PlanSJ

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City of Saint John

# Municipal Plan

2011

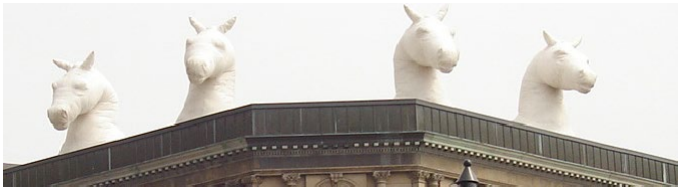


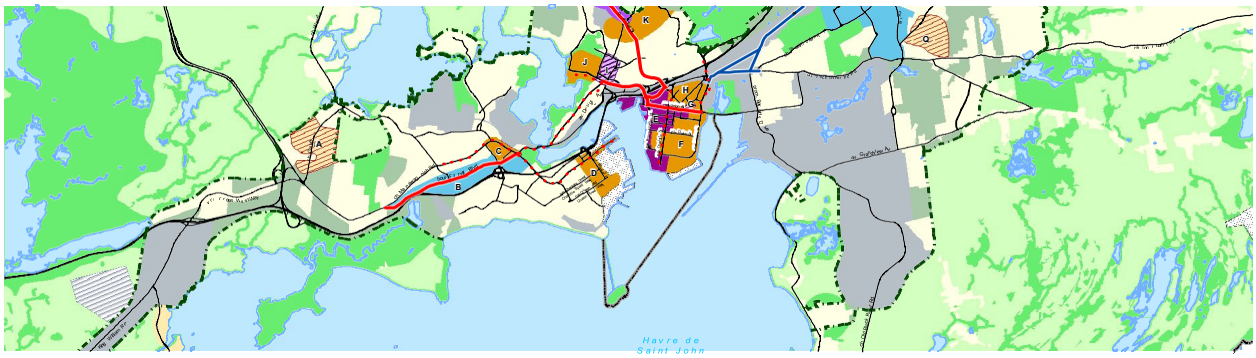













Consolidated to November 2025

# City of Saint John Municipal Plan

Amended up to and including amending By-law C.P. 106-42

NOTE
This copy of the City of Saint John Municipal Plan has been prepared for the convenience of the user. It is intended to be updated on a regular basis. For official purposes reference should be made to the original Municipal Plan By-law and subsequent amendments.

BY-LAWS

| No. | Description | Enacted | Registry Office |
|---|---|---|---|
| C.P. 106 | Municipal Plan | 2012-01-30 | 2012-02-21<br>No. 31175376 |
| C.P. 106-01 | Amend Schedules A & B (Re: 3795 Loch Lomond Road, Abigail Place & 356 Eldersley Avenue) | 2012-10-22 | 2012-12-03<br>No. 32227341 |
| C.P. 106-02 | Amend Schedules A & B (Re: 700 Millidge Avenue) | 2013-06-10 | 2013-07-11<br>No. 32870470 |
| C.P. 106-03 | Amend Schedules A & B (Re: Lorneville Harbour) | 2013-06-10 | 2013-07-11<br>No. 32870355 |
| C.P. 106-04 | Amend Schedules A & B (Re: 220 Glen Road) | 2013-07-15 | 2013-08-28<br>No. 33041535 |
| C.P. 106-05 | Amend Schedules A & B (Re: Commerce Drive, Consumers Drive & Mark Drive) | 2013-10-15 | 2013-12-18<br>No. 33422156 |
| C.P. 106-06 | Amend Schedules A & B (Re: 1006 Latimore Lake Road) | 2014-01-06 | 2014-02-17<br>No. 33553448 |
| C.P. 106-07 | Amend Schedules A & B (Re: 1808 Hickey Road) | 2014-11-24 | 2015-01-21<br>No. 34562893 |
| C.P. 106-08 | Amend industrial policies; adopt new Schedule A & B | 2014-12-15 | 2015-01-21<br>No. 34562943 |
| C.P. 106-09 | Amend Schedules A & B (Re: 2086 Ocean Westway) | 2015-02-16 | 2015-03-25<br>No. 34702887 |
| C.P. 106-10 | Amend Schedules A & B (Re: 170 Ashburn Lake Road) | 2015-06-22 | 2015-07-29<br>No. 35084467 |
| C.P. 106-11 | Amend Schedules A & B (Re: 655 and 765 Latimore Lake Road) | 2015-12-21 | 2016-02-09<br>No. 35675454 |
| C.P. 106-12 | Amend Schedules A & B (Re: 459, 617-885 and 540-900 Ashburn Road & One Mile Inter- change) | 2016-04-18 | 2016-06-01<br>No. 33553448 |
| C.P. 106-13 | Amend Schedules A & B (Re: 55 University Ave) | 2016-06-13 | 2016-07-18<br>No. 36134386 |
| C.P. 106-14 | Amend Schedule B (Re: 180 Cosy Lake Road) | 2017-06-12 | 2017-11-08<br>No. 37549921 |
| C.P. 106-15 | Amend Schedules A & B (Re: 384 Lancaster Avenue) | 2018-05-22 | 2018-08-30<br>No. 38342094 |
| C.P. 106-16 | Amend Schedules A & B (Re: 179-185 Golden Grove Road) | 2019-04-25 | 2019-05-01<br>No. 38985033 |
| C.P. 106-17 | Amend Schedule B (Re: 40 Mountain View Drive) | 2019-04-23 | 2019-06-03<br>No. 39077350 |

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|---|---|---|---|
| C.P. 106-18 | Amend Regional Retail Centre policies | 2019-06-17 | 2019-08-01<br>No. 39282463 |
| C.P. 106-19 | Amend Schedules A & B (Re: 1007-1019 Millidge Ave) | 2019-06-17 | 2019-08-07<br>No. 39294377 |
| C.P. 106-20 | Amend Energy and Land Use policies for Green Energy Development | 2019-10-21 | 2019-11-20<br>No. 39635165 |
| C.P. 106-21 | Amend Schedules A & B (Re: 348 Acamac Backland Road) | 2019-12-02 | 2020-01-31<br>No. 39829834 |
| C.P. 106-22 | Central Peninsula Secondary Plan (Schedule D) | 2020-01-13 | 2020-02-13<br>No. 39862306 |
| C.P 106-23 | Amend Schedule A & B (Re: 251-361 Riverview Drive) | 2020-06-22 | 2020-10-28<br>No. 40616816 |
| C.P 106-24 | Amend Schedule A & B (Re: 2304-2310 Ocean Westway) | 2020-12-14 | 2021-03-12<br>No. 41062143 |
| C.P 106-25 | Amend Schedule A & B (Re: 2100 Sandy Point Road) | 2021-04-06 | 2021-12-10<br>No. 42110099 |
| C.P 106-26 | Amend Schedule A & B (Re: 695 Somerset Street) | 2021-06-14 | 2021-10-27<br>No. 41928731 |
| C.P 106-27 | Amend Land Use Policies for Sommerset Business Park<br>Amend Schedule A & B (Re: 60 Technology Drive) | 2021-09-20 | 2021-11-03<br>No. 41960999 |
| C.P 106-28 | Amend Schedule A & B (Re: 15 Broadway Avenue) | 2021-10-18 | 2021-11-09<br>No. 41986614 |
| C.P 106-29 | Amend Schedule A & B (Re: 1556 Manawagonish Road) | 2022-10-17 | 2022-11-23<br>No. 43352534 |
| C.P 106-30 | Amend Schedule A & B (Re: 1461 Manawagonish Road) | 2022-11-01 | 2022-12-06<br>No. 43401695 |
| C.P 106-31 | Amend Schedule A & B (Re: 1440 Loch Lomond Road) | 2024-02-20 | 2024-10-03<br>No. 45392363 |
| C.P 106-32 | Amend Schedule A & B (Re: 241-281 Douglas Avenue | 2024-05-27 | 2024-09-23<br>No. 45355915 |
| C.P 106-33 | Amend Schedule A & B (Re: 901 Foster Thurston Drive) | 2024-06-24 | 2024-09-23<br>No. 45356632 |
| C.P 106-34 | Amend Schedule A & B (Re: 0 Nason Road / Martha Avenue) | 2024-10-15 | 2025-03-17<br>No. 45889665 |
| C.P 106-35 | Amend Schedule A & B (Re: 0 Alloy Drive) | 2025-01-13 | 2025-05-20<br>No. 46076213 |
| C.P 106-36 | Amend Schedule A & B (Re: Sunnyside Avenue) | 2025-02-24 | 2025-03-25<br>No. 45911808 |
| C.P 106-37 | Amend Schedule A & B (Re: 0 Bayside Drive) | 2025-04-07 | |
| C.P 106-38 | Amend Land Use Policies for Spruce Lake Industrial Park Development<br>Amend Schedule A & B (Re: Sprue Lake Industrial Park) | 2025-07-07 | 2025-09-04<br>No. 46431277 |
| C.P 106-39 | Amend Schedule B (Re: 160 Cosy Lake Road) | 2025-06-16 | 2025-09-04<br>No. 46430733 |
| C.P 106-40 | Amend Schedule A & B (Re: 1384 Latimore Lake Road) | 2025-07-28 | 2025-12-22<br>No. 46806353 |
| C.P 106-41 | Amend Schedule B (Re: 500 Pelton Road) | 2025-07-28 | 2025-11-13<br>No. 46675519 |
| C.P 106-42 | Amend Rural Resource Area and Energy Efficiency Policies for Solar Energy Development | 2025-10-20 | |

# Acknowledgements

PlanSJ sets a new direction for Saint John's future looking forward to 2035. Key to the process to develop the Municipal Plan was the significant volunteer effort of the PlanSJ Citizen Advisory Committee (CAC), a thirteen member committee made up of ten Saint Johners, two members of Council and a member of the City's Planning Advisory Committee. The Committee acted as champions for the Municipal Plan guiding the success of the extensive PlanSJ community engagement process.

The Committee met regularly throughout the two year process to develop the Municipal Plan. They are to be commended for pushing the envelope of this Municipal Plan towards a bold and innovative vision for the City's future. They acted as community ambassadors of the Plan, actively promoting public involvement and considering all of the inputs from the community and from the extensive research completed throughout the process. The PlanSJ CAC has fulfilled its mandate to Common Council, delivering a leading edge, "made in Saint John" Municipal Plan which leaves a strong legacy for the future. It is with the greatest respect that we acknowledge their tremendous commitment to this process. The City also wishes to recognize the commitment made by the thousands of community members who actively participated in PlanSJ, ensuring that this Plan captured the vision, hopes and passion citizens have for Saint John.

The work of the CAC was supported by a PlanSJ Steering Committee made up of senior staff across the organization along with a dedicated team of professional planners. They provided valuable technical expertise, ensuring that the Plan creates a solid foundation for guiding the City's operations in all areas which support PlanSJ. The team wishes to acknowledge their leadership on behalf of the organization in ensuring this is truly an integrated and holistic Plan which will guide the management of the City for many years to come.

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# Executive Summary

The Municipal Plan is a guide for development and investment in the City of Saint John ensuring decisions by the City over the course of the 25 year planning period of the Municipal Plan are made in the long term best interests of the whole community. It represents a fundamental shift in the City of Saint John's (the City) future; one grounded in a more sustainable and compact pattern of growth for the City. It is a holistic plan which will shape how the City develops and delivers infrastructure and services to enrich the quality of life for its citizens.

The City's new direction for growth and change, as described in the Municipal Plan, focuses on:

- Increasing quality of life and the attractiveness of the City;
- Targeting development to support a strengthened urban core and spur economic growth;
- Creating more complete neighbourhoods and communities;
- Providing land use and investment certainty to residents and businesses;
- Providing land for development based on current projections for population and job growth;
- Planning in a holistic manner to consider economic, social, cultural and environmental sustainability.

The Municipal Plan provides a sound basis for decision making over the next 25 years and will be reviewed regularly to ensure policies address the identified goals and outcomes.




The Municipal Plan includes a vision, directions, goals and policies which address the following areas:

## City Structure & Land Use

How a city is physically organized is fundamental to the quality of life it offers its citizens, the functioning of its economy, social interaction, and the health of the natural environment. The Municipal Plan identifies a preferred city structure and land use pattern that identifies priority areas for growth and change to capitalize on the City's unique assets and the municipal investments already made in infrastructure. The framework for future land use aims to use land more efficiently and gain the most benefit for the community from growth and development by:

- Limiting urban and rural sprawl by directing the majority of growth within the Primary Development Area;
- Creating a hierarchy of development with the highest intensity of uses in the Primary Centres and the lowest intensity in the Stable Areas and Rural Areas;
- Directing the majority of new employment uses to Primary Centres and Employment Areas to promote economic prosperity;
- Directing the majority of new housing to Primary, Local and Mixed Use Centres and Neighbourhood Intensification Areas;
- Creating an integrated mix of land uses in Centres and appropriate parts of Neighbourhood Intensification Areas;
- Recognizing the important role of urban design in city-building and establishing policies to foster high quality, attractive and functional development in the public and private realm;
- Using Corridors to connect Employment Areas, Centres, Neighbourhood Intensification Areas, and Stable Areas;
- Protecting the rural landscape and natural areas by identifying areas outside the Primary Development Area as Rural Stable, Rural Settlement, Rural Resource, Rural Industrial and Park and Natural Areas.

The Land Use policies in the Municipal Plan serve as the main regulatory guide for new development, informing Council, City staff, developers, business owners and all other community members on the appropriate location and standards for development. Municipal Plan policies will be implemented through the City's By-laws, Neighbourhood Plans and other strategic plans.

## Housing and Neighbourhoods

Saint John is comprised of many distinct neighbourhoods with a wide variety of ages, styles, prices and quality of housing. The Municipal Plan encourages a more compact pattern of development with more housing clustered in core areas with good access to transit and community facilities, helping to create safe, desirable places to live within the serviced areas of the City. Housing policies in the Municipal Plan are intended to ensure an adequate supply of land is available for housing to facilitate the development of quality, diverse housing to meet the needs of the changing demographics of the community.

## Economic Prosperity

Economic and investment decisions have a lasting impact on the community, and a strong, diverse economy is required for long-term economic sustainability. The Municipal Plan recognizes the need to support the historically strong base of heavy industrial operations that have been integral to the growth, development and identity of Saint John while also attracting new investment in the knowledge-based industries of innovation, information technology, and health.

## Natural Environment and Energy

A healthy natural environment is integral to our well-being as it provides the elements we require for daily life – air, water, food and fuel. The way a City is designed, constructed, and used can have significant impacts on the local and global environments. The Municipal Plan recognizes the importance of a healthy natural environment to the well-being and quality of life of a community. Environment and Energy policies in the Municipal Plan are intended to ensure a more sustainable growth pattern, the protection of significant natural areas and ensure environmental sustainability is considered in all municipal decisions.

## Transportation and Mobility

Transportation and land use are strongly interrelated. The City's transportation network strongly influences the pattern of growth, and the pattern of development strongly influences an individual's transportation choice (driving, transit, walking, or cycling), as well as the quality of the transportation network that the City is able to provide. The Municipal Plan recognizes the need to increase population density and development in the Primary Development Area



to support a variety of transportation options. Transportation and Mobility policies in the Municipal Plan are intended to design streets, trails and transportation systems to meet the needs of all Saint Johners and support a shift towards more active transportation networks and efficient transit.

## Municipal Services and Infrastructure

Directing new development to areas of the City with existing municipal services and infrastructure will result in increased efficiency and lower long-term costs for water and sewer treatment, emergency response, and other services. The Municipal Plan recognizes the importance of maintaining existing services to a good standard while managing the City's current infrastructure deficit. Municipal Services and Infrastructure policies in the Municipal Plan are intended to make efficient and cost-effective use of existing infrastructure.

## Community Facilities, Arts, Culture and Heritage

Parks and community facilities contribute significantly to advancing community sustainability and enhancing quality of life. Good quality parks, natural spaces, recreation and community facilities help cultivate a strong sense of place, enhance social interaction and provide opportunities for exercise and enjoyment of nature. The Municipal Plan acknowledges the importance of community facilities in creating complete and healthy communities and the need to balance the quality of parks and community facilities with the number of facilities provided.

A vibrant arts and cultural scene enhances the lives and interactions of community members and promotes economic development, tourism and community identity. Arts, culture and the City's built and natural heritage are shared community assets and should be fostered and celebrated through a variety of initiatives and activities. The Municipal Plan recognizes the importance of arts, culture and heritage to community identity, pride and sustainability.






## Implementation - Making the Plan Real

The Municipal Plan will be implemented through various regulatory documents, including a new Zoning Bylaw and Subdivision Bylaw, Neighbourhood Plans and other strategic plans and policies. An investment strategy, including a 5-year capital budget, will also implement the policies of the Municipal Plan. The Municipal Plan is a living document and in order to ensure its on-going implementation and success it will need to be updated and reviewed on a regular basis. A plan monitoring program will continue to engage the community and comprehensively review the Municipal Plan at regular intervals. It features an annual report card to track the success of the Municipal Plan and the requirement for a comprehensive review every five years to address substantive issues and implement continuous improvements. The Municipal Plan also includes policy for more detailed neighbourhood plans or structure plans to ensure a continued legacy of community planning within the City.

The successful implementation of the Municipal Plan will require collaboration and support of all sectors of the community. It requires City leadership in making strategic investments to enhance the quality of life in Saint John's neighbourhoods. It requires developers to bring forward excellent and innovative development projects. Most importantly it requires community partnerships and sustained engagement of the Saint John community to create the momentum of positive change needed to transform the City of Saint John.



# 1 Introduction


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# 1.1 Purpose of the Municipal Plan

In late 2009 Council initiated the PlanSJ project, a two-year, intensive community-focused public engagement process to create the Municipal Plan. The Municipal Plan will guide land use and development in the City over the 25-year planning period. The previous Municipal Plan was nearly 40 years old and was based on ambitious growth assumptions that were not realized. Coucil identified the development of the Municipal Plan as a key priority to provide a new path forward for the City of Saint John (the City).

The Municipal Plan presents a new direction for development and investment in the City, and is based on the aspirations of Saint Johners to grow the City in a more compact and sustainable manner. It is rooted in the City's many assets, placing a stronger emphasis on quality of life and the development of a more urban City in the future. This is a holistic Municipal Plan that integrates the principles of progressive urban planning with the unique needs and desires of Saint Johners.

The Municipal Plan is not just about land use. It is about valuing the City's rich built and natural heritage; investing in its neighbourhoods to strengthen and reinvigorate the City; providing support for neighbourhood-level planning in key areas to ensure ongoing local input in the land use decision-making process; creating a balanced transportation network to make public transit and active transportation more viable and desirable mobility options; and most importantly, the Municipal Plan is about ensuring the people who live in the City and those who will come in the future want to stay for the economic opportunities and the enviable quality of life the City provides.

The Municipal Plan sets out the community's long term vision and Council's policies to guide future land use and development within the City. In general, the policies contained in the Municipal Plan are used to guide:

- Land use decisions regarding where and how development occurs;
- Zoning Bylaw and Subdivision Bylaw updates to ensure implementation of Municipal Plan policy;
- Environmental stewardship initiatives to reduce our ecological footprint;
- The delivery of efficient municipal services;
- Fiscal impact analysis for new or altered development applications;
- Capital expenditures and other investment decisions by the City;
- The creation of Strategic Plans and studies, as required, to ensure all City programs support and implement the Municipal Plan; and
- The program for monitoring the Municipal Plan and for detailed neighbourhood planning.

# 1.2 Saint John Context, Issues & Opportu-

The City is located on the Bay of Fundy in south-central New Brunswick and is the largest municipality in the province of New Brunswick.

It is home to approximately 68,000 residents as of the 2006 Census, representing about half of the Greater Saint John Region's population. With three quarters of the region's jobs located in the City, it is also the economic heart of the Greater Saint John Region, providing employment, shopping, entertainment and educational opportunities.

As Canada's first incorporated city, established in 1785, the City has been welcoming people from all over the world for hundreds of years. Long before their arrival, the area had been settled by the Mi'kmaq and Maliseet aboriginal inhabitants. Over the years, each group of inhabitants has helped to shape the City through their culture and customs, architecture and people. Today, with nearly 800 designated heritage properties in the City, many within historic districts, the City offers residents and visitors a glimpse of this past along bustling streets and quaint residential neighbourhoods.

Adding to the rich cultural heritage, the City also boasts a remarkable coastal setting on the shores of the Bay of Fundy – home to the world's highest tides. The City's unique landscape is further defined in large part by the St. John and Kennebecasis Rivers, which come together in the City's Inner Harbour. The Greater Saint John Region's expansive geography offers opportunities for residents and visitors to explore world class parks and natural spaces, and discover diverse topography.



1840



1875



1960




1962



Built on an industrial and shipping-based economy dating from the late 1700's, the City continues to be the major manufacturing centre of the Greater Saint John Region and has also become the regional centre for telecommunications, services, transportation, culture, health, and education. The City's economy continues to diversify and today is also one of the province's major destinations for tourism and conventions.

Over the years, the City has developed from a series of neighbourhoods clustered tightly around the City's Inner Harbour to a sprawling City with one of the lowest population densities in Canada. Prior to World War II, the City's pattern of development was very compact and consisted of the city centre – the Uptown – surrounded by a tightly knit urban core. The City's pre-World War II development pattern reflected the fundamental principles of a complete community: it was compact, walkable and most people lived close to work, shopping, schools and other services important for day-to-day life.

By 1951, the City's population had grown to approximately 73,000 people and the City's urban development footprint occupied just 36 square kilometres of land. Post-World War II infrastructure improvements, including the construction of the Saint John Throughway, road widenings, and new arterial roads leading out to the countryside enabled residents to access undeveloped lands beyond the compact pre-World War II city. The City began extensive outward grow, supporting low-density suburban and rural growth, often in areas lacking municipal water and wastewater services. This pattern fundamentally changed the City's urban structure.

In contrast to the pre-World War II city, new development in the City after the war contained very little mixed-use. Instead, large tracts of new, single-purpose uses were developed in isolation of one another. Residential uses were generally separated from places of employment, including major retail and commercial centres located in the east and west of the City, the

University New Brunswick Saint John (UNBSJ), the Regional Hospital, and industrial parks. This pattern of development created a dependence on an expanded road network, which in turn created a dependence on the automobile as the primary means to connect people to their homes, places of employment, and places to play, shop and worship.

Amalgamation with neighbouring municipalities in 1967 increased the municipal land base to 316 square kilometres, almost 10 times that of the previous size of the City. Low-density development continued as the norm and extended across this expanded land base through new commercial, industrial and residential subdivision developments, providing few street connections or amenities within walking distance and further entrenching the reliance on private automobile use for access. Low-density housing in rural areas was also scattered along rural roads and waterfront areas in a pattern known as “ribbon development” or “rural sprawl”. This pattern was also generally disconnected from the City located beyond areas that could be provided with municipal water and wastewater services.

By the mid 1970’s the City’s population had peaked at 89,000 people and began to decline while the surrounding communities comprising the Greater Saint John Region began to grow. During this time, the City’s urban core witnessed a significant decline in residential population that continued into the 1990’s, resulting in significant disinvestment and vacancies in the Uptown and the urban core.

The result of this growth pattern is evident today as the City consumes a great deal more land per person than cities of comparable population. As a result, the City spends significant resources to provide services to an ever increasing development footprint. As of the writing of the Municipal Plan, approximately 42% of the population lives in the urban core developed prior to World War II on just 5% of the land base; 40% of the population lives in post-World War II suburban neighbourhoods on 19% of the land base; and 18% of the population lives in rural settlement areas, the most land consumptive form of housing, and occupies 76% of the land base. Understanding the challenges from the City’s structure provides an opportunity for the City to change the way it will grow in the future.

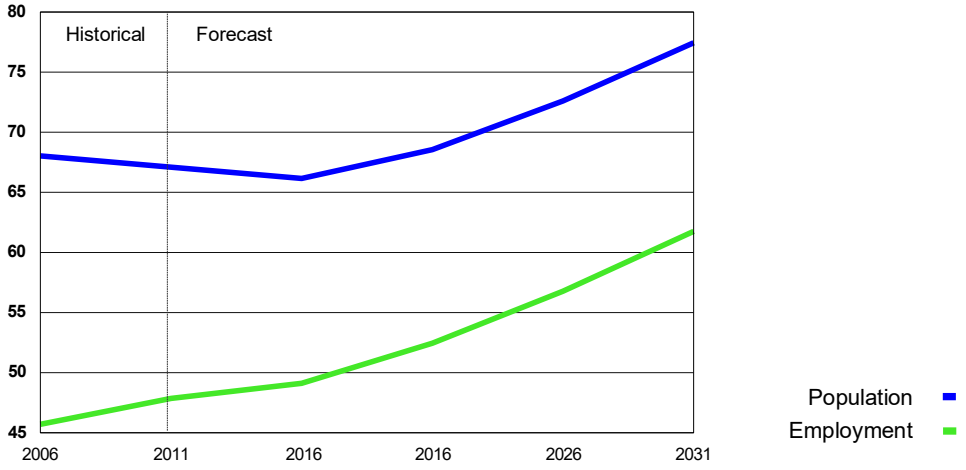


## 1.2.1 How much Growth to Accommodate?

Looking forward, the Municipal Plan designates the amount of land that will be required to accommodate changing employment and population levels over the 25 year planning period for the Municipal Plan. Over this time period, the total population in the City is forecasted to first reach a low of about 66,000 people in 2017, then rise to about 77,500 by 2031, representing an anticipated population increase of approximately 10,000 people. Population growth is based on anticipated employment growth in local export-based industries (those that produce goods and services for export outside the City) and continued growth in sectors such as information technology and health care. Employment growth is anticipated to increase the number of jobs in the City by 13,400 over the planning period, from a total of 48,400 in 2010 to 61,800 in 2031. This Municipal Plan is also based on anticipated land development needs for other employment sectors including commercial and industrial land uses.

During this time, people of working age (25 to 64 years old) are expected to move into the City to fill the anticipated new jobs and vacancies left by retirees. Many of those who retire in the near future are likely to stay in the City, although perhaps move to a smaller home. The number of new residential units (houses, townhouses and apartments) anticipated to accommodate the residential growth is projected to be 5,000 to the year 2031. To ensure the Municipal Plan can meet the needs of the population, household and employment changes over the planning period, actual growth levels will be monitored and the Municipal Plan will be updated at regular intervals to effectively plan for changing trends.

Population and Employment forcast (thousands)




Source: Strategic Projections Inc.

### 1.2.2 Why the City Needs a Municipal Plan

This comprehensive new Municipal Plan is needed to build upon the City's many strengths while reversing past patterns of sprawling and inefficient development and capitalizing on the community benefits that accrue from more compact patterns of urban growth. The Municipal Plan is crucial to effectively address the issues and capture the opportunities currently facing the City, which include the following:

1. With a geographic area of approximately 316 square kilometres and a population of only 68,000 people, the City has a very low population density, which affects the ability of the City to efficiently deliver services and enhance the quality of life for residents. To ensure the anticipated population growth benefits the City, is fiscally sustainable and improves the quality of life for residents, future development will be concentrated in key areas of the City. This will increase the population density in strategic locations, reduce the cost of service delivery, and support improved transit service, active transportation connections and greater investment in the public realm for an enhanced quality of life.

2. Existing municipal water and sewage services within the City have the capacity to absorb the anticipated additional growth without expansions. There are sufficient amounts of currently serviced land within the City to accommodate approximately three times the anticipated number of people expected to make the City their home over the planning period. The City currently maintains and provides services, including garbage collection, snow plowing and emergency response to nearly 600 kilometres of municipal streets. Maximizing the density of development on existing roads, water and sewer lines will decrease the cost of maintaining and upgrading these systems and allow for more of the City's budget to be targeted to providing services with a greater positive impact on the quality of life for community members.

3. The City offers a wide range of housing and lifestyle choices in unique neighbourhoods; however, years of out-migration to suburban, rural and outlying areas have resulted in disinvestment in the core neighbourhoods. Between 2001 and 2006, 88% of the City's population loss came from the urban core, while 25% of residential growth that took place was dispersed throughout the rural areas in the form of rural sprawl. Continuing to support growth on the periphery of the City has led to continued disinvestment and a declining population in the urban core and increased the cost of providing municipal services.

4. Many residential neighbourhoods are isolated from services and shopping, contributing to the challenge of maintaining and creating a series of connected, complete communities and unique places with a distinct neighbourhood character. Targeting growth in Urban and Suburban Neighbourhood Intensification Areas, and permitting minor infill in Rural Settlement Areas, will support the revitalization of these Areas. Combined with a focus on increasing the quality of urban design in future development, this will support additional investment toward building a more complete community in these Neighbourhood Intensification Areas, increasing the quality of life for all in the City.

5. At the heart of the Greater Saint John Region, the City is and will continue to be the hub for employment, arts, culture and heritage conservation. Supporting and expanding the City's rich architectural heritage and vibrant arts and cultural community will enrich the quality of life for the City's residents and enhance the attractiveness of the City as a tourist destination. Supporting a more compact, urban development pattern will allow a greater percentage of existing resources to be reallocated to expenditures that support these endeavors and increase the quality of life.

6. Changing demographics, including an aging population, present the City with opportunities to attract and retain residents from within Canada and abroad. Diversifying the economy and supporting the creation of employment opportunities in industrial and emerging sectors will help to attract and retain young professionals and workers from across this country and abroad. Cultivating and supporting investment in education will also provide opportunities for existing residents and attract new ones, supporting the City as a more attractive destination for employers and employees.

7. The City has a strong employment base in industrial and service sectors, and has opportunities to diversify the economy in health, research and information technology sectors, among others. Supporting continued investment in the knowledge and innovation clusters at UNBSJ and the Regional Hospital and in the Uptown will strengthen these anchors and create more economic opportunity in and around them. The creation of jobs in emerging sectors will attract residents to the City, while careful consideration of the location for new industrial employment uses will decrease the potential for future land use conflicts and support growth and investment in a diverse range of employment sectors.

8. Alternative transportation modes, including walking and cycling, are difficult in Saint John, and it is inefficient and expensive to provide convenient and frequent public transit service throughout the large and dispersed geographic region. People with disabilities or without a car have trouble gaining access to jobs, services and amenities without an integrated public transportation network. A dense, compact urban form will enable more efficient and frequent transit service and promote opportunities for active transportation for all of the City's residents.

9. A wide array of natural areas, parks, surface water bodies and expansive waterfronts offer many opportunities for the City to be a leader in environmental sustainability. Limiting development in natural and rural areas and increasing the development density of the City will decrease our impact on the ecosystem. Enhancing urban parks, watersheds and waterfront areas will improve quality of life and have a positive impact on the City's natural systems.



# 1.3 PlanSJ: Creating the Municipal Plan

PlanSJ was the two-year community-based project undertaken to develop the Municipal Plan. It involved the largest and most comprehensive community engagement exercise ever completed by the City. A multitude of technical studies were completed and city wide public engagement events hosted in order to capture the community's vision for the future and better understand the existing challenges facing the City. The depth of involvement by staff, consultants and the community was extensive, involving:

- A 13-member Citizen Advisory Committee (the CAC) comprised of 2 members of Council, 1 representative from the Planning Advisory Committee (the PAC) and 10 citizens of the City. Staff from the City's Department of Planning and Development supported the CAC, while the CAC advised City staff and Council on community issues. CAC members also acted as ambassadors within their neighbourhoods and across the City to actively promote involvement in the planning process.
- A Steering Committee comprised of senior staff from across all City service areas advised the PlanSJ Team on technical issues and day-to-day City operations to ensure the Municipal Plan directions were aligned with other City initiatives.
- Interviews and focus groups with over 70 stakeholder groups engaged in arts, culture and heritage; housing and development; business and the economy; environmental issues; social issues including poverty and affordable housing; transportation and mobility; education; health, wellness and recreation; youth and seniors.
- Targeted youth engagement exercises with students from all the City's high schools, the Teen Resource Centre and Teen Vibe.



- Ongoing public engagement throughout the two-year planning process via the PlanSJ Storefront in Brunswick Square, the project website and social media tools including Facebook and Twitter, and numerous presentations to community groups and organizations.
  - Three PlanSJ videos, available on the project website and on YouTube, documenting the planning process and community members' hopes and expectations for the future.
  - "Welcome to PlanSJ" Open House on January 27, 2010
  - "Opportunities and Directions" Workshop on June 12, 2010
  - "Choices for Growth and Change" Open House on October 14, 2010
  - "New Direction" Open House on December 8, 2010
  - "Putting the Plan on Paper" Workshop on April 14, 2011
  - "Up for Review" Open House on June 15, 2011












# 1.4 PlanSJ Vision & Directions for Growth & Change

The Municipal Plan builds directly on other City initiatives. In conjunction with the two-year PlanSJ community outreach events and exercises, the directions and vision for the Municipal Plan were also drawn from existing sources, including the Our Saint John community engagement process, the corporate strategic plan as expressed in Vision 2015, and the City's Integrated Community Sustainability Plan (the ICSP). The Municipal Plan is also based on a comprehensive understanding of existing conditions in the City derived from the Technical Background Report and the Growth Strategy Report in 2010, completed during the first phase of PlanSJ.

The PlanSJ Vision and Directions are fully described in the Growth Strategy Report endorsed by Council in March 2011. Following the adoption of the Municipal Plan, the PlanSJ Vision and Directions will be used to evaluate whether development applications and future strategic neighbourhood and structure plans fit with the community's aspirations for the City.



### 1.4.1 PlanSJ Directions

Throughout the PlanSJ community consultation process, the resounding message received from the public was a desire for change toward a much more sustainable growth pattern and, ultimately, an improved quality of life for all of the City's residents. The following nine Directions for Growth and Change reflect the community's aspirations for the City's future and illustrate best practices in building sustainable and complete communities. These Directions also provide the foundation for the Municipal Plan's City Structure and Land Use frameworks:

**1. Saint John proactively makes choices to shape the best future for the City. Saint John:**

- Has the courage to say "yes" to what is in the best long term interests of the City and its citizens and the courage to say "no" to what is not;
- Embraces challenges and passionately defends the right choices for the City even when they are difficult choices to make;
- Leads by example; and
- Adopts leading edge planning principles.

**2. Saint John is the heart of the Greater Saint John Region and is a thriving urban centre. Saint John is:**

- Energetic, creative, entrepreneurial, and authentic;
- The focus for growth and change in the Region as well as the centre for office, mixed-use, shopping, living, entertainment, innovation, arts, culture, heritage, education, urban waterfronts and tourism; and
- A City that brings back people that have moved away and is a magnet for newcomers.

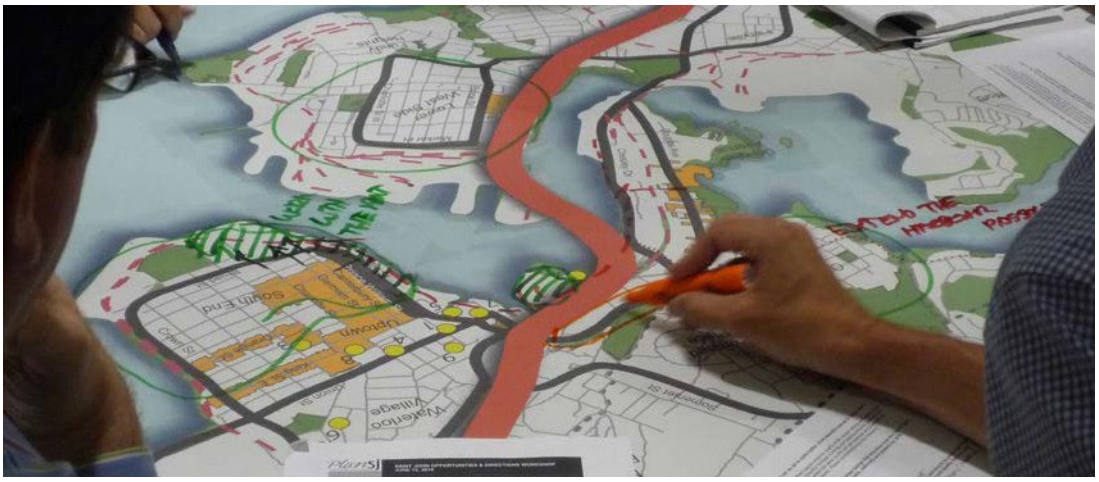


**3. Saint John is comprised of healthy, unique and inclusive neighbourhoods. Saint John:**

- Strengthens the concept of 'one' Saint John by working to make distinct neighbourhoods feel part of one City and one future;
- Supports mixed income living, offering a range of diverse housing choices to meet different life-cycle needs;
- Enables people of any income level to live in a neighbourhood of their choosing;
- Builds on the strong tradition of neighbours taking care of each other - neighbourhoods are the foundation of the strong community pride that defines Saint John; and
- Provides a range of services, employment, leisure and recreational choices within neighbourhoods to provide people with the opportunity to live, work, and play in their neighbourhood.

**4. Saint John actively pursues a progressive, robust and prosperous economy. Saint John:**

- Reflects an economy that has been rooted in the past but now looks forward progressively to the future;
- Strives towards long term economic stability and social security;
- Embraces knowledge, innovation, traditional industry, green industry and emerging employment sectors; and
- Makes positive choices about the economy and about industry that are good for the people who live in Saint John and contribute to high quality of life for residents.



**5. Saint John celebrates its many waterfronts and positions them as prominent and defining elements of the City. Saint John:**

- Embraces water as a central feature of the City's economy, natural environment and a key to the lifestyle and collective community experience of living in Saint John – magnificent tides, beaches, the Port, fishing, boating, marine ecology, natural beauty, views, recreational opportunities, and a priority on water quality;
- Celebrates the historic significance of the waterfronts - as key trade and transportation routes and the primary reason for the City's location; and
- Strengthens its waterfronts - the rivers, Bay of Fundy, and lakes – ecologically through preservation, publicly by creating and maintaining access for all, and economically by promoting waterfront development in appropriate locations.

**6. Saint John values and protects its natural environment and ecosystems on land and in water. Saint John:**

- Builds the City in balance with nature by encouraging a more compact, sustainable growth pattern;
- Actively stewards ecological systems through preservation, restoration and enhancement to increase biodiversity and to restore sensitive or diminished ecosystems;
- Establishes linked natural areas that preserve ecological systems, connect between and across land and water, and connect people with nature;
- Reduces the City's ecological footprint and strives toward greater long term environmental sustainability for future generations;
- Promotes best practices in stormwater management, maintains fresh and coastal water quality, and promotes water conservation;



- Conserves energy and reduces energy use through sustainable *building* design, alternative energy systems and reduced auto dependence; and
- Develops effective policy on climate change and integrates mitigation and adaption actions that can be influenced through land use policy.

**7. Saint John grows the City smarter by developing complete and compact communities. Saint John:**

- Supports the concept that smart cities grow up not out;
- Revitalizes existing communities through compact development and infill within the existing developed areas;
- Develops a built form that supports efficient, convenient and viable alternative choices for transportation including walking, cycling, and transit that support healthy lifestyles;
- Supports the long term health of the urban core city centre by making choices that strengthen the urban core and saying “no” to choices that weaken the urban core;
- Supports compact development by managing development and infrastructure according to the principles of complete communities; and
- Adopts broad-based social and economic goals for sustainability, vibrancy and long term prosperity.



8. **Saint John offers an enviable quality of life, choice and experience for all of its citizens. Saint John:**
   - Builds on unique places, people and experiences;
   - Offers a diversity of arts, culture, and recreational activities and amenities;
   - Encourages and fosters a welcoming community of longtime residents, newcomers, and people of different cultures;
   - Provides a high quality environment – buildings, parks and open spaces – and protects dramatic geography, beautiful views and vistas; and
   - Plants trees and quality landscaping to maintain and enhance natural vegetation throughout the City.

9. **Saint John is committed to a strong plan for action and making change. Saint John:**
   - Has the courage to stick to the Municipal Plan during both prosperous times and difficult times;
   - Builds partnerships with other levels of government and neighbouring municipalities to realize the Municipal Plan;
   - Nurtures and encourages inclusive and accountable leadership at the community and municipal level;
   - Embodies a culture of integrated planning;
   - Sets priorities for capital investment;
   - Commits to, sticks to, monitors and implements the Municipal Plan; and
   - Builds upon the Municipal Plan by updating the Zoning Bylaw and Subdivision Bylaw and by preparing more detailed neighbourhood plans.



### 1.4.2 PlanSJ Vision for Growth and Change

Looking forward over the 25 year planning period of the Municipal Plan, the PlanSJ Vision, as set out in the Growth Strategy, reflects the aspirations of community members to achieve a more urban focused City by prioritizing the transformation of key neighbourhoods through new investment, population and growth. Reinvigorating and enriching these urban places as more complete and healthy communities will renew and stabilize the urban core, improve the physical quality of the City, and broaden the experience and opportunities it provides. At the same time, the PlanSJ Vision anticipates targeted suburban and rural development recognizing the needs of a diverse and changing population.

This pattern of growth supports the development of more compact, mixed-use communities at densities which allow people to live, work, learn, and play in more walkable, transit-oriented neighbourhoods. The PlanSJ Vision builds on the City's record as a leader in sustainability, protecting and identifying strategic improvements to cherished green spaces, natural assets and key recreational facilities. To this end, the PlanSJ Vision recognizes that social, economic, and environmental needs are interrelated and pursues an integrated 'whole systems' approach to ensure that priorities and actions are well balanced. The PlanSJ Vision map (Map A) is a visual representation of the City that would be achieved by implementation of the PlanSJ Vision.

The PlanSJ Vision map (Map A) illustrates the intensity of future developed areas of the City's urban structure, including:

- Areas identified as stable neighbourhoods that are not intended to undergo significant change.
- The potential for denser, more mixed-use development along major streets, and the potential for new or intensified urban centres.
- Existing and future industrial and employment uses.
- A system of enhanced parks, open spaces and natural areas, encouraging active and healthy lifestyles by promoting and sensitively integrating human use in parks, open space and natural areas, where appropriate.

The PlanSJ Vision also acknowledges that the health of the City's natural environment is dependent on preserving and strengthening the health of diverse natural features and habitats. Protecting the natural environment includes identifying, preserving and enhancing important natural systems and ecosystem functions to protect them from development, recognizing that land in its undeveloped state provides significant environmental contributions.

Diverse economies are strong economies and are defined by a broad range of employment opportunities, including a mix of traditional and emerging industries that require a variety of skill levels. The PlanSJ Vision for a strong economy and diverse places to work is based on creating more compact, well-located and better designed employment and retail clusters. The PlanSJ Vision identifies two major employment centres: one that strengthens the Uptown and supports its growth as the key office-retail-arts-entertainment-employment centre for the City and the wider region; and one that identifies UNBSJ and the Regional Hospital as an area for mixed-use residential and increased employment uses. Retail growth is envisioned in the McAllister Mall area to the east, on Fairville Boulevard to the west, in the Uptown to the south, and north along Somerset Street between Crescent Valley and Millidgeville.

The PlanSJ Vision reinforces the value the City and community members place on its distinctive neighbourhoods, and guides them to become even stronger, high quality places through excellence in urban design. Some neighbourhoods will remain stable over the planning period, while others, located in Neighbourhood Intensification Areas, described in Chapter 2, will be supported to evolve in positive ways.

This includes strengthening the range of quality housing choices and introducing an appropriate mix of land uses for residents to live, work, learn, and play. Ensuring these neighbourhoods are also easily accessed by a range of transportation modes, including walking, cycling and public transit is also a central element to accommodating change in the Neighbourhood Intensification Areas in the future. Improving housing choice, affordability and access to a wider range of transportation modes, particularly in the core areas of the City, will make living in any of the City's neighbourhoods accessible to everyone.

The underlying goal of the PlanSJ Vision is to promote a compact development pattern, supporting transit, walking, cycling and other active forms of transportation that help to minimize carbon output and reduce dependence on private automobiles. Solutions for getting around the City need to be inclusive and accessible to people of all ages, income levels and to those with disabilities, and improve connections between neighbourhoods and destinations. Finally, the PlanSJ Vision also speaks to providing new and expanded connections and access points to public waterfront areas, parks and open spaces, trails, beaches, boardwalks and cycling routes by focusing on enhancing key public views to the water.

# 1.5 Legislative Basis of the Municipal Plan

The Municipal Plan has been prepared in accordance with the New Brunswick Community Planning Act, RSNB 1973, c. C-12 (the CPA). The CPA empowers Council to create a Municipal Plan to guide land use decisions within their jurisdiction. Although the Municipal Plan does not commit the City or the Government of New Brunswick to undertake any of the policies or proposals set out therein, it does preclude the undertaking of any development that is inconsistent or at variance with any policy or proposal contained therein. Through the policy statements in the Municipal Plan, Council is proposing a range of actions to implement the PlanSJ Vision and Directions.

