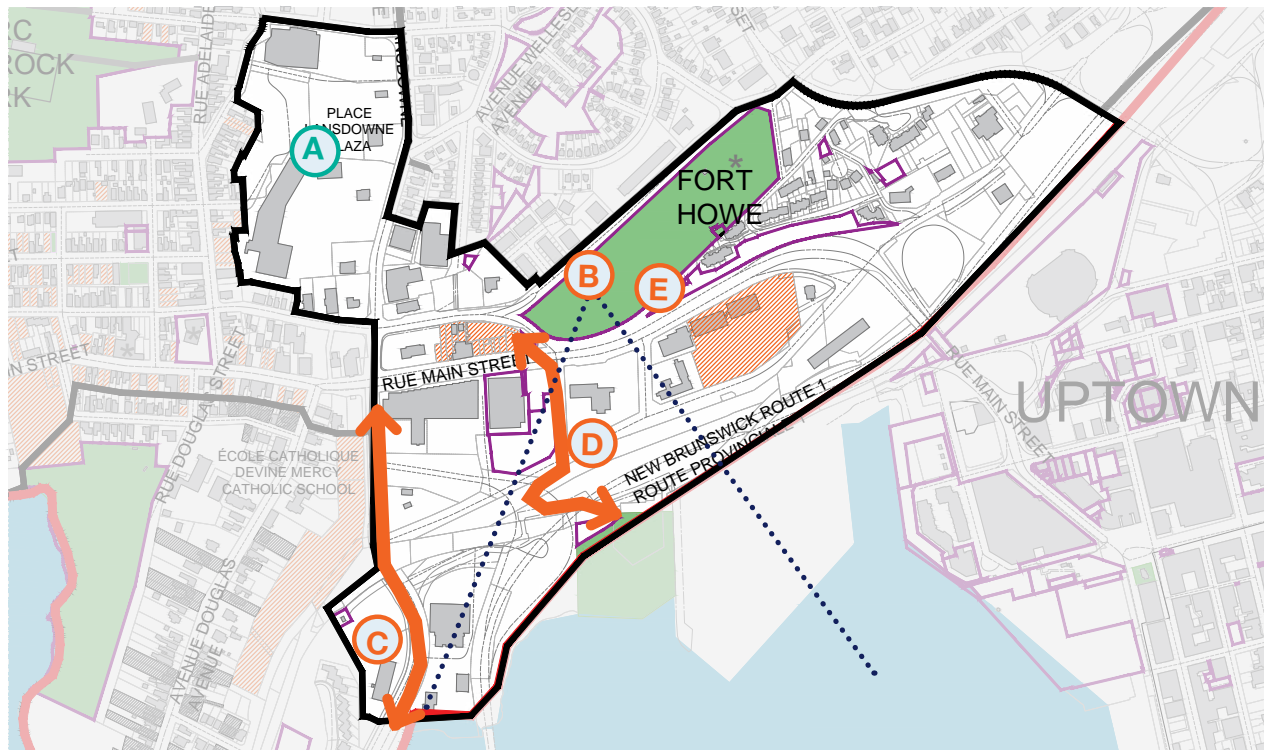


Figure 39: Lansdowne/Main Street priority projects. Source: Fotenn / GIS - Saint John

Policies

These policies apply to the Lansdowne/Main Street Character Area. As shown in Figure 39, the character area includes Lansdowne Plaza south of Visart Street and east of Adelaide Street / Harrington Street; east of Chesley Drive and the railway corridor; north of New Brunswick Route 1; west of Somerset Street; south of Magazine Street; and the area northeast of the intersection of Lansdowne Avenue and Metcalf Street.

All development must demonstrate conformity with these policies.

General

1. The general policies of this Plan shall apply to the Lansdowne/Main Street Character Area.
2. Greater heights than those permitted in the land use zone may be contemplated where:
 - a. In areas designated for mixed use abutting Main Street, a building of up to 20 storeys may be permitted, provided that:
 - / View sheds from Fort Howe are protected; and
 - / The mixed use area denoted on the land use map has predominantly been commercial or industrial. As the area develops, prioritization of residential units should create a truly mixed-use site.

- b. Lots are sized to allow for soft landscape buffers to adjacent low-rise designations;
 - c. Adequacy of servicing is demonstrated; and
 - d. Where appropriate, a community benefit, such as a publicly-accessible mid-block connection, or private parkette, is provided.
3. Development adjacent to the rail line shall have regard for the FCM-RAC proximity guidelines.

Medium to High Density Residential

1. All residential typologies are permitted, with a maximum height of six storeys.
2. Development shall meet a minimum density of 60 units per net hectare, with a target of 120 units per net hectare, to be calculated on a per-lot basis.
3. Up to six units are permitted on any lot, unless otherwise specified in this Plan.
4. Due to limited access and visibility, non-residential uses are not contemplated within the Medium to High Density Residential designation in the Lansdowne/Main Street Character Area. Applications to permit these uses shall require a site specific amendment to this Plan.

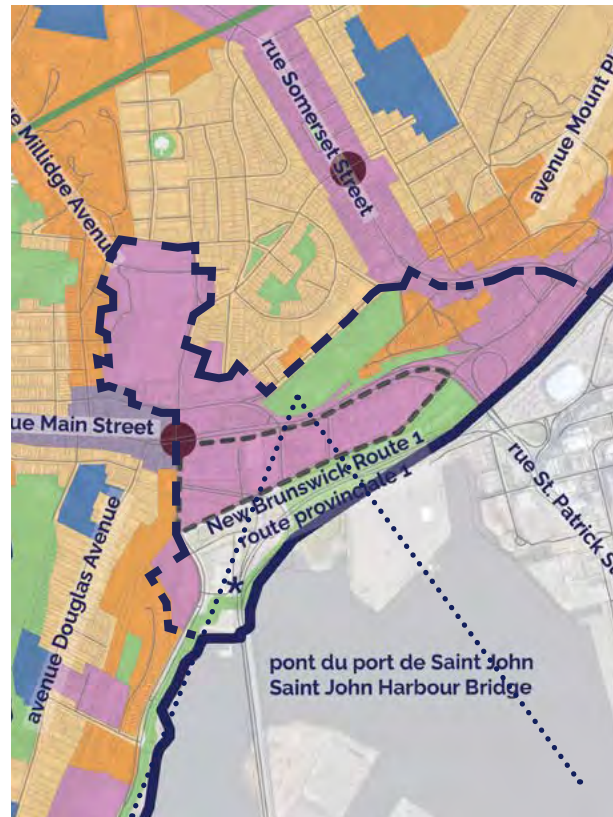


Figure 40: Extract from Land Use Schedule – Lansdowne/Main Street. Source: Fotenn

Policies (continued)

Mixed Use

1. This designation applies to lands currently occupied by existing commercial and institutional uses. Over time, these uses will evolve to include a range of compatible land uses, including:
 - a. Higher-density residential typologies with a minimum density 60 units per net hectare, with target of 120 units per net hectare, to be calculated on a per-lot basis;
 - b. Community-serving uses, such as places of worship, schools, daycares, arenas and similar uses;
 - c. Retail uses; and
 - d. Other commercial and non-residential uses which serve the functions of daily life and which are compatible with adjacent residential, including cafes, medical offices, offices, etc.
2. The mixing of uses in single buildings is encouraged. Where located in a mixed use building, active uses such as retail shall be located on the ground floor.

Park and Natural Areas

1. Land uses shall include parks, recreation, and conservation uses.
2. In the Lansdowne/Main Street Character Area, the principal uses in the Park and Natural Areas shall be heritage sites, including Fort Howe.

General Development Standards

These guidelines are to be flexibly applied, but projects must demonstrate that the intent has been satisfied.

General

1. Land division and development of larger sites may be required to protect or provide for new publicly accessible paths and to increase the functionality of the pedestrian network.
2. Parking for multi-unit residential buildings shall be located interior to the lot and not in a front yard, and shared parking and access is encouraged.
3. Development should incorporate high-quality design elements that reference the aesthetic character of the Lansdowne/Main Street area, while encouraging design suitable to a modern Maritime city.

Concept Plan #3: Lansdowne Plaza

1. Redevelopment and intensification of the Lansdowne Plaza site should generally proceed in accordance with the concept design in Appendix A.
2. Through redevelopment, the Lansdowne Plaza site should gradually introduce an interior road network in a modified grid pattern. The development is encouraged to connect to existing streets.
3. The Plan encourages the exploration of reserving land for a transit hub to facilitate bus movements and multi-modal transportation.

4. Development should provide community amenity spaces at key intersections or site entrances to improve connectivity to neighbourhood green space.
5. Pending new development, an overall area-level traffic study should be conducted to address issues of access, circulation, and area connectivity.
6. Parking should be prioritized in underground spots, parking garages, and in shared parking spaces with the goal of minimizing surface parking lots.
7. Where possible, land should be reserved for public spaces, such as parks, parkettes, and event plazas, including integration of low-impact development features that recognize the historical presence of Newman's Brook.
8. A range of high-density residential building forms may be permitted, including apartment buildings, cluster townhouse dwellings, and townhouses.
9. Mixed-use buildings are encouraged throughout the Lansdowne Plaza site.
10. Greater building heights may be permitted, to a maximum of six storeys. Taller buildings should generally be located in the southeast of the Lansdowne Plaza site, in accordance with the concept plan.
11. Taller buildings should be designed with a podium-tower form that incorporates podiums and setbacks to transition building height and reduce perceived height differences.
12. Buildings should be sited to frame both public streets and interior streets to create enclosure and active frontages.

Concept Plan #4: Main Street East

1. Redevelopment and intensification of Main Street East should generally proceed in accordance with the concept design in Appendix A.
2. Taller buildings are encouraged in this planning area, subject to a six-storey height limit within the view shed from Fort Howe.
3. Taller buildings should be designed to:
 - a. Enhance the skyline and frame views to Fort Howe; and
 - b. Minimize impacts on the public realm associated with shading, wind and visual impact.
3. Simonds Street should be revitalized with pedestrian and cycling infrastructure and greened with street trees to enhance the active transportation link to the Harbour Passage.
4. Intensification on the Lord Beaverbrook rink site is encouraged, which retains the existing rink, enhances public realm adjacent to the rink building, and locates parking underground.
5. Development at the eastern end of the Concept Plan area, within the 2100 1-in-100 floodplain, is permitted subject to flood hazard mitigation.

High-Density Blocks

The guidelines in this section apply to the development blocks bounded by Metcalf Street/Main Street in the north; Chesley Drive/Lansdowne Avenue in the west; and Hilyard Street to the south.

1. A range of building heights and densities may be permitted, with general design guidance provided by the Concept Plan in Appendix A.
2. Buildings with larger floor plates should generally incorporate a transition in building heights, with taller elements generally located along public streets.
3. Development should incorporate active frontages along public streets, as indicated on the Concept Plan in Appendix A, through such means such as:
 - a. A mix of commercial and residential uses that promote pedestrian activity;
 - b. Active entrances; and
 - c. Generous window coverage.
4. Additions to existing buildings are encouraged, subject to the policies of this Plan.
5. A new local street on a north-south axis may be introduced east of Portland Street and south of Main Street to facilitate access and connectivity.

Landscaping

1. Tree-planting is currently required in front yards, including in the public right-of-way and encouraged between development and rear yards.
2. Larger sites should include clusters of trees and landscaping features to create semi-public amenity areas.
3. Plantings should consist of native species to the extent possible.

Brownfield Redevelopment

1. While not widespread, The City encourages redevelopment of brownfield sites.
2. Where applicable, remediation shall proceed in accordance with the provisions of the *Clean Environment Act* or any successor legislation which may apply.
3. Redevelopment of brownfield sites can act to ensure compatibility with surrounding land.

Mount Pleasant

Mount Pleasant is considered to be Saint John's first suburban community, dating back to the 1870s. Today it serves as a gateway to Rockwood Park, which is a large urban wilderness park established in the late 19th century, in the landscape tradition that produced New York's Central Park and Montreal's Mount Royal Park.

Mount Pleasant is a leafy neighbourhood that is characterized by larger residential lots, historic dwellings, and significant setbacks that are screened by mature trees and woods.

Late Victorian high-end houses were erected using the challenging and varied topography of the area that, together with mature trees, create a unique character that reflects the community's name of Mount Pleasant. Houses are generally well-preserved.

The Mount Pleasant character area includes the historic Saint John Public Gardens, a passive park with a formal entrance, traditional to the era of the development on Mount Pleasant. Small parcels owned by The City between Mount Pleasant and Rockwood Park accommodate a community garden and parking lot.

The Mount Pleasant area is also serviced by public transit.



