



**City of Saint John
Common Council Meeting
AGENDA**

Monday, January 13, 2025

6:00 pm

2nd Floor Common Council Chamber, City Hall

An Electronic means of communication will be used at this meeting. The public may attend the meeting in person in the Council Chamber or view the meeting on the City's Website (www.saintjohn.ca) or on Rogers TV.

	Pages
1. Call to Order	
1.1 Land Acknowledgement	
1.2 National Anthem	
2. Approval of Minutes	
2.1 Minutes of December 16, 2024	6 - 14
3. Approval of Agenda	
4. Disclosures of Conflict of Interest	
5. Consent Agenda	
5.1 Designation of By-Law Enforcement Officer - Taylor Wilson (Recommendation in Report)	15 - 17
5.2 Rescheduling of a Public Hearing Date for a Zoning By-Law Amendment Regarding the Refunding of Application Fees (Recommendation in Report)	18 - 20
5.3 Street Naming – allée Origins Lane (Recommendation in Report)	21 - 23
5.4 Community Development Fund Agreement: Main Street Active Transportation Improvements (Recommendation in Report)	24 - 32
5.5 Saint John Transit Commission - Request for an Adjustment to 2025 Capital	33 - 35

Budget (Recommendation in Report)

5.6	South Bay Well Field Emergency Pump Purchase (Recommendation in Report)	36 - 41
5.7	Council Community Fund Application (Councillor Ogden) (Recommendation: Approve the application)	42 - 46
6.	Members Comments	
7.	Proclamation	
8.	Delegations / Presentations	
9.	Public Hearings - 6:30 p.m.	
9.1	Proposed Zoning By-Law Amendment with Planning Advisory Committee report and Staff Presentation - 125 Gault Road (1st and 2nd Reading)	47 - 311
10.	Consideration of By-laws	
10.1	Municipal Plan Amendment and Zoning By-Law Amendment with Section 59 Conditions - 0 Alloy Drive (3rd Reading)	312 - 319
10.2	Zoning By-Law Amendment with Section 59 Conditions - 9 Austin Lane (3rd Reading)	320 - 323
10.3	Zoning By-Law Amendment - Housing Accelerator Fund (3rd Reading)	324 - 361
10.4	Subdivision By-Law Amendment (Money-in-Lieu of Land for Public Purposes) - Housing Accelerator Fund (3rd Reading)	362 - 365
11.	Submissions by Council Members	
11.1	Creation of a Medical Education Scholarship in partnership with the New Brunswick Medical Educational Foundation (Councillor Norton)	366 - 368
12.	Business Matters - Municipal Officers	
12.1	Chief Administrative Officer Update on Select Catalytic Projects and Advocacy (Verbal)	
13.	Committee Reports	
14.	Consideration of Issues Separated from Consent Agenda	
15.	General Correspondence	
15.1	Stevie Go Go: Proposal to Expand Stevie Go Go Tuk Tuk Sightseeing Tours	369 - 374

to Saint John (Recommendation: Refer to Chief Administrative Officer)

15.2	Rothesay Technology Hub: Saint John Tech Summit 2025 (Recommendation: Refer to Chief Administrative Officer)	375 - 376
15.3	Kawasaki Disease Canada: Request for Proclamation - Kawasaki Disease Awareness Day (Recommendation: Refer to Clerk to prepare proclamation)	377 - 378
16.	Supplemental Agenda	
17.	Committee of the Whole	
17.1	Tri-Party License Agreement - Aquatic Centre	379 - 379
17.2	Recommended Appointments to Committees	380 - 381
17.3	Sale of 19 Anglin Drive	382 - 382
17.4	Initiate Stop-Up and Closure for Sunnyside Ave Right of Way	383 - 387
18.	Adjournment	



**City of Saint John
Common Council Meeting
Monday, January 13, 2025**

Committee of the Whole

1. Call to Order

Si vous avez besoin des services en français pour une réunion de Conseil communal, veuillez contacter le bureau du greffier communal au 658-2862.

Each of the following items, either in whole or in part, is able to be discussed in private pursuant to the provisions of subsection 68(1) of the Local Governance Act and Council / Committee will make a decision(s) in that respect in Open Session:

4:00 p.m., 2nd Floor Boardroom, City Hall

- 1.1 Approval of Minutes 68(1)
- 1.2 Financial Matter 68(1)(c)
- 1.3 Financial Matter 68(1)(c)
- 1.4 Land Matter 68(1)(d)
- 1.5 Land Matter 68(1)(d)
- 1.6 Personal Matter 68(1)(b)
- 1.7 Financial Matter 68(1)(c)
- 1.8 Financial Matter 68(1)(c)
- 1.9 Financial Matter 68(1)(c,f)
- 1.10 Labour Matter 68(1)(c,j)
- 1.11 Land Matter 68(1)(d)
- 1.12 Labour Matter 68(1)(j)



**Ville de Saint John
Séance du conseil communal
Lundi le 13 janvier 2025
18 h**

2^e étage de la salle du conseil communal, Hôtel de ville

Nous utiliserons un moyen de communication électronique lors de cette séance. Le public peut assister à la séance en personne à la salle du conseil ou la visionner sur le site Web de la ville (www.saintjohn.ca) ou sur Rogers TV

Comité plénier

1. Ouverture de la séance

Si vous souhaitez obtenir des services en français pour une séance du conseil communal, veuillez communiquer avec le bureau du greffier communal au 658-2862.

Chacun des points suivants, en totalité ou en partie, peut faire l'objet d'une discussion en privé en vertu des dispositions prévues au paragraphe 68 (1) de la *Loi sur la gouvernance locale*. Le conseil/comité prendra une ou des décisions à cet égard au cours de la séance publique :

16 h — Clôture du comité plénier — Salle de conseil au 2^e étage

- 1.1 Approbation du procès-verbal 68(1)
- 1.2 Question financière 68 (1)c
- 1.3 Question financière 68 (1)c
- 1.4 Question foncière 68 (1)d
- 1.5 Question foncière 68 (1)d
- 1.6 Question personnelle 68(1)b
- 1.7 Question financière 68 (1)c
- 1.8 Question financière 68 (1)c
- 1.9 Question financière 68(1)c,f
- 1.10 Question de travail 68(1)c,j)
- 1.11 Question foncière 68 (1)d
- 1.12 Question de travail 68(1)j)

Séance ordinaire

1. Ouverture de la séance

- 1.1 Reconnaissance territoriale

- 1.2 Hymne national

2. Approbation du procès-verbal

- 2.1 Procès-verbal du 16 décembre 2024

3. Adoption de l'ordre du jour

4. Divulgations de conflits d'intérêts

5. Questions soumises à l'approbation du conseil

- 5.1 Désignation de l'agent d'application des règlements municipaux — Taylor Wilson (la recommandation est dans le rapport)
- 5.2 Date de l'audience publique proposée pour une modification du règlement de zonage concernant le remboursement des droits de demande (la recommandation est dans le rapport)
- 5.3 Proposition de désignation des rues — allée Origins Lane (la recommandation est dans le rapport)
- 5.4 Accord sur le fonds de développement des collectivités : amélioration des transports actifs pour la rue principale (la recommandation est dans le rapport)
- 5.5 Commission des transports de Saint-Jean — Demande d'ajustement du budget d'investissement 2025 (la recommandation est dans le rapport)
- 5.6 Achat d'une pompe de secours pour le champ de captage de South Bay (la recommandation est dans le rapport)
- 5.7 Demande de fonds communautaire du Conseil (conseiller Stewart) (la recommandation est dans le rapport)

6. Commentaires présentés par les membres

7. Proclamation

8. Délégations et présentations

9. Audiences publiques

- 9.1 Projet de modification du règlement de zonage avec le rapport du comité consultatif d'urbanisme et la présentation au personnel — 125 Gault Road (1^{re} et 2^e lectures)

10. Étude des arrêtés municipaux

- 10.1 Modification du plan municipal et modification du règlement de zonage avec les conditions en vertu de l'article 59 – 0 Alloy Drive (3^e lecture)
- 10.2 Modification du règlement de zonage avec les conditions en vertu de l'article 59 – 9 Austin Lane (3^e lecture)
- 10.3 Modification du règlement de zonage — Fonds pour accélérer la construction de logements (3^e lecture)
- 10.4 Modification du règlement de lotissement (octroi d'une somme d'argent en remplacement d'un terrain à des fins publiques) — Fonds pour accélérer la construction de logements (3^{re} et 2^e lectures)

11. Interventions des membres du conseil

- 11.1 Création d'une bourse d'études en médecine en partenariat avec la Fondation d'éducation médicale du Nouveau-Brunswick (conseiller Norton)

12. Affaires municipales évoquées par les fonctionnaires municipaux

- 12.1 Mise à jour du directeur municipal concernant certains projets catalyseurs et la défense des intérêts (verbal)

13. Rapports déposés par les comités

14. Étude des sujets écartés des questions soumises à l'approbation du bureau

15. Correspondance générale

- 15.1 Stevie Go Go : Proposition d'étendre les circuits touristiques Stevie Go Go Tuk Tuk à Saint John (recommandation : se reporter au directeur administratif)
- 15.2 Rothesay Technology Hub : sommet technologique de Saint John 2025 (recommandation : se reporter au directeur administratif)
- 15.3 Maladie de Kawasaki Canada : Demande de proclamation — Journée de sensibilisation à la maladie de Kawasaki (recommandation : demander au greffier de préparer la proclamation)

16. Ordre du jour supplémentaire

17. Comité plénier

- 17.1 Accord de licence tripartite – Centre aquatique
- 17.2 Nominations recommandées aux comités
- 17.3 Vente de 19 promenade Anglin

17.4 Initier l'arrêt et la fermeture de l'emprise de l'avenue Sunnyside

18. Levée de la séance



The City of Saint John

MINUTES – REGULAR MEETING
COMMON COUNCIL OF THE CITY OF SAINT JOHN
DECEMBER 16, 2024 AT 6:00 PM
2ND FLOOR COMMON COUNCIL CHAMBER, CITY HALL

An Electronic means of communication will be used at this meeting. The public may attend the meeting in person in the Council Chamber or view the meeting on the City's Website (www.saintjohn.ca) or on Rogers TV.

Present: Mayor Donna Noade Reardon
Deputy Mayor John MacKenzie
Councillor-at-Large Gary Sullivan
Councillor-at-Large Brent Harris (virtual attendance)
Councillor Ward 1 Greg Norton (virtual attendance)
Councillor Ward 2 Barry Ogden
Councillor Ward 3 Gerry Lowe
Councillor Ward 3 Mariah Darling
Councillor Ward 4 Greg Stewart
Councillor Ward 4 Paula Radwan

Absent: Councillor Ward 1 Joanna Killen

Also Present:
Chief Administrative Officer B. McGovern
Chief Financial Officer K. Fudge
General Counsel M. Tompkins
Commissioner Utilities & Infrastructure Services I. Fogan
Fire Chief R. Nichol
Director Human Resources D. McQuade-Clark
Commissioner Growth & Community Services A. Poffenroth
Director External Relations L. Caissie
Commissioner Public Works M. Hugenholtz
City Clerk J. Taylor
Deputy City Clerk P. Anglin

1. Call to Order

1.1 Land Acknowledgement

Mayor Noade Reardon read aloud the Land Acknowledgement and called for a moment of reflection.

“The City of Saint John/Menaquesk is situated is the traditional territory of the Wolastoqiyik/Maliseet. The Wolastoqiyik/Maliseet along with their Indigenous Neighbours, the Mi’Kmaq/Mi’kmaq and Passamaquoddy/Peskotomuhkati signed Peace and Friendship Treaties with the British Crown in the 1700s that protected their rights to lands and resources.”

1.2 National Anthem

The Saint John Symphony Youth Orchestra performed O Canada by video.

Newly elected Council Member

The City Clerk introduced the successful candidate elected to office for Ward 3 Councillor Mariah Darling. Councillor Darling accepted the office earlier today by making and subscribing the affirmation of office that are prescribed by *Local Governance Act* regulation.

2. Approval of Minutes

2.1 Minutes of December 9, 2024

Moved by Councillor Sullivan, seconded by Deputy Mayor MacKenzie:
RESOLVED that the minutes of December 9, 2024 be approved.

MOTION CARRIED.

3. Approval of Agenda

Moved by Councillor Sullivan, seconded by Councillor Stewart:
RESOLVED that the agenda for December 16, 2024 be approved with the addition of item 17.1 2029 Canada Games – Memorandums of Understanding with Envision Saint John for Venues; 17.2 Legal Proceeding against BGC Engineering Inc. (West Wells) – Mediation Update and Recommended Settlement; 17.3 Marco Polo Letter of Intent and Item 16.1 2024 Utility Fund Capital Reserve Transfers.

MOTION CARRIED.

4. Disclosures of Conflict of Interest

Councillor Ogden declared a conflict-of-interest with item 17.3 Marco Polo.

5. Consent Agenda

5.1 RESOLVED that as recommended in the submitted report *M&C 2024-319: Community Arts Board Funding Fall/Winter 2024*, Common Council receive and file the Saint John Community Arts Board's letter supporting the granting of funding to the successful applicants for the 2024 Fall/Winter Small Grants Funding; and the Commissioner of Finance facilitates grant payments to the successful organizations.

5.2 RESOLVED that as recommended in the submitted report *M&C 2024-348: 2025 Insurance Renewal*, Common Council approve the following:

(1) Direct staff to renew the insurance coverage with BFL Canada Risk and Insurance Services Inc, through our Agent of Record, GTI Group and approves the maximum payment of **\$1,992,303.00** detailed below. Insurance coverage under this policy will be effective January 1, 2025 until December 31, 2025.

Insurance Premiums of	\$1,957,203
Agreed Agency Fee of	\$33,600
BFL Canada Fee	\$1,500
Payable to GTI Group (Formerly JM & CW Hope Grant Ltd.)	\$1,992,303

(2) Authorize the Mayor and Common Clerk to Sign the Authorization to Bind Coverage as submitted.

5.3 RESOLVED that as recommended in the submitted report *M&C 2024-340: ACCEO Solutions Inc. Extension of License, Supply and Maintenance Agreement*, the City of Saint John enter into an Extension of License, Supply and Maintenance Agreement with ACCEO Solutions Inc., generally in the form as attached to M&C No. 2024-340 and that the Mayor and City Clerk be authorized to execute said Extension and any other documents ancillary thereto.

5.4 RESOLVED that as recommended in the submitted report *M&C 2024-346: Tender Call 2024-084201T: Biosolids Receiving & Processing – Millidgeville and Eastern Wastewater Treatment Plants*, the contract be awarded to Envirem Organics Inc. at the tendered price of \$69.00 per tonne (including HST), for an estimated maximum annual value of \$287,000 (including HST) as calculated based upon historic biosolids production.

5.5 RESOLVED that the Council Community Fund application submitted by Councillor Radwan for ACAP Saint John for \$707.65, be approved.

5.6 RESOLVED that the Council Community Fund application submitted by Councillor Radwan for Forest Hills Complex for \$792.35, be approved.

5.7 RESOLVED that the Council Community Fund application submitted by Councillor Harris for Saint John Trojans R.F.C Inc. for \$1500, be approved.

5.8 RESOLVED that the Council Community Fund application submitted by Councillor Sullivan for Positive Recreation Opportunities ("P.R.O Kids") for \$1500, be approved.

5.9 RESOLVED that as recommended in the submitted report *M&C 2024-349: Contract No. 2023-28: Charlotte Street (King Square South to Princess Street) – Street Reconstruction*, Common Council approve the following:

(A) approve reallocating \$100,000 of funding from the Shamrock Park Fence Replacement project (24TC03) to the Charlotte Street (King Sq. S. to Princess Street) – Street Reconstruction project (24TC39) to offset the budget variance as outlined in this report and;

(B) approve the value of Contract No. 2023-28: Charlotte Street (King Sq. S. to Princess Street) - Street Reconstruction previously awarded to Galbraith Construction Ltd., on May 13th, 2024 be increased from \$602,565.50 (including HST) to \$700,653.65 (Including HST) as outlined in the submitted report.

Moved by Deputy Mayor MacKenzie, seconded by Councillor Sullivan:
RESOLVED that the recommendation set out in each consent agenda item respectively, be adopted.

MOTION CARRIED UNANIMOUSLY.

6. Members Comments

Members commented on various local events.

7. Proclamation

8. Delegations / Presentations

9. Public Hearings – 6:30 p.m.

9.1 Housing Accelerator Fund Zoning By-Law Reform Amendments with Planning Advisory Committee report and Staff Presentation (1st and 2nd Reading)

Commissioner Poffenroth introduced the rezoning application respecting Zoning By-Law reform to support the Affordable Housing Action Plan. The amendment will reduce regulatory barriers and enable diversity of housing options. The proposed amendments aim to address housing shortages by reducing red tape, fostering gentle density and missing middle developments and streamline approval process.

The amendment affects a number of sections of the Zoning By-law in order to support and enhance residential development, and includes the following:

1. Consolidation of the One-Unit Residential (R1), Two-Unit Residential (R2), Suburban Residential (RSS), and Low-Rise Residential (RL) zones into an updated Low-Rise Residential (RL) zone that allows up to 4 units per lot and up to 6 units per lot in Intensification Areas and on existing lots zoned RL;

2. Amended zone standards for the Mid-Rise Residential (RM) zone, including increasing the maximum height to 6 storeys;

3. Enhanced amenity space requirements for multi-unit residential developments containing 6 or more dwelling units;

4. Enhanced landscaping standards for residential developments;

5. Elimination of parking requirements for affordable dwelling units and reduced parking requirements for secondary and garden suites within proximity to Primary Corridors, Intensification areas, Employment areas, Post-Secondary Institutions, and Transit Routes;
6. Amended definitions and development standards for “garden suite” and “secondary suite”; and
7. Addition of Section 9.23 – Design Regulations for Multiple Unit Residential and Commercial Buildings with Dwelling Units.

Staff and PAC are aligned and recommend the approval of the application.

Consultant J. Burke of Stantec Engineering outlined their role in the Housing Accelerator Fund zoning by-law reform amendments. To ensure alignment with best practices, the consulting firm Stantec conducted a comparative analysis of zoning by-laws in five leading Canadian municipalities.

Mayor Noade Reardon called the Public Hearing to Order.

The Mayor called for members of the public to speak against the application with no one presenting.

The Mayor called for members of the public to speak in favour of the application with Rick Turner presenting.

Mayor Noade Reardon closed the public hearing.

Moved by Deputy Mayor MacKenzie, seconded by Councillor Sullivan:

RESOLVED that the by-law entitled “By-Law Number C.P. 111-183 A Law to Amend the Zoning By-Law of The City of Saint John” respecting Zoning By-Law reform to support the Affordable Housing Action Plan, be read a first time.

MOTION CARRIED with Councillor Harris voting nay stating he disagreed with staff imposing obligations on architects' design.

Read a first time by title, the by-law entitled “By-Law Number C.P. 111-183 A Law to Amend the Zoning By-Law of The City of Saint John.”

Moved by Councillor Ogden, seconded by Councillor Deputy MacKenzie:

RESOLVED that the by-law entitled “By-Law Number C.P. 111-183 A Law to Amend the Zoning By-Law of The City of Saint John” respecting Zoning By-Law reform to support the Affordable Housing Action Plan, be read a second time.

MOTION CARRIED with Councillor Harris voting nay.

Read a second time by title, the by-law entitled “By-Law Number C.P. 111-183 A Law to Amend the Zoning By-Law of The City of Saint John.”

10. Consideration of By-Laws

10.1 Subdivision By-Law Amendment (Money-in-lieu of Land for Public Purposes) - Housing Accelerator Fund (1st and 2nd Reading)

Moved by Deputy Mayor MacKenzie, seconded by Councillor Ogden:

RESOLVED that the by-law entitled “By-law No. C.P. 122-3, A Law to Amend the Subdivision By-Law of The City of Saint John” by deleting and replacing subsection 16(2); and deleting and replacing section 17, to streamline approvals for smaller-scale subdivisions requiring money-in-lieu of Land for Public Purposes, be read a first time.

MOTION CARRIED.

Read a first time by title, the by-law entitled “By-law No. C.P. 122-3, A Law to Amend the Subdivision By-Law of The City of Saint John.”

Moved by Councillor Stewart, seconded by Councillor Lowe:

RESOLVED that the by-law entitled “By-law No. C.P. 122-3, A Law to Amend the Subdivision By-Law of The City of Saint John” by deleting and replacing subsection 16(2); and deleting and replacing section 17, to streamline approvals for smaller-scale subdivisions requiring money-in-lieu of Land for Public Purposes, be read a second time.