The City implements the Municipal Plan through the approval of the Zoning Bylaw and Subdivision Bylaw, and the application of the Municipal Plan Policy. More detailed plans, recognized legislatively as Secondary Municipal Plans, but which are also referred to as Neighbourhood Plans or Structure Plans, may be developed for specific areas of the City and City services. These Secondary Municipal Plans may require amendments to the Municipal Plan and Zoning Bylaw; however, in the event of a conflict between a Secondary Municipal Plan and the Municipal Plan, the Municipal Plan prevails.

The Municipal Plan is a living document and will be reviewed and amended, where deemed appropriate by Council, to ensure that it remains current and is responsive to changes in the economy, population and demand for development.

2020, C.P. 106-21



# 1.6 Organization of the Municipal Plan

The Municipal Plan is divided into two parts. Part I contains the 12 Chapters that make up the body of the Municipal Plan, the Glossary, and the Maps and Schedules. Part II includes the framework for future neighbourhood plans and structure plans.

## Part I

**Chapter One** introduces the purpose, context and vision for the Municipal Plan, how it is organized and how to read the Municipal Plan. The Municipal Plan is intended to be read in its entirety.

**Chapter Two** articulates the City Structure which supports the community's desire to manage future growth by pursuing a more compact and sustainable development pattern. This pattern promotes the development of complete communities, allowing residents to live in close proximity to a full range of their daily needs and amenities and to have convenient access to key destinations and places of work. The City Structure provides the basis for the Land Use framework for the City.

**Chapter Three** contains the City's Land Use framework and approach to regulating future land use to guide growth and change over the course of the 25 year planning period of the Municipal Plan.

**Chapters Four** Urban Design

**Chapters Five** Neighbourhoods and Housing

**Chapters Six** Economic Prosperity

**Chapters Seven** Natural Environment and Energy

**Chapters Eight** Transportation and Mobility

**Chapters Nine** Municipal Services and Infrastructure

**Chapters Ten** Community Facilities

**Chapters Elevan** Arts, Culture and Heritage

**Chapter Twelve** addresses the implementation of the Municipal Plan, including policies related to regulatory tools such as the Zoning Bylaw and Subdivision Bylaw, the Municipal Plan monitoring program, the framework for neighbourhood planning, and the overall investment strategy (five-year capital budget).

**The Glossary** contains the definitions of key terms found in the Municipal Plan.

**The Maps and Schedules** are used for explanatory and regulatory purposes. Maps are non-statutory and Schedules are statutory elements of the Municipal Plan.

## Part II

Part II of the Municipal Plan contains the Neighbourhood Plans and Structure Plans with more detailed policies that apply to specific areas of the City. These neighbourhood and structure plans will be developed following Council's adoption of the Municipal Plan by Bylaw. As completed and approved, they will be incorporated into the Municipal Plan by amendment.

# 1.7 How to Read the Municipal Plan

## Vision and Directions

The Municipal Plan establishes policies to implement the PlanSJ Vision and Directions for future growth and development in the City. The policies are intended to set overall direction, allowing for flexibility for the private sector and government to respond with innovative development approaches to achieve the outcomes of the Municipal Plan.

## Chapters 1-12

While the Municipal Plan is organized in various Chapters, it is an integrated document that is meant to be read as a whole as the Municipal Plan recognizes the link between land use, infrastructure, transportation and urban design. **If there is a conflict between any policies of the Municipal Plan, the policies of Chapter 3 and the Future Land Use map (Schedule B) shall prevail.**

## Glossary

In Part I of the Municipal Plan, numbered policies with corresponding glossary definitions and schedules are considered to be operative statutory parts of the Municipal Plan. Throughout the Municipal Plan, any non-policy text, commentary, or illustration provided is included only to guide and contribute to a fuller understanding of a given policy and are not to be interpreted as policies of the Municipal Plan. Except for references to legislation, many terms in the Municipal Plan are defined in the Glossary section of the Municipal Plan.

## Schedules and Maps

Schedules and Maps are included in Part II of the Municipal Plan. **The Schedules are statutory components** of the Municipal Plan and the Maps are included for information purposes:

**Schedule A:** City Structure

**Schedule B:** Future Land Use

**Schedule C:** Transportation

**Schedule D:** Central Peninsula Secondary Plan

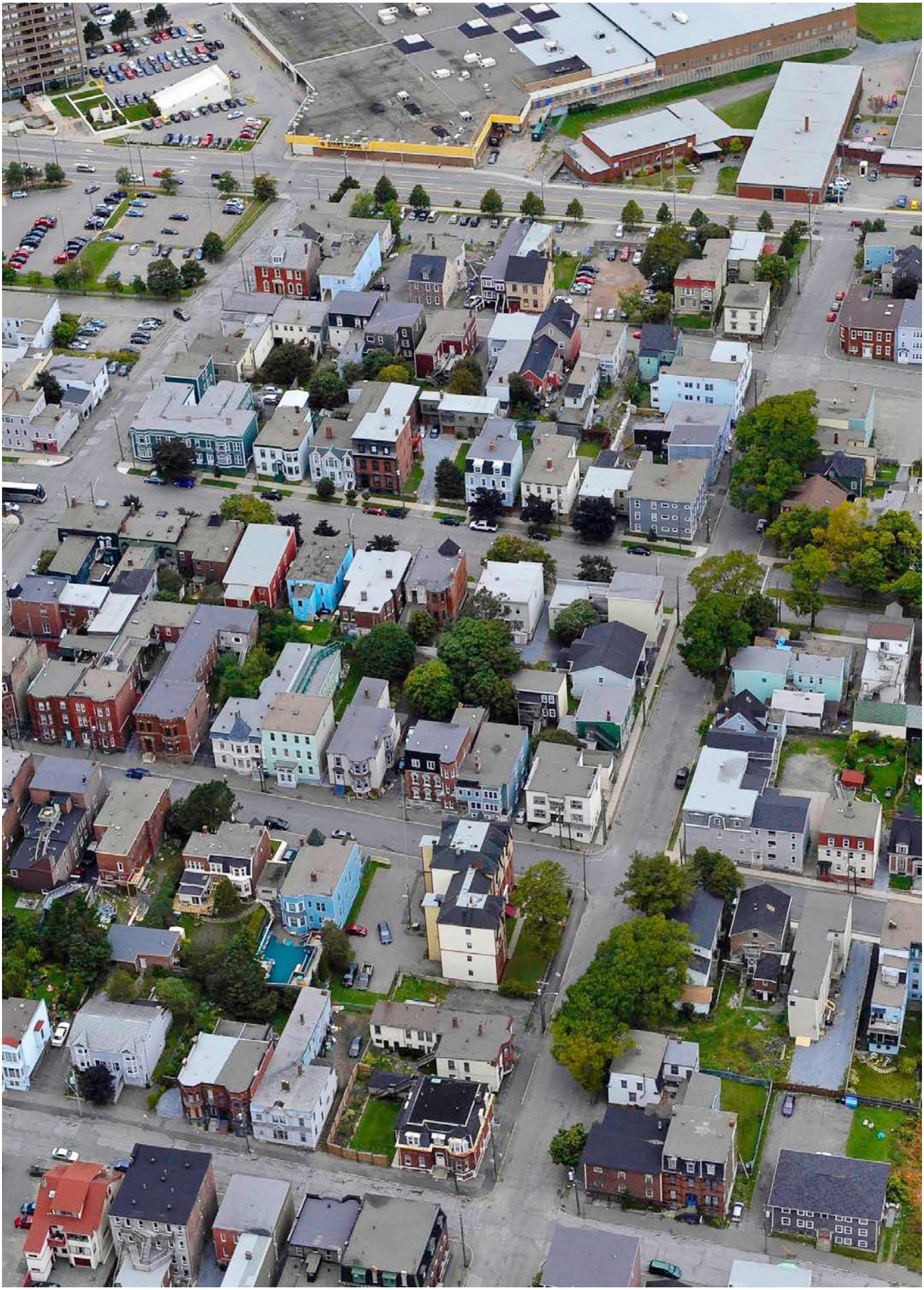
**Map A:** PlanSJ Vision

**Map B:** Areas for Detailed Planning

## Recommendations

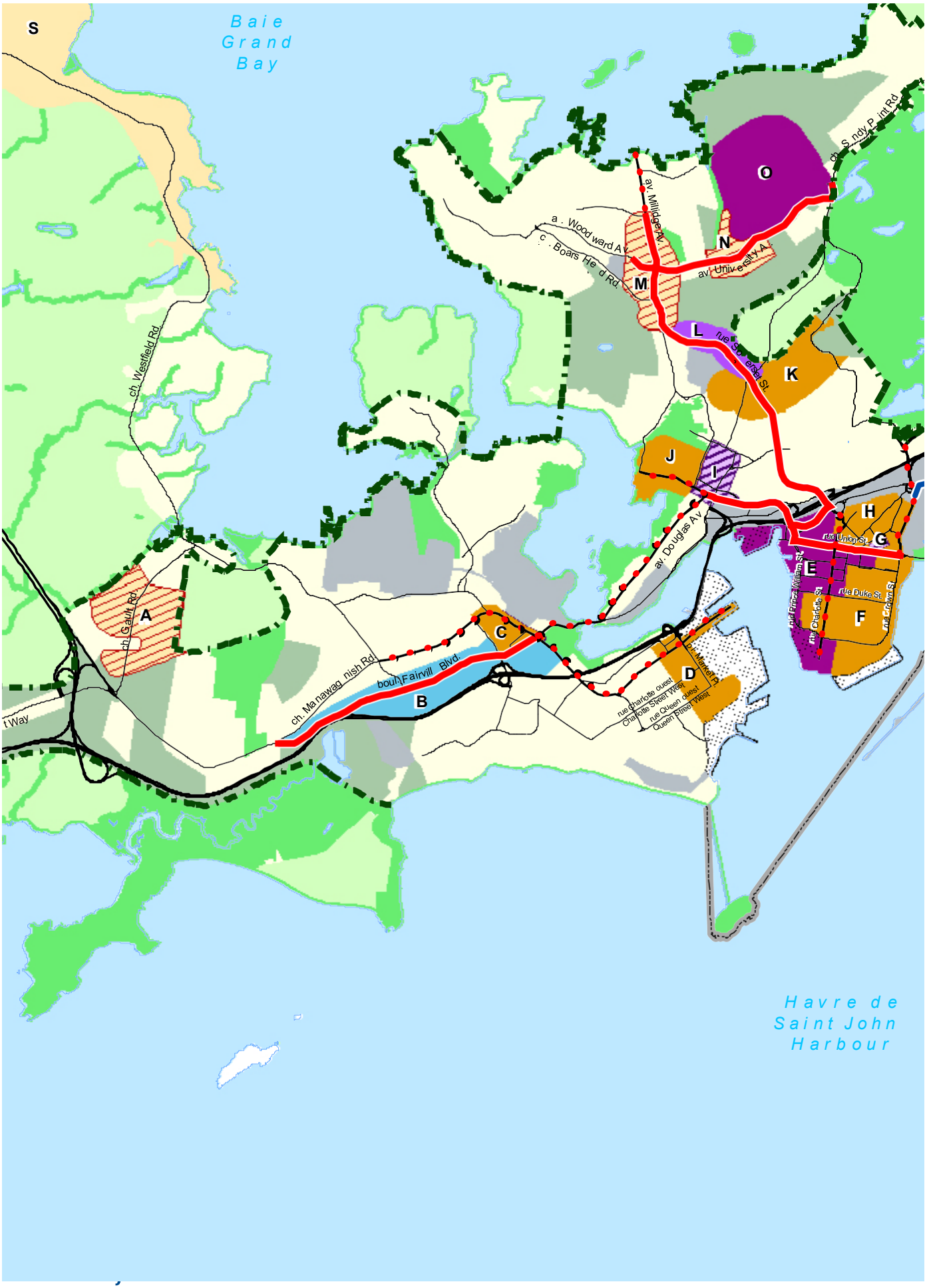
The Municipal Plan includes references to previously completed studies, plans, strategies and/or reports. These references are not intended to incorporate these studies, plans, strategies and/or reports in their entirety. Only the specific recommendations from these studies, plans, strategies, and/or reports specifically referenced are included in the Municipal Plan.





# 2 City Structure


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av. Douglas Ave
av. Millidge Ave
av. University Ave
Woodward Ave
Boars Head Rd
ch. Sandy Point Rd
rue Sydney St
rue Union St
rue Prince William St
rue Charlotte St
rue Duke St
rue Crown St
Market Pl
rue Charlotte ouest
Charlotte Street West
rue Queen ouest
Queen Street West

City Structure refers to the way in which land uses, transportation systems, infrastructure, open spaces and natural features are distributed and arranged across the land base to create the City's physical make-up. This physical organization of the uses to which lands in the City may be put is fundamental to all elements that create a great city, including:

- Quality of life;
- Diversity and resilience of the economy;
- Overall community and social cohesion;
- Health of the natural environment;
- Ease of mobility; and
- Ability to deliver affordable, high quality municipal services.

The Municipal Plan directs new growth and investment where it will provide the greatest advantage to the community at large, strengthening the City's urban structure as it develops into the future while achieving the PlanSJ Vision for the City. The City Structure proposed in the Municipal Plan is built on the following elements which organize and rationalize land use in the City and establish an appropriate hierarchy of development:

- The Primary Development Area (the PDA) is where most future development will take place.
- The Employment Areas and Intensification Areas are areas within the PDA that have the capacity for significant change and are in locations that will benefit from investment through new development.
- The Stable Areas are healthy, stable neighbourhoods that will evolve but not experience major change.
- Corridors are links between Intensification Areas and common destinations, including the waterfronts.
- The Park and Natural Areas and Rural Areas will be largely protected from development, with the exception of some resource development in appropriate locations and limited residential development in Rural Settlement Areas.

Making investment decisions that support a better City Structure will allow the City to make better use of existing infrastructure and system capacity, particularly related to water, wastewater, and transit service. Strategic infrastructure and public realm investments by the City that are consistent with the City Structure have the potential to trigger large private sector investments. When this takes place, the quality of services and the quality of life can greatly improve and one project at a time, move the City toward a more complete community.

# 2.1 City Structure Goals

1. Limit urban and rural sprawl and use land more efficiently.
2. Revitalize existing communities through compact development, context appropriate infill, and promoting infill development on vacant and underused properties.
3. Direct new housing and employment uses to Intensification Areas to achieve a higher density of people and jobs, enabling the City to provide cost-effective and efficient infrastructure and services.
4. Locate an integrated mix of land uses within walking distance of each other in Intensification Areas, including places to live, work, shop, learn and play.
5. Connect Urban and Suburban Neighbourhood Intensification Areas and existing Stable Areas with Primary and Character Corridors.
6. Develop a compact built form that supports both a healthy lifestyle and efficient, convenient and viable alternative transportation choices, including transit, walking and cycling.
7. Provide greater housing choice and affordability across the City and within individual neighbourhoods.
8. Achieve excellence in built form and design.

# 2.2 City Structure

The City Structure map (Schedule A) lays the groundwork for the land use policies contained in Chapter 3 of the Municipal Plan. This Schedule illustrates the roles and hierarchy of key places in the City, providing information on the relative mix of land uses, the organization and design of streets and blocks, and the density of built form. The City Structure map illustrates areas that should grow and change as well as areas that should remain stable but not static, recognizing that some minor change is appropriate to allow these areas to evolve over time in keeping with the established neighbourhood character.

The City Structure map (Schedule A), although statutory, does not identify land use designations that regulate development. Instead it categorizes land in the City based on the degree of change and intensity of development to be received over the planning period and directs where investments are to be made. The City Structure map (Schedule A) forms the basis for the more detailed Future Land Use map (Schedule B) and the accompanying land use policies found in Chapter 3, which are the primary tools for regulating land use for future development.

## Council shall:

Policy CS-1 Adopt the City Structure map (Schedule A) for the City to reflect the intended degree of change and intensity of development in the City and ensure that it supports the long term best interests of the City.

Policy CS-2 Ensure the City Structure map (Schedule A) supports and is consistent with the Future Land Use map (Schedule B) which guides growth and development in the City. Changes to the City Structure map (Schedule A) may only be considered in conjunction with appropriate changes to the Future Land Use map (Schedule B). In the event of a conflict between the City Structure map (Schedule A) and the Future Land Use map (Schedule B), the Future Land Use map (Schedule B) shall prevail.

Table 1 visually depicts how the City Structure categories are organized, based on their location inside the PDA, outside the PDA in the Rural Areas, or common to both the PDA and the Rural Areas:

Table 1: City Structure

## CITY STRUCTURE

### INSIDE THE PRIMARY DEVELOPMENT AREA (PDA)

**INTENSIFICATION AREAS**

- Primary Centre
- Local Centre
- Mixed Use Centre
- Urban Neighbourhood Intensification Area
- Suburban Neighbourhood Intensification Area

**EMPLOYMENT AREAS**

- Primary Centre
- Regional Retail Centre
- Employment Area

**CORRIDORS**

- Character Corridor
- Primary Corridor
- Commercial Corridor

**OTHER AREAS**

- Stable Area
- Urban Reserve

### OUTSIDE THE PDA

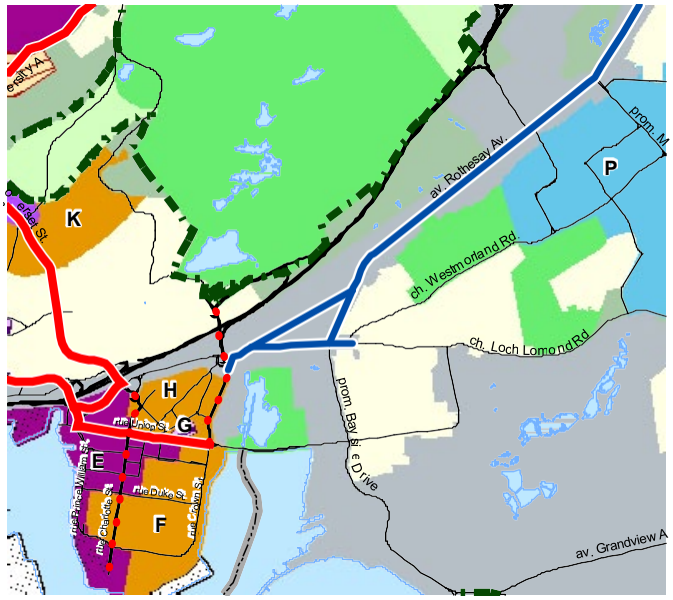
**RURAL AREAS**

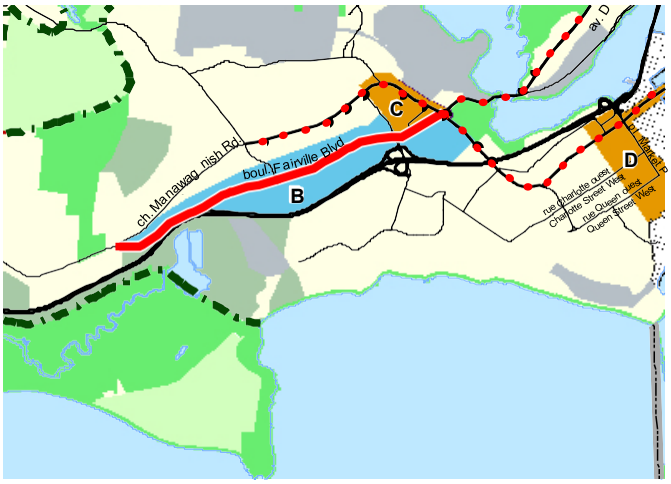
- Rural Resource Area
- Rural Settlement Area
- Rural Industrial Area
- Stable Area

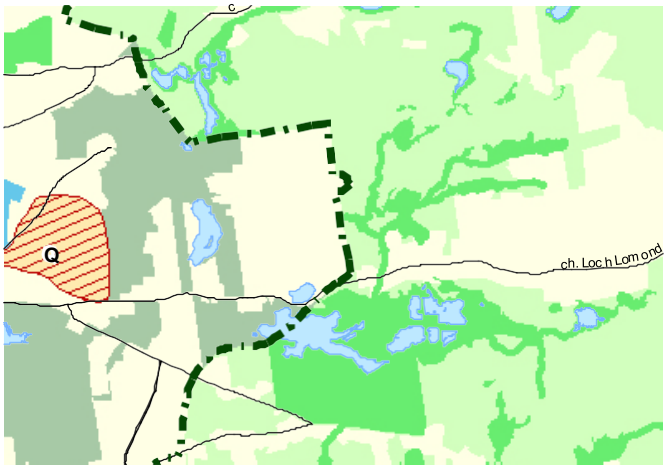
### COMMON

**COMMON TO THE PDA & RURAL AREAS**

- Park and Natural Area
- Federal Transportation



# 2.3 The Primary Development Area

As depicted on the Future Land Use map (Schedule B), the Primary Development Area (the PDA) generally corresponds to the portion of the City with existing municipal water and wastewater services. Most new employment growth and approximately 95% of new residential growth will be directed inside the PDA to maximize infrastructure investments that have already been made and protect rural and natural areas. Inside the PDA there are four main City Structure categories, described as Intensification Areas, Employment Areas, Corridors and Other Areas. Each of these categories is further broken down into sub-categories, describing in greater detail the intent for all areas within the PDA of the City. The following details each City Structure category and accompanying sub-categories within the PDA.

## 2.3.1 Intensification Areas

Intensification Areas are identified as the areas of the City where most future growth and development will be focused. There are five sub-categories within the Intensification Areas, described as Primary Centres, Local Centres, Mixed Use Centres, Urban Neighbourhood Intensification Areas, and Suburban Neighbourhood Intensification Areas.

**Primary Centres** are intended to attract and serve people from all over the City and the Greater Saint John Region. They contain the highest densities and most complex and concentrated mix of land uses in the City. There are two Primary Centres, each containing a complementary cluster of medium/high density development:

Uptown Primary Centre will remain the largest mixed-use centre in the City and Region. Land uses shall include the widest range of medium and high density residential, retail, quality business offices, arts, tourism, hospitality, entertainment, institutional, civic, open spaces and park spaces, cultural uses, financial and personal services.

UNBSJ Plateau / Regional Hospital Primary Centre will evolve into a strengthened health and education mixed-use employment and residential area for the City and the Region, containing the second largest number of jobs in the City and the Greater Saint John Region. The area will grow to include medium and high density residential uses, as well as a range of medical, educational, research and development, and related uses. UNBSJ Plateau / Regional Hospital Primary Centre is intended to complement rather than compete with the Uptown Primary Centre. Significant new civic, arts, tourism and hospitality, entertainment, cultural and specialty retail uses are to be directed to the Uptown Primary Centre and discouraged from locating in the UNBSJ Plateau /Regional Hospital Primary Centre.

**A Local Centre** on Somerset Street between Churchill Boulevard and Technology Drive will provide a range of the most frequently needed commercial goods and services to serve the needs of the surrounding neighbourhoods.

**Mixed Use Centres** are places located within Urban Neighbourhood Intensification Areas that are appropriate for re-urbanization and where the Municipal Plan will direct mixed commercial and medium to higher density residential development. These include Lansdowne Centre in the Old North End, Prince Edward Square in Waterloo Village and Main Street West.

**Urban Neighbourhood Intensification Areas** are neighbourhoods that have generally been developed prior to World War II. These Urban Neighbourhood Intensification Areas include each of the five priority neighbourhoods in the City: the Old North End, South End, Lower West Side, Waterloo Village, and Crescent Valley. Urban Neighbourhood Intensification Areas are primarily residential neighbourhoods with medium density housing and convenience retail services. These Urban Neighbourhood Intensification Areas will benefit from renewed investment and development and are targeted to receive approximately 45% of future growth and development.

**Suburban Neighbourhood Intensification Areas** are neighbourhoods generally established after World War II, including Central Millidgeville, University Avenue, Monte Cristo/Gault Road, and Forest Hills/Lakewood. Suburban Neighbourhood Intensification Areas are primarily residential neighbourhoods with lower density housing and convenience retail services. They contain lower densities than Urban Neighbourhood Intensification Areas, but more elements of a complete community than traditional suburban neighbourhoods. Council shall encourage suburban growth in these areas that assumes a more compact urban form and provides a range of different housing options with access to local and community services by a range of transportation modes. These Suburban Neighbourhood Intensification Areas are targeted to receive approximately 40% of future growth and development.

## 2.3.2 Employment Areas

Stimulating and sustaining economic activity is an underpinning to successful urban areas. The City's future growth and development will largely be dictated by the community's ability to retain existing employment and create new employment opportunities. As the first step to supporting the evolving needs of businesses in a wide variety of industries, the City must ensure there is ample supply of well located, high quality employment lands available to accommodate investment needs. The Employment Areas are described as Primary Centres, Regional Retail Centre and Employment Areas:

**Primary Centres,** previously identified as the Uptown Primary Centre and the UNBSJ Plateau / Regional Hospital Primary Centre, are intended to attract and serve people from all over the City and the wider region. They contain the highest densities and most complex and concentrated mix of land uses in the City, including employment uses, and are intended to develop at the highest densities in the City, with complementary uses.

**Regional Retail Centres** of McAllister Centre and Fairville Centre provide large format retail and service uses at a scale and range to serve the city and regional population. These Centres are also intended to complement rather than compete with uses in the Uptown Primary Centre. Although the main focus of these areas are retail and service based commercial land uses, limited residential uses may be permitted in these areas through mixed-use development proposals. Regional Retail Centres are not intended for residential use nor are they intended to undermine the function of Local Centres or Primary Centres.

2019, C.P. 106-18

**Employment Areas** are comprised of existing Industrial Parks, other existing industrial areas, Business Centres, and two areas of primarily undeveloped lands identified for new industrial and employment uses in Spruce Lake Industrial Park and McAllister Industrial Park. Employment Areas will generally not allow residential uses; these areas are generally single purpose industrial or business park uses, not appropriate in proximity to residential uses. Development will occur at lower densities as these uses generally require more land.

## 2.3.3 Corridors

Corridors are best described as the links between Intensification Areas and common destinations, including the waterfronts. They are identified to define the different roles our roadways have in shaping neighbourhood and community character as they serve different needs and provide different services to users. To best describe and characterize the different types of Corridors and their intended City Structure functions, three types were identified: Primary Corridors, Character Corridors, and Commercial Corridors.

**Primary Corridors** are locations for improved transit, active transportation, investments in streetscaping, public realm and urban design, and in some cases intensified land uses. They also serve as primary transportation links between Primary Centres and Urban and Suburban Neighbourhood Intensifications Areas. These Corridors serve the neighbourhoods they traverse with a broad range of uses, at a scale and density suitable to support high levels of transit use. These are places where streetscaping improvements should be focused, and where urban design will be a priority. Primary Corridors include the following:

Millidge Avenue (from Somerset Street to Hill Heights Road) provides a number of neighbourhood related commercial and community uses, and connects to a range of places via the intersection with University Avenue and also via Somerset Street.

Somerset Street passes through a section of rocky and hilly natural terrain which shapes the southern edge of Millidgeville and the northern edge of Crescent Valley. An aggregate extraction operation is also located along this section of Somerset Street, along with a mix of commercial and one-storey business uses. In some places, the base of the steep slope sits close to the edge of the street, creating a natural 'street wall'.

The University Avenue/ Woodward Avenue/Sandy Point Road corridor reflects a number of unique characters: University Avenue is a wide boulevard with a mix of open natural spaces, townhouses and low rise apartments; Woodward Avenue passes through a similar setting followed by a mix of low rise employment buildings; while Sandy Point Road is a rural road, following the natural edge of Rockwood Park, punctuated by small groups of detached homes.

Churchill Boulevard connects Lansdowne Centre with the Crescent Valley Urban Neighbourhood Intensification Area. The boulevard passes through a post-World War II development of medium density housing. The road terminates at its southern end at the existing Lansdowne Centre shopping plaza.

Main Street (east of Douglas Avenue) connects the Uptown with the Lansdowne Centre and also connects to Saint John West via Douglas Avenue. It is a wide arterial boulevard with a mix of scattered uses, including office, church, retail, hotels, and parking lots.

Union Street is a primary transportation corridor linking the Uptown with Waterloo Village and Saint John East. It contains a mix of parking lots and 3-4 storey buildings, (some historic, others postwar) with retail at grade and professional offices and/or apartments above.

Fairville Boulevard frames the northeast edge of the Fairville Place Urban Neighbourhood Intensification Area. The boulevard passes through a section of historic retail buildings 2-3 storey's in height, as well as large sections of less developed areas, with one-storey retail establishments, employment uses and parking lots.

**Character Corridors** are places for investment in quality streetscaping, the public realm, and urban design in order to strengthen the quality of place in these important areas of the City, and to act as a catalyst for high quality development in the adjacent Primary Centres and Urban and Suburban Neighbourhood Intensification Areas. In most cases Character Corridors connect to the City's many waterfronts - a key direction in the Municipal Plan. These are not envisioned as places for significant intensification. Character Corridors include the following:

Douglas Avenue connects the Lansdowne Mixed Use Centre with Fairville Place and Fairville Corridor on the City's West Side. The avenue has an attractive mix of historic homes on wide lots, set far back from the street, and framed by a tall canopy of street trees.

Millidge Avenue (north of Hill Heights Road) provides an attractive view corridor and direct link to the waterfront edge of Millidgeville.

Main Street (west of Douglas Avenue) provides a sloping view corridor and direct connection from the mixed-use Lansdowne Mixed Use Centre to the waterfront at the western terminus of the street, framed by a mix of semi-detached and row housing.

Main Street West (from Chesley Drive to Manawagonish Road) provides connections from the residential neighbourhoods of Greendale and Churchill / Quinton Heights to Chesley Drive and destinations eastward. The street contains a mixed character of housing and businesses, including a broad mix of retail, warehouse and industrial uses.

Manawagonish Road (from Main Street West to Manchester Avenue) contains an attractive mix of historic and postwar detached homes on large lots, fronted by a substantial and healthy street tree canopy.

Lancaster Avenue / Duke Street West / City Line connects King Square West and Queen Square West parks with two waterfront destinations within the Lower West Side Urban Neighbourhood Intensification Area.

Charlotte Street connects the heart of the Uptown at Union Street with the southern tip of the Central Peninsula with access to the South Waterfront, where development lands may bring new residents and businesses to revitalize the South Waterfront. The housing on Charlotte Street is a mix of historic and post-World War II medium density townhouses and higher density apartments. Setbacks are small or nonexistent as housing and businesses front directly onto the sidewalk at many locations. South of the Lower Cove Loop there is opportunity for intensification and public realm improvements to enhance access to the South Waterfront.

Sydney Street connects the Uptown and Waterloo Village with the South Waterfront at Tin Can Beach. Development lands along underutilized lots at the edge of Rainbow Park and South of Broad Street coupled with enhanced streetscape improvements will improve the sense of place and attractiveness of the South Waterfront.

2020, C.P. 106-21

Mount Pleasant Avenue / Crown Street connects the Uptown and Waterloo Village with the Mount Pleasant Neighbourhood and the communities and public amenities found adjacent to, and within Rockwood Park.

**Commercial Corridors** are places in proximity to the Saint John Throughway that are suitable for automobile oriented uses and over time will be enhanced through improved urban design and site design standards.

Rothesay Avenue / City Road have historically served as a service corridor for industrial uses requiring access to the Saint John Throughway or rail lines. As the nature of industry has changed in the City, many of the former industrial uses have transitioned or relocated to the City's Industrial Parks. The Municipal Plan supports the continued transition of this area into a higher quality automobile oriented Commercial Corridor for development that benefits from locations near the Saint John Throughway, and for uses not appropriate in the Primary Centres which are more suited to pedestrian oriented uses.

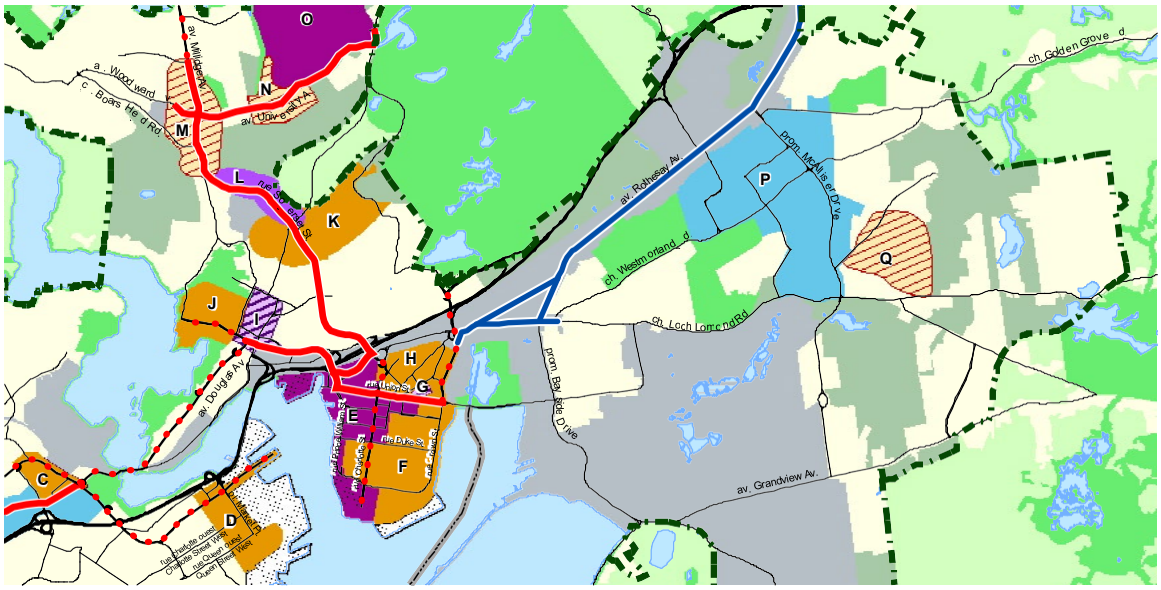
Bayside Drive has a small commercial node at the intersection with Thorne Avenue and Loch Lomond Road. The Municipal Plan supports the continued commercial uses within this area and envisions transition to a higher quality automobile oriented Commercial Corridor.

## 2.3.4 Other Areas

There are two additional City Structure sub-categories found in the Other Areas category. The Stable Areas category describes neighbourhoods throughout the Primary Development Area that are considered healthy and not expected to undergo significant change in the future. The Urban Reserve category includes undeveloped lands within the Primary Development Area which are not needed to accommodate anticipated growth in the future.

**Stable Areas** include existing healthy, primarily low-density residential areas not identified as Intensification Areas or Employment Areas. Stable Areas are not expected to experience major development, although they will evolve incrementally and organically and in keeping with the existing neighbourhood character in order to accommodate appropriate infill development to support complete communities.

**Urban Reserve lands** are inside the Primary Development Area and are being reserved for future serviced residential development as they are not needed to accommodate the anticipated growth in population or employment over the planning period. These lands are to be carefully managed to preserve their potential for future urban expansion to ensure there is a continuous supply of land that can be serviced with municipal water and wastewater service beyond the planning period.



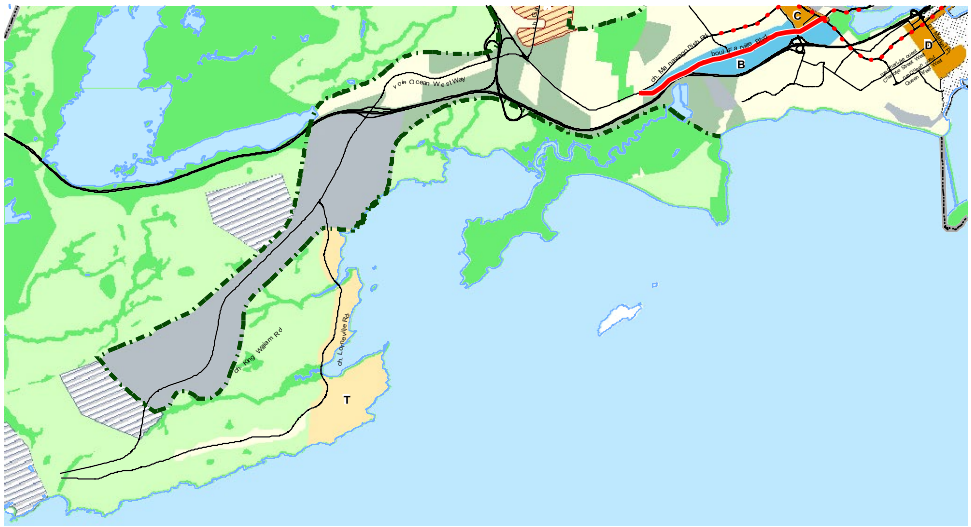
# 2.4 The Rural Areas

Lands outside the Primary Development Area are generally described as Rural Areas and are not provided with municipal water and wastewater services. The Rural Areas will support limited growth and development which will be carefully controlled through Municipal Plan policy in order to encourage most development to take place within the Primary Development Area. Rural Areas include two sub-categories described as Rural Resource Areas and Rural Settlement Areas.

**Rural Resource Areas** are primarily undeveloped lands with the potential for rural resource activity such as pits and quarries and/or forestry uses. New resource uses may be permitted in Rural Resource Areas provided the proposal meets the criteria outlined in the Land Use Chapter of the Municipal Plan, and the relevant provisions of the Zoning Bylaw.

**Rural Settlement Areas** are the existing, historic communities of Martinon to Ketepec, Lorneville and Treadwell Lake. New, minor, low density residential development that is compatible with a rural lifestyle and with the existing community character will be permitted in these Rural Settlement Areas to support their continued vitality and to maximize existing investments in community infrastructure provided the proposal meets the criteria outlined in the Land Use Chapter of the Municipal Plan.

2025, C.P. 106-38



# 2.5 Lands Common to the Primary Development Area and the Rural Areas

The Park and Natural Areas and the Federal Transportation categories apply to lands within the PDA and to the Rural Areas.

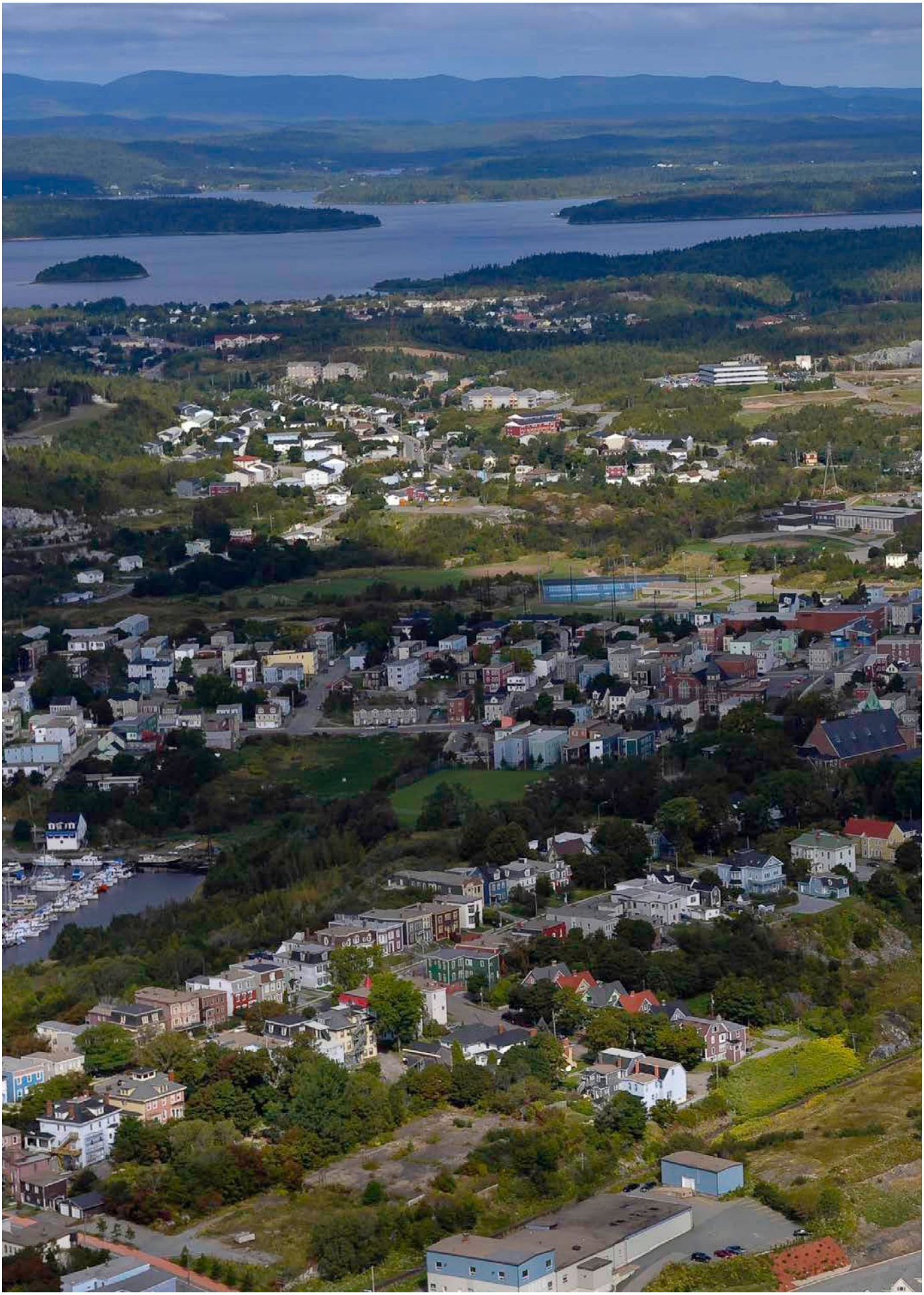
**Park and Natural Areas** are currently in a primarily natural state or would benefit from re-naturalization and are not generally appropriate locations for development. Park and Natural Areas include wooded lands, lakeshores, rivers, coastlines, and important geology and habitat. Through specific policies in Chapters 3 and 7, such as the provision of wildlife corridors, protection of environmentally sensitive / significant areas, and guidelines for watersheds, riparian, coastal and estuarine areas, the lands are intended to form a system of natural areas to conserve ecosystems. Due to the large provision of Park and Natural Areas in largely inaccessible areas of the city, green energy developments, as defined within the City's Zoning By-law, are appropriate, subject to required municipal, provincial, and federal approvals.

2019, C.P. 106-20

**Federal Transportation** lands are within the boundary of the City and are under the jurisdiction of the federal government. Inside the PDA, this Federal Transportation designation has been applied to the Port and in the rural areas this Federal Transportation designation has been applied to the Airport. The intended use for these lands differs:

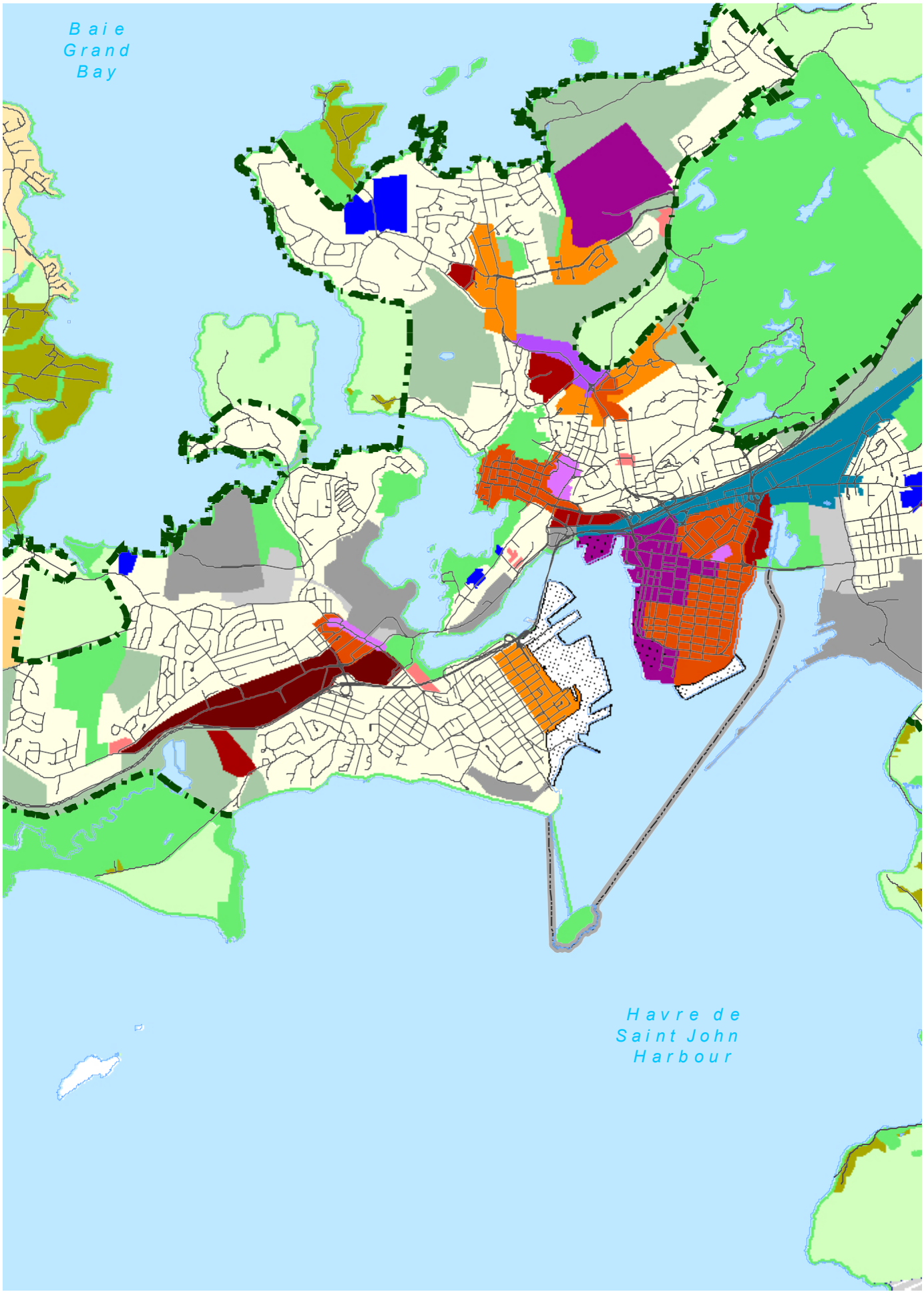
Saint John Airport (Airport) lands are under the ownership of the federal government and Airport operations are managed by the Saint John Airport Authority. The Airport lands are located in the Rural Area and, notwithstanding their federal regulation, the City encourages the development of airport related uses.