Figure 41: Historic houses along Mount Pleasant Avenue. Source: Fotenn

May 2026

Profile

Boundary Area

27 hectares

Parks and Open Spaces

- / Saint John Public Gardens
- / Greater Saint John Community Garden
- / Harriet Irving Memorial Park
- / Access to Rockwood Park

Community Amenities

- / Not applicable

Affordable Housing

- / Not applicable

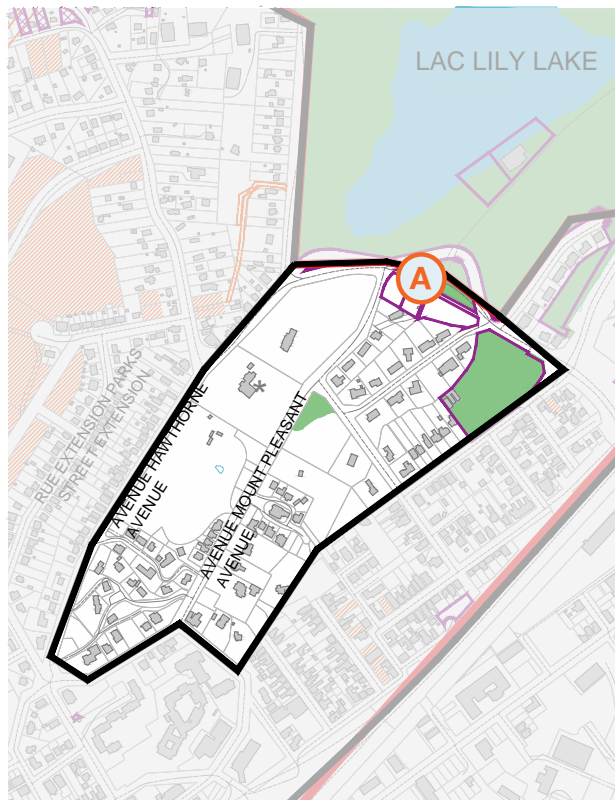
Priority Projects and Initiatives

This section identifies key projects, programs and incentives that will realize the vision for the Mount Pleasant Character Area. These will generally be led by The City, in partnership with other groups. With the exception of some modest conversions of existing dwellings, significant changes in built form are not anticipated in the Mount Pleasant Character Area.

Green Space System

Parks, Trails and Ecosystem Services

- / [A] Sidewalk and pedestrian facility improvements along Hawthorne Avenue on the northern edge of the Plan boundary.



LEGEND






-  EXISTING BUILDINGS
BÂTIMENTS EXISTANTS
-  PARKS / PARCS
-  WATER / EAU
-  CITY-OWNED LANDS
TERRAINS APPARTENANT À LA VILLE
-  INTENSIFICATION/ REDEVELOPMENT LANDS
TERRAINS DESTINÉS À LA DENSIFICATION OU À LA RÉAMÉNAGEMENT

Figure 42: Mount Pleasant - priority projects. Source: Fotenn / GIS - Saint John.

Policies

These policies apply to the Mount Pleasant Character Area. All development must demonstrate conformity with these policies.

General

1. The general policies of this Plan shall apply to the Mount Pleasant Character Area.

Low to Medium Density Residential

1. All ground-oriented residential typologies, including multiple-unit typologies, are permitted with a maximum height of three storeys.
2. Development is anticipated to remain low density in character.
3. Limited commercial or institutional uses may be contemplated in appropriate locations along Arrow Walk Road or Mount Pleasant Avenue, provided that:
 - a. The use is intended to support users of the Public Gardens and/or Rockwood Park;
 - b. The use is limited in size, to a maximum of 1,000 square metres;
 - c. The location is appropriate and will not result in undue traffic impacts on the surrounding area.

Park and Natural Areas

1. Permitted land uses in the Park and Natural Area designation shall be limited to parkland, recreation, and conservation uses.
2. New parks, community gardens, or other public and semi-public green space areas are permitted throughout the Character Area.

General Development Standards

These guidelines are to be flexibly applied, but projects must demonstrate that the intent has been satisfied.

General

1. Land division may be permitted, subject to the policies of this Plan.
2. Development should incorporate high-quality design elements that reference the aesthetic character of the Mount Pleasant Character Area, while encouraging design suitable to a modern Maritime city.

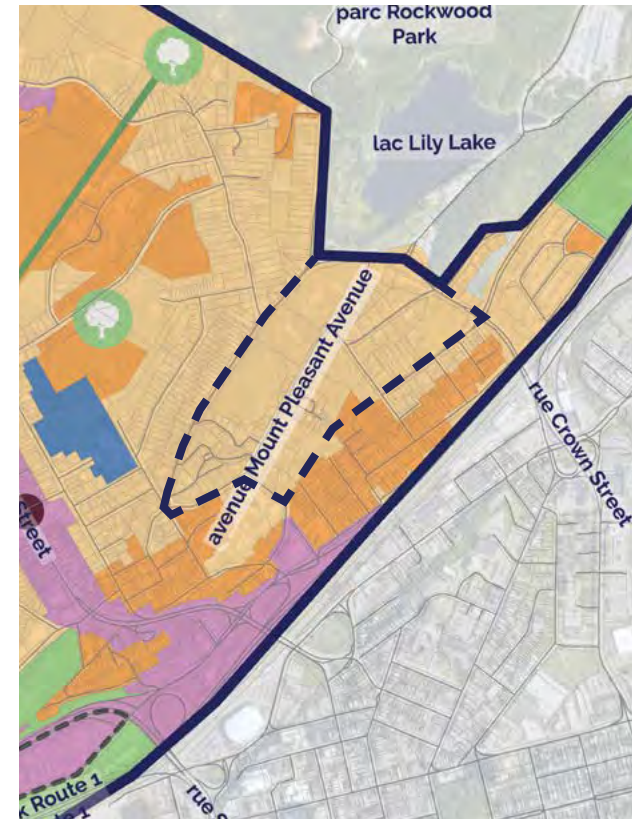


Figure 43: Extract from Land Use Schedule - Mount Pleasant. Source: Fotenn

Somerset

The Somerset Character Area generally encompasses the most northern sector of the planning area. A large and diverse urbanized sector, it showcases a wide range of development patterns, reflecting different historical periods of development and challenging topography.

Somerset Street is the main corridor within the character area. The section between Millidge Avenue and Samuel Davis Drive is predominantly characterized by large retail, commercial and light industrial typologies. The street changes in character between Samuel Davis Drive and Paradise Row, with predominantly low-rise residential uses with varied front yard setbacks on deep lots fronting on the street. Other sub-areas within this Character Area include:

- / Crescent Valley, a provincial housing project initially developed in the 1950s;
- / Portland Place, a post-war public housing development, consisting primarily of bungalows;

- / Technology Drive, which is now being developed as a high-density, mixed-use community;
- / Stanley Street – Public Gardens area, which represents how Portland Valley would have appeared prior to urban renewal;
- / Parkwood Apartments: low-rise apartments and townhouses on the eastern edge of the area; and
- / Organic, linear development following roads in the northeast segment of the character area.

Several of these properties have great potential to accommodate intensification projects due to the significant width of the adjacent right-of-way and deep lots that allow for generous transition to surrounding low-rise neighbourhoods. Additional density on arterial roads could help increase vibrancy and incentivize local retail and businesses with active frontages on the street.



Figure 44: Crescent Valley community, Somerset, Saint John. Source: Fotenn

Profile

Boundary Area

383 hectares

Parks and Open Spaces

- / Allison Ball Field
- / Crescent Valley Park
- / Large vacant parcels are private property or inaccessible to the public.

Community Amenities

- / Princess Elizabeth Elementary School
- / Future School on Ropewalk Road, with integrated community hub, including daycare and after-school programming
- / Large-format retail plazas
- / Sisters of Charity of the Immaculate Conception, including the Ruth Ross Residence and Rocmaura Nursing Home
- / Somerset bridge access to Central Peninsula
- / Pedestrian bridge to Central Peninsula (Stanley Street)
- / The Growing Place Community Garden
- / Crescent Valley Resource Centre
- / Crescent Valley Community Garden
- / Some employment and hotels located adjacent to the highway

Priority Projects & Initiatives

This section identifies key projects, programs and incentives that will realize the vision for Somerset Character area. These will generally be led by The City, in partnership with other groups.

Green Space System

Parks, Trails and Ecosystem Services

- / [A] Engage with NB Power to advance the use of energy corridors for multi-use recreational paths.
- / [B] Work with the Government of New Brunswick to conserve the existing rugby field at Hazen White School.

Transportation and Mobility

Transit, Active Transportation, Streets

- / [C] Undertake streetscape studies in strategic areas specifically Somerset Street.
- / [D] Transform Somerset Street into a transit priority corridor with enhanced pedestrian infrastructure.
- / [E] As development occurs, evaluate the need for proponents to upgrade Thornbrough Street and an extension to Park Street to meet collector road standards.

Housing Affordability

- / [F] Engage with local housing providers, Housing NB, and the community to prepare a master plan for the Crescent Valley area, which may include new development on City-owned lands abutting the community.

Affordable Housing

- / ~232 affordable housing units in Crescent Valley
- / New transitional housing development (A.C.R.E.S.)

LEGEND

- EXISTING BUILDINGS
BÂTIMENTS EXISTANTS
- PARKS / PARCS
- WATER / EAU
- CITY-OWNED LANDS
TERRAINS APPARTENANT À LA VILLE
- INTENSIFICATION/ REDEVELOPMENT LANDS
TERRAINS DESTINÉS À LA DENSIFICATION OU LA RÉAMÉNAGEMENT

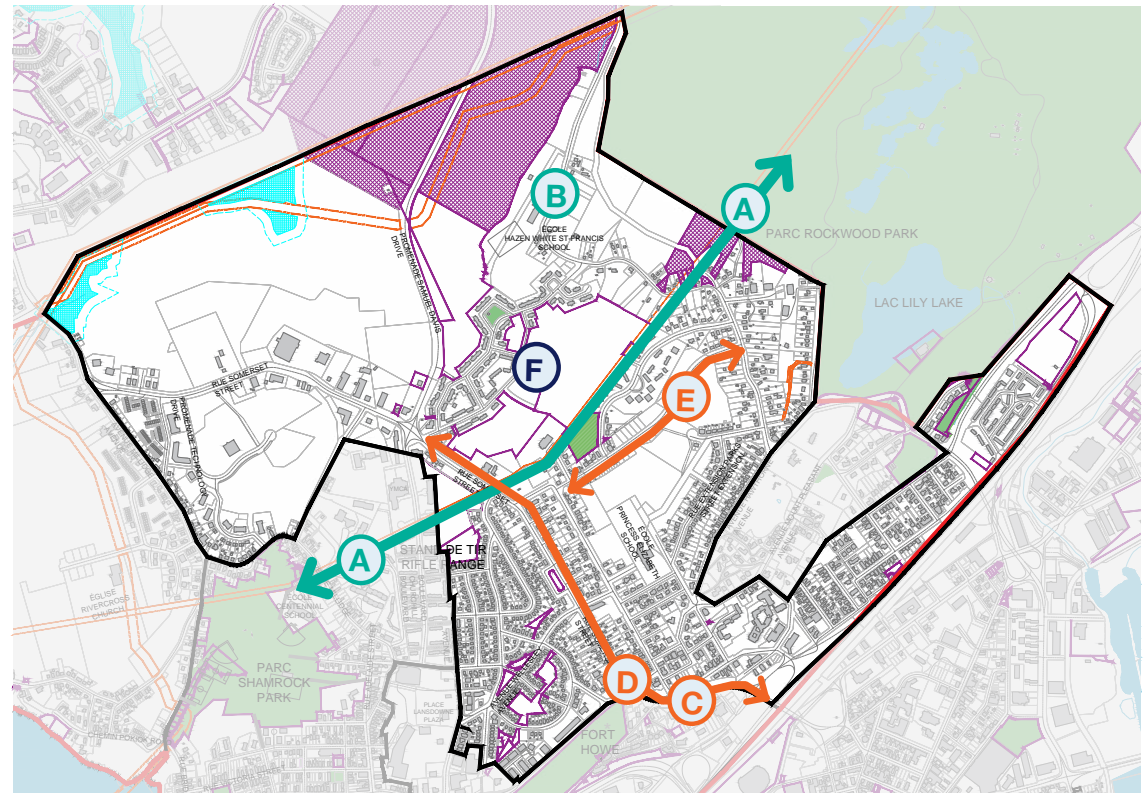


Figure 45: Somerset priority projects. Source: Fotern / GIS - Saint John.

Somerset

Policies

These policies apply to the Somerset Character Area. All development must demonstrate conformity with these policies.