MOTION CARRIED.

Read a second time by title, the by-law entitled “By-law No. C.P. 122-3, A Law to Amend the Subdivision By-Law of The City of Saint John.”

10.2 BIA Levy By-Law Amendment (3rd Reading)

Moved by Councillor Sullivan, seconded by Councillor Stewart:

RESOLVED that the by-law entitled “A Law to Amend By-Law Number BIA-2, Business Improvement Levy By-Law” by applying a levy of 16 cents for each one hundred dollars of assessed value for 2025, be read.

MOTION CARRIED.

The by-law entitled “A Law to Amend By-Law Number BIA-2, Business Improvement Levy By-Law” was read in its entirety.

Moved by Deputy Mayor MacKenzie, seconded by Councillor Radwan:

RESOLVED that the by-law entitled “A Law to Amend By-Law Number BIA-2, Business Improvement Levy By-Law” by applying a levy of 16 cents for each one hundred dollars of assessed value for 2025, be read a third time, enacted, and the Corporate Common Seal affixed thereto.

MOTION CARRIED.

Read a third time by title, the by-law entitled “A Law to Amend By-Law Number BIA-2, Business Improvement Levy By-Law”.

11. Submissions by Council Members

12. Business Matters – Municipal Officers

13. Committee Reports

14. Consideration of Issues Separated from Consent Agenda

15. General Correspondence

15.1 L. Graham: Requesting Speed Bumps Installed on Millidge Avenue
(Recommendation: Receive for Information)

Moved by Councillor Sullivan, seconded by Councillor Darling:

RESOLVED that the correspondence from L. Graham requesting Speed Bumps be Installed on Millidge Avenue, be received for information.

MOTION CARRIED.

15.2 M. Clark: Snow Angels Program (Recommendation: Refer to Chief Administrative Officer)

Moved by Deputy Mayor MacKenzie, seconded by Councillor Darling:

RESOLVED that the correspondence from M. Clerk regarding the Snow Angels Program be referred to the Chief Administrative Officer.

MOTION CARRIED.

16. Supplemental Agenda

16.1 2024 Utility Fund Capital Reserve Transfers

Moved by Councillor Stewart, seconded by Councillor Sullivan:

RESOLVED that as recommended by the Finance Committee, having met on December 4, 2024 Common Council approve the transfer of \$10,500,000 from the Utility Operating Fund to the Utility Fund Capital Reserve.

MOTION CARRIED.

17. Committee of the Whole

Absent for the discussion of items 17.1, 17.2 and 17.3 Councillor Darling withdrew from the meeting.

17.1 2029 Canada Games – Memorandums of Understanding with Envision Saint John for Venues

Moved by Deputy Mayor MacKenzie, seconded by Councillor Lowe:

RESOLVED that as recommended by the Committee of the Whole, having met on December 16, 2024, Common Council approve the following:

1. That the City enter into a Memorandum of Understanding with Envision Saint John and Lily Lake Pavilion Inc. generally in the form as presented to Committee of the Whole at its meeting held December 16, 2024 regarding the securing of a venue for the 2029

Canada Games, and that the Mayor and Clerk be authorized to execute the said Memorandum of Understanding; and further

2. That the City enter into a Memorandum of Understanding with Envision Saint John and The Saint John Aquatic Centre Commission generally in the form as presented to Committee of the Whole at its meeting held December 16, 2024 regarding the securing of a venue for the 2029 Canada Games, and that the Mayor and Clerk be authorized to execute the said Memorandum of Understanding; and further

3. That the City enter into a Memorandum of Understanding with Envision Saint John generally in the form as presented to Committee of the Whole at its meeting held December 16, 2024 regarding the securing of a venue for the 2029 Canada Games, and that the Mayor and Clerk be authorized to execute the said Memorandum of Understanding.

MOTION CARRIED.

17.2 Legal Proceeding against BGC Engineering Inc. (West Wells) – Mediation Update and Recommended Settlement

Moved by Councillor Sullivan, seconded by Councillor Lowe:

RESOLVED that as recommended by the Committee of the Whole, having met on December 16, 2024, the City settle its claim against BGC Engineering Inc. in the West Wells litigation on the terms and conditions outlined to Committee of the Whole at its meeting held December 16, 2024, and that the Mayor and Clerk be authorized to execute any documents necessary to effect the settlement.

MOTION CARRIED.

Having declared a conflict-of interest Councillor Ogden withdrew from the meeting.

17.3 Marco Polo Letter of Intent

Moved by Councillor Radwan, seconded by Councillor Stewart:

RESOLVED that as recommended by the Committee of the Whole, having met on December 16, 2024 the City enter into the Letter of Intent in the form as presented to Committee of the Whole at its meeting held November 12th, 2024 with the Saint John Port Authority and Marco Polo Harbourfront Historical Village and Museum Inc. and that the Mayor and Clerk be authorized to sign the said Letter of Intent.

MOTION CARRIED.

Councillors Darling and Ogden re-entered the meeting.

18. Adjournment

Moved by Councillor Lowe, seconded by Councillor Stewart:

RESOLVED that the meeting of Common Council held on December 16, 2024, be adjourned.

MOTION CARRIED.

The Mayor declared the meeting adjourned at 7:45 p.m.

COUNCIL REPORT

M&C No.	2025-001
Report Date	January 6, 2025
Meeting Date	January 13, 2025
Service Area	Public Works and Transportation Services

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT: Designation of By-Law Enforcement Officer – Taylor Wilson

AUTHORIZATION

Primary Author(s)	Commissioner/Dept. Head	Chief Administrative Officer
<i>Jill Good</i>	<i>Michael Hugenholtz/Marc Dionne</i>	<i>J. Brent McGovern</i>

RECOMMENDATION

It is recommended that Common Council adopt the attached resolution appointing Taylor Wilson as by-law enforcement officer for the *Saint John Parking By-law* and *Saint John Traffic By-law*.

EXECUTIVE SUMMARY

The purpose of this report is to designate Taylor Wilson, Badge No. 1014 Canadian Corps of Commissionaires, as a by-Law enforcement officer, for the *Saint John Parking By-law* and *Saint John Traffic By-law* which are administered by the Parking department.

In doing so, Mr. Wilson will be authorized to:

- Administer and enforce the *Saint John Parking By-Law*.
- Administer and enforce the *Saint John Traffic By-Law*.

PREVIOUS RESOLUTION

Not applicable.

REPORT

It is necessary at this time to designate Taylor Wilson, a newly hired parking enforcement officer, as a by-Law enforcement officer, by adopting the attached resolution so that they may carry out their duties pertaining to enforcement of the *Saint John Parking By-law* and *Saint John Traffic By-law*.

PREVIOUS RESOLUTION

N/A

STRATEGIC ALIGNMENT

This report aligns with Council's "Growth" and "Belong" Priorities.

SERVICE AND FINANCIAL OUTCOMES

N/A

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

The General Counsel's Office has reviewed the attached resolution.

ATTACHMENTS

Resolution appointing Taylor Wilson as by-law enforcement officer.

RESOLVED, that as recommended by the Chief Administrative Officer, the following resolution be adopted:

1. WHEREAS the Common Council of The City of Saint John has enacted certain by-laws pursuant to the authority of the *Local Governance Act*, S.N.B. 2017 c.18, and amendments thereto (the "*Local Governance Act*"), including *A By-law Respecting the Regulation of Parking in The City of Saint John*, By-law Number LG-8 (the "*Saint John Parking By-Law*"), *A By-law Respecting the Traffic on Streets in The City of Saint John*, By-law Number MV-10.1 (the "*Saint John Traffic By-Law*") and all amendments thereto;

AND WHEREAS section 72 of the *Local Governance Act* provides that a council may appoint by-law enforcement officers for the local government and may determine their terms of office;

NOW THEREFORE BE IT RESOLVED, that Taylor Wilson is hereby appointed as by-law enforcement officer with respect to the enforcement of the *Saint John Parking By-Law* and *Saint John Traffic By-Law*, effective immediately, and this appointment shall continue until they cease to be an employee of the Parking department of The City of Saint John or until it is rescinded by Common Council, whichever comes first;

COMMON COUNCIL REPORT

M&C No.	2025-003
Report Date	January 09, 2025
Meeting Date	January 13, 2025
Service Area	Growth and Community Services

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT: Rescheduling of a Public Hearing Date for a Zoning By-Law Amendment Regarding the Refunding of Application Fees

AUTHORIZATION

Primary Author	Commissioner/Dept. Head	Chief Administrative Officer
<i>Jennifer Kirchner</i>	<i>Amy Poffenroth/ Pankaj Nalavde</i>	<i>J. Brent McGovern</i>

RECOMMENDATION

RESOLVED That Common Council schedule a public hearing on Monday, January 27, 2025 at 6:30 p.m. for:

Zoning By-Law Text Amendments

Submitted by	City of Saint John
For	Amendments to the Zoning By-Law related to the refunding of application fees.

Location: Council Chamber, City Hall 2nd floor, 15 Market Square, Saint John, NB.

EXECUTIVE SUMMARY

The purpose of this report is to advise Common Council of the need to reschedule the proposed Public Hearing date for the Zoning By-law Text Amendment. At the November 25, 2024 meeting of Common Council, a Public Hearing was scheduled for Monday, January 13, 2025. Due to challenges in the Public Notice advertising on the City of Saint John’s website, a new public hearing date is proposed for Monday, January 27, 2025.

PREVIOUS RESOLUTION

At its meeting of August 3, 2004, Common Council resolved that:

1. *the Commissioner of Planning and Development receive all applications for amendments to the Zoning By-law and Section 39 [now referred as section 59] resolutions/agreements and proceed to prepare the required advertisements; and*
2. *when applications are received a report will be prepared recommending the appropriate resolution setting the time and place for public hearings*

and be referred to the Planning Advisory Committee as required by the Community Planning Act.

At its meeting of November 25, 2024, Common Council resolved that: a public hearing is scheduled on Monday, January 13, 2025 at 6:30 p.m. for:

Zoning By-Law Text Amendments

Submitted by	City of Saint John
For	Amendments to the Zoning By-Law related to the refunding of application fees.

Location: Council Chamber, City Hall 2nd floor, 15 Market Square, Saint John, NB.

REPORT

In response to the motion above, this report indicates that a new Public Hearing date be scheduled for the proposed Zoning By-Law Text Amendment due to staff being unable to upload the legislatively required advertisement on the City’s website. There is no cost implication associated with the rescheduling of the Public Hearing, and the application has already been reviewed and considered by the Planning Advisory Committee as part of the legislative requirements.

Details of the application are available in the Office of the City Clerk and will form part of the documentation at the public hearing.

Name of Applicant	Proposed Amendment	Reason
City of Saint John	Amendments to the Zoning By-Law related to the refunding of application fees.	To delegate the refunding of planning application fees to administration, based on established refund criteria.

While the holding of public hearings for proposed Zoning By-law amendments is a legislative requirement of the *Community Planning Act*, it is also a key component of a clear and consistent land development processes envisioned in the One Stop Development Shop Program. These processes provide transparency and predictability for the development community and City residents.

STRATEGIC ALIGNMENT

The proposed Zoning By-Law Amendment falls within the Council Priority of “Perform”. The proposed amendment aligns with the “Core Service Delivery” objective to “enhance the customer service experience and response including the timely and consistent communication on service expectations.”

SERVICE AND FINANCIAL OUTCOMES

The rescheduling of the public hearing will ensure that the proposed by-law amendment meets the legislative requirements as mandated by the *Community Planning Act* including the required Public Notification of the Public Hearing.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

NA

ATTACHMENTS

None

COMMON COUNCIL REPORT

M&C No.	2025-004
Report Date	January 07, 2025
Meeting Date	January 13, 2025
Service Area	Utilities and Infrastructure Services

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT: Street Naming – allée Origins Lane

AUTHORIZATION

Primary Author	Commissioner/Dept. Head	Chief Administrative Officer
<i>Yves Léger</i>	<i>Ian Fogan/Michael Baker</i>	<i>Brent McGovern</i>

RECOMMENDATION

It is recommended that Common Council amend the list of Official Street Names and approve the following change:

1. Add the name “allée Origins Lane”.

EXECUTIVE SUMMARY

An expansion of “The Park” early learning campus off Foster Thurston Drive, which consists of the addition of a third building on the campus, has been approved. Because the total number of uniquely addressed buildings that will access the campus through one entrance is greater than two, the private access into the campus now requires an official street name in order to meet NB 9-1-1 civic addressing guidelines.

As per the City of Saint John Street and Public Space Naming Policy, staff asked the developer to suggest a street name for the private access into the development and the developer suggested “allée Origins Lane”. This street name meets NB 9-1-1 guidelines and is therefore acceptable.

PREVIOUS RESOLUTION

N/A

REPORT

An expansion of “The Park” early learning campus off Foster Thurston Drive, which consists of the addition of a third building on the campus, has been approved. Because the total number of unique civic addresses in the campus that will be accessed through one entrance is greater than two, the private access into the

campus now requires an official street name in order to meet NB 9-1-1 civic addressing guidelines.

As per the City of Saint John Street and Public Space Naming Policy, naming of this new street does not need to be referred to the Civic Commemoration Committee because the street is located on private property.

Staff asked the developer to suggest a street name for the access into the campus (see attachment) and the developer has suggested “allée Origins Lane”. The street name has undergone a technical review to ensure it does not currently exist nor is it strongly similar sounding to existing streets in Saint John and neighbouring communities. Based on the technical review, it meets NB 9-1-1 guidelines for street names.

STRATEGIC ALIGNMENT

Ensuring street names meet NB 9-1-1 guidelines aligns directly with Council’s “Vibrant, Safe City” priority.

SERVICE AND FINANCIAL OUTCOMES

The costs to the City of Saint John for this are approximately \$265 associated with installing the new street name sign at the intersection with Foster Thurston Drive.

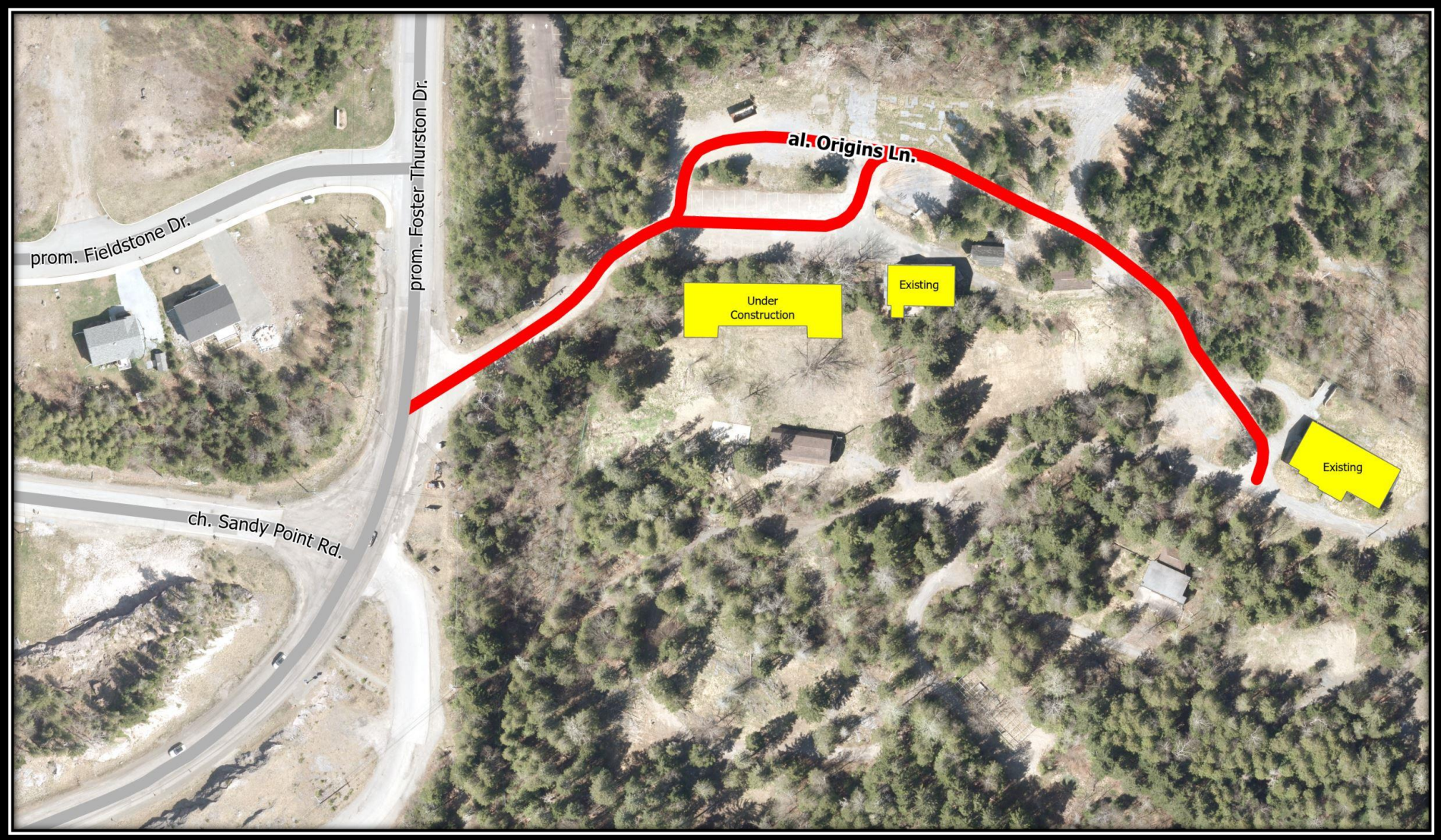
INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

Public Works and Transportation Services were consulted and will cover the new street name sign costs from their operating budget.

ATTACHMENTS

Schedule A: allée Origins Lane

Schedule A: allée Origins Lane



COUNCIL REPORT

M&C No.	2025-007
Report Date	January 02, 2025
Meeting Date	January 13, 2025
Service Area	Utilities and Infrastructure Services

Her Worship Mayor Donna Noade Reardon and Members of Council

SUBJECT: Community Development Fund Agreement: Main Street Active Transportation Improvements

AUTHORIZATION

Primary Author	Commissioner/Dept. Head	City Manager
<i>Jill DeMerchant</i>	<i>Ian Fogan/Michael Baker</i>	<i>J. Brent McGovern</i>

RECOMMENDATION

It is recommended that the City enter into an Agreement with the Regional Development Corporation (RDC) for funding under the Province of New Brunswick Community Development Fund for funding for the City of Saint John – Main Street Active Transportation project in the form and upon the terms and conditions as attached; and that the Mayor and City Clerk be authorized to execute the said Agreement.

EXECUTIVE SUMMARY

The purpose of this report is to seek Council’s approval to enter into an Agreement with RDC for funding under the Province of New Brunswick Community Development Fund for the construction of the Main Street Active Transportation Improvements project.

PREVIOUS RESOLUTIONS

May 30, 2022: M&C 2022-191 – Utility Fund (Revision I) and General Fund (Revision II) 2022 Capital programs, approved.

May 30, 2022: M&C 2022-181 – Main Street North Active Transportation Conceptual Plan, approved.

October 17, 2022: M&C 2022-317 — 2023 and 2024 General and Utility Fund Capital Budget, approved.

November 28, 2022: M&C 2022-341 – Engineering Services: Main Street Active Transportation Improvements, approved.

April 17, 2023: M&C 2023-098 - 2023 General Fund and Utility Fund Capital Budget Update, approved.

REPORT

The City of Saint John has been approved for a financial contribution in the amount of 25% of the eligible expenditures or \$495,000 toward the construction of the Main Street Active Transportation Improvements project. Though the Agreement indicates that all claims must be received prior to March 31, 2025, it is expected that an extension of March 31, 2026, will be provided by RDC. An extension cannot be provided by RDC until Council approves the funding.

The project will result in the following benefits:

- The new protected bike lane infrastructure will provide an important cycling link between the City's North End and the South Central Peninsula.
- The enhanced pedestrian facilities and crossings will provide a safer environment for pedestrians along the corridor.
- The reconfiguration of the ramps at the Viaduct will improve safety for all road users.
- Upgrading the traffic signal equipment at the intersection of Main Street and Metcalf Street will improve level of service for all road users.
- The inclusion of audible pedestrian signals and/or tactile warning surface indicators at the various pedestrian crossings along the corridor will reduce barriers to access for visually impaired pedestrians.
- The physical narrowing of the roadway as well as the reduction of the posted speed limit will result in lower operating speeds along the corridor, ultimately increasing safety for all users.