Saint John Port Authority (Port) lands are under the ownership of the federal government and Port operations are managed by the Saint John Port Authority. Port lands are encouraged to develop for marine related uses. The Port lands located adjacent to the Uptown Waterfront are identified on the Future Land Use map (Schedule B) as being part of the Uptown Primary Centre. Despite the lands' federal ownership, the City supports future intensification of these lands consistent with community aspirations and the policies identified for the Uptown Primary Centre lands.



# 3 Land Use


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Baie
Grand
Bay
Havre de
Saint John
Harbour

The Municipal Plan responds to the community's desire to focus growth and development in the urbanized areas of the City, supporting a strengthened urban core and enhanced quality of life. The Future Land Use map (Schedule B) implements the City Structure (Schedule A) and serves as the regulatory guide for new development. The Future Land Use map defines the location for different land uses to facilitate the creation of complete communities while minimizing land use conflicts. This will maximize the benefits of mixed-use areas and enhance the quality of life for citizens, creating an environment that entices newcomers to the City and encourages existing residents to stay in the City. The land use framework provides clarity and certainty for residents and businesses wishing to make informed decisions with respect to investment and places to live and work.

The City Structure will be achieved through the supporting land use framework, discussed in this Chapter, which will serve as the statutory guide for new development. The Municipal Plan provides clarity and predictability in terms of where new residential, employment and mixed-use growth will occur and ensures an adequate supply of land to grow the City's economy. Over the planning period, 95% of residential growth will be directed to the Primary Development Area. Approximately 45% of this new residential development will be directed to Urban Neighbourhood Intensification Areas and approximately 40% of this new residential growth will be directed to Suburban Neighbourhood Intensification Areas. Minor infill development in Stable Areas, comprising 10% of new residential growth, will continue throughout the City in a manner that is compatible with the character of the surrounding neighbourhoods. Rural Areas will largely be protected as Rural Natural Areas and Rural Resource Areas, with limited rural residential growth comprising approximately 5% of new residential growth directed to Rural Settlement Areas.

# 3.1 Future Land Use Goals

1. Guide decision-making and development that is in the long-term best interests of the community and the City.
2. Ensure there is an adequate supply of all land types within the Primary Development Area over the planning period.
3. Create positive conditions for new development within the Primary Development Area, capitalizing on investments made in existing infrastructure.
4. Enrich the quality of life throughout the City, particularly in the core neighbourhoods, by directing the majority of growth and investment to designated Centres and Intensification Areas.
5. Support and strengthen the Uptown as the Primary Centre for all major commercial, government, community, culture, entertainment and tourism uses, and the UNBSJ Plateau / Regional Hospital area as the Primary Centre for health care services, post-secondary education, and research uses.
6. Improve access to the City's many waterfronts and enhance the Uptown waterfront in particular as a vibrant mixed-use area.
7. Foster complete communities at densities which support public transportation and *active transportation* and a range of services, employment, leisure and recreational choices to provide people with greater opportunities to live, work, play and learn in their neighbourhoods.
8. Direct new industrial development to designated Industrial Areas, minimizing future land use conflicts and taking advantage of industrial clusters.
9. Provide improved housing choice, quality and affordability throughout the City to meet the needs of the changing population.
10. Provide for limited new development in the City's Rural Areas, preserving the balance of these lands for the conservation of natural areas, limited residential infill and appropriate resource use.
11. Protect the natural environment and develop in balance with nature by encouraging a more compact and sustainable city.

# 3.2 Future Land Use

The Future Land Use map (Schedule B) is a vital component of the Municipal Plan. In order to implement the broad objectives of the Municipal Plan, the Future Land Use map (Schedule B) creates a comprehensive picture of the community, setting out how land in the City should be developed in the future. The Future Land Use map (Schedule B) assigns land use designations to all lands in the City. These designations identify the type and intensity of land use that is appropriate within a given area, and set out a specific policy framework to guide growth and development. The Future Land Use map (Schedule B) and accompanying policies in Chapter 3 represent the legal framework for development.

## Council shall:

Policy LU-1 Adopt the Future Land Use map (Schedule B) to guide future development and investment in the City over the planning period and ensure that it supports the long term best interests of the City.

Policy LU-2 Ensure the Future Land Use map (Schedule B):

a. Provides sufficient land to accommodate the projected demands for residential, commercial, industrial and other land uses over the planning period;

b. Provides for a limited range of compatible uses to occur within the land use designations, subject to the applicable policies of the Municipal Plan; and

c. Provides for more specific delineation of appropriate land uses in the Zoning Bylaw and neighbourhood plans and structure plans.

Policy LU-3 Recognize that the boundaries of land use designations, as shown on the Future Land Use map (Schedule B), are intended to be approximate, except where they coincide with roads or other clearly defined physical features. Where general compliance with Municipal Plan policies is maintained, minor adjustments to the boundaries of land use designations shall not require a Municipal Plan amendment.

Policy LU-4 Not consider changing the designation of lands on the Future Land Use map (Schedule B) through a Municipal Plan amendment, unless the proposal:

a. Is consistent with the general intent of the Municipal Plan and further advances the City Structure;

b. Is necessary by virtue of a lack of supply of quality land already designated in the Municipal Plan to accommodate the development;

c. Enhances the community and the quality of life offered to residents of the City;

d. Efficiently uses available infrastructure;

e. Does not negatively impact the use and enjoyment of adjacent lands and neighbourhoods;

f. Is an appropriate use within the land use designation being sought for the property, and the proposal is consistent with the specific policies regulating development in the designation; and

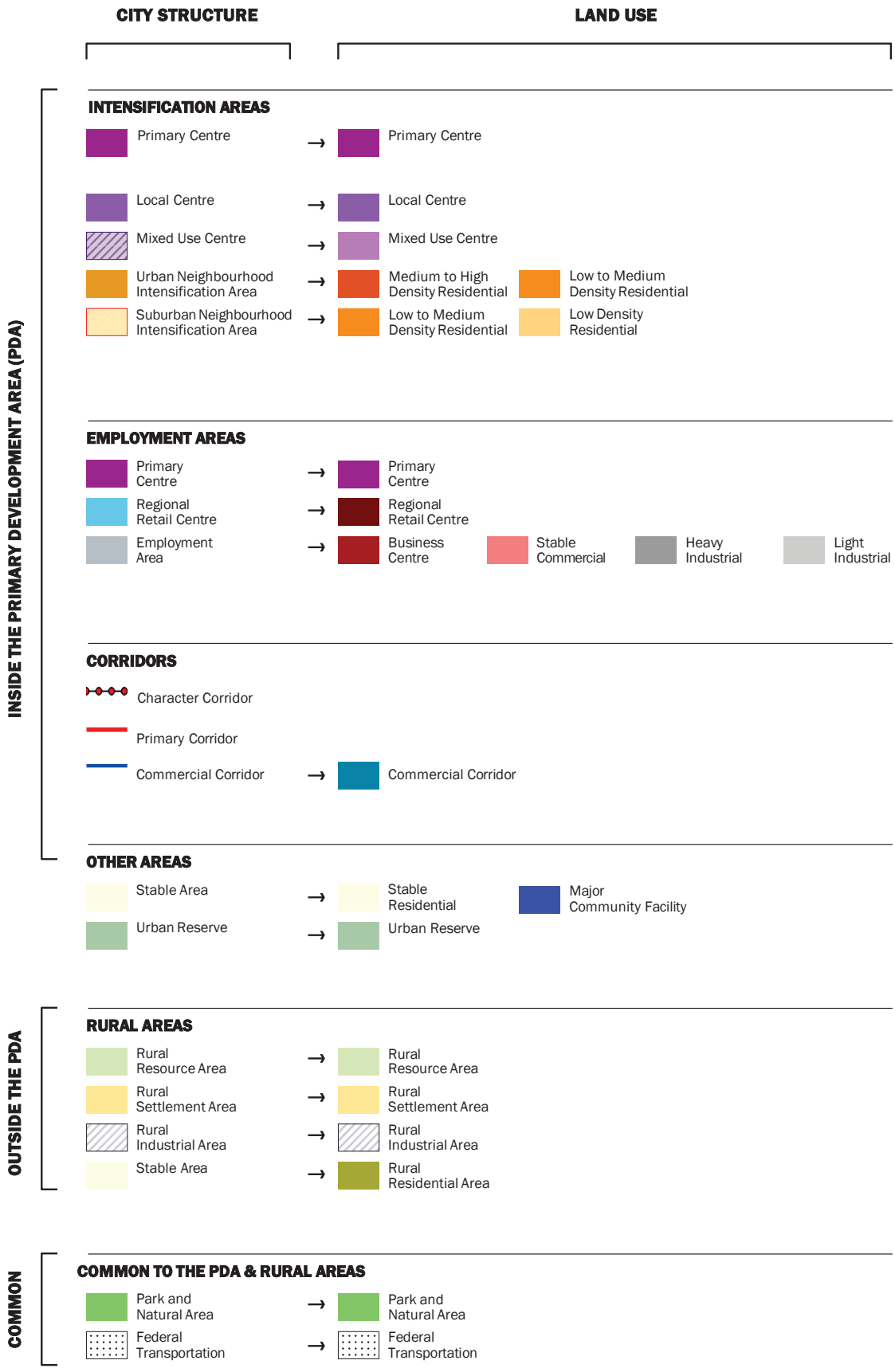
g. Adequately addresses and mitigates any significant environmental impacts.



# 3.3 Land Use Designations & City Structure

The Future Land Use map (Schedule B) builds upon the City Structure map (Schedule A) and creates a series of land use designations that further refine where and what type of investment will take place across the community. In broad terms, policy is developed for each designation shown on the Future Land Use map (Schedule B) to regulate the use and development of land in the City. The association between each City Structure category and the corresponding Land Use designation is visually represented in Table 2.

Table 2: City Structure and Land Use



# 3.4 Establishment of the Primary Development Area

The PlanSJ Vision expressed for the City creates a stronger urban structure for the community over the planning period by targeting growth and reinvestment to the existing urbanized areas of the community. In order to realize this, the Primary Development Area has been established, inside which the vast majority of development is planned to occur over the planning period.

The adoption of an urban growth boundary for the City is not a new idea; in fact, previous Municipal Plans for the City have included similar concepts. Over time, however, amendments to previous Municipal Plans allowed rural development to take place, which undermined efforts to further urbanize the City. The Primary Development Area is a statutory component to the Municipal Plan. Council should evaluate proposed amendments to the boundary of the Primary Development Area utilizing the guidance found in Policy LU-9 and the general intent of the Municipal Plan.

## Council shall:

Policy LU-5 Establish the Primary Development Area (the PDA) as shown on the Future Land Use map (Schedule B). The PDA includes the lands currently serviced with municipal water and wastewater or those intended to be serviced with this infrastructure over the planning period.

Policy LU-6 Intend that the PDA form the growth boundary of the City. Lands within the PDA are the priority areas for accommodating future growth over the planning period, to capitalize on investments made in existing infrastructure.

Policy LU-7 Intend that all lands outside of the PDA are considered Rural Areas and will be governed by the policies that address Rural Area development in the Municipal Plan.

Policy LU-8 Not permit development serviced with municipal water and wastewater services beyond the boundaries of the PDA without first changing the boundaries of the PDA which will require an amendment to the Future Land Use map (Schedule B). Large-scale, heavy industrial development is excluded from compliance with this policy.

Should a large scale heavy industrial proposal require the extension of municipal services outside of the PDA to service their development, Council shall not extend the PDA to include the development as it is not appropriate to permit urban land uses to encroach upon heavy industrial land uses. However, any extension of water and wastewater services beyond the PDA to accommodate large-scale heavy industrial development shall be undertaken on a cost recovery basis.

2014, C.P. 106-8

### Council may:

Policy LU-9 Consider amending the boundaries of the Primary Development Area boundary when a comprehensive review of the Municipal Plan has taken place, as outlined in the Implementation Chapter of the Municipal Plan:

2014, C.P. 106-8

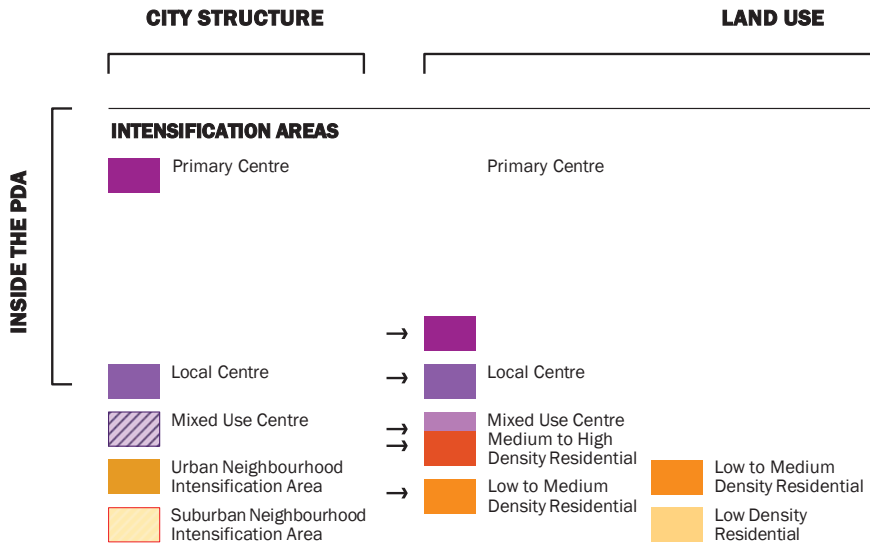
## 3.5 Land Uses within the Primary Development Area

Within the Primary Development Area, there are Intensification Areas, Employment Areas, Corridors, and Other Areas. Each of these land use sections contains corresponding land use designations to guide growth and development. Intensification Areas are intended to receive the most growth and development over the planning period; however, in each land use designation the type and density of development will differ. Employment Areas follow a similar approach containing employment designations to recognize the various needs of different types of employment. A Commercial Corridor has been designated along Rothesay Avenue to accommodate the specific needs of business along that thoroughfare, and Other Areas recognizes the remaining land use designations within the Primary Development Area.



## 3.5.1 Intensification Areas

Intensification Areas are intended to develop with the highest concentration of land uses in the City. The type and/or mix of uses are dependent on the type of Intensification Area. These areas are identified as the primary places for growth to proceed.



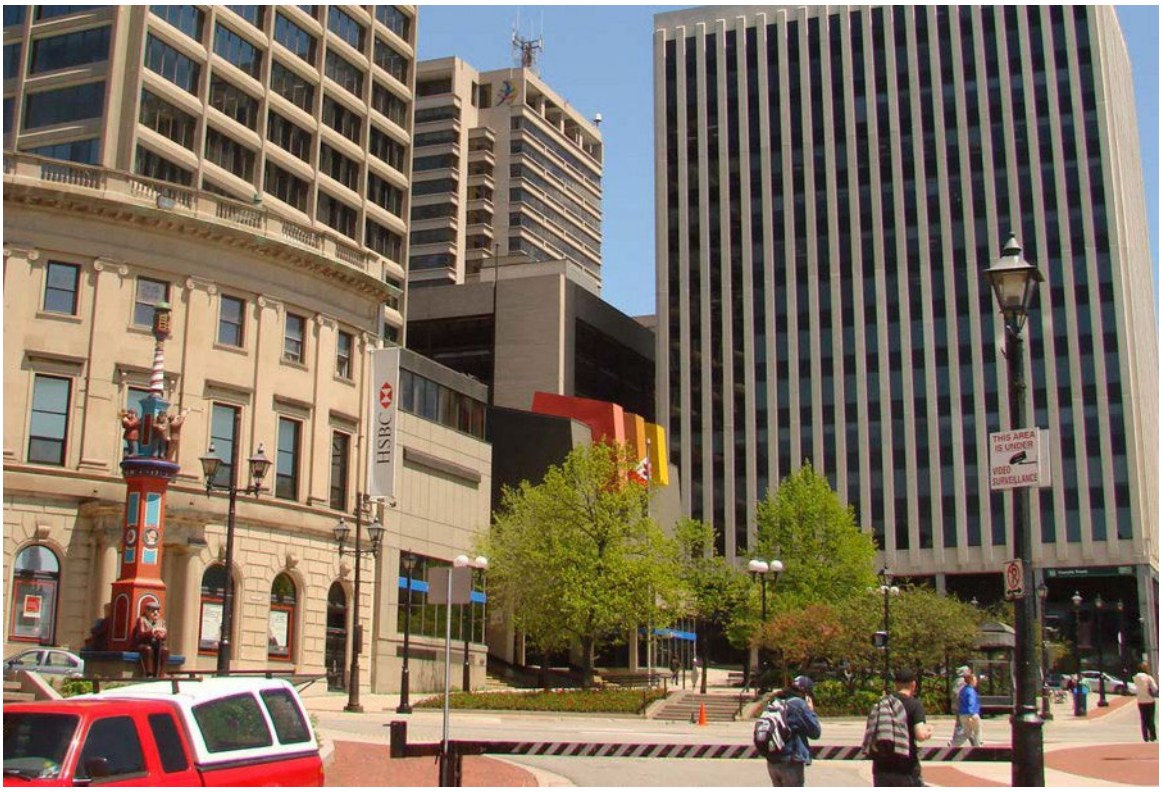



### Primary Centres

The Municipal Plan designates two Primary Centres which are intended to accommodate the highest densities of development in the City, reflecting the City's role as a regional employment, educational, and cultural hub. The Primary Centre designation is used to set out land use policy in the Uptown and also in the UNBSJ Plateau / Regional Hospital areas. Land use policy for the Primary Centres is customized to reflect the unique land use character and function intended for each Primary Centre, ensuring that they evolve in a way that complements one another. The two Primary Centres are intended to function as anchors in the north and south of the City.

## Council shall:

Policy LU-10 Create the Primary Centre land use designation on the Future Land Use map (Schedule B) that is used to identify the two areas of the City where the highest intensity of development is to be accommodated: the Uptown Primary Centre and the UNBSJ Plateau / Regional Hospital Primary Centre.



Policy LU-11 Acknowledge that the two Primary Centres in the City will evolve differently and have a distinct function within the community. For clarity, Council intends that:

a. The Uptown Primary Centre is the home of the highest intensity mixed-use development in the City, where all major office and government development is located and where a wide range of other commercial uses, including specialty retail and the region's arts, cultural, and entertainment facilities are located. High density residential uses are strongly encouraged in the Uptown Primary Centre.

b. The UNBSJ Plateau / Regional Hospital Primary Centre is the location of a major cluster of post-secondary education facilities as well as health care, medical and other related services. The Municipal Plan contemplates the introduction of a range of residential and commercial land uses in this area following completion of a Neighbourhood or Structure Plan.

## Council may:

Policy LU-12 Consider applications to amend the Future Land Use map (Schedule B) and expand the boundaries of a Primary Centre when a proposal is consistent with Policy LU-9 and the following additional requirements:

a. Adequate land is not available within the Primary Centre for the proposed land use;

b. The expansion further strengthens the Primary Centre and enhances the role of the Primary Centre as one of the major concentrations of intensive land use in the City;

c. For the Uptown Primary Centre, any proposed expansion of this area shall require a study that assesses the impact on adjacent neighbourhoods with respect to land use, traffic, urban design and other such impacts, and a rationale as to why the proposal cannot be accommodated within the existing area of the Primary Centre.



### Uptown Primary Centre

An action strategy for the Uptown and Central Waterfront was developed in 2019 as part of the Central Peninsula Secondary Plan. The Central Peninsula Secondary Plan acts as a guide for future development and investment decisions within the Uptown and Central Waterfront areas to ensure the area continues to serve as the major mixed-used centre  serving the Greater Saint John Region. The Secondary Plan for the Uptown and Central Waterfront aligns with the Municipal Plan vision and directions which is to create a vibrant area that:

- Affords a well-designed, high quality physical environment, easily accessible and friendly to use;
- Provides a variety of locations for its users to work, live, learn, play and visit;
- Respects and celebrates its diverse cultural heritage;
- Supports and hosts businesses that provide outstanding quality goods and services; and
- Supports and hosts knowledge-based industries that play a leading role in transforming the economy of the City.

2020, C.P. 106-21



## Council shall:

Policy LU-13 Recognize the Uptown Primary Centre as the major business, office and retail area within the City, featuring mixed-use development and intense activity. The Uptown also contains uses which contribute to the City's vitality and animation, such as cultural, entertainment, residential and hospitality uses. Council shall encourage the following land uses to locate in the Uptown Primary Centre:

a. Major concentrations of government and other major office, financial, and professional services in the City;
b. Major arts, culture, leisure and entertainment facilities;
c. Medium & high density residential, particularly in mixed-use developments;
d. Green space and public gathering places;
e. Specialty retailing;
f. Restaurant and related establishments, including bars;
g. Visitor attractions that are not location dependent;
h. Post-secondary and private educational facilities; and
i. Public transit and active transportation hubs providing links to and from key destinations.

Policy LU-14 Recognize that parts of the federally owned Port lands have been identified on the Future Land Use map (Schedule B) as part of the Uptown Primary Centre. Notwithstanding the federal ownership and operation of these lands by the Saint John Port Authority, the City encourages intensification of these lands in accordance with the collective policies of the Uptown Primary Centre.

Policy LU-15 Encourage the development and redevelopment of lands in the Uptown Primary Centre and ensure that updates to the Zoning Bylaw consider:

a. Establishing standards for mixed-use development and the location of active ground-floor uses in commercial areas;
b. Establishing a height schedule to guide the development of taller buildings in appropriate locations, consistent with the established urban form, and establishing requirements for pedestrian scale street walls;
c. Establish parking standards to:
    i. Permit reduced vehicular parking standards;
    ii. Introduce bicycle parking and amenity requirements;
    iii. Allow for a reduction in the provision of parking. Cash-in lieu for required parking may be requested where appropriate, which could be directed towards supporting public transit;

iv. Permit shared parking areas between uses, where zoning permits; and

v. Encourage the development of parking spaces within dedicated multi-level structures to satisfy off-street parking requirements, when feasible.

2020, C.P. 106-21

Policy LU-16 Identify and pursue business development opportunities that attract new investment and new ideas and provide a positive environment for new businesses and the retention of existing businesses in the Uptown.

Policy LU-17 Actively promote the Uptown as an ideal place to live for families, older adults, students, and young professionals.

Policy LU-18 Ensure the Uptown is a vibrant urban environment that welcomes entertainment, dining opportunities, arts and cultural venues and events, and other people-oriented uses.

Policy LU-19 Ensure the Uptown maintains a compact urban form. This will be achieved by developing supportive land use regulations in the Zoning Bylaw to direct high intensity mixed-use development to areas that can support it, while maintaining the character of established lower intensity areas.

Policy LU-20 Ensure new construction in the Uptown is sensitive to its historic surroundings and neighbourhood context; however, modern expressions of architecture in the Uptown will also be encouraged.

Policy LU-21 Prohibit the development of automobile-oriented land uses in the Uptown such as drive-through restaurants and gas bars.

Policy LU-22 Encourage programming such as events, formal and informal activities, and festivals for outdoor venues and facilities in the Uptown and ensure adequate venues are available for such programming.

Policy LU-23 Encourage the application of high quality urban design standards for development within the Uptown Primary Centre by incorporating the Urban Design Principles, established in the Municipal Plan, which support mixed-use urban forms of development.

Policy LU-24 Encourage and facilitate commercial development opportunities at the street level by creating active and transparent storefronts, where appropriate.

Policy LU-25 Ensure major new development provides opportunities for improved pedestrian connections at the street level. Pedway extensions may be considered, only where appropriate.

Policy LU-26 Consider developing incentive programs that encourage design excellence, façade improvement and the redevelopment of upper floors in commercial buildings for quality housing, or other appropriate uses.

Policy LU-27 Strategically invest in the public realm in the Uptown through a phased program of streetscaping to enhance the pedestrian experience along key corridors identified by the Municipal Plan. The City shall also improve, wherever possible, the quality of the physical environment through the planting of trees and other vegetation within the street right-of-way.

Policy LU-28 Generally discourage the development of surface parking lots in the Uptown, particularly where building demolition is required to accommodate the proposed parking. However, where deemed appropriate, surface parking may be permitted on vacant or underutilized land on the fringe of the Uptown, in areas not visible from the street, or outside of a Heritage Conservation Area.

2020, C.P. 106-21

Policy LU-29 Recognize and support enhancements to public transit service in the Uptown as a catalyst for activity and development in the Uptown.

Policy LU-30 Encourage partnerships with Uptown Saint John Inc. and other community stakeholders to promote the Uptown as a significant destination and ensure it is beautified and maintained at a high standard.

### Uptown Waterfront

Central to the PlanSJ Vision and Directions is the celebration of the City's many waterfronts, and the positioning of them as defining elements of the City. The Inner Harbour Land Use Plan, adopted by Council in 2003, identified a vision for the lands that extend from the southern edge of Fallsview Park, overlooking Reversing Falls, to the former Lantic Sugar site and Round Reef, including the Coast Guard Site and Partridge Island. The area contains a rich diversity of cultural, historic, natural and economic resources, including the Fort LaTour site, Partridge Island, Trinity Royal Heritage Conservation Area, the former Strait Shore fishing village, the HMCS Brunswicker facility, the Market Square complex, waterfront properties administered by the Port, and a number of other strategic development sites owned by public and private interests. Additionally, the vision for the Uptown Waterfront was further updated and refined in the areas identified by the Central Peninsula Secondary Plan as Long Wharf, Fundy Quay, the Central Waterfront and South Waterfront in

2019. The Municipal Plan provides a supportive land use framework to foster the appropriate quality and mix of development envisioned by the Inner Harbour Land Use Plan and Central Peninsula Secondary Plan.

The Central Peninsula Secondary Plan includes a development framework for the Uptown Waterfront extending from Long Wharf to the area South of Broad Street. This development framework provides a higher level of detail with respect to the future development of this area, as compared to other parts of the City.

The Inner Harbour Land Use Plan also included a development framework for the Uptown Waterfront area, described as the portion of the Inner Harbour extending from the Fort LaTour site to the Lantic Sugar property. This provided a higher level of detail with respect to the future development of this area, as compared to other parts of the City. The development framework created for the Uptown Waterfront is consistent with the PlanSJ Vision and Directions and the land use intentions for this area described in the Inner Harbour Land Use Plan have been carried forward in the Municipal Plan, outlined in both this section and the Urban Design Chapter of the Municipal Plan.

For the purposes of the Municipal Plan, the Uptown Waterfront policies are included within the Uptown Primary Centre land use policies and signal the intention for a vibrant mixed-use area. In order to ensure development along the waterfront occurs in a comprehensive manner, the Municipal Plan will support the establishment of a Waterfront Zone in the Zoning Bylaw. All new major waterfront development will be considered through a rezoning process to ensure the provision of a high quality public realm, improved pedestrian accessibility, and a mix of land uses including commercial, residential, cultural and other appropriate uses which benefit from a waterfront location.

2020, C.P. 106-21



## Council shall:

Policy LU-31 Provide a supportive framework for the development of the Saint John Inner Harbour pursuant to the recommendations of the Central Peninsula Secondary Plan (2020). Lands within the Uptown Waterfront shall be included in the Uptown Primary Centre designation and development shall be subject to the applicable policies of this designation.

2020, C.P. 106-21

Policy LU-31.1 Recognize that in the future there may be an opportunity to redevelop the lands South of Broad Street, including the Barrack Green Armoury property to accommodate more mixed-use, urban forms of development.

2020, C.P. 106-21

Policy LU-32 Establish a Waterfront Zone in the Zoning Bylaw to ensure high quality development and public realm experience for the Uptown Waterfront area. Proposals for major development will be considered through a rezoning process to ensure development occurs comprehensively and in keeping with the principles of the Inner Harbour Land Use Plan. In evaluating such proposals Council shall give consideration to the following:

a. Providing increased public access to the Uptown Waterfront within development sites and to and along the water's edge;
b. Permitting uses which position the Uptown Waterfront as a catalyst for new economic development and employment creation opportunities across the City;
c. Creating a diverse and interesting waterfront offering a mix of land uses and a range of unique year-round activities and experiences;
d. Creating the potential for new residential development to accommodate population growth in the Uptown Waterfront, the Uptown and the South End areas;
e. Providing new flexible public spaces, both indoor and outdoor, that meet the needs of a variety of users and can be used throughout the year;
f. Facilitating better utilization of the community's existing Uptown Waterfront development assets and heritage sites, including Market Square, New Brunswick Museum, Trinity Royal Heritage Conservation Area, the Fort LaTour site and Partridge Island where appropriate;
g. Increasing the frequency and duration of tourist visits to the City;
h. Sustaining and enhancing the Saint John Port Authority's cruise operations by creating new, compatible integrated development opportunities;
i. Supporting the relocation of incompatible marine and industrial uses from the Uptown Waterfront lands;

j. Demonstrating innovation in sustainable planning, design, engineering and management practices;

k. Promoting design excellence to create inviting places and high quality landmark buildings;

l. Creating opportunities to connect waterfront assets to the City and Greater Saint John Region with a land and water-based network that provides for ease of movement between the Uptown Waterfront and areas beyond;

m. Providing an appropriate access and parking strategy, showing how the needs of the project will be accommodated while also contributing to the needs of the Uptown Waterfront;

n. Developing a comprehensive plan to provide a clear understanding of all key aspects of the proposal, including proposed land uses, project statistics, design concept, architectural treatment, and areas of public access and benefit;

o. Conforming to the principles, objectives and design guidelines outlined in the Urban Design Chapter of the Municipal Plan; and

p. Providing infrastructure to accommodate visiting recreational boats.

### Uptown Primary Centre Neighbourhood Plan

Policy LU-33 Establish a Neighbourhood Plan for the Uptown Primary Centre which shall contain statements of policy addressing:

a. The appropriate forms and locations of all desirable land uses including residential development and opportunities for mixed-use development;

b. The further development of arts and culture, entertainment, visitor attractions and amenities in the Uptown Primary Centre;

c. Strategies to protect and promote the reuse of heritage assets;

d. The identification of investment priorities, particularly park and streetscape improvements, the further development of Harbour Passage, and key public linkages and views to the Harbour;

e. Priorities for transportation improvements, particularly investments that make public transit, cycling, and walking easier and more attractive;

f. Strategies to accommodate the demand for parking while ensuring that parking infrastructure contributes to the success and attractiveness of the Uptown;

g. Priorities for other infrastructure such as locating and relocating electrical and telecommunications infrastructure underground; and

h. Such other matters as are desirable for the development of the area.

### UNBSJ Plateau / Regional Hospital Primary Centre

The UNBSJ Plateau / Regional Hospital Primary Centre is intended to develop to meet the needs of the existing cluster of health sciences and post-secondary educational institutions to support growth in these knowledge-based sectors. It is intended that the UNBSJ Plateau / Regional Hospital Primary Centre develop to complement and not compete with the Uptown Primary Centre. The establishment of a Neighbourhood Plan or Structure Plan for the UNBSJ Plateau / Regional Hospital Primary Centre is intended to be a collaborative approach between UNBSJ, the Regional Hospital and the surrounding community and City. Input from students, in terms of their needs and preferences, will also be sought as part of the process for a Plan, as campus and community life must support amenities and services being sought by prospective students. Integrating stakeholders into the future development of the UNBSJ Plateau / Regional Hospital Primary Centre will enrich it and ensure it develops in a manner that meets the needs of its users and the broader community.

## Council shall:

Policy LU-34 Encourage the following uses and services to locate in the UNBSJ Plateau / Regional Hospital Primary Centre:

a. Post-secondary education and other institutional facilities;

b. Medical and health-related services and facilities;

c. Laboratories, and research and development facilities;



d. Residential and commercial land uses consistent with a Neighbourhood Plan or Structure Plan adopted by Council; and

e. A public transit and active transportation hub that supports travel to and from other key destinations.

Policy LU-35 Establish a Neighbourhood Plan or Structure Plan for the UNBSJ Plateau / Regional Hospital Primary Centre in collaboration with the Government of New Brunswick and the community which shall contain statements of policy with respect to:

a. The appropriate forms and locations of all desirable land uses including residential development to the extent that it enhances the continued positioning of the Primary Centre as a major learning and employment centre in the City;

b. The identification of investment priorities, particularly park and streetscape improvements;

c. Priorities for transportation and other infrastructure improvements, such as bus routes and stops, bicycle paths, pedestrian links, connections to surrounding neighbourhoods, future streets, and shared parking facilities;

d. Key public amenities including parkland, trails, and public views;

e. Further improving the quality of amenities and life for the student population and those employed in the UNBSJ Plateau / Regional Hospital Primary Centre; and

f. Such other matters as are desirable for the development of the area.



### Local Centre

The Municipal Plan acknowledges a need and an opportunity for additional commercial development to be located in the North End to serve the neighbourhoods located between the Uptown Primary Centre and the UNBSJ Plateau / Regional Hospital Primary Centre. Lands adjacent to Somerset Street north of Churchill Boulevard/Samuel Davis Drive already accommodate a range of commercial uses as well as a number of existing industrial land uses, which should transition to more urban and neighbourhood-based land uses over time.

This Local Centre is intended to provide a range of retail and service-oriented commercial uses that will serve residents in the North End and Millidgeville. The form of development intended is community-oriented urban commercial development at higher densities that support pedestrian activity and transit use. Encouraging the development of more housing in this part of the City is also desirable as it will further justify public transit investments to connect the two Primary Centres and will provide a broader range of customers for the commercial uses the City hopes to attract to this area.

Council shall:

Policy LU-36 Create the Local Centre land use designation on the Future Land Use map (Schedule B) for the lands adjacent to Somerset Street between Churchill Boulevard/Samuel Davis Drive and Millidge Avenue. The Local Centre designation is intended to encourage the development of a mix of urban land uses that support the development of a high quality streetscape and transit corridor, with an emphasis on community-scale commercial uses. Council will also encourage the development of complementary medium and high density residential development and institutional and community facilities.

Policy LU-37 Adopt provisions in the Zoning Bylaw to implement the policy objectives identified in the Local Centre designation. Such Zoning Bylaw provisions shall provide for the creation of a compact, mixed-use urban form that enhances pedestrian and transit connectivity.

### Mixed Use Centre

Mixed Use Centres are places located within Urban Neighbourhood Intensification Areas which are appropriate for re-urbanization and where the Municipal Plan will direct mixed commercial and medium to higher density residential development. These include Lansdowne Centre in the Old North End, Prince Edward Square in Waterloo Village and Main Street West.

Council shall:

Policy LU-38 Create the Mixed Use Centre land use designation on the Future Land Use map (Schedule B).

Policy LU-39 Within the Mixed Use Centre designation, permit a range of commercial and higher density forms of residential development such as apartment, condominium and townhouse units, integrated with appropriately scaled commercial uses in carefully planned locations to facilitate the development of a vibrant, complete, urban neighbourhood.

Policy LU-40 Achieve a minimum gross residential density per hectare in lands designated Mixed Use Centre of 45 units per net hectare. Density shall not be calculated on a property by property basis but shall be calculated in the Mixed Use Centre as a whole.

Policy LU-41 Establish appropriate standards in the Zoning Bylaw to encourage mixed-use development appropriate for the neighbourhood in which it is located by requiring appropriate setbacks, massing, height and limits to the permissible commercial uses.

### Residential Density

In order to accommodate a range of growth and development appropriate to the different Urban and Suburban Neighbourhood Intensification Areas, three land use designations for residential density are contained in the Municipal Plan. Each land use designation describes a different level of intensity of development regarding the type of housing and associated neighbourhood uses permitted: Medium to High Density Residential, Low to Medium Density Residential and Low Density Residential.







### General Residential Policies

Council shall:

Policy LU-42 Establish appropriate provisions in the Zoning Bylaw to require new development to have appropriate setbacks, massing and height to create and maintain high quality residential environments.

Policy LU-43 Ensure that water and wastewater services, parks and recreation services, appropriate community facilities, and protective services are available.

### Medium to High Density Residential

Council shall:

Policy LU-44 Create the Medium to High Density land use designation on the Future Land Use map (Schedule B).

Policy LU-45 Within the Medium to High Density designation, permit a range of housing types with an emphasis on the provision of higher density housing forms such as apartment, condominium, and townhouse units. Nothing in the Municipal Plan, however, shall be interpreted to prohibit lower density forms of residential development in this designation, provided that minimum residential density targets have been met for the Intensification Area as a whole. Other compatible uses may be permitted in the Medium to High Density designation without amendment to the Municipal Plan including, but not limited to convenience stores, home occupations, neighbourhood retail uses, parks, and community facilities.

Policy LU-46 Achieve a minimum gross residential density per hectare in lands designated Medium to High Density of 45 units per net hectare. Density shall not be calculated on a property by property basis but shall be calculated in the Intensification Area as a whole.

Policy LU-47 Establish provisions in the Zoning Bylaw allowing for mixed-use development in the Medium to High Density designation that includes the following general types of land use:

- Residential development and Community facilities;
- Appropriate retail and office uses; and
- Live/work forms of development or home occupations.

Policy LU-48 Consider proposals to establish mixed-use development in the Medium to High Density designation through a rezoning process. Proposals must demonstrate conformance with the following requirements:

a. The property is located on a collector or arterial street as illustrated on the Transportation map (Schedule C) of the Municipal Plan or is consistent with mixed-use development as described in a Secondary Plan;

b. The property is located in close proximity to a public transit route and is easily accessible by a range of transportation modes;

c. The ground floor frontage of buildings facing collector and arterial streets is generally devoted to retail and commercial uses; and

d. Residential development is generally located on the upper floors of buildings.

2020, C.P. 106-21

### Low to Medium Density Residential

Council shall:

Policy LU-49 Create the Low to Medium Density land use designation on the Future Land Use map (Schedule B).

Policy LU-50 Within the Low to Medium Density designation, a range of housing types is permitted with an emphasis on the provision of lower density forms of housing including townhouses, semi-detached, duplex and single detached dwellings. Other compatible uses may be permitted in the Low to Medium Density designation without amendment to the Municipal Plan including but not limited to convenience stores, home occupations, parks, and community facilities.

Policy LU-51 Notwithstanding Policy LU-50, recognize that new housing development of higher density may be appropriate in the Low to Medium Density designation, such as apartment and condominium dwellings, and shall be permitted subject to a rezoning process, where such development demonstrates compliance with the following requirements:

a. Subject lands are adjacent to or in close proximity to collector or arterial streets and transit routes;

b. Subject lands are located at the periphery of low density residential neighbourhoods;

c. Subject lands are appropriately designed for the area in which it is located and is encouraged in suitable sites for in-fill development;

d. Subject lands are compatible with surrounding land uses;

e. Sufficient on-site parking and green space is provided;

f. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated; and

g. An exterior building design of high quality is provided that is consistent with the Urban Design Principles of the Municipal Plan.

Policy LU-52 Achieve a minimum gross residential density per hectare in lands designated Low to Medium Density of 35 units per net hectare and not more than 90 units per net hectare. Density shall not be calculated on a property by property basis but shall be calculated in the Intensification Area as a whole.

Policy LU-53 Notwithstanding Policy LU-50, encourage small neighbourhood retail and other commercial uses on King Street West, particularly when implemented in a mixed-use development.

Policy LU-54 Notwithstanding Policy LU-50, permit small neighbourhood retail and other commercial uses elsewhere in the Low to Medium Density designation by rezoning where compliance with the following requirements is demonstrated:

a. The site is located on an arterial or collector street, as illustrated on the Transportation map (Schedule C) of the Municipal Plan, and is on the periphery of low density residential development;

b. The uses are intended to serve the local neighbourhood and there is a demonstrable need for additional neighbourhood retail and commercial development in the immediate area;

c. The maximum gross floor area of commercial uses does not exceed 500 square metres; and

d. Consideration is given to site suitability including such considerations as road access, availability of public transit, necessary municipal servicing, compatibility with surrounding land uses, high quality urban design and landscaping.

### Low Density Residential

Council shall:

Policy LU-55 Create the Low Density land use designation on the Future Land Use map (Schedule B).

Policy LU-56 Within the Low Density designation, permit a limited range of housing types with an emphasis on single detached, semi-detached and duplex dwellings. Other compatible uses may be permitted in the Low Density designation without amendment to the Municipal Plan including, but not limited to convenience stores, home occupations, parks, and community facilities.

Policy LU-57 Achieve a gross residential density per net hectare in lands designated Low Density of not less than 20 units per net hectare and not more than 45 units per net hectare. Density shall not be calculated on a property by property basis but shall be calculated in the Intensification Area as a whole.

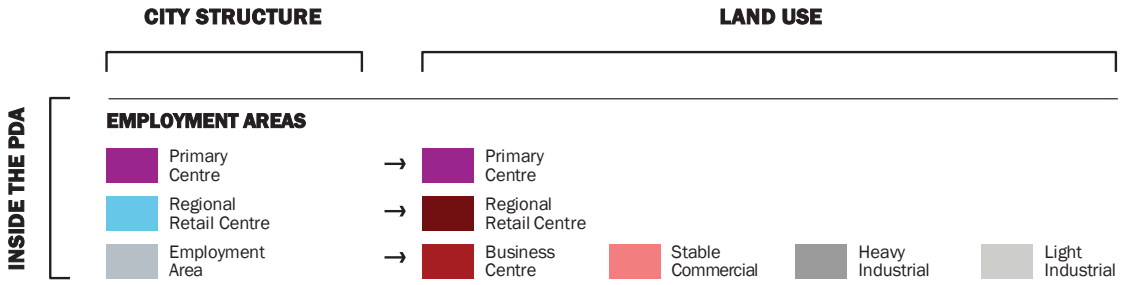


Policy LU-58 Notwithstanding Policy LU-56, permit a limited number of new higher density residential developments such as grade-oriented townhouse, apartment and condominium dwellings subject to a rezoning process where such development demonstrates compliance with the following requirements:

a. The subject land is adjacent to or in close proximity to collector or arterial streets and transit routes;
b. The subject land is located at the periphery of low density residential neighbourhoods;
c. The subject land is suitable for infill development;
d. The development is compatible with surrounding land uses;
e. Sufficient on-site parking and green space is provided;
f. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated;
g. An exterior building design of high quality is provided that it is consistent with the Urban Design Principles in the Municipal Plan; and
h. No building has a height exceeding four (4) storeys unless specifically permitted in a Neighbourhood Plan or Structure Plan.

## 3.5.2 Employment Areas

The City's Employment Areas are a foundational component of the Municipal Plan. A critical element to the creation of a successful urban area is the provision of an adequate supply of well located, high quality employment lands to accommodate the needs of business and industry. The City's ability to retain existing employment uses and create new employment activity will largely dictate the degree of growth and development that will take place over the planning period. The Municipal Plan creates five land use designations to accommodate employment in the community:



### Regional Retail Centre

Regional Retail Centres are the large-format retail and service concentrations in the City. These Regional Retail Centres provide retail development that is designed to be accessed primarily by automobile, although this Municipal Plan sets out policy seeking improvements to ensure pedestrians, cyclists, and those using public transit can benefit from improved access to these important amenities. Regional Retail Centres have been identified in the East and West of the City.

## Council shall:

Policy LU-59 Create the Regional Retail Centre land use designation on the Future Land Use map (Schedule B) to identify the two areas of the City where large format commercial and retail development will be directed: McAllister Regional Retail Centre and Fairville Boulevard Regional Retail Centre.

Policy LU-60 Acknowledge that each Regional Retail Centre in the City is unique and will evolve differently to serve the needs of the community. Council intends that:

a. McAllister Regional Retail Centre is the major Regional Retail Centre in the City and will continue to be the focus for commercial retail and service-based uses intended to serve all of Southwestern New Brunswick.

b. Fairville Boulevard Regional Retail Centre is a secondary, more community-based Regional Retail Centre which will contain less intensive commercial retail and service-based uses intended to primarily serve residents west of the St. John River.



