



SAINT JOHN

PLANNING ADVISORY COMMITTEE

Tuesday, December 10, 2024, 6:00 P.M.

2nd Floor Common Council Chamber, City Hall

Pages

1. **Agenda**
2. **Roll Call**
3. **Declaration of Conflict of Interest**
4. **Approval of Minutes**
5. **Applications**
 - 5.1 **Bylaw Amendment - Fee Refund** 1 - 7

Community Planning Staff have initiated a review of the process to refund planning application fees. The proposed amendments establish criteria for the refunding of planning application fees and delegate the authorization of refunds to administrative staff. These amendments will streamline the refund process and reduce red tape, providing better customer service to the citizens of Saint John.
 - 5.2 **Rezoning, Section 59 Amendment, and Subdivision - 125 Gault Road** 8 - 43

The applicant has applied to rezone a 4.5-hectare portion of the site from Two-Unit Residential (R2) to Mid-Rise Residential (RM). This will provide for the development of the following mix of townhouses and multiple unit buildings in the eastern portion of the site:

 - Two, 6-unit townhouses
 - Seven, 18-unit buildings,
 - Two, 12-unit buildings

- One, 24-unit building.

Subdivision approvals are also being sought to subdivide the site into a series of Public and Private Streets and lots. This will include the development of a series of semi-detached buildings on the portion of the property retaining the R2 zoning. An amendment to Section 59 conditions governing development of the commercially zoned eastern portion of the site is also being sought.

5.3 Variance Application - 9 Waring Street

44 - 58

This application is seeking several variances from the Zoning By-Law in the form of a reduction to the front and rear yard setbacks, minimum lot area, lot occupancy, vehicular and bicycle parking, and amenity space in order to retrofit and expand an existing vacant 5-unit residential building into a 12-unit residential building.

5.4 Variance Application - 49 Adelaide Street

59 - 74

This application is seeking several variances from the Zoning By-Law in the form of an increase to the maximum lot occupancy and reductions to the vehicular and bicycle parking, and amenity space in order to retrofit and expand an existing vacant 3-unit into a 12-unit residential building.

6. New Business

7. Next Meeting

The next meeting of PAC will be held on January 21, 2024 at 6pm.

8. Adjournment



The City of Saint John

Date: December 5, 2024
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: December 10, 2024

SUBJECT

Applicant: The City of Saint John
Application Type: Zoning By-law Text Amendment
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Zoning By-law. Common Council will consider the Committee recommendation at a public hearing on **Monday, January 13, 2025.**

EXECUTIVE SUMMARY

Community Planning Staff have initiated a review of the process to refund planning application fees. The proposed amendments establish criteria for the refunding of planning application fees and delegate the authorization of refunds to administrative staff. These amendments will streamline the refund process and reduce red tape, providing better customer service to the citizens of Saint John.

RECOMMENDATION

1. That Common Council adopt the attached by-law amendment entitled "By-law No. C.P. 111-xx, A Law to Amend the Zoning By-Law of The City of Saint John."

ANALYSIS

Background

On December 15, 2014, Common Council adopted the current Zoning By-Law (ZoneSJ) which outlined the refund process for different types of planning applications. The ability and authority to authorize refunds varies by application type. While refund requests are not common, refund requests for applications associated with amending the Zoning By-Law or Section 59 Conditions are noteworthy as Common Council was established as the authority to consider these refunds.

As part of a broader commitment to service enhancements, the Community Planning Service Area initiates amendments to the Zoning By-Law to improve existing processes and respond to emerging trends in urban planning and land development.

The proposed amendments will establish a streamlined refund process for planning applications and will reduce red tape by granting City administration the authority to authorize refund requests.

Best Practice

In order to prepare these amendments, staff assessed the approach taken by other municipalities regarding planning application refunds. The information gathered helped guide the development of the proposed amendments.

In Fredericton, full refunds are granted if an application is withdrawn before public notification. However, once public notification has occurred, refunds are not offered.

Halifax provides a 50% refund if an application is withdrawn before public notification. After public notification, no refunds are issued. For development permits and variances, Halifax does not issue any refunds once payment is made.

In Moncton, a partial refund is available if an application is withdrawn before it is reviewed by the Planning Advisory Committee (PAC). If public notice has been issued, the refund is the application fee minus the public notice costs. The same policy applies to variances handled by the Development Officer, where the refund is the application fee minus any public notice costs if withdrawn before the Development Officer's decision.

Our current refund process varies based on planning application type, ranging from specific guidelines for refunding Development Permit applications to Common Council having full discretion for granting refunds for Zoning By-Law and Section 59 amendments. The criteria established for refunding Development Permits, which is similar to Moncton, represents a clear approach with defined criteria.

Amending the fee refund components of the Zoning By-Law will improve clarity and reduce red tape by allowing administrative staff to handle refunds, rather than requiring Council to assent to each refund request. This change is part of our ongoing effort to improve the functionality of the Zoning By-Law and to improve the customer experience.

An overview of the proposed amendments is provided below.

Section	Current policy	Recommend Policy
<p>2.10 Council, Committee, and Development Officer Applications</p>	<p>NA</p>	<p>Sections 2.10(d) and 2.10(e) will establish refund criteria for Council and Committee applications and for Development Officer applications. There is currently no ability to grant refunds for these types of applications. Amendments to the Zoning By-Law and Section 59 are addressed in Section 2.13</p> <p>2.10 (d) When an applicant withdraws or cancels a Council or Committee application prior to the public notice being issued, a refund of sixty (60) percent of the fee, identified in Schedule "B", shall be granted. No refund will be provided for an application cancelled or withdrawn after the public notice has been issued.</p> <p>2.10 (e) When an applicant withdraws or cancels a Development Officer application prior to the Development Officer rendering a decision to approve or deny the application or issuing of the service document, the applicant shall receive a refund of sixty (60) percent of the fee identified in Schedule "B". No refund will be provided for an application cancelled after the Development Officer has rendered a decision on the</p>

		application or issued the service document.
2.11 Development Permit Approvals	2.11(c)(C) When an applicant cancels a development permit prior to the Development Officer rendering a decision to approve or deny the application, the applicant shall receive a refund of sixty (60) percent of the fee identified in Schedule "B". No refund will be provided for an application cancelled after the Development Officer has rendered a decision on the application.	The existing section addresses refunds associated with Development Permit applications. No amendments are proposed.
2.13 By-law Amendments and Section 59	2.13(e) Council may return all or any part of the fee required to have this By-law amended to the applicant.	<p>The proposed changes, shown as 2.13(e) and (f), will establish criteria for City Staff to refund application fees associated with Zoning By-Law Amendments and Section 59 Conditions. 2.13 (e) establishes the criteria for City Staff to administer refunds on these applications. 2.13 (f) will give Common Council the authority to consider the full refund of the application fees. The intention is that 2.13(f) be used when due to the nature of the application, consideration may be warranted to grant a full refund.</p> <p>2.13 (e) When an applicant withdraws or cancels an application to amend the Zoning By-Law or a resolution or agreement pursuant to Section 59 of</p>

		<p>the <i>Community Planning Act</i> prior to the public notice being issued, a refund of sixty (60) percent of the fee, identified in Schedule “B”, shall be granted. No refund will be provided for an application cancelled or withdrawn after the public notice has been issued.</p> <p>(f) Notwithstanding paragraph (e), Council may return all or any part of the fee associated with applications identified in paragraph (a) to the applicant.</p>
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Conclusion

The proposed amendments will establish a streamlined process for issuing refunds on planning application. The amendments establish criteria that can be used by City Staff to process refund requests efficiently, and without authorization from Common Council. By undertaking of these amendments, staff are ensuring that the Zoning By-law continues to evolve to meet the changing needs of the community.

ALTERNATIVES AND OTHER CONSIDERATIONS

No other alternatives have been considered.

ENGAGEMENT

Notice of the Public Hearing for the proposed Zoning By-Law Amendments will be posted on the City of Saint John website on or before December 23, 2024.

APPROVALS AND CONTACT

Manager	Director	Commissioner
Jennifer Kirchner , RPP, MCIP	Pankaj Nalavde , RPP, MCIP	Amy Poffenroth , P.Eng., MBA

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APPENDIX
Draft Zoning By-Law

**BY-LAW NUMBER C.P. 111-X
A LAW TO AMEND THE ZONING BY-
LAW OF THE CITY OF SAINT JOHN
ARRÊTÉ N° C.P. 111-X**

Be it enacted by The City of Saint John in
Common Council convened, as follows:

The Zoning By-law of The City of Saint John
enacted on the fifteenth day of December, A.D.
2014, is amended by:

1. Section 2.10 is amended by adding
2.10(d) as follows:

2.10 (d) When an applicant withdraws or
cancels a Council or Committee
application prior to the public notice
being issued, a refund of sixty (60)
percent of the fee, identified in Schedule
“B”, shall be granted. No refund will be
provided for an application cancelled or
withdrawn after the public notice has
been issued.

2. Section 2.10 is amended by adding
2.10(e) as follows:

2.10 (e) When an applicant withdraws or
cancels a Development Officer
application prior to the Development
Officer rendering a decision to approve
or deny the application or issuing of the
service document, the applicant shall
receive a refund of sixty (60) percent of
the fee identified in Schedule “B”. No
refund will be provided for an application
cancelled after the Development Officer
has rendered a decision on the
application or issued the service
document.

3. Section 2.13 is amended by deleting
Section 2.13(e) and replacing it as
follows:

**ARRÊTÉ NO C.P. 111-X ARRÊTÉ
MODIFIANT L'ARRÊTÉ DE ZONAGE DE
THE CITY OF SAINT JOHN**

Lors d'une réunion du conseil communal,
The City of Saint John a décrété ce qui suit :

L'arrêté sur le zonage de The
City of Saint John, décrété le quinze (15)
décembre 2014, est modifié par :

2.13 (e) When an applicant withdraws or cancels an application to amend the Zoning By-Law or a resolution or agreement pursuant to Section 59 of the Community Planning Act prior to the public notice being issued, a refund of sixty (60) percent of the fee, identified in Schedule "B", shall be granted. No refund will be provided for an application cancelled or withdrawn after the public notice has been issued.

4. Section 2.13 is amended by adding 2.13 (f) as follows:

(f) Notwithstanding paragraph (e), Council may return all or any part of the fee associated with applications identified in paragraph (a) to the applicant.

- all as shown on the plan attached hereto and forming part of this by-law.

- toutes les modifications sont indiquées sur le plan ci-joint et font partie du présent arrêté.

IN WITNESS WHEREOF The City of Saint John has caused the Corporate Common Seal of the said City to be affixed to this by-law the X day of January, A.D. 2025 and signed by:

EN FOI DE QUOI, The City of Saint John a fait apposer son sceau communal sur le présent arrêté le X janvier 2025, avec les signatures suivantes:

Mayor/Maire

City Clerk/ Greffier de la municipalité

First Reading - X

Second Reading - X

Third Reading - X

Première lecture - X

Deuxième lecture - X

Troisième lecture - X



The City of Saint John

Date: December 5, 2024
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: December 10, 2024

SUBJECT

Applicant: Hughes Surveys and Consultants on behalf of Mike Cavanagh Homes Inc.

Landowner: Simpco Developments Ltd.

Location: 125 Gault Road

PID: 00403535

Existing Plan Designation: Low Density Residential

Existing Zoning: Two-Unit Residential (R2) and General Commercial (CG)

Proposed Zoning: Two-Unit Residential (R2), Mid-Rise Residential (RM), and General Commercial (CG)

Application Type: Rezoning, Section 59 Amendment, and Subdivision

Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Municipal Plan, Zoning By-Law, and Section 59 conditions. Common Council will consider the Committee's recommendation at a public hearing on **Monday, January 13, 2025.**

The *Community Planning Act* authorizes the Planning Advisory Committee to advise Common Council concerning the vesting of public streets.

The *Community Planning Act* and Subdivision By-Law authorize the Planning Advisory Committee to approve an access to a lot, where such lot does not abut a Public Street.

The *Community Planning Act* authorizes the Planning Advisory Committee to grant reasonable variances from certain requirements of the Zoning By-Law and Subdivision By-Law. Terms and conditions can be imposed.

EXECUTIVE SUMMARY

The applicant has applied to rezone a 4.5-hectare portion of the site from Two-Unit Residential (R2) to Mid-Rise Residential (RM). This will provide for the development of the following mix of townhouses and multiple unit buildings in the eastern portion of the site:

- Two, 6-unit townhouses
- Seven, 18-unit buildings,
- Two, 12-unit buildings
- One, 24-unit building.

Subdivision approvals are also being sought to subdivide the site into a series of Public and Private Streets and lots. This will include the development of a series of semi-detached buildings on the portion of the property retaining the R2 zoning. An amendment to Section 59 conditions governing development of the commercially zoned eastern portion of the site is also being sought.

Approval of the application is recommended by Community Planning as the proposed development conforms to the policy direction established in the Municipal Plan and conforms to the surrounding neighbourhood context. The recommendation also contains Common Council's assents related to the subdivision.

RECOMMENDATION

1. That Common Council rezone a parcel of land having an approximate area of 4.5 hectares, located at 125 Gault Road, also identified as a portion of PID Number 00403535, from **Two-Unit Residential (R2)** to **Mid-Rise Residential (RM)**.
2. That Common Council rescind the Section 39 conditions imposed on the December 5, 2011, rezoning of the property located at 125 Gault Road, also identified as PID Number 00403535.
3. That Common Council, pursuant to the provisions of Section 59 of the *Community Planning Act*, impose the following conditions on the parcel of land having an area of approximately 8.8 hectares, located at 125 Gault Road, also identified as PID Number 00403535:

- a. Driveways serving the portion of the site zoned General Commercial (CG) shall be allowed exclusively from Gault Road and not Manawagonish Road.
 - b. Driveways for corner lots at the Dantes Drive and Gault Road intersection shall be prohibited from accessing Gault Road.
4. That Common Council rescind its resolution of February 27, 2012, with respect to the assent to Land For Public Purposes for the subject site.
5. That Common Council assent to the submitted subdivision plan, in general accordance with the submitted subdivision plan, with respect to the vesting of Public Streets and any required Local Government Services Easements and Municipal Drainage Easements.
6. That Common Council not assent to the proposed Land for Public Purposes, but instead assent to money-in-lieu of Land for Public Purposes in relation to the proposed subdivision.
7. That Common Council authorize the preparation and execution of one or more City/Developer Subdivision Agreements to ensure the provision of the required work and facilities, including any necessary temporary turnarounds.
8. That the Planning Advisory Committee approve the access to all proposed lots from the proposed private street network, suitable for the passage of motor vehicles, as being advisable for the proposed development of land. This approval only comes into effect should Common Council give Third Reading to the proposed rezoning.
9. That the Planning Advisory Committee grant the following variances from the Subdivision By-law:
 - a. A variance to permit a Private Street serving a form of development other than a Cluster Townhouse Dwelling subject to the condition that the Final Plans of Subdivision for the proposed development incorporate a notation stating the City of Saint John is not responsible for any maintenance of the Private Access;
 - b. A variance from the requirements from subsections 14(8)(b)(i) and 22(1)(f) of the Subdivision By-law to allow for dwelling units in the proposed subdivision to be serviced by a storm sewer system other than a Municipal Storm Sewer System.

These variances only come into effect should Common Council give Third Reading to the proposed rezoning.
10. That the Planning Advisory Committee approve the street name "Coastal Crescent."

DECISION HISTORY

On December 5, 2011, Common Council enacted By-Law Number C.P. 110-184 which rezoned the subject site from "RSS" One Family Serviced Suburban Residential to "R-2" One and Two-Family Residential and "B-2" General Business. Section 59 conditions were imposed on the "B-2" General Commercial portion of the site related to access and permitted uses.

On February 27, 2012, Common Council granted the necessary assents for subdivision of the site and authorized the necessary City/Developer Subdivision Agreements.

ANALYSIS

Proposal

The applicant is proposing to subdivide the site and rezone a portion of the subject parcel from Two-Unit Residential (R2) to Mid-Rise Residential (RM). The rezoning will facilitate the construction of a series of townhouse and multiple unit buildings in the central and eastern portion of the site.

The site will be subdivided into individual lots for each of the townhouse buildings and multiple unit dwellings. Lots will also be subdivided in the portion of the site retaining the Two-Unit Residential (R2) zoning allowing for the development of semi-detached dwellings. Dantes Drive will be extended through the site from its current terminus to Gault Road. A second Public Street, Mabel Crescent (to be renamed to Coastal Crescent) will access the area of semi-detached development in the northern portion of the site. A Private Street, Andy Crescent will provide access to the multiple unit dwellings in the southern portion of the site. The proposed subdivision layout differs from that assented to in 2012.

An amendment to the Section 59 Conditions relating to the permitted uses within the portion of the site zoned General Commercial (CG) has also been requested.

Site and Neighbourhood

The subject site is located at the intersection of Gault Road, Manawagonish Road, Ocean Westway and Route 7 in West Saint John, directly south of the existing Monte Cristo subdivision. The site is approximately 9 hectares in area and is currently undeveloped except for cleared areas associated with a Local Government Services Easement and roadway alignments associated with the former approved subdivision layout.

Monte Cristo, a subdivision of single-unit dwellings zoned Suburban Residential (RSS), is located north of the development. Additional residential development, zoned One-Unit Residential (R1), is located further to the north along Gault Road. A townhouse development is located across Gault Road from the site along Hitachi Crecent and is zoned Low-Rise Residential (RL). An area of commercial development exists southeast of the site, along Manawagonish Road, and is zoned Commercial Corridor (CC). Additional residential development is located south of Manawagonish Road and contains single unit, townhouse, and a multiple unit dwelling with Two-Unit Residential (R2), Low-Rise Residential (RL), and Mid-Rise

Residential (RM) zoning. A daycare is also located east of the site along Gault Road and is zoned Neighbourhood Community Facility (CFN).

Municipal Plan

The site is designated as a Low Density Residential Intensification Area in the Municipal Plan. These are neighbourhoods, located in suburban areas, with lower density housing and convenience retail services. Growth is encouraged within these areas with a more compact urban form and broader range of housing options. The Municipal Plan targets these areas to receive approximately 40% of future growth and development.

An analysis of the proposal with respect to the relevant policies of the Municipal Plan is provided in Attachment 2.

Conformity with the Low-Density Designation

The proposed development is considered infill development of a vacant parcel of land utilizing existing municipal services. This conforms to a key direction established in the Municipal Plan. The proposed density aligns with the requirements of the Low-Density Residential designation and the following criteria for future development within Low Density Intensification Areas:

- **Location along a Collector Roadway** – The development is located along Gault Road, a collector road. Scheduled transit service is provided through a scheduled route and the West Side Flex service.
- **Adequacy of Servicing and Transportation** – Water and sanitary sewer capacity is available. Sanitary sewer must be extended from its current terminus on Dantes Drive. A Traffic Impact Study¹ completed for the development found that no transportation network improvements are required to support the development.
- **Building Design** - While the proposed buildings are subject to detailed design, the proposed design, topology and massing of the proposed buildings are like the building under construction on Wild Fox Drive. The multiple unit buildings will have a height of 3 stories, conforming to the four-storey limit in the Low Density Residential designation.

The mix of residential typologies in the proposed development responds to the provision of additional “missing middle”² housing with respect to housing affordability. These are units that fit within the broad range of housing styles between single detached units and apartment style multiple unit buildings.

¹ Englobe Corp. Gault Road Traffic Impact Study – Mike Cavanaugh Homes Inc. Traffic Impact Study. October 31, 2024.

² CMHC, through the Housing Accelerator Fund, defined Missing Middle as follows: Multi-unit housing characterized as missing middle refers to ground-oriented housing types that exist between single-detached and mid-rise apartments. This includes garden suites, secondary suites, duplexes, triplexes, fourplexes, row houses, courtyard housing, and low-rise apartments (less than 4 stories).

From the above summary and the analysis of conformance with the Municipal Plan Policies (Attachment 2), the proposed development achieves the intent of the Municipal Plan based on the density, the proposed uses, and the building forms in the proposed development.

Rezoning

The subject site is currently zoned Two-Unit Residential (R2) with the southeast portion of the site zoned General Commercial (CG). The R2 zoning does not permit the proposed multiple unit dwellings and townhouses. Rezoning of a portion of the site to Mid-Rise Residential (RM) has been requested to allow for the development.

From a review of the plans submitted with the application, the proposed dimensions and setbacks meet the standards of the requested RM zoning and other By-Law requirements. Depending on final design, variances may be required to reduce the front yard setbacks for some of the multiple unit buildings. These can be processed at the Building Permit stage following detailed design.

Servicing and Traffic

Infrastructure Development and Saint John Water have reviewed the proposal. Water supply exists to serve the development and sanitary sewer capacity is available through connection to the exiting sanitary sewer on Dantes Drive. Detailed engineering plans for the development will be subject to review and approval by the City. The development will also be subject to the City's Drainage By-Law which requires that the engineered stormwater management limits post-development discharge to the existing pre-development discharge.

A Traffic Impact Study was completed which examined traffic operations at the Valentine Boulevard/Gault Road, Dantes Drive/Gault Road/Hitachi Crescent, and Manawagonish/Gault Road intersections.

The study found added development traffic will not have a significant impact on the overall performance of the surrounding area's street network or intersections. No roadway improvements are required to support the development.

Section 59 Conditions

The portion of the site zoned General Commercial (CG) is subject to Section 59 conditions recommend by Staff on the 2011 application. These conditions:

- Limit the use of the commercially zoned portion of the site to the following:
 - a bank or financial institution;
 - a bakery;
 - a convenience store;
 - a day care centre;
 - a personal service shop;
 - a repair service shop
 - a restaurant (excluding a drive-through);
 - a retail store;

- an office;
- a gasoline bar, subject to such terms and conditions as may be imposed by the Planning Advisory Committee.
- Limit access to the commercial development to Gault Road
- Limit the gross floor area of structures on the site to 1,000 square metres.

Staff recommended these conditions on the original rezoning application in 2011. The 1000 square metre limitation on gross floor area was based on policy contained in the former (1973-2012) Municipal Plan in effect in 2011. When the conditions were imposed, a gasoline bar was subject to further approval by the City's Planning Advisory Committee, as it was a conditional use in the City's former Zoning By-Law.

Staff recommend the only condition that be retained on the portion of the site zoned CG is the requirement that access be provided from Gault Road and not Manawagonish Road. An access onto Manawagonish Road is not feasible given the configuration of the rotary intersection at Manawagonish Road.

Staff note the current CG zone permits a broader listing of uses which may serve to benefit area residents. The zone also contains restrictions for uses, such a vehicle repair garages, bars, and nightclubs, which may pose a land use conflict with residential uses.

With respect to the residential area being rezoned to RM, Staff note the development will be subject to proposed amendments to the Zoning By-Law which will require the following elements:

- additional landscaping, including front yard landscaping,
- additional amenity space, and
- additional requirements regarding building design.

These amendments will reduce the need for additional Section 59 conditions such as those recommend on past applications. Staff, however, recommend a condition that driveways developed for the comer lots at the Dantes Drive / Gault Road intersection be prohibited from accessing Gault Road.