STRATEGIC ALIGNMENT

The Main Street Active Transportation project best aligns with Common Council's **MOVE** priority, connecting the Old North End and South-Central Peninsula neighbourhoods, and beyond, with improved safe and accessible options for both pedestrians and cyclists, with some enhancements for Transit.

This project also aligns with:

- **MoveSJ**, that recommends a protected bike lane for Main Street North and the Viaduct,
- **Central Peninsula Secondary Plan:**
 - IS 12: Encourage the Government of New Brunswick to develop a short-term strategy to convert the two outside lanes of Main Street to active transportation lanes, with a long-term vision of implementing a road diet and redeveloping Main Street as a mixed use corridor
 - MS 2: Reconfigure Main Street to a complete street with transit and active transportation amenities

SERVICE AND FINANCIAL OUTCOMES

As part of the agreement, the City of Saint John will receive a total financial contribution in the amount of 25% of the eligible expenditures or \$495,000 toward the Main Street Active Transportation Improvements project. The City's approved 2022 General Fund Capital funding for this project is \$435,000 of Canada Community Building Fund Funding (CCBF). The 2023 General Fund Capital funding for this project is \$1,565,000 of City Share funding.

The City will use the available CCBF & City Share funding to make up the City's 75% Share of eligible expenditures.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

The Community Development Fund letter has been reviewed by the General Counsel's office.

ATTACHMENT

1. Project No.: 16734 - Agreement with the Regional Development Corporation for funding under the Province of New Brunswick Community Development Fund for the City of Saint John – Main Street Active Transportation project.

March 1, 2024

Her Worship Donna Reardon
Mayor of The City of Saint John
P.O. Box 1971
Saint John, New Brunswick E2L 4L1

SUBJECT: Project No.: 16734
Project Name: The City of Saint John – Main Street Active Transportation

Dear Mayor Donna Reardon:

We are pleased to inform you that the above-noted project has obtained support from the Regional Development Corporation (RDC). A financial contribution up to \$495,000 for The City of Saint John (the Applicant) has been approved for this project. Eligible costs and funding for this project are described in Appendix A.

Reimbursement Procedures

Claims for reimbursement of the contribution must be supported by copies of invoices and proof of payment of those invoices on forms herein provided. Electronic copies may be obtained at: www.gnb.ca/rdc.

All payments will be made by electronic funds transfer. Please complete the attached Direct Deposit Service form.

All claims must be **received** by RDC on or before **March 31, 2025**.

Terms and Conditions

1. No public announcement of funding or milestone events such as official openings and ribbon-cuttings shall be made by the Applicant without the prior written approval of RDC.
2. The Applicant shall not change the project scope, purpose or eligible costs without prior written approval of RDC.
3. RDC may refuse further disbursements if there is a materially adverse change in the financial position of the Applicant or status of the project.
4. The Applicant shall not sell or dispose of any assets purchased under this agreement for a period of 36 months following the completion of this project without prior written approval from an authorized representative of RDC.
5. The Applicant shall keep, for 36 months following project completion, all accounting books, records and statements pertaining to project costs and make these available for auditing and provide any statistical data required by RDC.
6. The Applicant shall allow any authorized representative of RDC reasonable access to the project site(s) and information.
7. The Applicant shall indemnify and save harmless the provincial government from and against all claims, demands, losses, damages, costs of any kind based upon any injury to or death of a person or damage to or loss of property arising from any willful or negligent act, omission or delay on the part of the Applicant or its servants or agents in carrying out the project.
8. The Applicant must adhere to all labour and environmental laws and regulations.
9. No Members of the Legislative Assembly, their staff, or their immediate family members shall be a party to this project or derive any benefit arising therefrom.
10. Information and documents provided to RDC may be subject to release under the *Right to Information and Protection of Privacy Act*.
11. RDC acknowledges the obligation to make the required payments under this agreement. However, payment of this contribution is subject to appropriation of sufficient funds by the legislature of the Province of New Brunswick.
12. Any costs incurred prior to **April 1, 2024**, are not considered eligible expenses under this offer.

If you are in agreement with the terms and conditions of this offer, please sign and return it and your Direct Deposit Service form to RDC at rdc-sdr@gnb.ca. **Please note that failure to do so within 45 days renders this offer null and void.**

All inquiries with respect to the project are to be forwarded to Francine Scott at (506) 476-0608 or francine.scott@gnb.ca.

We look forward to the successful completion of this project.

Sincerely,



Joel Dickinson
President

Enc.

cc: Hon. Réjean Savoie, Minister responsible for the Regional Development Corporation
Francine Scott, Project Executive

**This offer accepted on behalf of
The City of Saint John for
Project: 16734 – Main Street Active Transportation**

Mayor: _____

City Manager: _____

Date: _____

Appendix A

Project 16734

The City of Saint John – Main Street Active Transportation

Total Approved Contribution

2024-2025	Community Development Fund	\$495,000
		Project Total: \$495,000

Regional Development Corporation will reimburse 25% of eligible costs up to the total approved contribution.

Eligible Cost(s)

Construction of Main Street Active Transportation	\$2,195,420
Total	\$2,195,420

The portion of Harmonized Sales Tax (HST) refunded by Canada Revenue Agency is considered ineligible.



Regional Development Corporation

P.O. Box 6000, Fredericton, New Brunswick E3B 5H1

Claim No:

Final Claim:

Community Development Fund

List all eligible project costs with invoices and cheque numbers on this form. Include a copy of each invoice and proof of payment. Failure to record and support each cost will cause a delay in processing.

Project Number: 16734

Project Name: The City of Saint John- Main Street Active Transportation

Description of costs	Name of Supplier	Cheque No.	Cheque Amount	Invoice Total	HST
Total					
Eligible & supported costs (total-HST refund)					

% of HST refunded by Canada Revenue Agency

71.43% - municipality
 22.33% - university
 50% - non-profit organization
 100% - other
 0% - none

The undersigned hereby certifies that:

a. the invoices above represent eligible project costs that have been paid in full and the work completed; and

b. no other public financial assistance has been received or is to be received for the part of the project against which this reimbursement is claimed.

Signature	Print Name	Date
Title	Company	Telephone

For office use only

Eligible & supported costs	<input type="text"/>	Claim Reviewer	Date
Less: previous advance	<input type="text"/>	Project Officer	Date
Add: current advance	<input type="text"/>	Payment Authority	
	<input type="text"/>	4275	
CITYSJ	Payment request	account	Claim Auditor



Regional Development Corporation
 Application / Change Form
 Direct Deposit Service

Regional Development Corporation use only

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------	--------------------------

Supplier / Employee number

Please send the completed form to the Regional Development Corporation, P.O. Box 6000, Fredericton, NB E3B 5H1, or email to RDC-SDR@gnb.ca or fax a copy to (506) 453-7988. For questions, contact us at (506) 453-2277.

All fields must be completed.

Name / Operating Name	
Legal or Corporate Name	
Address	
Contact Name	
Phone Number	
Email Address	

Definitions:

- Name / Operating Name: Record your individual/Agency/Company/ Business operating name (the name on your invoices or cheques).
- Legal or Corporate Name: Record your Agency/Company/Business legal or Corporate name if different than above.
- Address: Record your full mailing address.
- Email Address: Email address where remittance notices will be sent.

Regional Development Corporation use only

Set up	Date	Review	Date
--------	------	--------	------

*****IMPORTANT*****

Please attach a "Void" cheque or cheque specimen to this form in order for us to verify your banking information.

I/We hereby authorize the Regional Development Corporation (RDC) to credit this account with any payments due from RDC until appropriate authority is received to indicate otherwise.

The form must be signed. Please note, for municipalities or non-profit organizations two authorized signatures are required.

Signature _____ Signature _____

Title _____ Title _____

Date _____ Date _____



COMMON COUNCIL REPORT

M&C No.	2025-014
Report Date	January 8, 2025
Meeting Date	January 13, 2025
Service Area	Public Works and Transportation Services

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT: Saint John Transit Commission – Request for an Adjustment to 2025 Capital Budget

AUTHORIZATION

Primary Author	Commissioner	Chief Administrative Officer
Kevin Loughery	Michael Hugenholtz	J. Brent McGovern

RECOMMENDATION

It is recommended that Common Council approve a revision to the 2025 General Fund Capital Budget and change the current requirement;

“Replace two 40ft Zero Emission Buses (Phase 2 of 2)”

with the following;

“Replace three 40ft Buses”

EXECUTIVE SUMMARY

The purpose of this report is to seek support from Council for a revision to the approved 2025 General Fund Capital budget to allow for the purchase of alternative fuel buses instead of the zero-emission buses originally specified.

PREVIOUS RESOLUTION

Not applicable.

REPORT

Over the last three years, Saint John Transit has been engaged in the “Transforming Transit” project and focused on improving the customer experience post COVID-19. This included investments in service hours optimization, accessibility, modern fare systems, CAD/AVL, and sustainability initiatives. The sustainability initiatives have

primarily focused on the electrification of a portion of the fleet via the purchase of six 20-foot electric Karsan eJest Buses in 2024 and one 20-foot electric Karsan eJest Bus in 2025 from the Demera Bus Company.

With ridership numbers returning and new systems being added, focus needs to be placed on Saint John Transit's aging rolling stock. Saint John Transit is exploring ways to replace its aging bus fleet, as numerous buses are nearing or past their expected useful life. The current fleet of forty 40-foot buses is comprised primarily from two manufacturers Orion Bus Industries and Nova Bus, with Orion Bus Industries representing 25 of the forty 40-foot buses and Nova Bus representing the remaining 15. Of the 25 Orion buses, 23 are 15 years or older with the two oldest buses being circa 2005 Orion VII models and the next three being circa 2006 Orion VII models.

The North American average for retiring 40-foot buses is about 15 years and Saint John Transit currently retires buses at around the 20-year mark. Saint John Transit has been able to get extra years out of the vehicles due to proactive preventative maintenance and mid-life refurbishment typically done around the 9 to 10-year mark.

Orion Bus Industries ceased operations in 2013 and Saint John Transit has been purchasing aftermarket replacement parts via New Flyer, another bus manufacturer who acquired Orion's aftermarket parts inventory. These replacement parts have continued to escalate in cost over time and have also become more difficult to source as inventories decrease. Saint John Transit's parts budget alone in 2024 (up until end of October) was approximately \$224,000 over budget due to increased maintenance and replacement. Staff anticipate that it will be increasingly difficult and costly to source parts for these buses, leading to more budget overruns and decreasing reliability of the service.

Staff have recently become aware of the availability of some potential diesel bus manufacturing slots, due to an increased allotment of engines to a bus manufacturer. These manufacturing slots would have a significantly earlier delivery date (2026, as opposed to late 2027 for electric) and would also cost significantly less (approximately \$900,000 each, as opposed to \$1.6M each for electric). This opportunity would also allow Saint John Transit to replace three buses in the budgeted allotment as opposed to two buses currently approved by Council in the 2025 Capital budget.

While this option is not zero emissions, these new buses would adhere to the new 2024 EPA standards and would cost less to maintain while producing significantly less emission than current 2005 and 2006 buses. These buses would also have better fuel efficiency (reduced fuel consumption) and lead to increased service reliability.

STRATEGIC ALIGNMENT

This report aligns with Council's Priority for Valued Service Delivery, specifically as it relates to investing in sustainable City services and municipal infrastructure.

SERVICE AND FINANCIAL OUTCOMES

The recommended adjustment to the General Fund Capital budget will only impact Saint John Transit's ability to purchase alternate fuel source rolling stock in 2025. This revision will otherwise have no impact on the General Fund Capital budget previously approved by the Finance Committee and Council.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

Input into the report has been sought from the Finance and Administrative Services team. The Transit Commission is also supportive of this change.

ATTACHMENTS

None

COMMON COUNCIL REPORT

M&C No.	2025-015
Report Date	December 16, 2024
Meeting Date	January 13, 2025
Service Area	Utilities and Infrastructure Services

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT: South Bay Well Field Emergency Pump Purchase

AUTHORIZATION

Primary Authors	Commissioner/Dept. Head	Chief Administrative Officer
<i>Pierre LeBlanc</i>	<i>Ian Fogan / Kendall Mason</i>	<i>J. Brent McGovern</i>

RECOMMENDATION

It is recommended that:

- Common Council approve the allocation of capital reserve funding of \$256,400.99 USD including tax to the 2024 Utility Fund Capital Budget for the purchase of one new Peerless Submersible Well Pump/Motor for the South Bay Wellfield; and
- Quotation # 11053 from Flowstar in the amount of \$256,400.99 USD including tax be accepted and that Supply Chain Management be authorized to proceed with the purchase accordingly.

EXECUTIVE SUMMARY

The purpose of this report is to recommend that Council approve the emergency purchase of one 12HXB-8 STAGE-200HP Peerless Submersible Well Pump/Motor from Flowstar for the South Bay Wellfield.

PREVIOUS RESOLUTIONS

N/A

REPORT

Saint John Water utilizes the South Bay Wellfield to supply approximately 3.3 ML per day of drinking water to potable water customers in West Saint John including

citizens and businesses in the Spruce Lake Industrial Park, Fairville Boulevard and Manawagonish Road.

The South Bay Wellfield utilizes three production wells to pump water from the aquifer and send the raw water to the Spruce lake Water pumping station for treatment and distribution to Customers. Under normal operating conditions two of the three well pumps pump in parallel to supply water to customers while the third is on standby. SJ Water also usually has a 4th spare pump on the shelf in case of emergencies.

Earlier this year (late Summer/Fall) after a failure of Well pump 1 SJ Water installed the spare pump in Well 1 and the Pump/Motor that failed was delivered to a contractor for analysis and repair.

Well pump 3 recently failed and a contractor removed it from well 3 in the third week of December. The pump has been sent for analysis and repair.

Saint John Water proceeded with an emergency purchase, in alignment with the emergency provisions of the City's procurement policies, of a new well pump/motor for well 3 to ensure the utility continues to deliver safe clean drinking water to customers with no interruptions.

The purchase of a new pump has a long delivery time (3.5-4 months) and it is critical that the purchase was secured quickly given the approaching holiday period.

STRATEGIC ALIGNMENT

Replacing the existing South Bay Well field pump aligns with Council's priorities for **PERFORM** as the purchase of this pump will allow the City to continue to meet the conditions in the Approval to Operate issued by the New Brunswick Department of Environment and Local Government and provide sustainable municipal infrastructure.

SERVICE AND FINANCIAL OUTCOMES

The proposed cost for Flowstar to supply and deliver one Peerless Submersible Well Pump/Motor at the South Bay Wellfield is \$256,400.99 USD including HST.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

This acquisition is being made in accordance with the City of Saint John's Strategic Procurement Policy, item 2.5, "Emergency Purchases", and Supply Chain Management supports the recommendations being put forth.

ATTACHMENTS: Sales quotation from Flowstar



332 Industrial Avenue
 Truro NS B2N 6V7
 CANADA
 Phone: 9028960041

City of Saint John - US Dollar

P.O. Box/C.P. 1971
 Saint John NB E2L 4L1
 CANADA
 Pierre Leblanc
 (506) 658-4415

SHIP TO

City of Saint John - US Dollar Saint John 2

700 Woodward Ave.
 Saint John NB E2K 5T8
 CANADA

SALES QUOTATION

Document Number 11053	Document Date December 10, 2024	Page 1/3
Customer Reference		
Your Contact Ed Hencher ed@flowstarind.ca Truro Office: 9028960041		
Account Sales Rep Ryan McCashion	Incoterms: FCA Truro, NS	

Line	Item Code	Description	Quantity	UoM	Unit Price	Extended Price
1	12HXB-8 STAGE-200HP	Peerless Submersible Well Pump	1.00	EA	USD 222,957.38	USD 222,957.38
		8 Stage 200 HP 575/3/60 1800rpm Submersible motor Class 1 Coating (NSF) add 155' Power cable 6 x 20' column Pump shipped Disassembled				
		Equal to Existing pump with serial #9927122708				
		Delivery: TBA - I estimate 12-14 weeks but the CLASS 1 NSF coating might push that out.				

Terms & Conditions

Prices are in Canadian Funds unless otherwise stated
 Taxes, Freight & Sundries Extra
 Flowstar Terms and Conditions Apply (unless otherwise stated on this document)
 Validity 15 days, Subject to prior sale
 GST #869264192

Total of Goods	USD 222,957.38
Tax Amount	USD 33,443.61
Total Quote Amount	USD 256,400.99

Payments received via credit card will have an additional 4% convenience fee added

Payment Terms: N30

TERMS & CONDITIONS

1. **DEFINITIONS:** The following defined terms mean:

"Company" means Flowstar Industrial ULC., d.b.a. Flowstar.

"Purchaser" means party named on the order confirmation as the purchaser of the Goods or Services.

"Agreement" means the order confirmation, together with all documents, drawings and specifications referred to therein, including these Terms and Conditions.

"Equipment" means all supplies, goods, materials, equipment, components and spares required to be supplied by the Company in accordance to the Agreement.

"Services" means all labour, supervision, administration, supplies, tools, equipment and other work and materials to be supplied, installed performed or otherwise used by the Company as required by the Agreement.

"Substantial Completion" means that a substantial part of the work is ready for use or is being used for the purpose intended.

"Completion" means

a) in relation to Services, that the Services have been fully performed and completed; and

b) in relation to Equipment, the Equipment has been fully completed, supplied and delivered, each in accordance with the Agreement.

2. **EFFECT:** These terms and conditions form part of every Agreement entered into by the Company with a Purchaser. If the Purchaser authorizes the Company to supply Services or Equipment, then these terms and conditions shall apply, unless an authorized representative of the Company agrees in writing to different terms and conditions. Any variation will affect only those terms and conditions specified, and the remainder will remain in force without amendment. Company's acknowledgement of Purchaser's purchase order shall not constitute acceptance of any terms and conditions therein regardless of how such terms and conditions may be prefaced or described.

3. **LAW:** The contract between the Company and the Purchaser shall be construed under and governed by the laws of the Province of British Columbia and Canada, regardless of where the contract is made or performed. Subject to paragraph 18, the courts of the Province of British Columbia shall have exclusive jurisdiction over any dispute arising from or regarding this Agreement. Compliance with local laws or standards relating to the location, use or operation of the Equipment, by itself or in conjunction with other equipment, and including any fines or penalties, shall be the sole responsibility of the Purchaser.

4. **TITLE AND RISK:** Title and risk of loss of or damage to the Equipment shall pass to the Purchaser when the Equipment is shipped, whether from the manufacturing facility or the Company's premises. The Purchaser agrees to insure the Equipment with the Company named as loss payee until the Company has been paid in full.

5. **CREDIT AND PAYMENT TERMS:** The Purchaser shall furnish to Company all financial information reasonably requested by Company from time to time for the purpose of establishing or continuing Purchaser's credit limit. The Purchaser agrees that the Company shall have the right to decline to extend credit to Purchaser and to require that the applicable purchase price be paid prior to shipment. The Purchaser shall promptly notify the Company of all changes to the Purchaser's name, address, or the sale of substantially all of its assets. The Company shall have the right from time to time, without notice, to change or revoke the Purchaser's credit limit on the basis of changes in the Company's credit policies or the Purchaser's financial conditions and/or payment record. Unless the Company has made a contrary agreement in writing, payment for the Services and Equipment is due within 30 days following the earliest of:

a) Shipment or offer to ship the Equipment to the Purchaser;

b) Substantial Completion of the Services;

c) The date of the Company's invoice to the Purchaser.

Overdue amounts will bear interest at 2% per month, compounded monthly (26.82% per annum) until paid. Payment is due without set off or counter-claims for any amounts claimed by the Purchaser or any affiliate of the Purchaser from the Company, whether or not such claim arises out of this agreement.

Company shall issue its invoice upon shipment or upon readiness to ship, whichever is earlier. Depending on the value of the order, the Company may at its sole discretion require progress payments.

6. **SECURITY INTEREST:** The Company retains a security interest in the Equipment, and any proceeds derived from the sale or exchange of the Equipment, until the price has been paid in full. The Purchaser agrees to notify the Company immediately of any change in the location of the Equipment, and to take all steps requested by the Company to establish, perfect, continue, and enforce the security interest. The Purchaser waives the right to receive copies of any financing statement, financing change statement, or verification statement.