Policy LU-61 When considering development in the Regional Retail Centres:

a. Ensure the specific land uses established in the Regional Retail Centre are appropriate and strengthen the role of the City's Primary Centres;
b. Strongly discourage new major professional offices and to locate;
c. Encourage quality urban design and where possible, more intense land use and development;
d. Require development applicants to demonstrate consideration of transit and pedestrian connectivity to the street and between retail locations;
e. Ensure development contributes to a more pedestrian-oriented atmosphere by minimizing surface parking lots, encouraging shared parking, increasing landscaping and improving sidewalks and streetscaping; and
f. Ensure infrastructure improvements made necessary by a development are generally the financial responsibility of the developer.

2019, C.P. 106-18

Policy LU-61.1 Consider proposals to establish higher-density residential or mixed use development in the Regional Retail Centre designation through a rezoning process. Proposals must demonstrate conformance with the following requirements:

a. The property is located on a collector or arterial street as illustrated on the Transportation map (Schedule C) of the Municipal Plan or on an appropriate site supported by the findings of a traffic impact study;
b. The property is located in close proximity to a public transit route and is easily accessible by a range of transportation modes;
c. The development is in a location where all necessary water and wastewater services, parks and recreation services, schools, public transit and other community facilities and protective services can readily and adequately be provided;
d. The proposal is compatible with surrounding land uses;
e. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated;
f. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan; and
g. The proposal does not detract from the City's intention to direct the majority of new residential development to the Primary Centres, Local Centres, and Intensification Areas.

2019, C.P. 106-18

### Mcallister Regional Retail Centre

Policy LU-62 Require the preparation of a comprehensive stormwater management plan that addresses current flooding and stormwater management issues in the McAllister Regional Retail Centre, and proposes measures to mitigate and/or resolve them, prior to major new development in the McAllister Regional Retail Centre. Council shall seek the cooperation of property owners in the McAllister Regional Centre to successfully implement the stormwater management plan.

### Fairville Boulevard Regional Retail Centre

Policy LU-63 Require the preparation of a neighbourhood plan or structure plan for the Fairville Boulevard Regional Retail Centre, which shall contain statements of policy with respect to:

a. Coordinating land uses and infrastructure improvements in the area;

b. Identifying opportunities to encourage the intensification of the Lancaster Mall site with retail and service facilities directly abutting Fairville Boulevard;

c. Identifying a phasing strategy for short, medium and long-term land use changes that are compatible and not competitive with the McAllister Regional Retail Centre;

d. Further encouraging the relocation of incompatible land uses from the area to the City's Industrial Parks;

e. Setting detailed standards for land use, site design principles, landscaping, access arrangements, street/transportation improvements, transit routes, and other infrastructure improvements;

f. Providing improved linkages and transitions between the Regional Centre and adjacent neighbourhoods; and

g. Establishing priorities for community improvements.



### Business Centres

Business Centres are concentrations of light industrial and commercial development generally located on or adjacent to arterial streets in the City. These Business Centres generally contain significant employment but are not located in one of the Primary or Regional Centres and include the Main Street Commercial Area, Maritime Opportunity Centre, Loch Lomond Place, Somerset Business Park, and Millidgeville Business Centre. With the exception of the Somerset Business Park, these areas are generally not identified for significant new development. Over time these Business Centres may evolve into mixed-use areas, in a manner that is appropriate to the surrounding context.

## Council shall:

Policy LU-64 Create the Business Centre land use designation on the Future Land Use map (Schedule B) which is used to identify lands in the City where a mix of commercial and light industrial uses including office uses are to be accommodated. Council intends that Business Centres serve a different purpose than the City's Primary Centres in that the uses accommodated are more automobile dependent, may require loading and storage space, may have a warehousing or laboratory component, or require more space than can generally be accommodated in the Primary Centres.

Policy LU-65 Ensure the Zoning Bylaw contains appropriate provisions to ensure the redevelopment of lands in the Business Centre designation benefit from high quality urban design, extensive landscaping, pedestrian connectivity and restrictions on outdoor storage.



Policy LU-66 Ensure the Business Centre designation is generally used to identify a land use framework for existing concentrations of mixed commercial and industrial development. The re-designation of lands to expand existing Business Centres shall only be considered where:

a. The applicant demonstrates that the proposed land use cannot be accommodated in the Primary Centres or other designated Employment Areas;
b. Due consideration is given to site suitability including road access, availability of public transit, necessary municipal servicing, compatibility with surrounding land uses; and
c. The proposed development demonstrates high site design with extensive landscaping, pedestrian connectivity, buffering and limits on outdoor storage. Specific redevelopment or expansion of a Business Centre, if approved, will demonstrate enhanced connectivity to the streetscape.

Policy LU-67 Recognize that in the future there may be an opportunity to redevelop the lands generally bounded by Main Street, Chesley Drive, and Hilyard Street to accommodate more urban forms of development. It is Council's intention to work with the proponents of any such redevelopment to prepare appropriate plans to redevelop this area with a more urban character, such as those found in the adjoining areas in the Uptown and the Old North End.

Policy LU-68 Recognize that the Somerset Business Park has been established west of Somerset Street adjacent to Technology Drive. It shall be the policy of Council to encourage the use of these lands for an appropriate range of technology, knowledge, laboratory and research-based businesses, as identified in the Zoning Bylaw. 2021, C.P. 106-27

Policy LU-68.1 Recognize that in the future there may be an opportunity to redevelop the lands generally bound by Union Street, Crown Street, Marsh Creek, and City Road to accommodate more mixed-use, urban forms of development. It is Council's intention to consider further amendments to transition this area over the long term to an urban development pattern, such as those found in adjacent areas in the Uptown and Waterloo Village.

2020, C.P. 106-21

### Stable Commercial

These lands include a number of existing neighbourhood commercial areas which are generally built-out and are not anticipated to receive major change over the planning period. However, these Stable Commercial Areas have the potential for greater mixed-use development beyond the planning period.

## Council shall:

Policy LU-69 Create the Stable Commercial land use designation on the Future Land Use map (Schedule B). Within the Stable Commercial designation a range of commercial uses exist which are likely to evolve over time. Within the Stable Commercial designation, redevelopment of property is permitted in compliance with the requirements of the Zoning Bylaw, provided the proposal does not negatively affect surrounding land uses. In addition, other compatible uses may be found in the Stable Commercial designation including housing, parks, and community facilities which are permitted in the designation without amendment to the Municipal Plan.

Policy LU-70 Ensure that significant new development and redevelopment in areas designated Stable Commercial is permitted only when subject to a rezoning process, where compliance is demonstrated with the following criteria:

a. The proposal does not detract from the City's intention to direct the majority of new commercial development to the Primary Centres, Regional Retail Centres, Business Centres, Commercial Corridors, Local Centres, and Mixed Use Centres;
b. The proposed land use is desirable and contributes positively to the neighbourhood;
c. The proposal is compatible with surrounding land uses;
d. The development proposal is in a location where all necessary water and wastewater services, protective services, and appropriate transportation infrastructure including public transit is provided;
e. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated; and
f. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan.

### Industrial Areas

The City's economy is founded on its industrial and manufacturing operations, and the community is poised to continue its strong growth in sectors related to these activities. The City recognizes that while these industrial and manufacturing operations are critical to our economic growth, industrial land uses can significantly affect the quality of life in adjacent neighbourhoods and they must be carefully located to maximize their benefit to the community. As a result, lands appropriate for industrial development should be retained for future industrial use.

In order to address this, the Municipal Plan establishes two industrial designations to steer industrial uses to their most appropriate location: the Light Industrial designation and the Heavy Industrial designation. The City also plays an important role in supplying the land required to accommodate industrial growth through its ownership of Saint John Industrial Parks Limited (SJIPL). SJIPL will help to ensure that an appropriate supply of land is available in the Light Industrial and Heavy Industrial designations within carefully planned industrial parks to fuel the community's future growth.

New major heavy industrial land uses are generally not appropriate inside of the Primary Development Area. Many large-scale, heavy industrial facilities, such as the existing Canaport LNG terminal, the Coleson Cove Electrical Generating Station, and the solid waste management facility at Crane Mountain, are best suited to their isolated locations outside of the Primary Development Area and may or may not be serviced with municipal servicing. As such, it is anticipated that future proposals for any new major heavy industrial investment will require the re-designation of rural lands to accommodate them. Residential land uses are inappropriate in the Heavy Industrial designation given the extensive industrial nature of the land use and as such, these uses shall not be permitted under any circumstance 2014, C.P. 106-8

### General Industrial Policies

Council shall:

Policy LU-71 Concentrate major new industrial developments in Industrial Parks.

Policy LU-72 Prohibit residential development in industrial areas to avoid potential land use conflicts.

Policy LU-73 Establish provisions in the Zoning Bylaw to limit commercial and retail uses in industrial areas and to limit the scale of retail sales associated with industrial uses.

Policy LU-74 Encourage the relocation of incompatible light and heavy industrial uses located throughout the City to properly designated and zoned industrial areas.

Policy LU-75 Recognize that the community's significant industrial base gives rise to the potential for new unanticipated large-scale industrial developments that cannot be accommodated by the lands currently designated industrial in the Municipal Plan, and because of the heavy industrial nature of the land uses, they are best suited to large, independent sites outside of the Primary Development Area. Council may consider applications to re-designate additional lands to Heavy Industrial on the Future Land Use map (Schedule B) outside of the Primary Development Area and shall consider the following in evaluating such proposals:

a. Adequate lands designated for Industrial development are not available or there is a demonstrated need for the proposed industry to be sited in a particular location;

b. Appropriate studies are conducted by the applicant to satisfy Council that the proposed lands are located an appropriate distance away from incompatible land uses or it is demonstrated that appropriate mitigative measures can be implemented to address any community, safety, and/or environmental impacts associated with the development;

c. Due consideration is given to site suitability including such considerations as transportation needs, necessary municipal servicing, landscaping and buffering; and

d. There are clearly demonstrated social and economic benefits to the proposal.

2014, C.P. 106-8

### Heavy Industrial Areas

Council shall:

Policy LU-76 Create the Heavy Industrial land use designation on the Future Land Use map (Schedule B). The Heavy Industrial designation is intended to accommodate industrial operations which may have a significant detrimental effect on the safety, use, amenity, or enjoyment of adjacent or nearby sites due to appearance, noise, odour, emission of contaminants, fire or explosive hazards, or dangerous goods. Uses in the Heavy Industrial designation may utilize the City's water and wastewater systems. 2014, C.P. 106-8

Policy LU-77 Where there are Heavy Industrial land uses which emit pollution or present possible safety risks Common Council consider the use of the best practice guideline of 1.5 km as an appropriate separation distances and/or buffer from incompatible land uses. Within the 1.5 km buffer, Common Council should consider not increasing the density of existing incompatible land uses adjacent to existing heavy industrial facilities when they are proposed. This will ensure that further intensification of incompatible land uses does not occur around these facilities in the future.

2014, C.P. 106-8

Policy LU-78 Risk assessment and mitigation is an integral component of a Heavy Industrial land use planning approval process for a community. Where a new Heavy Industrial facility is proposed and/or where an Environmental Impact Assessment or Environmental Assessment has been triggered as part of an investment into an existing or proposed heavy industrial facility, the City shall require, through a condition of rezoning or through request of the provincial or federal approval process, that an applicant submit technical reports that are in conformity with the City of Saint John Risk

Assessment and Emergency Response Guidelines, when these guidelines have been adopted by Common Council. 2014, C.P. 106-8

Policy LU-79 Generally prohibit the designation of land as Heavy Industrial which is not located in an Industrial Park specifically designed to accommodate such uses.

Policy LU-80 Notwithstanding Policy LU-75, recognize there are a number of existing capital-intensive heavy industrial facilities in the City that are not located in Industrial parks. Council may consider the re-zoning of lands that are contiguous with these existing uses to Heavy Industrial without an amendment to the Municipal Plan, provided the proposed use is generally compatible with the surrounding land uses, appropriate mitigative measures are provided, transportation needs can be accommodated, and municipal servicing is adequate to service the proposed expansion. 2014, C.P. 106-8

Policy LU-80.1 Within existing Industrial Parks located inside of the Primary Development Area that are designated Heavy Industrial, generally permit only light industrial and medium industrial zoned land uses. Where an applicant can satisfy the requirements of the City of Saint John Risk Assessment and Emergency Response Guidelines for the siting of a Heavy Industrial land use inside the Primary Development Area, such a use may be considered by Common Council as part of a rezoning application. 2014, C.P. 106-8

Policy LU-80.2 Heavy Industrial lands along King William Road may be considered for Green Energy Development subject to criteria outlined in Section I-2 and 3.6.1 2019, C.P. 106-20

### Spruce Lake Industrial Park 2025, C.P. 106-38

Council shall:

Policy LU-80.3 Notwithstanding LU-8 and LU-80.1, the City shall establish the Spruce Lake Industrial zone in the Zoning By-law to be utilized for lands designated Heavy Industrial in the Spruce Lake Industrial Park. The zone will primarily accommodate commercial, and low-emitting light and medium industrial uses, with nuisances or risks contained on-site. The zone shall also permit limited heavy industrial uses subject to zone-specific conditions including setbacks and Risk Assessments.

Policy LU-80.4 Within the Spruce Lake Industrial Park, establish a 150-metre undeveloped and undisturbed buffer between residential properties and Heavy Industrial lands by applying the Parks and Natural Areas land use designation on the Future Land Use map (Schedule B), allowing only passive recreation uses such as trails.

Policy LU-80.5 For use within the Spruce Lake Industrial Park, the Spruce Lake Industrial zone shall create a framework for tiered setbacks dependent upon the intensity of the land use and proximity to residential property lines.

Policy LU-80.6 The Spruce Lake Industrial Park zone shall create a framework for maximum height dependent upon the distance from residential property lines.

Policy LU 80.7 The Spruce Lake Industrial zone shall establish criteria for the completion of Risk Assessments. This will identify the uses in which a Risk Assessment is mandatory, and for which uses a Risk Assessment will be at the discretion of City Staff.

### Light Industrial Areas

Council shall:

Policy LU-81 Create the Light Industrial land use designation on the Future Land Use map (Schedule B). The Light Industrial designation is intended to accommodate industries which generally do not create nuisances, such as noise, heavy truck traffic, smoke, dust, heat, particulate matter, or highly visible outdoor storage, which extend beyond the property line. Examples of such industries include, but are not limited to, light manufacturing and assembly, warehousing, wholesaling, distribution, research & development activities, equipment or vehicle servicing, sales or rental. Uses in the Light Industrial designation will be connected to the City's water and wastewater systems.

Policy LU-82 Establish provisions in the Zoning Bylaw that:

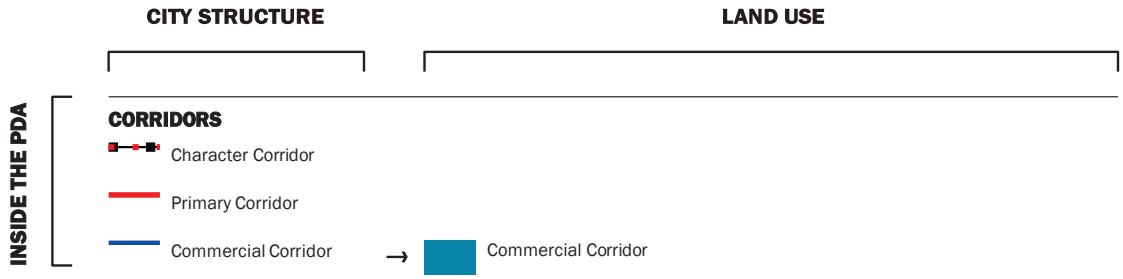
a. Limit outdoor storage in Light Industrial areas and, where it exists, require that it be screened from adjacent uses and public areas and kept in a neat orderly manner;

b. May require certain light industrial activities to be located within enclosed buildings;

c. Permit only limited ancillary activities, such as offices, that are used directly in conjunction with the light industrial use.

## 3.5.3 Corridors

The Corridors identify stretches of the main arterial road network which serve a range of purposes for residents and businesses. At this time, one type of Corridor has been identified that serves the specific needs of business along Rothesay Avenue, adjacent to the Saint John Throughway.






**Commercial Corridors**

Commercial Corridors are located along the major thoroughfares in the City that accommodate a diverse range of commercial, light industrial, and community uses. These Corridors have been identified in the Municipal Plan as appropriate locations for intensified land use and investment as they provide major linkages between the Primary Centres, Employment Areas, and Intensification Areas.

## Council shall:

Policy LU-83 Create the Commercial Corridor land use designation on the Future Land Use map (Schedule B) to identify lands that are predominantly intended to be developed for automobile-oriented service and commercial uses, generally excluding large-format retail uses. Institutional and community facilities and some compatible light industrial uses are also appropriate land uses in this designation, however, new residential uses and major professional offices will generally not be permitted.

Policy LU-84 Ensure land development in the Commercial Corridor designation shall include consideration of:

a. The provision of appropriate pedestrian, transit and cycling infrastructure to accommodate alternate modes of transportation;

b. Quality urban design, landscaping, and streetscaping; and

c. The potential to minimize the number of access driveways serving developments and to encourage the development of shared joint access driveways and parking areas.

Policy LU-85 Consider the expansion of Commercial Corridors or the addition of new Commercial Corridors in accordance with the following criteria:

a. The Commercial Corridor is focused on a collector or arterial street in the City's transportation system as identified on the Transportation map (Schedule C); and

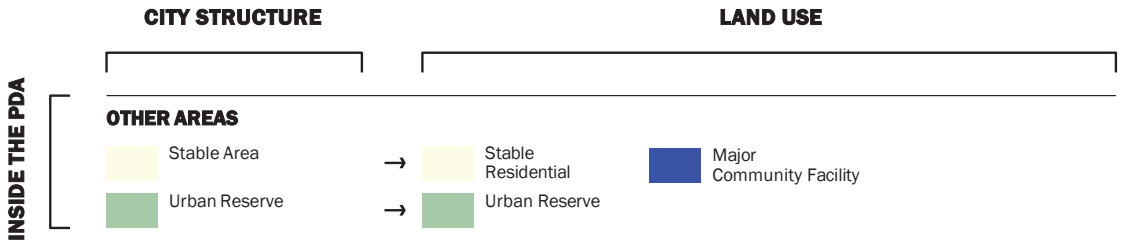
b. Council is of the view that the Commercial Corridor provides a major linkage between a Primary Centre, Employment Area and/or an Intensification Area and is a logical location for the land uses deemed appropriate in this designation.

Policy LU-85.1 Recognize that in the future there may be an opportunity to redevelop the lands identified as Commercial Corridor designation adjacent to City Road in Schedule A to accommodate more mixed use, urban forms of development. It is Council's intention to consider future amendments to transition the redevelopment of this area to a more urban pattern of development, consistent with adjacent areas in the Uptown and Waterloo Village.

2020, C.P. 106-21

## 3.5.4 Other Areas

There are three land use designations in the Other Areas category to describe the remaining land uses within the Primary Development Area.




### Stable Residential

These lands include a number of existing neighbourhoods in the City which are generally built-out and are not anticipated to receive major change over the planning period. These neighbourhoods are within the Primary Development Area, are generally on municipal services, and have the potential to accommodate additional development, at a scale and density consistent with the surrounding context.

### Council shall:

Policy LU-86 Create the Stable Residential designation on the Future Land Use map (Schedule B). Within the Stable Residential designation, housing of almost every form and density may be found and both the existing neighbourhood context and compatibility with the Municipal Plan goals will determine suitability of new proposals. Other compatible uses that may be found in the Stable Residential designation include convenience stores, home occupations, parks, and community facilities which are permitted in the designation without amendment to the Municipal Plan.





Policy LU-87 Intend that the areas designated Stable Residential will evolve over time from a land use and built-form perspective but that new and redeveloped land uses are to reinforce the predominant community character and make a positive contribution to the neighbourhood.

Policy LU-88 Ensure that significant new development and redevelopment in areas designated Stable Residential shall generally be permitted only through a rezoning process where compliance is demonstrated with the following requirements:

a. The proposed land use is desirable and contributes positively to the neighbourhood;
b. The proposal is compatible with surrounding land uses;
c. The development is in a location where all necessary water and wastewater services, parks and recreation services, schools, public transit and other community facilities and protective services can readily and adequately be provided;
d. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated;
e. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan; and
f. The proposal is on a property identified as a Corridor on the City Structure map (Schedule A) or does not detract from the City's intention to direct the majority of new residential development to the Primary Centres, Local Centres, and Intensification Areas.

### Major Community Facilities

The City has a number of major institutions and other significant facilities that serve the broader community. Learning institutions such as high schools and the New Brunswick Community College have major campuses that require special land use regulation. Similarly, major health service facilities, recreation complexes, and places of worship and assembly need to be carefully planned and regulated to ensure they do not negatively impact adjacent land uses and are appropriately located for convenient access by all transportation modes.

## Council shall:

Policy LU-89 Create the Major Community Facilities designation on the Future Land Use map (Schedule B) to accommodate a range of larger-scale institutional uses including, but not limited to, high schools and post-secondary educational facilities, major care facilities, recreation facilities, places of worship and assembly, and other government and community uses.

Policy LU-90 Ensure that new major community facilities that are used by residents across the City and the Greater Saint John Region are located in areas designated Major Community Facilities and shall generally be permitted only subject to a rezoning process where compliance is demonstrated with the following requirements:

a. The proposed land use is desirable and contributes positively to the neighbourhood;
b. The proposal is compatible with surrounding land uses;
c. The development is in a location where all necessary water and wastewater services, protective services, and appropriate transportation infrastructure including public transit can be provided;
d. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated;
e. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan; and
f. Public transit and active transportation links are provided to and from other key destinations.

### Urban Reserve

Lands designated Urban Reserve are not required to accommodate development demand over the planning period. The intent of the Urban Reserve designation is to retain a supply of land that can be serviced with municipal water and wastewater services if required beyond the planning period or if actual growth exceeds projected development demands. Urban Reserve lands are to be carefully managed to preserve the potential for future urban expansion.

## Council shall:

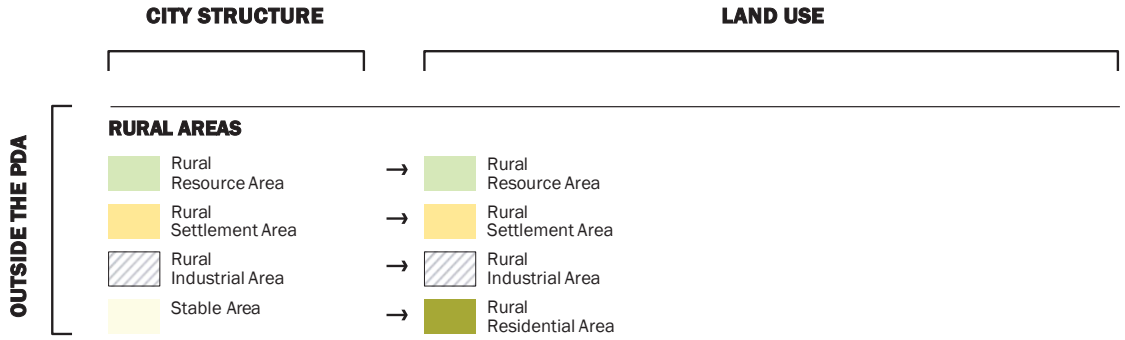
Policy LU-91 Create the Urban Reserve designation on the Future Land Use map (Schedule B) in order to retain undeveloped lands within the Primary Development Area for future growth and development beyond the planning period.

Policy LU-92 Strongly discourage development in the Urban Reserve designation and only permit limited low density residential uses, resource uses excluding extraction activities such as pits and quarries, and other appropriate uses which do not impede future urban development. The Zoning Bylaw shall establish the necessary controls for the development of land within this designation.

# 3.6 Land Use Designations outside the Primary Development Area

## 3.6.1 Rural Areas

The City is a large municipality which is comprised of over 300 square kilometers of land. Council has identified that urban development is most appropriately located within the boundaries of the Primary Development Area (PDA). The Municipal Plan carefully manages land uses beyond the PDA in the Rural Areas to preserve the environmental features and functions of these lands, protect the rural character of these areas, and facilitate the continued use of these lands for rural resource use, where appropriate and permitted. In order to manage land use in the Rural Areas of the City, the Municipal Plan creates four land use designations which apply to the City's Rural Areas:






### General Policies

Council shall:

Policy LU-93 Discourage new residential roads in the Rural Areas except in areas designated Rural Settlement Area.

Policy LU-94 Establish provisions in the Zoning Bylaw and the Subdivision Bylaw to limit subdivision development in the Rural Areas outside the Primary Development Area. The City shall generally require that new lots outside the PDA have a minimum lot area of four (4) hectares (40,000 square metres) except as otherwise provided in a specific rural land use designation.

### Rural Resource Area

The majority of the lands within the City's Rural Areas are located in the Rural Resource Area designation. These lands are intended to facilitate resource related activities, where appropriate, such as forestry operations, wind and solar energy development, agriculture, fisheries, and extraction activities, including pits and quarries. Limited residential and other land uses may be contemplated.

2019, C.P. 106-20

Council shall:

Policy LU-95 Create the Rural Resource Area designation on the Future Land Use map (Schedule B). Council intends that land within the Rural Resource Area designation shall generally remain in their natural state, or, subject to regulation and required approvals, be used for appropriate resource uses including forestry operations, wind and solar energy development, agriculture uses including livestock operations and the fishery, and extraction activities, including pits and quarries.

Provide that wind and solar energy developments may be located in the Rural Resource Area designation. Wind energy development shall be permitted provided that the land is rezoned to the Green Energy zone, and solar energy development shall be permitted in both the Rural and Green Energy zones. The Green Energy zone defines the specific performance standards for their operation, and the rehabilitation of operative and inoperative wind and solar energy developments. In considering applications to rezone a property to the Green Energy Zone, Council shall ensure the proposed use can demonstrate compliance with the following:

a. The proposal is in conformity with the goals, policies and intent of the Municipal Plan;
b. Compatibility with and/or minimal impact on existing adjacent land uses;
c. Submission of measures to mitigate storm water drainage, noise, and other impacts;
d. Where appropriate, the provision of visual screening for solar energy developments;

e. Shall not be located within municipally owned Parks including, but not limited to Rockwood Park;

f. All application policies from Section I-2.

2019, C.P. 106-20
2025, C.P. 106-42

Policy LU-96 Provide that pits and quarries may be located in the Rural Resource Area designation provided the land is rezoned to the Pits and Quarries Zone. The Pits and Quarries Zone defines the specific performance standards for their operation, and the rehabilitation of operative and inoperative pits and quarries. In considering applications to rezone a property to the Pits and Quarries Zone, Council shall ensure the proposed use can demonstrate compliance with all of the zone provisions, including:

a. Compatibility with and/or minimal impact on existing adjacent land uses;

b. An appropriate location and acceptable hours of operation;

c. A stormwater management plan;

d. Incorporation of site development measures which will assist in the control of smoke, dust, odour, toxic materials, vibration and noise;

e. Compliance with required setback, yard, and separation distances from existing roads or uses;

f. The provision of visual screening;

g. Acceptable location for buildings and equipment;

h. Inclusion of necessary safety and protective measures;

i. Acceptable location of entrances and exits, and the designation of acceptable hauling routes;

j. Demonstrated compliance with signage and landscaping provisions; and

k. Measures to ensure future rehabilitation of the site.

Policy LU-97 Consider permitting limited residential development in the Rural Resource designation. Residential development shall only be permitted on newly created lots that have a minimum lot area of four (4) hectares (40,000 square metres) and have direct access to an existing public or private street.

Policy LU-98 Consider permitting new residential development in Rural Resource areas provided that it demonstrates compatibility with existing resources related uses.

Policy LU-99 Generally not accept the dedication of new public streets within the Rural Resource Area designation unless Council determines that the new roadway is necessary to provide safe access to the development or is necessary to improve connectivity between developments in the general area.

## Council may:

Policy LU-100 Consider requests to re-designate lands from Park and Natural Area to Rural Resource Area provided that the land does not contain environmentally significant features, a demonstrated potential exists for a resource-related use of the land, and any environmental and/or community quality of life impacts from the proposal can be mitigated to a level deemed acceptable by Council.

### Rural Settlement Area

The City has expanded over time, through amalgamation, to incorporate a number of historic rural communities, several of which are identified in the Municipal Plan as Rural Settlement Areas. These Rural Settlement Areas are Martinon to Ketepec, Lorneville and Treadwell Lake. These communities are where additional small scale rural residential and supporting commercial and community uses will be permitted. Any new, low density residential development in these settlements is intended to be compatible with a rural lifestyle and with the existing community character. New housing will support the existing character and vitality of these settlements and utilize the existing community facilities that are already established in these areas. Permitting small scale residential growth in these Settlement Areas is intended to better utilize the City's investments in community infrastructure in these places and ensure this lifestyle choice can continue.

## Council shall:

Policy LU-101 Create the Rural Settlement Area designation on the Future Land Use map (Schedule B). Council intends that lands within the Rural Settlement Area designation are to be developed in a way that is consistent with the character and form of the existing community. The development of low density housing with private on-site water and wastewater systems is permitted, as are appropriate commercial uses, community facilities, home occupations, and parks.





Policy LU-102 Permit the creation of new lots that have a minimum lot area of less than four (4) hectares (40,000 square metres) subject to compliance with the provisions in the Zoning Bylaw.

Policy LU-103 Acknowledge that the Lorneville Rural Settlement Area is home to a traditional fishery and that in the Lorneville Rural Settlement Area, land uses that support the continued viability of the fishing industry will be permitted.

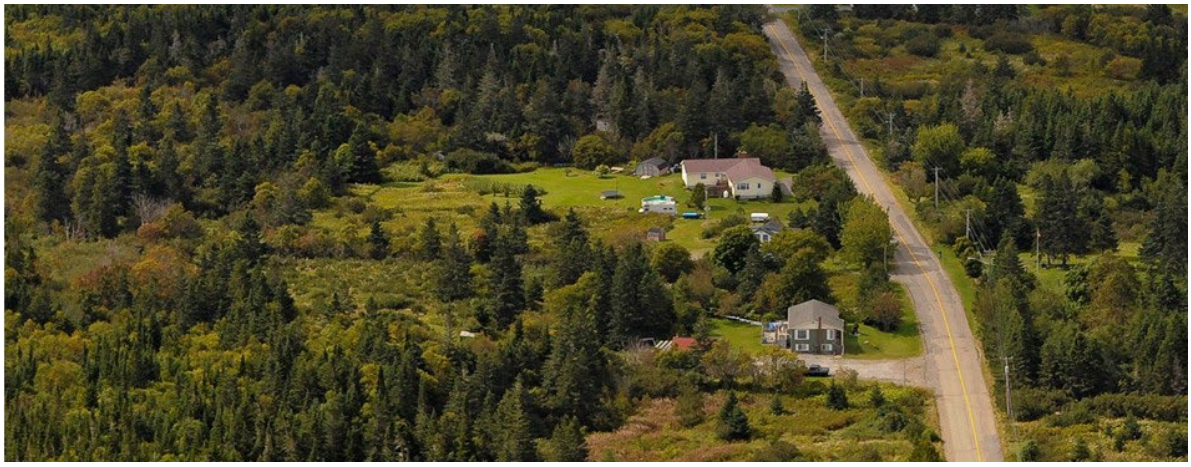
### Rural Residential Area

The Rural Residential Area designation applies to those lands which accommodate existing or approved low-density residential development that is not located within a Rural Settlement Area, is unserviced, and is located beyond the Primary Development Area. The Municipal Plan seeks to curtail this form of development in the future by limiting further subdivision of lots for this purpose.

## Council shall:

Policy LU-104 Create the Rural Residential designation on the Future Land Use map (Schedule B). Council intends that land within the Rural Residential Area designation is generally intended to accommodate existing rural residential development. Development of residential uses on existing lots shall be permitted but the creation of new lots for additional rural residential development will generally be discouraged, except where applications for subdivision were approved by Council prior to the adoption of the Municipal Plan. Council will permit other compatible uses including home occupations, parks, and community facilities without amendment to the Municipal Plan.

Policy LU-105 Not permit the expansion of Rural Residential development to lands not currently designated for this form of development. Council therefore shall not consider applications to re-designate lands to the Rural Residential Area designation except where such an application is necessary to recognize an unintentionally omitted existing or approved legal land use.



Policy LU-106 Permit the creation of new lots that have a minimum lot area of less than four (4) hectares (40,000 square metres) in the Rural Residential Area subject to compliance with the provisions in the Zoning Bylaw and in keeping with the rural character of the area. Council shall permit the creation of no more than two (2) new lots from a host parcel and will not permit the creation of any more than one (1) new access driveway per lot to a collector or arterial roadway as a result of such subdivisions, except where approved by Council prior to the adoption of the Municipal Plan.

Policy LU-107 Generally not accept the dedication of new public streets or the creation of new private streets within the Rural Residential Area designation unless Council determines that the new street is necessary to provide safe access to the proposed development or is necessary to improve connectivity between existing developments in the general area.

### Rural Industrial Area

Repealed. 2014, C.P. 106-8

## Council shall:

Policy LU-108 Repealed. 2014, C.P. 106-8

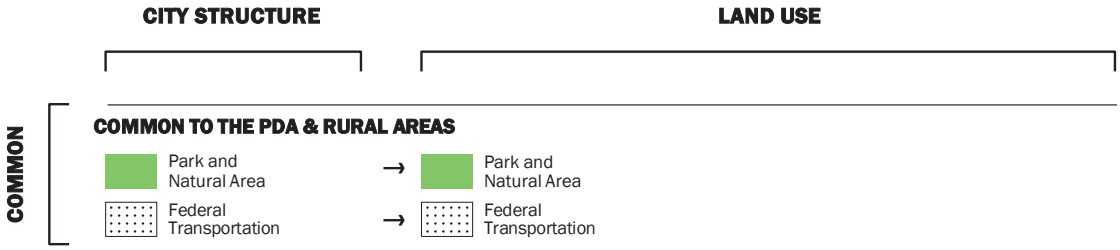
## Council may:

Policy LU-109 Repealed. 2014, C.P. 106-8

# 3.7 Land Use Designations Common to the Primary Development Area & the Rural Area

## 3.7.1 Common Land Use Designations

The Municipal Plan contains two land use designations which are found in both the Primary Development Area and the Rural Area: Park and Natural Area and Federal Transportation.






### Park and Natural Areas

Lands in the City designated Park and Natural Areas are generally not appropriate for any form of development, including resource uses. These lands are intended to form a system of natural areas to help conserve natural ecosystems and include lands designated as park, lands identified as being environmentally sensitive or significant, lands located adjacent to watercourses and lands within the City's protected watersheds, coastlines, and estuarine areas.

## Council shall:

Policy LU-110 Create the Park and Natural Areas designation on the Future Land Use map (Schedule B). Council intends that the Park and Natural Areas designation will permit a range of conservation and appropriate recreational land uses permitted in the City's major regional and community parks, environmentally sensitive or significant areas, lands that are located adjacent to watercourses, lands adjacent to the City's coastlines, estuarine areas, significant archaeological and geological sites, historic sites, buffer between land uses, designated heritage places and cemeteries.

Council may permit commercial recreation uses in the Park and Natural Areas designation subject to appropriate standards in the Zoning Bylaw. Council may permit wind and solar energy development in the Park and Natural Areas designation outside of the Primary Development Area, subject to federal and provincial environmental approvals and conditions and standards in the Zoning By-law. When reviewing an application for rezoning, refer back to Policy LU-95.

2025, C.P. 106-38

Policy LU-111 Provide further direction with respect to land use in the City's regional and community parks through the policies contained in Chapter 10 of the Municipal Plan.

Policy LU-112 Regulate land use in and near environmentally sensitive or significant lands as well as lands adjacent to the City's watercourses and coastlines through appropriate regulation in the City's Zoning Bylaw, and is at a minimum consistent with Provincial standards.

Policy LU-113 Acquire lands in the City's protected watersheds, when possible, and manage these lands such that their primary function is to ensure the provision of safe, clean drinking water.

### Federal Transportation

The Federal Transportation designation recognizes lands on property owned by the Government of Canada used for federal work or undertaking of transportation and includes the Port and the Airport. In the case of the Airport, the lands are located in the Rural Area and the City supports airport related uses on these lands. The Future Land Use map (Schedule B) illustrates the City's preferred land use intentions for some of the Port lands slightly differently from those of the Airport, recognizing that a large portion of the Port lands are centrally located in the heart of the City's urban core. These portions of the Port lands, located within the Uptown's central waterfront area, have been placed in the Uptown Primary Centre designation, reflecting the City's preferred future use of these lands for mixed-use development. The Federal Transportation designation has been applied over the Uptown Primary Centre designation as an overlay to acknowledge that despite these intentions for the Port lands, the City recognizes it has limited land use authority on these properties.

## Council shall:

Policy LU-114 Create the Federal Transportation designation on the Future Land Use map (Schedule B).

Policy LU-115 Use the Federal Transportation designation to identify lands owned by the Government of Canada that are used to provide transportation infrastructure of national significance including marine, port, and airport infrastructure. Council intends that these lands are to be reserved for uses related to their federal transportation mandate although it is acknowledged that a number of accessory, ancillary, and related uses are appropriate given that a diverse range of economic activity is undertaken on these lands.

Policy LU-116 Recognize the Federal Transportation designation overlays some of the Saint John Port Authority lands in the Uptown Primary Centre area. Consistent with Policy LU-14, the City intends that these Port Authority lands be reserved for urban mixed-use development and compatible marine uses in accordance with the policies of the Uptown Primary Centre.

Policy LU-117 Convey to the Government of Canada and the Saint John Port Authority the community's strong desire to not have land-based heavy industrial or non-marine related commercial uses established on Port lands.

Policy LU-118 Recognize that the Saint John Airport Authority leases a significant land base to support the operation of the Airport. The City supports the use of these lands for purposes that are related to general air transportation, where compatible with adjacent City watershed lands. Off-site impacts from the nature of airport operations can have a significant impact on both the quality of life for residents within close proximity of this facility and the ability of the airport to make necessary investments in its operation. Common Council should consider off-site impacts from new land uses when an application to re-designate or re-zone land that is within the noise contour overlays and height restrictions of the airport operation is made.

2014, C.P. 106-8

Policy LU-119 Convey to the Government of Canada and the Saint John Airport Authority the community's desire that industrial, commercial, and residential uses that do not have a direct relationship with the provision of air transportation not be established on the Airport lands. Council may consider amendments to the Municipal Plan should the Saint John Airport Authority provide a business case and supporting land use plan that is generally consistent with the vision and directions of PlanSJ and is acceptable to the Saint John community and Council.

Policy LU-120 Encourage the Saint John Port and Airport authorities to further develop their land use frameworks in a manner consistent with the Municipal Plan. The City intends to collaborate with these agencies in aligning these visions.

Refer to Policies LU-71 through LU-82 for additional land use designations common to the Primary Development Area and the Rural Area

# 3.8 General Land Use Policies

The following section of the Municipal Plan includes general policies which apply broadly to the various categories of land use across the City related to commercial, industrial and institutional development. General residential land use policies, however, are addressed in the Neighbourhoods and Housing Chapter. With respect to the general land use policies related to commercial, industrial and institutional development, Council shall:

### Ancillary Development

Policy LU-121 Guide the development of ancillary uses by establishing maximum thresholds in the Zoning Bylaw for uses which may be permitted ancillary to the main use.

### Office Development

Policy LU-122 Except as otherwise provided in the Zoning Bylaw, restrict the gross floor area of office space outside the Primary Centres to a maximum per property of 3000 square metres.

### Vehicular-Oriented Uses

Policy LU-123 Permit the retail sale of automobiles only in areas designated Regional Retail Centre and Commercial Corridor.

Policy LU-124 Guide the design, layout and other spatial standards pertaining to gas bars / service stations / vehicle repair shops and drive-through restaurants through appropriate standards in the Zoning Bylaw and the following criteria:

a. The use is located on a collector or arterial street, as defined on the Transportation map (Schedule C) of the Municipal Plan;

b. The development is sited to minimize its effect on any adjoining residential uses;

c. The site shall not be located in the Stable Residential Area designation; and

d. Appropriate site design features including landscaping and adequate buffering from adjoining properties is incorporated into the development.

### Community Facilities

Policy LU-125 Recognize that the provision of child care facilities is critical to support the economy and meet the needs of families in the City. Council shall generally provide that child care facilities for fewer than 16 children shall be permitted in all designations in the City except the Heavy Industrial designation or the Rural Industrial designation, subject to the specific provisions of the Zoning Bylaw. Child care facilities for 16 or more children shall generally be located in the Primary Centres, Regional Retail Centres, Commercial Corridors, Local Centres, Stable Commercial Areas, appropriate locations within the Intensifications Areas, and other such locations deemed acceptable by Council, in accordance with the relevant requirements of the Zoning Bylaw.

Policy LU-126 Encourage the reuse of existing schools and places of worship, preferably for other community uses and in accordance with the relevant requirements of the Zoning Bylaw.



### Non-Conforming Uses

Generally, development proposals that do not conform to the land use policies set out in the Municipal Plan are not permitted, however, it is necessary to recognize that in a historic City such as Saint John, land uses exist in locations that may not be appropriate under best practices in land use planning today. While it is not possible to force relocation of these facilities, the New Brunswick Community Planning Act does set out a process to address these non-conforming uses (also known as 'grandfathered uses') as they relate to reconvening the same use. It is also important to set forth a framework to encourage such uses to change to more appropriate land uses over time.

Council shall:

Policy LU-127 Continue to allow non-conforming uses to carry on with their operations in accordance with the relevant requirements of the New Brunswick Community Planning Act, however, the City will encourage the relocation of incompatible uses to more appropriate locations in accordance with the land use hierarchy set out in the Municipal Plan.

### Public Utilities

Public utility facilities and buildings provide necessary transmission, support or other functions to deliver electricity, gas and other utilities to properties. These uses are found in all areas of the City, however, not all utility functions may be appropriate in all locations. It is necessary to ensure these buildings and facilities, built with functionality in mind, fit well within the character of the neighbourhoods that surround them.

Council shall:

Policy LU-128 Regulate the location of all public utility uses through the Zoning Bylaw to ensure the impact of such uses on surrounding land uses is minimized, and where necessary, mitigated.

Policy LU-129 Encourage public utility providers to utilize existing utility corridors within the City when siting new facilities, wherever possible.

Policy LU-130 Encourage the placement of public utility facilities below ground, whenever possible.

# 3.9 Land Use Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of the Municipal Plan policies and regularly report to Council and the community on measures including, but not limited, to:

1. Percentage of the population living and/or working in the Primary Development Area, the percentage of the population living and/or working within a Neighbourhood Intensification Area, and the percentage of the population living and/or working in a Primary Centre.
2. Population density in Neighbourhood Intensification Areas and Primary Centres.
3. Percentage of the population of the Greater Saint John Region living in the City.
4. Value of new construction in Neighbourhood Intensification Areas and Primary Centres.
5. Percentage of non-residential tax base located in the Primary Development Area.
6. Number of residential units constructed, by Land Use designation, and as a percentage of the total number of units constructed.
7. Total amount (square metres and construction value) of new commercial and industrial floor space.
8. Number of vacant lots in Centres and Neighbourhood Intensification Areas.
9. Value of redevelopment on vacant land or in underutilized properties in Centres and Neighbourhood Intensification Areas.



# 4 Urban Design


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CENTERBEAM PLACE

Urban design is an important city building process that intentionally shapes elements of the built and natural environment in a clear, functional and meaningful way to create great places. Urban Design plays an important role in strengthening the community's civic image and character, as well as its economic potential and quality of life. As Canada's oldest incorporated city, the City boasts world class heritage architecture which has been carefully preserved through a series of Heritage Conservation Areas, and which provides a solid urban design tradition on which to build upon for the future. The Municipal Plan provides an urban design framework that respects the City's strong urban design tradition while also encouraging high quality innovative design that is reflective of the contemporary times and capable of injecting variation and design interest within the urban environment. The intent of the urban design framework is to guide the creation of new, enduring, and memorable places in the City representing the next generation of heritage legacy for the City.

The Municipal Plan supports the City in becoming a recognized leader in urban design. This will require strong City leadership to support high quality place making through strategic investments in the public realm, including streetscape improvements, housing incentives, and revitalization of arts, culture, and heritage assets. It will also require support of and commitment from the development community to the urban design framework. Collectively, these combined actions will increase the attractiveness of all parts of the City and in particular the Intensification Areas, encouraging increased private investment and community enrichment. The urban design framework presented in the Municipal Plan focuses on achieving design excellence to reinvigorate the City's urban core, providing a model for transforming other areas of the City.