Subdivision

The site is proposed to be subdivided into individual allowing for semi-detached units in the area of the site zoned R2, and multiple unit buildings in the portion of the site to be zoned RM. Subdivision will also include the extension of Dantes Drive, a Public Street, through the site to intersect with Gault Road and a second Public Street, Mable Crescent (renamed to Coastal Crescent), to serve the semi-detached dwellings. A Private Street, Andy Crescent, will be developed south of Dantes Drive to access the area of multiple-unit development.

The Tentative Plan of Subdivision meets the standards of the Subdivision By-Law. Roadways and underground infrastructure will need to be built in accordance with the requirements of the City of Saint John General Specifications.

Community Planning recommends that Council assent to all necessary Local Government Service Easements and Municipal Drainage Easements for servicing of the site.

Variances from Subdivision By-Law

Section 14(8) of the Subdivision By-law limits the use of Private Streets to the following criteria:

- The development is in the Primary Development Area;
- The proposed development consists of cluster townhouse dwellings; and
- The proposed dwellings are serviced by Municipal Water, Sanitary Sewer and Storm Sewer.

The site is located within the Primary Development Area; however, the proposed private street, Andy Court, will serve multiple-unit buildings. The intent of permitting private streets in this context is to accommodate higher-density residential developments where ownership structures, such as condominium associations, are responsible for funding and maintaining the streets. The proposed private street aligns with this intent by supporting higher-density housing in an urban area and ensuring maintenance by the corporate entity managing the multiple-unit buildings.

Private streets must adhere to the City's General Specifications. These specifications ensure the streets can accommodate emergency and municipal vehicles. Although the private street network will be owned and maintained by a private entity, it will be designed to meet the standards necessary for fire, emergency, and larger vehicles accessing the site.

Subsection 14(8)(b)(i) of the Subdivision By-law allows for Private Streets to be developed where Municipal Water, Municipal Sanitary Sewer and Municipal Storm Sewer is provided. This is also a requirement through subsection 22(1)(h) of the by-law requiring the provision of Municipal Storm Sewer infrastructure by the Developer.

Servicing for the proposed multiple unit development will include stormwater management provided via a private system. The provision of the private stormwater system requires a variance from the requirements of subsections 14(8)(b)(i) and 22(1)(h) of the Subdivision By-Law. Staff recommend approval of the variance as the design of storm water management within the proposed development, including the internal collection system, will be subject to the review and approval of the City through the Drainage By-Law.

Staff recommend a condition on the variances that the variances only come into effect upon Third Reading of the rezoning along with a condition requiring a notation on the Final Plans of Subdivision that the City of Saint John does not provide any maintenance of the Private Access.

Land for Public Purposes

Common Council assented to accept Land for Public Purposes with respect to the previous subdivision layout for the site in 2012. This was prior to acceptance of the City's Recreation Strategic Plan and current Subdivision By-Law which instead direct acceptance of money-in-lieu. Parks and Public Spaces has reviewed the proposed subdivision and recommends

accepting money-in-lieu. The proposed development and surrounding area are served by the Monte Cristo playground located north of the site on Elba Boulevard. This facility features a basketball court and playground equipment. Given this, rescinding of the 2012 resolution is recommended with a new assent to accept money-in-lieu.

Street Names

Mabel Crescent was originally proposed as a Public Street name. However, it is not acceptable due to phonetics. Coastal Crescent has been suggested as a replacement and is acceptable to the City's GIS Service Area. It is recommended that the Committee approve the name of the new Public Street, Mabel Crescent.

Conclusion

Approval of the application is recommended as it confirms to the Municipal Plan, Zoning, and Subdivision By-Laws and surrounding neighbourhood context.

Section 59 conditions are recommended in conjunction with the rezoning approval and the proposed subdivision is supported by Community Planning. Council assents related to money-in-lieu of Lands for Public Purposes, Local Government Services Easements, and vesting of the new Public Street are also recommended.

ALTERNATIVES AND OTHER CONSIDERATIONS

No alternatives are proposed.

ENGAGEMENT

Proponent

The proponent solicited comments from area residents via a written circular. The circular was mailed out in late October to residents within a 100-metre offset of the subject property.

Public

In accordance with the Committee's Rules of Procedure, notification of the application was sent to landowners within 100 metres of the subject property on November 25, 2024. Notice of the Public Hearing for the rezoning was posted on the City of Saint John website on December 5, 2024.

APPROVALS AND CONTACT

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Application: 24-0187, 24-0278

APPENDIX

Map 1: **Aerial Photography**

Map 2: **Future Land Use**

Map 3: **Zoning**

Map 4: **Areas subject to Rezoning and Section 59 Amendment**

Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan Policy Review**

Submission 1: **Site Plan / Tentative Plan of Subdivision / Building Elevation**

Submission 2: **Traffic Impact Study Summary**

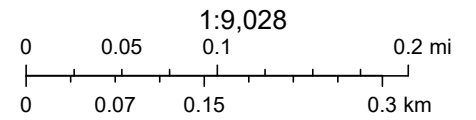
Submission 3: **Proponent Consultation Notice and Response Received**

125 Gault Road Airphoto



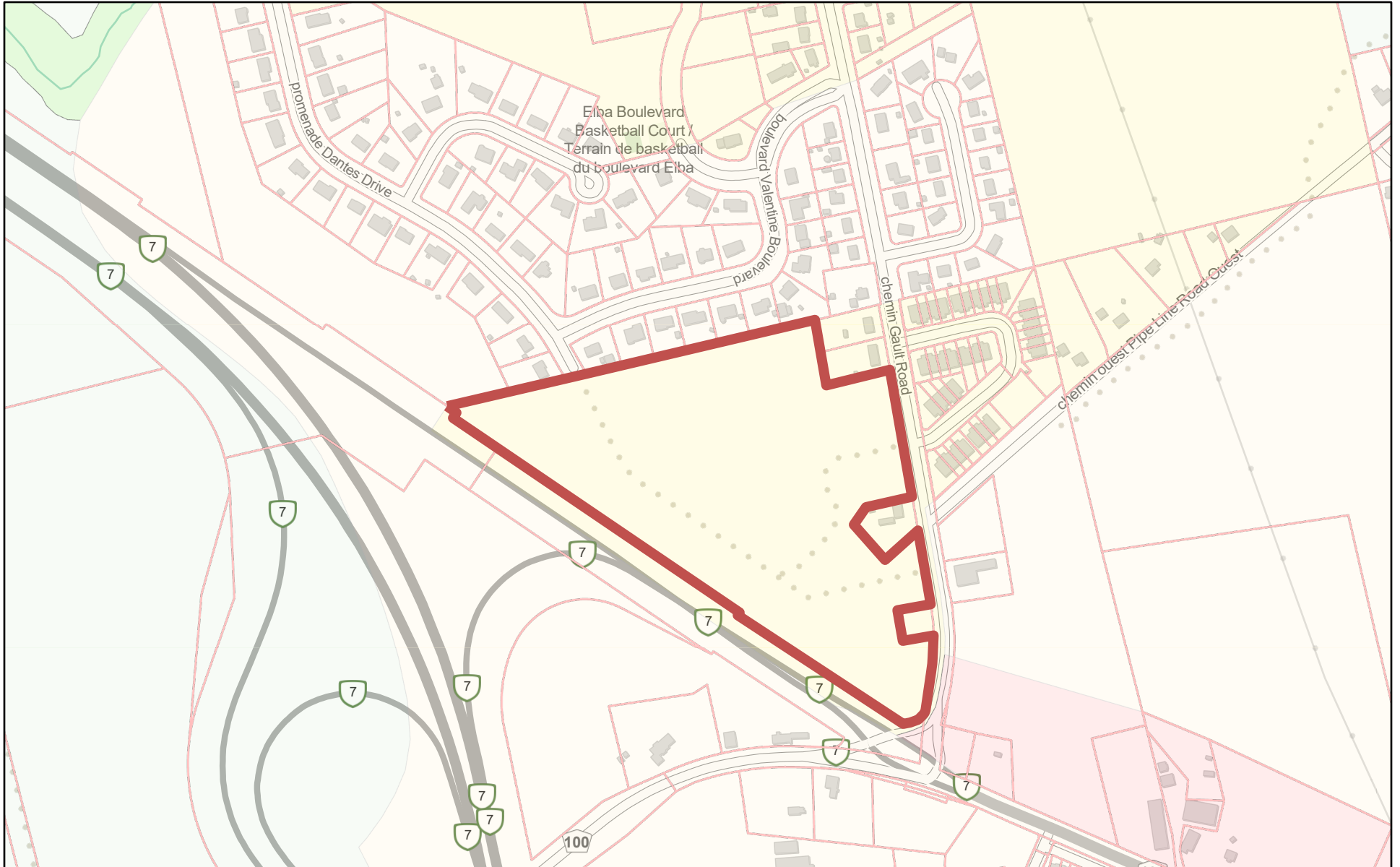
11/25/2024, 11:55:58 AM

 Subject Site  Property Parcels





The City of Saint John, Service New Brunswick, New Brunswick Emergency Measures Organisation






125 Gault Road Future Land Use



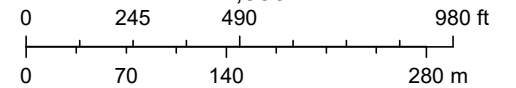
11/25/2024, 5:12:25 PM

-  Subject Site
-  Property Parcels

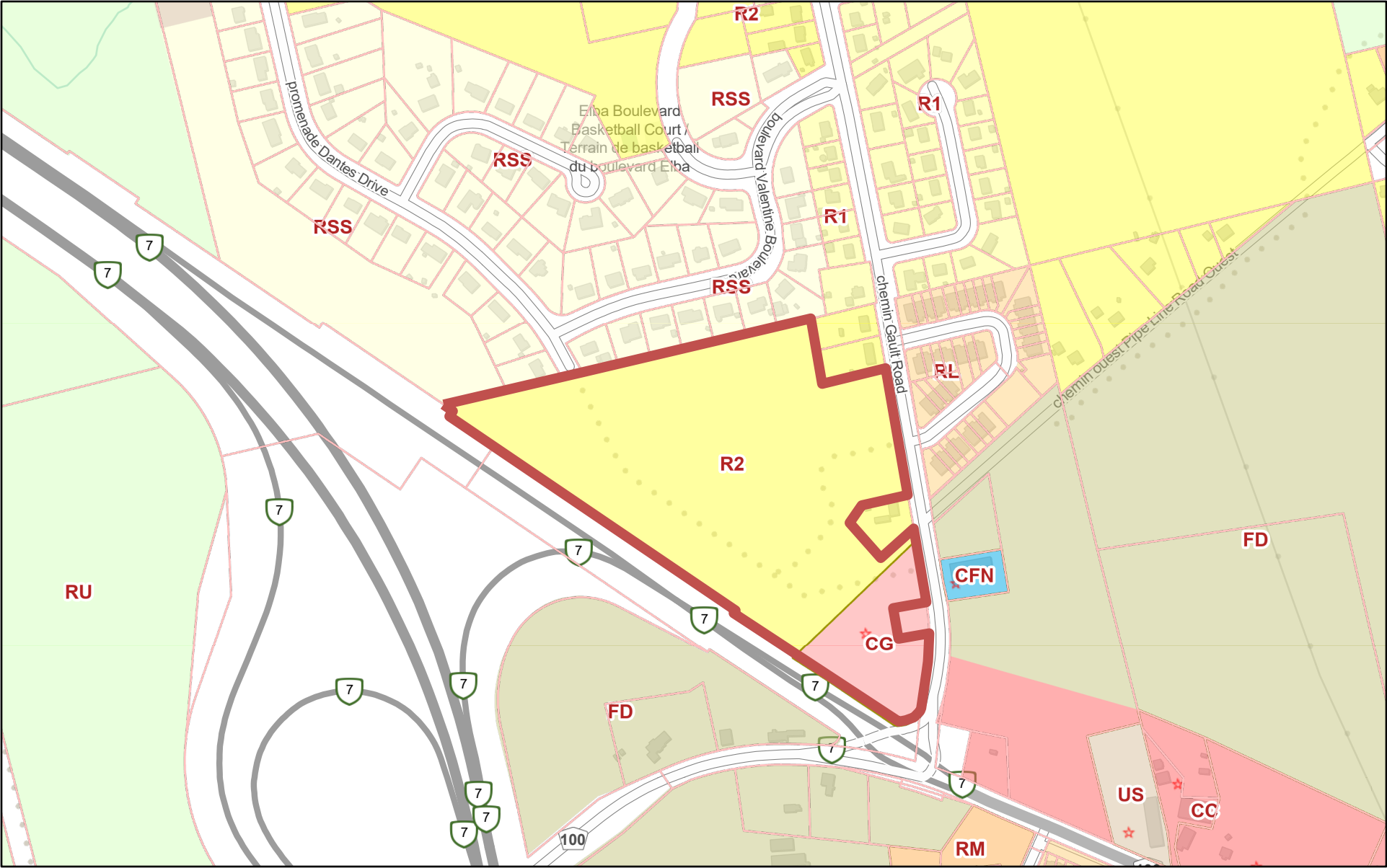
Future Land Use

-  Low Density Residential
-  Stable Commercial
-  Rural Resource
-  Park and Natural Area
-  Stable Residential

1:7,500

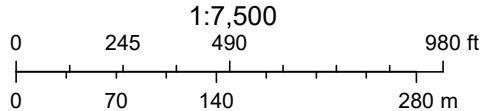


125 Gault Road Zoning

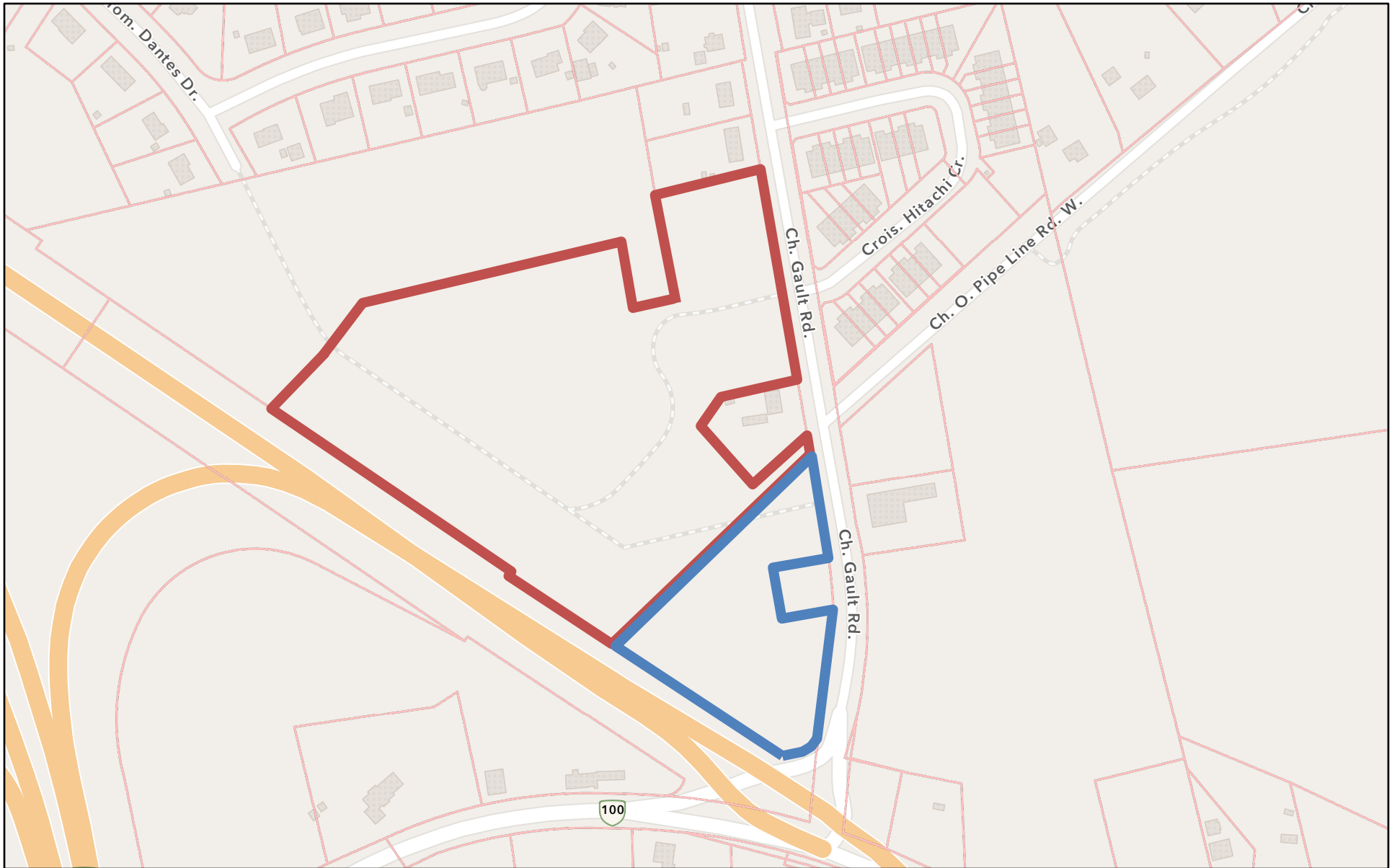


11/25/2024, 5:13:45 PM

Subject Site	Conditional Zoning Lines	Zoning	R2	CC
Property Parcels	Conditional Zoning	RM	R1	CG
		RL	RSS	US



125 Gault Road Area Subject to Rezoning and Section 59 Amendment



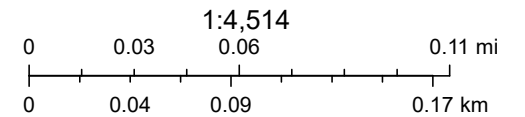
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Lines

 Area subject to Rezoning

 Area subject to Section 59 Amendment

 Property Parcels



Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community



View of site from Dantes Drive.



View along Gault Road looking north.



View looking east along approximate location of Mabel Crescent (Coastal Crescent).



Existing dwellings along Valentine Boulevard.

Municipal Plan Policy	Assessment
<p>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.</p>	<p>The proposed semi-detached units align with the policy.</p>
<p>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.</p>	<p>The net density of the site is 30.9 units/hectare.</p>
<p>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:</p> <ol style="list-style-type: none"> 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 	<p>A rezoning is being sought for the proposed rowhouse and multiple unit dwellings and the proposal complies with the provisions of the policy through the following:</p> <ol style="list-style-type: none"> a. The site is located along Gault Road, a collector road. Scheduled transit service is provided by Route 12-Martinon which provides weekday peak hour service. The site is also within the service area for the West Side Flex (on-demand) transit service. b. The site is on the southern periphery of the Monte Cristo neighbourhood, an existing low-density, single-unit neighbourhood. c. The proposed multiple-unit dwellings are located in an area within the subject site where, with the exception of being adjacent to one single-unit dwelling. They are adjacent to NB Route 7, Gault Road and a commercially zoned parcel of land. d. The proposed multiple-unit dwellings are a residential land use located within an area designated for residential intensification in the municipal plan and currently having residential zoning. The proposed site layout has the multiple-unit development located in proximity to a collector roadway to reduce through traffic the

<p>h. No building has a height exceeding four (4) storeys unless specifically permitted in a Neighbourhood Plan or Structure Plan.</p>	<p>adjacent neighbourhood and located adjacent to a provincial highway on-ramp and an area of future commercial development.</p> <p>e. Parking and amenity space is provided in the development along with buffer areas.</p> <p>f. Parking and amenity space is provided in the development along with buffer areas. A stormwater management plan will be required at the building permit stage.</p> <p>g. Plans submitted with the application show a peaked roof for the multiple unit buildings along with a differentiation of siding materials and balconies which provide amenity space and articulation to the building exteriors. The design will be subject to the new design standards that are being adopted in the Zoning Reform that will require additional site and building design elements.</p> <p>h. The multiple unit buildings will have a height of 3 stories.</p>
<p>Policy UD-9 Ensure all development proposals generally conform to the following General Urban Design Principles:</p> <p>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:</p> <p>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;</p> <p>b. Locating building entrances facing the public street;</p>	<p>Policy UD-9 provides broad design policy for all parts of the City; such as incorporating natural features and topography and providing landscaping to buffer adjacent sites. The site layout is consistent with the surrounding pattern of streets and blocks.</p> <p>The requirement that entrances of multiple unit buildings face a Public Street will be an additional requirement in the Zoning By-Law consistent with upcoming amendments related to Zoning Reform. Design of the proposed multiple unit buildings will have to conform to this new Zoning By-Law requirement.</p> <p>The proposed location of the multiple unit buildings does not have the buildings located adjacent to the existing lower density residential neighbourhood to the north.</p> <p>Parking areas for the multiple unit buildings are located to the side of the buildings and not between the building and the public or private streets.</p>

<ul style="list-style-type: none">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:<ul style="list-style-type: none">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;	
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<ul style="list-style-type: none"> 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 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. 	
<p>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:</p>	<p>The proposed lot sizes for the Two-Unit Residential development are consistent with those found in other areas of the City.</p> <p>Proposed amendments to the Zoning By-Law that are subject to adoption in early 2025, will require enhanced landscaping along the street frontages of the multiple unit buildings.</p>

<ul style="list-style-type: none">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;	
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<ul style="list-style-type: none"> 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. 	
<p>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:</p> <ul style="list-style-type: none"> 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; 	<p>Surface parking is located to the side of the proposed multiple unit buildings.</p>