7. **DELIVERY:** Any delivery date specified is an estimate only, and subject to delay caused by labour disputes, shortages of material, transportation or manufacturing delays, inclement weather or other cause beyond the reasonable control of the Company. The Company will take commercially reasonable steps to meet any delivery date specified, but will not be liable for the consequences of delay in delivery.

8. **TAXES AND DUTIES:** The price does not include any present or future federal, provincial, state or local licenses, permits, sales taxes or assessments which may be applicable to or result from the sale of Equipment or Services. Unless otherwise stated, the price does include customs or import duties. Tax exemptions must be clearly noted on Purchaser purchase orders or the appropriate documentation must be presented to Company.

9. **PRICES:** Unless specified on the quote, prices are guaranteed for 30 days from date of quote.

10. **CANCELLATION POLICY:** Order cancellation requires written consent from Company. Cancellation of standard product normally stocked and without modification will incur a 25% cancellation charge. Nonstandard or modified product cannot be cancelled without written consent. The Purchaser will agree to pay for all cancellation costs, expenses, commitments, liabilities, and other costs including overhead incurred with respect to all uncompleted goods.

11. **RETURNS:** The Purchaser shall not return any Equipment to the Company without prior written authorization. Any authorized returns will be subject to a minimum 20% re-stocking charge. Returns must be prepaid, unopened, unused and ready for resale. Product shall be deemed suitable and not returnable after 60 days from delivery date.

12. **WARRANTY:** The Company warrants that the Equipment and Services will be free of defects in material and workmanship for a period of twelve months from the date the Purchaser begins to operate the Equipment, or eighteen months from the date of shipment to the Purchaser, whichever shall first occur. The Company may, at its option, repair or replace the Equipment and Services. Subject to the limitations of liability and remedies set out in Section 12, the Seller warrants its Product(s) and/or Services as follows: Re-Sale Products: The product(s) manufactured by any third party (including the Seller's principals and their affiliated companies) provided by the Seller to the Buyer as the manufacturer's distributor shall be subject to the manufacturer's standard warranty. The Buyer agrees that the Seller shall have no liability for correcting any defect in the materials and workmanship in any re-sale Product(s) and that the Seller's only obligation is to make a reasonable commercial effort to assist the Buyer in making a warranty claim as against the manufacturer's standard warranty.

Services: Any Services supplied by the Seller, including component integration, device configuration and the repair of Product(s) are warranted against defects in workmanship for a period of the earlier of ninety (90) days from the date of the installation of the Product(s) or one hundred and twenty (120) days from the date of the delivery of the product(s) to the Buyer. Any interpretative services provided by the Seller are not warranted either as to the accuracy or correctness of any such interpretations or any recommendations made by the Seller based upon these interpretations.

This warranty specifically excludes:

a) any claim where the Purchaser has not stored, installed, maintained or operated the Equipment in accordance with the manufacturer's specifications or instructions;

b) the cost of any repairs, replacements, or adjustments (including labour) to the Equipment performed by the Purchaser or others;

c) the effects of corrosion, erosion, or normal wear and tear;

d) any claim which the Purchaser has not immediately reported, in writing, to the Company;

e) any claim where the Purchaser has not complied with specific recommendations of the Company or the manufacturer of the Equipment;

f) any warranty with respect to the performance of the Equipment, unless given by the Company in writing, and in that event, the Company's sole obligation shall be as specified in this paragraph 12, as limited by paragraph 13.

13. **LIMITATION OF LIABILITY:** The warranty given in paragraph 12 excludes all other warranties, whether express, implied, contractual, statutory or otherwise. All implied warranties, including any warranty of merchantability or fitness for a particular purpose, are hereby disclaimed. The Company makes no other warranty or representation of any kind whatsoever, except as to title to the Equipment.

The maximum liability of the Company with respect to this contract, the Equipment and the Services, whether based on contract, warranty, negligence, indemnity, strict liability or otherwise, shall not exceed the price of the Equipment or Services upon which such liability is based.

The Company shall in no event be liable to the Purchaser for any consequential, incidental, indirect, special or punitive damages arising out of this contract, any breach thereof, any defect in, failure or malfunction of the Equipment and Services, whether based upon lost goodwill, lost profits or revenue, interest, work stoppage, impairment of other goods, loss by reason of shutdown or non-operation, increased expenses of operation of the Equipment, loss of use of electrical

Document Number	Document Date	Page
11053	December 10, 2024	3/3

systems, cost of purchase of replacement power, claims of the Purchaser or customers of the Purchaser for service interruption, or otherwise, and whether or not such loss or damage is based on contract, warranty, negligence, indemnity, strict liability or otherwise.

14. **SURVIVAL OF AGREEMENT:** The effect of these terms and conditions shall survive the delivery and completion of the purchase contemplated by this agreement.

15. **SEVERABILITY:** If any provision in these terms and conditions is held by a court of competent jurisdiction to be contrary to law, the remaining provisions will remain in full force and effect.

16. **FORCE MAJEURE:** Neither Purchaser nor Company shall hold the other responsible for damages or delays in performance caused by Force Majeure or other events beyond the control of the other Party which could not reasonably have been anticipated or prevented. Force Majeure shall include, but not be limited to, unusually severe weather, floods, power outages, epidemics, war, acts of terrorism, riots, strikes, lockouts, exercise of police power, condemnation, or eminent domain. The foregoing shall not give rise to any claims or damages or be considered a waiver by either Party of the obligations of this Agreement .

17. **NO WAIVER:** Failure of the Company to enforce these terms and conditions, on any occasion, shall not operate as a waiver of such provisions or rights on future occasions.

18. **ARBITRATION:** Any dispute between the Company and the Purchaser concerning the purchase of Services or Equipment, or these terms and conditions, shall be resolved by a single arbitrator appointed and acting under the Arbitration Act ; the arbitrator's decision shall be final and binding upon the parties. The arbitration shall be held in Vancouver, British Columbia.

19. **ENTIRE AGREEMENT:** These terms and conditions and the Company's order confirmation contain the entire agreement between the parties, and supersede all prior contracts or negotiations. There are no representations, warranties, conditions, collateral agreements, understandings, or inducements which are not contained in these terms and conditions, or the order confirmation.

20. **ASSIGNMENT:** Neither party shall assign its interest in this contract without the written consent of the Company.

21. **GENERAL:** These terms and conditions are the official terms and conditions for sale between the Company and Purchaser and may be amended from time to time without notice at Company's sole discretion .

2025 Council Community Fund Application FORM A

The Information you provide on this form will be used to assess eligibility and consideration for the award of funds at a Common Council meeting.

Program Description

Through the Council Community Fund Policy (the Fund) Council Members may apply for funding for projects or events that enhance the vibrancy and wellbeing of the residents of the City or minor capital expenditures to improve infrastructure. The Fund supplements Council's existing Community Grants program, allowing a timely and flexible approach to requests for smaller initiatives that align with Council priorities that would not otherwise coincide with the timing of the Community Grants Program.

Successful projects will advance one of Council's five priority areas **Grow, Green, Belong, Move and Perform.**



Application and Eligibility for Community-Based Organizations

Applications must comply with the City of Saint John **Council Community Fund Policy**. For a complete description of application and eligibility criteria please review the Council Community Fund Policy. <hyperlink>

Applications are always open for submissions during the calendar year.

Community-Based Organizations (CBOs) must be a registered non-profit or registered charitable organization holding its principal activities within the City of Saint John.

Application must also demonstrate that your proposal:

- is based in the City of Saint John
- will spend the funding within the financial year in which it is awarded.

Applications have a funding limit of **\$1500** per Council Member.

FORM A.

Name of the Council Member submitting this application:

Councillor Barry Ogden

Name of Community-Based Organization:

Positive Recreation opportunities (“P.R.O. Kids”)

Non-profit status: (registered non-profit number, registered charitable organization number)

P.R.O. Kids is a charity organization that is considered a branch of the municipality. As such, under the Income Tax Act, the municipality receives all donations and money contributed, looks after issuing payment for expenditures and issues official tax receipt in the municipality’s name.

Name and Title of CBO individual responsible for the management of the Funds

Greg Cutler

Phone Number:

506-650-3763

Email Address:

Gregory.cutler@saintjohn.ca

Address:

15 Market Square, Saint John, NB, E2L 4L1

Tell us a bit about your group (what does your group do?)

P.R.O. Kids is a charitable service operated by the City of Saint John that matches children and youth (up to 18) in financial need with organized, registered recreation activities. P.R.O. Kids assists families with the cost of registration fees, equipment and transportation for their children. Each year, hundreds of local kids are given the opportunity to participate in the sports, recreation, arts or culture activity of their choice.

P.R.O. Kids is a confidential service available to all children and youth in Saint John, Quispamsis, Grand Bay-Westfield and Rothesay. All administration costs are covered by these municipalities, allowing 100% of all donations to P.R.O. Kids to go directly to assisting the children and youth of our community.

Council Community Fund Application Form A – EXTERNAL FORM

Tell us about what you want to do (describe the project / event / and any small capital asset request to support the project/event)

We intend to accept the funds (\$500) identified through the Council Community Fund Application to turn that into sponsorships for 2 children to participate in organized, registered recreation activities.

Where is the location of your project / event?

Saint John

What do you think the benefits will be to people living in the city?

100% of the funds committed though this process will provide youth aged 2-18 years old with the opportunity to participate in organized recreational opportunities they may not otherwise have.

How does your project / event contribute to addressing the priorities of Common Council?

We feel P.R.O Kids advance the Council priorities of Grow and Belong.

How much will your proposal cost?

What do you need to carry out your project or event what is the estimated cost?

Breakdown of costs	Amount
Sponsorships/youth	\$500
TOTAL:\$500	

Council Community Fund Application Form A – EXTERNAL FORM

Please confirm the amount of funds you are requesting: \$500

Estimated completion date:

Will you be able to complete the project / event and obtain any small capital assets within the financial year in which it is requested?	Yes
Estimated completion date:	2025

To Be Acknowledged by the individual responsible for managing the Funds for the Community-Based Organization named above.

Accountability:

- I acknowledge that if funds are provided by the City of Saint John, I will accept responsibility that the funds will be used for the stated purpose and within the timeline stated above.
- I acknowledge that I will be responsible for keeping all receipts and/or invoices relating to the project or event above and completing an **Outcome Report** within 45 days of the project or event completion date.

Liability Waiver for Community Based Organization Fund Recipients

By submitting this application, I hereby acknowledge and agree that neither the City, its council, nor any of its members, agencies, officers, employees, or agents shall be held liable or responsible for any injury, including death to any person or for any claims, damages, liabilities, losses, costs, or expenses, including legal fees, arising out of or in connection with the use, allocation, distribution, or expenditure of the Council Members Discretionary Community Fund.

I, as an authorized signatory or representative who has legal authority to bind the Community-Based Organization, agree to indemnify and hold harmless the aforementioned entities from all claims, damages, liabilities and losses incurred in relation to or resulting from the use of the allocated funds.

Greg Cutler

Printed name of authorized signatory

Council Community Fund Application Form A – EXTERNAL FORM



Signature of authorized signatory

January 7, 2025

Date

Your privacy:

We will use the information you provide on this form for the award of funds. The award of funds is reported publicly. All information held by us is liable to disclosure under the Right to Information and Protection of Privacy Act unless it is exempt.

City Clerk acknowledgement: (To be completed by City Clerk or their designate)



I acknowledge that the proposal described above meets the eligibility requirements of the *Council Community Fund Policy (CCFP)* and may proceed to the next public meeting of Common Council.

Staff Recommendation for Council Resolution

Property: 125 Gault Road

Public Hearing, 1st and 2nd Reading: January 13, 2025

Item:	Required: (Y/N)	Recommendation
Municipal Plan Amendment	No	
Zoning By-Law Amendment	Yes	That Common Council give 1 st and 2 nd reading to an Amendment to the Zoning By-Law which rezones 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) .
Optional Alternative	No	That Common Council adopt the recommendation by the Planning Advisory Committee to prohibit the Cannabis Retail use on the property through a Section 59 Condition. And/or That Common Council direct City Staff to investigate possible site separation distances between the Cannabis Retail use and Day Care uses, for consideration as a future Zoning By-Law amendment.

3rd Reading: Tentatively Scheduled for February 10, 2025

Item:	Required: (Y/N)	Recommendation
Municipal Plan Amendment	No	
Zoning By-Law Amendment	Yes	That Common Council give 3 rd reading to an Amendment to the Zoning By-Law which rezones 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) .
Recission of Previous s. 39/s. 59 Conditions	Yes	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.
Section 59 Conditions	Yes	That Common Council, pursuant to the provisions of Section 59 of the <i>Community Planning Act</i> , approximately 8.8

		<p>hectares, located at 125 Gault Road, also identified as PID Number 00403535:</p> <ul style="list-style-type: none"> (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. (c) That access to the site for construction purposes be from Gault Road and not through the existing Monte Cristo subdivision.
Section 59 Agreement	No	
Section 131 Agreement	No	
Other - Subdivision	Yes	<ol style="list-style-type: none"> 1. That Common Council rescind its resolution of February 27, 2012, with respect to the assent to Land for Public Purposes for the subject site. 2. 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. 3. 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. 4. 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 and the installation of curb and sidewalk by the developer along the west side of Gault Road frontage of 65, 101 and 125 Gault Road (PIDs 55195671, 00403584, and 00403535).

Other		The Common Council direct City Staff to investigate traffic calming and additional crosswalks along the section of Gault Road in the vicinity of the development.
-------	--	---

PLANNING ADVISORY COMMITTEE

December 16, 2024

Her Worship Mayor Donna Noade Reardon and
Members of Common Council

Your Worship and Councillors:



The City of Saint John

**SUBJECT: Rezoning, Subdivision, and Section 59 Amendment
125 Gault Road (PID 00403535)**

On November 12, 2024, Common Council referred the above matter to the Planning Advisory Committee for a report and recommendation. The Committee considered the attached report at its December 10, 2024, meeting.

The applicant, Rick Turner of Hughes Surveys and Consultants, appeared before the Committee and agreed with the Staff Recommendation. Mr. Turner provided an overview of the community consultation he conducted on behalf of the developer, noting a separate neighbourhood circulation was provided in October, along with additional drawings to area residents. He also noted he offered to attend any neighbourhood meetings on behalf of the developer, but this offer was declined. Mr. Turner also stated there is no application to the Province for subsidized units. In response to a question from the Committee he noted construction access will be from Gault Road and not Dantes Drive.

Responding to a question from the Committee, Mark Reade, Senior Planner, noted the areas of the site to be zoned Mid-Rise Residential (RM) will allow for both townhouse and multiple unit dwellings. As a result, these building types can be constructed anywhere on the site having this zone and would not be tied to the proposed layout.

Jeff Cyr, of Envision Saint John, appeared before the Committee in support of the application and noted that the mix of residential dwelling types proposed in the development responds to multiple segments of the housing market. The mix of dwelling types and density provided by the proposal allows for the site to be developed in an economical manner which promotes affordability.

Trish Stokes, of 125 Dantes Drive, spoke in opposition to the proposal, requesting an extension to the process. She cited concerns with safety related to vehicle speeds, and drainage. She noted the Monte Cristo development is served by ditches for stormwater management. Responding to questions from

the Committee, she clarified the extension would allow for more members of the community to be involved in the process.

Joe Harriman, of 109 Dantes Drive, spoke in opposition to the application noting lack of consultation with residents and the age of PlanSJ noting the Municipal Plan is over 10 years old. He expressed concerns with traffic, pedestrian safety, and transit access. Concern was also expressed with how the proposed development aligned with the neighbourhood context.

Brendan Keppers, an area resident, appeared before the Committee in opposition to the application expressing concerns with traffic and vehicle speeds on Gault Road.

Arliss Wilson, of 93 Danes Drive, appeared before the Committee expressing concerns with sidewalks in the area, traffic operations at the existing daycare on Galut Road, and roadway maintenance in the area.

Chris McCutcheon, an area resident, spoke in opposition to the development noting concerns with stormwater management and how the proposed development aligns with the existing neighbourhood context.

Shane Stokes, of 125 Dantes Drive, appeared before the Committee and expressed concerns with the water and sanitary sewer demands prepared as part of the application. Joel Landers, Municipal Engineer with the City's Infrastructure Development Service Area, noted information submitted by the applicant utilized flow rates that are widely accepted within Atlantic Canada and that the modelling was completed by Saint John Water.

Carol O'Brien-Boucher, of 9 Valentine Boulevard, appeared before the Committee and spoke in opposition to the application, noting in her opinion the proposal does not represent gentle density and that housing forms other than multi-unit buildings were needed in the Community. She also requested that the area of the site zoned General Commercial (CG) not include cannabis retail or drug treatment as permitted uses.

Rick Turner reappeared before the Committee and responded to questions from the Committee related to phasing, the proposed unit mix, and stormwater management. He noted a construction access from Gault Road would be constructed early in the development, with development initially occurring simultaneously on the proposed semi-detached units in the northern portion of the site and multi-unit buildings adjacent to Gault Road. Following this, the central portion of Dantes Drive will be connected to provide an access to Gault Road. He noted the overall design of the multi-unit development could be revised to provide central parking and amenity areas between the various buildings. He

also provided a high-level overview of how stormwater will be managed on the site and noted that he is open to meeting with area residents. He also provided precedents of other areas in the City where multi-unit development has occurred in a similar lower-density context including Bon Accord Drive and the Noel Avenue-Tudor Lane neighbourhood.

Responding to a question from the Committee, Jennifer Kirchner, Manager of Community Planning, confirmed that the Gentle Density approach being introduced through Zoning Reform is intended to introduce additional built forms and density in existing, built out neighbourhoods. It is not intended to limit the design of new residential neighbourhoods including those establishing new road networks.

Councillor Sullivan noted the rotary intersection of Galut Road, Manawagonish Road and Route 1 was identified as a location for a future roundabout in MoveSJ. The City is looking to construct one roundabout per year subject to capital funding.

No other persons appeared before the Committee and twenty-four letters were received regarding the application.

The Committee adopted a motion to adopt an amended Staff Recommendation with three nay votes. The amended recommendation included the following elements:

- An addition to the City/Developer Subdivision Agreement requiring the installation of curb and sidewalk by the developer on the west side of Gault Road along the frontage of 65, 101 and 125 Gault Road (PIDs 55195671, 00403584, and 00403535).
- Additional Section 59 conditions requiring:
 - That access to the site for construction purposes be from Gault Road and not through the existing Monte Cristo subdivision.
 - Prohibiting cannabis retail as a land use within the portion of the site zoned General Commercial (CG).

As a separate recommendation to the Staff Recommendation provided below, the Committee also recommends that Common Council direct City Staff to investigate traffic calming and additional crosswalks along the section of Gault Road in the vicinity of the development.

The Committee also approved the proposed private streets and variances from the Subdivision By-Law conditional upon Common Council giving Third Reading to the proposed rezoning. The Committee also approved the street name "Coastal Crescent," to be used for the new Public Street labelled as Mabel Crescent on the plans submitted with the application.

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.
 - c. That access to the site for construction purposes be from Gault Road and not through the existing Monte Cristo subdivision.
 - d. That cannabis retail be a prohibited land use within the portion of the site zoned General Commercial (CG).
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 and the installation of curb and sidewalk by the developer along the west side of Gault Road frontage of 65, 101 and 125 Gault Road (PIDs 55195671, 00403584, and 00403535).

Respectfully submitted,

A handwritten signature in black ink that reads "Brad Mitchell". The signature is written in a cursive style with a large initial "B".