General

1. The general policies of this Plan shall apply to the Somerset Character Area.



Figure 46: Potential for recreational trail along utility corridor.
Source: Fotenn
May 2026

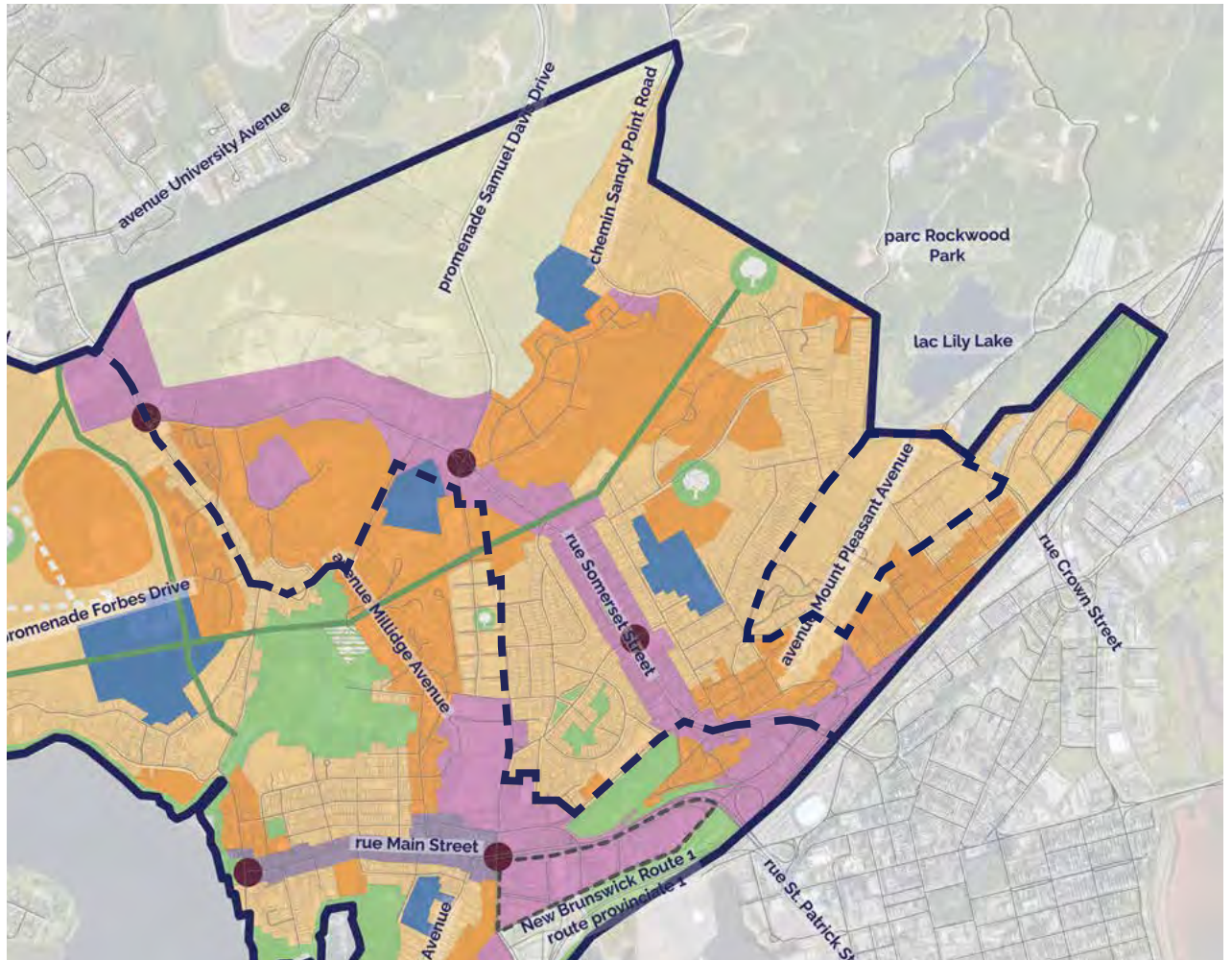


Figure 47: Extract from Land Use Schedule - Somerset. Source: Fotenn

Policies (continued)

Low to Medium Density Residential

1. All ground-oriented residential typologies, including multiple-unit typologies, are permitted with a maximum height of three storeys.
2. Development is encouraged to meet a minimum target density of 35 units per net hectare on a per-development basis.
3. Small-scale, neighbourhood-serving commercial uses are envisioned within the Low to Medium Density Residential designation along Millidge Avenue and Wellesley Avenue.

Medium to High Density Residential

1. All residential typologies are permitted with heights up to six-storeys contemplated at road intersections or adjacent to existing four- to six-storey buildings.
2. Development shall meet a minimum density of 60 units per net hectare, with a target of 120 units per net hectare, to be calculated on a per-lot basis.
3. Small-scale, neighbourhood-serving commercial uses are permitted on all streets in the Medium to High Density Residential designation within the Somerset Character Area.
4. Heights should be limited to four storeys. Greater heights may be considered at key intersections.

Mixed Use

1. Within the Somerset Character Area, the Mixed-use designation applies to lands fronting onto Somerset Street, or within close proximity.

2. A broad range of land uses shall be permitted in the Mixed-use designation, including:
 - a. Higher-density residential typologies with a minimum density of 60 units per net hectare, with a target of 120 units per net hectare, to be calculated on a per-lot basis;
 - b. Community-serving uses, such as places of worship, schools, daycares and similar uses;
 - c. Retail uses; and
 - d. Other commercial and nonresidential uses which serve the functions of daily life and which are compatible with adjacent residential, including cafes, medical offices, and business offices.
3. The mixing of uses in single buildings is encouraged. Where located in a mixed-use building, active uses such as retail shall be located on the ground floor.
4. Greater heights of up to six storeys are contemplated at intersections along the Somerset corridor, where:
 - a. The development achieves an appropriate transition to abutting properties;
 - b. The lot is of adequate size to accommodate the increased height, as well as parking facilities and amenities;
 - c. Curb cuts are minimized; and
 - d. Building setbacks from the street are appropriate to maintain a consistent streetscape.
5. Building heights are not envisioned to exceed four storeys at mid block properties.

Potential Future Development Area

1. Consistent with the direction of the Municipal Plan, the Potential Future Development Area in the Somerset Character Area is anticipated to transition away from industrial to other commercial and residential uses. Redesignation will be required prior to development, in accordance with Section 3.5 of this Plan.

Institutional

1. This designation accommodates a range of existing institutional uses, including educational facilities, major care facilities, recreation facilities, places of assembly, and other public uses.
2. Existing buildings in the Institutional designation may be repurposed for other uses.
3. Lot fabric in the Institutional designation shall generally preserve large land parcels for permitted land-intensive uses. Land division may be permitted provided that the retained land parcel will continue to enable the effective functioning of the existing and permitted land uses.

Park and Natural Areas

1. Permitted land uses in the Park and Natural Areas designation shall be limited to parkland, recreation, and conservation uses.
2. New parks, community gardens, or other public and semi-public green space areas are permitted throughout the Character Area.

General Development Standards

These guidelines are to be flexibly applied, but projects must demonstrate that the intent has been satisfied.

General

1. Land division and development of larger sites may be required to protect or provide for new publicly accessible paths and to increase the functionality of the pedestrian network.
2. Parking for multi-unit residential buildings shall be located interior to the lot and not in a front yard, and shared parking and access is encouraged.
3. Development should incorporate high-quality design elements that reference the aesthetic character of the Somerset Street area, while encouraging design suitable to a modern Maritime city.
4. When development occurs, evaluate the need for proponents to provide necessary infrastructure upgrades.

Concept Plan #5: Somerset Street and Wellesley Avenue

1. Development around the intersection of Somerset Street and Wellesley Avenue should generally proceed in accordance with the concept plan in Appendix A.
2. Buildings with heights of up to six storeys may be contemplated on sites near the intersection, as illustrated on the concept plan.
3. Buildings with larger footprints should

incorporate a height transition, with portions of the building stepping down to lower heights, particularly abutting low-rise residential buildings.

4. Buildings should be designed to frame abutting public streets, with parking located at the side or rear of the building.
5. Community-serving retail uses are encouraged on the ground floor of buildings along both Somerset Street and Wellesley Avenue.
6. Sites farther away from the intersection of Somerset Street and Wellesley Avenue should be developed with multi-residential buildings with heights up to four storeys in the Mixed-use designation, and three storeys otherwise.

Concept Plan #6: Somerset Street and Samuel Davis Drive

1. Development around the intersection of Somerset Street and Samuel Davis Drive shall generally proceed in accordance with the concept plan in Appendix A.
2. Buildings with heights of up to six storeys may be contemplated on sites near the intersection, as illustrated on the concept plan.
3. Buildings with larger footprints should incorporate a height transition, with portions of the building stepping down to lower heights, particularly abutting low-rise residential buildings.
4. Buildings should be designed to frame abutting public streets, with parking located at the side.
5. Community-serving retail uses are encouraged on the ground floor of buildings along both Somerset Street and Samuel Davis Drive.

6. Sites farther away from the intersection of Somerset Street should be redeveloped with multi-residential buildings with heights generally up to three storeys.

Concept Plan #7: Former Hazen White School

1. Development on the former Hazen White School site shall generally proceed in accordance with the concept plan in Appendix A.
2. Buildings with heights of up to three storeys may be contemplated throughout the concept area.
3. Buildings should be designed to frame abutting public streets, with parking located at the side or rear of the building.
4. Buildings adjacent to Sandy Point Road should be designed to frame the abutting public street.
5. Development should provide community amenity spaces with a focus on improving connectivity to the adjacent rugby field.

Landscaping

1. Tree-planting is encouraged:
 - a. In front yards, including in the public right-of-way; and
 - b. In rear yards.
2. Larger sites should include clusters of trees and landscaping features to create semi-public amenity areas.
3. Plantings should consist of native species to the extent possible.

Pokiok Greenfield

The Pokiok Greenfield Character Area covers a large area of land at the northwest edge of the planning area. Much of this character area is undeveloped greenfield land, some of which falls within the primary growth area, while other parts are in the rural area.

Robertson Lake is located at the centre of the character area, which is otherwise bisected by utility easements that fragment lands and development opportunities. The area features challenging topography, with high bedrock, creating challenges in some areas for the introduction of urban development forms on public water and sanitary services.

Several existing developments are located in this character area. The Pokiok community grew naturally over time along Pokiok and Highland Roads, which run parallel to the Saint John

River along its southern boundary, and along Belleview Avenue and Spar Cove Road. A cluster of predominately low-rise, multi-unit dwellings currently exist on Tartan Street, Lauder Court and Forbes Street, all of which connect to Millidge Avenue.

At the northern boundary of the character area is the Cambridge Estates subdivision, which has been developed in phases over recent decades. A mobile home community on Conifer Crescent is located approximately 150 metres west of Cambridge Estates.

The RiverCross Mission Church has recently constructed a new church within this area to accommodate its 700-member congregation.

Profile

Boundary Area

~266 hectares

Parks and Open Spaces

/ Not applicable – mostly undeveloped greenfield.

Affordable Housing

/ None identified

/ The Conifer Crescent mobile home community may offer market-based affordable housing



May 2026

Figure 48: Pokiok Greenfield Aerial View. Source: Google Earth.

2. All ground-oriented residential typologies, including multiple-unit typologies, are permitted with a maximum height of three storeys.
3. Development in new subdivisions shall meet a minimum density of 35 units per net hectare, calculated across the entirety of the subdivision.
4. Small-scale, neighbourhood-serving commercial uses are envisioned along Millidge Avenue.

Medium to High Density Residential

1. All residential typologies are permitted, with a maximum height of six storeys.
2. Development shall meet a minimum density of 60 units per net hectare, with a target of 120 units per net hectare, to be calculated on a per-lot basis.
3. Small-scale, neighbourhood-serving commercial uses are envisioned along Boar's Head Road and the key nodes and intersections of the new collector road connecting Forbes Drive and Cambridge Drive.

Institutional

1. This designation accommodates a range of existing institutional uses, including educational facilities, major care facilities, recreation facilities, places of assembly, and other public uses.
2. Existing buildings in the Institutional designation may be repurposed for other uses.
3. Lot fabric in the Institutional designation shall generally preserve large land parcels for permitted land-intensive uses. Land division may be permitted provided that the retained

land parcel will continue to enable the effective functioning of the existing and permitted land uses.

Park and Natural Areas

1. Permitted land uses in the Park and Natural Area designation shall be limited to parkland, recreation, and conservation uses.
2. New parks, community gardens, or other public and semi-public green space areas are permitted throughout the Character Area.
3. Protect public access to the waterfront when developing adjacent to Marble Cove.