Attachment 2: Municipal Plan Policy Review for 125 Gault Road

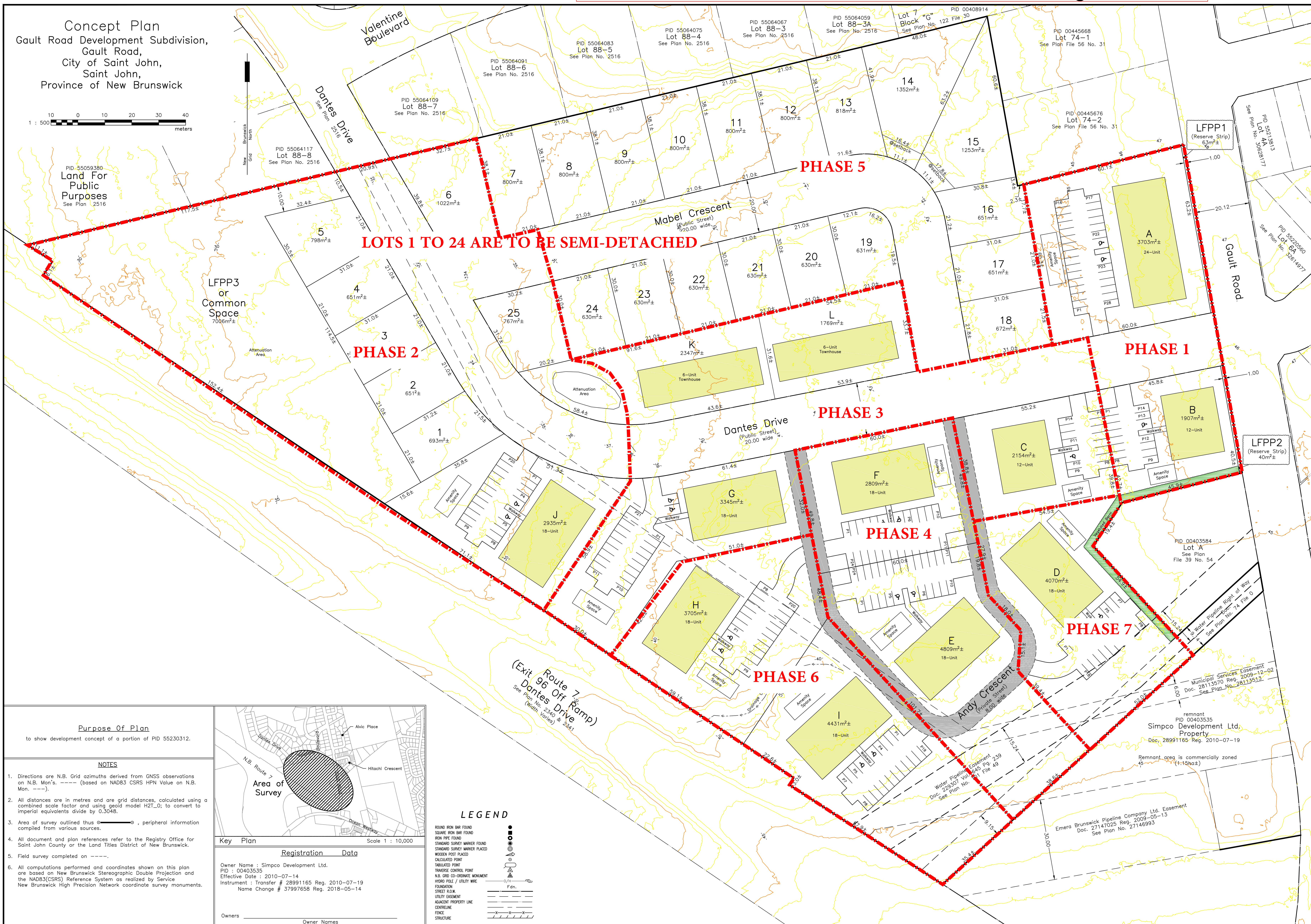
<ul style="list-style-type: none"> e. Generally locating surface parking to the side or rear of buildings; f. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and 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. 	
<p>Policy TM-4 Consider the following transportation matters when evaluating new development proposals:</p> <ul style="list-style-type: none"> 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; 	<p>This policy is met through the introduction of a new Public Street that provides access to the development from Gault Road.</p>
<p>Policy TM-38 Examine applications that are proposing the development of new public streets to ensure that the proposed streets are warranted.</p>	<p>The proposed street layout is warranted to direct development related traffic to the City’s arterial and collector roadway network.</p>
<p>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:</p> <ul style="list-style-type: none"> 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: 	<p>These are addressed through proposed Section 59 conditions.</p>

<ul style="list-style-type: none"> 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. <p>c. Appropriate controls are placed on any proposed development where necessary to reduce any conflict with adjacent land uses by reason of:</p> <ul style="list-style-type: none"> 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. <p>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;</p> <p>e. The proposal satisfies the terms and conditions of Policy I-5 related to timeframes and phasing of development; and</p> <p>f. The proposal meets all necessary public health and safety considerations.</p>	
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Submission 1: Site Plan / Tentative Plan / Building Elevations

Concept Plan
Gault Road Development Subdivision,
Gault Road,
City of Saint John,
Saint John,
Province of New Brunswick

1 : 500
0 10 20 30 40
meters

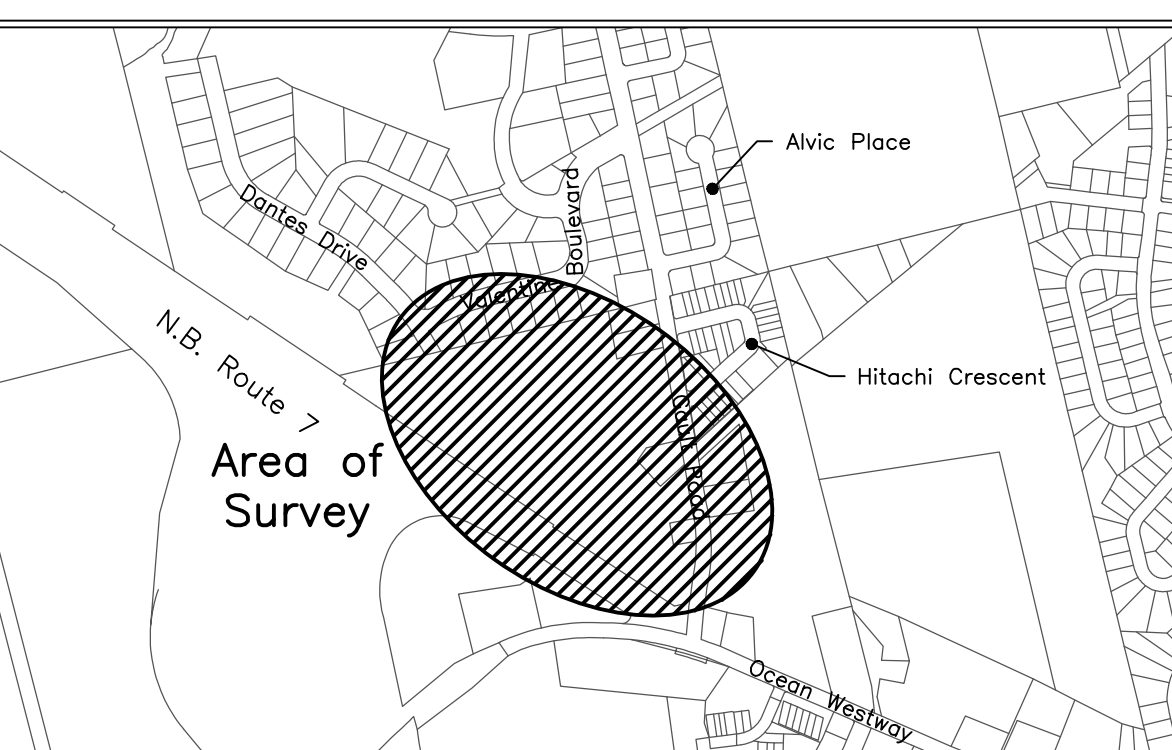


Purpose Of Plan

to show development concept of a portion of PID 55230312.

NOTES

- Directions are N.B. Grid azimuths derived from GNSS observations on N.B. Mon's. --- (based on NAD83 CSRS HPN Value on N.B. Mon. ---).
- All distances are in metres and are grid distances, calculated using a combined scale factor and using geoid model H2T_0; to convert to imperial equivalents divide by 0.3048.
- Area of survey outlined thus , peripheral information compiled from various sources.
- All document and plan references refer to the Registry Office for Saint John County or the Land Titles District of New Brunswick.
- Field survey completed on ---.
- All computations performed and coordinates shown on this plan are based on New Brunswick Stereographic Double Projection and the NAD83(CSRS) Reference System as realized by Service New Brunswick High Precision Network coordinate survey monuments.



Registration Data	
Owner Name :	Simpc Development Ltd.
PID :	00403535
Effective Date :	2010-07-14
Instrument :	Transfer # 2891165 Reg. 2010-07-19
Name Change # :	37997658 Reg. 2018-05-14
Owners	Owner Names

LEGEND

- ROUND IRON BAR FOUND
- SQUARE IRON BAR FOUND
- IRON PIPE FOUND
- STANDARD SURVEY MARKER FOUND
- HYDRO POLE / UTILITY WIRE
- FOUNDATION
- STREET FLOW
- UTILITY EASEMENT
- ADJACENT PROPERTY LINE
- CENTRELINE
- FENCE
- STRUCTURE

Submission 1: Site Plan / Tentative Plan / Building Elevations

Tentative Subdivision Plan
Gault Road Development Subdivision,
Dantes Drive,
City of Saint John,
Saint John,
Province of New Brunswick

HUGHES SURVEYS & CONSULTANTS INC.
1 : 500
0 10 20 30 40
meters

PID 55059380
Land For
Public
Purposes
See Plan 2516

LFPP3
or
Common
Space
7006m²±

Attenuation
Area

Valentine
Boulevard

Dantes Drive
See Plan 2516

PID 55064109
Lot 88-7
See Plan No. 2516

PID 55064117
Lot 88-8
See Plan No. 2516

PID 55064083
Lot 88-5
See Plan No. 2516

PID 55064075
Lot 88-4
See Plan No. 2516

PID 55064067
Lot 88-3
See Plan No. 2516

PID 55064059
Lot 88-3A
See Plan No. 2516

Lot 7
Block "G"
See Plan No. 122 File 30

PID 00445668
Lot 74-1
See Plan File 56 No. 31

PID 00445676
Lot 74-2
See Plan File 56 No. 31

remnant
PID 00403535
Simpco Development Ltd.
Property
Doc. 28991165 Reg. 2010-07-19

Future Development

PID 5521813
See Plan No. 30628177

PID 5520560
Lot 9A
See Plan No. 52614977

Hitachi
Crescent

Gault Road

Each lot to contain two Part Lots for
semi-detached units or single
detached dwellings.

Mabel Crescent
(Public Street)
Phase 1
20.00 wide

Mabel Crescent
(Public Street)
Phase 2
20.00 wide

Dantes Drive
(Public Street)
Phase 2
20.00 wide

remnant
PID 00403535
Simpco Development Ltd.
Property
Doc. 28991165 Reg. 2010-07-19

remnant
PID 00403535
Simpco Development Ltd.
Property
Doc. 28991165 Reg. 2010-07-19

PID 00403584
Lot A
See Plan
File 39 No. 54

Future Development

Future Development

Route 7
(Exit 96 Off Ramp)
See Plan No. 2340 & 2341
(Width Varies)

Municipal Services Easement
Doc. 2813570 Reg. 2009-12-02
See Plan No. 2813513

Emera Brunswick Pipeline Company Ltd. Easement
Doc. 27147025 Reg. 2009-05-13
See Plan No. 27146993

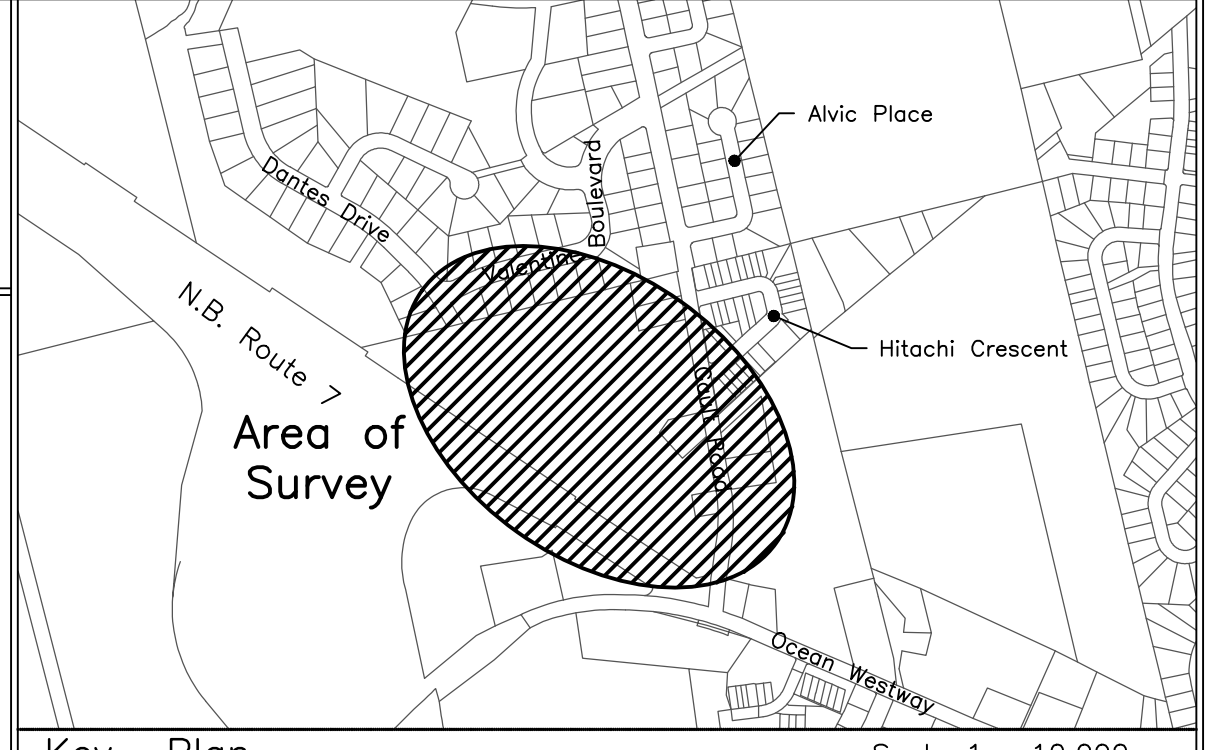
Water Pipeline Easement
Doc. 229207 Vol. 643 Pg 259
See Plan No. 101 File 49

September 23, 2014 1:59:28 PM

Purpose Of Plan
To show the Phase 1 development concept of a portion of PID 00403535.
To show the proposed public street network for Phase 1 & Phase 2.

NOTES

- Directions are N.B. Grid azimuths derived from GNSS observations on N.B. Mon's. ----- (based on NAD83 CSRS HPN Value on N.B. Mon. ---).
- All distances are in metres and are grid distances, calculated using a combined scale factor and using geoid model H2T_0; to convert to imperial equivalents divide by 0.3048.
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- All document and plan references refer to the Registry Office for Saint John County or the Land Titles District of New Brunswick.
- Field survey completed on -----.
- All computations performed and coordinates shown on this plan are based on New Brunswick Stereographic Double Projection and the NAD83(CSRS) Reference System as realized by Service New Brunswick, High Precision Network coordinate survey monuments.
- Each lot to contain two Part Lots for semi-detached units or single detached dwellings.



Registration Data
Scale 1 : 10,000

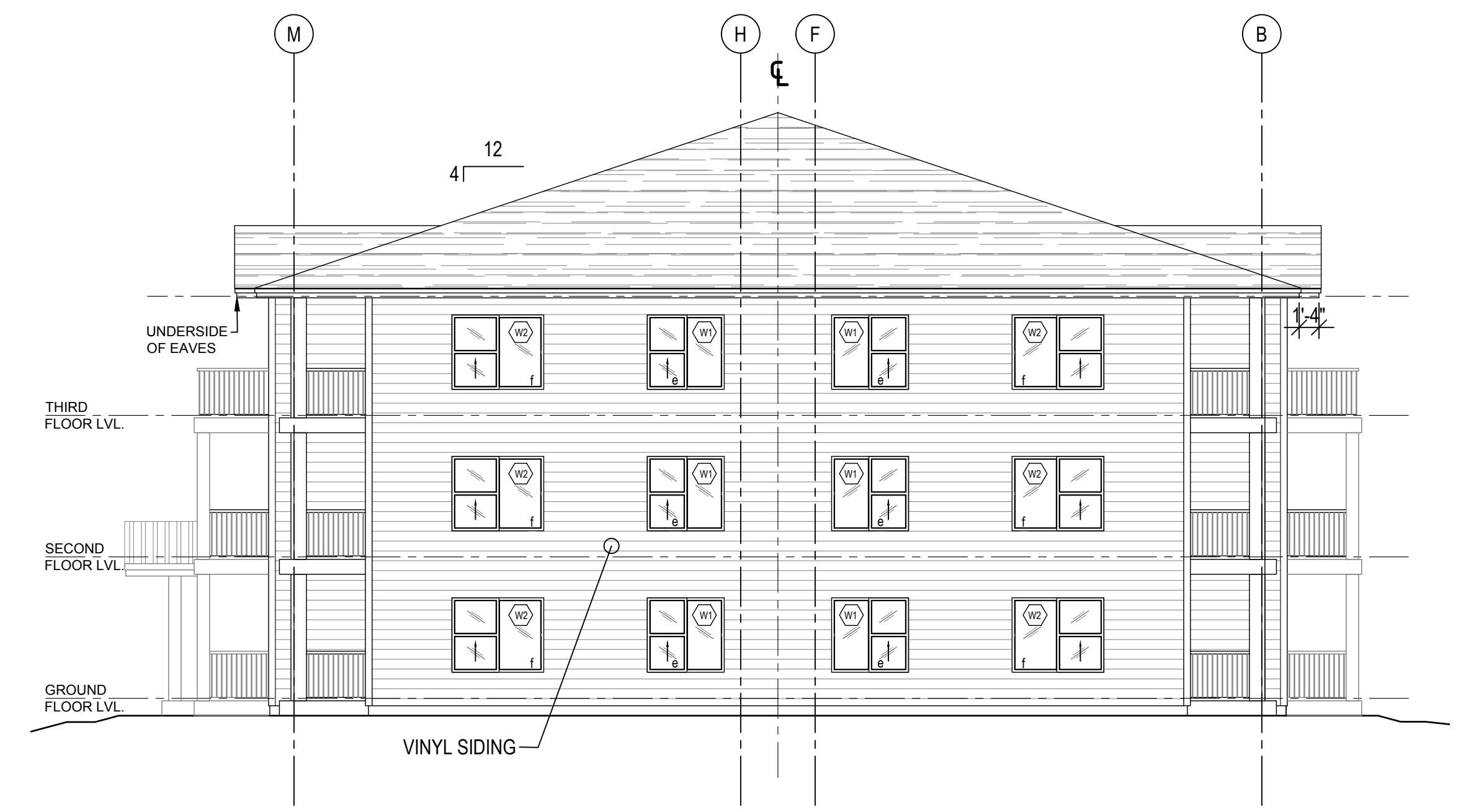
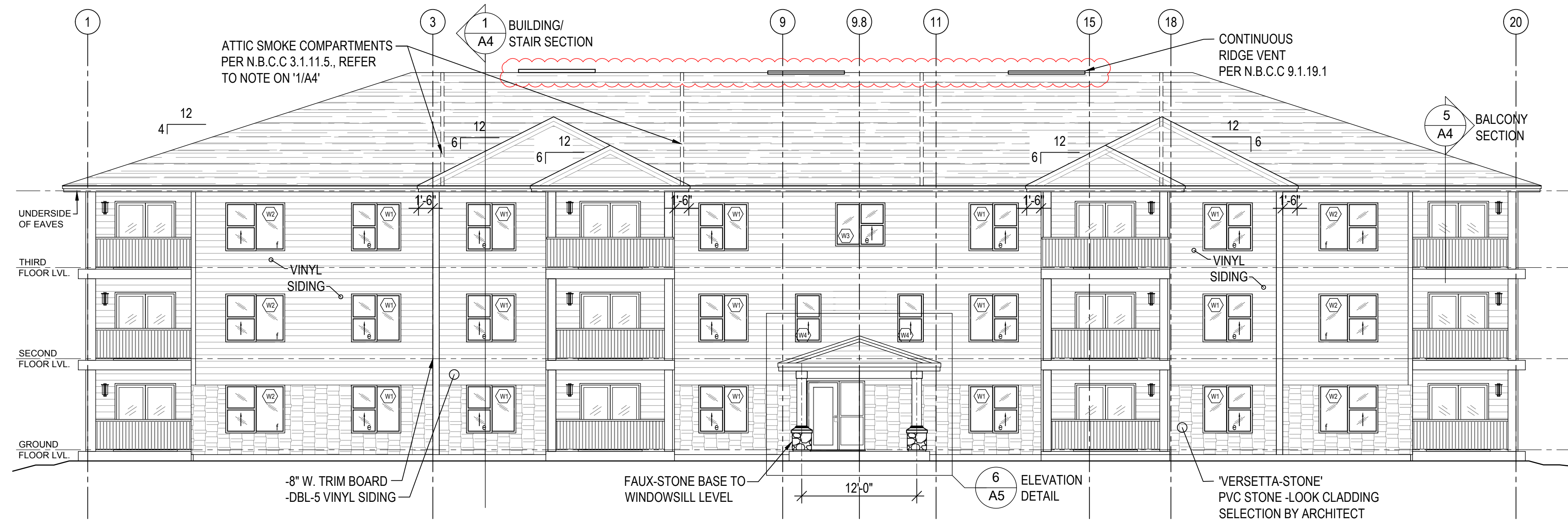
Owner Name : Simpc Development Ltd.
PID : 00403535
Effective Date : 2010-07-14
Instrument : Transfer # 28991165 Reg. 2010-07-19
Name Change # 37997658 Reg. 2018-05-14

Owners _____
Owner Names _____

LEGEND

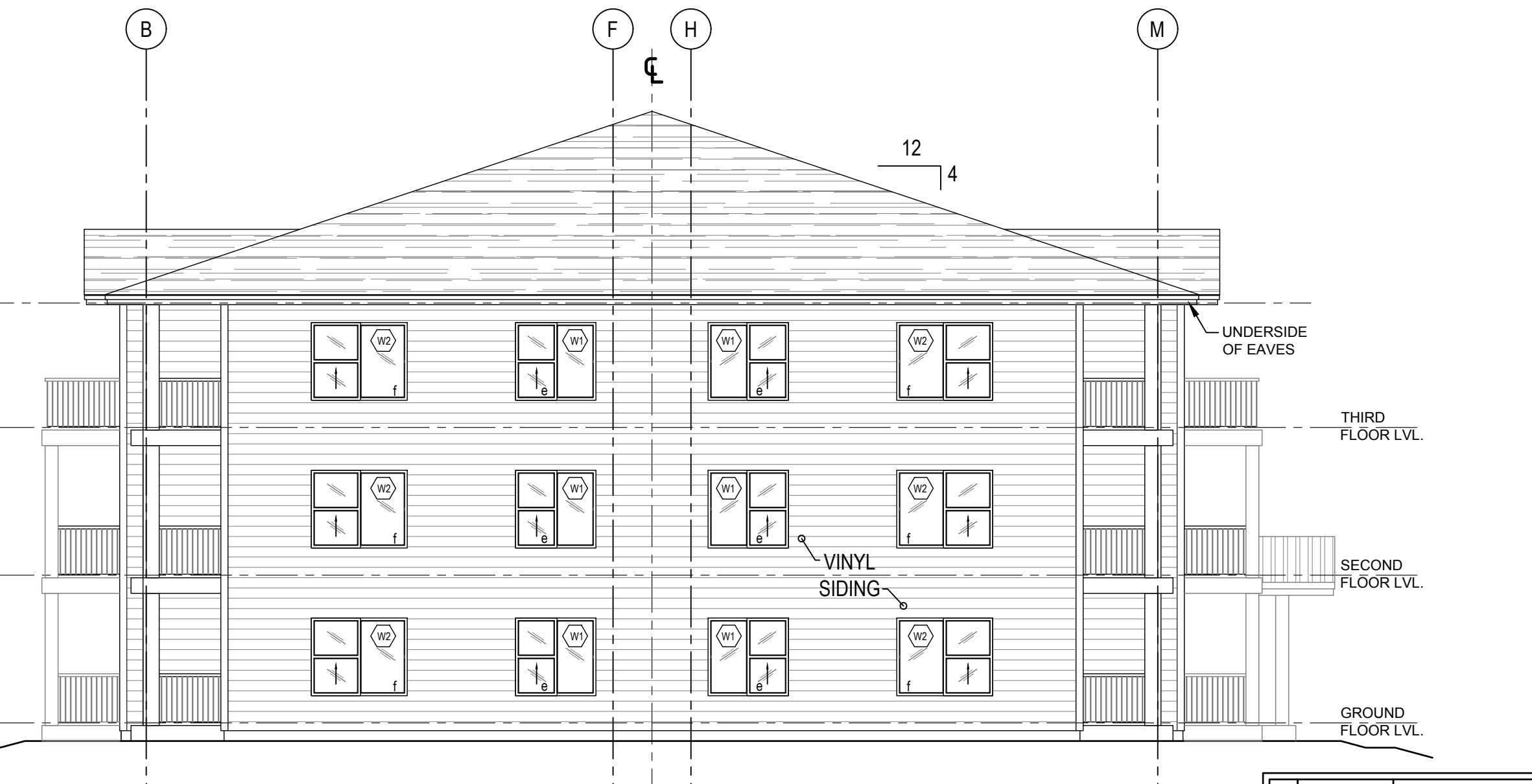
ROUND IRON BAR FOUND	
SQUARE IRON BAR FOUND	
IRON PIPE FOUND	
STANDARD SURVEY MARKER PLACED	
WOODEN POST PLACED	
CALCULATED POINT	
TABULATED POINT	
TRANGERS CONTROL POINT	
N.B. GRID CO-ORDINATE MONUMENT	
HYDRO POLE / UTILITY WIRE	
FOUNDATION	
STREET FLOW	
UTILITY EASEMENT	
ADJACENT PROPERTY LINE	
CENTRELINE	
FENCE	
STRUCTURE	