Brad Mitchell
Chair
Attachments





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 existing 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

Author	Manager	Director
Mark Reade , P.Eng., MCIP, RPP	Jennifer Kirchner , MCIP, RPP	Pankaj Nalavde , MCIP, RPP

Contact: Mark Reade
Telephone: (506) 721-0736
Email: Mark.Reade@saintjohn.ca
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**

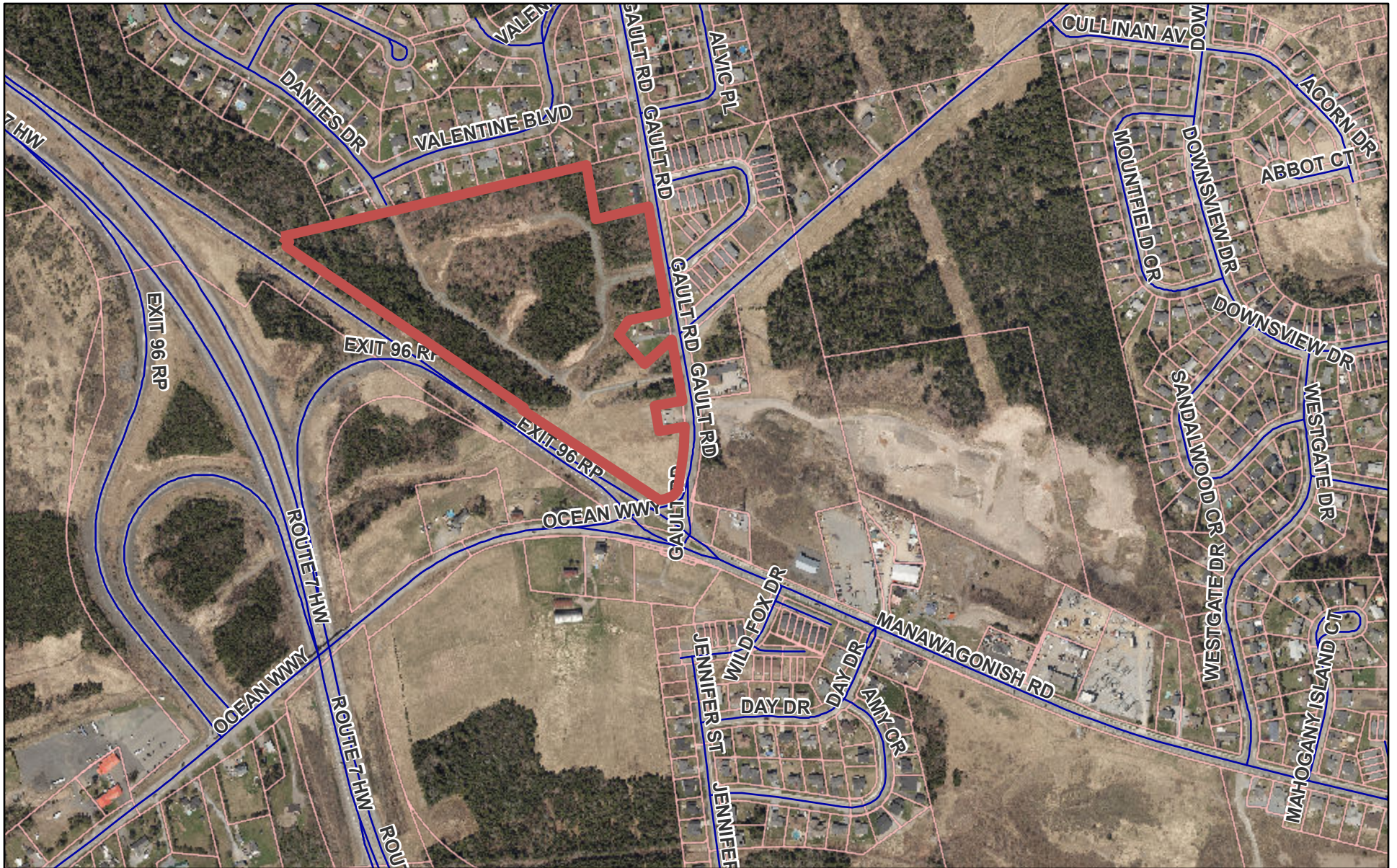
Attachment 2: **Municipal Plan Policy Review**

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

Submission 2: **Traffic Impact Study Summary**

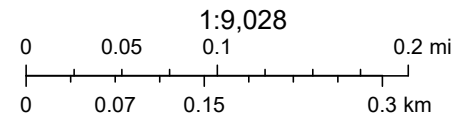
Submission 3: **Proponent Consultation Notice and Response Received**

125 Gault Road Airphoto



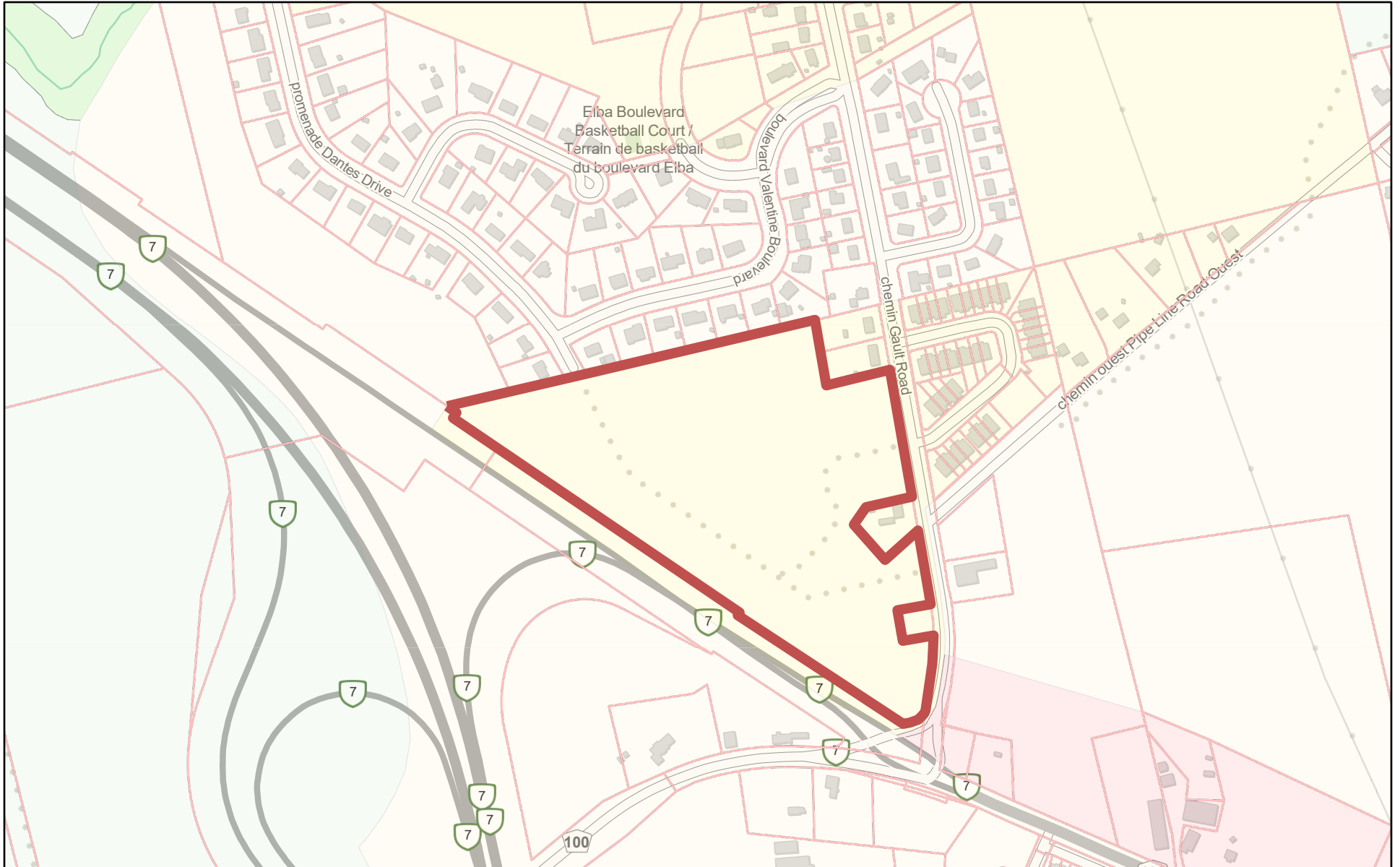
11/25/2024, 11:55:58 AM

 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

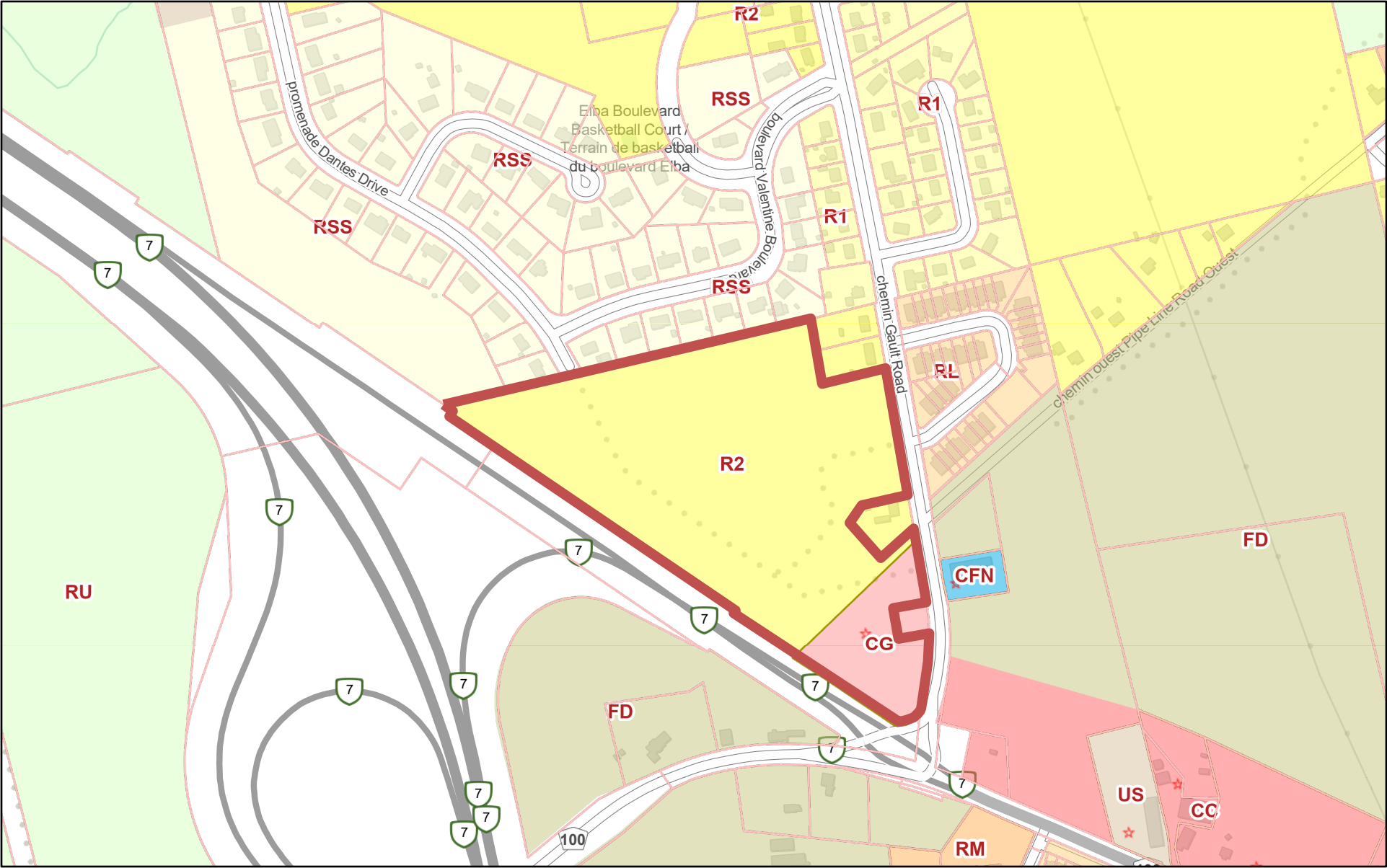
Future Land Use

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

1:7,500

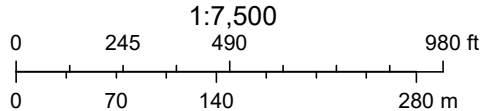
0 245 490 980 ft
0 70 140 280 m

125 Gault Road Zoning

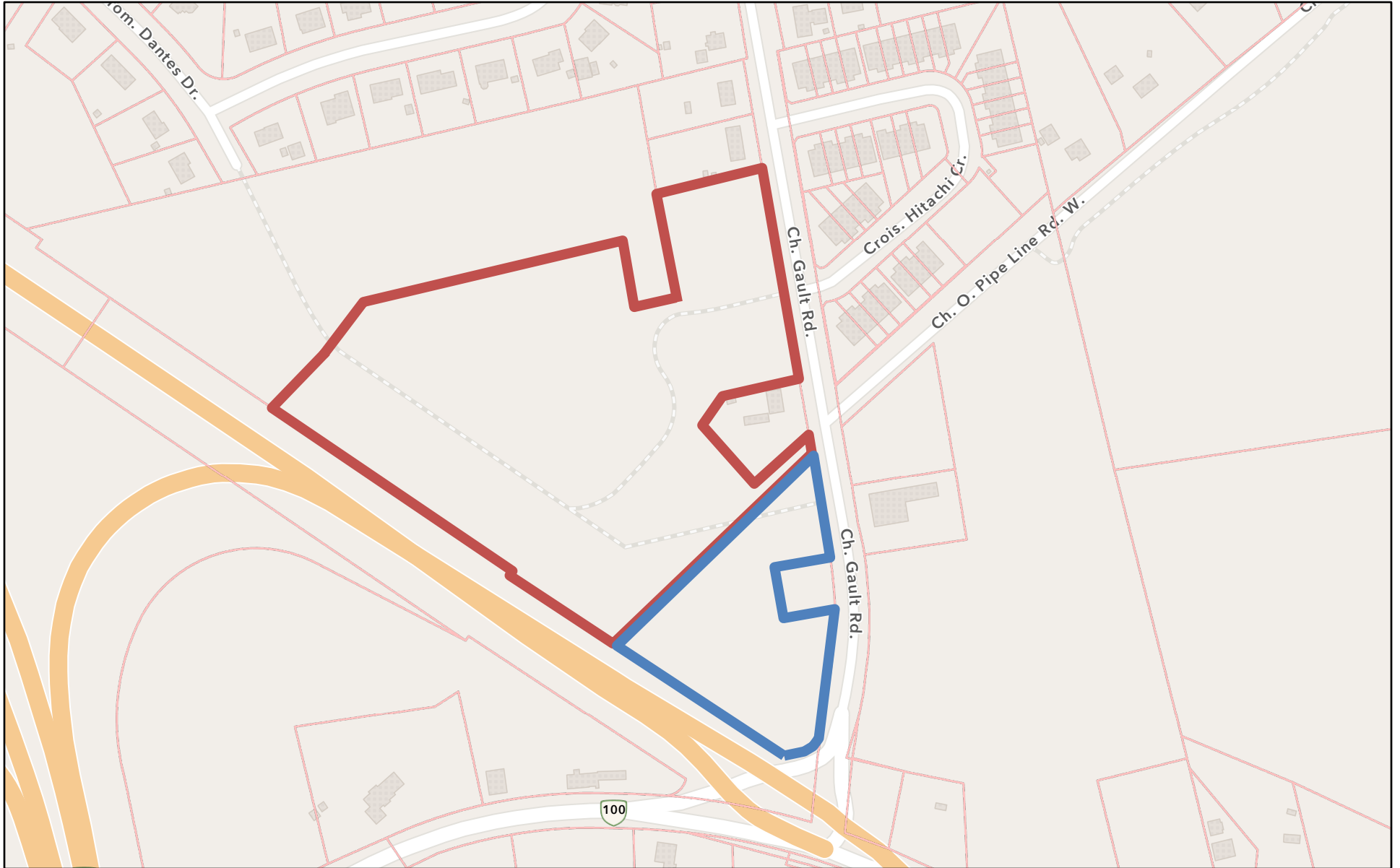


11/25/2024, 5:13:45 PM

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



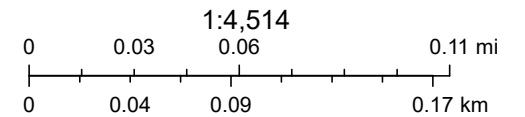
12/3/2024, 1:50:32 PM

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;	
--	--

<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;	
--	--

<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

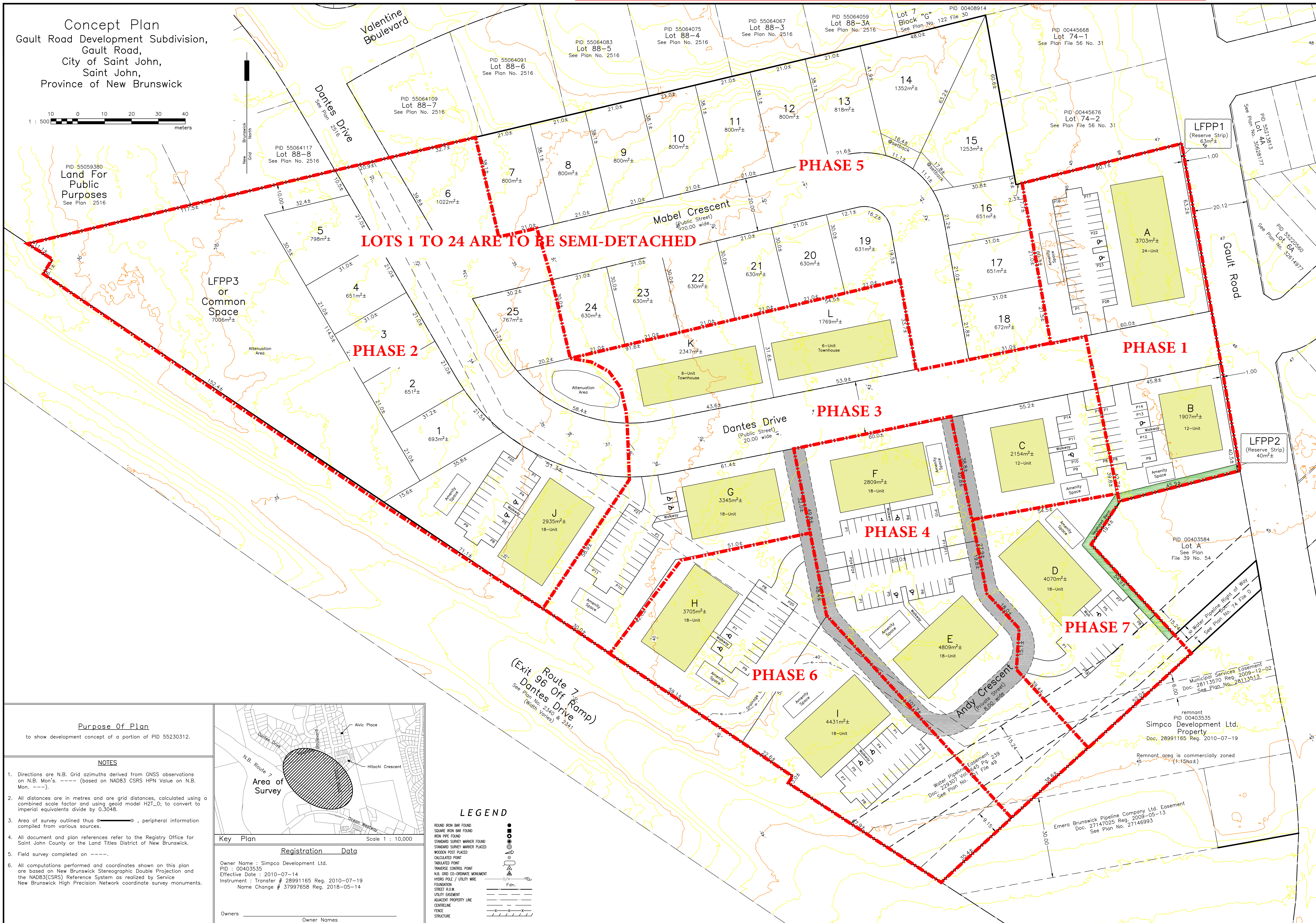
<ul style="list-style-type: none"> e. Generally locating surface parking to the side or rear of buildings; f. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and 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>	
--	--