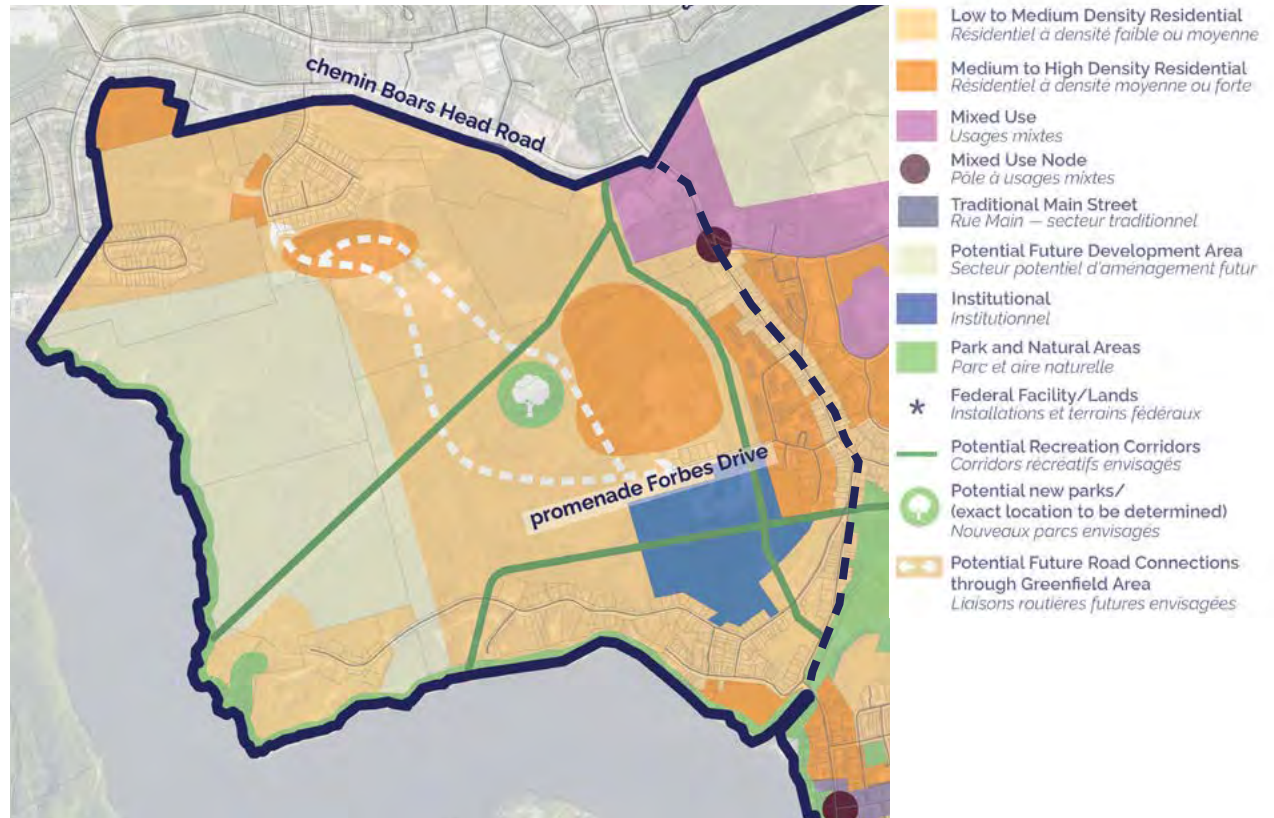


Figure 50: Extract from Land Use Schedule - Pokiok Greenfield. Source: Fotenn

General Development Standards

These guidelines are to be flexibly applied, but projects must demonstrate that the intent has been satisfied.

General

1. Land division and development of larger sites may be required to protect or provide for new publicly accessible paths and to increase the functionality of the pedestrian network.
2. Parking for multi-unit residential buildings is encouraged to be located interior to the lot and not in a front yard, and shared parking and access is encouraged.
3. Development should incorporate high-quality design elements that reference the aesthetic character of the area, while encouraging design suitable to a modern Maritime city.

Concept Plan #8: Pokiok Greenfield

1. New subdivisions should incorporate an integrated road network that connects to existing roads in the surrounding area.
2. To the extent feasible, new road connections should be made with Cambridge Drive to the north, to enable connectivity and redundancy in the local road network.
3. Road networks should generally be configured in a modified grid to the extent feasible to enable connectivity and efficient movement.
4. A mix of housing types should be provided to increase choice and diversity within the new community.

5. The range of dwelling types should generally be distributed throughout the community to avoid concentrations of density, traffic, and parking demands.
6. Incorporate pedestrian pathway blocks to facilitate local connections within the subdivision, where direct road connections are not possible.
7. Continue sidewalk connections along surrounding roads.
8. Plant street trees at regular intervals throughout the subdivision. One street tree per lot is recommended.
9. Robertson Pond should be preserved for public access and amenity. Residential units may overlook the publicly-accessible area around the pond.
10. Buildings in the subdivision should be sited with limited setbacks to create a relationship with the street.
11. Avoid “snout house” design by placing the front entrance in a prominent position and/or recessing garage door(s).
12. Buildings should be well-articulated, with architectural features and windows that create visual interest. Porches and verandas are encouraged.
13. Shared or paired driveways are encouraged for multi-unit residential buildings to facilitate on-street parking on the public street.

14. Communal parking areas should be located in the side or rear yard.
15. All public areas, boulevards, utility areas, or undevelopable spaces should be landscaped.
16. Provide adequate street lighting for pedestrian and motorist safety.
17. 17. Locate community mailboxes in visible centrally-located areas that are easily accessible by pedestrians and vehicles.

7. Implementation and Municipal Action Plan

7.1 Implementation Framework

7.1.1 Implementation by Council

1. Common Council shall recognize the North End Plan as a detailed policy document for guiding growth, development and investment by The City. The Plan shall be used in decision making for all forms of development approval, including zoning amendments, land division, and construction.
2. The North End Plan will be implemented by Common Council, as informed by direction from the Planning Advisory Committee and recommendations by City staff.

7.1.2 Implementation Through the Municipal Plan

1. Common Council shall amend the Municipal Plan (*PlanSJ*) to align with the policies and direction of the North End Plan.
2. In the event of a conflict between the North End Plan and the Municipal Plan (*PlanSJ*) after updates made in policy (1) have been completed to align the policy framework, the direction of the Municipal Plan shall prevail.
3. All policies of the Municipal Plan not explicitly addressed by the North End Plan continue to apply.

7.1.3 Zoning By-law

1. The *Zoning By-law* shall be updated to reflect the policy direction of the North End Plan.
2. In updating the *Zoning By-law* in policy (1),

The City will consider other zoning tools to implement the directions of this Plan, including provisions for preservation and planting of trees, as well as the design and installation of fences, walls, hedges, shrubs and trees.

7.1.4 Property Standards

1. In advancing the vision of the North End Plan, The City shall apply the provisions of the following by laws or their successors, including:
 - a. *Saint John Minimum Property Standards By-law M-14*; and
 - b. *Saint John Unsightly Premises and Dangerous Buildings and Structures By-law, M-30*.

7.1.5 Property Acquisition and Right-of-Way Protection

1. In accordance with the provisions of Division K of the *Community Planning Act* and the relevant provisions of the *Local Governance Act* and *Expropriation Act*, The City may acquire land for the purpose of carrying out the policy directions of this Plan. Land acquisition may be used for:
 - a. The development of new community facilities, including buildings or parkland;
 - b. The widening of roads and other rights of way;
 - c. Establishing pedestrian infrastructure, such as pathways, trails, or mid block connections; and

- d. Facilitating the provision of affordable housing.
- 2. Common Council may enact a deferred widening by law to prohibit development within areas identified for future road widenings in accordance with the policies and Schedules of this Plan.

7.1.6 Flood Mitigation

- 1. The City may work with the Government of New Brunswick to amend The *City of Saint John Flood Risk Areas By-law*, CP-11, to establish an additional Flood Risk Area.

7.1.7 Built Heritage and Archaeology

- 1. The City shall encourage participation of other landowners in advancing heritage conservation measures within the Douglas Avenue Heritage Conservation Area. Where additional participant properties are added, The City shall amend the *Saint John Heritage Conservation Areas By-law* accordingly.
- 2. Where new infill development is proposed within the Douglas Avenue Heritage Conservation Area, the Heritage Development Board and/or the Heritage Development Officer shall continue to follow the provisions of the *Saint John Heritage Conservation Areas By-law*. In contemplating a building setback that deviates from the last building from the historic period to have occupied the site in accordance with subparagraph 8(1)(b)(iii), the Board or Officer shall:
 - a. Have regard for the policies and design guidance of this Plan; and

- b. Seek to accommodate reasonable development proposals for additional dwelling units and/or accessory dwellings, as appropriate.
- 3. The City may continue to grant conservation easements under the *Conservation Easements Act* as a measure to ensure long term protection of built heritage and archaeological areas.
- 4. The City will work with Parks Canada to ensure that future development activities at and around Fort Howe are consistent with the policies and directions of this Plan.
- 5. The City will work with the Board of Directors of the New Brunswick Museum to:
 - a. Maintain the integrity of the defining heritage character elements of the Museum; and
 - b. Implement the policy and design directions of this Plan.
- 6. The City shall continue to work with the Government of New Brunswick, the Wolastoqiyik First Nation, the broader community, and purveyors of mapping services to determine appropriate official naming conventions for neighbourhoods within the planning area.

7.1.8 Streetscaping

- 1. The City will undertake streetscaping studies along strategic corridors within the planning area, including:

- a. Along Main Street within the Old North End area, between Bridge Street and Lansdowne Avenue, which may also address streetscaping in surrounding areas, including, but not limited to, Bridge Street, Victoria Street, Holly Street and Cunard Street. The study will consider width reductions for lanes of travel within the roadway to allow for wider sidewalks, opportunities for street trees and plants, and clearly demarcate street parking.
- b. Along Somerset Street and Wellesley Avenue to incorporate street trees and active frontages with new development.
- 2. Based on the studies completed in accordance with policy (1), The City may implement the findings of the study in the targeted areas.

7.1.9 Servicing

- 1. The North End sewer modelling project undertaken by The City should be used to plan infrastructure upgrades to accommodate forecasted increased capacity and separate sanitary and storm sewers, reducing the incidence of combined sewage overflow and overflow events.
- 2. Implementation of this Plan should be coordinated with the capital budget to ensure servicing capability.

7.1.10 Mobility Strategy

- 1. The City shall advance active transportation measures established in the policies and Schedules of this Plan.

2. The completed Main Street active transportation improvements are deemed to conform with the policy direction of this Plan. Future modifications to the Main Street right-of-way should reflect the design guidance of the Plan.
 3. The City shall support applications for relief from the provision of off street parking in accordance with By-law Number PC-13, or its successor, where:
 - a. The provision of parking would be detrimental to the resulting urban design condition of the site, street or surrounding area, as evaluated against the policies and direction of this Plan;
 - b. Adequate parking facilities are available in the vicinity, including surface parking, underground parking, parking structures, or street parking, in sufficient quantities to service the anticipated demands generated by the development; and
 - c. The reduction in off site parking would facilitate the development of additional housing units, where transportation demand management justification is provided.
- block- or community-wide scale, to encourage buildings and communities that meet the unique needs of senior residents and households with children.
 3. The City will work with Housing NB to maintain existing public housing stock and, where appropriate, expand the public housing stock elsewhere in the planning area.
 4. The City will work with the Government of New Brunswick and other community partners to implement the direction of the Affordable Housing Action Plan, and/or subsequent and successor plans approved by Common Council, in the North End planning area, including:
 - a. The development of new public housing and /or affordable housing; and
 - b. The development of new supportive housing options, as determined by the Province, front-line agencies and The City of Saint John;
 5. Where housing is a permitted use, the North End Plan shall not prohibit the use of housing for public housing, transitional housing, and/or supportive housing options. Intensification efforts will encourage a stable and affordable housing supply for a variety of demographic and household profiles that takes into consideration:
 - a. An appropriate balance of rental and homeownership tenures in a community;
 - b. An appropriate mix of housing for a range of household income profiles and demographics; and
 - c. Encouragement of “Missing Middle” affordable rental housing and affordable homeownership options for households between the 40th and 70th income percentiles for the city of Saint John.
 6. In implementing the policy and design direction of this Plan, including potential programs envisioned in the Development Incentives section, The City shall prioritize support for housing typologies that will be in demand over the planning horizon.
 7. It is recognized that people with disabilities and older adults are disproportionately likely to face housing affordability and suitability issues. The City shall encourage the development of affordable, barrier-free units, including through incentive programs that reward developments that have a high proportion of barrier-free units.
 8. To promote the growth of the local housing supply, The City will work with private developers, not-for-profit housing providers, and other levels of government to utilize federal housing financing and funding initiatives in accordance with the Grants and Other Financial Incentives section of this Plan.
 9. Develop a monitoring and redevelopment strategy for vacant buildings and lots.

7.1.11 Housing

1. Through the review of development applications, The City will encourage new residential development to include a mix of unit sizes, including larger units of 3 or more bedrooms to provide range of stable housing options for current and future residents.
2. The City will review applications for new residential development, particularly at a

7.1.12 Green Space Network

1. Where a subdivision is proposed, The City shall apply the provisions of Part 3 of the *Subdivision By-law* to obtain land for public purposes, including parkland and/or a money-in-lieu dedication, in accordance with the policies and Schedules of this Plan.

2. The City will work with NB Power to explore opportunities to use existing hydro corridors for active transportation and recreation purposes in accordance with the direction of this Plan.
3. The City will require tree plantings in new developments.
4. In designing street cross-sections, The City will plant street trees, shrubs, or perennial planting within public rights-of-way, where feasible. A range of native species should be selected for plantings. Use of soil cells may be considered in more challenging contexts to allow root growth under the sidewalk.
5. Along public streets, and particularly on streets that cannot accommodate street trees, The City will install alternative plantings in strategic locations, including planter boxes or hanging flowers.
6. The City may grant and register conservation easements under the *Conservation Easements Act* over environmentally sensitive areas within the planning area to ensure long-term protection of these areas and their ecological, aesthetic, and recreational values.
7. The City will leverage policy tools and design direction established in this Plan to reduce areas of urban heat island effect identified through other City plans and studies. In these areas, The City will consider or encourage tree planting, awnings, transit shelters, or other measures that reduce the impacts of heat on health and comfort.