This Chapter sets out Urban Design Principles to be applied to all development in the City requiring approval of Council. These Principles establish a set of expectations applicable to both the public realm and building design to create walkable, beautiful and inviting neighbourhoods that exhibit a high quality of design. They set the stage for the creation of built form provisions to be incorporated into the Zoning Bylaw which address site and urban design considerations including appropriate standards related to building height and scale, the relationship between buildings, the street and other public spaces, and site landscaping. Over time it is intended that neighbourhood specific Urban Design Guidelines will be created through the development of Neighbourhood Plans or Structure Plans for the areas identified for future detailed planning, as shown on the Areas for Detailed Planning map (Map B), and many of these guidelines may also be incorporated into the Zoning Bylaw.

# 4.1 Urban Design Goals

1. Ensure all development and significant redevelopment within the City contributes positively to the structure and urban form of the City through all aspects of its design.
2. Reinforce the sense of place and distinct character of the City's diverse Stable Areas, Centres and Neighbourhood Intensification Areas.
3. Encourage attention to civic design, architectural quality and excellence to foster the creation of distinctive, contemporary development and redevelopment that is well-suited to its time and place.
4. Create inviting, accessible places and streetscapes that enhance people's safety, comfort and enjoyment of the public realm, and improve the human experience of the City by offering appropriate opportunities for year-round interaction and enjoyment.
5. Promote a vibrant, diverse mix of activities in a compact, accessible setting.
6. Provide flexibility in urban design with the intent to encourage innovative design solutions that respond to the unique conditions or project.
7. Celebrate our waterfronts as special public places and enhance the quality of waterfronts and public access to waterfronts.

# 4.2 The Public Realm

The public realm consists of a variety of public and publicly accessible places and spaces where people interact, including sidewalks, streets, parks, squares and open spaces. These important public areas can be enhanced and defined by the elements found within them, including vegetation and landscaping, benches, light poles, transit shelters and public art, as these features all work together to enhance character and lend a unique or special identity to a public space. Creating a vibrant public realm requires high quality design and the provision of function, comfort, style and safety to make the space attractive and universally accessible. The Municipal Plan recognizes the importance of building and maintaining a unique, accessible and vibrant public realm throughout the City.

## Council shall:

Policy UD-1 Ensure the development of a high quality, attractive and sustainable public realm that includes the following components:

a. Public streets, rights-of-way and sidewalks;

b. Public parks, squares and open spaces;

c. Publicly accessible natural areas and waterfronts; and

d. Off-street trails and bikeways.



Policy UD-2 Recognize that streets, rights-of-way and sidewalks are significant public places and, accordingly, their design should balance their multiple roles and functions by ensuring that they, whenever possible, can:

a. Safely accommodate a variety of transportation functions including walking, cycling, transit and driving and the needs of those with disabilities;

b. Accommodate municipal infrastructure and utilities;

c. Contribute to the greening of the City with appropriate street trees and landscaping; and

d. Provide for comfort and social interaction with pedestrian amenities, such as planted boulevards, street furniture, lighting and patios, where appropriate.

Policy UD-3 Enhance the quality, sustainability and attractiveness of public areas, especially municipal parks and squares, by:

a. Designing versatile open spaces to support different formal and informal activities and uses at different times of the day and all seasons of the year;

b. Maintaining and enhancing public walkways and bike paths;

c. Incorporating local history, public art and culture into site design and amenities;

d. Promoting comfort in public areas through the provision of benches, trees and other features which provide users with protection from the elements;

e. Providing public garbage and recycling receptacles to promote cleanliness; and

f. Utilizing attractive and hardy landscaping to provide visual interest in all seasons.



Policy UD-4 Recognize that municipal investment in the public realm can act as a catalyst for new development and significant redevelopment, and therefore Council intends to direct municipal investment in public realm enhancements to Neighbourhood Intensification Areas, where it deems it both appropriate and feasible.

### 4.2.1 Uptown Waterfront

The Uptown Waterfront, as defined in the Land Use Chapter of the Municipal Plan, is recognized as a significant asset to the Greater Saint John Region requiring special attention and investment to provide publicly accessible, high quality public spaces. The quality of the public realm throughout the Uptown Waterfront area will provide a key piece of the organizing structure for private investment by identifying important public places for gathering and by defining key points of connection in the circulation network. The Central Peninsula Secondary Plan provides policy guidance for the redevelopment of the Central and Southern portions of the Uptown Waterfront.

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#### Council shall:

Policy UD-5 Recognize the Uptown Waterfront as a primary focal point of civic and cultural activity within the Greater Saint John Region, and a venue for major events. The quantity and quality of public spaces to be provided along the Uptown Waterfront will recognize and support this fundamental role.

Policy UD-6 Consider the following guidelines for the development and enhancement of the public realm in the Uptown Waterfront:

a. Maximize opportunities to provide direct public access or proximity to the water. Areas that are currently accessible will be protected and enhanced for public use. Harbour Passage will continue to be reinforced and enhanced as the spine of the public realm system. While it should be clear that Harbour Passage is a continuous trail, its character can vary in keeping with the quality and identity of the various sites it passes through. Over time, the majority of the Harbour Passage route will follow the water's edge;

b. Design the public realm to celebrate the City's 'natural animators' – the Port and the tides - and encourage water-related activities;

c. Reinforce and emphasize important pedestrian connections from the Uptown Waterfront to key streets in the Trinity Royal Heritage Conservation Area, in particular along King, Princess, Duke, Charlotte and Sydney Streets;

d. Make improvements to important pedestrian crossings, including Water Street and St. Patrick Street, to enhance pedestrian safety;

e. Use the physical interface between sites in the Waterfront, and between the Uptown Waterfront and the Uptown to reinforce interesting and animated edges

through pedestrian connections, landscaping, new buildings and public places that collectively create interesting and inviting places;

f. The quality and character of public spaces, landscapes and buildings in the Uptown Waterfront are essential to creating a memorable experience. Design buildings and open space projects to a very high standard with the use of quality materials and site furnishings to achieve durability and minimize maintenance costs, while also characterizing the Waterfront as an evocative and unique place;

g. Provide a combination of inviting hard surfaced public spaces (boardwalks, recreation trails and cruise ship aprons) and soft public spaces (parks) on the Waterfront;

h. Make public spaces as comfortable as possible all year round and sufficiently versatile to accommodate a wide range of potential programming designed to be easily adaptable to a variety of active and passive uses;

i. Encourage the provision of facilities for a variety of active recreational activities, including children's playgrounds and water features, volleyball, skating and skate boarding;

j. Reinforce Market Slip and Loyalist Plaza as the primary location for waterfront events, due to their combined size, visibility and location in the Uptown and adjacent to other waterfront sites. As waterfront development and activity increase, Pugsley Park and/or the Coast Guard site will play important roles in augmenting the Market Slip/Loyalist Plaza area;

k. Design to mitigate the negative effects of the natural elements, while also developing spaces that are equally comfortable to individuals and to crowds;



l. Encourage the inclusion of design competitions for public spaces and public art in the planning and design for the development of key sites within the Uptown Waterfront;

m. Make public art of a scale commensurate with its setting and in locations that offer synergistic relationships with surrounding activities. The dramatic tidal fluctuations of the Bay of Fundy offer a unique opportunity to explore and communicate this natural phenomenon using public art as the medium;

n. Enhance connections – street, pedestrian, transit, and trail - to and through the Uptown Waterfront so that all of its parts are easily and clearly accessible to all. It is envisioned that numerous and continuous links would be created, of both a formal and informal nature. Design connections to the adjoining communities to minimize potential pedestrian/vehicular conflicts and to accommodate a range of active transportation modes, including public transit;

o. Extend the existing grid of City streets and infrastructure where necessary to allow for new development and to provide important new connections to and through the Uptown Waterfront;

p. Utilize streetscape elements, including street furniture, street lighting and landscaping, to create a cohesive experience and sense of place; and

q. Demonstrate a well-articulated building façade with a regular pattern of windows and a highly transparent ground floor façade on both the street and waterfront edges for all waterfront development.

# 4.3 Urban Design & Built Form

## 4.3.1 General Urban Design Principles

The General Urban Design Principles are intended to be applied to major development proposals, City-wide, where Council approval is required. Neighbourhood specific Urban Design Guidelines will be developed for key areas, described on the Future Land Use map (Schedule B), to be used in evaluating development proposals in those areas.

### Council shall:

Policy UD-7 Establish a height and built form framework in the Zoning Bylaw to ensure the intent for design excellence as part of the future City Structure is implemented.

Policy UD-8 Adopt the following set of General Urban Design Principles to generally ensure that all major development proposals evaluated by Council will achieve a high quality of design appropriate to the context in which they are located. Council may require the preparation of an urban design brief demonstrating how the proposal meets the Urban Design Principles in order to support the review of applications to rezone property for major development proposals.

Policy UD-9 Ensure all development proposals generally conform to the following General Urban Design Principles:

a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings entrances, building massing, architectural style and building materials. Specifically, the built-form of new development shall be designed to achieve the following objectives for specific areas of the City:
    i. In Stable Areas, as identified on the City Structure map (Schedule A), new development will be designed to respect and reinforce the physical character of the established neighbourhood, as set out in Policy UD-10;
    ii. In the Primary Centre and Neighbourhood Intensification Areas, as identified on the City Structure map (Schedule A), new development will be located and organized to frame and support the surrounding public realm and massed to fit harmoniously into the surrounding environment, including appropriate transitions in height and massing to areas of lower intensity development, as set out in Policy UD-11;
    iii. Special considerations are established for the Uptown Waterfront as set out in Policy UD-13 to promote the development of a vibrant mixed-use, and publicly accessible waterfront;
    iv. In Employment Areas, as defined on the City Structure map (Schedule A), uses will be located and organized as set out in Policy UD-15 to provide functional buildings that foster alternative transportation modes and limit any impacts on nearby Stable Areas; and
    v. In Rural Areas, as defined on the City Structure map (Schedule A), new development, where permitted, shall be rural in character and conserve and strengthen the rural context in which it is situated, as set out in Policy UD-16 of the Municipal Plan.
b. Locating building entrances facing the public street;
c. Designing sites to incorporate existing natural features and topography;
d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings;

e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage;

f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm;

g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions;

h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building;

i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings;

j. Directing high-rise buildings to appropriate areas and ensuring their design is sensitive to the neighbourhood and/or heritage context;

k. Encouraging sustainability in design by:

   i. Utilizing reused, recycled, renewable or local building materials where possible;

   ii. Using green building or neighbourhood standards;

   iii. Designing for energy efficiency and alternative sources of energy;

   iv. Designing for water conservation and on-site stormwater management;

   v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees;

   vi. Designing sites and buildings to work with, rather than against, the natural environment by designing according to the topography, hydrology, ecology and natural drainage patterns of the site and taking advantage of passive solar gain and natural light; and

   vii. Using native vegetation for landscaping where appropriate.

l. Designing sites and buildings according to the Crime Prevention through Environment Design (CPTED) principles to promote safety and security, in balance with other urban design goals; and

m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas;

n. Limit surface parking between the front of a building and the public street or sidewalk;

o. Design safe and direct access to buildings for pedestrians, cyclists and transit users by providing walkways from the public street, transit stops, and parking areas to main building entrances and including bike parking and end-of-trip facilities, where appropriate, and mid-block connections where possible;

p. Design sites and building accesses that are barrier-free, convenient and have clear signage; and

q. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and the public realm.

## 4.3.2 Urban Design Principles for Stable Areas

Stable Areas are intended to grow and evolve organically through minor change in keeping with the existing neighbourhood context. The following urban design policies will apply to redevelopment and new development within Stable Areas, where Council approval is required.

### Council shall:

Policy UD-10 Ensure that new development and redevelopment in Stable Areas is designed to respect and reinforce the physical character and uses of the surrounding neighbourhood, having regard for:

a. The local pattern of lots, streets and blocks;

b. The size and configuration of lots;

c. Nearby building types;

d. The height, scale and massing of nearby buildings;

e. The setback of buildings from the street;

f. The pattern of rear and side yard setbacks;

g. Sensitive integration with and enhancement of adjacent heritage properties; and

h. Building materials which contribute to the successful integration of the development into its context.

## 4.3.3 Urban Design Principles for Neighbourhood Intensification Areas and Primary Centres

The City Structure Chapter of the Municipal Plan describes the overall vision for the Primary Centres and Neighbourhood Intensification Areas. Within these areas significant growth and change will be targeted as a catalyst for transforming these areas into vibrant mixed-use neighbourhoods where people can live, work, play and learn. Ensuring excellence in design is crucial to enhancing the quality of life and sense of place in these areas. The Central Peninsula Secondary Plan establishes urban design policies for the Uptown Primary Centre.

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### Council shall:

Policy UD-11 Ensure that new development and significant redevelopment in Neighbourhood Intensification Areas and Primary Centres will be designed to enhance the surrounding public realm and to complement the existing context while providing opportunities for intensification, where appropriate. In particular, development will demonstrate due consideration to:

a. Designing sites and buildings for people as the primary focus and with setbacks that are generally consistent with those of adjacent buildings;

b. Creating animated, active streetscapes with interesting façades and human scale buildings and setbacks, particularly at the street level. Within the Uptown and other Urban Neighbourhood Intensification Areas, development should generally establish a human scale street wall with an appropriate ratio between the street wall height of the building and the width of the street;

c. Where appropriate, ensure heritage streetscapes and Heritage Conservation Areas are reinforced with compatibly scaled and designed development;

d. Providing active ground floor uses and avoiding blank façades. Along commercial streets in the Uptown Primary Centre in particular, commercial uses shall be strongly encouraged at the ground floor of buildings with a high degree of transparency at grade to animate the public realm;

e. Strongly encourage new development to provide ground floor ceiling heights that are consistent with the ground floor ceiling heights of adjacent buildings;

f. Creating appropriate transitions in scale and height to areas of lower intensity;

g. Defining appropriate standards for above grade step-backs and separation

distances of buildings to ensure adequate street level conditions with respect to minimizing wind and maximizing sun penetration and sky exposure;

h. Generally locating building entrances to connect directly to the public street network and clearly articulating the building entrance;

i. Designing sites and buildings that are barrier-free, convenient and have clear signage;

j. Promoting pedestrian comfort with appropriate landscaping, furniture, weather protection and buffers from vehicular traffic;

k. Designing for active and alternative modes of transportation by providing convenient access to buildings from transit stops, including bicycle parking and end-of-trip facilities where appropriate, and mid-block pedestrian connections where possible;

l. Designing sites and buildings to facilitate social interaction by including patios, courtyards, plazas and sidewalk amenity space wherever possible to enliven the public or semi-public realm;

m. Designing sites and buildings for visual interest and maximum use in different seasons and at different times of the day;

n. Including a variety of uses in buildings and/or sites to allow for a diversity of uses and users; and



o. Encouraging shared elements between uses such as parking, entrances, landscaping and amenity spaces.

Policy UD-12 Ensure that in Neighbourhood Intensification Areas and Primary Centres, new development and significant redevelopment will locate and organize vehicle parking, access and service areas to minimize their impact on surrounding properties and the public realm by:

a. Sharing services, including public and private driveways, parking and service areas wherever possible and where zoning permits;

b. Sharing and minimizing the width of driveways and curb cuts across sidewalks;

c. Providing vehicle service areas within buildings where possible;

d. Providing underground parking where possible;

e. Generally locating surface parking to the side or rear of buildings;

f. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and the public realm;

g. Integrating service connections, vents, mechanical rooms and equipment within the architectural treatment of the building where possible; and

h. Ensuring that parking areas, lobbies, service areas and stairwells are well-lit and visible from other locations, and clearly signed if they are not visible from the public street.

## 4.3.4 Urban Design Principles for the Uptown Waterfront

Waterfront property is an invaluable and limited asset within the Uptown that will be reserved for those activities that offer the greatest positive impact by reinforcing the Inner Harbour as a special place in the City and by strengthening its relationship with the Uptown. Achieving high quality development is fundamental to the success of the Uptown Waterfront and will be considered a critical component of waterfront applications. The Central Peninsula Secondary Plan establishes policies to set the intention for land use and design for the City's waterfront and guide the City's review of development proposals within the Uptown Waterfront, in addition to the following Urban Design Principles.

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### Council shall:

Policy UD-13 Encourage waterfront locations within the Uptown Waterfront to be reserved for those uses that require, or benefit from, a waterfront setting. In considering waterfront development projects, Council shall give consideration to the following built form principles:

a. Wherever appropriate, development proposals will demonstrate opportunities for

the site to be intensified over time. The objective is to promote the highest and best use of waterfront lands so that a critical mass of activity is achieved;

b. A mix of uses will be provided in new development proposed on larger site(s) and/or where more than one building is proposed. Appropriate uses include: residential, business or commercial, institutional, Port-related, and community facility or public uses;

c. Active public uses will be located at grade in new buildings which demonstrate a well-articulated building façade with a regular pattern of windows and a highly transparent ground floor façade on both the street and waterfront edges to provide an animated edge to public areas and an enhanced pedestrian atmosphere. Wherever possible, these uses will front onto Harbour Passage and pedestrian promenades as well to enhance their animation and safety;

d. The provision of retail, restaurant and other service-oriented uses within the Uptown Waterfront will be balanced with and complementary to those of the Uptown;

e. Residential development within the Uptown Waterfront will provide a variety of housing options that are attractive to people of all ages and incomes;

f. New uses in the Uptown Waterfront will contribute to and support the continued success of the cruise ship industry, balanced with other urban design objectives including the desire for public access to the waterfront. The Municipal Plan recognizes that the presence of cruise ships in the Uptown Waterfront is an important part of the City's waterfront experience and will continue to be accommodated;

g. That new buildings will be strategically positioned to frame significant outdoor public spaces, helping to reduce the impact of waterfront climatic conditions, including sun, wind and fog;

h. That important public views to and from the Inner Harbour will be maintained and enhanced by organizing new development to frame existing public views and sight lines, towards the Harbour as well as back into the City, and to open up new public views and sight lines not currently available;

i. That new development incorporates appropriate transitions in building heights, stepping down to the water's edge where appropriate;

j. Landmark or iconic buildings will be developed at strategic locations throughout the Uptown Waterfront. All such buildings with direct frontage onto the waterfront will be designed as evocative waterfront icons, identifiable from the water or from the City;

k. The architectural vernacular of the Uptown will be respected in development along the Waterfront, through compatibility in character and quality, materials, massing and scale;

l. New or expanded small craft facilities will be an important part of the public realm and movement network within the Uptown Waterfront;

m. Uses that draw or serve the public, at many times of day and across seasons will be provided;

n. 'Active building faces' are achieved by strategically locating public and/or private uses capable of animating public routes and spaces;

o. Mid-block public pedestrian connections to the waterfront will be provided or protected in current and future phases of development;

p. Buildings will be highly transparent at grade in order to permit public views from the street side through to the Harbour side; and

q. Parking areas will not be permitted between the public street and the building front.

Policy UD-14 Encourage new waterfront development to actively promote environmental sustainability, taking into account changes in sea level caused by climate change. New development will also demonstrate leadership in the reduction of greenhouse gas emissions, and sustainable planning, design, building systems and construction practices.

### 4.3.5 Urban Design Principles for Employment Areas

New development and significant redevelopment in Employment Areas will be designed to maintain a human scale and provide functional and convenient access for all modes of transportation, while limiting impacts on adjacent community areas.

#### Council shall:

Policy UD-15 Ensure new development and significant redevelopment in Employment Areas is designed to:

a. Allow for a variety of lot sizes and building sizes to accommodate a wide range of employment uses;

b. Maximize the placement of buildings along the frontage of lots facing public streets and provide appropriate landscaping; and

c. Designing buildings, streetscapes and lighting at a human scale.

### 4.3.6 Urban Design Principles for Rural Settlement and Rural Residential Areas

Council shall:

Policy UD-16 Ensure that where new development and significant redevelopment in Rural Settlement and Rural Residential Areas is permitted, it will be compatible with the existing character of the area and respect and enhance the surrounding natural environment.

## 4.4 Building Urban Design Awareness & Success

Council shall:

Policy UD-17 Encourage an open discussion and exchange of ideas between developers, design professionals, the public, City staff, Council and the Planning Advisory Committee in considering design elements of applications for new development and significant redevelopment.

Policy UD-18 Ensure neighbourhood specific Urban Design Guidelines are developed as a required component of Neighbourhood Plans or Structure Plans. These will support a form-based approach to neighbourhood planning and may be integrated into the City's Zoning Bylaw.

Policy UD-19 Investigate the potential for a design review process and new tools for design and form based planning including urban design awards, design charettes, and design competitions for major public projects.

Policy UD-20 Provide the capacity for the development or the addition of an urban design function within the City's Planning and Development Department.

# 4.5 Urban Design Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of the Municipal Plan policies and regularly report to Council and the community on measures including, but not limited, to:

1. Inclusion of more detailed urban design guidelines in Neighbourhood Plans or Structure Plans.
2. Total dollars spent by the City, and the percentage of the capital budget this represents, for streetscaping improvements, public realm investments, and associated maintenance.
3. The percentage of buildings in the Uptown that have active street-level facades, such as sidewalk cafes and transparent storefronts.
4. Private investment and increases in value following City investment in the public realm, as calculated by five-year rolling assessment values in area where public realm investments have been made.
5. Value of private sector investment on waterfront lands and opportunities for public access to the waterfront.
6. The number of street trees planted by the City each year.
7. Establishment of City of Saint John Awards for Urban Design.



# 5 Neighbourhoods & Housing


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The importance of supporting and enhancing neighbourhoods is central to the viability and well-being of the City. Neighbourhoods play a key role in the everyday lives of residents, providing a sense of place and identity for those who live there today and for those who move there in the future. Ensuring neighbourhoods evolve with the changing needs of the community is critical for their health and vitality, as it allows residents to find the type of housing and support services they and their family need as they move through different life-stages. Having access to a broad range of affordable, quality housing in every neighbourhood allows families and friends to stay close to one another, despite their changing needs.

The City is comprised of many distinct residential neighbourhoods, characterized by their history, location and in particular, the housing styles, types and tenure. To enhance and maintain the livability of the City, it is critical to enhance the quality of existing housing and provide an appropriate range of housing types in all neighbourhoods. Without renewal and investment over time to meet the changing needs of residents, neighbourhoods risk losing the people that make them vibrant places to call home.

The Municipal Plan recognizes the shared responsibility of all levels of government and community agencies have in providing housing for all income levels. The City will continue to work with the Government of New Brunswick and the Government of Canada to ensure there is access to a range of affordable housing types and tenure, to meet the needs of the community. The City will also continue to support local housing agencies and the community in the provision of good quality housing that is appropriate in type and tenure for residents.

# 5.1 Neighbourhoods & Housing Goals

1. Provide an appropriate range of housing types, unit sizes, affordability and form of ownership at various densities and scales that meet the needs and income levels of current and future residents of the City.
2. Promote building designs and densities for new housing which efficiently use land, resources, infrastructure and public facilities, and support and contribute to safe, vibrant and pedestrian-friendly streetscapes and neighbourhoods.
3. Support opportunities to increase the quality of available housing, particularly with respect to the existing rental stock available in core neighbourhoods.
4. Ensure an adequate supply of affordable housing and housing for residents with special needs is available and integrated into the community, where appropriate.
5. Direct the majority of new housing development to the Primary Development Area where infrastructure and public facilities are or will be available.
6. Support stable residential neighbourhoods and ensure that new development and redevelopment maintains and enhances the character of these existing neighbourhoods.

# 5.2 General Housing Policies

## Council shall:

Policy HS-1 Monitor the land supply for housing across the City, to ensure it is adequate to meet the housing needs of all residents.

Policy HS-2 Support the development of a wide range of housing types and forms of tenure in Neighbourhood Intensification Areas to redevelop and revitalize these neighbourhoods, in accordance with good land use planning principles.

Policy HS-3 Develop neighbourhood specific Urban Design Guidelines in Neighbourhood Intensification Areas, through the creation of neighbourhood plans or structure plans, to ensure appropriate integration of new development and redevelopment.

Policy HS-4 Encourage the provision of student housing in close proximity to educational institutions and major transit routes.

Policy HS-5 Promote the inclusion of sustainable ('green') design elements in new residential development, where appropriate and where possible.

Policy HS-6 Monitor housing tenure, particularly in the Neighbourhood Intensification Areas, to ensure a balanced supply of rental and homeownership opportunities.

Policy HS-7 Encourage the Government of New Brunswick and the Government of Canada to support measures to increase the quality of the existing housing stock such as the creation of targeted incentive programs, where appropriate.

Policy HS-8 Support measures to ensure housing is well maintained for the safety and welfare of residents and for the benefit of the surrounding neighbourhood.

Policy HS-9 Continue to work with the Government of New Brunswick to obtain additional powers to enforce all municipal bylaws, particularly those dealing with land use and the maintenance of buildings and properties.

Policy HS-10 Establish provisions in the Zoning Bylaw to reduce the required residential lot size, lot frontage, and associated off-street parking requirements in the Zoning Bylaw for lands within the Primary Development Area to encourage a broader range of housing forms and tenure, in keeping with the character of the neighbourhood.

Policy HS-11 Support poverty reduction initiatives through neighbourhood enrichment activities, undertaken in collaboration with other levels of government and key stakeholders.

# 5.3 Affordable Housing

Affordable housing is the core responsibility of the Government of New Brunswick and the Government of Canada; however, the City will support the provision of affordable housing whenever possible.

## Council shall:

Policy HS-12 Pursue the opportunity to partner with other levels of government and interested agencies to develop a housing strategy for the City to ensure an adequate supply of affordable housing is available in appropriate locations and integrated with existing housing.

Policy HS-13 Encourage the location of affordable housing throughout the Primary Development Area, particularly in close proximity to shopping, community facilities, and existing or potential public transit routes.

Policy HS-14 Encourage housing providers to build affordable housing using available incentives, when possible, such as tax rebates, grants or subsidies.

Policy HS-15 Encourage housing providers to build market-based affordable housing and integrate subsidized affordable housing units into larger market-based development projects, wherever possible.

Policy HS-16 Work with housing agencies to monitor affordable housing development to ensure there is an adequate supply, tenure and range of quality affordable housing and ensure it is properly maintained over time so that it always adds value to neighbourhoods.



## 5.4 Supportive Housing

### Council shall:

Policy HS-17 Encourage the provision of housing for people with special needs, including senior citizens, group homes and shelters, to integrate into appropriate residential areas of the City, in close proximity to major transit routes, community facilities and needed services.

Policy HS-18 Facilitate the integration of housing for people with special needs into all residential areas, subject to compliance with provisions in the Zoning Bylaw to:

a. Maintain an adequate separation distance between supportive housing developments;

b. Maintain compatibility and character with the host residential neighbourhood; and

c. Ensure the adequate provision of on-site parking and landscaping.

## 5.5 Boarding & Rooming Houses

### Council shall:

Policy HS-19 Permit boarding and rooming houses in appropriate residential areas of the City, where they are in close proximity to major transit routes, community facilities and services and where they are compliant with regulations in the Zoning Bylaw to:

a. Maintain an adequate separation distance between boarding and rooming houses;

b. Ensure compatibility and character with the host residential neighbourhood;

c. Ensure the quality of the housing is safe and appropriate and meets all applicable Codes and Bylaws; and

d. Ensure the adequate provision of on-site parking and landscaping.

# 5.6 Secondary Suites & Garden Suites

## Council shall:

Policy HS-20 Permit the provision of secondary suites and garden suites in appropriate residential areas within the Primary Development Area, subject to appropriate requirements as set out in the Zoning Bylaw and compliance with the Building Bylaw.

Policy HS-21 Permit the provision of Secondary Suites and Garden Suites in Neighbourhood Intensification Areas, subject to the requirements of the Zoning Bylaw, to increase the diversity of housing choice, increase the affordability of the rental stock, and increase residential density.

# 5.7 Home Occupations

## Council shall:

Policy HS-22 Permit home occupations in residential areas which are operated by a resident of the dwelling, subject to the requirements of the Zoning Bylaw, and compliance with the Building Bylaw and the following criteria:

a. The home occupation is generally not visible from the street except for permitted signage and does not affect the primary residential character of the property or the surrounding neighbourhood;

b. There is no outside storage of material or equipment;

c. The home occupation is of such a nature that it does not involve excessive client traffic and/or truck traffic for the purpose of goods movement;

d. Home occupation signage is unobtrusive and appropriate in scale and character for the residential area; and

e. The home occupation do not produce smoke, dust, fumes, or noise to an extent that it would create incompatibility with adjacent or nearby residential uses.

# 5.8 Daycare Facilities

## Council shall:

Policy HS-23 Permit small-scale, in-home neighbourhood daycare in all residential neighbourhoods where operated by a resident of the dwelling, for a maximum of 15 children, subject to compliance with the requirements of the Zoning Bylaw and compliance with the Building Bylaw to ensure:

a. The daycare is secondary to the permitted residential use;

b. Compatibility with the surrounding land use;

c. Appropriate parking and signage requirements; and

d. Appropriate accommodation and landscaping, including fencing.

# 5.9 Manufactured Housing

## Council shall:

Policy HS-24 Permit manufactured housing in all areas of the City, in accordance with Zoning Bylaw provisions and the National Building Code.



## 5.10 Home-based Tourist Accommodation

### Council shall:

Policy HS-25 Permit small-scale tourist accommodations, such as bed and breakfasts, in all residential neighbourhoods where they are operated by a resident of the dwelling, subject to provisions established in the Zoning Bylaw and the following criteria:

a. The tourist accommodation is secondary to the permitted residential use;

b. Appropriate parking and signage requirements are provided; and

c. The use is compatible with the surrounding land uses.

## 5.11 Vacant Residential Properties

### Council shall:

Policy HS-26 Encourage property owners of vacant properties within residential neighbourhoods in Neighbourhood Intensification Areas to landscape the property so it positively contributes to the surrounding neighbourhood.

Policy HS-27 Discourage the use of vacant properties within residential neighbourhoods in the Neighbourhood Intensification Areas for surface parking; however, where permitted by Council, surface parking shall only be granted as a temporary use.

Policy HS-28 Support initiatives that create and enhance neighbourhood identity and a sense of place for residents and the community.



# 5.12 Neighbourhoods & Housing Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of the Municipal Plan policies by regularly reporting to Council and the community on measures including, but not limited, to:

1. The number of dwelling units constructed, and percentage of total units constructed that this represents, by form/type.
2. The number of dwelling units constructed, and percentage of total units constructed that this represents, by tenure.
3. The number of dwelling units constructed, and percentage of total units constructed that this represents, by price range.
4. The number of dwelling units constructed, and percentage of total units constructed that this represents, in each land use designation and in each Neighbourhood Intensification Area.
5. Percent of the population spending more than 30% of their income on housing.
6. Number of vacant and/or derelict buildings being rehabilitated or demolished across the City and in each Neighbourhood Intensification Area.


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# 6 Economic Prosperity


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The City has a long history as a major commercial and industrial centre of national prominence. Today, the City is at the centre of the regional economy, providing employment for those inside and outside the City boundaries. The economy remains rooted in the manufacturing and distribution of products moved by sea including potash, petroleum, and forestry products however continues to diversify into many other sectors. In fact, research conducted for PlanSJ confirms that the City has one of the most diversified small city economies in Canada with significant concentrations of employment in many different industries. This diverse range of economic activity has led to a growing service sector and burgeoning health and Information Technology clusters, which are creating further opportunities for growth in the community.

The Municipal Plan places significant emphasis on quality of life, which will be the single most important community asset in attracting new businesses and new workers. The Municipal Plan designates a range of places within the City for commercial, industrial, and institutional land uses to ensure there is an excellent physical location for each type of employment land use. This Chapter identifies a range of policies that will be pursued by the City to achieve long term economic prosperity. These policies will work in conjunction with the other policies of the Municipal Plan to create a supportive environment for economic growth and to achieve the City's objective of making the City a complete community.

# 6.1 Economic Prosperity Goals

1. Support the development of a strong, diversified, and resilient economy.
2. Enhance the quality of life and the quality of the urban environment in the City to support economic prosperity.
3. Support the development of the City's economy by attracting new investment to the City and expanding the population and workforce.
4. Identify appropriate locations for a wide range of employment uses that support economic growth while enhancing quality of life in the community.
5. Work cooperatively with the City's economic development partners and all stakeholders in the community to:

    a. Project a positive image of the City as a place to live and as a place to do business.

    b. Cultivate an entrepreneurial business spirit to support economic prosperity and community success.

    c. Create and implement economic development strategies that support the PlanSJ Vision and Directions, strengthen the local economy, and enhance quality of life in the community.

    d. Increase the attractiveness of the City as a destination for visitors as well as for residents.

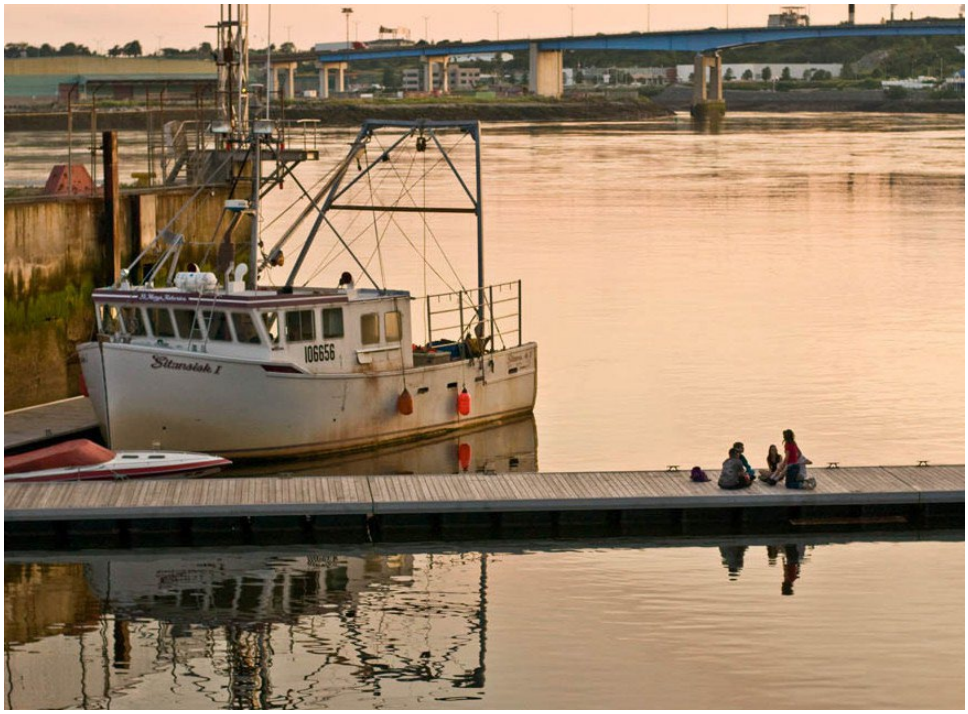
# 6.2 Improving Quality of Life

Technology and transportation have made the world a smaller place in recent decades. Entire industries have been created that involve the development and transformation of information, and employment in these industries can be located almost anywhere in the world. Similarly, the ease of moving people and products from one part of the world to another creates further opportunities for economic and employment growth, as the physical location of jobs becomes more flexible.

Successful communities have realized that employment growth and prosperity is now inextricably linked to the quality of life offered by a community. One of the most significant factors involved in a business decision on where to locate is the quality of the built space and the community's ability to support their business, provide appropriate and desirable housing, recreational amenities, opportunities for arts and culture, and other quality of life elements. Similarly, in an economy where labour is scarce and cities must compete for a limited pool of workers, employees have more freedom to choose where they want to live and this strongly influences the location-based decisions made by employers.

## Council shall:

Policy EP-1 Recognize the critical role that quality of life plays in the City's economic prosperity. The City shall ensure that its land use planning decisions balance the need for economic development with the community's desire to further enhance community quality of life.



# 6.3 Economic Diversification

The Municipal Plan has a role to play in ensuring that the City continues to support and grow a diversified and prosperous economy. In addition to the City's ability to attract and retain the required workforce, it is essential that appropriate land is supplied for a diverse range of employment uses and in appropriate locations. The City plays an active role in supplying the land necessary to accommodate economic growth through the work of Saint John Industrial Parks Limited (SJIPL). The Municipal Plan calls for the creation of an Industrial Parks Strategic Plan for the industrial parks to maximize the City's opportunities for growth. Further to this, the City also plays a significant role in the delivery of economic development services. In conjunction with partners at the regional, provincial, and federal level, the City helps create the conditions for economic growth in a diverse number of sectors.

## Council shall:

Policy EP-2 Ensure that an appropriate inventory of land is available in the City to support the development of a wide range of employment uses.

Policy EP-3 Through the work of Saint John Industrial Parks Limited, monitor the supply of industrial land in the City and where possible, ensure that an appropriate inventory of land is available for the diverse range of industrial uses proposed by the Municipal Plan.



Policy EP-4 Encourage Saint John Industrial Parks Limited to create an Industrial Parks Strategic Plan that includes the following:

a. The identification of appropriate locations for a wide range of industrial land uses;

b. The identification of lands most appropriately suited to industrial expansion in the future, and strategies to acquire the land required to accommodate future industrial growth;

c. The development of strategies to ensure the necessary transportation and servicing infrastructure, including stormwater management, is provided to accommodate anticipated industrial growth in an efficient and sustainable manner;

d. Urban design and streetscape guidelines to enhance the appearance of the City's industrial parks, including private properties within the parks; and

e. Strategies to market the City and its industrial parks as an ideal location for new industrial investment.

Policy EP-5 Work with partners in economic development to develop appropriate programs, strategies, and initiatives to encourage and support further diversification of the City's economy.

## 6.4 Sustainable Economic Development

The City is committed to sustainable economic development. One of the pillars to achieve this is the development of an economy that supports the community and its residents while providing a stable and predictable environment for business to succeed; as a prosperous economy must not come at the cost of compromising our environment and our social and cultural resources. A significant element to ensuring economic sustainability is the City's commitment to the PlanSJ Vision and Directions and to the provision of effective and efficient municipal services to support economic prosperity.

### Council shall:

Policy EP-6 Recognize that economic development is an important component of sustainable development but that land use planning decisions must also be balanced against environmental, social, cultural and fiscal impacts.

Policy EP-7 Recognize that a strong commitment to the implementation of the PlanSJ Vision and Directions and the delivery of efficient and effective municipal services and infrastructure are important to foster economic prosperity in the community.

# 6.5 Workforce Development

The City's future economic prosperity will rely, in large measure, on the availability of a labour force sufficient in size and bearing the appropriate set of skills to meet the needs of employers. Like in other Canadian Cities, the City's population is aging and there are fewer young people to assume the jobs left behind as people retire. It will be critically important that the City's young receive the education and training they require to enter the local workforce. It will also be important to encourage youth to choose the City as the place they want to call home and encourage people from outside the community to move to the City.

## Council shall:

Policy EP-8 Strongly encourage the Government of New Brunswick, the Government of Canada, and local post-secondary institutions to develop appropriate programs of education and training to ensure the City's youth are prepared to enter the local workforce.

Policy EP-9 Work with the Government of New Brunswick, the Government of Canada, and local post-secondary institutions to ensure that appropriate locations are provided for continued learning and training opportunities. Co-location of facilities is encouraged wherever possible.

Policy EP-10 Work with other levels of government and other partners in economic development to encourage immigration to the City to ensure the community has the workforce it requires to further develop the community's economy.

Policy EP-11 Recognize the important role the City plays in welcoming new immigrants to the community through the delivery of programs and services. The City intends to ensure its services are sensitive and responsive to the needs of new residents of the community.



## 6.6 Tourism

Tourism in the City is an increasingly important element of the local and regional economy. The City has a number of assets and amenities which attract visitors for both business and pleasure. The City, in cooperation with the destination marketing organization, will work to promote the City as a destination and partner with local businesses and groups to provide attractions and facilities for tourists.

### Council shall:

Policy EP-12 Work with tourism agencies and the community to support the marketing of key destinations in the City and the Greater Saint John Region.

Policy EP-13 Ensure the Saint John Trade and Convention Centre continues to operate as a first-class facility in order to continue to attract users.

Policy EP-14 Support the Saint John Port Authority in growing the number of cruise ship visits to the City and support the community in continuously improving the experience for residents and visitors.

## 6.7 An Economic Development Strategy for the City

The Municipal Plan establishes a new direction for growth and development in the City. The policies in the Municipal Plan focus community support to create a more urban City and enhance the quality of life for residents. The economy creates the personal and community wealth necessary to grow the City and improve the infrastructure and services provided by the City. A robust economy is a pre-requisite to fully realizing the PlanSJ Vision and Directions.

The economic policies in the Municipal Plan are fully integrated with the land use planning process and the municipal planning processes which advance the delivery of all essential services and infrastructure required to support the success of the City. The City requires a comprehensive Economic Development Strategic Plan supported by the City and all of its partners in economic development to provide a clear path toward future prosperity.

## Council shall:

Policy EP-15 Work with its partners in economic development to establish an Economic Development Strategic Plan that advances the Vision and Directions established in PlanSJ. The Economic Development Strategic Plan will include, but shall not be limited to the following topics:

a. Establishing clear economic goals and objectives, policies, and investment priorities that support the City's economic prosperity, enhance community quality of life, and implement the PlanSJ Vision and Directions;

b. Providing policy direction which advances community economic diversification and supports the development of growing economic sectors including the development of industries related to:

   i. Health sciences and associated technologies;

   ii. The energy and renewable energy sectors;

   iii. Education and learning;

   iv. Information and communication technology;

   v. Arts and culture;

   vi. Tourism;

   vii. Advanced manufacturing; and

   viii. Other industries complementary to existing established uses in the City.

c. Developing strategies to attract new investment to the community and ensure that homegrown industries are retained and expanded over time;

d. Identifying and implementing programs to ensure the City has an available and skilled workforce to support economic prosperity;

e. Strengthening working relationships with the Government of New Brunswick, the Government of Canada, neighbouring municipalities and the Cities of Fredericton and Moncton, to continue to develop a strong provincial economy;

f. Strengthening working relationships with other local partners in economic development including Enterprise Saint John, Saint John Waterfront Development, Uptown Saint John Inc., the Saint John Board of Trade, the Saint John Airport Authority and the Saint John Port Authority;

g. Encouraging the development of a culture of entrepreneurship in the community and supporting the establishment and ongoing success of locally-owned businesses; and

h. Establishing mechanisms to measure progress and implementation of the Economic Development Strategic Plan and to share these results with the community on an ongoing basis.

# 6.8 Economic Prosperity Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of Municipal Plan policies by regularly reporting to Council and the community on measures including, but not limited to:

1. Total employment by sector.
2. Construction of commercial and industrial floor space within the Primary Development Area and in each Employment Area.
3. The commercial and industrial vacancy rates.
4. The number of visitors to the City and their estimated contributions to the local economy.
5. Labour force participation rates by population cohort and level of education.



# 7 Natural Environment & Energy


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The natural environment provides the elements we require for life: air, water, food and fuel. Human wellbeing and economic and social activity depend on a healthy natural environment. Today, however, human activity is placing increasing pressure on the natural environment. As a result there is a need to better understand the relationship between community and the natural environment in order to protect and restore the ecosystem functions. The way the built environment is designed, constructed and used has significant impacts on local and global natural environments. Environmental protection is a shared responsibility and partnerships must be developed between individuals, the business community, all levels of government and other organizations and agencies to achieve true, lasting sustainability.

The City's natural environment is a defining feature of the City. The Bay of Fundy, the St. John and Kennebecasis Rivers, our extensive coastlines, unique geology and vast forested areas contribute to make the City one of the most environmentally diverse areas in Atlantic Canada. Residents of the City expect that the Municipal Plan will address environmental issues such as air quality, water quality, and climate change as they significantly impact quality of life.

One of the foundations of the Municipal Plan is a commitment to an integrated planning approach to promote a more sustainable future. Land use, the built environment, infrastructure, the natural environment, and financial considerations must be considered interdependent elements to create a sustainable City. Supporting the PlanSJ Vision and Directions, the Municipal Plan concentrates residential and employment growth in the Primary Development Area in order to maximize the use of existing services and preserve the natural environment.

# 7.1 Natural Environment & Energy Goals

1. Improve the quality of the natural environment by improving air quality, water quality, and protecting significant natural areas.
2. Promote the principles of progressive urban planning and environmental sustainability.
3. Minimize local contributions of air pollution through the creation and enhancement of complete and compact communities throughout the City.
4. Protect the City's surface and groundwater resources, ensuring accessible clean and safe drinking water.
5. Work with other levels of government and community partners to restore degraded natural environments.
6. Encourage local food production through such means as community gardens and small-scale urban agriculture.
7. Continue reducing the City's energy usage and environmental footprint.
8. Mitigate local contributions of greenhouse gases and plan to adapt to the potential impacts of climate change.
9. Approach ecological stewardship in a holistic manner in partnership with the community, non-profit agencies and other levels of government.