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

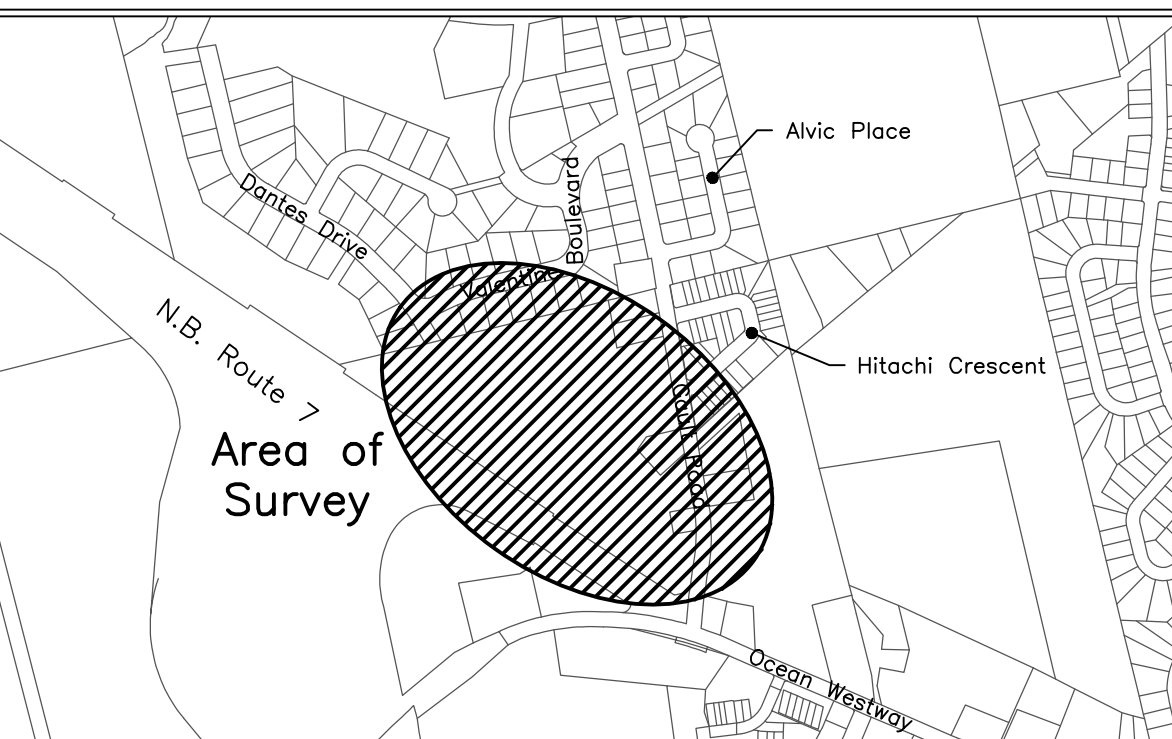


Purpose Of Plan

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
- WOODEN POST PLACED
- CALCULATED POINT
- TABULATED POINT
- TRIMMER 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

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

New Brunswick
Grid
North

PID 55064117
Lot 88-8
See Plan No. 2516

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

Mabel Crescent
(Public Street)
Phase 1
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

Dantes Drive
(Public Street)
Phase 2
20.00 wide

PID 00403584
Lot A
See Plan
File 39 No. 54

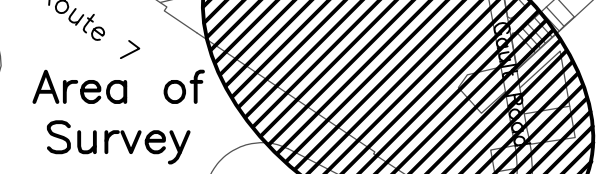
Municipal Services Easement
Doc. 2813570 Reg. 2009-12-02
See Plan No. 2813513

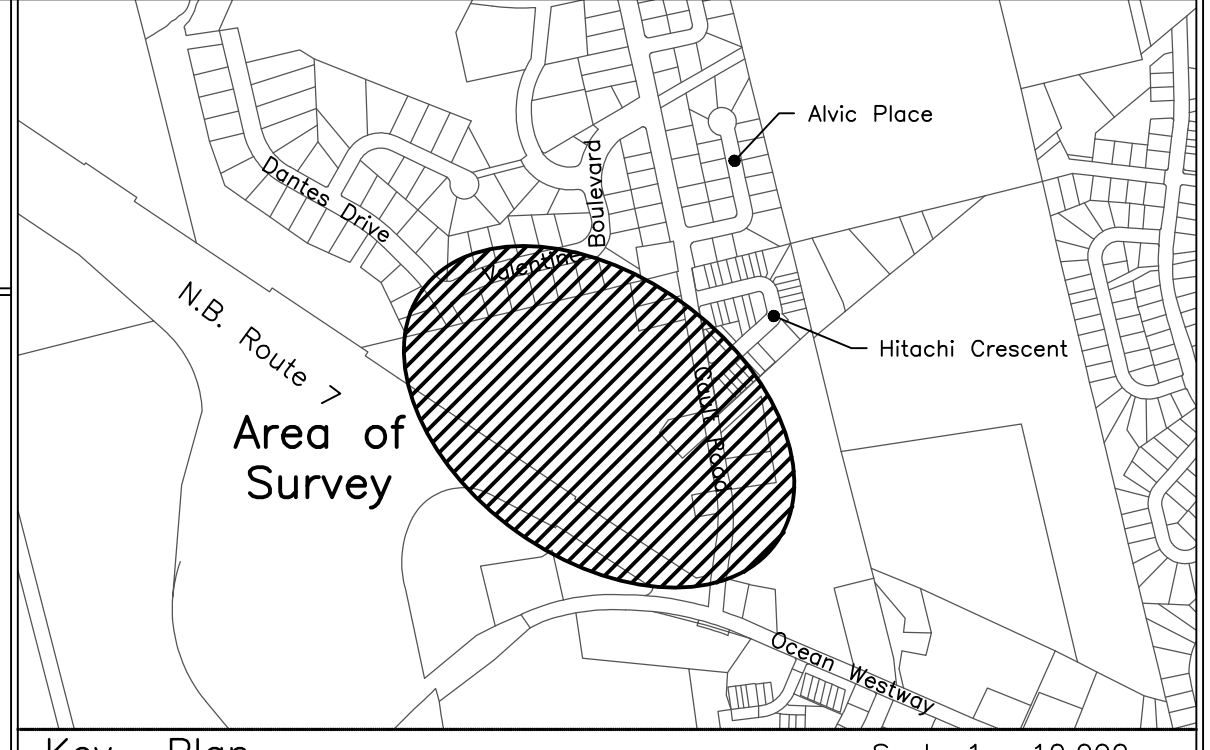
Emera Brunswick Pipeline Company Ltd. Easement
Doc. 27147025 Reg. 2009-05-13
See Plan No. 27146993

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

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

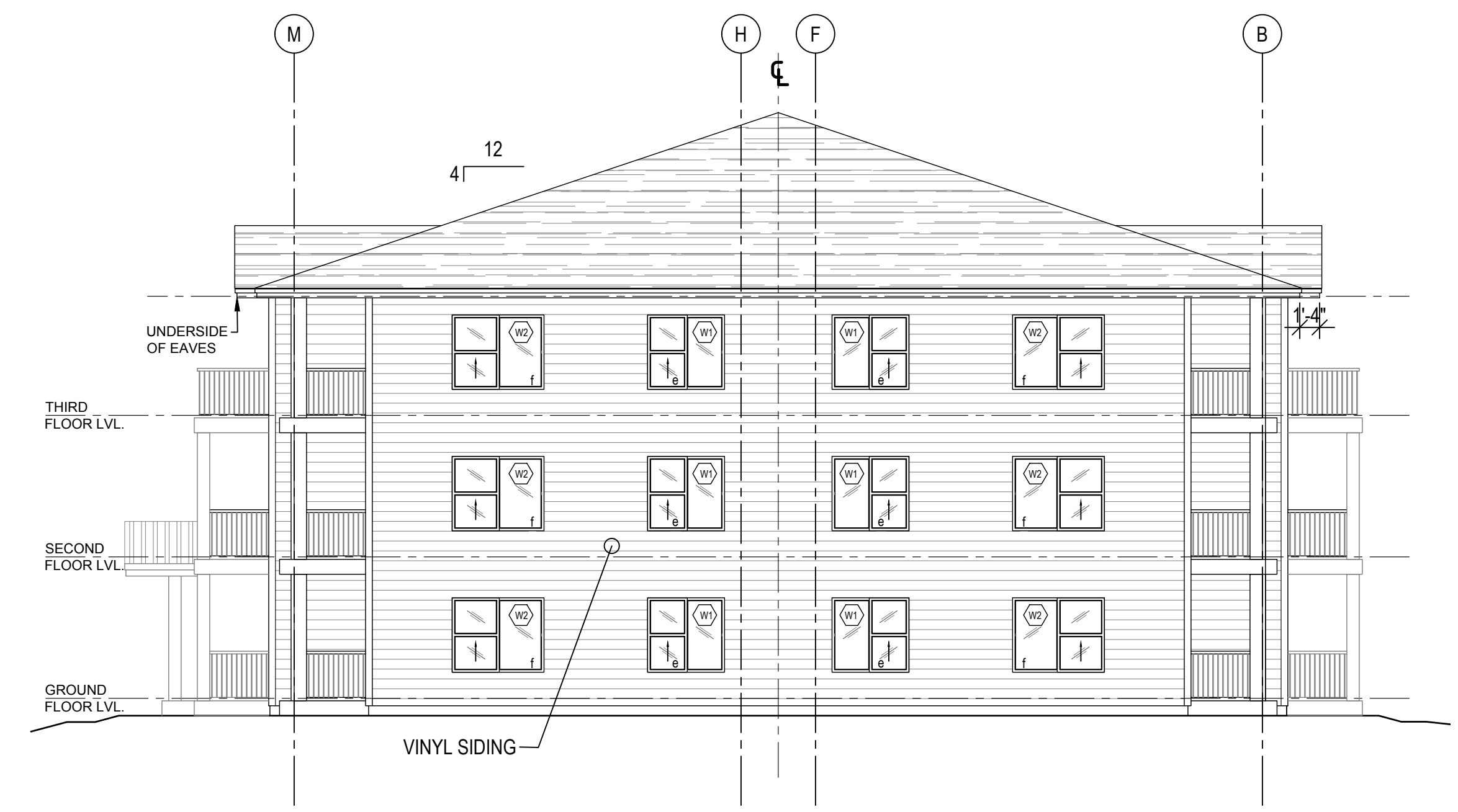
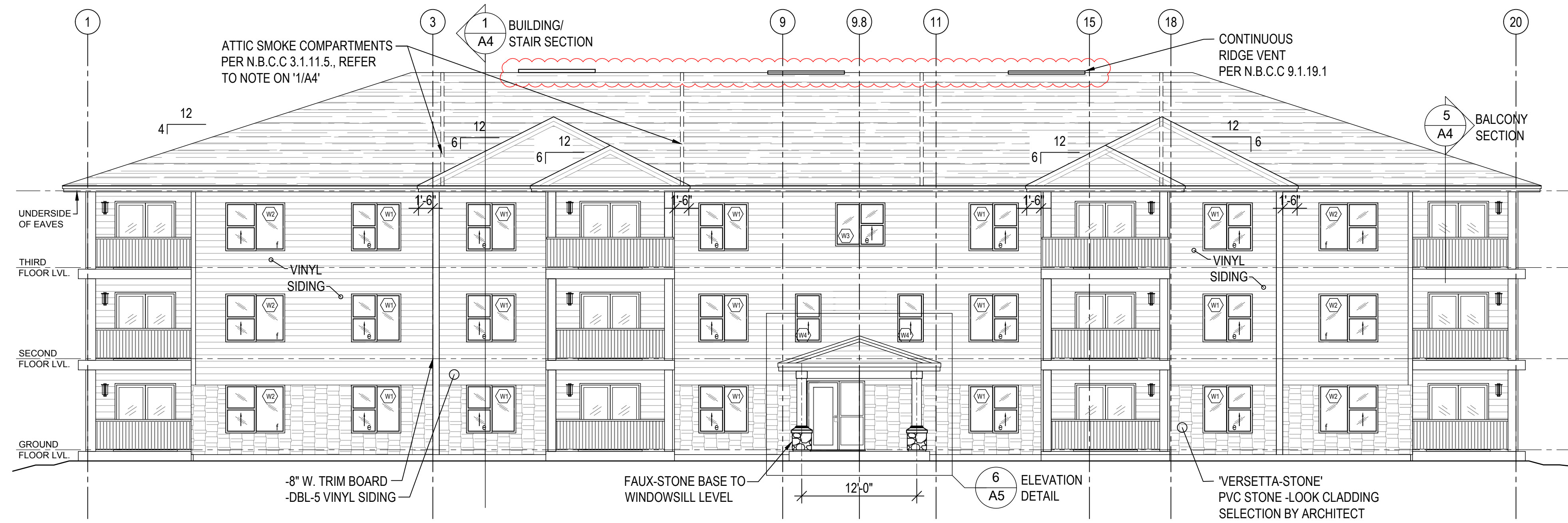


Registration Data
Owner Name : Simpco Development Ltd. PID : 00403535 Effective Date : 2010-07-14 Instrument : Transfer # 28991165 Reg. 2010-07-19 Name Change # 37997658 Reg. 2018-05-14
Owners _____ Owner Names _____

LEGEND

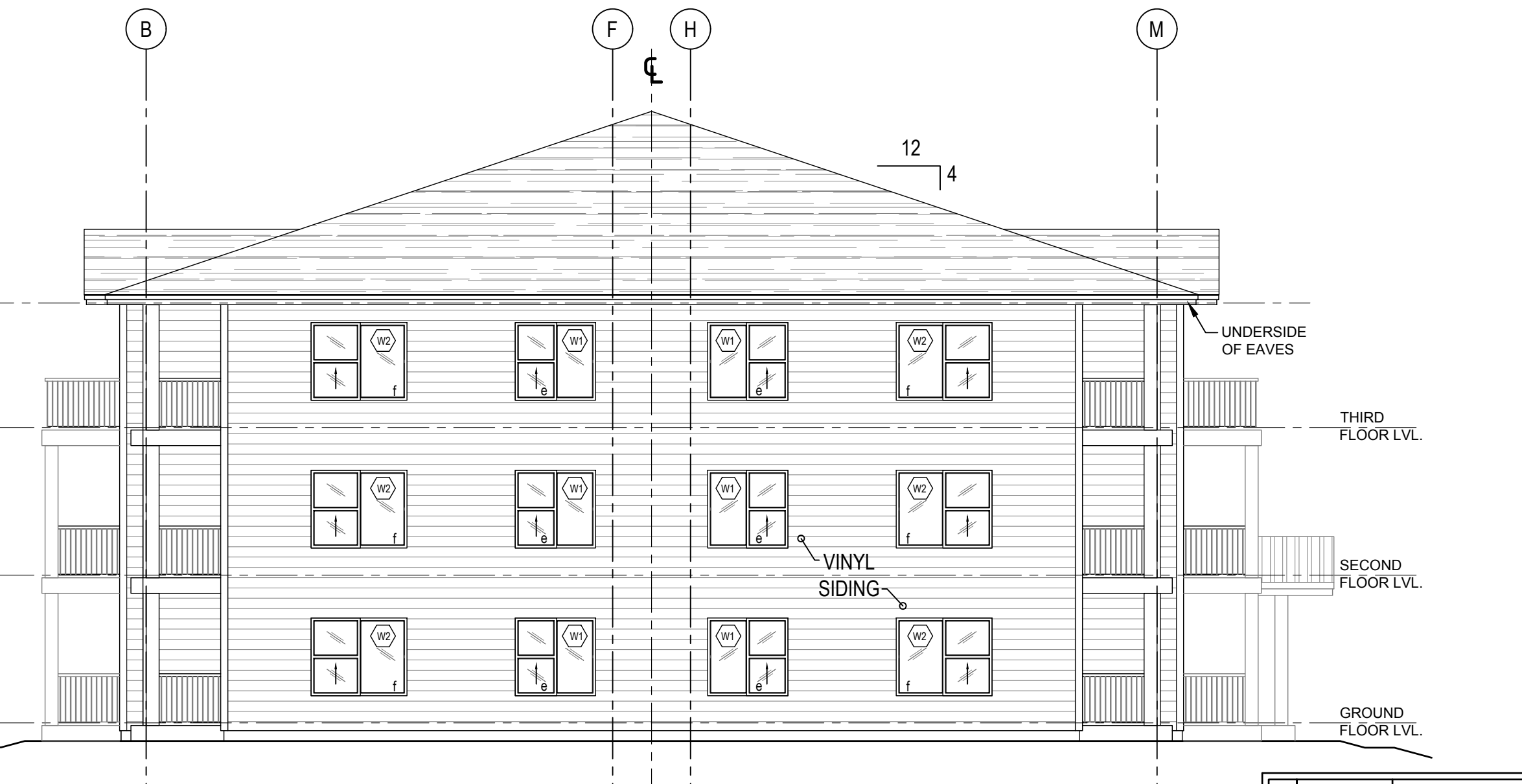
- ROUND IRON BAR FOUND
- SQUARE IRON BAR FOUND
- IRON PIPE FOUND
- STANDARD SURVEY MARKER FOUND
- WOODEN POST PLACED
- CALCULATED POINT
- TABULATED POINT
- TRANGERS CONTROL POINT
- N.B. GRID CO-ORDINATE MONUMENT
- HYDRO POLE / UTILITY WIRE
- FOUNDATION
- STREET FLOW
- UTILITY EASEMENT
- ADJACENT PROPERTY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

Submission 1: Site Plan / Tentative Plan / Building Elevations



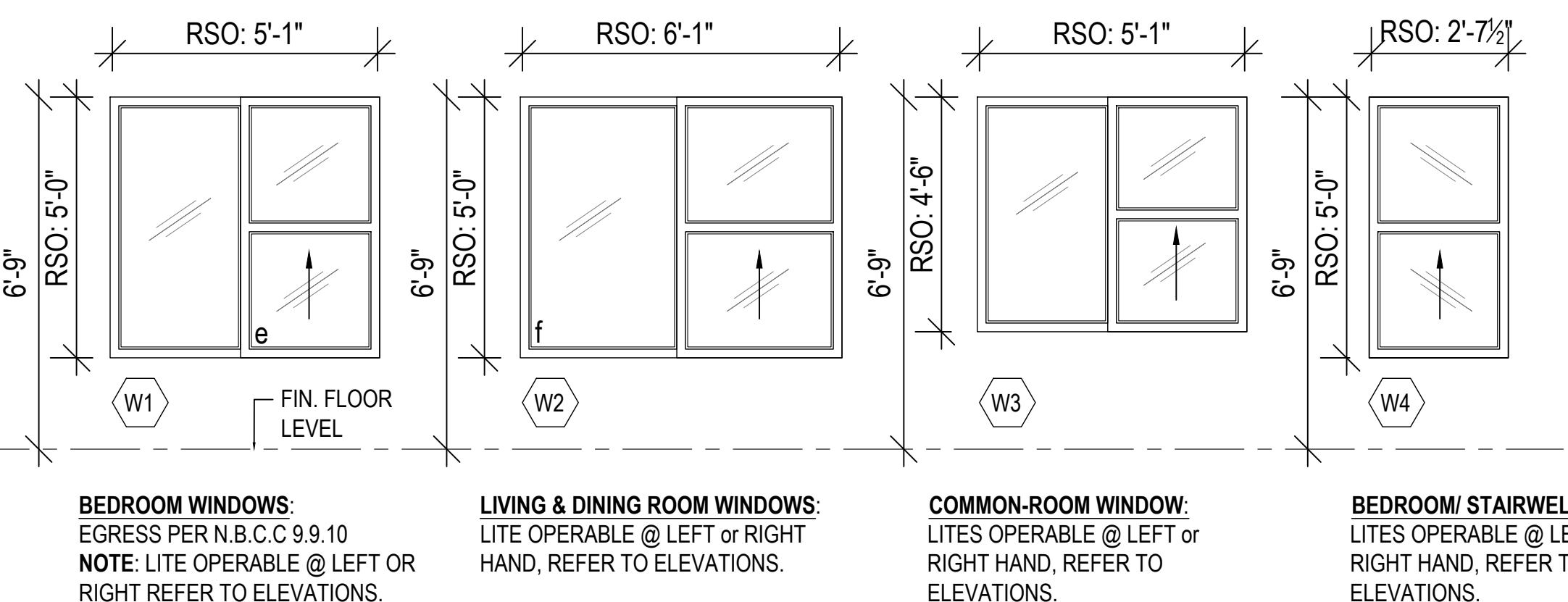
1. FRONT ELEVATION
A5
SCALE: 1/8" = 1'-0"