7.1.13 Economic Development

1. The City will support and encourage the establishment of new businesses in the

planning area in accordance with the land use policies of this Plan.

2. The City will use planning and other municipal tools to promote the establishment and growth of community serving businesses in the planning area, such as retail, restaurants, food stores, and personal service businesses.
3. The City will work with OpportunitiesNB, the Regional Development Corporation, and the Atlantic Canada Opportunities Agency to foster new or expanded economic opportunities to the North End planning area, where consistent with the policy and design direction of this Plan.

7.1.14 Public Art

1. The City will encourage the inclusion and installation of art in public places in new developments.
2. The City will explore opportunities to integrate art in public places like parks, streets, public buildings, and civic spaces, with attention to works and activities that reflect and celebrate the identity, history and cultural life of the North End and enhance public spaces.
3. The City may collaborate with local artists and cultural groups to deliver creative projects that support neighbourhood pride, placemaking, and beautification.
4. The City may work with the Government of New Brunswick to explore opportunities to implement this policy on provincial lands, buildings, or infrastructure.
5. The City will work with ArtsNB and the Saint John Community Arts Board to support

opportunities for artists and community-engaged cultural expression in the North End.

6. The City will explore opportunities to activate existing and planned public spaces, including event-oriented spaces, through arts and culture activities that encourage community participation.
7. The City will align future art in public places initiatives in the North End with the forthcoming Municipal Arts Master Plan to ensure coordinated, sustainable and community-responsive outcomes.

7.1.15 Accessibility

Improving accessibility in the public realm and spaces is essential to support an inclusive community in which all are able to participate. The following policies are intended to improve accessibility in the North End through future development and City initiatives:

1. Development and City works shall be reviewed against the Principles of Universal Design, including:
 - a. Equitable Use;
 - b. Flexibility in Use;
 - c. Simple and Intuitive Use;
 - d. Perceptible Information;
 - e. Tolerance for Error;
 - f. Low Physical Effort; and
 - g. Size and Space for Approach and Use.
2. New developments shall include an appropriate number of barrier-free parking spaces in locations close to building entrances.

3. Curb ramps / cuts should be provided throughout the community to facilitate sidewalk access from the roadway.
4. Safe paths of travel with appropriate surfacing to support accessibility should be provided to connect destinations, building entrances, and parking areas.
5. Exterior stairs should be equipped with accessibility features such as slip-resistant surfacing, handrails, and a uniform riser height and tread depth.
6. Primary building entrances should be designed to be barrier-free, easily identifiable, with adequate space to permit access for all users.
7. Pick-up and drop-off loops should be provided for development that requires frequent visits, such as medical facilities or seniors housing.
8. Adequate lighting should be provided along paths of travel and in parking areas.
9. Accessible seating opportunities should be provided in public spaces and along sidewalks.
10. The design of public spaces should consider neurodiversity by incorporating features that allow users to manage sensory inputs and navigate spaces confidently.

7.1.16 Stormwater Management

In instances of development where a storm drainage submission is required under the *Drainage By-law*, the design must adhere to The City of Saint John's *Storm Drainage Design Criteria Manual* (SDDCM), latest edition and meet the requirements of the *Drainage By-law*, as applicable.

Reducing impervious surfaces and detaining stormwater runoff encourages soil infiltration, reduces erosion and sedimentation, and helps protect natural watercourses. In addition to meeting the requirements of the existing *Drainage By-law* and the SDDCM, proponents are encouraged, but not required, to incorporate low-impact development and employ the following best practices:

1. Using low-impact development strategies such as minimizing hard surfaces, and directing runoff onto or into landscaped areas, rain gardens, bioswales, soakaway pits, infiltration trenches and chambers, and perforated pipe systems.
2. Minimizing stormwater sent to the municipal system through rainwater harvesting, detention/retention systems, and infiltration systems.
3. Storing snow piles away from drainage courses, storm sewer inlets, and planted areas.
4. Planting perennial, native, and/or deep-rooted plants in rain gardens, bioswales, and other planting areas to bind soil together, prevent erosion, and improve soil infiltration.

7.2 Development Incentives

1. The City may consider the creation of new development incentive programs for implementation in the North End planning area. Potential programs may include, but shall not be limited to:
 - a. Support for beautification of buildings and properties in the planning area, which may include an expansion of the existing Beautification Grant Program;
 - b. Support for improvements to accessibility facilities on properties, including on building exteriors;
 - c. Promotion of heritage conservation;
 - d. Support for projects that increase residential density on developed properties;
 - e. Rebates of building permit fees for development projects that provide non-market housing;
 - f. Acquisition of affordable rental properties; and
 - g. The Large-Scale Development Incentive Program for proposed high-rise buildings that are encouraged to extend along Main Street into the North End planning area.
2. The City may enact an incentive or bonus zoning agreement by-law to permit the relaxation of specific zoning requirements where a development advances the public interest beyond standard requirements, such as providing public spaces or facilities.
3. The City may consider entering into a municipal service financing agreement with partner

developers who are prepared to front-end the cost of public infrastructure through development.

7.3 Grants and Other Financial Incentives

1. The City encourages property owners to utilize the New Brunswick Residential Rental Rehabilitation Assistance Program and Rental Conversion Program and other programs that support the maintenance, repair and occupancy of vacant housing stock.
2. The City may create a special development charge for the North End planning area to finance public projects where:
 - a. The public project is envisioned by, or consistent with the goals and objectives of this Plan; and
 - b. The benefits of the public project accrue primarily to residents of the North End.
3. The City shall monitor federal and provincial housing programs that provide funding and/or financing for private and not-for-profit housing. Where appropriate, The City shall prioritize lands and projects based on developer readiness and local housing needs. The City may complement submissions for support from higher orders of government with local incentives to enhance competitiveness, in accordance with provincial legislation and the development incentives policies of this Plan.
4. The City may develop concept plans and high-level pro-formas for vacant City-owned lands for consideration of funding and/or partnership opportunities. When disposing of surplus City

property, The City shall consider covenants or agreements that require a minimum level of affordability, minimum unit size and/or bedroom count, and/or tenure prior to completing an agreement of purchase and sale.

7.4 Intergovernmental and External Agencies

1. The City will work with Port Saint John to ensure ongoing functional and economic success of Long Wharf within the planning area. Future changes may include redevelopment, expansion, or repurposing, as conditions warrant.
2. The City, in partnership with Housing NB and the Crescent Valley community shall explore integrating City lands adjacent to Crescent Valley through a master planning process.
3. The City and Housing NB shall collaborate and explore opportunities for partnerships that may result in joint development and/or proposal submissions to provincial and federal governments for funding and financing of new affordable housing and community improvements in the Crescent Valley community.
4. The City will continue to build upon the strong relationship with the Wolastoqey Nation by consulting on matters of mutual interest. Within the planning area, any future plans for the area surrounding Fallsview Park will be a particular focus for consultation.
5. The City, in partnership with local community groups, will work with the Government of New Brunswick to explore opportunities for adaptive re-use of the former Lorne Middle School.

7.5 Monitoring

1. The City will monitor development, investment, and local activation of residents within the North End planning area.
2. In evaluating success of the North End Plan, the City shall use the indicators listed in Table 1.

Table 1: Indicators of Success for the North End Plan

Topic Area	Indicators	Score
Administration	Number and nature of amendments to this Plan	
Assessment Base	Total growth in the assessment base within the planning area	
Housing	Construction of new housing Proposals for a range of new housing types, densities and tenures Affordability	
Développement des entreprises	New businesses established Existing businesses expanded	
Walkability	Increase in pedestrian activity Enhanced connectivity between neighbourhoods and destinations	
Streetscaping	Infrastructure investments to achieve better balance between street users Increased street furniture	
Public Spaces	Increased number of public spaces, including parks and squares More public art	
Local Engagement	Greater attendance at public events Local neighbourhood pride and optimism	



Schedules

Schedule A

CHARACTER AREAS

Annexe A

SECTEURS DE CARACTÈRE

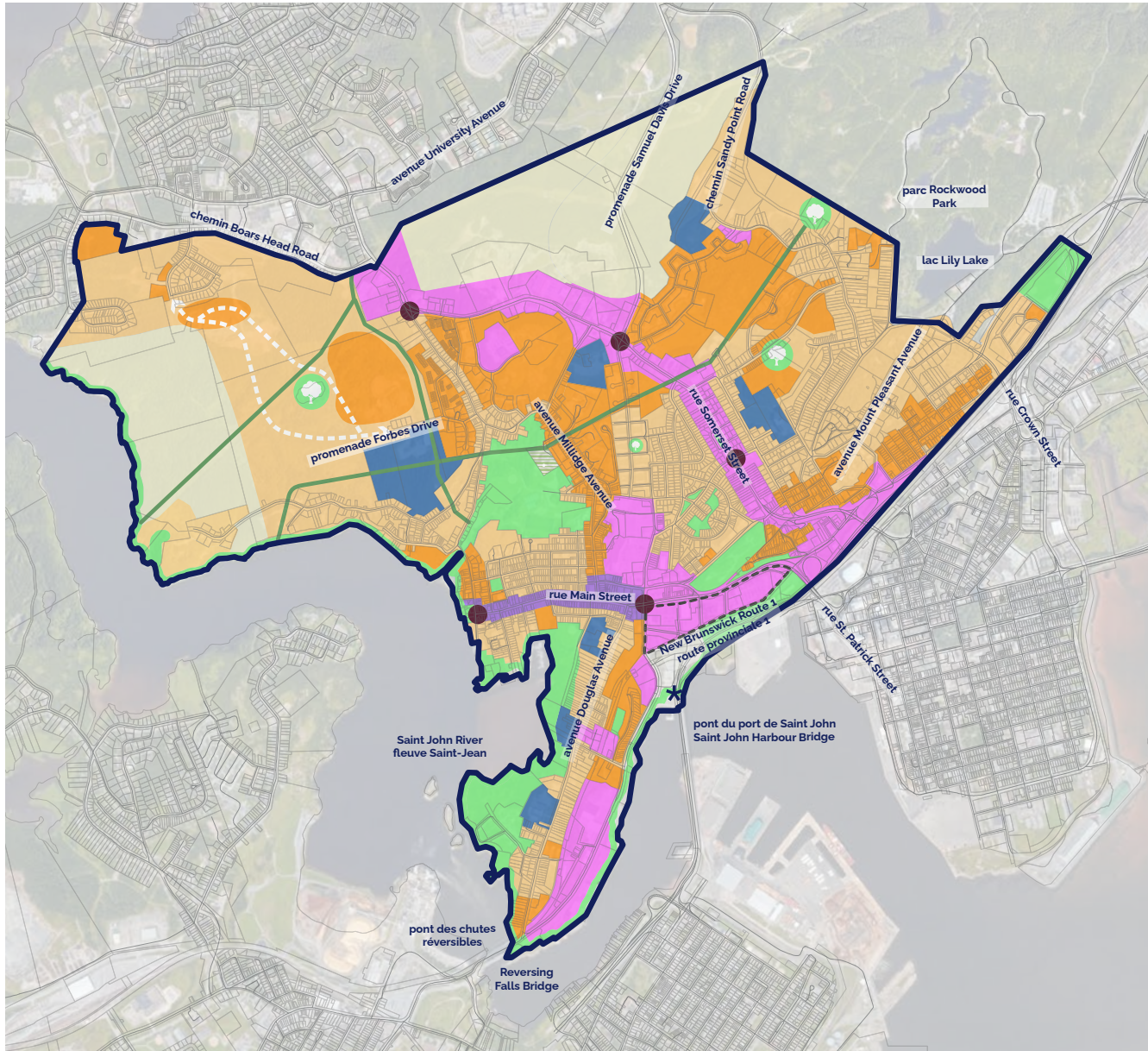


Schedule B

LAND USE



Annexe B: UTILISATION DES SOLS



- Low to Medium Density Residential
Résidentiel à densité faible ou moyenne
- Medium to High Density Residential
Résidentiel à densité moyenne ou forte
- Mixed Use
Usages mixtes
- Mixed Use Node
Pôle à usages mixtes
- Traditional Main Street
Rue Main – secteur traditionnel
- Potential Future Development Area
Secteur potentiel d'aménagement futur
- Institutional
Institutionnel
- Park and Natural Areas
Parc et aire naturelle
- * Federal Facility/Lands
Installations et terrains fédéraux
- Potential Recreation Corridors
Corridors récréatifs envisagés
- 🌳 Potential new parks (exact location to be determined)
Nouveaux parcs envisagés
- Potential Future Road Connections through Greenfield area
Liaisons routières futures envisagées en zone verte
- High-rise Overlay Area
Secteur de superposition pour bâtiments en hauteur