# 7.2 Environmental Sustainability

The City aims to demonstrate leadership in sustainable development using land and infrastructure wisely to build a more compact City that allows more people to quickly and efficiently move around on foot, bicycle, and public transit. The Municipal Plan promotes the principles of progressive urban planning to support environmental sustainability and ultimately achieve a balanced relationship between the built environment and the natural environment. Enhanced environmental sustainability will be achieved, in part, by Municipal Plan policies contained in this Chapter and those related to the development of a more compact urban form and a more diverse transportation system.

## Council shall:

Policy NE-1 Consider environmental sustainability and life-cycle costs in all municipal decisions.

Policy NE-2 Support the continued implementation of the Integrated Community Sustainability Plan (2008), ensuring City practices reflect the sustainability principles in the Corporate Strategic Plan (2009).

Policy NE-3 Support initiatives in the public, private, and non-profit sectors that result in 'green' building design and site design, including standards from LEED, LEED-ND, and other similar certifications.



# 7.3 Air Quality

The City is committed to minimizing local contributions of air pollution through the creation and enhancement of complete and compact communities, offering a better range of transportation choices, and increasing public awareness and education of the Government of New Brunswick and Government of Canada clean air initiatives. Given the significant industrial base in the City, it is also important that industry be carefully sited within the community to minimize the potential for land use conflicts, and impacts on natural areas and that the City work with other levels of government to reduce air emissions from industry.

## Council shall:

Policy NE-4 Encourage reduced automobile emissions by promoting a more compact, mixed-use development pattern and making walking, cycling and transit use viable transportation choices.

Policy NE-5 Work with the Government of New Brunswick, industry and other agencies to develop and implement clean air initiatives, including emission reduction strategies.

Policy NE-6 Carefully consider the appropriate location for and the potential impact of heavy or noxious industrial uses when considering development applications.

Policy NE-7 Reduce emissions from City infrastructure, including buildings and fleets, through corporate purchasing and operating policies that support the Municipal Energy Efficiency Program.



# 7.4 Water Quality

Protection of the quantity and quality of the City's water resources and promoting water conservation are important community priorities. The City primarily relies on surface watersheds for its drinking water as well as private groundwater wells in rural areas. The provision of clean and safe drinking water is critically important to the future of the City. The City will work closely with other levels of government and with community partners to protect the quantity and quality of the City's drinking water supply.

## Council shall:

Policy NE-8 Limit unserviced development to protect groundwater for existing well users and to promote more compact urban settlement.

Policy NE-9 Enhance groundwater assessment requirements and septic suitability analysis for unserviced development in the City through appropriate provisions in the Subdivision Bylaw.

Policy NE-10 Carefully control industrial development, petroleum storage and other uses that carry with them the potential to contaminate groundwater and surface water supplies.

Policy NE-11 Protect environmentally sensitive areas, including watercourses and wetlands, riparian areas, and floodplains and appropriately restrict development near these features.



Policy NE-12 Support the implementation of the City's Safe Clean Drinking Water Program to improve drinking water safety and quality by seeking Federal and Provincial support.

Policy NE-13 Establish provisions in the Zoning Bylaw to protect the Loch Lomond, Latimer Lake and Spruce Lake municipal watersheds, as per the New Brunswick Clean Water Act, by prohibiting development and uses with the potential to negatively impact the City's drinking water supply, and work to prevent illegal dumping in the City's watersheds.

Policy NE-14 Acquire land within the watersheds that provide the City's municipal drinking water supply, when possible, for the purpose of protecting the watersheds for future generations.

Policy NE-15 Complete the City's Harbour Clean-Up Program to provide full wastewater treatment in serviced areas of the City.

Policy NE-16 Continue the separation of combined stormwater and wastewater systems.

Policy NE-17 Provide and encourage public access to bodies of water such as the Bay of Fundy and the St. John and Kennebecasis Rivers and lakes where appropriate and where access and public use will not negatively impact riparian or aquatic ecosystems.

Policy NE-18 Establish provisions in the Zoning Bylaw to protect riparian areas by requiring appropriate setbacks from watercourses and wetlands and encouraging the maintenance, enhancement and restoration of vegetation in riparian areas.

Policy NE-19 Work with the Government of New Brunswick to improve the process of identifying, designating, and further protecting provincially significant wetlands.

Policy NE-20 Protect provincially significant wetlands by restricting development in or adjacent to wetlands and requiring appropriate setbacks and buffers for development, where there are compatible uses.

Policy NE-21 Protect the wellfields providing drinking water to the residents of the Harbourview Subdivision, as per the New Brunswick Clean Water Act, Regulation 2000-47: Wellfield Protected Area Designation Order.

# 7.5 Natural Areas & Land

The Municipal Plan aims to protect and enhance natural areas in the City to aid and improve the functioning of ecosystems and maintain biodiversity. The City is very large geographically and hosts a diversity of natural landforms. To the maximum extent possible in an urban area, the City intends to create a balanced relationship between the functioning of urban systems and natural systems and will work with other levels of government and community partners to restore degraded natural environments.

## Council shall:

Policy NE-22 Enhance natural areas within the City by:

a. Protecting and limiting development in environmentally sensitive areas including significant habitat areas, open spaces and areas with rich biodiversity;

b. Minimizing the fragmentation of significant natural areas by limiting development in rural areas and linking natural areas, wherever possible, to maintain wildlife habitat and natural corridors;

c. Working with the Government of New Brunswick and other agencies to encourage sustainable forest management practices on Crown Land and private woodlots; and

d. Carefully analyzing and mitigating the impacts of resource uses on adjacent natural areas when considering development applications.

Policy NE-23 Protect significant natural areas by working with the Government of New Brunswick and other agencies to identify, protect, and enhance designated Environmentally Significant Areas (ESAs), Protected Natural Areas (PNAs), conservation areas, nature preserves, ecological reserves, bird sanctuaries and other significant natural areas, including sites owned and managed by the Nature Trust of New Brunswick.

Policy NE-24 Enhance biodiversity throughout the City by:

a. Encouraging the use of native species of vegetation for landscaping in private and public development, where appropriate; and

b. Preserving representative vegetation, species and ecosystems in major open spaces and City parks.

Policy NE-25 Protect significant natural landforms unique to the City.

Policy NE-26 Control the impacts of erosion by:

a. Restricting development in erosion-prone areas; and

b. Working with the Government of New Brunswick to ensure appropriate erosion and sedimentation control measures are implemented where development takes place.

Policy NE-27 Participate in provincial and federal environmental impact assessments undertaken for projects in the City to advance the City's interests.

Policy NE-28 Where possible, seek to harmonize the environmental impact assessment process and the City's land use planning processes for development projects.

Policy NE-29 Utilize Land for Public Purpose dedications, as described in the Subdivision Bylaw, to enhance natural areas within the City by:

a. Seeking public ownership of key natural areas with the potential for sensitively integrating passive recreation opportunities, biodiversity preservation, or ecosystem enhancement through the development process, where there is not a neighbourhood need for active recreation sites; and

b. Exploring mechanisms for developers to participate in the creation or enhancement of community facilities and natural areas in lieu of Land for Public Purposes.

Policy NE-30 Enhance the urban forest by:

a. Encouraging the retention of mature trees and natural tree growth wherever possible;

b. Establishing a planting program along designated streets and public rights-of-way where doing so will not interfere with existing municipal services, sidewalks or roadway infrastructure;

c. Utilizing hardy native species with appropriate diversity and longevity where appropriate; and

d. Implementing sustainable forest management practices on City-owned lands to explore and manage issues such as biodiversity, sustainable harvesting, and management for fire safety, and encourage sustainable management practices on other lands in the City.

# 7.6 Flooding & Stormwater Management

There are several areas within the City where residential and commercial development has taken place within a floodplain. Council intends to further regulate development in floodplains however, solutions to address the existing areas where flooding takes place are important to the health and safety of those who live there and the investments already made.

## Council shall:

Policy NE-31 Update and implement the Saint John Flood Risk Area Bylaw to regulate development in floodplains.

Policy NE-32 Support flood-proofing initiatives to protect property and people in floodplains and flood-prone areas including the Glen Falls area and the McAllister Regional Retail Centre.

Policy NE-33 Prepare a comprehensive Stormwater Management Master Plan for areas within the Primary Development Area that are at risk of flooding to mitigate and resolve issues in these areas. Where possible, these should be prepared in conjunction with Neighbourhood or Structure Plans, as referenced in I-15.

Policy NE-34 Protect and enhance the natural flood storage capacity of flood plains by:

a. Supporting the Marsh Creek Restoration Initiative as proposed by the Atlantic Coastal Action Program (ACAP) and the restoration of other key wetland systems in the City;



b. Limiting development in flood plains and exploring options for safeguarding, flood proofing or relocating existing development in flood plains; and

c. Exploring options for floodplain zoning and working with the Government of New Brunswick to develop flood proofing standards.

Policy NE-35 Improve the natural stormwater storage capacity of watercourses and wetlands in urban and suburban areas on a comprehensive watershed basis in accordance with the City's Storm Drainage Design Criteria Manual and by:

a. Restricting development in natural and rural areas;

b. Utilizing 'low impact development' techniques for on-site stormwater management wherever possible and encouraging innovative stormwater management methods such as green roofs, permeable surfaces, and rainwater collection;

c. Designing stormwater management facilities as local amenities by locating them adjacent to parks, open spaces, or greenways and permitting public access where appropriate; and

d. Increasing public awareness and engagement regarding stormwater management practices and site design.

## 7.7 Local Food

Local urban food production is a fundamental element in increasing the sustainability of cities and reducing the cost of healthy food. The Municipal Plan encourages local food production, wherever appropriate, in forms such as community gardens and small-scale urban agriculture. The City intends to develop appropriate provisions in the Zoning Bylaw for such uses to ensure they do not negatively impact neighbours.

### Council shall:

Policy NE-36 Encourage the production of local food and work to increase access to fresh food by:

a. Supporting interested groups in the development of community gardens;

b. Allowing small-scale urban agriculture within the PDA, in accordance with appropriate provisions in the Zoning Bylaw; and

c. Promoting the development of larger-scale agriculture operations in appropriate rural locations.

# 7.8 Energy Efficiency

The City is a recognized leader in municipal energy efficiency. The City has made significant investments to reduce its energy use and has developed and is using alternative energy sources to reduce the City's energy costs and environmental footprint. The City intends to continue to engage in public education and awareness efforts to encourage citizens to implement energy efficiency measures.

### Council shall:

Policy NE-37 Continue to improve the energy efficiency of municipal service delivery, including facilities, equipment, fleet, street-lights, and procurement through the Municipal Energy Efficiency Program.

Policy NE-38 Explore and encourage the development and use of alternative energy sources, such as solar, wind, geothermal, biomass, and energy recovery. Wind energy developments shall occur in the Green Energy zone and solar energy developments shall occur in the Green Energy or Rural zones.

2019, C.P. 106-20
2025, C.P. 106-42

Policy NE-39 Encourage excellence in energy efficiency in new development and in retrofitting of existing development.

Policy NE-40 Support public education and action on the use of alternative energy sources and energy efficiency measures.

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Policy NE-41 Work with relevant agencies to develop and implement an Energy and Greenhouse Gas Emissions Plan for the City.

# 7.9 Climate Change

The City's location on the Bay of Fundy, the St. John River, and the Kennebecasis River makes the community particularly susceptible to the effects of climate change and rising water levels. The City must consider climate change impacts and mitigation measures in all future decision making to ensure that residents, the built environment and infrastructure are protected. The City also needs to do its part to minimize the impacts of climate change by reducing local contributions to greenhouse gas emissions. The City will seek to adapt to climate change impacts in order to minimize risks, protect natural resources, ensure no adverse public health effects, build resilience and take advantage of potential benefits wherever possible. A Climate Change Plan for the City could inform these actions.

## Council shall:

Policy NE-42 Work with the Government of New Brunswick, the Government of Canada and relevant agencies to support research efforts that better quantify the predicted impacts of climate change.

Policy NE-43 Proactively plan for climate change by taking action to manage the effects of climate change and minimizing adverse impacts through the development of a Climate Change Plan in partnership with other levels of government.

Policy NE-44 Mitigate local contributions to climate change by:

a. Working with the Government of New Brunswick, the Government of Canada and relevant agencies to reduce local emissions of greenhouse gases;

b. Working with the Government of New Brunswick and Saint John Energy to explore renewable sources of energy;

c. Supporting initiatives to increase public awareness and action on the reduction of greenhouse gas emissions;

d. Encouraging excellence in emissions reduction and green building standards for all development; and

e. Recognizing that a variety of initiatives, such as the development of complete communities, increasing economic diversification, offering a range of transportation choices and encouraging local food production all contribute to mitigation of greenhouse gas emissions.



# 7.10 Natural Environment & Energy Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of the Municipal Plan policies by regularly reporting to Council and the community on measures including, but not limited to:

1. Air quality, as measured by the Index of the Quality of the Air (IQUA), monitored and reported on by the New Brunswick Department of Environment in cooperation with Environment Canada.
2. Implementation of the Safe Clean Drinking Water Program.
3. The number of flooding events and the impact of flooding on developed areas.
4. The amount of energy consumed in municipal buildings and throughout the City.
5. The amount of greenhouse gas emissions reduced as a result of energy efficiency and alternative energy source measures.
6. The total square metres of community garden space and agricultural land designated under the Provincial FLIP (Farm Land Identification Program).
7. The total forested area, in square kilometres, inside and outside of the Primary Development Area.
8. Number of LEED or similarly certified developments.



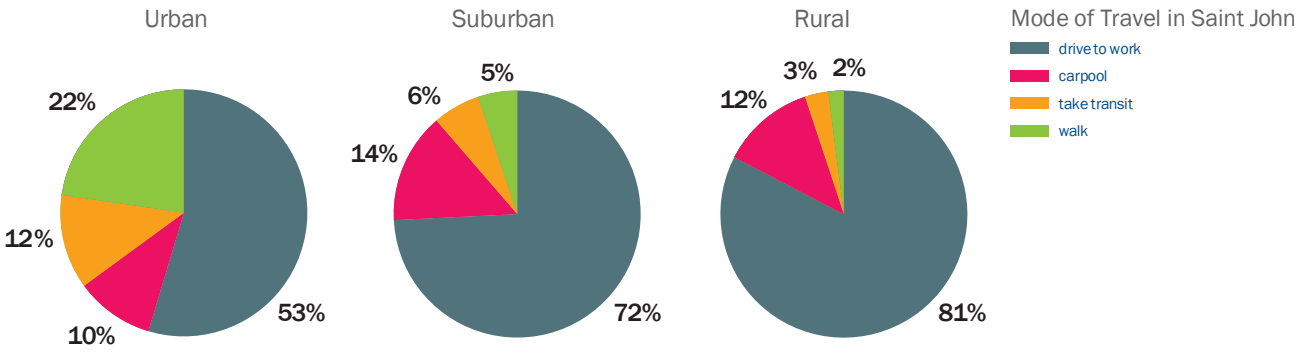
# 8 Transportation & Mobility


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23 CRESCENT VALLEY
New Nouveau Brunswick

Transportation and land use are highly interrelated functions. A city's transportation network strongly influences how the community grows, and the pattern of urban development dictates the overall demand placed on the transportation system. Throughout the process of developing the Municipal Plan, a key message from citizens has been a desire to reduce reliance on automobiles and to improve opportunities to use alternate modes of transportation such as public transit, walking and cycling.

The underlying goal of the Municipal Plan is to increase population density in the City. More residential population and more employment in Intensification Areas will help to generate the critical mass necessary to support enhanced alternative modes of transport such as public transit and active transportation. Transportation is also critically important to the City's economy. Trade and business require efficient and effective transportation systems. The City is host to an Airport, a Port, and railways that are important not only to the local economy but to a much larger region. The City intends to develop a cooperative working relationship with the authorities and companies that manage these air, rail, and marine assets to ensure that the community's needs and interests are well understood. It is very important that land use planning decisions on Port and Airport lands be compatible and complementary to the broader interests of the community, as described in the Municipal Plan.



# 8.1 Transportation & Mobility Goals

1. Develop and maintain a balanced transportation system that meets the needs of all community members with a variety of options including active transportation opportunities such as cycling and walking, good public transit service to key destinations within the Primary Development Area, private automobiles, and taxis.
2. Maintain and enhance the City's roadway network.

   Effectively regulate parking, particularly in the Uptown Primary Centre and Intensification Areas, to ensure an adequate supply and parking management approach that supports public transit.
4. Work with rail providers to maintain and develop adequate rail services to promote economic development within the City.
5. Recognize the importance of the Port to the regional economy and to work with the Saint John Port Authority to ensure continued marine traffic and marine-related uses at the Port.
6. Recognize the importance of air transportation to the regional economy and to work with the Saint John Airport Authority to ensure continued air travel and related air services at the Airport.
7. Maintain and develop an efficient transportation system for the movement of good within and through the City.

# 8.2 General Transportation Policies

The City is committed to creating a transportation system that provides residents with a range of options for moving about the community and for getting to other places in New Brunswick and around the world. However, the need to move vehicles around the City must be balanced against the need to develop healthier and more sustainable ways of travelling including walking, cycling and using public transportation.

## Council shall:

Policy TM-1 Develop and maintain a comprehensive Transportation Strategic Plan for the City which advances the development of a multi-modal transportation system for the community.

Policy TM-2 Work with the Government of New Brunswick to adopt a more comprehensive multi-modal approach to transportation planning and strongly encourage the Government of New Brunswick to consider making investments in more sustainable modes of transportation.

Policy TM-3 Where deemed necessary by the Development Officer or Transportation Engineer, require developers to undertake a transportation impact study to asses impacts of a proposal on the street network. The City may require that such studies include an analysis of anticipated vehicular transportation volumes, improvements to turning movements, access points to major roadways, public transit requirements, sidewalk and other pedestrian infrastructure, and/or cycling facilities, and/or other transportation impacts.

Policy TM-4 Consider the following transportation matters when evaluating new development proposals:



a. A street hierarchy should be identified and designed to accommodate traffic within the development and provide connections to adjacent areas;

b. The capacity of adjacent streets should be sufficient to accommodate the forecasted traffic generated by the new development;

c. Vehicular access points to arterial and collector streets should be minimized where possible by encouraging shared access driveways, appropriately controlling access from corner lots, or other appropriate measures;

d. The street layout should be designed to facilitate effective transit system operations;

e. Amenities such as benches and shelters should be provided along transit routes;

f. Pathway connections between streets should be provided in locations where the safety and convenience of pedestrians can be enhanced;

g. Active transportation infrastructure should be encouraged to support alternative modes of travel within the development;

h. The design of residential streets should provide a safe, convenient and livable environment for residents, motorists and pedestrians; and

i. Pedestrian connectivity and circulation to public sidewalks and between adjoining neighbourhoods should be encouraged.

Policy TM-5 Ensure developers contribute to the cost of on and off site transportation improvements made necessary as a direct result of a development proposal.

Policy TM-6 Support improved directional and way finding signage for users of all forms of transportation infrastructure in the City.

Policy TM-7 Develop a connected and continuous open grid street network that supports convenient and efficient travel by all modes of transportation. Discourage the development of street types that disrupt the grid network and where possible, new development should support this street network with multiple connections to Collector Streets and Arterial Streets.

Policy TM-8 Endeavour to connect existing dead-end streets with new and existing streets to improve the overall connectivity of the transportation system.

Policy TM-9 Allow cul-de-sacs only where they are necessary or required to facilitate the efficient development of land. Where a cul-de-sac is to be constructed, adequate provision shall be made for servicing, pedestrian connectivity, snow removal, transit servicing, emergency vehicle access, water quality and the cost-effective provision of services.

# 8.3 Active Transportation

In 2010, Council adopted the Trails and Bikeways Strategic Plan which was prepared to guide the development of a comprehensive trail and bikeway network, connecting key destinations around the City. The Trails and Bikeways Strategic Plan creates the opportunity to provide our residents with non-motorized transportation options to move around the City. Key recommendations from the Trails and Bikeways Strategic Plan are referenced in policies below.

## Council shall:

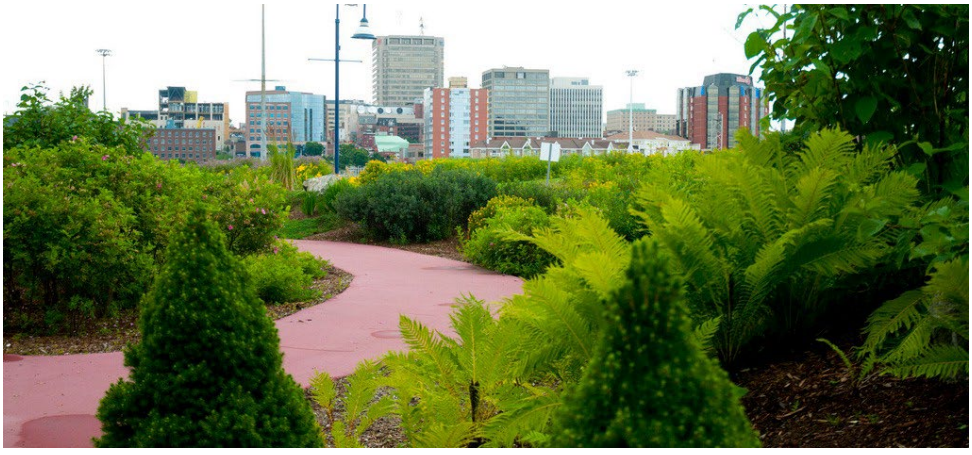
Policy TM-10 Implement the Trails and Bikeways Strategic Plan, as resources permit, for those priority corridors that align with the Municipal Plan and Schedules from any Secondary Plan.

2020, C.P. 106-21

Policy TM-11 Develop and maintain a system of on-street and off-street infrastructure for non-motorized traffic throughout the City, including sidewalks, trails and on-street bicycle lanes, and available linear corridors, and recognize this system as a core component of the City transportation infrastructure.

Policy TM-12 Encourage and promote the use of the active transportation network by residents as a healthy transportation choice by undertaking such initiatives as public education campaigns, mapping of the network, and way-finding signage.

Policy TM-13 Acquire linear active transportation infrastructure as part of the Dedication of Land for Public Purposes in new development through provisions in the Subdivision Bylaw. Council shall also work with developers to establish new connections and off-site upgrades necessary to connect new development to the City's existing active transportation network.



Policy TM-14 Review the City's Traffic Bylaw with the intent to support making improvements, where possible, which encourage residents to choose active transportation infrastructure.

Policy TM-15 Incorporate improvements to active transportation infrastructure into other municipal infrastructure projects, such as roadway reconstruction and resurfacing. During the planning and design phases of such work, consideration must be given to improvements to accommodate these modes.

Policy TM-16 Implement connections outlined in the Trails and Bikeways Strategic Plan which are aligned with the priorities for community investment identified in the Municipal Plan, including, but not limited to:

a. North End – Uptown Connection;

b. Manawagonish Road / Douglas Avenue Corridor;

c. Rothesay Avenue (following an understanding of the traffic impacts of the One Mile House Interchange);

d. Loch Lomond Road Corridor;

e. Rockwood Park - Uptown Connection;

f. East Side - Uptown connection;

g. Reversing Falls Bridge and Simms Corner; and

h. Active transportation linkages to UNBSJ and the Regional Hospital.



Policy TM-17 Work with the Government of New Brunswick to improve active transportation routes into the Uptown through measures such as improved crosswalks and ramp intersections, and other pedestrian infrastructure on the overpasses that cross Route 1.

Policy TM-18 Support the development of the Marsh Line Trail through community and stakeholder partnerships as set out in the Marsh Creek Restoration Initiative, proposed by the Atlantic Coastal Action Program (ACAP).

Policy TM-19 Provide parking for bicycles throughout the City, particularly in locations such as the Uptown and in accordance with the Uptown Bike Parking Plan; in commercial and high density residential development in accordance with provisions to be included in the Zoning Bylaw; and in park-and-ride lots that provide suburban access to the public transit system.

Policy TM-20 Encourage the provision of end-of-trip facilities such as showers and change rooms in new development and redevelopment projects, to promote active transportation means for commuting.

Policy TM-21 Improve pedestrian amenities and infrastructure giving particular attention to:

a. Effective winter sidewalk and trail maintenance, as resources allow;

b. Appropriate street furniture;

c. Barrier free access; and

d. Visible and safe pedestrian crossings.



# 8.4 Public Transit

Saint John Transit is the province's largest public transit service with an annual ridership of approximately 2.7 million passenger trips and a network length of 515 kilometers. Public transit service provides residents with a more sustainable option for travel throughout the City, and having well-planned route services, user-friendly signage and scheduling, and comfortable transit stops and rides, ridership will increase and community reliance on the private automobile will decrease. Greater concentrations of people and employment in key locations of the City will support investments in public transit service to improve its efficiency.

## Council shall:

Policy TM-22 Recognize and promote public transit as an important component of a sustainable urban transportation system which contributes to economic development and helps the City achieve its environmental goals and objectives.

Policy TM-23 Provide effective fiscal support for efficient, affordable, safe and convenient transit services linking major employment, commercial, residential and recreational areas.

Policy TM-24 Prepare a Transportation Strategic Plan in consultation with the community, to strategically review and set the direction for transit services in the City and to identify service enhancements, especially in Intensification Areas and express east-west service at peak times.



Policy TM-25 Support ongoing Transportation Demand Management initiatives such as the COMEX, park-and-ride infrastructure and ridesharing.

Policy TM-26 Examine the feasibility of, and the potential for, developing additional public transportation opportunities to maximize the benefit to the City, including commuter rail service and commuter ferry service, as long-term objectives and in cooperation with neighbouring municipalities.

Policy TM-27 Improve monitoring of ridership on Saint John Transit and engage users in the process of updating routes, schedules and the transit experience to make informed decisions about changes to the service.

Policy TM-28 Work with public transit users and the broader community to ensure transit service continues to meet the needs of users by making improvements, such as:

a. More comfortable bus shelters and transit infrastructure;

b. Appropriate services for the mobility impaired;

c. Access to route schedules and signage; and

d. The development of pedestrian and bicycle facilities in and around transit stops and on buses, such as bicycle racks.

Policy TM-29 Work with the Government of New Brunswick and Government of Canada to increase financial support and favourable taxation for transit service and their operations.



# 8.5 Roadway Infrastructure

The City's road system covers approximately 600 kilometres of municipal streets and represents the municipality's largest investment in the overall transportation network. Continued investment and reinvestment is required to maintain the system and achieve many of the transportation goals envisioned in the Municipal Plan. An important consideration is that some of the City's roads fulfill a regional and provincial role, requiring a partnership with the Government of New Brunswick for sustainable funding.

## Council shall:

Policy TM-30 Establish the hierarchy of streets in the City, as identified in the Transportation map (Schedule C), to meet the community's road transportation needs over the planning period and adopt the following classification hierarchy for streets in the City:

a. Local Streets: A road which provides direct access to individual properties. Local roads are designed to carry low traffic volumes for short distances and normally connect to other local roads and collector streets.

b. Collector Streets: A road which provides land access and traffic movement with equal importance. Collector roads typically carry traffic between local and arterial streets.

c. Arterial Streets: A road whose function is the movement of large volumes of all types of vehicular traffic at medium to high speeds. Arterials typically connect with collector streets, other arterial streets, and freeways. The amount of direct access to adjacent development is limited on arterial streets.



d. Freeways: A road which accommodates high volumes of all types of vehicular traffic at high speeds and under free flowing conditions. Access to adjacent land is not permitted on freeways.

Policy TM-31 Seek the co-operation and assistance of the Government of New Brunswick in meeting their commitments to maintain roadways in the City which are designated as provincial and regional highways.

Policy TM-32 Work with the Government of New Brunswick to plan an improved access between Route 1 and the City's roadway network to support the implementation of the Municipal Plan.

Policy TM-33 Work with the Government of New Brunswick to implement the following priority roadway improvements:

a. Simms Corner Intersection Improvements;

b. The development of a full interchange at Ashburn Lake / Retail Drive / Route 1 / Foster Thurston;

c. Ashburn Lake Road / Rothesay Avenue / Retail Drive realignment;

d. Improve Route 1 and the associated roadway connections to better serve travel demand between areas within the City; and

e. Improvements to the capacity of the intersections adjacent to Somerset Street and the Route 1 interchange.

Policy TM-34 Work with the Government of New Brunswick to improve pedestrian access across Route 1 between the Uptown and areas north of the highway on the Somerset Street, Crown Street and Viaduct interchanges.

Policy TM-35 Establish and update the short and long-term priorities for roadway and intersection improvements and new road construction, through updates to the City's five-year Capital Program, and acquire right-of-ways for projects sufficiently in advance of construction to assure implementation and reduce costs.

Policy TM-36 Support continued investment in the maintenance of the City's roadway infrastructure.

Policy TM-37 Consider constructing new Arterial Streets or Collector Streets in the Primary Development Area only where such streets will facilitate development or enhance the existing transportation system.

Policy TM-38 Examine applications that are proposing the development of new public streets to ensure that the proposed streets are warranted.

Policy TM-39 Emphasize streetscaping along Arterial Streets and Collector Streets by utilizing such means as:

a. Landscaping;

b. Street trees;

c. Limiting curb cuts and left turns;

d. Burying overhead utilities;

e. Controlling signage on fronting properties;

f. Street lighting and furnishings; and

g. Sidewalks, bicycle lanes and medians where appropriate.

Policy TM-40 Where the measures described in Policy TM-39 are implemented in conjunction with a capital project, consider the overall financial resources of the City. Such projects shall incorporate relevant components of applicable neighbourhood plans or structure plans.

Policy TM-41 Improve the appearance of the places-of-entry or 'gateways' to the Uptown: the Viaduct, Somerset Street, Haymarket Square, the Courtenay Bay Causeway, and the Port.

Policy TM-42 Consider the adoption of context sensitive design and maintenance standards for urban and rural roadways including but not limited to pavement and right-of-way widths, design speeds, second access requirements, street lighting, the use of roundabouts, the provision of sidewalks and boulevards and other criteria, and review such standards on a regular basis.

Policy TM-43 Develop a traffic calming policy for residential streets where excessive vehicle speed and/or inappropriate through traffic volumes are impacting quality of life. Traffic calming measures such as street design techniques and enforcement would be considered as part of an overall traffic calming plan for a neighbourhood.

Policy TM-44 Encourage multi-occupant vehicle use through measures such as car-pooling and High Occupancy Vehicle (HOV) lanes on highways.

Policy TM-45 Develop a street naming policy to encourage the naming of streets for significant people, places, events and things related to the City.

Policy TM-46 Review the life cycle cost and financial impacts of the utilization of granite curb on street reconstruction projects in the Uptown.



Policy TM-47 Review means to improve traffic flow and pedestrian circulation in the Uptown as part of a neighbourhood planning process including the possible conversion of one-way streets to two-way streets.

Policy TM-48 Complete upgrades to traffic signal infrastructure such as emergency vehicle pre-emption and traffic actuated control.

Policy TM-49 Work with Saint John Energy to develop a cohesive street-lighting design standard which includes specifications for lighting levels, design submission requirements, material specifications, and installation standards.

Policy TM-50 Ensure that any changes to the City's roadway network are reviewed to ensure that the City's evacuation route system is not impacted or an alternate evacuation route is provided.

Policy TM-51 Encourage the Government of New Brunswick to acknowledge the costs of providing road infrastructure necessary to facilitate the movement of goods and people on routes having Provincial importance.

# 8.6 Accessibility

Users of the transportation network who have mobility impairments will benefit most from design approaches that minimize physical barriers to travel and maneuverability. Users with cognitive and sensory impairments should have access to information about the pedestrian environment necessary for independent travel.

## Council shall:

Policy TM-52 Encourage the incorporation of design elements required to accommodate disabled persons on all modes of transportation.

Policy TM-53 Ensure street crossings are designed for users with wheelchairs, strollers, elderly people and children, and that crossings consider reduced pedestrian walking speeds, where applicable.

Policy TM-54 Support and expand the Handi-Bus service, where demand exists.

Policy TM-55 Develop criteria for Audible Pedestrian Signal installations and incorporate the appropriate Transportation Association of Canada (TAC) guidelines into the City's General Specifications.

Policy TM-56 Implement barrier-free parking standards for new development and redevelopment projects through the Zoning Bylaw.

Policy TM-57 Develop policy for right-of-way usage for street vendors, sandwich board signs, bicycle racks, and sidewalk cafes to ensure these amenities are provided in a way that minimizes negative impacts for those with disabilities.

Policy TM-58 Encourage, where feasible, the provision of barrier-free access into and within buildings.



# 8.7 Parking

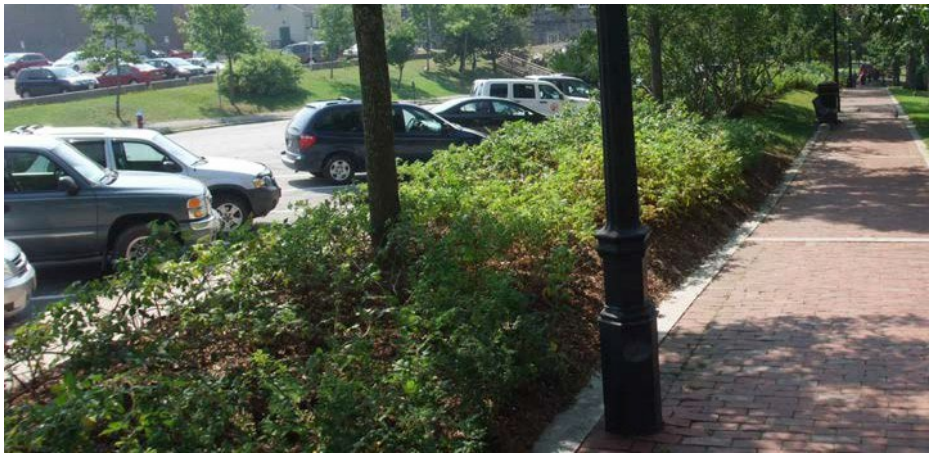
Within the City, the primary focus for parking management is in the Central Peninsula as this area experiences a high demand for commuter, resident and retail parking. Demand is currently met by the provision of both on-street and off-street parking areas throughout the Central Peninsula. As the Uptown and surrounding neighbourhoods increase in density, there will be an opportunity for the City to make strategic investments in public transit and active transportation infrastructure in order to reduce the overall demand for parking. The ultimate goal is to increase the modal share of public transit and active transportation use among commuters and residents and thereby decrease the demand for parking.

## Council shall:

Policy TM-59 Encourage the Saint John Parking Commission, Saint John Transit, and other partners to balance the parking supply in the Central Peninsula with public transit service and access to active modes of transportation.

Policy TM-60 Explore Transportation Demand Management (TDM) initiatives to reduce overall parking demand in the City, especially the Uptown. This can involve measures such as permitting shared parking among various land uses where zoning permits, staggering employment start times, managing the number of parking spaces, and providing preferential parking for carpool users and smaller vehicles.

Policy TM-61 Encourage the construction of underground parking and multi-level parking structures for new developments, and where possible such parking facilities should provide publicly accessible parking as well. Council shall encourage facilities facing public streets and/or Harbour Passage to have active uses or well-designed façades at grade to ensure an attractive pedestrian atmosphere.



Policy TM-62 Generally prohibit the demolition of existing buildings for the express purpose of providing commercial surface parking, through appropriate provisions in the Zoning Bylaw, in particular within Heritage Conservation Areas.

2020, C.P. 106-21

Policy TM-63 Establish parking requirements that reflect the unique characteristics of different areas of the City, including the mix land uses, proximity to employment, and the availability of public transit.

Policy TM-64 Regularly review parking rates and the supply and demand for commuter and short-term parking in the Uptown to encourage transit and carpooling while providing a competitive and convenient parking environment for businesses in the Uptown.

Policy TM-65 Consider examining the feasibility of establishing a cash-in-lieu of parking program where the provision of on-site parking is not economically or physically practical or is not desirable from an urban design perspective.

Policy TM-66 Implement parking controls that limit long term on-street parking, particularly in the winter months, to ensure that necessary street maintenance can be undertaken.

Policy TM-67 Encourage shared or common access driveways, where zoning permits, for parking areas immediately adjacent to one another on neighbouring lots.



## 8.8 Taxi Service

Taxis play an important role in the City's transportation network, particularly for visitors to the City arriving by air or by cruise ship, and those residents who do not own a private automobile. It is important that the industry be regulated to promote high standards regarding the level of service provided and the maintenance of taxi vehicles.

### Council shall:

Policy TM-68 Through the Taxi Bylaw, implement and administer standards for the City's taxi industry, in cooperation with the industry.

Policy TM-69 Provide convenient locations for on-street taxi parking to meet the needs of users.

## 8.9 Inter-City Bus Service

The existing inter-city bus service provides an important service for moving goods and people between New Brunswick municipalities and neighbouring provinces. Bus transportation provides a more environmentally sustainable way of linking communities, and it is a particularly important service for those who do not own an automobile or cannot drive.

### Council shall:

Policy TM-70 Encourage the continuation of provincial inter-city bus service between the City and other destinations.

Policy TM-71 Work with service providers to strengthen the provision of Inter-city bus service within the province and to places beyond.

# 8.10 Goods & Freight Movement

The ability to move goods into and out of the City and between industrial areas is a key component to economic development.

## Council shall:

Policy TM-72 Develop a system of truck routes within the City that is aligned with the road hierarchy for the community, as identified in the Transportation map (Schedule C). With the opening of One Mile House Interchange, or any other major Interchange in the future, the City will review its truck routes and make improvements where deemed appropriate.

Policy TM-73 Support the development of an integrated and efficient transportation network for the movement of goods, including rail, truck, marine and air travel by maintaining effective working relationships with providers.

Policy TM-74 Support convenient access to rail and highway networks from Employment Areas and fast and convenient interchanges for transferring goods between truck, marine and rail modes.

Policy TM-75 Encourage employment uses that generate heavy truck traffic to locate in Employment and Industrial Areas with good access to provincial highways.

Policy TM-76 Require that on-site loading areas for new development be sited away from streets to minimize impacts on adjacent land uses, public rights-of-way and pedestrian routes, and incorporate screening through appropriate regulations in the Zoning Bylaw.

Policy TM-77 Review the need for on-street loading zones in the Uptown and other areas of the City and develop the necessary policy and standards to regulate on-street loading and manage the impacts of on-street parking and vehicle and pedestrian traffic.

# 8.11 Rail Transport

Many of the City's industrial areas are serviced by rail transport which provides an important means of goods movement for businesses in the City. Maintenance and additional development of rail service is important for the City's economic development.

## Council shall:

Policy TM-78 Work with rail transportation providers to maintain a system of rail services that supports economic prosperity in the City.

Policy TM-79 Support rail infrastructure improvements that will allow for faster and more convenient movement of goods by rail, with careful consideration of the impact of such improvements on the quality of life for residents of the City.

Policy TM-80 Consider the potential for the resurgence of passenger and freight rail service in the future when considering Municipal Plan amendments, rezoning applications and land disposition relating to former rail lands and rights-of-way.

Policy TM-81 Encourage the reintroduction of passenger rail service throughout the Greater Saint John Region and beyond.

Policy TM-82 Maximize the utilization of rail infrastructure for the movement of goods by directing industrial development that requires rail service to locations adjacent to rail corridors and yards within Employment Areas.

Policy TM-83 Carefully consider development locating adjacent or near rail infrastructure to ensure that noise or environmental concerns are appropriately addressed. Council shall evaluate land use compatibility, compatible noise and vibration levels, and appropriate separation distances and/or safety barriers when evaluating development proposals.



# 8.12 Air Transport

The Airport offers scheduled passenger and cargo service for residents and visitors, providing important connections to regional and national destinations. The Airport lands are federally owned, and the airport service is operated by the Saint John Airport Authority.

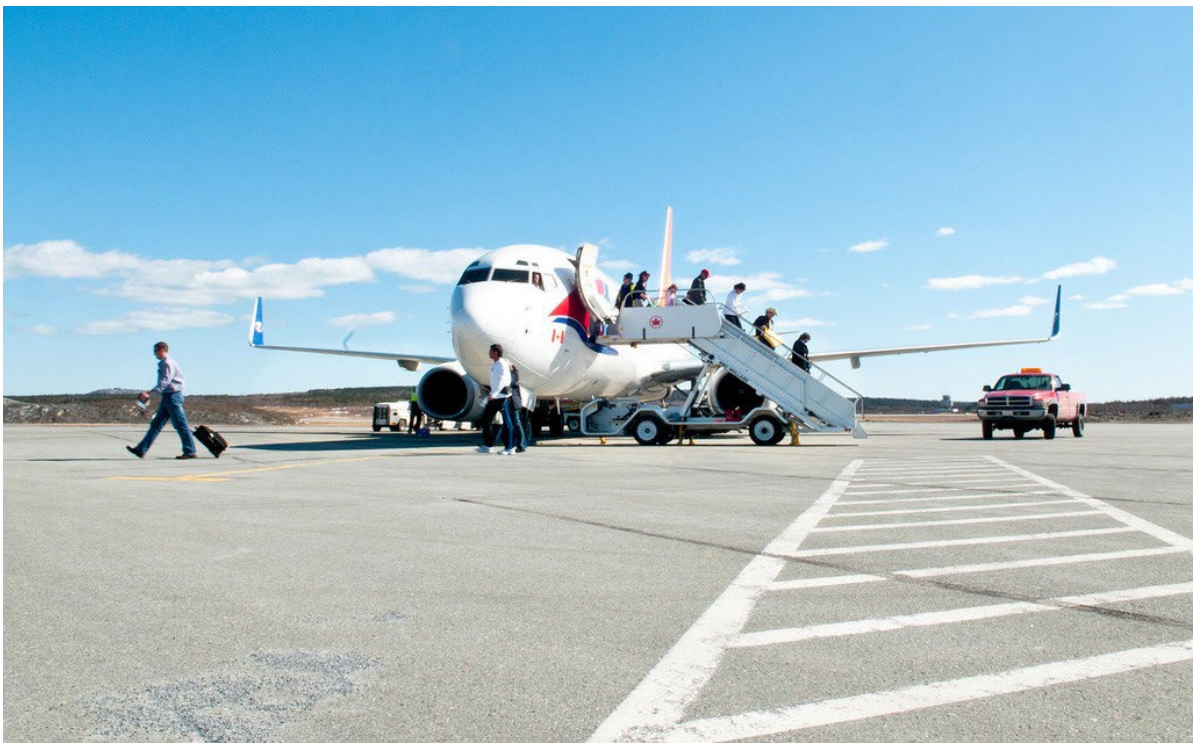
## Council shall:

Policy TM-84 Recognize the importance of the Airport to support the continued economic prosperity of the Greater Saint John Region and will work with the Saint John Airport Authority to improve air service.

Policy TM-85 Promote an open dialogue with the Saint John Airport Board of Directors concerning matters of mutual interest and concern.

Policy TM-86 Appropriately zone adjacent lands to ensure land use compatibility and limit potential interference with airport operations.

Policy TM-87 Work with the Saint John Airport Authority to ensure that the land use plans for the Airport account for community needs and aspirations and are in conformity with the Municipal Plan.



# 8.13 Port Transport

Marine transportation is an important part of the City's economy. The Port is a national marine asset that handles a range of cargo and vessels and has recently tapped into the growing cruise ship market. The Port offers a key advantage for economic development in the City and the Region.

## Council shall:

Policy TM-88 Acknowledge the national importance of the Port in supporting the economy of the City and of the Greater Saint John Region and encourage the development of marine infrastructure in appropriate locations to support economic development, while minimizing impacts on residents of the City.

Policy TM-89 Work with the Government of New Brunswick and rail providers to maintain and improve efficient road and rail access to the Port, while minimizing impacts on adjacent development.

Policy TM-90 In accordance with Policy LU-14 and LU-116, encourage the Port to utilize their land holdings in the Uptown Waterfront for uses consistent with those permitted under the Uptown Primary Centre designation and not for industrial operations.

Policy TM-91 Work with the Port to ensure the land use plan for the Port accounts for community needs and aspirations and is in conformity with the Municipal Plan.

Policy TM-92 Work with the Government of New Brunswick and the Government of Canada to support the continuation of the Digby ferry service and to improve access from Route 1 to the ferry terminal.

Policy TM-93 Encourage the provision of amenities and services necessary to encourage resident and visitor recreational boat activity on the St. John and Kennebecasis Rivers, and in and around the Uptown and Market Slip areas.

# 8.14 Transportation & Mobility Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of the Municipal Plan policies by regularly reporting to Council and the community on measures including, but not limited to:

1. Saint John Transit ridership.
2. The modal split for private vehicle use, public transportation and active transportation modes.
3. Total kilometres of bike lanes or trails and active transportation routes developed within the *Primary Development Area*.
4. Total kilometres of sidewalks improved or constructed in *Intensification Areas* and along *Primary* and *Character Corridors*.
5. Parking rates in the *Uptown Primary Centre* and percentage of total operating costs for the Saint John Parking Commission covered by revenue generated.
6. Supply and demand for parking in the *Uptown Primary Centre*.