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

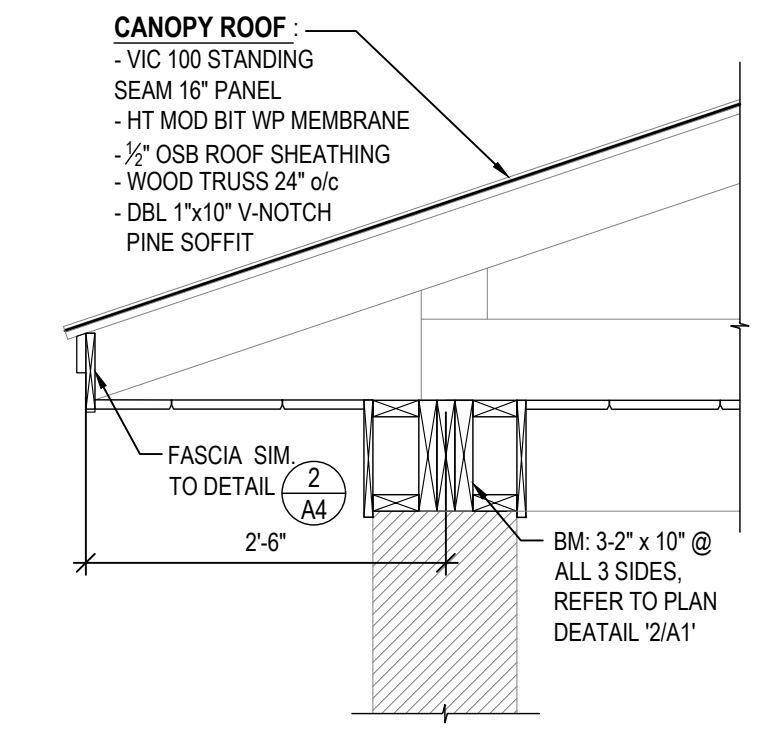
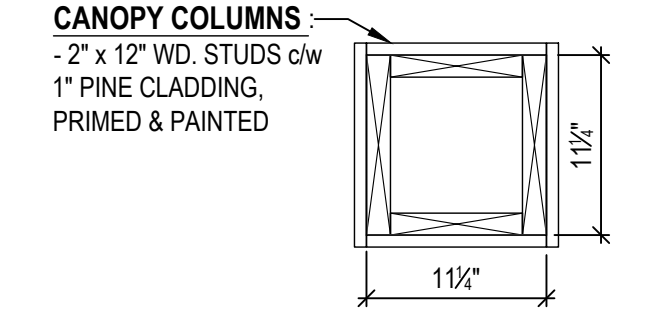
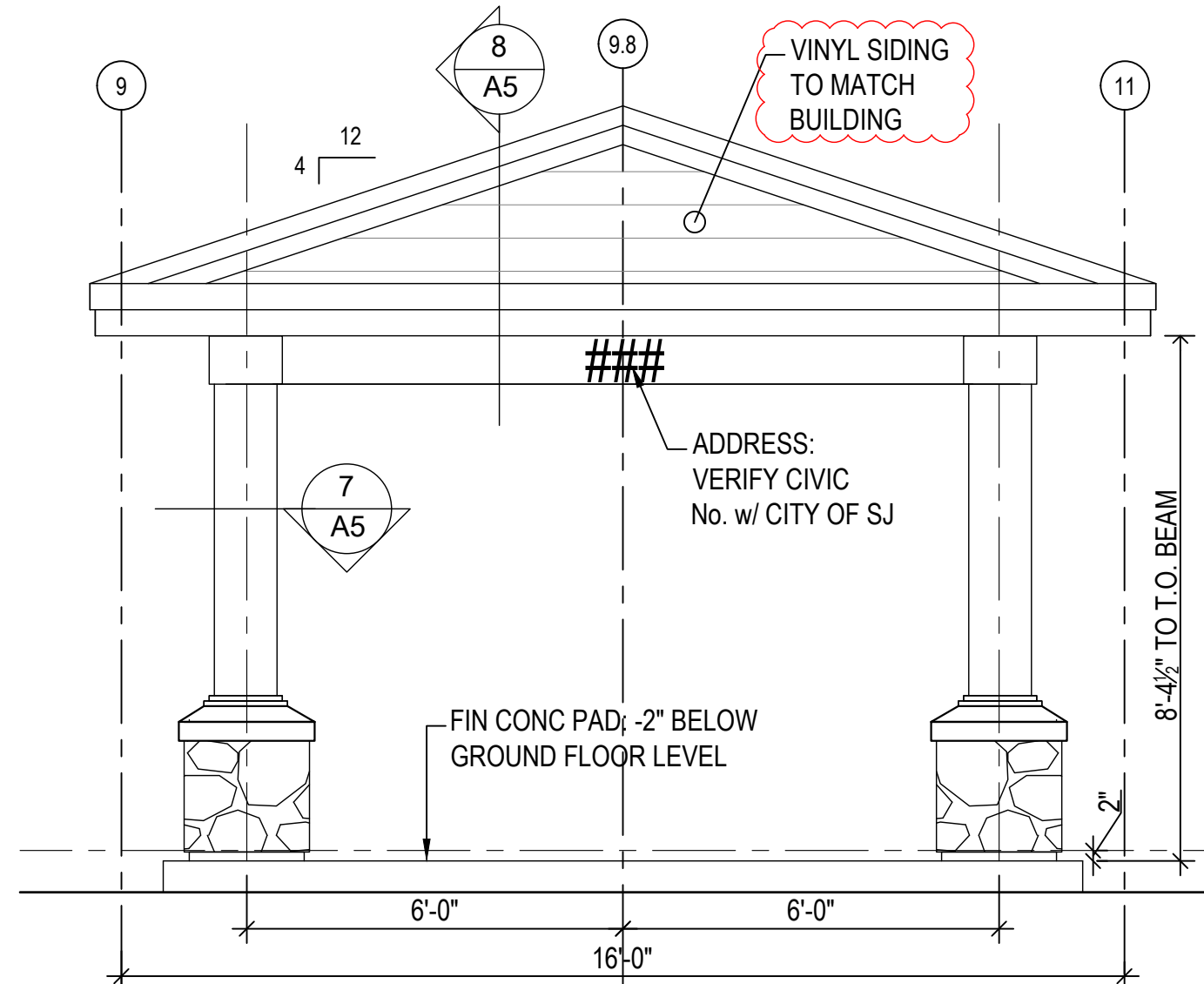


3. REAR ELEVATION
A5
SCALE: 1/8" = 1'-0"

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



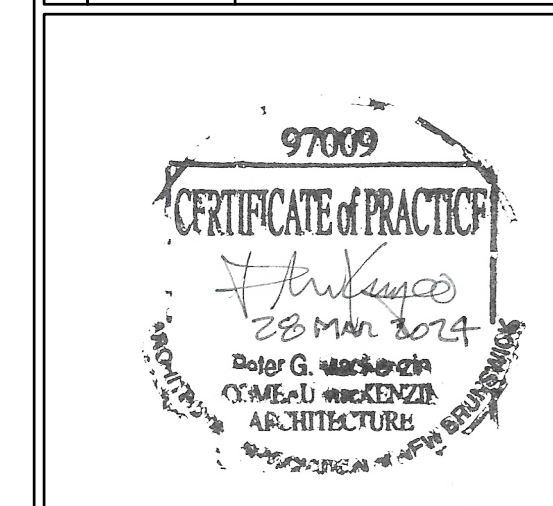
5. WINDOW SCHEDULE
A5
SCALE: 3/8" = 1'-0"

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"

NO.	DATE	REVISION DESCRIPTION
1	28 MAR. 2024	ISSUED FOR BUILDING PERMIT
2	02 NOV. 2023	ISSUED FOR BUILDING PERMIT
3	07 MAR. 2023	CONSULTANT CO-ORDINATION
4	21 FEB. 2023	ISSUED FOR CLIENT REVIEW



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

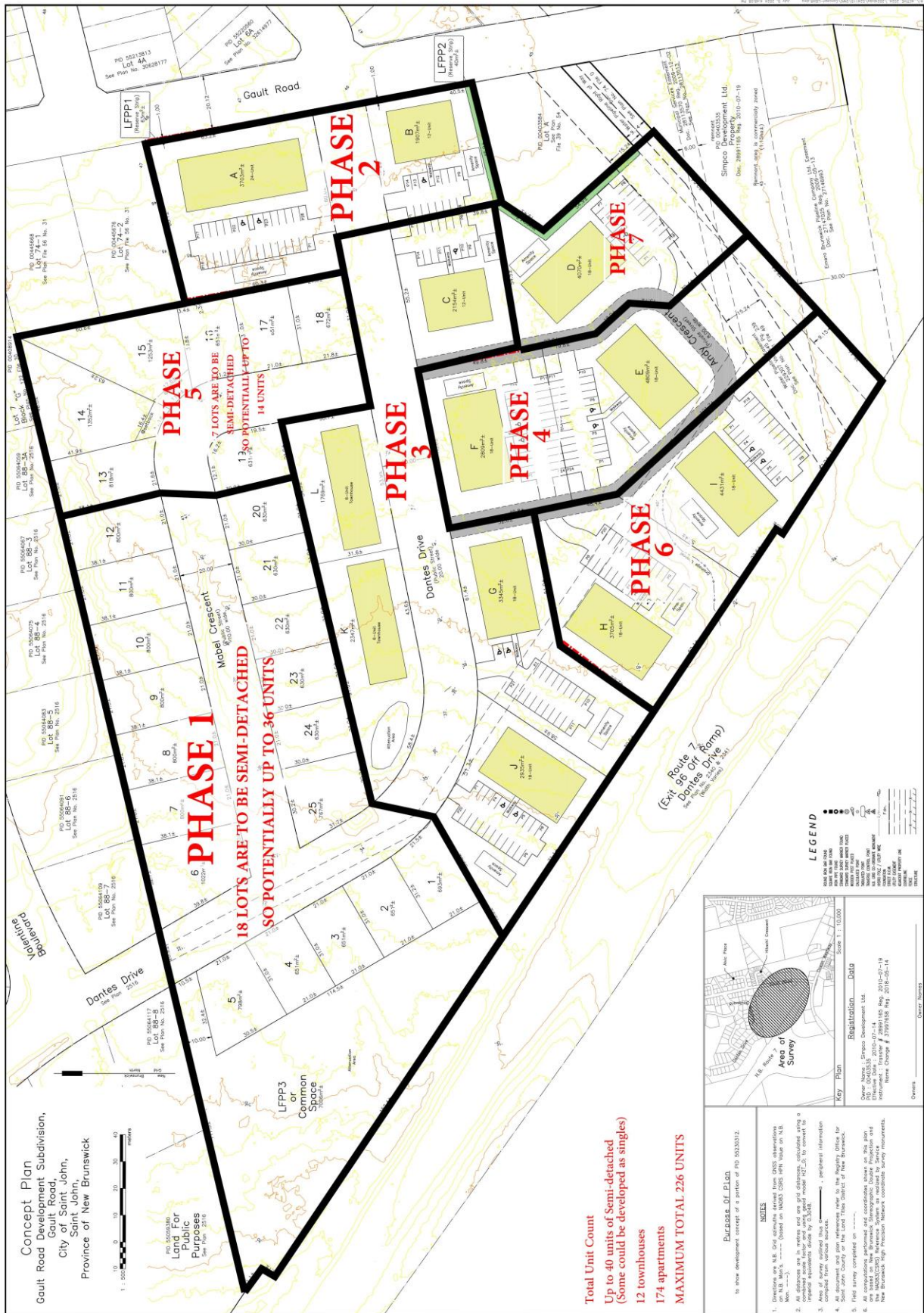
or

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

Subject: Opposition to Proposed Rezoning and s. 59 amendment re 125 Gault Road

We are writing in response to Public Notice that was given regarding the rezoning of a parcel of land located at 125 Gault Road, which would expand the scope of commercial uses permitted on the site. As homeowners and residents in the Monte Cristo neighbourhood, we have several concerns with the proposed rezoning, including the fact that there is no current municipal plan to guide this development, the current infrastructure is not engineered to sustain a development of this scale, and this parcel of land has already been approved for development in an appropriate manner that was supported by the community. We will more fully outline these concerns below.

No current municipal plan

To start, we are concerned with the fact that the Planning and Advisory Committee (PAC) and Saint John Common Council are considering approving rezoning of this parcel of land without having an updated Municipal Plan in place as a guide for a development of this size and scope. PlanSJ was developed in **2011** to act as a guide for development and investment in the City of Saint John to ensure that decisions made by the City of Saint John are in the long-term best interest of the whole community. An updated holistic plan needs to be in place to ensure that current and future development is done in an appropriate manner that addresses derivative issues, such as transportation & traffic, and pedestrian issues.

Safety is our primary concern with this proposed development. We have 2 school-aged children, and chose this neighbourhood specifically for its safety, quiet nature, lack of traffic, proximity to their elementary school and number of families with other children. Most of our neighbours and others in the surrounding areas purchased homes for similar reasons.

We have been hesitant to allow our children to venture outside of the neighbourhood on their own, because of our concerns with the increased traffic, speed in which cars travel, and lack of adequate sidewalks and crosswalks along the Gault Road and Manawagonish Road. Our concerns were exacerbated this summer when our 10-year-old son was involved in a very scary accident just outside our neighbourhood while riding his bike along the sidewalk on Manawagonish Road. While he was crossing the street from Manawagonish Road into the entrance of Fundy View Estates on Day Drive, his bike was struck by a motorcycle coming quickly from the direction of Ocean Westway. Luckily, he only sustained minor injuries, but the result could have been tragic. Other children are at risk of encountering a similar situation, which could result in a much worse outcome.

There is already a substantial amount of traffic close to the proposed development, coming off the highway and from Ocean Westway, which ends up either on the Gault Road or Manawagonish Road. The proposed development will significantly increase traffic in this area, bringing safety concerns for current residents, particularly with respect to children walking, riding their bikes, or waiting for their school bus. The proposed development would see approximately 236 new units, likely resulting in at least that many increased vehicles. The increased amount of traffic is significantly out of scope for this residential area.

Additionally, the proposed development will bring an increased amount of traffic into the Monte Cristo neighbourhood, which currently has no sidewalks, narrow roads with ditches on either side, a single-entry point from the Gault Road, and no crosswalk from the neighborhood to the Gault Road where children wait for the school bus.

An updated municipal plan would help to ensure that these types of transportation/traffic and pedestrian concerns are addressed before any rezoning or development could proceed. We implore the PAC and Common Council to address these issues before proceeding with an approval of the rezoning bylaw.

Infrastructure Issues

We are also concerned that the current infrastructure within the Monte Cristo neighbourhood will not support such a large development. The topography of the proposed development area will likely result in considerable surface water flow down Valentine Drive, the main road into the Monte Cristo neighbourhood. As it currently stands, when there is a heavy downfall of rain, there are drainage problems and a lot of flooding throughout the neighborhood. All the open ditches, which are on either side of the roads in the neighbourhood, fill up with water and the lawns in the neighbourhood flood frequently. We are concerned that the substantial development will bring increased issues with respect to flooding and drainage. These issues need to be addressed before the PAC and Common Council approve any rezoning in the area.

Community-Supported Development

Finally, we want to emphasize the fact that we support development in the area, and the community was encouraged by the potential development of single home and garden home development on the land in issue. However, an approval to rezone the land would far exceed the initial rezoning and development plan in several areas and would result in a significant change that does not conform with the existing landscape of the community. In our opinion, adding 10 large apartment complexes in a small area next to quiet neighborhoods that currently include single detached and garden homes is not the right fit and will result in a significant change to the area. This type of development should be made in an area that has a similar composition and demographic, so it does not dramatically change the landscape of an already established community.

In conclusion, we implore you to consider these important issues before approving any rezoning bylaws related to this parcel of land. Any potential development must adhere to a current municipal plan, accommodate infrastructure issues, and be supported by the community at large.

Sincerely,

Wendy Morgan & Joe Harriman

Residents – 109 Dantes Drive

From: [Geoff Beckwith](#)
To: [OneStop](#)
Subject: Opposition to proposed rezoning - 125 gault road
Date: December 7, 2024 9:08:38 PM
Attachments: [image3.png](#)
[image4.png](#)

You don't often get email from beckwith_8@hotmail.com. [Learn why this is important](#)

[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.**

Good evening,

There has been a collective concern within our neighborhood and I would like to reiterate these concerns with the notes below.



All the above concerns are a consensus of the neighborhood and I would like to ensure that this is taken seriously.

Sincerely
Geoff & Erica Beckwith
25 Valentine Blvd

Sent from my iPhone

From: [Geoff Beckwith](#)
To: [OneStop](#)
Subject: Opposition to proposed rezoning - 125 gault road
Date: December 7, 2024 9:08:38 PM
Attachments: [image3.png](#)
[image4.png](#)

You don't often get email from beckwith_8@hotmail.com. [Learn why this is important](#)

[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.**

Good evening,

There has been a collective concern within our neighborhood and I would like to reiterate these concerns with the notes below.



All the above concerns are a consensus of the neighborhood and I would like to ensure that this is taken seriously.

Sincerely
Geoff & Erica Beckwith
25 Valentine Blvd

Sent from my iPhone

December 8, 2024

To the Planning Advisory Committee:

We're writing to express concern (and ultimately, opposition) to the proposed development at 125 Gault Road. The proposed development would have a significant impact on the residents of the Gault Road, especially those of us in the Monte Cristo subdivision. My family resides at 87 Dantes Drive and we purchased our home in 2020. We did not receive the notification of the proposed development.

The proposed development conflicts with PlanSJ and the covenants of the original neighbourhood. If you were to drive through the neighbourhood, the lots are larger than most with lots of trees remaining. This is a beautiful neighbourhood and homes do not have difficulty selling. There are also deep ditches that contribute to a lacklustre drainage system (of which the City receives several calls a year for), groundwater drainage issues and no sidewalks. The entry on Valentine Boulevard is also narrow with an unkempt island of shrubs and trees that was once regularly cared for by the City but cut from budget years ago.

Please consider the following:

1. **Safety:** this area was not intended to accommodate the volume of traffic and people proposed in this plan. Valentine Boulevard is narrow at best and becomes dangerous as snowbanks build up in the winter. There aren't any sidewalks through the subdivision and it is incredibly dangerous for pedestrians and cyclists trying to connect to Manawagonish Road. Traffic is already a challenge at both ends of the Gault Road. Prior to any amount of development, this should be considered.

I would also like to note that my husband and I enquired about purchasing a property next to 120 Dantes in 2020. At that time, we were advised by the landowner that if they were to sell another property, they would be required to add sidewalks to the neighbourhood. Would sidewalks for the existing area (Monte Cristo subdivision and Gault Road connecting to Manawagonish) be included in the agreement?

2. **Drainage:** While we understand there's been a study if the infrastructure can handle additional drainage, what happens to the existing homeowners when the construction causes groundwater issues? Take a drive through and you'll see evidence of multiple ditches having to be cleared out and lawns ripped up. When we built our garage, we had to put in more drainage. Our neighbour currently has an excavator in his yard. Every year, a property experiences issues. These homes were built on clay. This amount of development puts existing properties at risk. We understand everything shifts over the years, but this will increase the risk and costs thousands of dollars to correct.
3. **Demand:** While we understand there is a demand for housing, in this area, it is for single unit dwellings and garden homes for seniors. Instead of dramatically altering this

community, there are other areas on the west side that have resources and amenities already in place for multi-unit dwellings.

I encourage you to review the selling prices in the area. Home buyers are willing to spend to be in this area in excess of \$400,000. The residents of this area are not getting the services they need as it is. To build multi-unit apartment complexes without the measures in place, would compromise the safety and sustainability of the residents of this area. It would also be incredibly unfair and misleading to new residents to not have the infrastructure in place to support their lifestyle. These complexes are meant for denser areas with better access to transportation and amenities.

We understand a developer wanting to maximize their development and Council wanting to do their part to help with housing. We want to ensure this is done responsibly with safety and sustainability in mind.

Thank you for your consideration.
Tammy and Corey McAllister

125 Gault Road Proposal,

We are writing with concern of the proposed 125 Gault Road development on the west side of Saint John.

We have lived in this Neighborhood for over 20 years and raised our children here. We choose this unique neighborhood because of its rural feel. Children play on the streets and ride their bicycles without having to worry about traffic. It is quiet and one of multiple reasons why we choose to live here. Having this large development with 10 apartment buildings will certainly not enhance its qualities. We have a number of concerns about this proposal.

Traffic:

There is only one way into Monte Cristo which limits the amount of safe traffic flow in the neighborhood. The proposed development will join on to Dantes Drive with potentially most of the traffic exiting from Valentines blvd . There are no curbs and sidewalks in the neighborhood and the ditches are open. The increased traffic will impact the safety of citizens walking in the neighborhood and children playing and riding their bicycles .The original selling feature of the Monte Cristo subdivision was “ County Living in the City”. The “Country Living in the city”has been the tagline used by the city when requesting upgrades to sidewalks and buried ditches. Adding 10 large apartment complexes (226 Units) to the proposed zone with only one new exit is dangerous for those living in Monte Cristo.