Submission 1: Site Plan / Tentative Plan / Building Elevations



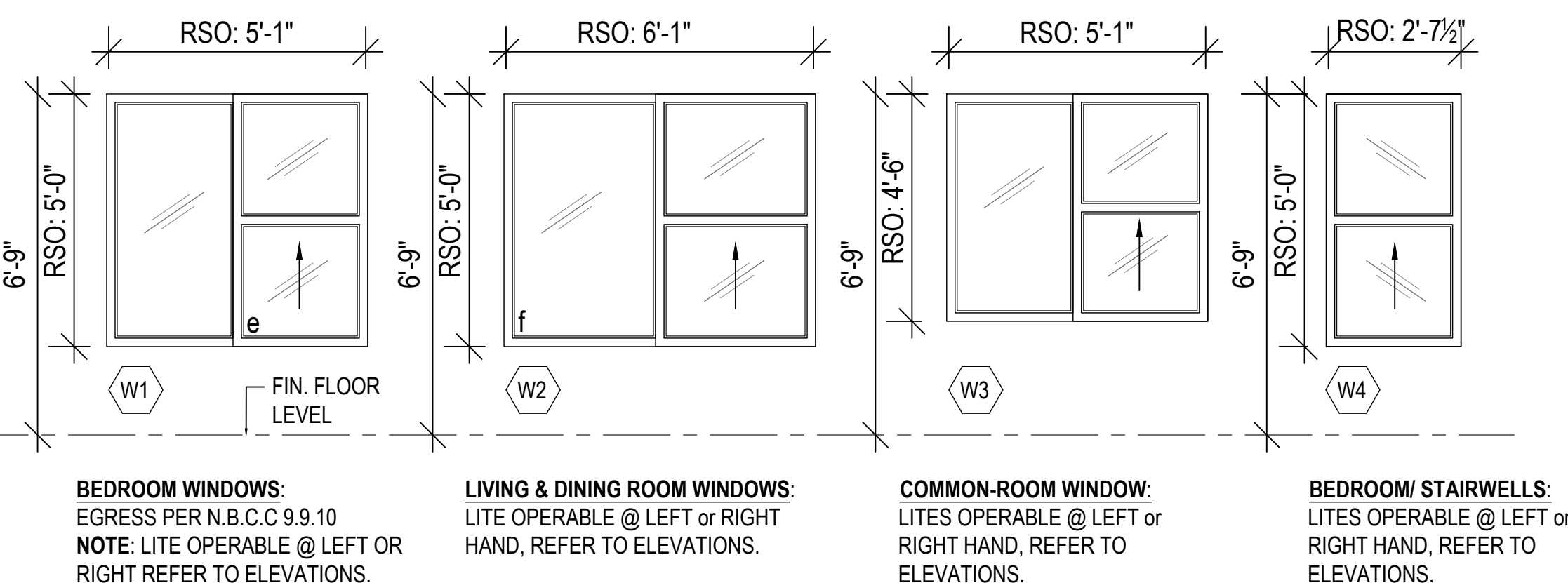
1. FRONT ELEVATION
A5
SCALE: 1/8" = 1'-0"

2. SIDE ELEVATION
A5
SCALE: 1/8" = 1'-0"

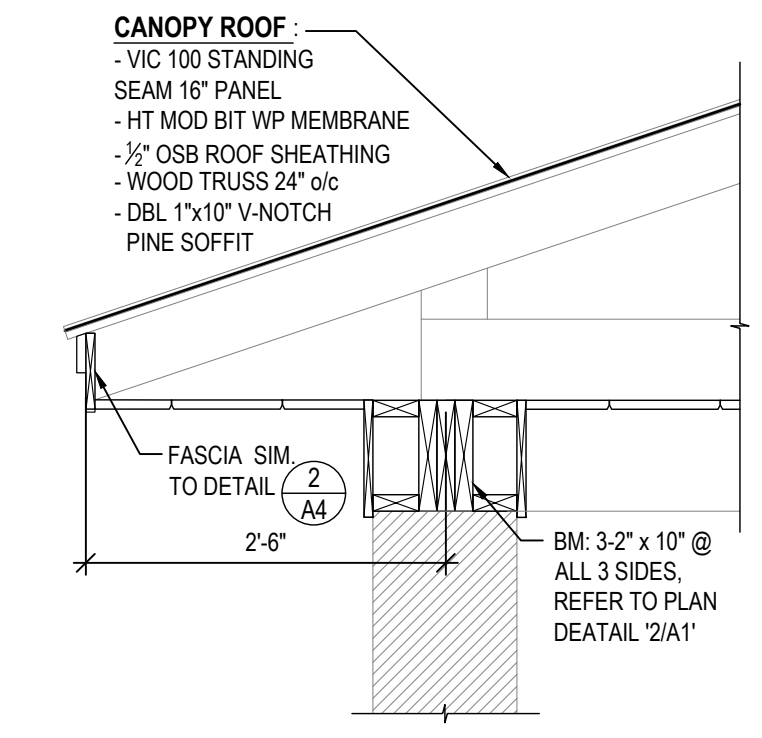
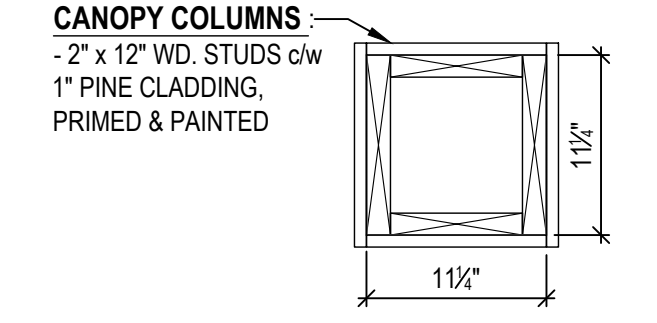
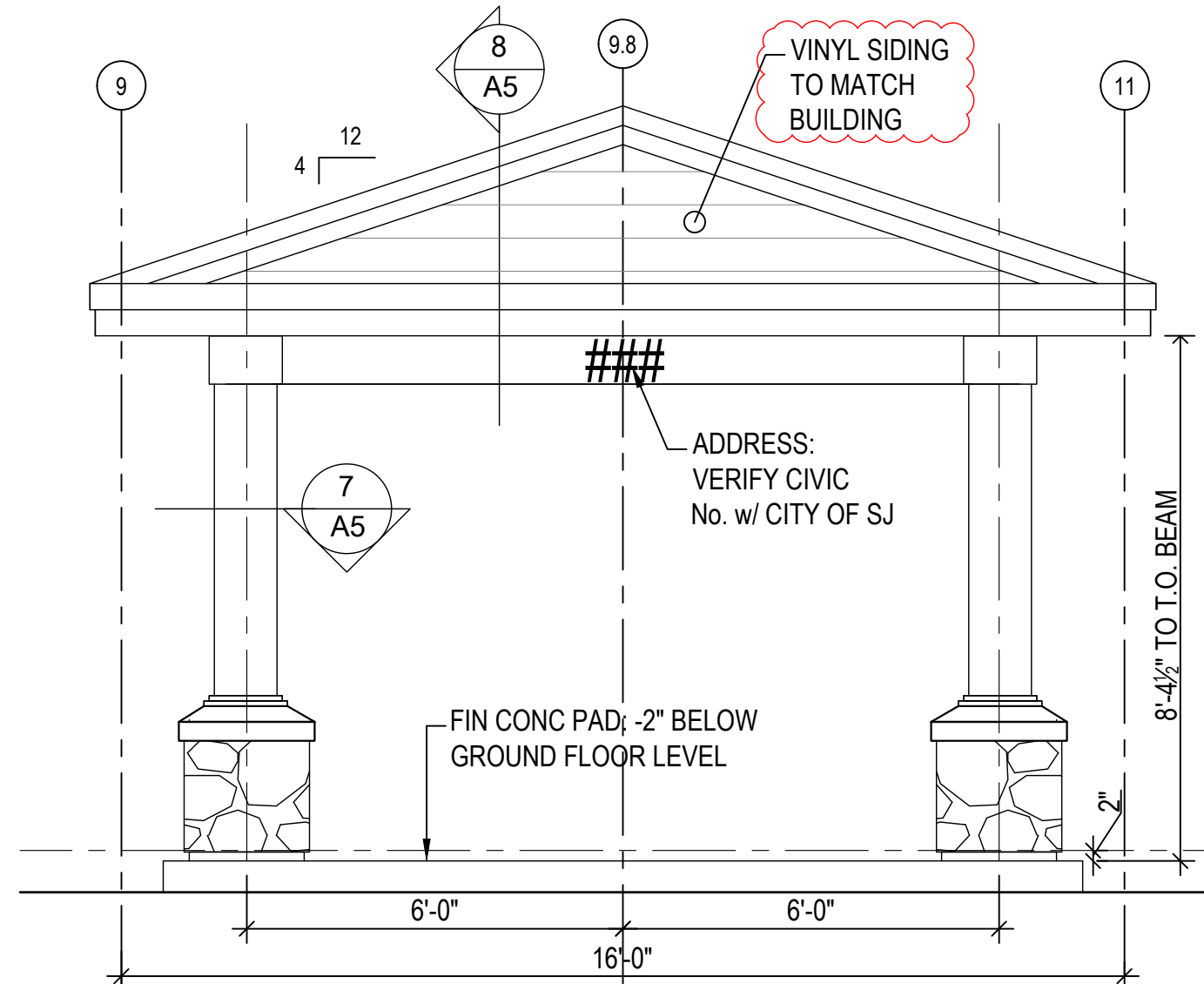


3. REAR ELEVATION
A5
SCALE: 1/8" = 1'-0"

4. SIDE ELEVATION
A5
SCALE: 1/8" = 1'-0"



- WINDOW NOTES:**
- WINDOWS BASED ON KOHLER, ATLANTIC OR APPROVED EQUAL, c/w SCREENS, LOCKING.
 - SEALED DOUBLE GLAZED UNITS; LOW-e/ ARGON-FILLED, CSA A440 A3, B6, C4, 140, F1 & S1, ENERGY STAR ZONE C or D, RATING 85 or BETTER.
 - ALL FRAME c/w NAILING FLANGE.
 - ALL DOORS & WINDOWS c/w LOCKING DEVICES & SCREENS
 - "e" INDICATES EGRESS WINDOW PER N.B.C.C 9.9.10
 - NON-EGRESS WINDOWS: MAX. 4" OPENING SASH PREVENTERS



5. WINDOW SCHEDULE
A5
SCALE: 3/8" = 1'-0"

6. DETAIL ELEVATION: FRONT ENTRY CANOPY
A5
SCALE: 3/8" = 1'-0"

7. PLAN DETAIL: ENTRY CANOPY COLUMNS
A5
SCALE: 1" = 1'-0"

8. SECTION DETAIL: ENTRY CANOPY
A5
SCALE: 3/4" = 1'-0"

28 MAR. 2024	ISSUED FOR BUILDING PERMIT
02 NOV. 2023	ISSUED FOR BUILDING PERMIT
07 MAR. 2023	CONSULTANT CO-ORDINATION
21 FEB. 2023	ISSUED FOR CLIENT REVIEW
NO. DATE	REVISION DESCRIPTION

97009

CERTIFICATE OF PRACTICE

Peter G. Mackenzie

28 Mar 2024

Peter G. Mackenzie
ARCHITECTURE

COMEAU MACKENZIE ARCHITECTURE
103 CHARLOTTE STREET, SAINT JOHN, NB E2L 1C1
TEL: (506) 657-1611 mackenzie@comEAU.ca

PROJECT NAME:
**MDC HOLDINGS, LTD.:
24 UNIT APARTMENT
BUILDING**

5 WILD FOX DRIVE
SAINT JOHN, NB

ELEVATIONS & DETAILS

DRAWN BY: AEP CHECKED BY:
SCALE: AS SHOWN DATE: FEB. 2023
PROJECT # 222403 DWG # A5-R1

Summary

Mike Cavanagh Homes Inc. is planning a 236-unit residential development on Gault Road adjacent to Highway 100 in Saint John, New Brunswick. The development will be developed in several phases. Phase 1 is to begin immediately upon approval and consists of 18 duplex units on an extension of Dantes Drive and will be complete in 2026. The remaining phases will be complete by 2035 and include a connection from Dantes Drive to Gault Road allowing a change in access for the neighbourhood. In total this development includes the addition of 62 Single-family attached, LUC 215, and 174 Multi-family (low-rise), LUC 220, residential units.

TRAFFIC VOLUMES

Traffic volumes were collected by Englobe staff on October 15, 2024 using a Miovision camera to collect turning movement counts. The intersections collected and analyzed in this study are **Gault Road @ Hitachi Crescent**, **Gault Road @ Valentine Boulevard**, and **Gault Road @ Manawagonish Road**.

The future background traffic volumes in 2031 and 2040 were estimated by applying a 1.5% annual growth rate to the 2024 volumes.

It was estimated that Phase 1 of the proposed development would generate 17 trips (4 in / 13 out) during the AM Peak period and 21 trips (12 in / 8 out) during the PM Peak period.

At full buildout, it was estimated that the development would generate 99 trips (24 in / 75 out) during the AM Peak period and 124 trips (77 in / 47 out) during the PM Peak period. The development volumes were added to the background volumes to estimate the 2031 and 2040 traffic conditions with the phases of the development in place.

LOS RESULTS

The Study Team completed LOS analyses for the existing 2024 conditions, the 2031 and 2040 background conditions, the projected 2031 conditions with Phase 1 + 5 years, and the projected 2040 conditions five years after completion of all phases of the proposed development.

In all scenarios it was found that the network will operate in very good condition, with all movements operating at LOS C or better with all intersection as LOS A.

ADDITIONAL CONSIDERATIONS

The sight distances at the proposed access was reviewed during a site visit and adequate sight distances to safely support all movements in to and out of the development was present.

The traffic volumes through the area are not high enough to warrant left turn or right turn lanes into the development.

RECOMMENDED IMPROVEMENTS

As the traffic volumes added by the proposed development would not have a significant impact on intersection LOS throughout the study area and the proposed access all have reasonable sight distances, there are no roadway improvements that are specifically required to accommodate the proposed development and accesses as planned.

New streets in the development are recommended to be constructed to a local standard as per City standard cross section S045-300. Optional modifications to this standard are noted in §6.1.

Transit stop relocation and sidewalk improvements that the City may wish to consider are discussed in §6.4.



6 Additional Considerations

6.1 Street Classification

In the 2031 Total scenario the peak hour volumes on Valentine Blvd correspond to an AADT of roughly 700 to 900.

In the 2040 Total scenario the re-distribution of traffic to Dantes Drive lowers the estimated Valentine Blvd AADT to roughly 250 to 400.

For Dantes Drive in the 2040 Total scenario, with the existing traffic re-distributed from Valentine Blvd, and the new site traffic the AADT immediately adjacent Gault Road is estimated at roughly 1,500 to 1,800. These volumes are suitable for a local street or minor collector classification. Based on ESAL and the inclusion of sidewalk on one side, a local street design (S045-300) is recommended.

This cross section includes 9.2m from curb-to-curb which enables parking on one side of the road. If parking on street is not required, or not desired, this curb-to-curb width may send a contextual message to drivers that higher than desirable speeds are appropriate. In this case a narrower carriageway may be appropriate with the right-of-way reallocated to boulevard space for snow storage and/or street tree planting.

6.2 Access Conditions

Sight distance for the proposed access (Gault Road @ Dantes Drive / Hitachi Crescent) was considered during the site visit. Note that currently there is stop-control on Hitachi Cres which allows for free-flow traffic on Gault Road. In addition, left-turning traffic from Gault Road has sufficient sight distance for vehicles to turn on Dantes Drive.

A sight distance evaluation was conducted for vehicles using the Gault Road @ Dantes Drive / Hitachi Crescent access following the guidelines set forth in the Transportation Association of Canada (TAC)'s *Geometric Design Guide for Canadian Roads (2017)*. To remain conservative, a design speed of 10

km/h above the posted speed limit was selected to better reflect current operating speeds. Therefore, a design speed of 60 km/h was used for this sight distance analysis.

The TAC Guide provides minimum Intersection Sight Distances (ISD) for various types of public and private accesses based on design speed for two-lane undivided roadways. For a 60 km/h design speed, TAC recommends ISDs of **110 m to complete a right turn movement** and **130 m to complete a left turn movement**. These distances allow the vehicle departing the access to complete their turn and get up to speed while not forcing drivers on the main road to reduce their speed to less than 70% of their initial speed. These ISDs form Departure Sight Triangles between the driver at the access, the centreline of the lane directly in front of them, and the ISD length along the roadway.

The SSD is the total distance required for a driver to identify a hazard that they need to stop for, react to the hazard by engaging the brake pedal, and coming to a controlled stop. For a 60 km/h design speed the desired SSD is 85m.

The existing sight distances and desired ISD and SSD for the Gault Road @ Dantes Drive / Hitachi Crescent access is summarized in **Table 8**. All the desired sight distances were met for the access.

Table 8: Access Sight Distance Measurement Summary

Proposed Access	Direction	Existing SD	Desired ISD for 60 km/h	Desired SSD for 60 km/h	Desired ISD Met	Desired SSD Met?
Gault Road @ Dantes Drive / Hitachi Crescent	To the North	165m	130m	85m	Yes	Yes
	To the South	195m	110m	85m	Yes	Yes

¹ As detailed above, the available sight distance is sufficient to allow left turns out of the development.

6.3 Dantes Drive Throat Distance

Building B has the closest driveway to Gault Road along the extension of Dantes Drive. The edge of the driveway is approximately 40m away from the edge of the southbound lane on Gault Road. This distance is far more than necessary to accommodate the outbound 95th percentile queue which is expected to be less than a single car. 40m spacing also satisfies *TAC Design Guide Figure 8.9.2: Driveway Spacing Guidelines- Locals and Collectors*. No change to the proposed site concept is deemed necessary for this driveway.

6.4 Sidewalk Connectivity

The Saint John Sidewalk Infill Strategy aims to improve safety, continuity, connectivity, and transit access. To support this program, a sidewalk along the extension of Dantes Drive should be included in the design of this development. A local street cross section includes this sidewalk. Placement should be along the north side of Dantes Drive such that a Gault Road crosswalk location would avoid conflict with the primary turning movements in and out of the new community. Spacing to the next available crosswalk at Alvic PI is approximately 170m and does not limit a crosswalk at this location.

The route 12 bus stops at Pipeline Road W are approximately 55m from the development access at Dantes Drive. The City should consider relocating these transit stops to Gault Road @ Dantes Drive / Hitachi Cres, where the population in the neighbourhood would be better served. Alternatively, the City could consider adding sidewalks to both sides of Gault Road between these transit stops and Dantes Drive / Hitachi Cres.

Further connecting sidewalk along the east side of Dantes Drive from Hitachi (or Pipeline Road W) to the existing sidewalk on Manawagonish Road would close a gap in the sidewalk network. It would also

serve the Hamilton Homestyle Daycare. There are no major walking demands directly associated with the subject development to trigger an immediate need or change in prioritization, but the City should also consider adding this sidewalk as part of the next capital project on Gault Road.

6.5 Gault @ Manawagonish

This intersection has a non-standard configuration that may be confusing to drivers, especially those unfamiliar with the area. The mix of rural context, partially circulatory patterns, inconsistent application of yield and stop control, and higher-speed facilities in the area do not lend themselves to high expected safety performance. This development has minimal impact on the intersection but as the City grows it is recommended that the City, in partnership with the Province, undertakes to complete a safety review of this intersection.

6.6 Turning Lane Analysis

The current and projected left turning traffic for all analysis periods is not high enough to warrant turn lanes into the development based on the left turn warrant system presented in the Ontario Geometric Design Guide for Ontario Highways (GDSOH).

6.7 Recommended Improvements

As the traffic volumes added by the proposed development would not have a significant impact on intersection LOS throughout the study area and the proposed access all have reasonable sight distances, there are no roadway improvements that are specifically required to accommodate the proposed development and accesses as planned.

New streets in the development are recommended to be constructed to a local standard as per City standard cross section S045-300. Optional modifications to this standard are noted in §6.1.

Transit stop relocation and sidewalk improvements that the City may wish to consider are discussed in §6.4.

Submission 3: Proponent Consultation Notice and Response Received

HUGHES

Hughes Surveys & Consultants Inc.
575 Crown Street
Saint John, NB E2L 5E9
Tel: (506) 634-1717

Mike Cavanagh Homes Inc.

11 Waterview Place,
Saint John, NB E2K 5K2
Tel: (506) 636-1322

Canterbury Developments Ltd.
3 Donald Road,
Rothesay, NB E2S 1A7
Tel. (506) 333-8700

Description of Application Mike Cavanagh Homes Inc. Proposal City File Reference – 125 Gault Road

Hughes Surveys & Consultants Inc. and Canterbury Developments Ltd. are working on behalf of Mike Cavanagh Homes Inc. on a proposal to develop a mix of single and/or semi-detached dwellings, townhouses and multi-family apartment buildings on proposed public and private streets. The property will be accessed from Dantes Drive in Monte Cristo Park and Gault Road. Upon approval Mike Cavanagh Homes Inc. propose to begin Phase 1 and Phase 2 in 2025.

Part of the project is similar to a proposal that was tentatively approved as *Scotneygate at Ticehurst Circle* in February 2012. Phase 1 of the current proposal has an adjusted proposed street pattern as shown on the reverse side of this notice which includes the conceptual layout for the complete proposal. Approval is now being sought for this mixed residential community. The Planning Advisory Committee meeting for the proposal is expected to be held in December 2024. You will have an opportunity to provide your views respecting the subdivision and zoning changes at that time. The City of Saint John will be posting a notice of the meeting dates on their website.

You can attend the meetings in person or for additional information or to submit any comments or concerns about the proposal for consideration by the Planning Advisory Committee (PAC) and/or Common Council the following contact information is provided:

Through Rick Turner and passed on to the City of Saint John before the scheduled meetings. Rick can be contacted at rick.turner@hughessurveys.com or rick@canterburydevelopments.com or call **(506) 333-8700**.

or

Through Mike Cavanagh Homes Inc. and passed on to the City of Saint John via Representative – Carter Cavanagh. Carter's email is carter.agtowers@gmail.com or call him at **(506) 651-5220**.