Saint John

# 9 Municipal Services & Infrastructure


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FIRE DEPARTMENT
HEADQUARTERS
SAINT JOHN FIR
The Fighting Fires
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Future development will be directed to serviced areas of the City within the Primary Development Area. This will allow for more efficient use of existing municipal services including stormwater management, wastewater and protective services. Ensuring the efficient use of infrastructure related to utilities, including electrical, natural gas and communications, is needed in accordance with the New Brunswick Community Planning Act. The challenge is balancing the demands to service new development while managing the City's infrastructure deficit.

# 9.1 Municipal Services & Infrastructure Goals

1. Maximize the use of existing municipal infrastructure to improve efficiency and minimize costs for the residents of the City.
2. Improve the condition of the City's infrastructure to meet the needs of residents and businesses, support economic prosperity and to protect the natural environment.
3. Maintain a municipal water supply system that provides safe, clean drinking water in adequate supply to meet existing and future needs.
4. Maintain wastewater collection and treatment systems that support existing and future development and protect the natural environment in accordance with standards established by the Government of New Brunswick and Government of Canada.
5. Provide a system of stormwater management that protects development from flooding is environmentally sustainable and protects natural water bodies from contaminants originating from urban runoff.
6. Work cooperatively with utility providers to ensure that residents and business owners in the City have access to high quality electrical, energy and communication services.
7. Provide effective police, fire and emergency management services for the protection of people and property in the City and to enhance community safety and security through crime prevention and community partnerships.
8. Ensure infrastructure is sized appropriately and life-cycle costs are wholly considered when making investment decisions that support development objectives.

# 9.2 Municipal Services & Infrastructure Policies

The Municipal Plan puts limits on expanding municipal services and instead encourages better utilization of the existing system inside the Primary Development Area. Municipal Plan policy also addresses reallocating the financial responsibility for new municipal services from the taxpayer back to the beneficiaries of new development.

## Council shall:

Policy MS-1 Ensure the first priority for the City is to maintain and upgrade existing municipal servicing systems.

Policy MS-2 Discourage infrastructure expansions unless a sound business case that benefits both the City and the developer is provided, or it can be clearly demonstrated there is no existing infrastructure to accommodate the use, and that the use is deemed to be in the interest of the overall community.

Policy MS-3 Generally require that onsite and offsite infrastructure costs associated with new subdivisions and development be the responsibility of the developer.

Policy MS-4 Require the developer to confirm there is adequate capacity in municipal infrastructure to accommodate the proposed development.

Policy MS-5 Limit unserviced development in the City, shifting the priority for new development to be fully serviced with municipal services, and to take place within the Primary Development Area.

Policy MS-6 Pursue any available financial assistance from the Government of New Brunswick and the Government of Canada to carry out improvements to the water, wastewater, and stormwater systems.

Policy MS-7 Develop an asset management system that will inventory and manage the replacement of infrastructure in an effort to optimize service delivery over the life of the asset.

Policy MS-8 Utilize existing corridors, particularly roadway right-of-ways, for infrastructure extensions wherever possible.

Policy MS-9 Ensure that City Bylaws are updated as needed to remain current and relevant to City and community needs and priorities.

# 9.3 Water

One of the key priorities for the City over the planning period is to implement the City's Safe Clean Drinking Water Program. In order to do this, the City will need to make difficult decisions about providing the financial resources necessary to support new development while managing the City's infrastructure deficit and implementing the strategic directions that have been established regarding upgrading the City's water system.

## Council shall:

Policy MS-10 Maintain a safe, clean drinking water supply.

Policy MS-11 Investigate the feasibility and desirability of establishing separate municipal industrial water distribution systems to meet the needs of industry in the City.

Policy MS-12 Implement the strategic directions that have been established with respect to upgrading the City's water system as described in the Safe Clean Drinking Water Program.

Policy MS-13 Develop appropriate initiatives to encourage water conservation by residents and businesses in the City.

Policy MS-14 Maintain the highest possible water quality in the Loch Lomond, Latimer Lake, and Spruce Lake watersheds by seeking the cooperation of the Government of New Brunswick to further control development in the City's drinking water supply watersheds, to appropriately restrict recreational and resource exploitation uses, and to encourage further coordination between the City and the Government of New Brunswick with respect to licensing and permitting in accordance with the standards and guidelines of the Watershed Protected Area Designation Order.

Policy MS-15 Continue to pursue opportunities to acquire privately owned land in the City's Watershed Protected Areas with priority on lands in proximity to watercourses or having incompatible land uses.

Policy MS-16 Protect the public water supply through a comprehensive backflow and cross connection control program, including public education and the Water and Sewerage Bylaw.

# 9.4 Wastewater

The City will soon complete Harbour Clean Up, the project that will modernize wastewater treatment in the City. Much work remains to be completed over the planning period, including the separation of wastewater flows from stormwater and the implementation of a Sewer Use Bylaw. As with the water system, a major challenge for the City will be providing sanitary sewer servicing to support new development while improving and modernizing the wastewater system and managing the City's infrastructure deficit.

## Council shall:

Policy MS-17 Ensure that adequate provision is made in the central sanitary collection system to allow for the ultimate development of lands within the Primary Development Area.

Policy MS-18 Ensure strategic improvements and expansions are undertaken to the City's wastewater collection and treatment facilities to support the City's growth and development, in accordance with the Municipal Plan.

Policy MS-19 Require developers to contribute toward the cost of upgrading wastewater infrastructure in order to accommodate proposed developments.

Policy MS-20 Make the approval of new development contingent upon available reserve capacity in the City's wastewater collection system and treatment facilities.

Policy MS-21 Minimize the number of sanitary sewer lift stations required to support the wastewater collection system and maintain gravity flow in all new and upgraded sanitary collection systems, wherever possible.

Policy MS-22 Continue to install piping systems to separate wastewater flows from stormwater flows.

Policy MS-23 Effectively manage the City's wastewater to be consistent with the standards established through the Canada-Wide Strategy for the Management of Municipal Wastewater Effluents, including implementation of a Sewer-Use Bylaw.

# 9.5 Stormwater

The City's stormwater system collects and carries stormwater from developed areas to various watercourses, where it is discharged. Over the course of the last several years the City has experienced several significant storms and rainfall events which have had a negative impact on several developed areas, particularly those in lower lying areas. Stormwater management practices and capacities are priorities for the City to protect development and to permit growth to take place in appropriate locations as identified in the Municipal Plan.

## Council shall:

Policy MS-24 Require the management of stormwater in accordance with the Storm Drainage Design Criteria Manual through appropriate Bylaws, policies and procedures.

Policy MS-25 Support the development of industry education and engagement regarding implementation of the City's stormwater management criteria.

Policy MS-26 Continue to make improvements to the storm sewer system on a watershed by watershed basis to protect the natural environment and existing properties and to alleviate flooding during peak rainfall events.

Policy MS-27 Require developers to prepare and implement properly engineered drainage plans



and individual lot grading plans for all new development.

Policy MS-28 Develop requirements for over-sizing piped stormwater services in urban development areas, based on the expected future build-out.

Policy MS-29 Require that stormwater impacts are considered when development is reviewed and approved and techniques such as 'low impact design' and natural stormwater management approaches are used where appropriate.

Policy MS-30 Require developers to construct and manage appropriate erosion and sedimentation control measures for construction sites.

Policy MS-31 Undertake a regionalized approach to stormwater management, where possible.

Policy MS-32 Ensure the design of stormwater management facilities allows for recreational uses during dry weather periods, providing that public safety can be maintained at all times.

Policy MS-33 Require the developer to review and report on the downstream effect on the stormwater system to the system outlet in the design of new developments, in order to build system capacity.

Policy MS-34 Require developers to assume the cost of any necessary surface runoff remediation initiatives to ensure that the impact of stormwater generation on natural drainage courses, abutting properties and infrastructure is minimized.



# 9.6 Unserviced Development

The Municipal Plan limits new development in unserviced areas of the City.

### Council shall:

Policy MS-35 Limit unserviced development to minimize associated environmental, health and economic costs.

Policy MS-36 Maintain an appropriate system to assess the suitability of proposed building lots for on-site, private wastewater treatment systems.

Policy MS-37 Work with the Government of New Brunswick to improve the assessment of properties to accommodate on-site private wells for water supply.

# 9.7 Solid Waste Management

The City is a member of the Fundy Region Solid Waste Commission, which operates the regional waste management facility at the Crane Mountain Landfill Site. Both the City and the Fundy Region Solid Waste Commission are committed to facilitating the reduction, reuse, recycling and recovery of waste in an economic and publicly acceptable manner.



## Council shall:

Policy MS-38 Work closely with the Fundy Region Solid Waste Commission to manage the volume of solid waste generated by residents and businesses in the City and increase the lifespan of the existing landfill site through greater promotion of waste diversion efforts and long-range planning to meet the needs of the community.

Policy MS-39 Work with the Fundy Region Solid Waste Commission to develop public education programs and initiatives that reduce the amount of solid waste generated in the City.

Policy MS-40 Support and encourage greater use of recycling facilities for a range of products and composting of organics, by ensuring recycling facilities are conveniently located and easily accessible and explore the potential of a curb-side recycling program.

Policy MS-41 Work with the Government of New Brunswick to develop appropriate regulations to discourage and prevent illegal dumping of waste through effective enforcement and public education.

Policy MS-42 Provide appropriate facilities for composting and recycling in all City-owned facilities and for all City operations, where practical.

Policy MS-43 Work with community partners to develop and implement programs to keep the City clean, such as neighbourhood clean-up campaigns, as resources permit.

Policy MS-44 Work with the Government of New Brunswick to identify and remediate former solid waste disposal sites and existing illegal dumpsites in the City and explore appropriate uses for former landfill sites and remediated dumpsites.



# 9.8 Utilities

The City works with both private and public utilities to assist them in supplying important services including hydro, energy and communications to businesses and residents. Structures and facilities necessary to support the provision of utilities range from transmission towers and switching or transformer stations, to water pumping stations and water towers. Such structures and facilities are permitted in any zone within the City to ensure efficient and effective utilities are provided to residents and businesses, although the design and location of such facilities must be sensitive to the surrounding community context.

There are a number of energy-related uses located in close proximity to the City that utilize petroleum, natural gas, nuclear energy, and these uses have the potential to utilize other energy sources in the future. At the time of the writing of the Municipal Plan, there has been discussion about the creation of a major utility corridor connecting Atlantic Canada to the New England States. The establishment of this corridor could have significant impacts on the City. The benefits and challenges associated with such a corridor would need to be carefully considered to determine the community impact, at the time such a utility corridor is proposed.



## Council shall:

Policy MS-45 Allocate the required space within the public right-of-way for the provision of utilities to maximize the flexibility and adaptability of utility corridors in the City. This will ensure adequate and appropriate services, including any new technologies, can be provided to residents and businesses of the City over the long-term.

Policy MS-46 Permit the development of utility-related uses in all zones, subject to appropriate provisions in the Zoning Bylaw.

Policy MS-47 Work with utilities to establish guidelines through the Excavation Bylaw for the location and siting of utility uses in order to minimize the impacts on the environment and residents, and ensure City right-of-ways are properly and promptly restored by utility providers when new utilities are installed.

Policy MS-48 Require developers to consult with utilities regarding development proposals in the vicinity of their utility facilities.

Policy MS-49 Encourage the use of pipeline right-of-ways for the co-location of linear open space and active transportation routes for the public, subject to the pipeline company's easement rights.

Policy MS-50 Regulate the location of utility infrastructure through the Subdivision Bylaw to allow flexibility, while minimizing the visual impact of the utility infrastructure.

Policy MS-51 Encourage the consolidation of major electrical transmission lines within existing corridors in the City and encourage utilities to undertake a public consultation process when constructing new infrastructure.

Policy MS-52 Support the growth of high speed and reliable data and wireless networks to provide comprehensive service throughout the City.

Policy MS-53 Encourage utilities to share telecommunications and data infrastructure, where feasible, to minimize adverse impacts including visual impacts from wireless towers.

Policy MS-54 Work with energy suppliers to provide energy options to property owners in the City.

Policy MS-55 Work closely with other levels of government, utilities, and relevant agencies considering the establishment of a major energy and utility corridor between Atlantic Canada and the New England States to maximize the benefits of such a corridor for the City and its residents.

# 9.9 Protective Services

The City provides police and fire services through the Saint John Police Force and Saint John Fire Department. Appropriate preparation and training for fire and police services, particularly in a City with a large heavy industrial base and historic building stock, are required to protect and manage emergencies in our community. Continuing to provide effective command of emergency situations with rapid response times requires a comprehensive approach to ensure stations are well positioned and emergency management personnel are appropriately trained.

## Council shall:

Policy MS-56 Provide police, fire, and emergency management services to residents and businesses in the City, as required to meet community needs, with particular emphasis on the risks involved with managing large scale industrial emergencies.

Policy MS-57 Regularly maintain and update the City's Emergency Management Plan.

Policy MS-58 Optimize the location of the City's fire stations to provide the best possible service at the lowest possible cost.

Policy MS-59 Carefully design and site new fire and police facilities to complement and add value to the surrounding neighbourhoods, especially if they are located in a residential area.

Policy MS-60 Consider the impacts of new development on the provision of protective and emergency services and seek to minimize emergency response time by ensuring that alternative access points are provided in new developments, wherever possible.

Policy MS-61 Ensure safe places of assembly, work and residential living are created in accordance with the National Fire Code and the National Building Codes.

Policy MS-62 Continue to support community-based policing and crime prevention initiatives.



# 9.10 Municipal Services & Infrastructure Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of the Municipal Plan policies by regularly reporting to Council and the community on measures including, but not limited to:

1. Kilometres of City road per City resident.
2. The number of days during which there is compliance with the Approval to Operate Drinking Water Facilities.
3. The number of wastewater samples that are in compliance with effluent quality standards at each wastewater treatment facility as a percentage of the total number of samples analyzed.
4. Per capita operating costs for water, wastewater and stormwater collection and treatment systems.
5. Crime rate in the City as a whole and within Intensification Areas, and the number and severity of fire incidents across the City and within Intensification Areas.
6. The amount of solid waste, and recycled and composted material disposed of at the Crane Mountain Landfill, on a per capita basis.



# 10 Community Facilities


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The City is fortunate to have many parks, green spaces and regional recreational facilities. These public spaces play a key role in ensuring a high quality of life for residents. Parks and community facilities contribute significantly to advancing the environmental, social and financial pillars of sustainability - all of which are critical building blocks of complete communities. Good quality parks, natural spaces and community facilities help to cultivate a strong sense of place by creating the environs which facilitate and enhance social interaction among local community members, as well as provide ample opportunity for physical exercise in both structured and unstructured ways. Excellent community facilities support and encourage more active living among residents, supporting a healthier more active lifestyle within the broader community.

The City currently has more of some types of facilities and parks than a city of its size can efficiently support. As a result, funding for these spaces is spread too thin, meaning many parks and facilities remain in substandard condition. Community members wish to see an improvement in the condition of the parks and open spaces in the City to encourage more use by residents and more active living. Prioritizing spending in key areas and exploring the possibility of repurposing some of these facilities and parks will be necessary to optimize the appeal of neighbourhoods within the Primary Development Area. Given the significant value that residents place on public parks and facilities, it is important that an overall strategy is developed to ensure these resources are effectively managed to support a broad range of recreational uses that are accessible to all age groups and community members. Locating and/or improving key community facilities through strategic investments in the Intensification Areas will help these neighbourhoods attract future growth and development.

# 10.1 Community Facility Goals

1. Promote the establishment of complete communities with convenient and affordable access to key community services and amenities.
2. Support active living through the provision of active transportation and recreational infrastructure.
3. Prioritize and 'right-size' local parks, recreational and community facilities through the development of a Parks and Recreation Strategic Plan and ensure spending on community facilities best serves the needs of the community.
4. Provide accessibility to neighbourhood parks by a variety of transportation options.

   Increase the quality and quantity of, and accessibility to, green spaces in the Uptown and Intensification Areas.
6. Promote sustainable construction and operations practices.
7. Enhance existing regional parks.
8. Promote social cohesion and ensure community facilities, programs and recreational opportunities are accessible to, and affordable for, all members of the community.

# 10.2 General Community Facilities Policies

Parks and open spaces in the City are organized into a hierarchy that reflects the size of the geographic catchment areas they are meant to serve. These range from small local playgrounds to large regional tourist attractions. The classification system categorizes the City's parks according to the following categories: Neighbourhood Parks; Community Parks; and Regional Parks. To ensure cost-effective and efficient service delivery for tax payers, the City must optimize the quality and appeal of parks and green spaces within the designated Intensification Areas, while 'right-sizing' the overall supply of these spaces city-wide.

## Council shall:

Policy CF-1 Adopt a classification system for managing its inventory of city parks including the following classifications: Neighbourhood Parks, Community Parks and Regional Parks. Further, the City shall undertake a Parks and Recreation Strategic Plan to strategically manage its inventory of parks, community facilities and recreational programs to ensure they meet the needs of the community and align with the priorities of the Municipal Plan.

Policy CF-2 In accordance with policy CF-1, review its cash-in-lieu of Land for Public Purposes dedication program to determine if the current practice supports and aligns with the Municipal Plan.

Policy CF-3 Ensure appropriate recycling, composting, and waste receptacles are provided in all community facilities and parks.

Policy CF-4 Promote the establishment of community gardens when possible, particularly in Neighbourhood Parks and Community Parks, in order to give greater access to local food supplies, support environmental enhancement, and create greater opportunity for low-intensity physical exercise.

Policy CF-5 Ensure appropriate access is provided to community facilities, particularly Community and Regional Parks, through the provision of enhanced public transit service, pedestrian and bicycle linkages, and adequate on-site parking.

Policy CF-6 In accordance with policy CF-1, develop a strategy to repurpose or divest of surplus parks. Council intends to prepare the detailed Parks and Recreation Strategic Plan to guide and direct this process.

Policy CF-7 Prioritize investment for recreational facilities within the Primary Development Area, with particular attention to those within the Intensification Areas, ensuring they can adequately meet the needs of various athletic groups.

## 10.2.1 Neighbourhood Parks

Neighbourhood Parks are intended to serve the residents that live within a neighbourhood, typically accessible by walking with a catchment area radius of 0.8 kilometres. Neighbourhood Parks include playgrounds, tot lots, parkettes and play areas attached to elementary schools. Neighbourhood Parks are spread throughout the City, the majority of which are located in urban and suburban core neighbourhoods.

### Council shall:

Policy CF-8 Ensure that each of the Intensification Areas fully serve their respective communities with high quality Neighbourhood Park spaces.

Policy CF-9 Ensure Neighbourhood Parks have adequate pedestrian and bike connectivity to and from the local community.

Policy CF-10 Encourage the development and/or improvement of Neighbourhood Parks and public green spaces in the Uptown, with special attention granted to areas on the Uptown Waterfront.

Policy CF-11 Cultivate community partnerships to provide maintenance and monitoring of Neighbourhood Park cleanliness.



## 10.2.2 Community Parks

Community Parks serve a larger population than Neighbourhood Parks, having a catchment area radius of 3 kilometres. Residents should be able to access these parks by walking, public transit or by private vehicle. Community Parks should be programmed to offer a variety of recreational and leisure opportunities, including both structured and unstructured activities. Community Parks include athletic and sports fields, lands associated with arenas, community centres and pools, and secondary school playfields and district parks. The City's inventory includes many Community Parks, most of which are distributed in the urban and suburban areas of the City.

### Council shall:

Policy CF-12 In accordance with Policy CF-1, strategically review potential repurposing, selling or enhancing some of the existing baseball fields across the City due to their oversupply, examining their potential to provide alternative community space for uses including community gardens, green spaces or affordable housing, where appropriate.

Policy CF-13 Ensure wherever possible residents within the Primary Development Area can access Community Parks by foot, bicycle, and public transit.

Policy CF-14 Ensure Community Parks offer a wide range of recreational and leisure opportunities that serve all age groups.

Policy CF-15 Promote the continued use of the Station One Skateboard Park as a valuable recreational facility for youth.





## 10.2.3 Regional Parks

The largest parks in the classification system are Regional Parks which attract residents and tourists from the City, the Greater Saint John Region and beyond. Regional Parks typically provide both structured and unstructured recreational opportunities as well as a wide range of specialized uses. The City has many Regional Parks, including Rockwood Park, Irving Nature Park, as well as parks along Saint John's Harbour, including Partridge Island. Although Partridge Island is currently not accessible to the general public, it exhibits strong potential as a signature piece of the City's park system.

### Council shall:

Policy CF-16 Continue to support and enhance Rockwood Park, the Irving Nature Park and the Uptown Waterfront as Regional Parks.

Policy CF-17 Work with other levels of government to create a national heritage site at Partridge Island that is publicly accessible.

Policy CF-18 Explore future recreational opportunities for underutilized areas of Rockwood Park to enhance its ability to serve the Greater Saint John Region.

Policy CF-19 Pursue revitalization plans for Reversing Falls, outlined in the Reversing Falls Master Plan (2009), to enhance the range of recreational and leisure activities it offers to the regional population.

Policy CF-20 Explore opportunities to better celebrate historically significant parks around the City, such as Fort Howe, Fort Latour, Partridge Island and Martello Tower.

Policy CF-21 Explore opportunities to better utilize the Market Square Boardwalk in ways that engage various age groups and cultures to better connect them to the Uptown.

Policy CF-22 Support the continued expansion of Harbour Passage to develop a connected system of trails along the City's waterfront.

# 10.3 Open Spaces

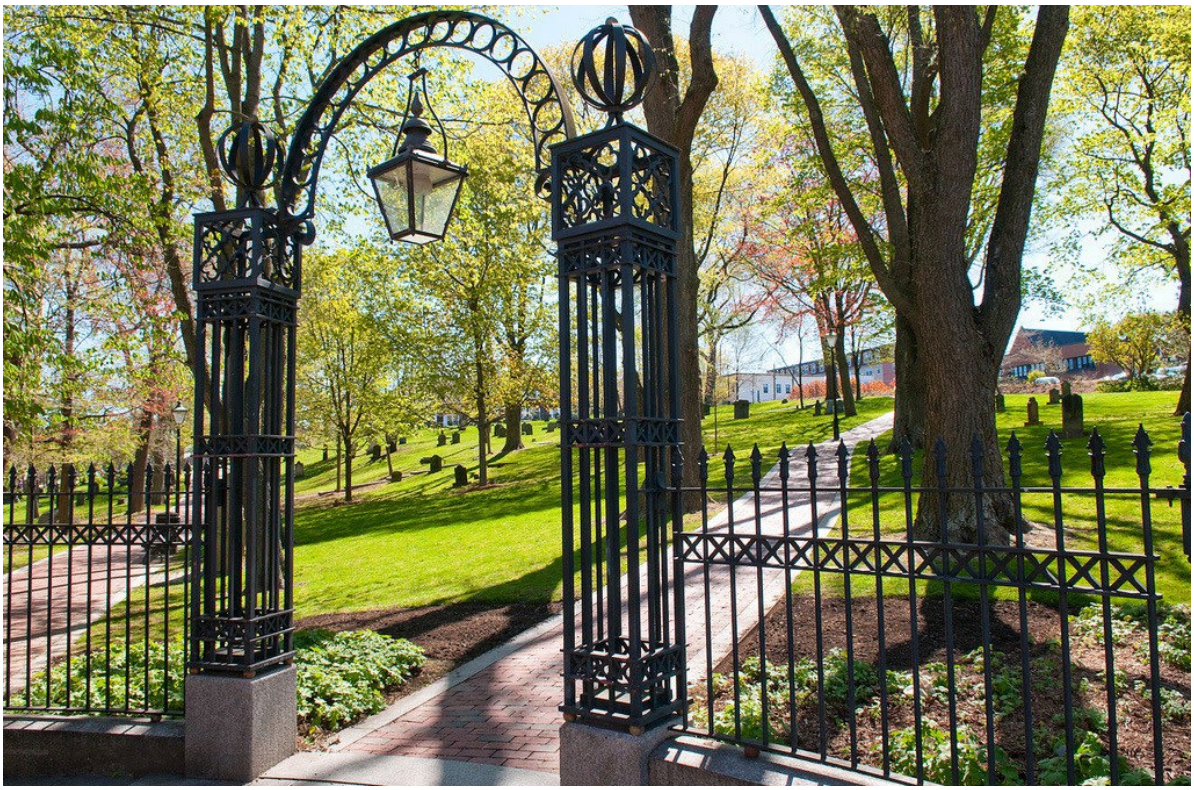
The City has many significant open space and natural area networks that play an important role in defining the City's urban structure. These areas include rural resource lands, environmentally significant lands such as watersheds, wetlands and watercourses, wilderness areas, coastlines, and archeological heritage sites and cemeteries.

## Council shall:

Policy CF-23 Recognize and protect significant natural open space lands through the land use framework.

Policy CF-24 Recognize that not all open space lands acquired through the Land for Public Purposes process or cash-in-lieu of Land for Public Purposes are intended to be developed for public use as recreational space.

Policy CF-25 Develop parks and trails for public use as recreational space, subject to the type of land, location and guidance from the Parks and Recreation Strategic Plan.



# 10.4 Community & Recreational Facilities

As with playgrounds and parks, the City is currently over-supplied with community parks and recreational facilities. Directing investment to improve existing facilities in designated Intensification Areas, while repurposing some facilities that no longer serve the community, is a direction the City must take in order to build successful, complete communities.

## Council shall:

Policy CF-26 Analyze the supply of existing recreational facilities to understand where there is opportunity to make change to better meet the needs of the community.

Policy CF-27 Seek funding opportunities to reinvest in community centres that are in need of upkeep. These centres should co-locate with other community facilities when possible.

Policy CF-28 Ensure community centres offer a wide range of activities available to all age groups.

Policy CF-29 Locate community centres in Urban Neighbourhood Intensification Areas near other community facilities, such as parks, green spaces, arenas and schools, when possible.



# 10.5 Squares, Plazas & Community Gathering Spaces

Vibrant communities depend on structured spaces that enable both planned and unplanned gatherings and social encounters to occur. The Municipal Plan recognizes the role these spaces play as 'hubs' for local neighbourhoods, hosting community and cultural events and activities.

## Council shall:

Policy CF-30 Recognize the special character and role of the City's historic urban squares, including King's Square, Queen's Square, King's Square West, Queen's Square West, Loyalists Plaza, Victoria Park, the Public Gardens, Jervis Bay-Ross Memorial Park, and Robertson Square, and promote leisure and cultural activities within these squares that contribute to fostering a sense of place for all residents of the City.



Policy CF-31 Promote the use of King's Square for cultural activities, such as music and cultural events, artisan markets and farmers markets as well as other uses deemed appropriate by Council.

Policy CF-32 Promote periodic community use of streets for such events as block parties, festivals and farmers markets.

Policy CF-33 Where appropriate, encourage new major development to contribute to enhancing existing public spaces or creating new ones, helping to meet the open space needs of residents in compact communities.

# 10.6 Community Facility Partnerships

Community facilities across the City serve and engage a variety of groups in the community. The ownership and administration of these facilities resides with a variety of agencies and the City strives to work with the operators to ensure the goals of the Municipal Plan are being advanced.

## 10.6.1 Schools

### Council shall:

Policy CF-34 Cooperate with the Government of New Brunswick and the School Boards within the City to enhance schools in the Intensification Areas, with a particular focus on the schools in the urban core.

Policy CF-35 Pursue alternative uses for closed schools that prioritize the location of community services, such as community centres, shared studio spaces, and daycare facilities.

Policy CF-36 Encourage the establishment of school or community gardens on school grounds.

Policy CF-37 Ensure all schools are safely accessible via a range of transportation modes.

Policy CF-38 Work with the Government of New Brunswick and the School Boards within the City to ensure community access to school buildings and grounds is available after hours.

## 10.6.2 Places of Worship

### Council shall:

Policy CF-39 Encourage the adaptive re-use of vacant places of worship for appropriate uses.

## 10.6.3 Human and Social Services

### Council shall:

Policy CF-40 Encourage collaboration between social agencies to support strategic community development in coordination with neighbourhood planning.

# 10.7 Community Facilities Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of Municipal Plan policies by regularly reporting to Council and the community on measures including, but not limited to:

1. Percentage of the population within the defined catchment areas for all parks and community facilities.
2. Investment in Regional Parks and other community facilities.
3. Value of public investment in community facilities within Intensification Areas.
4. Alignment with recognized facility inventory benchmarks, as set out in the Infrastructure, Facilities and Programming (IFP Inventory Study, 2010).
5. Number of programs and services offered at City-run community centres and the number of community members participating in these programs.



# 11 Arts, Culture & Heritage


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GREG HEMMINGS
THURSDAY 7 PM

Arts, culture and heritage enhance the wellbeing of individuals and the community at large through a variety of outlets and interactions. A vibrant arts and culture community enhances the lives and interactions of residents and promotes economic development, tourism and an identity as a community. Arts, culture and our built and natural heritage belong to everyone in the community and should be fostered and celebrated. Planning to accommodate the full spectrum of these resources will enhance quality of life and quality of place to ensure a lively, authentic and creative future for the City.

The Municipal Plan acknowledges that the vitality, quality of life and quality of place in the City are influenced by arts, culture and heritage. Strengthening the vitality of these assets requires continued investment of resources into arts and cultural initiatives and the continued celebration and conservation of the City's history. The City's designation as a Cultural Capital of Canada in 2010 highlighted arts and culture in the City and its unique architectural legacy, which contributes to the economic health and quality of life in the City.

# 11.1 Arts, Culture & Heritage Goals

1. Establish and support the City as an artistic and cultural centre where creativity, excellence, diversity and personal expression flourish in an open and accessible setting.
2. Increase residents' accessibility to and participation in arts and cultural events and activities.
3. Assist in further developing arts and culture in the City by working with the arts community to maintain appropriate arts and culture facilities and organizations in the City.
4. Integrate art into public spaces, facilities and community celebrations.
5. Retain and enhance the Uptown Waterfront as the focal point of civic and cultural activity within the Greater Saint John Region.
6. Support and enhance our multicultural community, ensuring that the City is and continues to be inclusive and welcoming.
7. Recognize and promote the City's wealth of historic, archaeological and paleontological sites.
8. Continue to be a national leader in municipal heritage conservation by continuing to recognize, value and conserve heritage resources.

# 11.2 General Arts, Culture & Heritage Policies

## Council shall:

Policy AC-1 Consider arts, culture and heritage in all municipal decisions, initiatives, and actions and encourage the integration of arts, culture and heritage into all aspects of the City.

Policy AC-2 Recognize and value the contributions that arts, culture and heritage make to:

a. Improved quality of life;
b. Greater economic wealth;
c. Employment opportunities;
d. Greater community inclusiveness;
e. Healthier communities;
f. Opportunities for building understanding among residents; and
g. Making the City vibrant.

Policy AC-3 Support the Saint John Community Arts Boards and the Cultural Affairs Office as the City's primary community partners in delivering and supporting arts and culture programming.

Policy AC-4 Support the Heritage Development Board and the Heritage Office in guiding and promoting heritage conservation throughout the City.

Policy AC-5 Encourage the concentration of arts and cultural organizations, venues and facilities in the Uptown while providing for community-based arts and cultural activities and events in all areas of the City.



# 11.3 Accessibility to Arts & Culture

## Council shall:

Policy AC-6 Encourage community-based arts and culture in all areas of the City.

Policy AC-7 Encourage access to arts and culture through improved marketing and information, active transportation and barrier-free access to arts and cultural facilities, and affordable options for arts, culture and entertainment.

Policy AC-8 Support arts and cultural events in all areas of the City to celebrate the diversity in the community.

Policy AC-9 Work with the arts and culture community to explore the creation of a signature arts and cultural event or festival in the City.

Policy AC-10 Prioritize municipal funding to those arts and cultural events and organizations that are based in the City and are affordable and accessible to all members of the community.



# 11.4 Arts & Cultural Infrastructure

## Council shall:

Policy AC-11 Facilitate and promote the provision of a range of local venues, facilities and events that support a flourishing arts and cultural sector.

Policy AC-12 Facilitate networking, communication, information exchange and collaboration between local arts practitioners, arts and cultural organizations and the arts educational sector.

Policy AC-13 Encourage other levels of governments to expand their support for the arts and culture sector through financial and in-kind contributions, where appropriate.

Policy AC-14 Work cooperatively with neighbouring municipalities, other levels of government and community stakeholders to further develop arts and culture in the City.

Policy AC-15 Work with other organizations to identify and attract new sources of funding for the promotion, development and marketing of arts and culture in the City.

Policy AC-16 Continue to work with the Regional Facilities Commission to participate in regional arts and culture events.

Policy AC-17 Encourage the inclusion of public art in prominent community spaces, such as plazas, parks, community walkways and burial grounds.

Policy AC-18 Promote the location of museums, galleries and other places that celebrate the arts in the Uptown area.

Policy AC-19 Support the continued '1% Fund' for public art in all new City buildings, and encourage other corporations and organizations to enact a similar policy.

Policy AC-20 Direct City funding for public art and other art and cultural investments to artists that reside in the City.

# 11.5 Integrating Arts & Culture

## Council shall:

Policy AC-21 Work with the arts and culture community to develop a broad range of public art programs for all ages and incomes.

Policy AC-22 Encourage hosting events and performances in public spaces.

Policy AC-23 Commission and display art by Saint John artists in prominent public spaces and facilities.

Policy AC-24 Incorporate the showcasing of art in the City's capital projects and programs, where appropriate.

Policy AC-25 Encourage neighbouring municipalities, other levels of government and private developers to include the provision of art or space for art as part of significant new development proposals.

Policy AC-26 Invest in local arts and culture to support its role in economic development and in attracting visitors to the City.

Policy AC-27 Work with other groups and City businesses to identify opportunities to increase investment in local arts and culture and to encourage collaboration between the arts and business sectors.

Policy AC-28 Encourage arts and culture to act as a magnet for new immigrants and visitors and to project a positive image of the City to the world.



# 11.6 Uptown Waterfront

## Council shall:

Policy AC-29 Ensure programming of public spaces in the Inner Harbour is based on five overlapping areas of focus – community, art, culture, history and education – intended to support permanent and changing activities that offer something for all age and interest groups:

a. Community programming will involve events that have residents of the City and the Greater Saint John Region as their primary audience;

b. Arts programming will encompass a range of possibilities – permanent public art, demonstrations and exhibitions, performing arts, interactive studios and galleries – that are attractive to both locals and visitors;

c. Cultural programming will involve events that celebrate and communicate the unique identity and history of the Greater Saint John Region; and

d. Educational programming will involve providing a variety of experiences related to the many rich historic elements within the Inner Harbour, walking and interpretive tours, opportunities to involve students through the school curriculum and the promotion of Harbour health and environmental awareness.

Policy AC-30 Pursue collaborative partnerships for waterfront events and programming with groups throughout the region representing various civic, business, arts, ethnic and special interest groups.



# 11.7 Multiculturalism

The City's long history of French and Acadian culture, beginning with Samuel de Champlain in the early 1600's, continues today with distinct and well-recognized French cultural organizations. Other cultures, including First Nations, have also contributed greatly to the history and cultural legacy in the City.

Increasing international migration and university enrolment is further enriching the cultural diversity of the City. The PlanSJ process identified a need for increased awareness and further education regarding cultural diversity, and for the provision of appropriate programs and assistance to newcomers. Currently, multicultural programming is undertaken as a collaborative effort among several organizations, including the Saint John Multicultural and Newcomers Resource Centre, the YM-YWCA, the Multicultural Association and PRUDE (Pride in Race, Unity, Dignity and Education) Inc.



## Council shall:

Policy AC-31 Recognize that cultural diversity is a valuable asset to the City.

Policy AC-32 Encourage the celebration and promotion of distinct cultures, languages and art forms to increase cultural diversity, understanding and acceptance.

Policy AC-33 Work with the Government of New Brunswick and other agencies to uphold and fully implement the New Brunswick Policy on Multiculturalism and its principles of equality, appreciation, preservation and participation through:

a. Recognition that our cultural diversity is a source of community strength and pride;

b. Provision of access to municipal services for all;

c. Promotion of understanding, sensitivity and positivity towards multiculturalism amongst all community members;

d. Encouraging full participation by citizens from all cultures and backgrounds in City planning; and

e. Discouraging discrimination in any form on the basis of race, national or ethnic origin, or religion.

Policy AC-34 Work with the Government of New Brunswick and other agencies to provide appropriate services, education, and opportunities for newcomers to the City.



# 11.8 Cultural Landscapes

The Municipal Plan recognizes the City's wealth in historic, archaeological and paleontological resources. The Government of New Brunswick and the New Brunswick Museum have begun mapping significant archaeological sites and have thus far assembled 35 such sites, which include portage sites, cemeteries and shipwrecks. The recent recognition of the StoneHammer sites as a United Nations Educational, Scientific and Cultural Organization (UNESCO) Geopark reflects the significant paleontological history of the Greater Saint John Region and showcases fossil sites with some of the earliest discoveries of fossil groups.

The Government of New Brunswick is currently exploring the designation of these kinds of significant cultural landscapes as 'historic places' under the New Brunswick Heritage Conservation Act. Although the protection of some of these resources falls outside of municipal jurisdiction, local planning for cultural and historic resources promotes an understanding of their importance and ensures their value is understood and taken into account.

## Council shall:

Policy AC-35 Support the recognition, protection and promotion of important cultural landscapes, historic sites, designated heritage places, aboriginal sites, and archaeological resources, in partnership with the Government of New Brunswick, through the tools enabled by the New Brunswick Heritage Conservation Act and through working with other levels of government to improve public access to and awareness of these community assets.



Policy AC-36 Support the recognition, interpretation and development of the primary Inner Harbour heritage assets, including Fort LaTour, Partridge Island, Trinity Royal Heritage Conservation Area and the New Brunswick Museum Archives facility.

Policy AC-37 Recognize the important contributions made by the New Brunswick Museum to the local community and to the Government of New Brunswick in raising awareness of the vast history of New Brunswick.

Policy AC-38 Recognize the importance of the StoneHammer sites, now identified and protected internationally as a UNESCO Geopark, as part of the rich paleontological contributions found in this region of New Brunswick.

Policy AC-39 Recognize the importance of Partridge Island in the history of the City and the role this critical land formation has played in the evolution of the City.

Policy AC-40 Recognize the important contribution made by the Heritage Conservation Areas in raising awareness of the history and architecture of the City.





# 11.9 Built Heritage

The City's rich legacy of built heritage and distinctive late 19th century architecture and cultural history contribute to the social, cultural and economic fabric of the City. Of the estimated 6,000 heritage buildings within the City, 770 are currently designated and protected in Heritage Conservation Areas. Heritage Conservation Areas are defined and regulated by the Saint John Heritage Conservation Areas Bylaw, the main objective of which is 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. Grants for conservation work are provided by the City as incentives to retain and enhance these heritage resources.

The City is a national leader in municipal heritage conservation and is committed to recognizing, valuing and conserving heritage resources, including heritage buildings and structures, landscapes and other historic resources throughout the City. The Municipal Plan will promote the awareness and use of heritage resources and promote appropriate development around and adjacent to heritage resources through the Central Peninsula Secondary Plan and the standards of the Saint John Heritage Conservation Areas By-Law.

2020, C.P. 106-21



## Council shall:

Policy AC-41 Define priorities and resources for heritage conservation and review the existing processes in consultation with stakeholders through periodic program reviews.

Policy AC-42 Research and document heritage resources, including properties, streetscapes and patterns of development, traditional linkages and community character as key parts of neighbourhood planning.

Policy AC-43 Maintain an up-to-date register of heritage properties within the City and promote awareness of these heritage resources.

Policy AC-44 Endeavor to provide incentives for appropriate conservation of heritage properties.

Policy AC-45 Consider, avoid and/or mitigate the impact of City projects on heritage resources.

Policy AC-46 Support education and awareness around appropriate heritage conservation methods.

Policy AC-47 Encourage and support the continued involvement of the community in heritage conservation and stewardship and recognize and honour contributions to the City's heritage resources.

Policy AC-48 Ensure historic resources within designated Heritage Conservation Areas are conserved in accordance with the standards of the Saint John Heritage Conservation Areas Bylaw.

Policy AC-49 Ensure new development within designated Heritage Conservation Areas meets the standards of the Saint John Heritage Conservation Areas Bylaw.

Policy AC-50 Encourage context-appropriate contemporary infill development with the City's Heritage Conservation Districts.Establish provisions in the City's Heritage Conservation Areas By-Law to evaluate such proposals through Heritage Impact Statements, Heritage Impact Assessments and/or Peer Review as determined by the process articulated in the Heritage Conservation Areas By-Law.

2020, C.P. 106-21

Policy AC-51 Utilize Urban Design Principles to ensure that new development is complementary to adjacent areas, through the use of appropriate massing, materials and other design elements.

Policy AC-52 Explore alternative means to protect heritage resources such as new tools enabled under the New Brunswick Heritage Conservation Act and Urban Design Guidelines to be developed in conjunction with neighbourhood plans or structure plans.

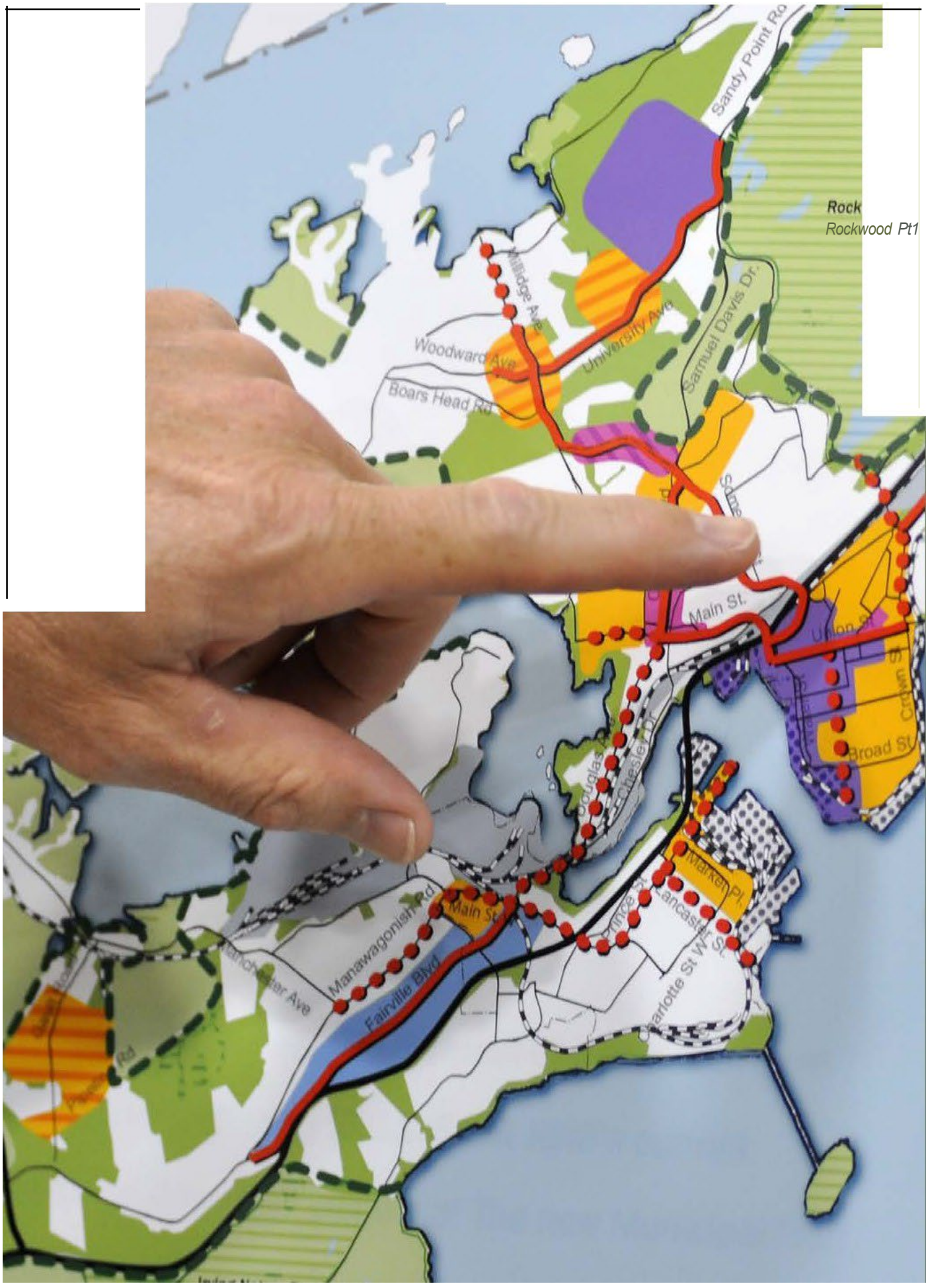
Policy AC-52.1 Ensure infill development within the Heritage Conservation Areas of the Central Peninsula meets the intent of the applicable policies in the Central Peninsula Secondary Plan and standards set out in the Zoning Bylaw.