Appendix A: Catalyst Projects

Appendix A

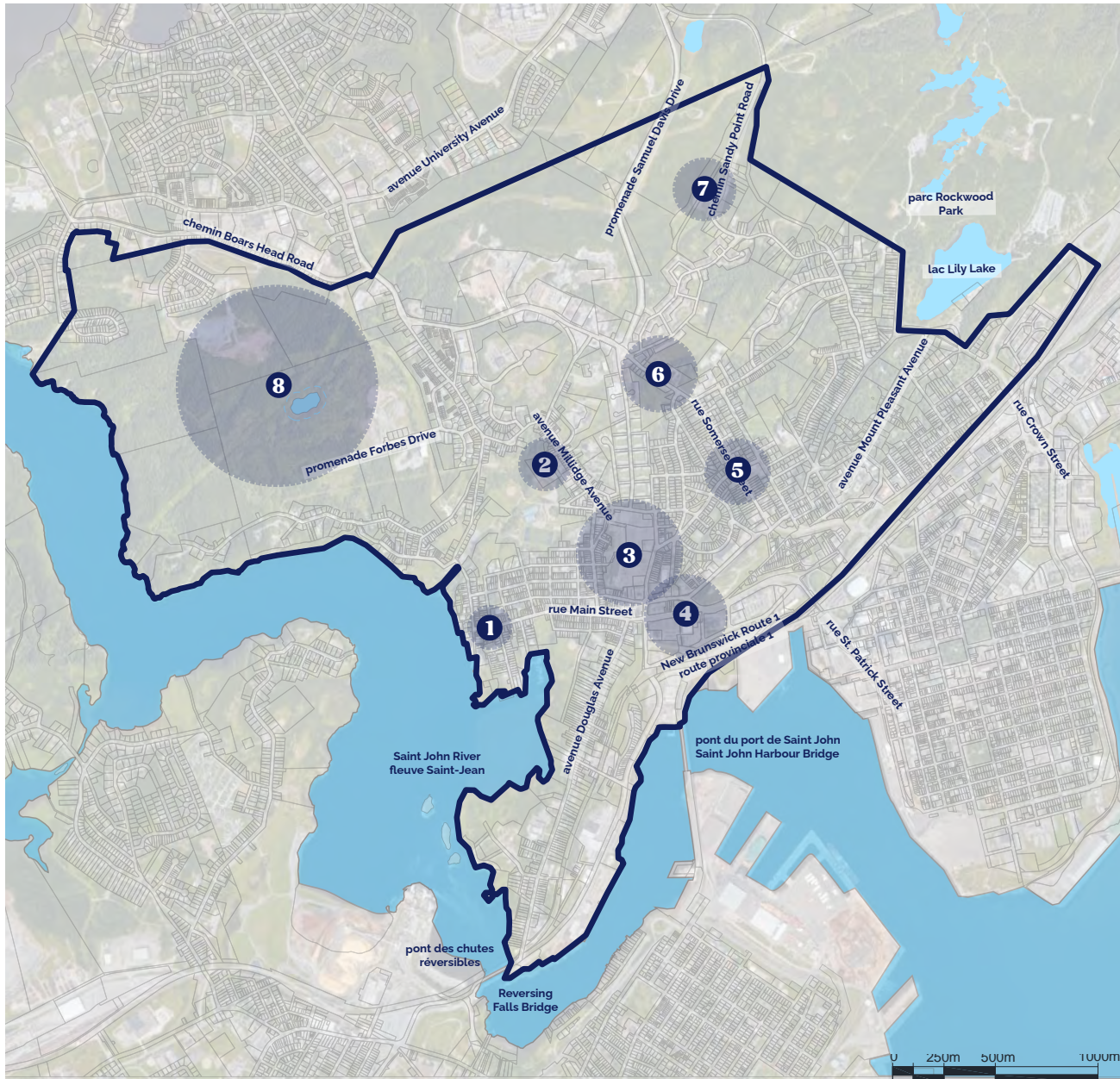
Catalyst Projects Development Concept Plans for Key Sites

Concept Plan Locations

To illustrate development potential for infill, redevelopment and greenfield development within the North End and incentive investments in the area, the North End Plan has identified a series of sites from the vacant lands analysis that could function as catalyst projects for community growth and revitalization.

These concept plans were prepared to illustrate how these lands could be redeveloped over time, helping revitalize the entire North End area. The intent is to receive public and technical feedback on the potential approaches and what strategies may work best to incentivize development in the area.

A total of eight sites were identified, studied and presented to the public in the fall of 2025 for feedback.



- 1 Old North End
- 2 Millidge Avenue and Constance Street
- 3 Lansdowne Plaza
- 4 Main Street East
- 5 Somerset Street and Wellesley Avenue
- 6 Somerset Street and Samuel Davis Drive
- 7 Former Hazen White School
- 8 Pokiok Greenfield



Concept Plan #1

Old North End

(Main Street west of Lansdowne Avenue up to Bridge Street Intersection)

Gentle Intensification

Community Character and Revitalization

Infill in Mature Neighborhoods

A key catalyzing component and outcome of this concept is to continue to invest in public realm enhancements along Main Street (active frontages, sidewalks, street trees, seating areas, patios, parallel parking bays, pedestrian crossings, etc) to bring back its commercial and civic vitality. Main Street culminates at Robertson Square, one of the last public accesses to the waterfront with navigable and accessible shoreline. The concept recommends that the City purchase the vacant parcel north of Robertson Square with the intent to extend this important public park.

A multi use path is proposed to connect Robertson Square to Victoria Park on Holly Street through an easement for public access. Though this connection would likely not be fully accessible, the access would improve pedestrian walkability through the area.

Mid density development (up to 4 storey buildings) is envisioned along the perimeter of the expanded Robertson Square, capitalizing on the views and proximity to the water.



Old North End Infill Concept Illustration. Source: Fotenn / Google Earth

GFA	Storeys	Units
 32,386.49 m ²	 6	 379



Integration of Heritage Buildings and new development: Quartier Gibbard, Napanee ON. Source : Studio JCI



Example of sixplex infill, Source: CMHC Housing Catalogue

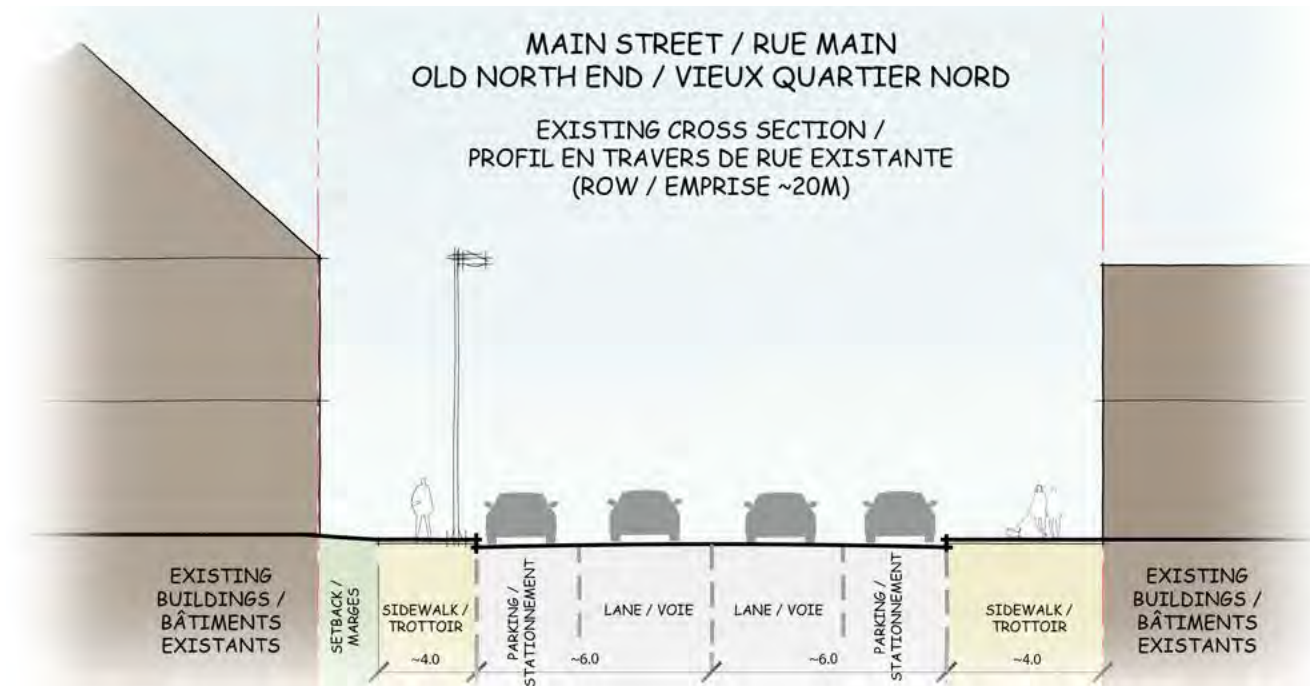


Example of townhouse infill, Source: CMHC Housing Catalogue

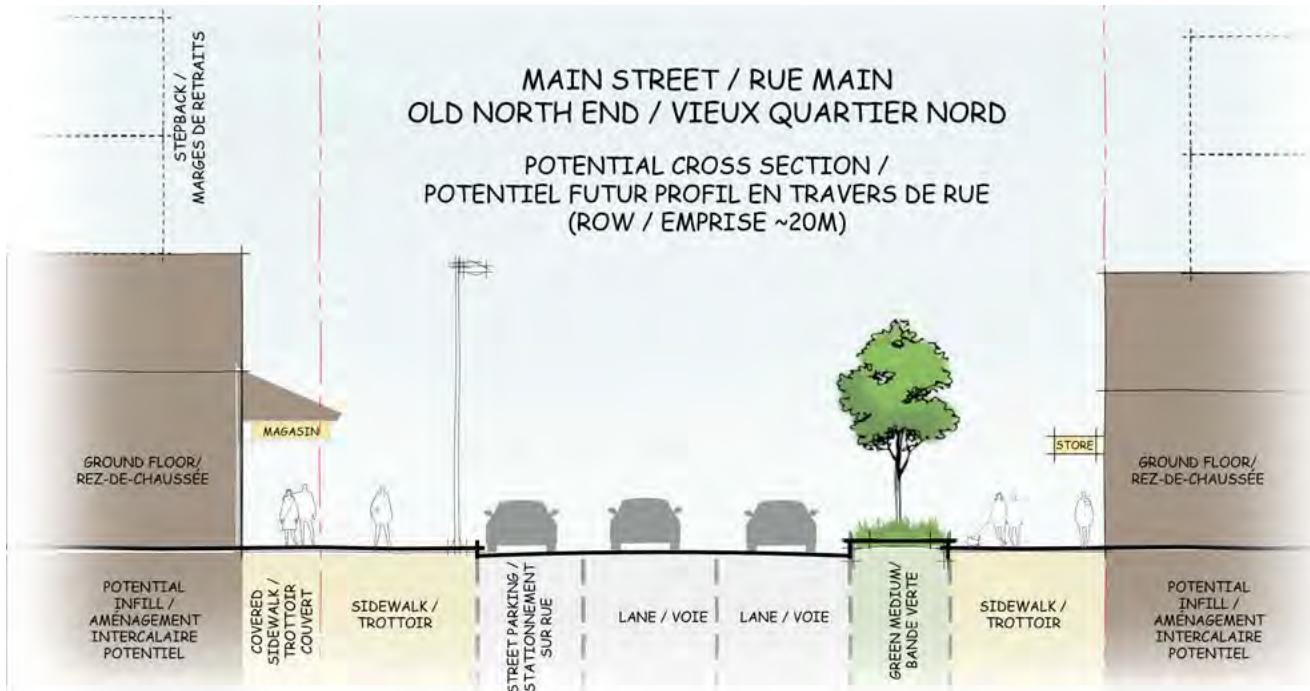


Old North End Infill Concept (3D massing). Source: Fotenn / Google Earth

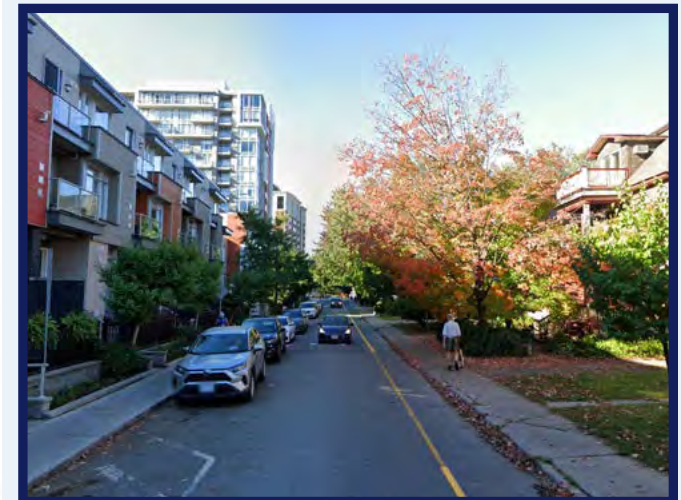
In the remainder of the Old North End, development is expected to have a more sensitive approach given its historic character and charm. Gentle intensification with compact ground oriented units (townhouses, back to back townhouses, four plex and six plex apartments) is considered appropriate to be implemented on existing small vacant lands.