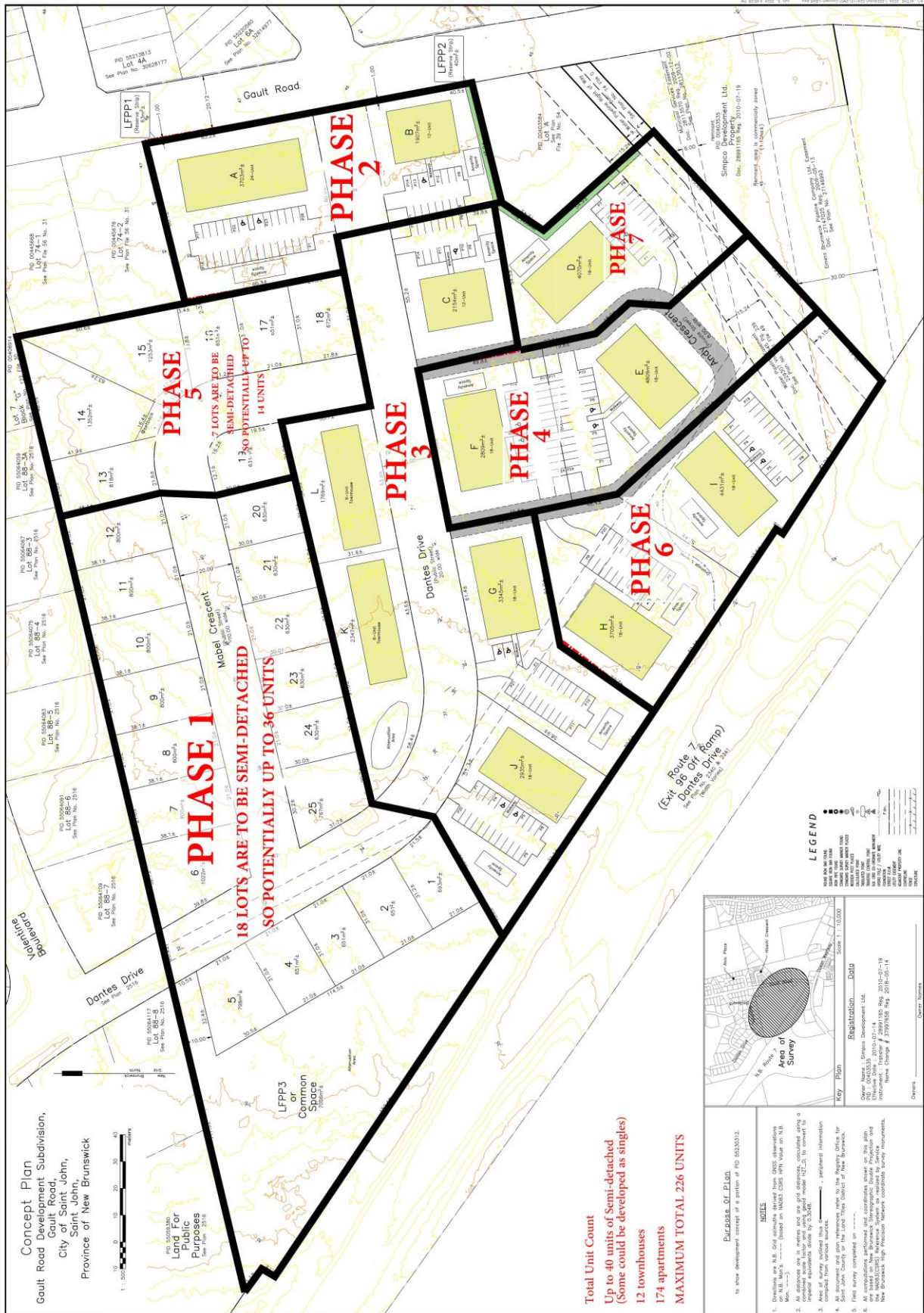
or

Directly to the City of Saint John via **Growth & Community Development Services, City Hall, 15 Market Square, Saint John, N.B. E2L 1E8** or email to onestop@saintjohn.ca

**In any correspondence, please make reference to:
"City file - 125 Gault Road - Proposal by Mike Cavanagh Homes Inc."**

Your comments or concerns for or against the proposal are appreciated.

(See plan of the proposed development on reverse side)



(See details of proposal on reverse side)

FW: City file - 125 Gault Road proposal by Mike Cavanagh Homes

From Rick Turner <Rick.Turner@hughessurveys.com>

Date Thu 12/5/2024 9:21 AM

To Reade, Mark <mark.reade@saintjohn.ca>

 1 attachment (11 MB)

S24115-All.pdf;

[External Email Alert] **Please note that this message is from an external sender. If it appears to be sent from a Saint John employee, please forward the email to spamsample@saintjohn.ca or contact the IT Service Desk.**

Mark,

This is the only feedback I received. I have not heard back so I have no input as to whether the neighbourhood meeting raised more questions.

Rick

-----Original Message-----

From: Rick Turner

Sent: November 12, 2024 12:19 PM

To: Carol O'Brien-Boucher <obrienboucher@hotmail.com>

Cc: carter.aqtowers@gmail.com

Subject: RE: City file - 125 Gault Road proposal by Mike Cavanagh Homes

Hi Carol,

I am copying Carter Cavanagh so he can note your concerns. I will attempt to address them at a high level.

The focus market for properties backing on Monte Cristo are set up for lots to be marketed for individual ownership. If you are referring asking whether they will be low income units SUBSIDIZED by the province it is unlikely that an individual receiving a rent subsidy would be in a position to purchase.

It is too early to know what the tenant makeup for the apartment buildings will be. Depending on how these projects get financed there are cases where a small percentage of the units must be designate for residents approved to receive subsidized rent. Since this initiative is being carried out by a private developer, not a non-profit organization, there are limits set on how many units can be approved. Toby Bodechon is the local manager for the provincial program. He can be reached at 506-658-5166 if you require additional information on how the program works. That said, there has been no application made to the province to apply for the program for this project. In addition the present developer has not developed any of his projects under the rent subsidy programs offered.

Regarding whether there will be a line of trees left between Valentine homes and duplexes I have included a copy of a plan showing contours and tree cover at the time of the aerial photography. You will see from the contours that there is a drainage area along the back of lots that for the most part has been left undisturbed on both sides. It is less expensive to develop lots and avoid these features which results in them being retained in their natural state so there is no interference with natural drainage patterns. It also offers a privacy buffer which generally makes the

property more saleable. You will see on the plan that on the Valentine Boulard properties some owner have cleared nearly to the property line while others have retained the natural drainage features. Please note that once the properties are built on and sold the developer does not control what subsequent owners may do.

I trust this is helpful. If you require any additional information do not hesitate to reach out to me. I will see that the city administration are aware of our communications when I update them before the hearings.

Rick Turner
506-333-8700

-----Original Message-----

From: Carol O'Brien-Boucher <obrienboucher@hotmail.com>
Sent: November 12, 2024 10:59 AM
To: Rick Turner <Rick.Turner@hughessurveys.com>
Subject: Re: City file - 125 Gault Road proposal by Mike Cavanagh Homes

CAUTION: External sender

Thanks.

We are going to have a community meeting prior to the city meeting.

I do have a couple of questions off the top of my head:

- are any of the units marked as low income units?
- will there be a line of trees left between Valentine homes and duplexes?

Carol
Sent from my iPhone

> On Nov 12, 2024, at 10:52 AM, Rick Turner <Rick.Turner@hughessurveys.com> wrote:

>

> Hi Carol,

>

> When I picked up the copy for you I seen it cut off one end so I included a small copy I had with me so you would have the complete picture.

>

> At one time the staff thought it might be on the November meeting but I have not seen a notice to that effect. If you call 506 658-4455 and refer to file 125 Gault Road they may now have the date set.

>

> Did you have any questions or concerns?

>

> Rick Turner

> 506-333-8700

>

> -----Original Message-----

> From: Carol O'Brien-Boucher <obrienboucher@hotmail.com>

> Sent: November 12, 2024 8:30 AM

> To: Rick Turner <Rick.Turner@hughessurveys.com>

> Subject: Re: City file - 125 Gault Road proposal by Mike Cavanagh Homes
>
> CAUTION: External sender
>
>
> Thank you for the full size drawing.
> Do you know when the City Planning meeting is in December or a link where I can find it?
>
> Thanks
> Carol
> Sent from my iPhone
>
>> On Nov 4, 2024, at 4:09 PM, Carol O'Brien-Boucher <obrienboucher@hotmail.com> wrote:
>>
>> That is correct.
>>
>> Thank you
>> Carol
>> Sent from my iPhone
>>
>>> On Nov 4, 2024, at 3:52 PM, Rick Turner <Rick.Turner@hughessurveys.com> wrote:
>>>
>>> Hi Carol,
>>>
>>> If you can confirm your address I will drop by with a copy this week. My records show 9 Valentine Blvd. Is that correct?
>>>
>>> Thank you for your interest.
>>>
>>> Rick Turner
>>> 506-333-8700
>>>
>>> -----Original Message-----
>>> From: Carol O'Brien-Boucher <obrienboucher@hotmail.com>
>>> Sent: November 4, 2024 11:08 AM
>>> To: Rick Turner <Rick.Turner@hughessurveys.com>
>>> Cc: onestop@saintjohn.ca
>>> Subject: City file - 125 Gault Road proposal by Mike Cavanagh Homes
>>>
>>> CAUTION: External sender
>>>
>>>
>>> Good morning. I would like to get a full size drawing of the proposal, that shows where on Gault Road phase 2 sits and shows where on Valentine Phase 1 goes up to.
>>>
>>> Please let me know how I can get this full drawing.
>>>
>>> Thank you
>>> Carol O'Brien-Boucher
>>> 506-566-2887
>>>
>>> Sent from my iPhone



The City of Saint John

Date: December 5, 2024
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: December 10, 2024

SUBJECT

Applicant: Noory Engineering
Landowner: 1167007 B.C. LTD.
Location: 9 Waring Street
PID: 00374645
Plan Designation: Medium to High Density Residential
Zoning: Urban Centre Residential (RC)
Application Type: Variance
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to grant reasonable variances from certain requirements of the Zoning By-Law. Terms and conditions can be imposed.

EXECUTIVE SUMMARY

This application is seeking several variances from the Zoning By-Law in the form of a reduction to the front and rear yard setbacks, minimum lot area, lot occupancy, vehicular and bicycle parking, and amenity space in order to retrofit and expand an existing vacant 5-unit residential building into a 12-unit residential building.

RECOMMENDATION

That the Planning Advisory Committee deny the following requested variances from the requirements of the Urban Centre Residential (RC) zone and Sections 4-9 of the Zoning By-Law:

1. A reduction of the existing front yard setback from 0.3 to 0 metres.
2. A reduction of the existing rear yard setback from 3.8 to 2.8 metres.
3. A reduction of the required minimum lot area from 540 to 300.1 square metres.
4. A reduction of the required parking spaces from 10 to 0.
5. A reduction of the required bicycle parking from 3 to 0.
6. A reduction of the required amenity space from 60 to 0 square metres.

ANALYSIS

Proposal

This application seeks multiple variances from the Zoning By-Law to convert a vacant 5-unit residential building into a 12-unit building. The proposed building will include two barrier-free units as required by the Barrier-Free Design Building Code Regulation. The variances involve reductions in setbacks, lot area, parking, and amenity space standards in the Urban Centre Residential (RC) zone and Sections 4-9 of the Zoning By-Law.

Site and Neighbourhood

The subject property is located in the Old North End neighbourhood within walking distance of Victoria Park and Robertson Square. The property contains a vacant 5-unit residential building that is on the City's Dangerous and Vacant Building List.

Municipal Plan

The subject property is located within an Urban Neighbourhood Intensification Area which is designated Medium to High Density Residential. These areas are identified for increased housing density and encourages a range of building typologies that will revitalize and enhance the existing neighbourhoods. While the proposed development aligns with the objectives of increasing density, the proposal does not align with the policies associated with building and site design. The proposed redevelopment requests significant variances that will impact the design and function of the site, impacting the broader neighbourhood. A review of select Municipal Plan policies are outlined below:

- Policy UD-9 establishes general design principles for new development within the City. It includes components such as having building entrances facing the public street, high quality design, well-articulated building facades, and designing for on-site stormwater management. This project represents a redevelopment of an existing building including an addition to the existing structure. While the project incorporates an existing building, the redevelopment project includes an addition and alterations to the existing structure including the overall building design. The proposed front façade does not include any articulation or a building entrance. The building's expansion increases the overall lot coverage, impacting the ability to design for on-site stormwater management.

- Policy UD-11 establishes design standards for Neighbourhood Intensification Areas. These standards focus on sites and buildings that are designed for people through creating interesting facades, designing clearly articulated building entrances with direct connections to the street, focusing on pedestrian comfort through landscaping, provision of bicycle parking, and designing sites and buildings to facilitate social interaction through amenity spaces such as patios and courtyards. This intensification area is noted for a more urban style development, but site intensification must take into account lot size and the ability for a development to align with the development standards in the Zoning By-Law. Significant variances to reduce development standards including setbacks, lot size, and amenity requirements, indicates that the proposed scale of density cannot be supported on the property as it cannot meet the design standards established in the Municipal Plan.
- Policy UD-12 addresses the incorporation and design of vehicle parking and emphasizes its need to reduce the impact on surrounding properties and the public realm. The proposed development requires a variance to eliminate the parking requirements. By not providing parking, it will direct all parking to the street, which has limited capacity. This includes the required barrier free parking which cannot be accommodated on-street.
- Policy HS-2 supports redevelopment in line with good land use planning principles. These variances stray from those principles by promoting density without proper infrastructure, space, or facilities. Effective revitalization requires quality, balanced development that integrates seamlessly into the existing urban fabric, rather than one that overwhelms it. While the proposed development represents a revitalization of an existing property, the building expansion, increased unit count and the associated variances would impact the surrounding neighbourhood.
 - Increased lot occupancy eliminates existing parking and open spaces, which eliminates the ability to support onsite parking and landscaping, as well as impacting the ability to design the stormwater management.
 - Eliminating vehicle and bicycle parking, especially on a small dead-end road, will strain the limited on-street parking resources. In addition, accessible parking cannot be facilitated through on-street parking.
 - The lack of amenity space provision means that the residents will not have dedicated spaces where they can spend leisure time outside or collectively.

While intensification and higher-density housing are essential for the City's growth, they must be pursued within the framework of good land use planning. Approving the proposed variances would contradict the City's stated policies.

Zoning

The subject property is zoned Urban Centre Residential (RC), which accommodates the development of a wide range of urban residential development including townhomes, condominiums, and apartment buildings. The existing building was constructed in 1910, long before the current Zoning By-Law. As a result, certain aspects of the building do not conform to the current standards and is considered a legal non-conforming use.

A legal non-conforming use applies to properties that were established legally under previous regulations but no longer meet current zoning standards. While the status protects existing structures, any redevelopment or expansion must comply with current zoning laws. For significant modifications, such as converting the structure from a 5-unit to a 12-unit building, variances can be considered if they:

- Align with the broader goals of the Zoning By-Law and Municipal Plan; and
- Address the functional deficiencies caused by non-conformity (e.g., parking, setbacks, or occupancy).

The goal is to enable the redevelopment and enhancement of these properties, through acknowledging the existing built form (ex. setbacks) while striving for better alignment with the Zoning By-Law. The following is an assessment of the proposed variance.

Variations

Reduction of the Front Yard Setback from 0.3m to 0m

The Urban Centre Residential (RC) zone permits minimal front yard setbacks to promote urban density and walkable streetscapes. This also enables buildings to provide a direct access between the main entrance and the sidewalk. A variance to the setback, however, does remove the ability provide a landscaping buffer and establish a separation between the private realm and the sidewalk.

The variance is for the proposed addition which includes the wheelchair ramp and associated deck system. While the proposed variance could be considered reasonable as a standalone variance, it forms part a larger suite of variations that includes increased lot coverage.

Reduction of the Rear Yard Setback from 3.8m to 2.8m

Rear yard setbacks are typically required to provide on-site amenity space, allow for stormwater drainage, and emergency access. The proposal requires a reduction to 2.8m to facilitate an addition to the structure, which is also proposing to eliminate the existing rear exit.

The proposed rear yard setback will facilitate increased lot occupancy and eliminate the usability of the rear yard as it will no longer be accessible. While a variance to a rear yard can be considered in the RC zone, it is to align with the minimum rear yard of two or more main buildings in the block face. For this site, this would represent a rear yard setback of 4.6 to 4.9 metres.

Reduction of the Minimum Lot Area from 540m² to 300.1m²

The Urban Centre Residential (RC) zone emphasizes higher-density residential uses but requires an adequate lot area to ensure landscaping, amenity space, and parking can be provided. The proposal required a 44% reduction in the required lot area based on the number of units being proposed. This represents a significant departure from the standards of the RC as in addition to the lot size reduction, the proposed development is unable to provide the necessary amenity space and parking required. While the RC zone does not have a maximum lot occupancy standard, an increase from 60.1% to 73.2% lot coverage will pose challenges in developing a stormwater management system for the site.

According to the City's Infrastructure Department, from a Stormwater and Drainage By-Law perspective, there would be significant engineering challenges in meeting the requirements for stormwater attenuation. Given the proposed lot coverage and increase in the proportion of hard surfaces, it is unclear if available space for stormwater retention will be sufficient.

Reduction of Parking Spaces (Vehicular and Bicycle)

The Zoning By-Law mandates off-street parking to prevent congestion and maintain accessibility. Eliminating all vehicular and bicycle parking requirements is problematic unless the development is in a transit-oriented or walkable neighbourhood with nearby services. The subject site is over 1 km away from the nearest grocery store and Bus Route 24, while traversing down Main Street, does not connect to any other neighbourhoods.

The two proposed barrier-free units must comply with the New Brunswick Barrier-Free Design Code, will require accessible parking which must be reached through accessible paths of travel. As no onsite barrier-free parking is being provided, there would be significant challenges in finding suitable nearby parking for those users and on-street parking is unable to meet the design requirements needed to comply with the Design Code.

The City's Parking Service Area was consulted on the proposed. Parking availability is limited to 12 spaces on Cunard Street and parking is prohibited on Waring Street. The Service Area is unable to support the proposed parking variance due to limited on-street parking capacity.

The elimination of bicycle parking undermines the Zoning By-Law's intent to promote active transportation and alternative modes of transportation, especially given the proposed redevelopment would not provide parking on-site. These reductions contradict the Zoning By-Law and Municipal Plan's goals for accessibility and sustainability, failing to meet the needs of future tenants and existing neighbours.

Removal of Required Amenity Space

The Amenity Space standards detailed in Section 6.3 of the Zoning By-Law are in place to ensure that density is paired with design considerations, including landscaping and building design, that results in a quality development that supports a high standard of living. The provision of amenity space is a critical component of this consideration as it often provides an outdoor living space for residents.

Amenity space such as parks, recreational areas, balconies or communal spaces plays a critical role in supporting the quality of life for residents, particularly in high-density urban developments. These spaces provide areas for relaxation, social interaction, physical activity, and can even contribute to mental health and well-being. While the subject site is in close proximity to Victoria Park (65 metres north) and Roberston Square Park (225 metres west), the current site design does not provide any space for residents to either interact with their neighbours or to spend time outdoors.

Conclusion

The proposal to convert a vacant 5-unit building into a 12-unit development at 9 Waring Street requests major variances, including reduced setbacks, lot area, parking, and amenity space. While redevelopment of underutilized sites is supported by the Municipal Plan, the scale of these variances suggests the proposal exceeds the lot's capacity and does not align with Zoning By-Law standards.

ALTERNATIVES AND OTHER CONSIDERATIONS

No other alternatives were considered.

ENGAGEMENT**Public**

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on November 25, 2025.