2020, C.P. 106-21

# 11.10 Arts, Culture & Heritage Monitoring & Review Metrics

The City's Department of Community Planning and Development will continuously monitor and evaluate the implementation and success of Municipal Plan policies and report annually to Council and the community on measures including, but not limited to:

1. The number of arts and cultural events, performances, activities and festivals and the approximate attendance at these events.
2. The amount of public art and the value of municipally owned/ commissioned public art.
3. The value of grants given by the Saint John Community Arts Funding Program and the leveraging of these grants for additional funding and support.
4. The number and value of properties in Heritage Conservation Areas and the number of Certificates of Appropriateness issued relative to the number of buildings designated.
5. The value of heritage grants given by the City, the value of conservation work done by the community and the leveraging of grants for additional funding for heritage conservation.


Rock
Rockwood Pt1
Sandy Point Rd
Millidge Ave
Woodward Ave
University Ave
Samuel Davis Dr.
Boars Head Rd
Main St.
Union St
Crown St
Broad St
Douglas Ave
Chesley Dr
Marken Pl
Lancaster St
Charlotte St W
Main St
Manawagonish Rd
Fairville Blvd
Manchester Ave

# 12 Implementation


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What
are the
principles
for PlanSJ?
Quels
sont les
principes
du PlanSJ?
SAINT JOHN

The PlanSJ Vision and Directions set a clear course for the City over the planning period. The Municipal Plan is the policy document that guides decision making for growth, development and investment within the City. To carry forward this direction, partnerships will be needed with neighbourhoods, the private sector, other partners within the community and other levels of government.

The Implementation Chapter is intended to establish the regulatory basis for the Municipal Plan, set the stage for a neighbourhood based planning program to implement the City-wide vision and define the various aspects of the Municipal Plan monitoring program to ensure the Municipal Plan is a living document updated and reviewed on a regular basis, with measures to track the Municipal Plan's success. Past Municipal Plans developed in the 1940s and 1973 were leading edge strategies in their time, but lacked a coordinated monitoring program. Through the PlanSJ process, the community and Council have voiced the desire that a strong commitment be made to bring the Municipal Plan to life through a well-defined implementation and monitoring program that upholds the Municipal Plan's vision, but responds appropriately to changing community needs. Ongoing involvement by the community is a central element to the Municipal Plan's monitoring program and its ultimate success.

# 12.1 Implementation Goals

1. Ensure all future planning, regulation and decision making by the City is aligned with the policies of the Municipal Plan.
2. Provide guidance on future investment strategies for the City as required under the New Brunswick Community Planning Act.
3. Ensure the City understands the fiscal implications of development proposals that significantly impact the successful implementation of the Municipal Plan.
4. Provide a framework for undertaking neighbourhood planning to provide more detailed guidance for growth and change in Intensification Areas and continue the strong legacy of public engagement.
5. Establish a strong monitoring program to measure the success of the Municipal Plan on a regular basis and ensure that the Municipal Plan remains relevant and in keeping with changing demographic, economic and social conditions.

# 12.2 Governance Framework for Decision Making

The Municipal Plan is the principle guiding document providing a regulatory framework for development and investment in the City. It builds on Our Saint John Community Vision (2007) and the Integrated Community Sustainability Plan (2008), embedding many of the principles of these plans in a statutory framework for development. The Municipal Plan will be implemented through various bylaws, including a new Zoning Bylaw and Subdivision Bylaw.

Over the course of implementing the Municipal Plan, it is intended that all future bylaws align and support the goals of the Municipal Plan. Neighbourhood plans or structure plans, when developed, will be adopted as part of the Municipal Plan and will define more detailed land use and design policies for neighbourhoods where significant growth and change is anticipated. Where there is a conflict between any provision in either the Zoning Bylaw or the Subdivision Bylaw, the Municipal Plan prevails.

## Council shall:

Policy I-1 Recognize the Municipal Plan as the primary document for guiding growth, development and investment in the City. The Municipal Plan shall be used in decision making as follows:

a. All forms of development approval including zoning amendments, land subdivision and construction shall be consistent with this Municipal Plan.

b. The Zoning Bylaw and Subdivision Bylaw shall contain regulations that implement the Municipal Plan.

c. Other City bylaws will support the implementation of the Municipal Plan. The City shall actively enforce its bylaws as required to support the Municipal Plan.

d. The City's operating and capital budgets and strategic plans will support the implementation of the Municipal Plan.

e. Secondary plans, Neighbourhood plans or Structure plans may be prepared to address specific areas or issues in greater detail. All plans shall be in alignment with the Municipal Plan.

2020, C.P. 106-21

# 12.3 Development Approvals

Chapter 3 of the Municipal Plan sets out policies on future land use in all areas of the City and the planning approvals process for different categories of land use and development. The Municipal Plan prescribes that certain types of development be considered through rezoning, amendment to the Zoning Bylaw or through a Conditional Use to support progressive development, until such time as a neighbourhood plan or structure plan can be completed. In addition to the specific policies elsewhere in the Municipal Plan, there are general criteria that should be evaluated by the City in its consideration of planning applications.

## Council shall:

Policy I-2 In considering amendments to the Zoning Bylaw or the imposition of terms and conditions, in addition to all other criteria set out in the various policies of the Municipal Plan, have regard for the following:

a. The proposal is in conformity with the goals, policies and intent of the Municipal Plan and the requirements of all City bylaws;

b. The proposal is not premature or inappropriate by reason of:

i. Financial inability of the City to absorb costs related to development and ensure efficient delivery of services, as determined through Policy I-7 and I-8;

ii. The adequacy of central wastewater or water services and storm drainage measures;



iii. Adequacy or proximity of school, recreation or other community facilities;

iv. Adequacy of road networks leading to or adjacent to the development; and

v. Potential for negative impacts to designated heritage buildings or areas.

c. Appropriate controls are placed on any proposed development where necessary to reduce any conflict with adjacent land uses by reason of:

i. Type of use;

ii. Height, bulk or appearance and lot coverage of any proposed building;

iii. Traffic generation, vehicular, pedestrian, bicycle or transit access to and from the site;

iv. Parking;

v. Open storage;

vi. Signs; and

vii. Any other relevant matter of urban planning.

d. The proposed site is suitable in terms of steepness of grade, soil and geological conditions, locations of watercourses, wetlands and susceptibility of flooding as well as any other relevant environmental consideration;

e. The proposal satisfies the terms and conditions of Policy I-5 related to timeframes and phasing of development; and

f. The proposal meets all necessary public health and safety considerations.



## 12.3.1 Existing Incompatible Uses

Given the age of the 1973 Municipal Plan, many situations exist where lands have been individually rezoned for incompatible land uses. Over time the Municipal Plan intends to encourage the transition of incompatible land uses to more appropriate land uses. However, Council may, during the review of the Zoning Bylaw, establish special provisions for major existing developments where significant investment has been made.

### Council may:

Policy I-3 Establish special provisions in the Zoning Bylaw to recognize major developments in existence that do not conform to the Municipal Plan. Council should review these provisions periodically in conjunction with comprehensive Municipal Plan reviews referenced in Policy I-20.

## 12.3.2 Previously Approved Applications

At the time of the writing of the Municipal Plan, a significant number of developments have been approved by Council over the past several decades, but are not yet developed. When updating the Zoning Bylaw, Council will review these previously approved developments to determine whether the property should continue to be zoned to accommodate the proposed use.



### Council shall:

Policy I-4 Following the Municipal Plan's adoption and during the development of a new Zoning Bylaw for the City, consider each committed development in relation to the policies of the Municipal Plan to determine whether the property should continue to be zoned to accommodate the intended use. Council shall review the Zoning Bylaw periodically in conjunction with comprehensive Municipal Plan reviews referenced in Policy I-20 to monitor the development status of these previously approved projects.

## 12.3.3 Timeframes and Phasing of Development

### Council may:

Policy I-5 Establish timeframes on the phasing and/or completion of development where it is determined that an application to rezone land is speculative in nature. In this case, Council may require that the rezoning be subject to a Development Agreement which may include provisions including, but not limited to the following:

a. That, in addition to any other securities or bonds Council considers appropriate under section 39(8) of the New Brunswick Community Planning Act, the applicant provide a certified cheque in the amount of $1000 to cover expenses relating to the cancellation of the agreement and/or repeal of the rezoning. The $1000 security shall be repayable on completion of the development for which the rezoning is granted;



b. Should construction of the development (or in the case of a phased development, the first phase of the development) not be completed within five (5) years from the date the rezoning comes into effect;

   i. No further development shall be permitted;

   ii. Council shall immediately take steps to cancel the agreement and repeal the rezoning pursuant to section 39(5) and 39(6) of the New Brunswick Community Planning Act;

c. That upon repeal of the rezoning pursuant to section 39(5) and 39(6) of the New Brunswick Community Planning Act, the land to which the agreement pertains shall revert to its last previous zoning designation.

### Council may:

Policy I-6 Choose not to consider applications to rezone land for development where Council deems that the development cannot reasonably be completed within ten (10) years of the coming into force of the rezoning.

## 12.3.4 Fiscal Implications of Development

The land use framework in the Municipal Plan is based on sound fiscal management that targets future growth in areas where the City can efficiently provide municipal services. As the Municipal Plan is implemented, Council will continue to evaluate the fiscal implications of major new developments.

### Council shall:

Policy I-7 Have regard for the fiscal implications of all planning applications that require Council approval.

### Council may:

Policy I-8 Require a comprehensive fiscal analysis to be undertaken by a qualified professional at the developer's expense to assess the fiscal impacts of major development projects as part of its considerations of planning applications. For the purposes of Policy I-8, major development is defined as development proposals comprising a minimum of 50 residential housing units or more than 5000 square metres of new non-residential building space or where any of the following conditions apply:

a. The potential fiscal impact deficit is likely to be greater than 0.5% of the City's total tax levy as determined by the City;

b. The total value of additional assessment resulting from the development exceeds $40 million; or

c. The proposal poses a major challenge to the directions or goals of the City's Municipal Plan.

## Council shall:

Policy I-9 When considering the fiscal impact analysis referenced in Policy I-8, ensure that it addresses the following:

a. An assessment of service costs including transportation and public transit, water, wastewater, stormwater, police, and fire services;

b. The impact on operating and capital budgets, and the financial implications related to the impact on the tax levy and utility rates;

c. The ability of the development to financially and technically provide for the required servicing infrastructure in order to allow the development to proceed in a timely manner; and

d. A qualitative assessment of other impacts and risks that might arise from the development.



# 12.4 Investment Strategy: Strategic Plans & Five Year Capital Budget

The Municipal Plan is intended to provide overall guidance to the City in setting the direction for strategic plans and budgets for City Departments, Boards and Commissions. As required under the New Brunswick Community Planning Act, a five year capital budget must be included as an attachment to the Municipal Plan (see Attachment A). Building on the vision for a more compact and sustainable City, the Municipal Plan signals a shift in investment priorities for the City away from spending municipal resources on extensions of new hard infrastructure such as pipes and roads to outlying areas, to enhancing existing infrastructure in the core of the City. Over time this will enable the City, in partnership with others, to invest in enriching the quality of life for all residents. Key future investment priorities for the Municipal Plan include:

- Implementation of Harbour Clean-Up and Safe Clean Drinking Water Program initiatives;
- Improvements to existing infrastructure, such as roads and underground piped infrastructure;
- Service enhancements to transit and active transportation infrastructure; and
- Upgrading of parks and streetscapes in targeted Intensification Areas identified in the Municipal Plan.



It is intended that these investments be strategically staged in conjunction with neighbourhood planning to support the revitalization of Intensification Areas. The Municipal Plan also supports the provision of development incentive programs to foster positive forms of development within designated Intensification Areas in the City. It is intended that development incentive programs be geared towards key public benefits such as encouraging well designed and denser projects within designated growth areas of the Municipal Plan. The Municipal Plan also provides other non-financial incentives such as improved clarity and predictability for development and removes many regulatory barriers which can act as a disincentive for developing in the City's urban core.

## Council shall:

Policy I-10 Ensure City investments align and support the implementation of the Municipal Plan by:

a. Adopting strategic plans and budgets that support the Municipal Plan;

b. Ensuring that the policies of the Municipal Plan are considered in the design and implementation of all major City initiatives and capital works;

c. Appending to the Municipal Plan, a five year capital budget for the physical development of the City;

d. Adopting a strategic and staged approach to municipal investment to implement the Municipal Plan in coordination with neighbourhood plans or structure plans; and

e. As required from time to time, establishing programs to encourage progressive development proposals that support the Municipal Plan.



The Municipal Plan calls for a series of strategic plans, which are intended to ensure the business practices of the City align with the Municipal Plan in various service areas. These are more specialized strategic plans that require additional study to support the implementation of the Municipal Plan.

The purpose of strategic plans is to guide the management of the City. They do not set out land use policy, but rather reflect the City's intent to create management guides for setting short and long-term budget priorities for programs, services and facilities, consistent with the Municipal Plan and linked to the City's service-based capital budget process. Development and adoption of the following strategic plans are identified as priorities for the implementation of the Municipal Plan over the long term:

- Stormwater Management Master Plan as per Policy NE-33
- Urban Design Guidelines as per Policy UD-18
- Industrial Parks Strategic Plan as per Policy EP-4
- Economic Development Strategic Plan as per Policy EP-15
- Energy and Greenhouse Gas Emissions Plan as per Policy NE-41
- Climate Change Plan as per Policy NE-43
- Transportation Strategic Plan as per Policy TM-1
- Parks and Recreation Strategic Plan as per Policy CF-1

## Council shall:

Policy I-11 Undertake strategic plans and master plans, as resources permit, to implement the goals and objectives of the Municipal Plan and ensure that strategic plans give consideration to maximizing benefits for City residents and tax payers.



# 12.5 Cooperation with other Levels of Government & External Agencies

The City regularly works with many other organizations, other levels of government and neighbouring municipalities in the delivery of services to its citizens. The Municipal Plan requires a strategic, cooperative approach with other levels of government and external agencies to foster collaboration and ultimately the realization of Municipal Plan policies that are beyond the authority of the City to implement, such as policies related to affordable housing, school facilities, air and water quality, provincial roads, and federal transportation lands. The Municipal Plan received approval from the Government of New Brunswick under the New Brunswick Community Planning Act. The City, therefore, expects that the Government of New Brunswick's decisions will support the implementation of the Municipal Plan.

Although the jurisdiction of the Municipal Plan is limited to the City, there are many planning issues that transcend the City's borders. The City is the economic and cultural hub of the Greater Saint John Region and serves as a workplace for and a destination for many residents in the surrounding communities of Rothesay, Quispamsis, Grand Bay-Westfield, St. Martin's as well as unincorporated areas. The success of the Greater Saint John Region is tied to the City's success. The primary directive for the Municipal Plan is to enrich quality of life for residents of the City by focusing on transforming and revitalizing the urban core of the City; a vision which benefits the Greater Saint John Region and complements development strategies in neighbouring communities. Going forward, the City hopes to work in cooperation with its neighbours to achieve the elements of the Municipal Plan that would benefit from a regional approach.



## Council shall:

Policy I-12 Work with the Government of New Brunswick, Government of Canada and neighbouring municipalities to implement those elements of the Municipal Plan that are beyond the City's jurisdiction.

Policy I-13 Pursue partnerships with neighbouring municipalities to implement policies in the Municipal Plan that benefit from regional cooperation.

Policy I-14 Pursue partnerships with the University New Brunswick Saint John (UNBSJ), specifically with respect to the application of City-building initiatives being explored as part of the research undertaken by the Urban Institute.



# 12.6 From City-wide to Neighbourhood Based Planning

The Municipal Plan supports a culture and legacy of community planning, building on the successful community engagement that defined the PlanSJ process. Future planning initiatives will be delivered primarily through a detailed planning program found on the Areas for Detailed Planning map (Map B), which will enable community planning that supports and aligns with the PlanSJ Vision and Directions.

The process for detailed area planning will be primarily form-based and focus on design strategies to carry forward the key ingredients of complete communities. The process will be community- based and involve all City departments. It is intended to be an intensive process with shorter timeframes than the Municipal Plan process to allow significant progress to be made within the first five years of the Municipal Plan's implementation. Neighbourhood plans and structure plans will address watershed and stormwater management plans, urban design guidelines, public transit and active transportation strategies, and plans for community improvements.

The Municipal Plan establishes criteria for determining the order in which neighbourhoods will receive detailed area planning, and the program for neighbourhood planning will be established following the adoption of the Municipal Plan.

## Council shall:

Policy I-15 Develop detailed neighbourhood or structure plans to implement the PlanSJ Vision and Directions for those areas identified on the Areas for Detailed Planning map (Map B). Council intends to undertake detailed neighbourhood planning using the following two planning tools:

a. Neighbourhood plans for areas that are comprised of largely existing residential neighbourhoods targeted for intensification; and

b. Structure plans for areas that are comprised of employment lands targeted for predominantly commercial growth or undeveloped lands targeted for growth.

Policy I-16 Prioritize areas for detailed planning based on the following considerations:

a. The potential for growth and change;

b. The need for redevelopment, reuse, or reinvestment to stem decline;

c. The need to address a wide range of planning issues in a comprehensive manner;

d. The presence of planning issues that strategically affect the City as a whole;

e. The opportunity to provide significant improvements for the community;

f. The presence of a significant number of incompatible land uses;

g. The potential for development projects that could act as catalysts for positive investment in social and economic infrastructure; and

h. The presence of community organizations and community capacity.

Policy I-17 With respect to the detailed area planning process, have consideration for the following:

a. Coordinating land uses and infrastructure improvements in the area;

b. Ensuring that development supports active transportation and can integrate public transit into surrounding land uses;

c. Creating opportunities for the development of compact, complete communities;

d. Incorporating public and commercial spaces in central areas;

e. Developing urban design guidelines and heritage strategies to reinforce sense of place and ensure a high quality human-scale environment;

f. Developing stormwater management plans or other appropriate measures to protect significant natural features;

g. In the case of Structure Plans, developing infrastructure plans and cost-sharing agreements for the provision of future transportation, water and wastewater servicing infrastructure;

h. Developing community improvement plans with priorities for capital investment in neighbourhoods and community partnerships;

i. Any other mechanism to strengthen the area's attractiveness as both a destination and a place to live.



# 12.7 Municipal Plan Monitoring Program

The Municipal Plan sets a clear direction in terms of how the City should grow and change over the course of the planning period. In order to continue to meet the needs of the community, the Municipal Plan needs to be a living document and undergo regular monitoring and review. To accomplish this, a Municipal Plan monitoring program will enable the Municipal Plan to be comprehensively reviewed every five years, going beyond the requirements of the New Brunswick Community Planning Act.

Further, the Municipal Plan requires the production of an annual report card by the City's Department of Planning and Development to provide improved transparency and accountability for the Municipal Plan's implementation. The annual review will also provide an opportunity to consider any non-substantive or technical changes to the Municipal Plan. The five year review is intended to address substantive changes. The monitoring and review metrics, included in Chapters 3-12, are the basis for review and monitoring of the Municipal Plan.

The Municipal Plan is a living document and may be amended from time to time to address changing conditions or unforeseen circumstances. It is critical that future changes be weighed against the fundamental PlanSJ Vision and Directions in the Municipal Plan. Specifically, the Municipal Plan will recognizes the potential for significant "game changing" trends, events or developments to emerge, given the nature of the City's economy. In accordance with policies in the land use Chapter of the Municipal Plan, the Plan will enable consideration of further changes and will establish conditions and criteria under which such amendments should be considered.

In the process of implementing the Municipal Plan there may also be a need for amendments to address emerging land use and regulatory issues. The New Brunswick



Community Planning Act provides a process to enable the public to propose changes to the Municipal Plan and the implementing bylaws. The Municipal Plan establishes a commitment to ongoing community engagement as part of the monitoring and tracking of the Municipal Plan's success.

## Council shall:

Policy I-18 Commit to a regular review and monitoring of the policies contained in the Municipal Plan. Opportunities for public input shall be incorporated into the Municipal Plan monitoring and review program.

Policy I-19 Further to Policy I-18, require the City's Planning and Development Department to conduct an annual review to:

a. Report to Council, the public, and key stakeholder groups on annual progress towards achieving the goals of the Municipal Plan; and

b. Consider any proposed amendments that are minor in nature and do not involve substantive changes to the Municipal Plan.

Policy I-20 Further to Policy I-18, conduct a five year comprehensive review of the Municipal Plan to consider amendments that:

a. Would be more appropriately included as part of the annual review;

b. Relate to substantive changes to the Municipal Plan;

c. Assess the supply and demand of land within the Primary Development Area and Intensification and Employment Areas; and

d. Relate to the monitoring of growth targets and performance measures as set out in the Municipal Plan.

## Council may:

Policy I-21 Notwithstanding the foregoing policies, and specifically the provisions of Policy LU-75, where a proposed amendment addresses unforeseen circumstances or is deemed by Council to confer significant public, economic, social or cultural impacts to the City, consider the amendment in light of the following criteria:

a. Studies demonstrating that the proposed development will have significant long term benefit for the City and that the proposed development does not place an undue fiscal burden on the City or have a detrimental impact on the natural environment;

b. The proposed development fulfills other key goals of the Municipal Plan; and

c. Appropriate opportunities are provided for public input into the consideration of such amendments to the Municipal Plan.



# 12.8 Public Participation

## Council shall:

Policy I-22 Continue to improve opportunities for ongoing public involvement in municipal government and decision making through methods including but not limited to:

a. Participation in Council and Council Committee processes;

b. Membership on City Boards and Commissions;

c. Attendance at town-hall meetings; and

d. The distribution of information through newsletters, electronic media, community-based publications, social media and community organizations.

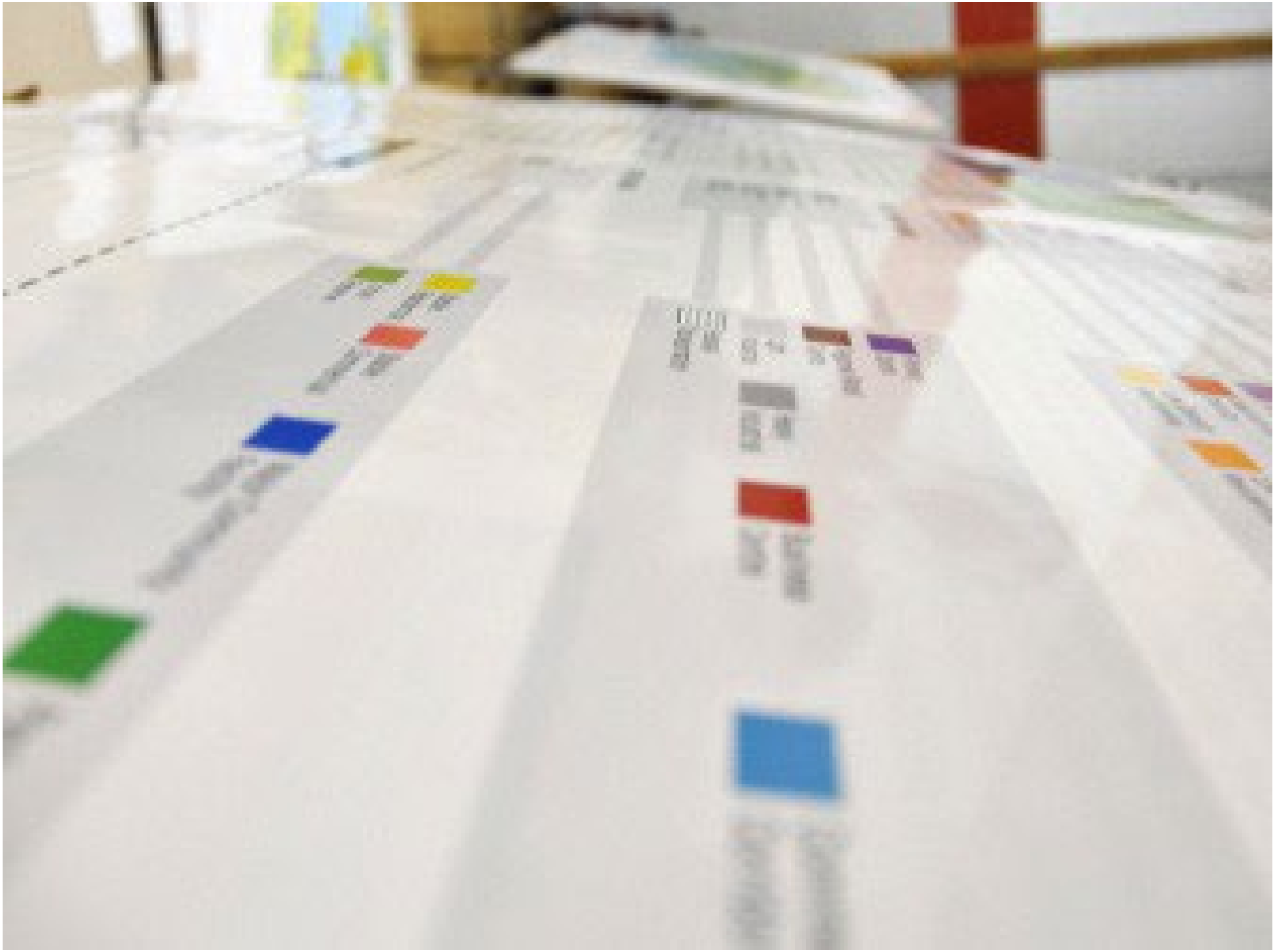
Policy I-23 Enhance community awareness of the Municipal Plan and planning matters in general, through the neighbourhood planning program and ongoing improvements to the City's planning processes.



# 12.9 Implementation Monitoring & Review Metrics

The City's Department of Planning and Development will continuously monitor and evaluate the implementation and success of the Municipal Plan policies by regularly reporting to Council and the community on measures including, but not limited to:

1. Total population growth within the Primary Development Area.
2. Total growth in the assessment base within the Primary Development Area.
3. Results of the Citizen Satisfaction Survey, including community awareness of and perceptions on the effectiveness of PlanSJ process and the Municipal Plan.
4. Continuous improvement in Municipal Plan metrics.
5. The number of previously approved development projects constructed and completed.
6. Number and nature of amendments to the Municipal Plan.
7. Completion of the listed strategic plans, neighbourhood plans and structure plans.
8. Other Council and City initiatives to implement and achieve Municipal Plan goals.



# Glossary

**Active Transportation** Modes of transportation that rely on human-power rather than machine-power. These may include cycling, walking, running and skateboarding.

**Amendment** A change, addition or deletion made to a previously adopted bylaw.

**Archaeological Site** A place as defined by the Government of New Brunswick under the New Brunswick Heritage Conservation Act where evidence of past human activities, such as archaeological objects and features, is discovered on, buried or partially buried beneath the land, or submerged or partially submerged beneath the surface of a watercourse or permanent body of water.

**Arterial Street** A roadway which is used to move large volumes of all types of vehicular traffic at medium to high speeds, as depicted on the Transportation map (Schedule C).

**Brownfield Site** Previously developed properties that are usually but not exclusively, former industrial or commercial properties that may be underutilized, derelict or vacant and that may require remediation.

**Building** A structure used or intended to be used for supporting or sheltering any use or occupancy.

**Built Form** Generally refers to the shape, pattern and configuration of buildings and structures that frame streets and open spaces. Also refers to architecture; that is, the height of buildings, the articulation of their form and the quality of their materials and construction.

**Built-up Area** Areas that are predominantly developed.

**Business Centre** As defined in section 3.5.2 of the Municipal Plan.

**Character Corridors** As defined in section 2.3.3 of the Municipal Plan.

**City** The City of Saint John as incorporated by Royal Charter.

**City Structure** Refers to the way places are arranged and provides guidance on the relative role and hierarchy of the land uses.

**Coastal Area**

As defined by the Government of New Brunswick in the New Brunswick Clean Environment Act:

(a) the air, water and land between:
  (i) the lower low water large tide, and
  (ii) one kilometre landward of the higher high water large tide or one kilometre landward of any coastal feature, whichever extends farther inland, or
  (b) in the case of a watercourse, the air, water and land between the lower low water large tide and one kilometre upstream of the line joining the associated location described in the second and third columns of Schedule A of the New Brunswick Regulation 90-80 under the Clean Water Act. Collector Street – A roadway which is used primarily for collecting traffic from local streets and channeling it to arterial streets, as depicted on the Transportation map (Schedule C).

**Combined Storm and Wastewater System**

A type of wastewater system that collects wastewater and stormwater runoff in a single pipe.

**Commercial Corridor**

As defined in section 3.5.3 of the Municipal Plan.

**Community Centre**

A building or buildings or any part of any buildings used for community activities whether used for commercial purposes or not, the control of which is vested in the Municipality, a local board or agent thereof.

**Community Parks**

Parks that serve a larger population than Neighbourhood Parks and are accessible to residents by walking, public transit or by vehicle. These parks are programmed to offer a variety of both structured and unstructured recreational and leisure opportunities, and have a catchment area radius of 3 kilometres.

**Compact Development**

Higher density development pattern that uses land in a more efficient and sustainable manner, making best use of infrastructure, preserving open space, supporting transit and creating walkable neighbourhoods.

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| **Complete Communities** | Communities that meet people's needs for daily living throughout an entire lifetime by providing convenient access to an appropriate mix of jobs, local services, a full range of housing, and community infrastructure including affordable housing, schools, recreation and open space for their residents. Convenient access to public transit and active transportation is also provided. |
| **Corridor** | As defined in section 3.5.3 of the Municipal Plan. |
| **Council** | The Mayor and Councillors of the City of Saint John. |
| **Crime Prevention Through Environmental Design (CPTED)** | A proactive crime prevention strategy utilized by planners, architects, police services, security professionals and everyday users of space to guide the proper design and effective use of the built environment, leading to a reduction in the incidence and fear of crime and improvement in the quality of life. Emphasis is placed on the physical environment, productive use of space, and behaviour of people to create environments that are absent of environmental cues that cause opportunities for crime to occur. |
| **Cultural Landscape** | Defined by the World Heritage Committee as distinct geographical areas or properties that uniquely represent, "the combined work of nature and man". |
| **Density** | The number of dwelling units per acre of land. |
| **Effluent** | A liquid, solid, or gaseous emission, such as the discharge or outflow from an industrial, wastewater or other process. |
| **Employment Areas** | As defined in section 3.5.2 of the Municipal Plan. |
| **Environmentally Sensitive Areas** | Land and water areas containing natural features or ecological features of sufficient intrinsic significance and value to the community to warrant their long-term protection. |
| **Federal Transportation Areas** | As defined in section 3.7.1 of the Municipal Plan. |

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| **Garden Suite** | An accessory dwelling to a principal residence which is intended for the sole occupancy of one or two persons who are typically related to the occupants of the main dwelling. |
| **Glazing** | Refers to the part of the wall made of glass, such as a window. |
| **Gross Residential Density per Hectare** | Number of dwelling units per hectare calculated by dividing unit yield by gross residential land area. Lands included in this calculation include schools, local roads, parks, commercial uses, institutional buildings, stormwater management facilities and open space but not major transportation corridors, major open space and regional facilities. |
| **Ground water** | Any flowing or standing water below the surface of the earth. |
| **Growth Strategy Report** | A report produced as part of the PlanSJ process that laid the foundation for the Municipal Plan by describing the future physical pattern of land uses in the City. |
| **Harbour Clean-Up** | An infrastructure initiative by the City that aims to end the practice of discharging municipal wastewater effluents directly into the Harbour, and other watercourses through raw sewage outfalls. |
| **Heavy Industrial Area** | As defined in section 3.5.2 of the Municipal Plan. |
| **Heritage Conservation Area** | An area identified as being of historical, natural, archaeological or cultural heritage value or interest, and designated as a Heritage Conservation Area pursuant to Section 55 of the New Brunswick Heritage Conservation Act and/or the Saint John Heritage Conservation Areas Bylaw. |
| **Heritage Place** | A place designated by the Government of New Brunswick under the New Brunswick Heritage Conservation Act. |
| **Historic Site** | The traditional, documented or legendary location of an event, occurrence, action or structure significant in the life or lives of a person, persons, group or tribe. |

**Home Occupation** An occupation or business which is conducted in a portion of a dwelling unit by a person who uses the dwelling unit as his/her primary place of residence and which is clearly secondary to the main use as a dwelling.

**Human Scale** The perceived size of a building relative to a human being, typically determined for the portion of the building that fronts on a public street or public space.

**Infill** New serviced development in a built-up area, resulting in an increase in building stock. The scale and form of infill development is determined through applicable land use policies and the surrounding context.

**Infrastructure** Physical structures and underground services that form the foundation for development including public water and wastewater disposal systems.

**Inner Harbour Land Use Plan** The planning study prepared in November 2003 by the Saint John Waterfront Development Partnership to create a vision for the physical transformation of the Inner Harbour and a comprehensive policy framework for its implementation.

**Integrated Community Sustainability Plan (ICSP)** A long term plan, developed in consultation with community members in 2008, to provide direction on how the community might achieve its environmental, cultural, social, and economic sustainability objectives.

**Intensification** The development of a property, site or area at a higher density than currently exists through:

a) Redevelopment, including the reuse of brownfield sites;
b) The development of vacant and/or underutilized lots within previously developed areas;
c) Infill development; or
d) The expansion or conversion of an existing building.

**Intensification Areas** As defined in section 3.5.1 of the Municipal Plan.

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| **Land Budget** | Calculations prepared during the PlanSJ process to determine forecasted growth and the land required for employment, commercial and residential uses over the 25 year planning period. |
| **Land Use** | The use of land by humans. Land use involves the management and modification of natural environment or wilderness into a built environment. |
| **Land Use Designations** | Geographically-specific categories defined by the Municipal Plan with associated sets of land use and management policies. |
| **Leadership in Energy and Environmental Design (LEED) Certification** | An internationally recognized green building certification system, providing third-party verification that a building or community was designed and built according to strict standards that promote resource management and environmental sustainability. |
| **Light Industrial Area** | As defined in section 3.5.2 of the Municipal Plan. |
| **Live / Work** | Some combination of residential and non-residential use in the same building, usually in an urban setting. Those who live in the building may not necessarily also work in the same building/unit. |
| **Local Centre** | As defined in section 3.5.1 of the Municipal Plan. |
| **Low Density Residential Area** | As defined in section 3.5.1 of the Municipal Plan. |
| **Low Impact Development** | Land planning and engineering design approach to managing stormwater runoff that emphasizes conservation and use of on-site natural features to protect water quality. |
| **Low to Medium Density Residential Area** | As defined in section 3.5.1 of the Municipal Plan. |

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| **Major Community Facilities** | As defined in in section 3.5.4 of the Municipal Plan. |
| **Manufactured Housing** | Dwellings which are pre-manufactured in an off-site facility and transported to the building site in one (1) or more modules or sections, and includes modular and/or manufactured mini homes. |
| **Marsh Creek Restoration Initiative** | An initiative of the Atlantic Coastal Action Program (ACAP) Saint John aimed at rehabilitating the Marsh Creek system and sustainably integrating portions of it into the urban environment. |
| **Medium to High Density Residential Area** | As defined in in section 3.5.1 of the Municipal Plan. |
| **Mixed-use Building** | A building containing a mix of residential, commercial, community and/or institutional uses. |
| **Mixed Use Centre** | As defined in in section 3.5.1 of the Municipal Plan. |
| **Modal Share** | The percentage of person-trips made by one travel mode, relative to the total number of such trips made by all modes. |
| **Multi-modal** | The availability or use of more than one form of transportation, such as automobiles, walking, cycling, buses, rapid transit, commuter rail, trucks, air and marine. |
| **Municipal Plan** | means a municipal development plan adopted under section 24 of the New Brunswick Community Planning Act |
| **Municipal Servicing** | Services such as public streets, stormwater, wastewater and drinking water systems designed and capable of servicing a lot and owned and maintained by the municipality. |

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| **Neighbourhood Parks** | Parks intended to serve the residents that live within a neighbourhood. Neighbourhood parks are typically accessible by walking and have a catchment area radius of 0.8 kilometres. |
| **Neighbourhood Plan** | A statutory planning document, forming part of the Municipal Plan, and providing a vision and detailed land use plan for a neighbourhood. Neighbourhood Plans are intended primarily for developed areas which are targeted for further intensification by the Municipal Plan. |
| **New Brunswick Community Planning Act** | The Provincial Act that establishes the jurisdiction and responsibilities of municipalities within the province of New Brunswick to undertake planning and related activities. |
| **Non-Conforming Use** | As defined by the New Brunswick Community Planning Act. |
| **Our Saint John** | A community vision for the future of Saint John that was developed through extensive consultation and input from Saint Johners and was presented to *Council* in November 2007. |
| **Park and Natural Area** | As defined in section 3.7.1 of the Municipal Plan. |
| **Place of Worship** | A building dedicated to religious worship and includes a church, synagogue, temple, mosque or assembly hall and may include such accessory uses as a nursery school, a school of religious education, convent, monastery, or parish hall. |
| **Planning Advisory Committee (PAC)** | A committee, appointed by *Council*, who collectively provide advice on planning applications and planning related matters, such as Municipal Plan amendments, Zoning Bylaw amendments, Variances, Conditional Uses, or Section 39 conditions of the New Brunswick *Community Planning Act.* |

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| **PlanSJ** | Refers to the two year planning process launched by the City in 2009 to create a new Municipal Plan in order to guide the development of the City over the planning period. |
| **Primary Centre** | As defined in section 3.5.1 of the Municipal Plan. |
| **Primary Corridor** | As defined in section 2.3.3 of the Municipal Plan. |
| **Primary Development Area (PDA)** | As defined in section 2.3 of the Municipal Plan. |
| **Priority Neighbourhoods** | Refers to the five neighbourhoods within the urban core of the City including the Old North End, Crescent Valley, the South End, Waterloo Village and the Lower West Side. In these neighbourhoods a significant concentration of poverty exists and all levels of government and the non-profit sector are focusing services and investment to support community and social development and positive transformation. |
| **Public Realm** | Public space between private buildings, including pavements, streets, squares, and parks that are accessible to all members of the public. |
| **Quality of Life** | The general wellbeing of individual Saint Johners and of the community as a whole. |
| **Regional Retail Centres** | As defined in section 3.5.2 of the Municipal Plan. |
| **Regional Parks** | Are the largest parks in the classification system and attract residents and tourists from the Greater Saint John Region and beyond. They typically provide both structured and unstructured recreational opportunities as well as a wide range of specialized uses. |
| **Rezoning** | An amendment or change to the Zoning Bylaw. |
| **Rezoning Process** | The process undertaken to amend or change the Zoning Bylaw as set out in the New Brunswick Community Planning Act. |

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| **Ribbon Development** | Development in a continuous row along a main road in a low *density* pattern which is inefficient for providing municipal services. |
| **Right-of-Way** | An area of land that is legally described in a registered deed for the provision of private access. |
| **Riparian Areas** | The interface between land and a river or stream. |
| **Rural Area** | As defined in section 3.6 of the Municipal Plan. |
| **Rural Industrial Area** | As defined in section 3.6 of the Municipal Plan. |
| **Rural Residential Area** | As defined in section 3.6 of the Municipal Plan. |
| **Rural Resource Area** | As defined in section 3.6 of the Municipal Plan. |
| **Rural Settlement Area** | As defined in section 3.6 of the Municipal Plan. |
| **Safe Clean Drinking Water Program** | A multi-faceted initiative of the City to assure high quality potable water, treated to modern standards, is provided to the community. |
| **Secondary Suite** | One additional dwelling unit accommodated within a principal residence on a property that would normally accommodate only one dwelling unit. |
| **Serviced Areas** | Areas that have been provided with municipal water and wastewater servicing. |
| **Sewer** | A drain, pipe or conduit intended to convey wastewater or stormwater. |
| **Strategic Plans** | Specialized studies that guide the management of the City. They are operational guides for setting budget priorities for programs, services and facilities consistent with the implementation of the Municipal Plan. |
| **Stable Area** | As defined in section 2.3.4 of the Municipal Plan. |
| **Stable Commercial Area** | As defined in section 3.5.2 of the Municipal Plan. |

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| **Stable Residential Area** | As defined in section 3.5.4 of the Municipal Plan. |
| **Statutory** | An obligation or requirement created under legislation or by bylaw. |
| **Streetscape** | The scene as may be observed along a public street, composed of natural and man-made components including buildings, paving, planting, street hardware and miscellaneous structures. |
| **Street Wall Height** | The height of the base of a building as it rises from the sidewalk level. To ensure a comfortable human-scale street enclosure, street walls should generally be approximately three to five storeys and generally of a height proportion that is a 1:1 ratio of the width of the street as measured from building face to building face. |
| **Structure Plan** | A statutory planning document, forming part of the Municipal Plan, and providing a vision and detailed land use plan for a neighbourhood. Structure Plans are intended for employment areas targeted for predominantly commercial growth or for undeveloped lands targeted for growth. |
| **Subdivision** | The process (and the result) of dividing a parcel of raw land into smaller buildable sites, blocks, streets, open space and public areas and the designation of the location of utilities and other improvements. |
| **Suburban Neighbourhood Intensification Area** | As defined in section 2.3.1 of the Municipal Plan. |

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| **Transportation Demand Management (TDM)** | A set of strategies that result in more efficient use of the general transportation system by influencing travel behaviour by mode, time of day, frequency, trip length, regulation, route, or cost. Examples include: carpooling, vanpooling, and shuttle buses; parking management; site design and on-site facilities that support transit and walking; bicycle facilities and programs; pricing (road tolls or transit discounts); flexible working hours; telecommuting; high occupancy vehicle lanes; park-and-ride; incentives for ride-sharing, using transit, walking and cycling; initiatives to discourage drive-alone trips by residents, employees, visitors, and students. |
| **Tenure** | The form of right or title under which real property is held, an example being owned or rented housing. |
| **Uptown Waterfront** | The portion of the City's waterfront area as defined by the Inner Harbour Land Use Plan to include lands along the water's edge generally west of Water Street from the Harbour Bridge south to Courtney Bay port lands including the former Sugar Refinery site. For the purposes of the Municipal Plan, the Uptown Waterfront is subject to policies in the Uptown Primary Centre designation as well as other applicable policies in the Urban Design Chapter of the Municipal Plan. Some lands within this area are owned by the Port and therefore are designated as Federal Transportation to reflect that they are within Federal jurisdiction. |
| **Urban Design** | The arrangement, appearance and functionality of towns and cities, and in particular the shaping and uses of urban public space. |
| **Urban Design Principles** | Principles which capture the City-wide urban design elements through which the City seeks to guide and direct development. |
| **Urban Neighbourhood Intensification Area** | As defined in section 2.3.1 of the Municipal Plan. |

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| **Urban Reserve** | As defined in section 3.5.4 of the Municipal Plan. |
| **Utilities** | Facilities and buildings which provide necessary transmission, support or other functions to deliver electricity, gas, telecommunications and other utilities to properties. |
| **View** | An area of land, water, or other natural or built element that is visible to the human eye from a fixed vantage point from the perspective of public spaces, such as the sidewalk or parks. Views tend to be of areas with particular scenic, historic, or community value that are deemed worthy of preservation for the public. |
| **Wastewater** | Includes any industrial wastewater or domestic wastewater, whether treated or untreated, containing human, animal, vegetable or mineral matter in liquid or solid form, in suspension or in solution. |
| **Wastewater Treatment Facility** | All or any part of a structure or device or any combination of structures or devices that are used or intended to be used for the purpose of treating, monitoring or holding wastewater and includes pumps, buildings, piping, controls, other equipment and their appurtenances. |
| **Watercourses** | As defined under the New Brunswick Clean Water Act, the full width and length, including the bed, banks, sides and shoreline, or any part, of a river, creek, stream, spring, brook, lake, pond, reservoir, canal, ditch or other natural or artificial channel open to the atmosphere, the primary function of which is the conveyance or containment of water whether the flow be continuous or not. |
| **Waterfront** | The part of the City fronting or abutting on a body of water. |
| **Watershed** | The surface area contained within a divide above a specific point on a river, stream, creek or other flowing body of water, also referred to as an area that is drained by a lake or river, and its tributaries. |

**Wetland**

As defined under the New Brunswick Clean Water Act, land that:

(a) either periodically or permanently, has a water table at, near or above the land's surface or that is saturated with water, and

(b) sustains aquatic processes as indicated by the presence of hydric soils, hydrophilic vegetation and biological activities adapted to wet conditions.

**Zoning Bylaw**

A statutory instrument which divides land into zones and establishes the uses to which land in each zone may be put.



# Maps, Schedules & Attachments

Schedule A: City Structure

Schedule B: Future Land Use

Schedule C: Transportation

Map A: PlanSJ Vision

Map B: Areas for Detailed Planning

Attachment A: Five Year Capital Budget

# Part II Central Peninsula Secondary Plan

Schedule D: Central Peninsula Secondary Plan (2020)