Existing Street Cross Section for Main Street in the Old North End. Source: Fotenn



Potential Future Street Cross Section for Main Street in the Old North End. Source: Fotenn



Infill development in Heritage Neighbourhood. Glebe, Ottawa, ON
Source: Google Streetview

Concept Plan #2 Millidge Avenue and Constance Street (Centennial School and Baxter Dairy Site)

High Density Intensification Mid-rise redevelopment

The closure of the Centennial School site and the recent demolition of the former dairy factory present a unique opportunity for high density intensification along Millidge Avenue. This concept illustrates the potential to increase the size and access to Shamrock Park if the City purchases the Centennial School site.

A linear parkette or privately owned public space is proposed on the northern portion (fronting Constance Street) of the site, integrated with the utility corridor and trails proposed.

Residential development is proposed on the remainder of the property, with low rise (townhouses) fronting onto and activating Millidge Avenue. Apartment buildings up to six storeys are envisioned in the inner portions of the site to capitalize on views of the park and reduce the visual impacts on the character of Millidge Avenue.



GFA 16,328 m ²	Storeys 6	Units 172
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91 Millidge Avenue Redevelopment Opportunities Concept. Source: Fotenn / Google Earth

Concept Plan #2 Millidge Avenue and Constance Street (Centennial School and Baxter Dairy Site)



91 Millidge Ave Redevelopment Opportunities Concept (3D Massing). Source: Fotenn

Concept Plan #3 Lansdowne Plaza

Community Centrality Redevelopment Master Plan

The revitalization of the commercial Lansdowne Plaza has been identified as a key priority by the community of the North End. Given its central location, its size, and its diverse mix of uses, this site has great potential to truly generate movement and interest in the development industry and generate interest in the North End as a destination location.

The Master Plan for this parcel considers a seamless integration with the existing road patterns, bringing those corridors into the site to create walkable development blocks. It also maintains the large retail shopping centre and grocery store as key anchors of commercial activity that are vital to the entire North End area.

At the core of the parcel, a large urban events plaza is proposed, capitalizing on the existing retail shopping centre and businesses. This plaza could host farmers and community markets, festivals, outdoor ice rinks, etc. A transit hub is proposed to be integrated at this location, allowing for greater ridership and participation.



GFA	Storeys	Units
44,723.79 m ²	6	547

Lansdowne Plaza Redevelopment Concept . Source: Fotenn / Google Earth



Lansdowne Plaza Redevelopment Concept (3D massing). Source: Fotenn / Google Earth

This concept illustrates how the site could receive high density residential development through a mix of building typologies that complement and provide vibrancy to the area. Ground oriented units are envisioned along the northern stretch of Lansdowne Avenue, transitioning to the mature residential neighbourhoods to the northeast and to the Rifle Range. Mid rise buildings are expected along the southern stretch, responding to the more commercial character and proximity to Main Street.

A parkette is also proposed as part of the development, aiming to celebrate the historic Newman's Brook, creating a green space amenity for new residents integrated with sustainable stormwater management strategies such as LIDs and/or rain gardens. Street trees would be an expectation as part of future development.

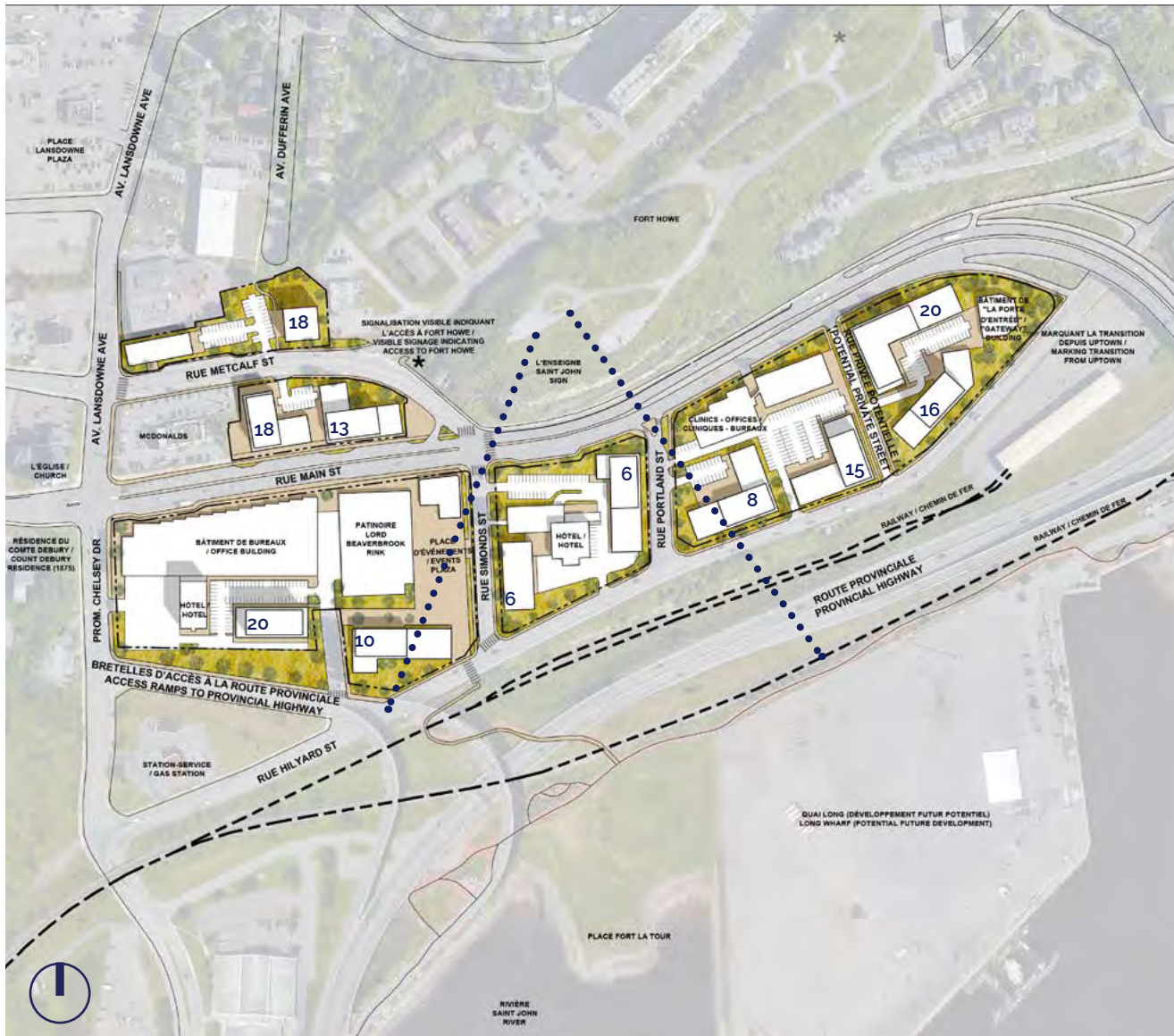
Concept Plan #4 Main Street East

High-rise Mixed-use Redevelopment

This concept aims to illustrate the great redevelopment potential these large parcels along the east side of Main Street have for high density residential and mixed use development. The area sits in a strategic location and has the potential to articulate and connect the Old North End, Lansdowne Plaza, the Douglas Avenue area with the Central Peninsula through the Harbour Passage active transportation trail.

The concept proposed capitalizes on the building heights to take advantage of the views towards the harbour, with high rise buildings (up to 20 storeys) bookending the concept area. The central parcel (Crowne Plaza Hotel) is envisioned to be capped at 6 storeys to protect views to and from Fort Howe, a historic site, and the City of Saint John sign.

Simonds Street is envisioned to be revitalized with pedestrian and cycling infrastructure and greened with street trees to enhance the pedestrian experience while accessing Harbour Passage. Development is proposed on the Lord Beaverbrook Rink parcel, with underground parking. This would allow for a reduction in surface parking and the creation of public open spaces (park or plaza) beside the rink, further activating Simonds Street.



Main Street East - Redevelopment Opportunities Concept. Source: Fotenn/Google Earth

GFA	Storeys	Units
157,244.14 m ²	20	1,965



Main Street East - Redevelopment Opportunities Concept (3D massing). Source: Fotenn/ Google Earth

Concept Plan #5 Somerset Street and Wellesley Avenue

Nodes and Corridors Redevelopment and Infill

The North End Plan has identified mixed use corridors along Somerset Street, currently an underutilized suburban arterial road. This concept aims to illustrate the potential of this important corridor to create commercial community nodes at major intersections to improve neighbourhood walkability.

In this case, the intersection of Somerset Street and Wellesley Avenue becomes a community node providing community services and retail activating the public street, with residential units above.

In this case, Somerset Street is characterized by deep residential lots that provide a unique opportunity for gentle residential intensification of the area, adding multiple dwelling units where currently only a single family home exists. Products from the CMHC Housing Catalogue for the Atlantic Provinces were used to illustrate the scale and type of development deemed appropriate and sustainable for the area.



GFA	Storeys	Units
27,214.85 m ²	6	257

Somerset Street and Wellesley Avenue - Intensification Opportunities Concept. Source: Fotenn / Google Earth



Example of Fourplex infill, Source: CMHC Housing Catalogue



Example of sixplex infill, Source: CMHC Housing Catalogue

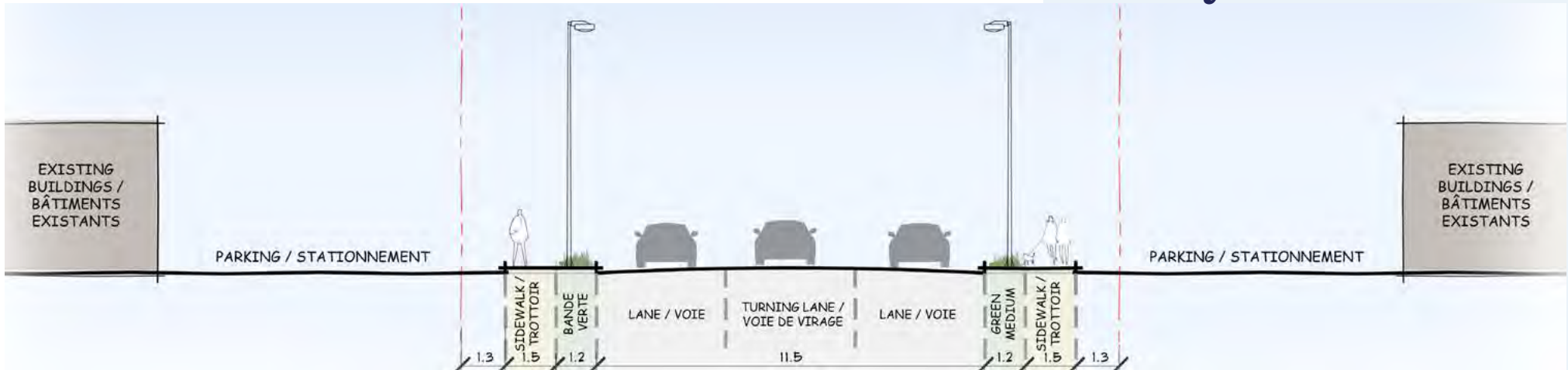


Example of townhouse infill, Source: CMHC Housing Catalogue

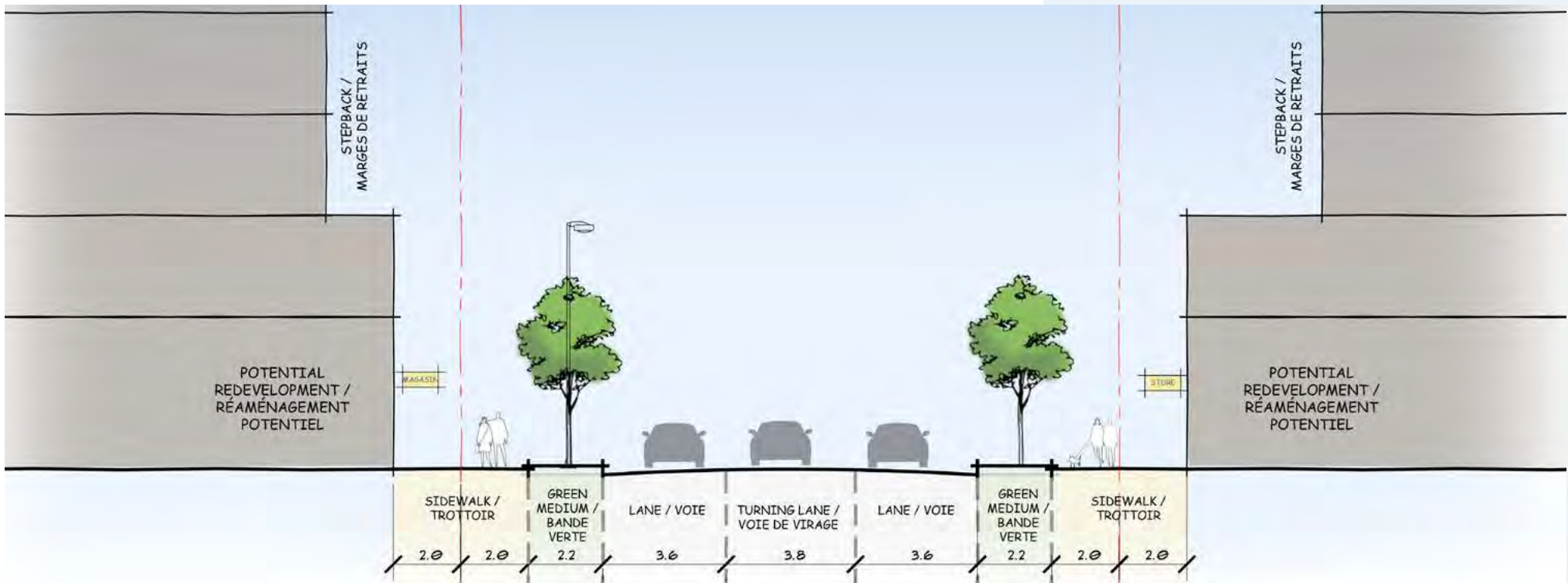


Example of mid-rise building development. The Press Block, Halifax, NS.
Source: Fathom Studio