APPROVALS AND CONTACT

Author	Manager	Director
Thomas Lewallen	Jennifer Kirchner RPP, MCIP	Pankaj Nalavde RPP, MCIP

Application: 24-0233
Contact: Thomas Lewallen
Telephone: (506) 977-0274
Email: thomas.lewallen@saintjohn.ca

APPENDIX

Map 1: **Aerial Photography**

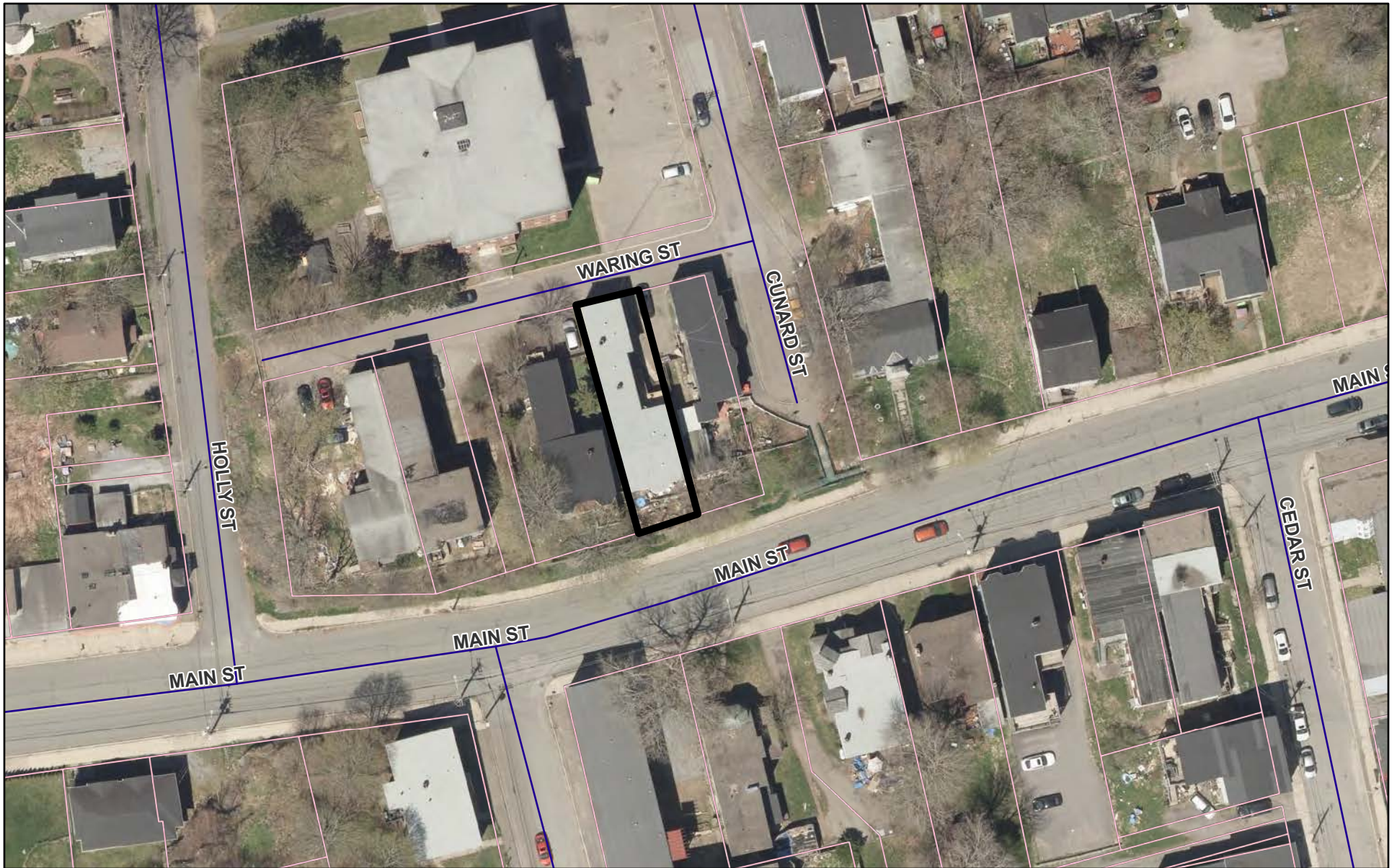
Map 2: **Future Land Use**



Map 3: **Zoning**

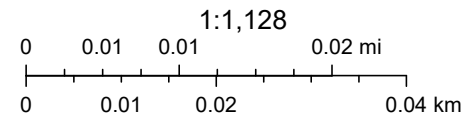
Attachment 1: **Site Photography**

Submission 1: **Rendering and Elevation Drawings**

Aerial Photo - 9 Waring Street




-  Subject Property
-  Property Parcels




The City of Saint John, Service New Brunswick, New Brunswick Emergency Measures Organisation

Future Land Use Map - 9 Waring Street



 Subject Property

Future Land Use

 Park and Natural Area

 Stable Residential

 Medium to High Density Residential

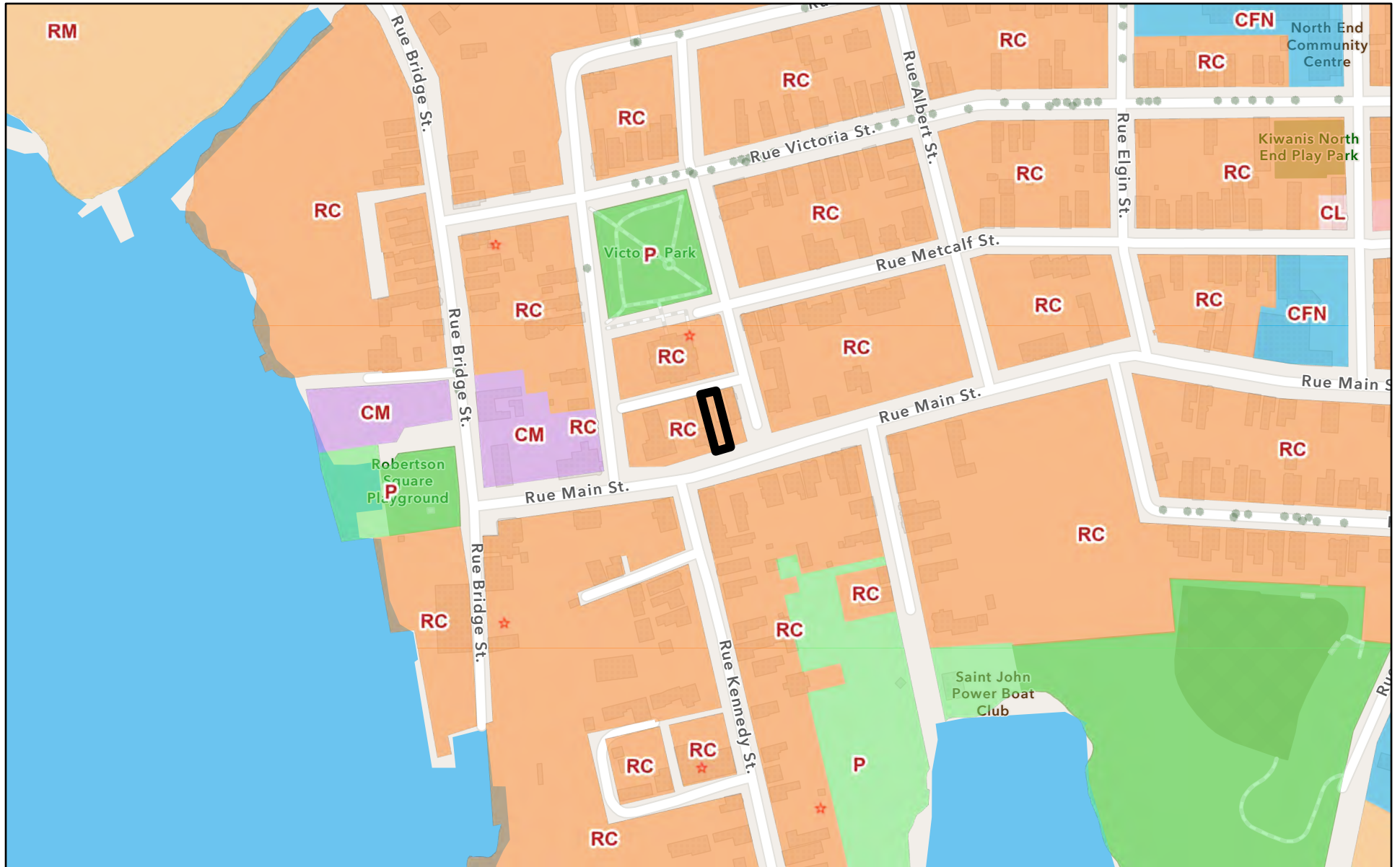
1:4,514



0 150 300 600 ft








0 40 80 160 m

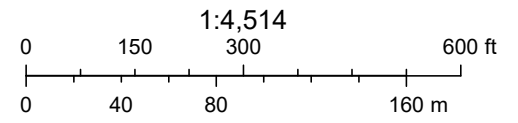
Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Zoning Map - 9 Waring Street



 Subject Property
 Conditional Zoning

Zoning	 Urban Centre Residential (RC)	 Mixed Commercial (CM)
	 Mid-Rise Residential (RM)	 Park (P)
	 General Commercial (CG)	 Neighbourhood Community Facility (CFN)
	 Local Commercial (CL)	





9 Waring Street - View from Main Street



9 Waring Street - Waring Street looking West



EXISTING SITE

DATA SUMMARY: 9 WARING ST, SAINT JOHN, NB

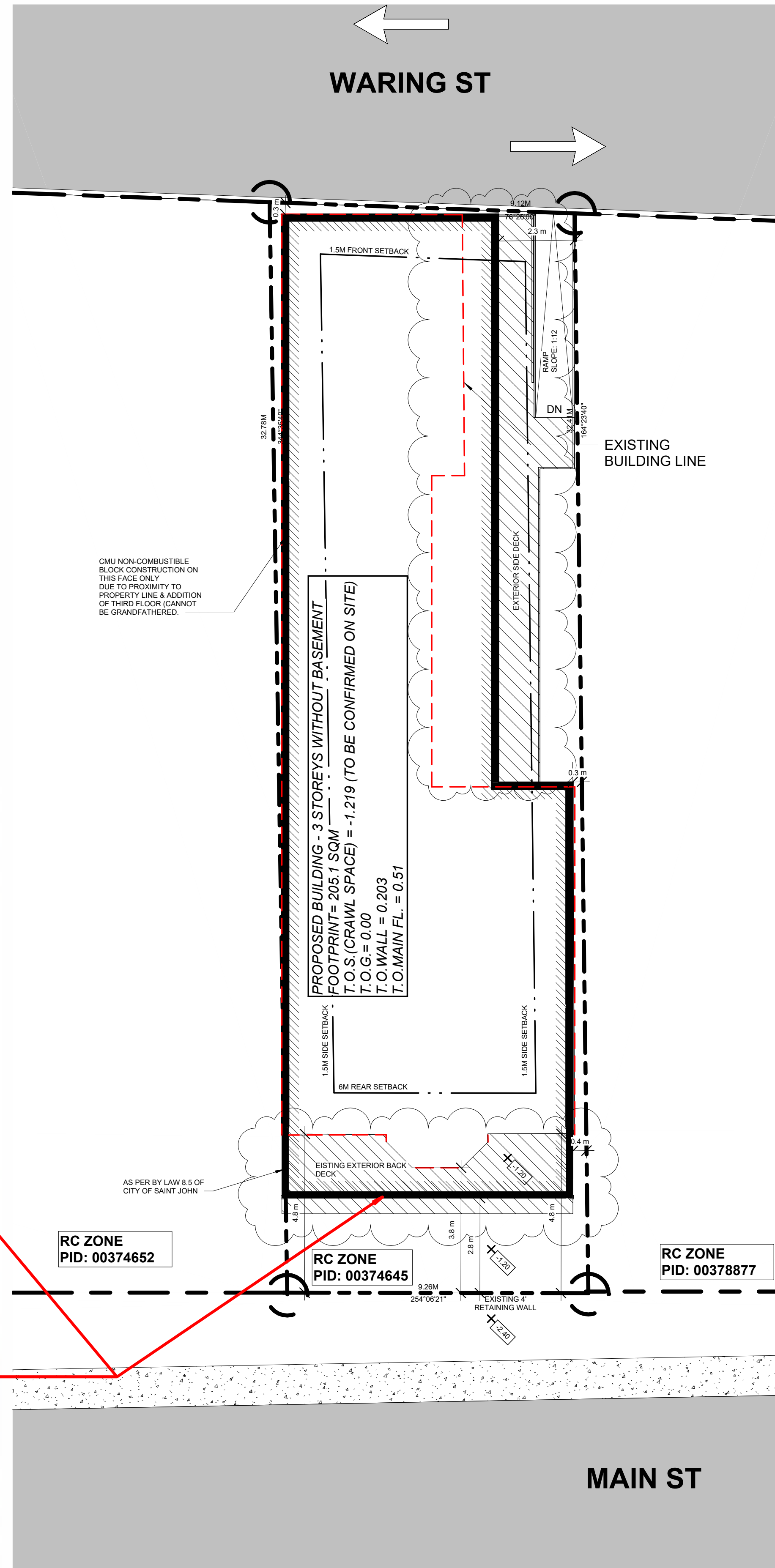
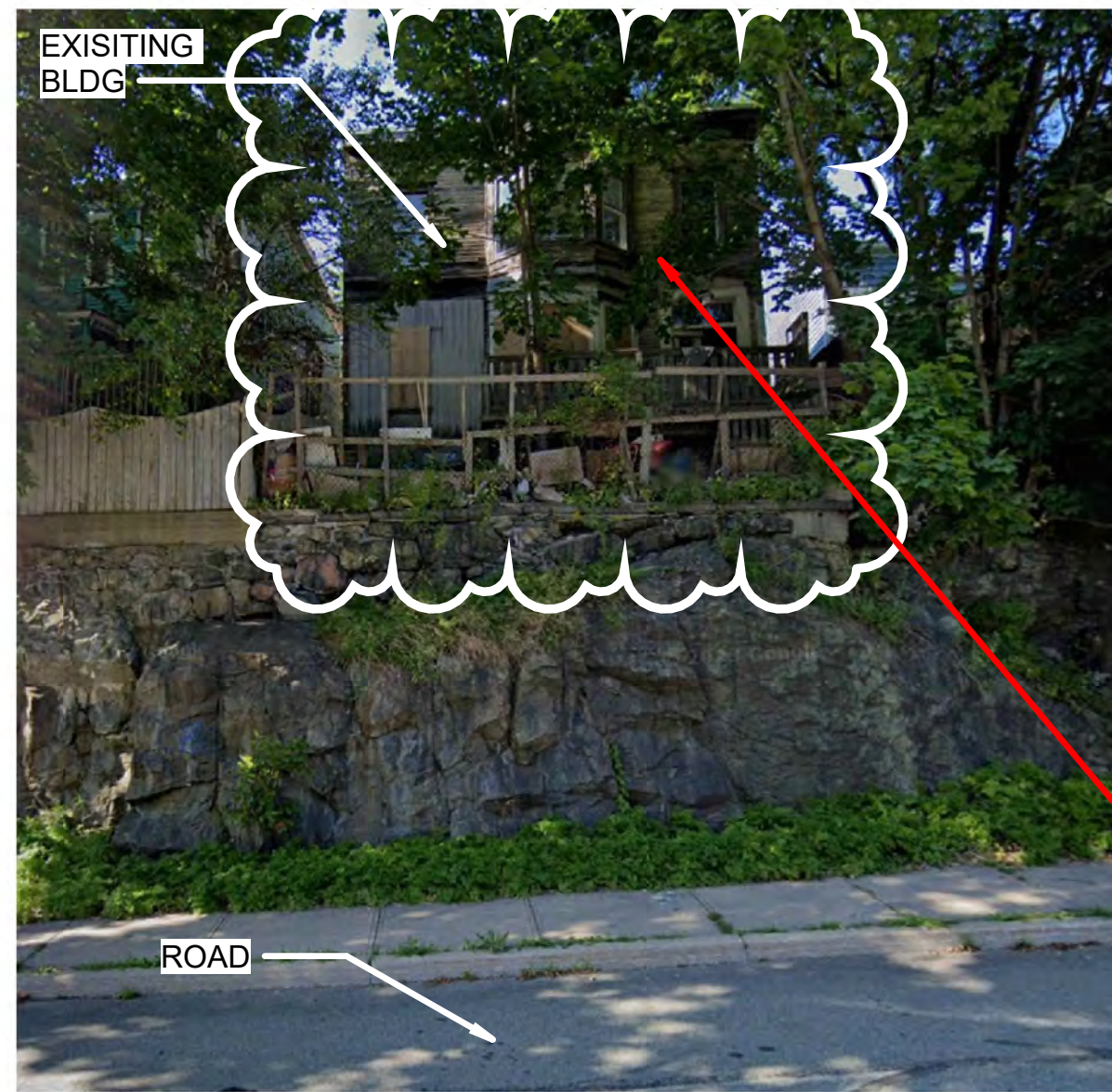
URBAN CENTRE RESIDENTIAL (RC) ZONING				
NAME	AREA (SQ. M)	ALLOWED / REQUIRED	ACTUAL	VARIANCE
LOT AREA	300.1	6x45(1BDRM)+ 6x45(BACHELOR)+ 540 (12 UNITS)	300.1	239.9 (GRANDFATHER)
PROPOSED BUILDING	219.5	60.1% (GRANDFATHER)	73.2%	13.2%
EXISTING BUILDING	180.3	60.1% (GRANDFATHER)	60.1%	0% (GRANDFATHER)
BUILDING HEIGHT	-	2 STOREYS MIN. 14M MAX.	3 STOREYS 9.4M	-
HARD SURFACE	-	-	-	-
LANDSCAPE GREEN	251.4	-	31.5%	-
PARKING*	-	5	0	5
LANDSCAPE BUFFER	-	-	-	-
DENSITY	LOT AREA: 300.1	5x45(1BDRM)+ 1x65(2BDRM)+290 (6 UNITS)	6x45(1BDRM)+ 6x45(BACHELOR)+ 540 (12 UNITS)	6 UNITS
REAR SETBACK	-	6M	2.8M	3.2M (GRANDFATHER)
FRONT SETBACK	-	1.5M MIN. 3M MAX.	0M	1.5M (GRANDFATHER)
SIDE SETBACK	-	1.5M	0M	1.5M (GRANDFATHER)
ZONING	-	RC	RC	-

* PARKING: 0.5 PARKING LOT PER UNIT(AFFORDABLE)
 EXISTING: 2 UNITS=NO PARKING REQUIREMENT (GRANDFATHER)
 ADDED UNITS: 10 UNITS=10 x 0.5 = 5 PARKING LOTS (FOR VARIANCE)

- SCOPE OF WORK**
- THIRD FLOOR ADDITION
 - ALL THREE FLOORS TO BE EXTENDED ON THE EAST SIDE.
 - MAIN FLOOR TO BE EXTENDED ON THE SOUTH SIDE.
 - 2 UNITS TO 12 UNITS



PROPOSED BLDG.



1 SITE PLAN
1/8" = 1'-0"

THIS PLAN/CONCEPT HAS BEEN PRODUCED BY NOORY ENGINEERING AND IS SUBMITTED AS PART OF PERMIT APPLICATION AND IS NOT INTENDED FOR USE BY ANY OTHER PERSON OR FOR ANY OTHER PURPOSE.

THIS PLAN/CONCEPT MUST NOT BE USED IN ANY OTHER LOCATION WITHOUT THE WRITTEN APPROVAL OF THE ENGINEER.

CONTRACTOR TO REPORT ANY DISCREPANCIES TO ENGINEER IMMEDIATELY PRIOR TO COMMENCING WORK. CONFIRM ALL DIMENSIONS PRIOR TO CONSTRUCTION. ITS CONTRACTOR RESPONSIBILITY TO ENSURE ALL SPECIFIED PRODUCTS SHOWN ON DRAWINGS MUST MEET MANUFACTURERS REQUIRED INSTALLATION.

THE UNDERSIGNED HAS REVIEWED AND TAKES RESPONSIBILITY FOR THIS DESIGN, AND HAS THE QUALIFICATIONS AND MEETS THE REQUIREMENTS SET OUT IN THE 3800-2015 TO BE A DESIGNER.

REGISTERED DESIGNER
 NAME: N. SHARON MOORE
 REGISTRATION INFORMATION REQUIRED
 NOORY ENGINEERING INC.
 FIRM NAME

No.	Description	Date

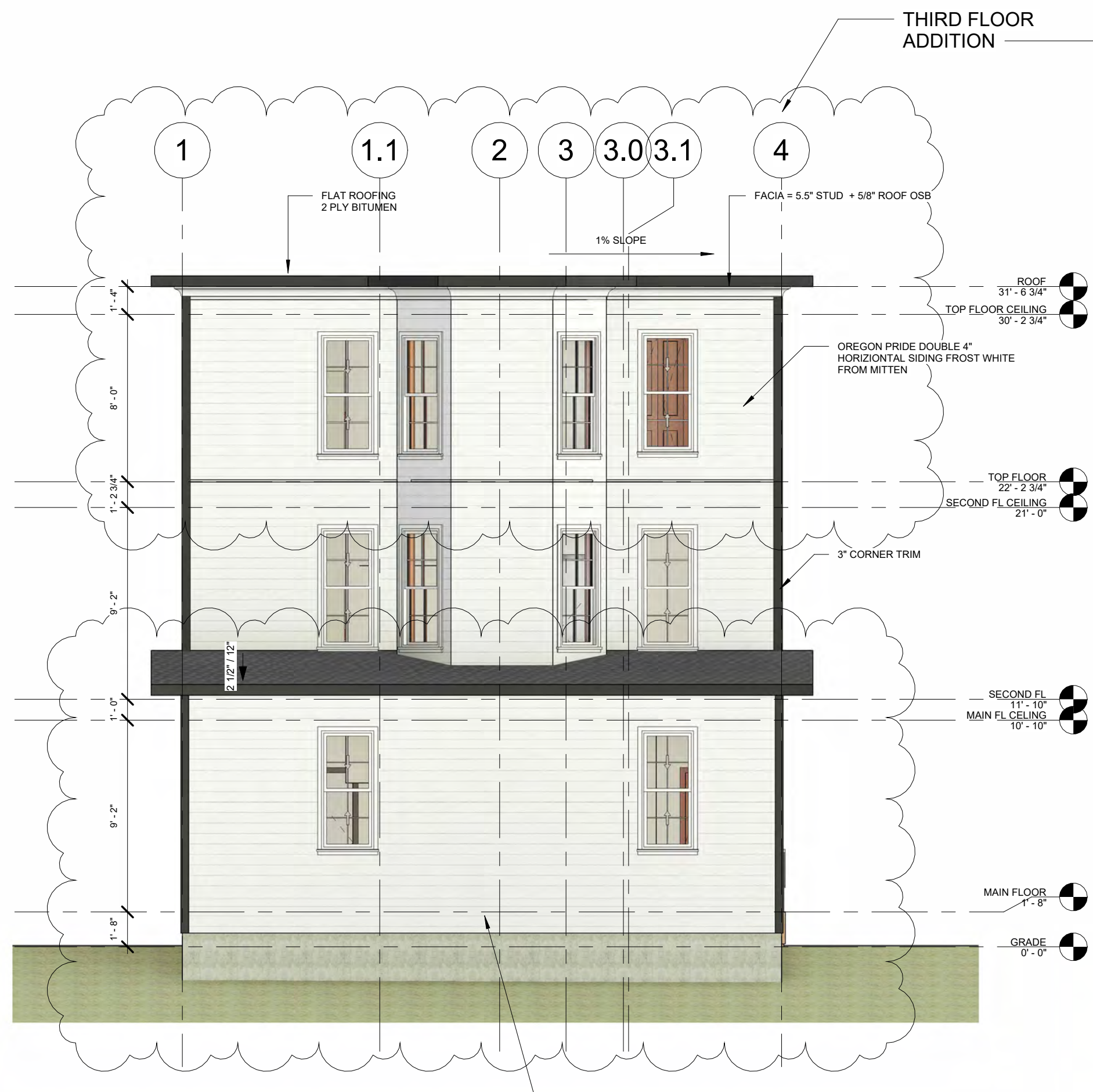
9 Waring St.
 Saint John, NB

Project Number: N 5
 Date: OCT/22/2024
 Drawn By: WYZ
 Checked By: MIN

SITE PLAN

A.01

Scale: 1/8" = 1'-0"



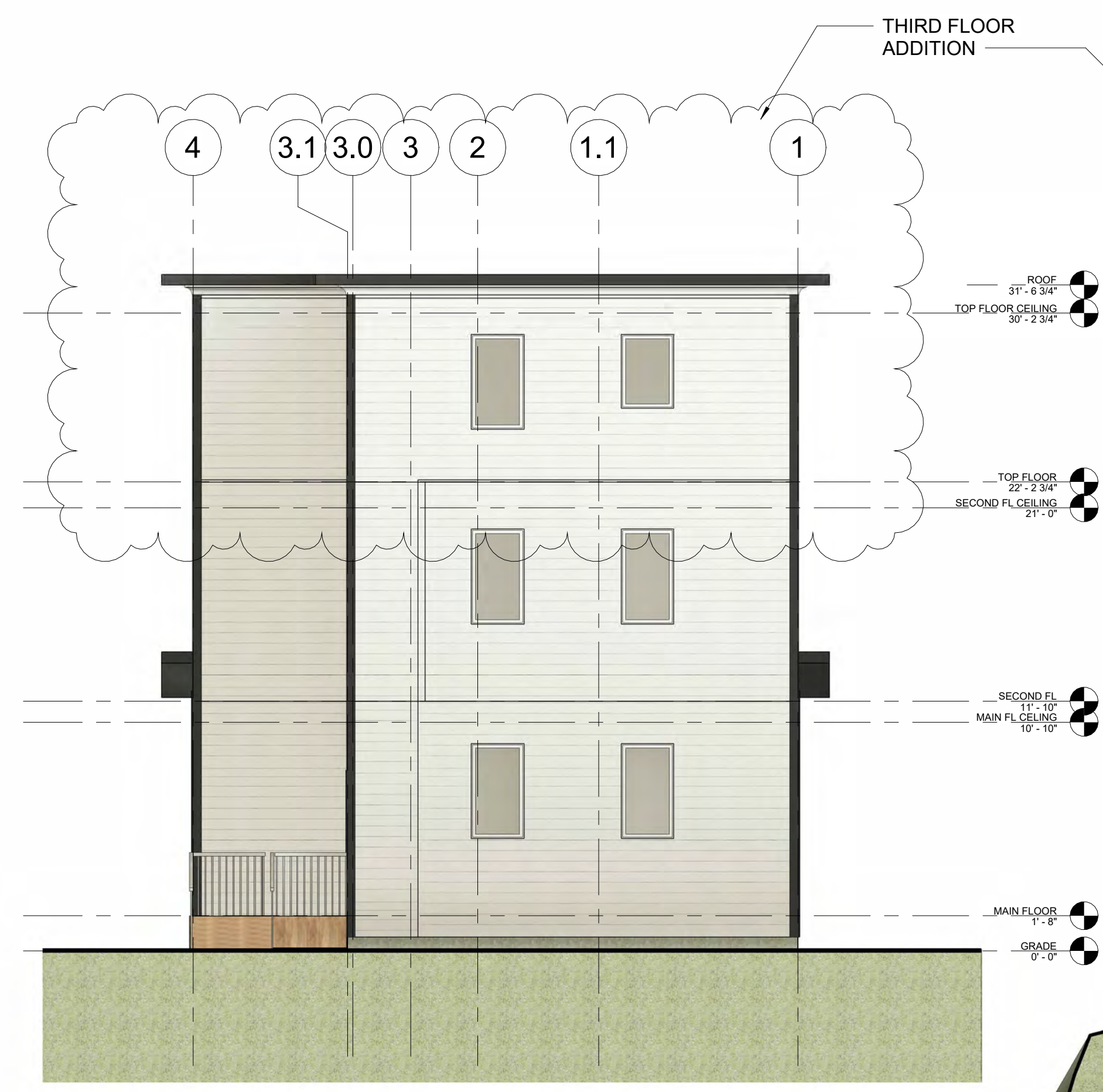
1 SOUTH
 3/16" = 1'-0"

BUILDING EXTENSION

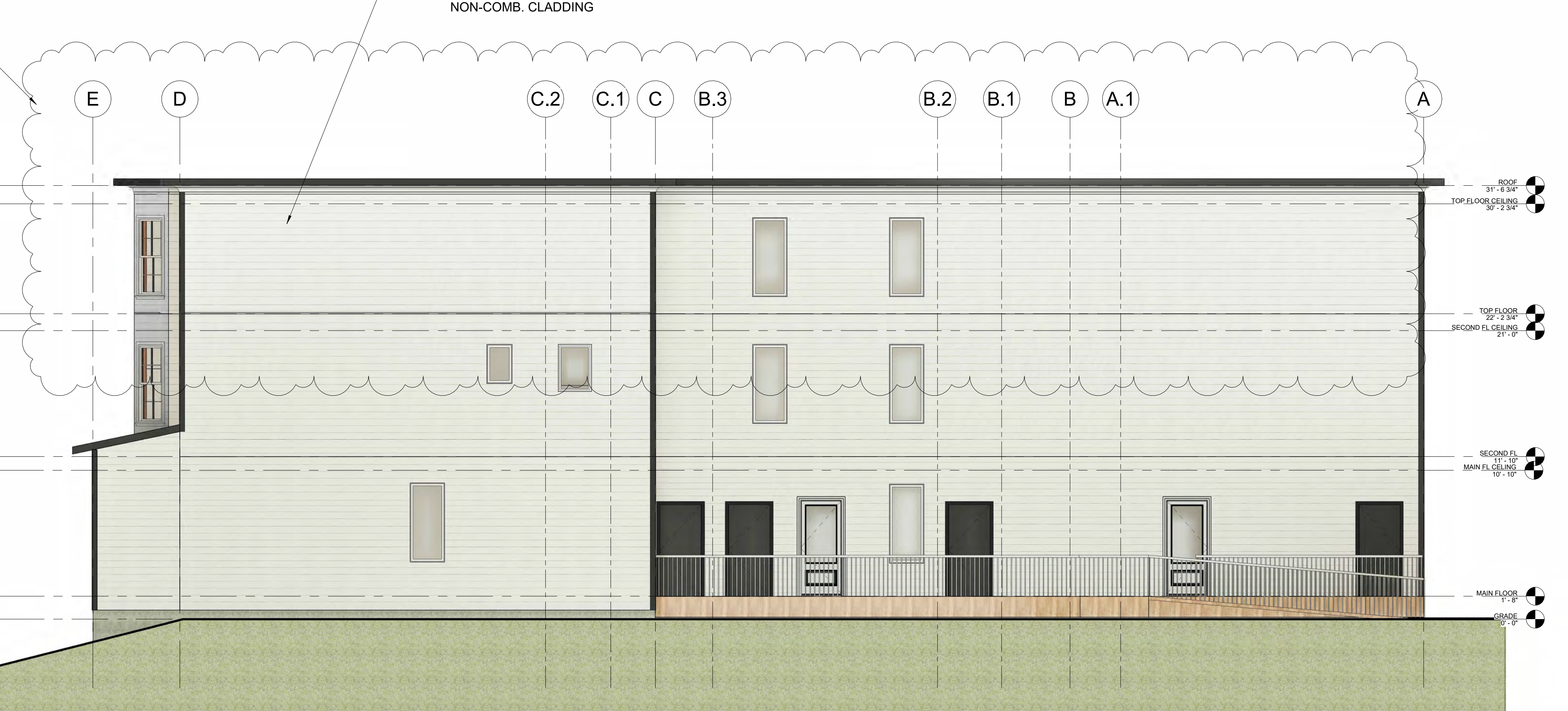


2 WEST
 3/16" = 1'-0"

WEST & EAST SIDE TO
 BE NON-COMB.
 CONSTRUCTION &
 NON-COMB. CLADDING



3 NORTH
 3/16" = 1'-0"



4 EAST
 3/16" = 1'-0"

THE UNDERSIGNED HAS REVIEWED AND TAKES RESPONSIBILITY FOR THIS DESIGN AND HAS THE QUALIFICATIONS AND MEETS THE REQUIREMENTS SET OUT IN THE NBC 2015 TO BE A DESIGNER.

M. SIMONE NOORY
 REGISTRATION INFORMATION REQUIRED
 NOORY ENGINEERING INC.
 FIRM NAME

No.	Description	Date

9 Waring St.
 Saint John, NB

Project Number N 5
 Date OCT/22/2024
 Drawn By WYZ
 Checked By MN

ELEVATIONS
 PROPOSED

A.04

Scale 3/16" = 1'-0"

Dear Planning Advisory Committee,

I have lived at 15 Waring St: my Husband's family home for 38 years and at 9 Waring St for 11 years. The building in question has been boarded up for almost 2 years, with no work being done to it. It is very unsightly, dangerous boards falling off, garbage always piling up in the yard, broken windows etc. I have many concerns regarding the proposed new 12-unit building. Waring street is a very small street and vehicle traffic is currently tight. There is no parking, and 12 units would be too much congestion for a dead-end street, which is also located off a dead-end street (Cunard St). 12 units would increase the congestion considerably. During the winter months, the plow truck makes it run at the end of the storm. It also makes the road very narrow once there are snowbanks present. We also need to keep good access for vehicles such as the garbage truck, home heating trucks, ambulance and fire trucks.

I also have concern about encroachment of privacy. My yard is currently private, where I enjoy gardening, and playing with my Grand Son. I am concerned I will lose my privacy and will not be able to enjoy my yard as I do now.

I spoke with Barry Ogden, and he is aware of this building and the past issues. There were dealers in the building previously, with an absurd amount of vehicle and foot traffic all day long, who destroyed the building inside and out. For years I have been extremely concerned about a fire, as my bedroom is a short 10 feet away from this building. If this building were to catch fire, then there is a very good chance that my house will too.

Please take my concerns seriously and into consideration, as I have brought forward many important and valid points and I feel that the Planning Advisory Committee should consider a proposal to upgrade/repair the building to no more than 6 units, as 12 is far too many for this dead-end street.

Thank you,

Huguette Robichaud



The City of Saint John

Date: December 5, 2024
To: Planning Advisory Committee
From: Growth & Community Services
Meeting: December 10, 2024

SUBJECT

Applicant: Noory Engineering
Landowner: New Castle Institute of English Research Corp.
Location: 49 Adelaide Street
PID: 00374900
Plan Designation: Medium to High Density Residential
Zoning: Mixed Commercial (CM)
Application Type: Variance
Jurisdiction: The *Community Planning Act* authorizes the Planning Advisory Committee to grant reasonable variances from certain requirements of the Zoning By-Law. Terms and conditions can be imposed.

EXECUTIVE SUMMARY

This application is seeking several variances from the Zoning By-Law in the form of an increase to the maximum lot occupancy, and reductions to the vehicular and bicycle parking, and amenity space in order to retrofit and expand an existing vacant 3-unit into a 12-unit residential building.

RECOMMENDATION

That the Planning Advisory Committee deny the following requested variances from the requirements of the Mixed Commercial (CM) zone and Sections 4-9 of the Zoning By-Law:

1. An increase of the required maximum lot occupancy from 50% to 62.3%.
2. A reduction of the required parking spaces from 10 to 0.
3. A reduction of the required bicycle parking from 3 to 0.
4. A reduction of the required amenity space from 60 to 0 square metres.

ANALYSIS

Proposal

This application seeks multiple variances from the Zoning By-Law to convert and expand a vacant 3-unit residential building into a 12-unit building on a 321m² lot. The three-storey residential building will include two barrier-free units as required by the Barrier-Free Design Building Code Regulation. The variances involve an increase to the lot occupancy, and reductions to the required parking, and amenity space standards of the Mixed Commercial (CM) zone and Sections 4-9 of the Zoning By-Law.

Site and Neighbourhood

The subject property is located in the Old North End neighbourhood and currently contains a vacant 3-unit residential building that is on the City's Dangerous and Vacant Building List. Although Adelaide Street is largely zoned for mixed-use and institutional uses, the street contains a mixture of residential, commercial and institutional buildings. This includes several long-standing buildings that are only used for residential uses. As the subject site is located within 30 metres of a residentially zoned property, ground floor residential uses are permitted.

Municipal Plan

The subject property is located within an Urban Neighbourhood Intensification Area and is designated Medium to High Density Residential. These areas are identified for increased housing density and encourages a range of building typologies that will revitalize and enhance the existing neighbourhoods. While the proposed development aligns with the objectives of increasing density, the proposal does not align with the policies associated with building and site design. The proposed redevelopment requires variances that will impact the usability and function of the site, impacting the broader neighbourhood. A review of select Municipal Plan policies are outlined below:

- Policy UD-9 establishes general design principles for new development within the City. It includes components such as having building entrances facing the public street, high quality design, well-articulated building facades, and designing for on-site stormwater management. This project involves the redevelopment of an existing vacant building, while also expanding the building through the inclusion of an addition. The building's expansion increases the overall lot coverage and eliminates outdoor space that could otherwise be used for landscaping and amenity space. The increase in lot coverage, impacts the ability to design for on-site stormwater management and to support the design components that promote quality of life for residents.

- Policy UD-11 establishes design standards for Neighbourhood Intensification Areas. These standards focus on sites and buildings that are designed for people through creating interesting facades, focusing on pedestrian comfort through landscaping, provision of bicycle parking, and designing sites and buildings to facilitate social interaction through amenity spaces such as patios and courtyards. This intensification area is noted for a more urban style development, but site intensification must consider lot size and the ability for a development to align with the development standards in the Zoning By-Law. Significant variances to the development standards including an increased lot occupancy and a reduction in amenity requirements, indicates that the proposed scale of density cannot be supported on the property as it cannot meet the design standards established in the Municipal Plan which focuses on designing buildings and sites for people.
- Policy UD-12 addresses the incorporation of vehicle parking and emphasizes its need to reduce the impact on surrounding properties and the public realm. The proposed development requires a variance to eliminate the parking requirements. By not providing onsite parking, it will direct all parking needs to the street, which has limited capacity. This includes the required barrier free parking which cannot be accommodated on-street. Given the mixed-use nature of the area, on-street parking is also in demand for the established commercial and institutional uses.
- Policy HS-2 supports redevelopment in line with good land use planning principles. These variances stray from those principles by promoting density without proper infrastructure, space, or facilities. Effective revitalization requires a balanced development that can integrate seamlessly into the existing urban fabric. While the proposed development represents the revitalization of an existing property, which will reactivate a building that is embedded into the streetscape, the building expansion, increased unit count, and the associated variances would impact the surrounding neighbourhood:
 - Through the proposed building expansion and the increase to the lot occupancy, the new site design will eliminate the existing driveway, ability to provide onsite parking and will reduce the open space located in the rear of the property. The redevelopment will impact the ability to design a stormwater management system due to the increased lot coverage and reduction in landscaped areas.
 - Eliminating vehicle and bicycle parking will strain the limited on-street parking resources along this mixed-use corridor. The use of on-street parking serves a variety of users including those associated with the institutional and commercial uses. It should also be noted that the provision of barrier-free parking stalls on-street is challenging due to design requirements, and while barrier-free parking stalls are located along some commercial corridors, these stalls are meant for short-term parking and are not meant to provide long-term barrier free parking for residential buildings.
 - The lack of amenity space provision means that the residents will not have dedicated spaces where they can spend leisure time outside either alone or collectively.

While intensification and higher-density housing is essential for the City's growth, development must be pursued within the framework of good land use planning to ensure that the proposed density can be supported through alignment with the development standards of the Zoning By-Law.

Zoning

The subject property is zoned Mixed Commercial (CM) which accommodates smaller scale, mixed-use development supporting traditional neighbourhood service corridors. The CM zone also permits purely residential buildings within 30 metres of a residential zone. The existing building was constructed in 1900, long before the current Zoning By-Law. As a result, certain aspects of the building do not conform to the current standards and is considered a legal non-conforming use.

A legal non-conforming use applies to properties that were established legally under previous regulations but no longer meet current zoning standards. While the status protects existing structures, any redevelopment or expansion must comply with current zoning laws. For significant modifications, such as converting the structure from a 5-unit to a 12-unit building, variances can be considered if they:

- Align with the broader goals of the Zoning By-Law and Municipal Plan; and
- Address the functional deficiencies caused by non-conformity (e.g., parking, setbacks, or occupancy).

The goal is to enable the redevelopment and enhancement of these properties, through acknowledging the existing built form (ex. setbacks) while striving for better alignment with the Zoning By-Law. The following is an assessment of the proposed variance.

Variations

Increased Maximum Lot Occupancy from 44.2% to 62.3%

The Mixed Commercial (CM) zone emphasizes higher-density mixed-use buildings but requires an adequate lot area to ensure that proper landscaping, amenity space, and parking can be provided on-site. The CM zone allows for 50% lot occupancy, which ensures that the lot can accommodate the other components of site design. The proposed development would see an increase to the total lot occupancy of the 321m² lot from 44.2% (150m²) to 62.3% (200m²) while simultaneously not providing the other components of site design referenced above.

The variance to lot coverage is critical when considering possible strain on City infrastructure, including water, sewer, and waste management systems. According to the City's Infrastructure Department, from a Stormwater and Drainage By-Law perspective, there would be significant engineering challenges in meeting the requirements for stormwater attenuation. Given the proposed lot coverage and increase in the proportion of hard surfaces, it is unclear if the available space for stormwater retention will be sufficient.

As a result, this variance cannot be supported as it impacts the ability to provide stormwater management on site and represents an overdevelopment of the property without providing the necessary site development components to ensure functional design.

Reduction of Parking Spaces (Vehicular and Bicycle)

The Zoning By-Law mandates off-street parking to prevent congestion and maintain accessibility. Eliminating all vehicular and bicycle parking requirements is problematic unless the development is in a transit-oriented or walkable neighbourhood with nearby services.

Bus Route 24 is 130 metres north at the intersection of Newman Street and Adelaide Street but does not connect to any other neighbourhoods. The intersection of Main Street and Lansdowne Avenue is located 350 metres from the subject property and provides access to Bus Routes 1 W&E, 3 N&E, 9 N&E, 15S, 23, and 24. This connection node and the proximity to nearby services does lend consideration for a partial reduction in parking, though it does not address the required barrier free parking spaces.

The two proposed barrier-free units must comply with the New Brunswick Barrier-Free Design Code, which requires accessible paths of travel to the street as well as any barrier-free parking spaces. Without barrier-free parking being provided onsite, those requiring barrier-free stalls will be challenged to find nearby on-street parking to meet their needs. While some barrier-free parking stalls have been created on City streets, they are meant to provide short-term parking associated with commercial and institutional uses and are not designed for long-term residential parking needs.

Even though there is on-street parking in the immediate area, there are only 13 parking spaces available on the block between Victoria Street and Metcalf Street, and the proposed development would likely require most of these spaces. An overabundance of street parking would also provide challenges related to traffic flow and would result in snow removal issues during the winter months.

Bicycle parking provides an alternative transportation mode to residents which can reduce the reliance on private vehicles. The elimination of bicycle parking undermines the Zoning By-Law's intent to promote active transportation and provide alternative modes of transportation, which is particularly important for proposed developments looking to decrease or eliminate the provision of on-site parking.

The proposed reductions to the parking requirements contradict the Zoning By-Law and Municipal Plan's goals to support the use of alternative modes of transportation, ensure developments meet barrier-free standards and meet the needs of future tenants and existing neighbours.

Removal of Required Amenity Space

The Amenity Space standards detailed in Section 6.3 of the Zoning By-Law are in place to ensure that density is paired with the necessary design considerations to support a high standard of living, of which amenity space is a critical component.

Amenity space such as parks, recreational areas, balconies or communal spaces play a critical role in supporting the quality of life for residents, particularly those in high-density urban developments. These spaces provide areas for relaxation, social interaction, physical activity, and can even contribute to mental health and well-being.

The subject property is not within immediate proximity to any of the three major neighbourhood parks:

- 300 metres from St. Peter's Park
- 400 metres from Shamrock Park
- 500 metres from Victoria Park

While the site is located near the Kiwanis North End Play Park operated by One Change, the park's design and function may not align with the needs of future building residents given the building is proposed to contain bachelor and one-bedroom units.

Given the distance of the subject property from public parks or recreation centres, and the lack of space enabling residents to spend time outdoors or communally onsite, the request to reduce the amenity space provision to 0 m² cannot be supported.

Conclusion

The application to convert a vacant 3-unit residential building into a 12-unit development at 49 Adelaide Street seeks significant variances from the Zoning By-Law, including an increase to the allowable lot occupancy, and reductions to parking and amenity space provision. While intensification and redevelopment are encouraged under the Municipal Plan, proposed development must incorporate the design standards established in the Zoning By-Law to ensure functional and quality site design that provides a high quality of life to future residents.

ALTERNATIVES AND OTHER CONSIDERATIONS

No other alternatives were considered.

ENGAGEMENT**Public**

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on November 25, 2025.

APPROVALS AND CONTACT

Author	Manager	Director
Thomas Lewallen	Jennifer Kirchner RPP, MCIP	Pankaj Nalavde RPP, MCIP

Application: 24-0210
Contact: Thomas Lewallen
Telephone: (506) 977-0274
Email: thomas.lewallen@saintjohn.ca

APPENDIX

Map 1: **Aerial Photography**

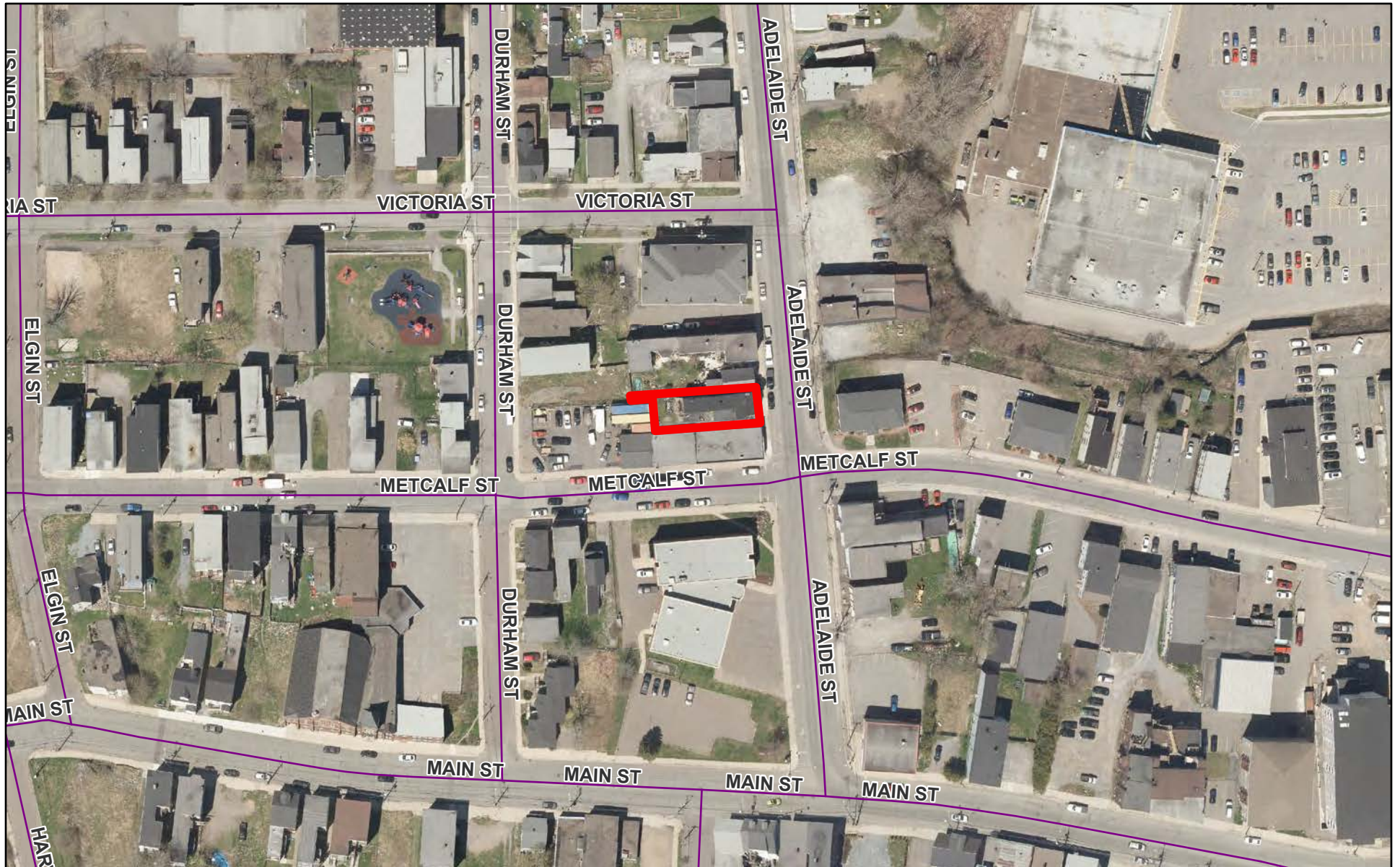
Map 2: **Future Land Use**

Map 3: **Zoning**

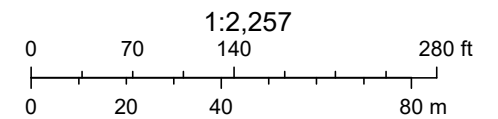
Attachment 1: **Site Photography**

Submission 1: **Rendering and Elevation Drawings**

Aerial Photo - 49 Adelaide Street



 Subject Property



Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastyrrelsen, Rijkswaterstaat, GSA, Geoland, FEMA,