Concept Plan #5 Somerset Street and Wellesley Avenue



Existing Street Cross Section for Somerset Street, Source: Fotenn



Potential Future Street Cross Section for Somerset Street, Source: Fotenn

Concept Plan #6 Somerset Street and Samuel Davis Drive

Low-mid Density Intensification Low-rise redevelopment

The City owns several parcels within the study area that could be leveraged to catalyze development, housing affordability, and connectivity between character areas. This concept illustrates how a large city owned parcel next to the NB Housing community of Crescent Valley, is currently isolated with minimal access to and from the rest of the planning area

The parcel could be redeveloped with family oriented development being integrated with the existing community by connecting Taylor Avenue to Somerset Street. Low and mid rise apartment buildings are envisioned along Somerset Street and at the intersection between Churchill Avenue and Samuel Davis Drive. This new community would be serviced with private streets and privately owned public spaces for community amenities.



City-owned Vacant Land development opportunities. Source: Fotenn / Google Earth

GFA	Storeys	Units
37,166 m ²	6	411

Concept Plan #7 Former Hazen White School - Option 1

Low-density Redevelopment on former school site

The former Hazen White School site is a great candidate for low rise housing development, while contributing to community uses and access. The site also hosts the City's rugby field, which is used not only by the clubs, but also by nearby community residents, especially Crescent Valley youth. It is recommended that the City work with the school board and landowners to retain this portion of the site for its continued community use under the City's potential custodianship.



Sawmill Creek daylighting project, Dartmouth, NS. Source: Fotenn

Residential Development on former School Site - option 1. Source: Fotenn / Google Earth

Concept Plan #7 Former Hazen White School - Option 2

A storm sewer pipe cuts through the centre of the site that captures a natural watercourse flowing out of Rockwood Park. This infrastructure would ultimately need to be upgraded as part of future development due to aging and potential larger storm flows as a result of climate change effects. This document illustrates two potential concept solutions to address this constraint. Option 1 proposes a “daylighting” of the watercourse, bringing the water back to the surface, creating a unique controlled water feature that would benefit the community as part of the open space network. A similar approach was taken in Dartmouth, Nova Scotia, as shown in the precedent image.

Option 2 considers the creation of a significant easement to accommodate for the size and depth of a new storm sewer pipe.

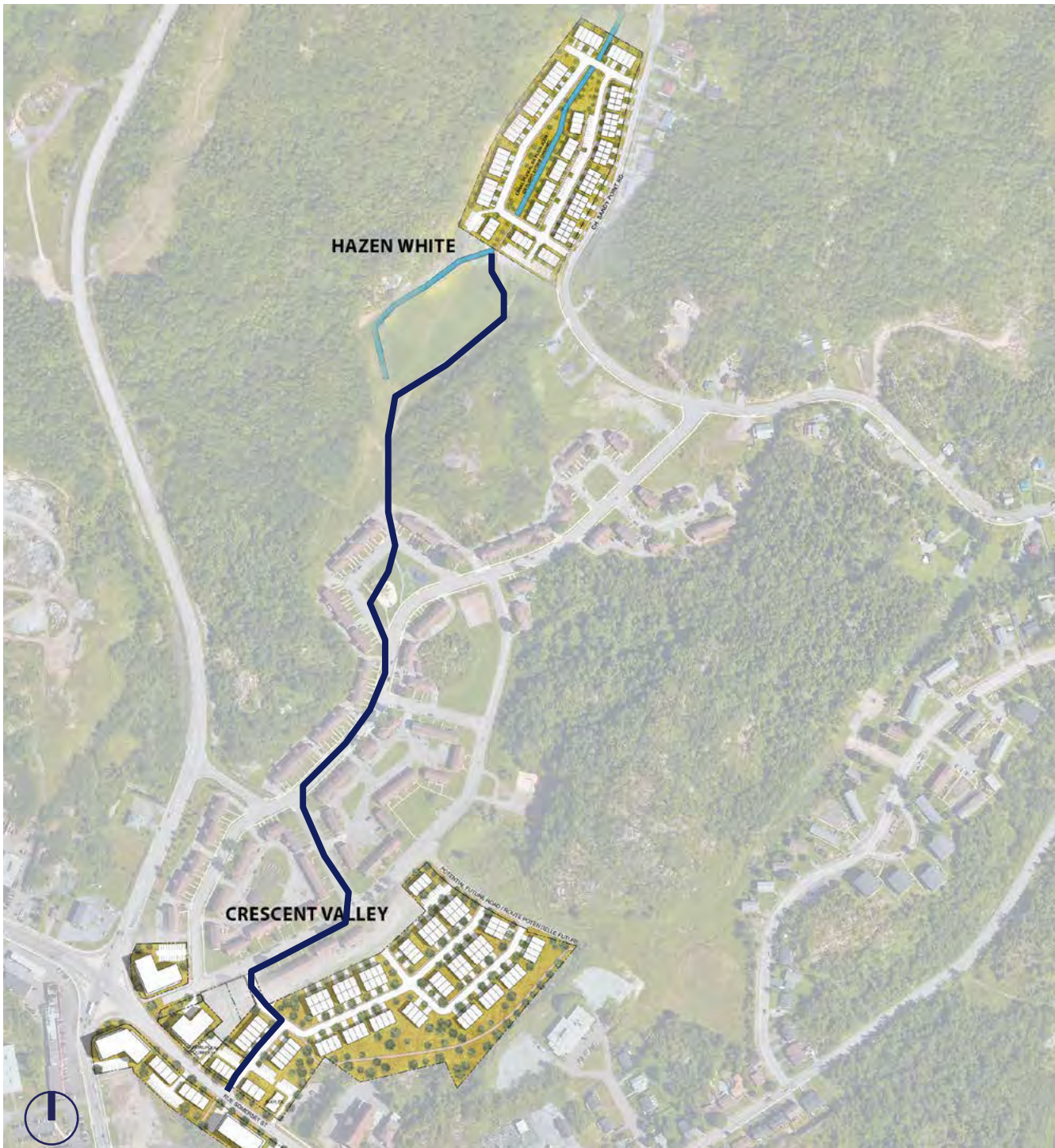
Building typologies considered include townhouses, back to back townhouses, and stacked townhouse units, yielding up to 150 units in both scenarios.



Residential Development on former School Site - option 2. Source: Fotenn / Google Earth

Concept Plan #7 Former Hazen White School

A visualization of the relationship of the site with the Crescent Valley community and any potential new development on City lands.

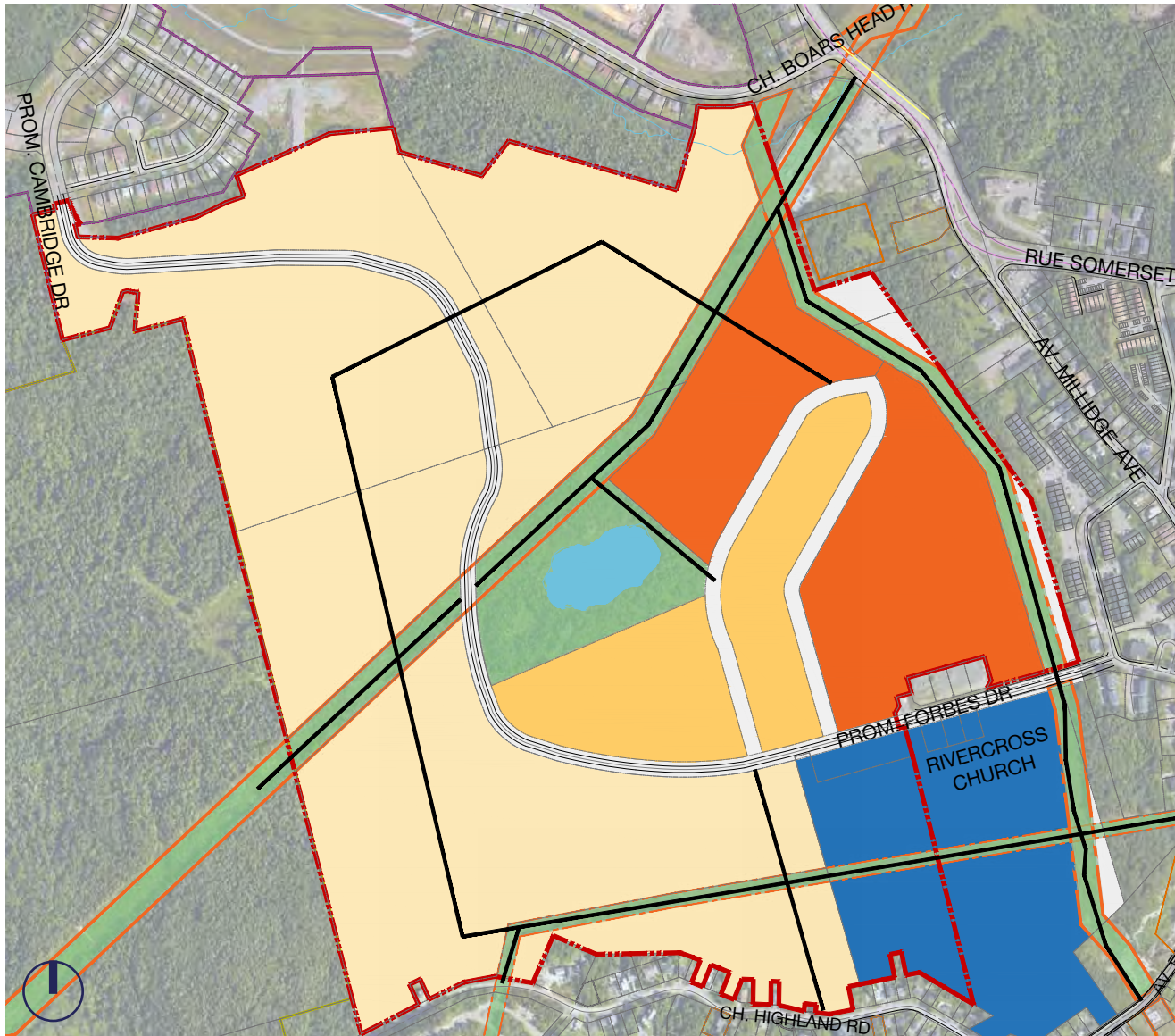


Concept Plan #8 Pokiok Greenfield

Greenfield Development - Pokiok

The Pokiok Greenfield area has been seeing a lot of subdivision style developments over the last few years, and new interest has been indicated on the currently vacant lands. As this is a greenfield area, it is important for the City to implement high level direction for future development to ensure this part of the City evolves in a seamless and integrated manner to avoid segregation and poorly walkable, car dependent neighbourhoods. The geomorphology of this area is very challenging, resulting in complex and expensive servicing solutions that would need to be considered.

The plan illustrates three key directions the City should request from future investors and development applications in the future. The first strategy is to ensure a continuous collector road is created over time to ensure community connectivity between Cambridge Drive and Forbes Drive. The second strategy is to ensure public access to Robertson Lake through a new public park to be created as part of new development. Lastly, the plan should ensure that multi use paths are implemented through the utility corridor easements to increase active transportation.



LEGEND

- Low Density Residential (Singles, estate, townhouse)
- Mid Density Residential (Townhouses)
- High Density Residential (4-storey apartment buildings)
- Institutional
- Parks and Open Spaces
- Utility corridor
- Recreational multi-use path

Greenfield development - General Community Framework. Source: Fotenn / Google Earth

north
end