GIS Viewer
(C) City of Saint John

Future Land Use Map - 49 Adelaide Street



28/11/2024, 15:50:35

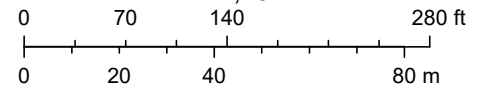
 Subject Property

Future Land Use

 Mixed Use Centre

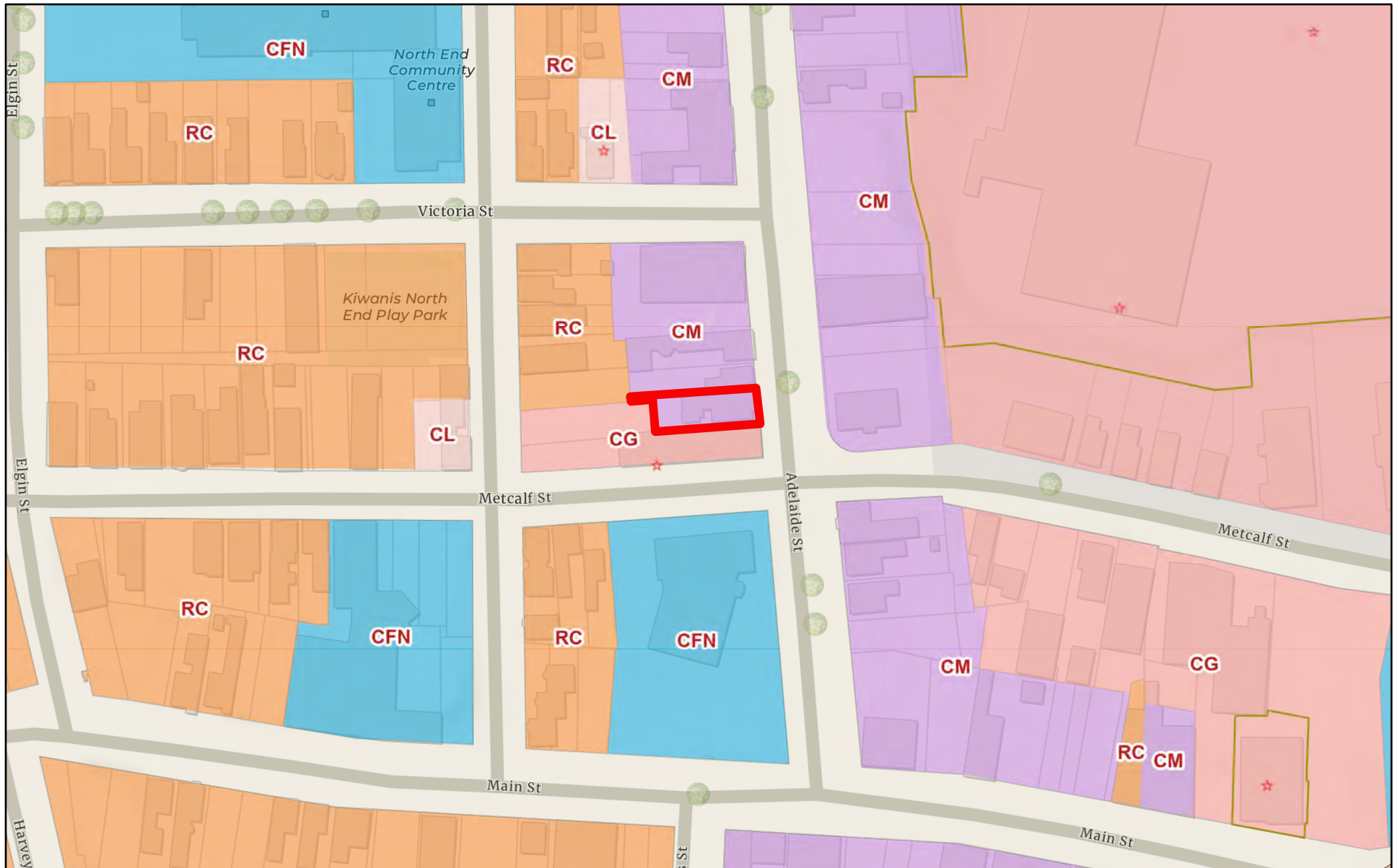
 Medium to High Density Residential



1:2,257








Sources: Esri, Airbus DS, USGS, NGA, NASA, CGIAR, N Robinson, NCEAS, NLS, OS, NMA, Geodastatyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA,

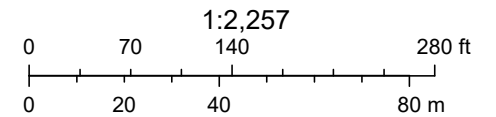
Zoning Map - 49 Adelaide Street



-  Subject Property
-  Section 59

Zoning

-  Urban Centre Residential (RC)
-  General Commercial (CG)
-  Local Commercial (CL)
-  Mixed Commercial (CM)
-  Neighbourhood Community Facility (CFN)





49 Adelaide Street - Front of Building



49 Adelaide Street - Adelaide Street looking North



THE ENGINEER HAS REVIEWED AND TAKES RESPONSIBILITY FOR THIS DESIGN AND HAS THE QUALIFIED PROFESSIONAL DESIGNER'S SEAL AND REGISTRATION NUMBER AND THE DESIGN IS EXEMPT UNDER DIVISION C-3.2.1.1 OF THE 2012 ONTARIO BUILDING CODE.
 M. SHUKE NOORY
 REGISTRATION INFORMATION REQUIRED UNLESS THE DESIGN IS EXEMPT UNDER DIVISION C-3.2.1.1 OF THE 2012 ONTARIO BUILDING CODE.
 NOORY ENGINEERING INC.
 PROJECT NAME: BOM

No.	Description	Date

49 Adelaide St,
 Saint John, NB

Project Number: N 4
 Date: OCT/22/2024
 Drawn By: WYZ
 Checked By: MIN

FLOOR PLANS
 PROPOSED

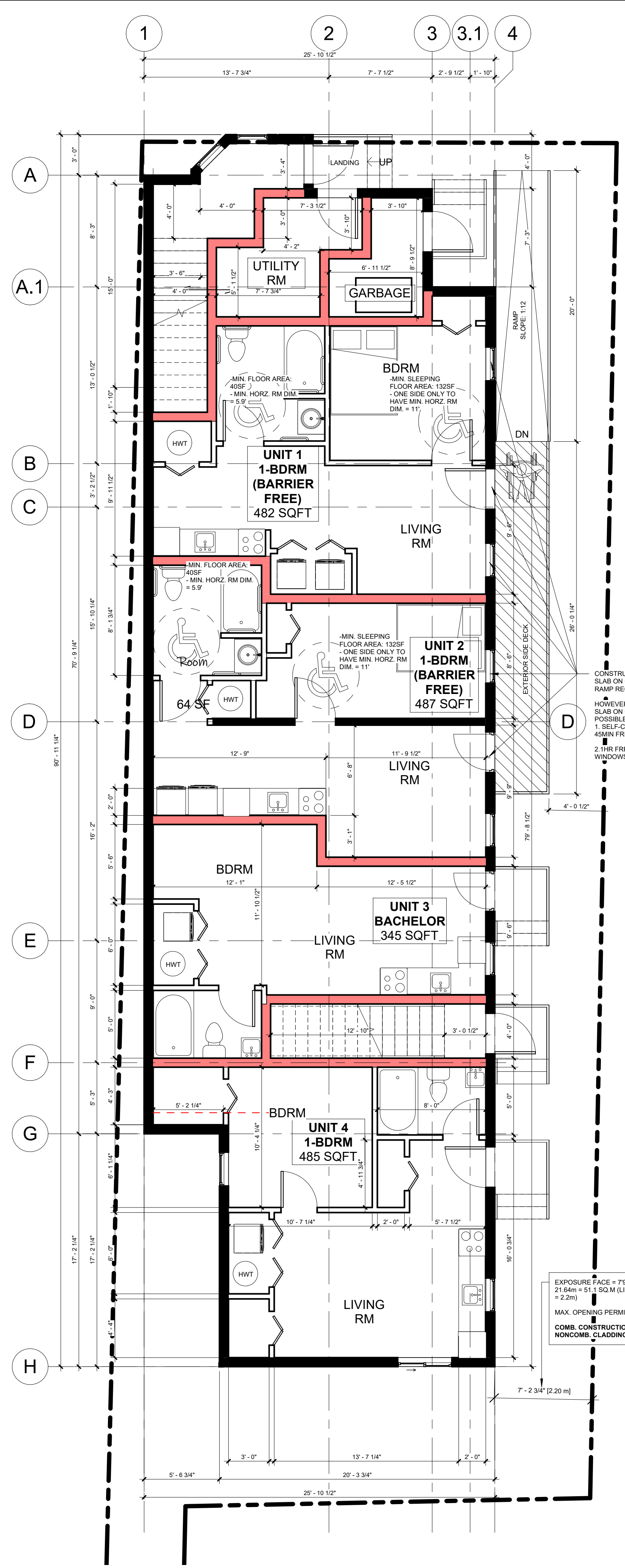
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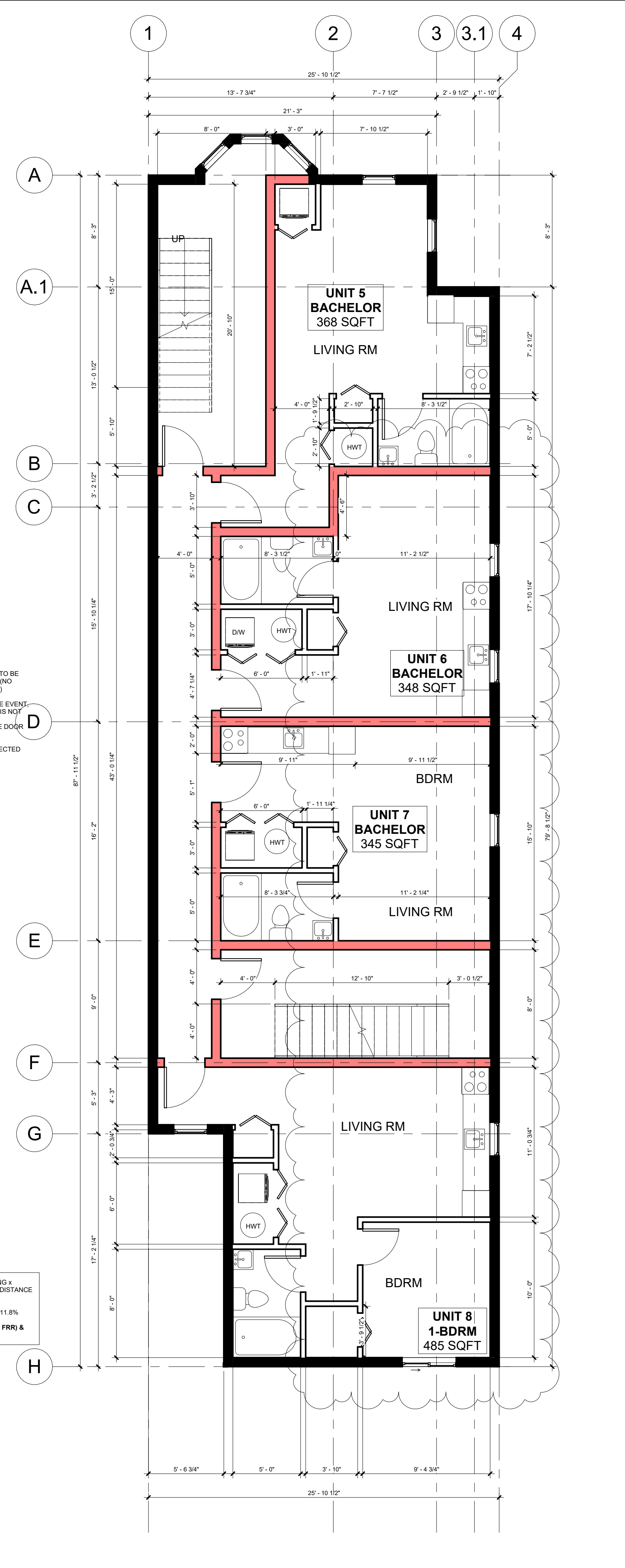
Area Schedule			
LEVEL	UNIT NO.	SUITE TYPE	AREA
MAIN FLOOR	GARBAGE RM		62 SF
MAIN FLOOR	STAIR + HALLWAY		136 SF
MAIN FLOOR	STAIR + HALLWAY		79 SF
MAIN FLOOR	UNIT 1	1-BDRM + 1 BATH (BARRIER FREE)	482 SF
MAIN FLOOR	UNIT 2	1-BDRM + 1 BATH (BARRIER FREE)	487 SF
MAIN FLOOR	UNIT 3	1-BACHELOR	345 SF
MAIN FLOOR	UNIT 4	1-BDRM + 1 BATH	485 SF
MAIN FLOOR	UTILITY RM		81 SF
MAIN FLOOR			2158 SF
SECOND FLOOR	STAIR + HALLWAY		617 SF
SECOND FLOOR	UNIT 5	1-BACHELOR	368 SF
SECOND FLOOR	UNIT 6	1-BACHELOR	348 SF
SECOND FLOOR	UNIT 7	1-BACHELOR	345 SF
SECOND FLOOR	UNIT 8	1-BDRM + 1 BATH	485 SF
SECOND FLOOR			2163 SF
THIRD FLOOR	STAIR + HALLWAY		403 SF
THIRD FLOOR	UNIT 9	1-BDRM + 1 BATH	534 SF
THIRD FLOOR	UNIT 10	1-BACHELOR	356 SF
THIRD FLOOR	UNIT 11	1-BACHELOR	385 SF
THIRD FLOOR	UNIT 12	1-BDRM + 1 BATH	485 SF
THIRD FLOOR			2163 SF

6 1-BDRM (2 BARRIER FREE 1-BDRM), 6 BACHELOR
 TOTAL: 12 UNIT

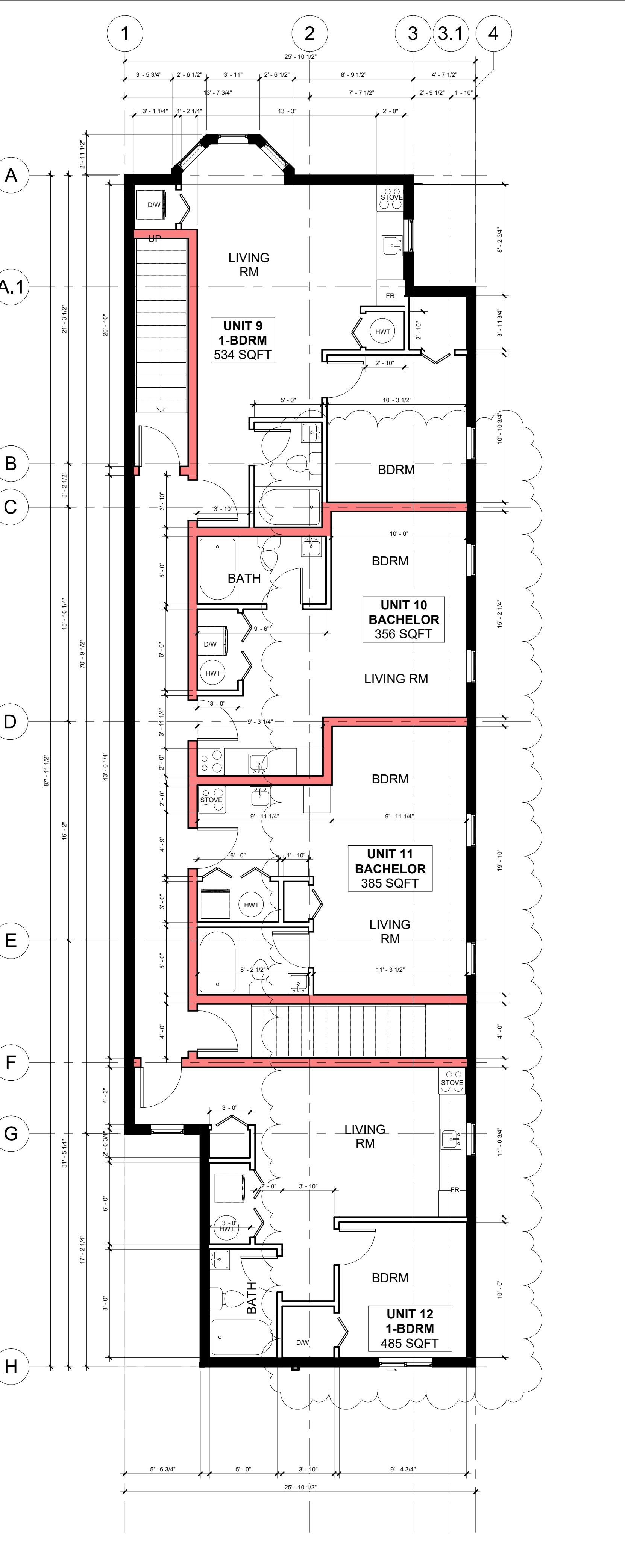
THIS PLANNING CONCEPT HAS BEEN PRODUCED BY NOORY ENGINEERING AND IS SUBMITTED AS PART OF PERMIT APPLICATION AND IS NOT INTENDED FOR USE BY ANY OTHER PERSON OR FOR ANY OTHER PURPOSE.
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 CONTRACTOR TO REPORT ANY DISCREPANCIES TO ENGINEER IMMEDIATELY PRIOR TO COMMENCING WORK. CONFIRM ALL DIMENSIONS PRIOR TO CONSTRUCTION. ITS CONTRACTOR RESPONSIBILITY TO ENSURE ALL SPECIFIED PRODUCTS SHOWN ON DRAWINGS MUST MEET MANUFACTURERS REQUIRED INSTALLATION.



1 MAIN FLOOR PROPOSED
 3/16" = 1'-0"



2 SECOND FLOOR PROPOSED
 3/16" = 1'-0"



3 THIRD FLOOR PROPOSED
 3/16" = 1'-0"



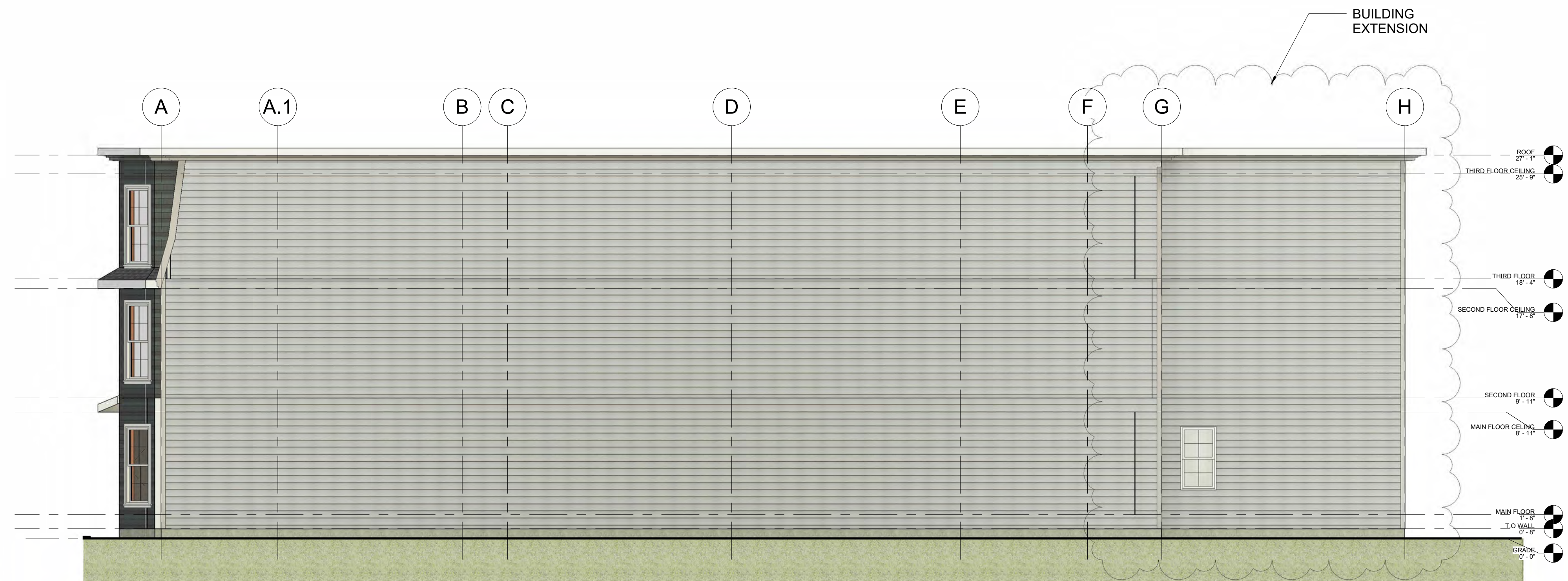
1 EAST
3/16" = 1'-0"



2 SOUTH
3/16" = 1'-0"



3 WEST
3/16" = 1'-0"



4 NORTH
3/16" = 1'-0"

THE UNDERSIGNED HAS REVIEWED AND TAKES RESPONSIBILITY FOR THIS DESIGN, AND HAS THE QUALIFICATIONS AND MEETS THE REQUIREMENTS SET OUT IN THE 3000.2015 TO BE A DESIGNER.

M. SIMONE MOORE
 REGISTRATION INFORMATION REQUIRED
 NOORY ENGINEERING INC.
 FIRM NAME

No.	Description	Date

49 Adelaide St,
 Saint John, NB

Project Number N 4
 Date OCT/22/2024
 Drawn By WYZ
 Checked By MN

ELEVATIONS

A.04

Scale 3/16" = 1'-0"

OK Tire Saint John
41 Adelaide St.
Saint John, NB.
E2K 1W4

Dec. 12 2024

Respected Planning Advisory Committee,

My name is Paul Pollari, I am the owner of OK Tire Saint John and am submitting this letter to express my concerns with the current application for zoning By-Law variances for 49 Adelaide St. PID 00374900.

I am well aware of the need for housing options in our community, and support reasonable proposals, however, I would like to express my concerns with the current application.

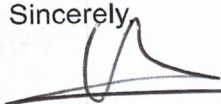
The property located at 49 Adelaide St. has been vacant for several years, we have filed several complaints for unsightly premises for several years, my staff and myself have collected trash and drug paraphernalia from the property perimeter several times , homeless people have occupied it as well, the property has been flooded due to ruptured water lines my staff called in to have the water turned off. The property was severely damaged due to fire twice, fortunately the fire department is in close proximity- the firemen were on the roof of my property to extinguish the fire. As well the property is very close to the adjacent properties and the neighbouring buildings were at serious risk of damage. I could expound at length about the issues with this property and the issues it has created.

The building is not suitable for the proposed increase in dwelling units, the square footage is inadequate and has limited setback from the adjacent buildings- approximately 12" on one side. the aging structure is a fire hazard and obviously structurally compromised.

The property is an eyesore and reflects very poorly on our community, I have no confidence in the current property owners to offer a reasonable option for development or reconstruction of this property.

I have confidence that the committee members will determine what is in the best interest of our community.

Sincerely



Paul Pollari
OK Tire Saint John