The sidewalk along the Gault Road is not continuous to Manawagonish and it is a very dangerous area to walk, run or ride a bicycle. The shoulder of the road is consistently washed out and there is nowhere for pedestrians to move to when traffic speeds by. Adding hundreds of cars onto the road at that exact area is dangerous for pedestrians.

Also, the city does not plow the sidewalk along Manawagonish from the top of Westgate subdivision to the top of the Gault road in the winter . Adding more traffic is dangerous for pedestrians walking or running in the winter as they have to walk on the side of the road.

The intersection at the top of the Gault road is dangerous . It is not clear how to maneuver and I witnessed drivers go the wrong way on multiple occasions . I have nearly been hit by a car several times while riding my bicycle by drivers coming straight up the Gault Rd and turning left on Manawagonish without going around the median. This intersection needs to be studied and reorganized before adding hundreds of cars to the immediate area.

Development Plan:

PlanSJ was developed as a guide for development in the city. The plan's intent was to ensure long term investment and growth decisions are made with the impact of the community and its citizens in mind . Adding a large development with 10 apartment buildings attached to Monte Cristo with its single family homes does not align with the PlanSJ guidelines. We are not anti-development; however, changing the zoning of 125 Gault Rd will greatly change the landscape of our quiet neighborhood and potentially impact our home values.

Infrastructure

As discussed above, Monte Cristo has no curbs or sidewalks and has open ditches. The proposed development area at 125 Gault road has extensive wash out in the area already . When it rains heavily the area washes out even more with some of the wash out ending at the bottom of Valentines Dr. The ditches continuously overflow and cannot keep up with rain water. Adding a large development with large amounts of pavement in the parking areas of the apartments is not going to allow the water to drain properly into the ground, thus adding to the drainage issues in Monte Cristo.

In conclusion , we ask that you do not amend the zoning for the 125 Gault Rd property and consider keeping it zoned for single family dwellings and garden homes.

Megan and Paul Watson,
111 Dantes Drive

From: [Bill Melanson](#)
To: [OneStop](#)
Subject: Rezoning, Section 59 Amendment, Subdivision and Variance application- 125 Gault Road.
Date: December 8, 2024 12:32:54 PM

You don't often get email from william.melanson14@hotmail.com. [Learn why this is important](#)

[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.**

To the Planning Advisory Committee , My Name is William Melanson and I live at 21 Valentine Blvd Saint John (Monte Cristo park) . I am writing this e mail on behalf of my wife (Brenda) and I opposing of this rezoning ,when we bought this property back in 1992 to and build our home we like the idea of living in the city but with a rule country feeling. And we love it here it's were we brought up our children it's quiet not much traffic just a wonderful community to live in . And now you want allow low rise apartment building and townhouses, I also have concerns of the run off water from this property as it's literally in my back yard . There is a ditch that separates my property and the property in question which has water running in it 24 / 7 365 days a year , another concern I have is the increase of traffic it is going to create because of now we only have one way in the subdivision and out so by opening up Dantes drive the traffic will increase , we have ditches with no sidewalks no crosswalks we walk on the side of the road so it would be a big safety concern to me. And another concern I have is how close they going to be to the water and gas pipelines as a former Saint John water employee I know we have a 60 " and a 24" water mains at the edge of this property or on it and if the are planning on building a building putting a parking lot on it there has to be an engineers plan to make sure that pipe lines will be structurally sound .

In closing as a tax paying citizen of the city of Saint John I hope that you the Planning Advisory committee and the city council will listen to my concerns and Not approve this Rezoning proposal.

Yours sincerely

William & Brenda Melanson

From: [Catherine Smith](#)
To: [OneStop](#)
Subject: Opposition to Proposed Rezoning and s. 59 amendment re 125 Gault Road
Date: December 8, 2024 3:02:09 PM

[You don't often get email from catherinefmsmith@icloud.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[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.**

We are writing in response to Public Notice that was given regarding the rezoning of a parcel of land located at 125 Gault Road.

My family recently relocated to Gault Road February of 2024 from Quispamsis NB. We wanted to move back to the city to be closer to family and friends but still wanted privacy and a yard for my family . This west side neighbourhood checked those boxes for us.

During this relocation we were in between homes as we waited for one to come for sale on the west side. There was an abundance of apartments available for us to rent and homes coming up for sale that suited our family were few and far between. Once one did, we had to go into multiple offer bidding and pay well over market value for the home which still needed renovations and updates. I know this story is not unique as I speak to other residents of Saint John that are looking to buy a home or even upgrade. There is a need for single family homes with yards in the city for many young families like mine who want to stay in the city and not move to the surrounding neighborhoods (Rothesay , Quispamsis , Grand Bay Westfield) . Having enough space for your growing family with a yard is a different quality of life compared to living in an apartment with children and animals. If you want young growing families to stay in the city these homes need to become more readily available.

We also have some safety concerns regarding the increased traffic that these multiple apartment buildings would create. I walk daily with a stroller and there is a lack of side walks at the top of Gault with cars going well above the speed limit . With the lack of side walks, speeding and the daycare at the top of the street the increased traffic would cause a significant threat to the community.

I understand the developer would like to maximize their investment and with the current incentives for developers to build multi unit buildings I understand how this is a path to be explored. But I believe this is being done based off profits and not the community and their actual needs. There has been multiple multi unit buildings being built on the west side and no single family neighbourhoods being extended. Based on my experience and the current housing market there is a need for more single family homes.

Please reconsider the rezoning of this land for the current residents of Gault Road and also the needs of families who currently live and wish to move to the area.

Thank you
Catherine Smith & Brendan Kippers
320 Gault Road

From: Rick Turner
To: Trish Stokes: rick@canterburydevelopments.com; carter.aqtowers@gmail.com; OneStop; Reade, Mark
Cc: Reade, Mark
Subject: RE: "City file- 125 Gault road -proposal by Mike Cavanagh homes inc."
Date: December 8, 2024 5:25:06 PM
Attachments: image001.png
image002.png
image003.png

[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. **

Hi Trish,

Thank you for your list of concerns or questions. I will briefly address or clarify where I can. See the red text below.

That said, I expect there are also a number of things that are more appropriate for the city to address or respond to so on those I will not provide comments.

Rick Turner
506-333-8700

From: Trish Stokes <trishstokes525@hotmail.com>
Sent: December 6, 2024 2:48 PM
To: rick@canterburydevelopments.com; Rick Turner <Rick.Turner@hughessurveys.com>; carter.aqtowers@gmail.com; onestop@saintjohn.ca; mark.reade@saintjohn.ca
Subject: Fw: "City file- 125 Gault road -proposal by Mike Cavanagh homes inc."

CAUTION: External sender

Thank you Rick for the information,

I do have some questions of concern that I would like addressed:

1. The last time Simpco tried to develop this land he was told that he had to put proper drainage and sidewalks into the entire existing Monte Cristo subdivision. Please advise if this is still the case and will be completed? Right now Monte Cristo does not meet safety requirements and with all the extra traffic coming through including machinery vehicles etc there are no sidewalks for the kids to walk on. In the morning there are 10 plus kids waiting for a bus on the corner of Valentine & Dantes and countless more if 200 plus units are to be built. To elaborate on this, there is no flood control right now and our ditches draining are a problem, refer to many talks we have already had with the city regarding this issue. They can fill up to 6 feet of water during rain and a child could drown, want to ensure this is taken care of and that development does not bring on larger drainage issues. Who takes responsibility for that? Will this be completed prior to starting phase 1?

I have reviewed the 2011 reports and recommendations and I have not found a condition setting out a requirement for the developer of the subject lands to put proper drainage and sidewalks into the entire existing Monte Cristo subdivision. The standards to be followed in the proposed development are required to be constructed to a higher standard than your area. A few days ago I looked at the conditions at your property and it appears the Monte Cristo Park developer only completed the road part of the way in front of your property. The road in front of your property will have to be extended by the present proponent to make a proper connection.

The city by-law dealing with storm water places the responsibility of a developer to control drainage so not to cause problems for adjacent properties. The by-law is strictly enforced and it will have to be addressed upon each phase of development. As a side note, the by-law did not exist when Monte Cristo Park was developed.

2. Has there been a study to see if Island View School and busses can handle the influx of students that would come from these additional units? The classrooms are already overrun and the busses are seating 3 kids to a seat.
3. Westside recently had a drought with their water well, can you please provide details advising that there is adequate water supply for this many units? Will the water remain safe to drink?
4. Can our existing pumping station handle the new requested volume without a significant upgrade? Can you please provide details around this and who would be responsible for this?

There was a substantial investment into the Monte Cristo Park pumping station when it was built with allowances for future development. The city require information on the demands new developments put on the existing system which were calculated and submitted by the proponent. No capacity issues have been raised that I am aware of.

5. I see noted that the existing intersection at Manawagonish and Gault road is very confusing and I would have to agree. I myself have been faced many times with cars driving on the wrong side of the road, not to mention speeding there is a concern with cars coming off and onto the highway. Noting that this past summer a child in our subdivision was struck by a motorcycle up there. This should be revisited and fixed before building gets underway. Another issue is that many people get stuck at the bottom of the Gault road during peak hours due to a 15 minute long train multiple times a day. Has this been taken into consideration as the top of the gault road will be used more during busy hours as the only exit and entrance to the road? The west side is terrible to get in and out of due to bridge construction and Simms corner, more traffic on the west side in general is not ideal until these issues are resolved. I believe I read that Simms Corner and Top of Gault road were meant to be a Rotary Circle, when is this happening? This should be done before we add more housing. There also needs to be sidewalks added to the rest of the Gault road if people are to move here and have to walk to amenities along with crosswalks and lights.

A few general comments:

- A sidewalk along the extension of Dantes Drive will be a requirement for this development.
- The City should consider relocating these transit stops to Gault Road @ Dantes Drive / Hitachi Cres, as it eventually will be the main source of pedestrian movements.
- The Traffic Impact Study states the development has minimal impact on the intersection at Gault and Manawagonish but as the City grows it is recommended that the City undertakes to complete a safety review of this intersection.

6. Is our current west side Fire protection adequate as there will now be more buildings with multiple stories that would need ladder trucks in the case of an emergency. Is the city ok to assume liability is something tragic were to happen?

7. Can you please provide proof of the need for so many apartment units in one area? Have all the other units that recently have been built on the west side been spoken for? I

do not believe expensive apartments will solve our housing crisis as people are looking for homes, more single and double unit homes should be used for this space and to leave some space for environmental reasons/greenspace. Another note to mention are the animals we have here being right on the woods, i think apartments with dumpsters will attract even more of this causing concern for residents. Where are the amenities for all of the units being built as i know its a 5-7 minute drive for myself to get gas/grocery. Apartments are usually built within walking distance to amenities and this is off the beaten path.

A few general comments:

- Unfortunately the housing crisis is continuing to be a reality. Perhaps if/when we overbuild prices for rent and homes will stabilize.
- The addition of multi-family apartment density helps make the building of single and two family homes feasible therefore more affordable.
- Greenspace is allocated adjacent to your property that will be used for storm water control and much of it will remain natural.
- Monte Cristo Park area is classified as an Intensification Area which will result in more complimentary land uses being developed in the area to make it a complete community over time.
- It is anticipated it will take 10 years or more to build out the development.

8. The current residents who pay fairly hefty property taxes built homes that were in a single family zoned area just to have that zoning changed? Is that not a breach of any trust in the city to protect the taxpayers? Does this mean property taxes will go down as we will no longer be considered a suburban area? Will this still be a "Park" with signage on the other end of Dantes drive or will that be taken down?

9. We already have concerns around the traffic that exists today in Monte Cristo, ideally Dantes drive would not extend and it would be closed off and another subdivision started as now there will be cars flying down the hills to get into the remaining part of the subdivision from both entrances. I would expect to see a 3 way stop put in and speed bumps to ensure the safety of all the kids playing in the neighborhood along with adding countless more children to the mix. Has there been any talks about extra traffic signage and speed bumps to ensure safety?

Presently Monte Cristo Park is a community of over 50 homes all existing on a single access. The extension of the road system (Dantes) will provide a much needed secondary access should Valentine ever get blocked potentially impeding emergency vehicles access.

Your suggestions about 3 way stops and speed bumps are certainly worthy of consideration.

10. How does this affect our Gas Pipeline? Will the gravel pit continue to be allowed to operate across the street from a now major residential development? What is the liability there?

I am sure we will have many more questions however these are just some of the concerns that have been brought up.

Thank you,

Trish Stokes

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

Sent: December 6, 2024 12:34 PM

To: Trish Stokes <trishstokes525@hotmail.com>; rick@canterburydevelopments.com <rick@canterburydevelopments.com>; carter.aqtowers@gmail.com <carter.aqtowers@gmail.com>; onestop@saintjohn.ca <onestop@saintjohn.ca>

Cc: Mark Reade (mark.reade@saintjohn.ca) <mark.reade@saintjohn.ca>

Subject: RE: "City file- 125 Gault road -proposal by Mike Cavanagh homes inc."

Hi Mrs. Stokes,

When you review the staff report which I have attached, it outlines the proposed changes on the area presently zoned Commercial. The intension is for it to remain commercial but the permitted uses are being updated because they were originally established 12 years ago. The commercial area is intended to be developed for commercial uses that help this neighbourhood develop as a more complete community.

There have been a couple of changes in the proposed phasing but essentially the development stays the same. The neighbourhood notice I sent out is how the developer would like to see the development phases to proceed (SEE PAGE 40 IN THE REPORT). Again, the overall development plans have not changed, we have just attempted to generally show when street connections will be made. That said, phases 1 and 2 will likely proceed at about the same time. The intension for phase 3 is to have a connection from Dantes direct to Gault Road before any apartment buildings are constructed in the interior of the development. This is intended to have most of the traffic flow direct to Gault Road and not through Monte Cristo Park. It will also give your neighbourhood a second access in emergency situations.

I will do my best to meet with you if that would help clarify things. As I noted in my notice to the neighbourhood, information provided for or against the proposal will be openly shared with the city so all concerns are disclosed.

Rick Turner

506-333-8700

From: Trish Stokes <trishstokes525@hotmail.com>

Sent: December 6, 2024 11:11 AM

To: Rick Turner <Rick.Turner@hughessurveys.com>; rick@canterburydevelopments.com; carter.aqtowers@gmail.com; onestop@saintjohn.ca

Subject: Re: "City file- 125 Gault road -proposal by Mike Cavanagh homes inc."

CAUTION: External sender

Good Morning Rick,

Yes, it looks as though the land zoned commercial is being proposed for housing as well.

Has there been any changes to the last proposal we received? Can i be sent the latest proposal map?

Thank you,
Trish Stokes

From: Rick Turner <Rick.Turner@hughessurveys.com>
Sent: December 6, 2024 10:39 AM
To: Trish Stokes <trishstokes525@hotmail.com>; rick@canterburydevelopments.com <rick@canterburydevelopments.com>; carter.aqtowers@gmail.com <carter.aqtowers@gmail.com>; onestop@saintjohn.ca <onestop@saintjohn.ca>
Subject: RE: "City file- 125 Gault road -proposal by Mike Cavanagh homes inc."

Mrs. Stokes,

Is the change you are referring to related to the existing portion presently zoned Commercial? If so, during the staff review it was determined that a more appropriate list of commercial uses should be permitted to better serve your neighbourhood. Is this the change you are referring to?

Also, if there are any specific concerns you have that I might be able to address please let me know and I will get back to you.

Rick Turner
506-333-8700

From: Trish Stokes <trishstokes525@hotmail.com>
Sent: December 5, 2024 8:36 PM
To: Rick Turner <Rick.Turner@hughessurveys.com>; rick@canterburydevelopments.com; carter.aqtowers@gmail.com; onestop@saintjohn.ca
Subject: "City file- 125 Gault road -proposal by Mike Cavanagh homes inc."

CAUTION: External sender

Hello,

Can you please provide more insight as to what the proposed changes are? I have already received two separate plans in the mail and now this seems to have changed again as I see this on Facebook:

8:34 



  **Saint John West Ann...**  

Saint John: Townhomes and multi-unit dwellings are proposed for **125 Gault Road**. Below is a public notice posted on the city's website.

**"Proposed Rezoning and Section 59 Amendment
RE: 125 Gault Road (portions of PID 00403535).**

Public Notice is hereby given that Common Council of The City of Saint John intends to amend the Zoning By-law, as well as consider a proposal at its regular meeting to be held in the Council Chambers on **Monday, January 13, 2025, at 6:30 p.m.** by:

1. Amending the Section 59 conditions imposed on the December 5, 2011, rezoning of a parcel of land having an approximate area of 1.1 hectares, located at 125 Gault Road, also identified as a portion of PID 00403535, to permit a revised proposal.
2. Rezoning 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)**, as illustrated below.

REASON FOR CHANGE: To expand the scope of commercial uses permitted on the portion of the site zoned General Commercial (CG) and **allow for the construction of townhouses and multiple unit dwellings on the portion of the site** to be rezoned to Mid-Rise Residential (RM).

For details on how to inspect the amendment, or to register to participate please contact the Office of

register to participate, please contact the Office of the City Clerk at CityClerk@saintjohn.ca. Written



Home



Video



Friends



Marketplace



Notifications



Menu

8:34



Saint John West Ann...



REASON FOR CHANGE: To expand the scope of commercial uses permitted on the portion of the site zoned General Commercial (CG) and **allow for the construction of townhouses and multiple unit dwellings on the portion of the site** to be rezoned to Mid-Rise Residential (RM).

For details on how to inspect the amendment, or to register to participate, please contact the Office of the City Clerk at CityClerk@saintjohn.ca. Written objections to the amendment may be provided in writing and/or verbally at the Public Hearing to be held by Common Council. To register for participation in the hearing, please contact the City Clerk's Office in advance at CityClerk@saintjohn.ca

If you require French services for a Common Council meeting, please contact the office of the City Clerk.

Jonathan Taylor, City Clerk

(506) 658-2862".

Source: <https://saintjohn.ca/en/news-and-notice/proposed-rezoning-and-section-59-amendment-re-125-gault-road-portions-pid-00403535>



Home

Video

Friends

Marketplace

Notifications

Menu

8:34



Saint John West Ann...



objections to the amendment may be provided in writing and/or verbally at the Public Hearing to be held by Common Council. To register for participation in the hearing, please contact the City Clerk's Office in advance at CityClerk@saintjohn.ca

If you require French services for a Common Council meeting, please contact the office of the City Clerk.

Jonathan Taylor, City Clerk

(506) 658-2862".


Source: <https://saintjohn.ca/en/news-and-notice/proposed-rezoning-and-section-59-amendment-re-125-gault-road-portions-pid-00403535>



 Like

 Comment

 Send

 Share



Can you please send me all details and maps of all proposed changes?

Our entire subdivision has been gathering regularly to discuss and this has become increasingly frustrating at trying to figure out what is happening here but we are all not for it and you will be hearing from us all and seeing us at all the meetings.

Thank you,

Trish Stokes

From: [Michelle Horgan](#)
To: [OneStop](#)
Subject: 125 Gault Road proposed zoning change
Date: December 8, 2024 10:12:07 PM

You don't often get email from michelle_h05@hotmail.com. [Learn why this is important](#)

[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.**

Hello,

My name is Michelle Horgan, I live next to the entrance to proposed phase 2 entrance. I'm concerned that this is the entrance that is to be used to construct townhouses and apartment buildings. My property is surrounded entirely by ditches and there are NO sidewalks. I have three very young school aged children, who have to go out on the road to catch a school bus and/or go to a neighbor's house. We live at the bottom of a hill where many vehicles do not come to a complete stop because of the grade and placement of the stop sign. I'm very concerned to have heavy machinery using this as an access point. This concern is exponentially greater in the winter since the banks are higher than them, the road becomes narrow and slick, and they are very difficult to see. If this is rezoned, please consider having heavy equipment enter from the Gault Road. Thank you.

From: [Elaine Wilson](#)
To: [OneStop](#)
Subject: 125 Gault Road Buildings
Date: December 8, 2024 11:37:05 PM

You don't often get email from elaine.wilson9379@gmail.com. [Learn why this is important](#)

[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.**

To PAC City of Saint John

I want to address the proposed buildings at 125 Gault Rd. I have very serious concerns about this proposal going forward. I don't believe this is the use for this land. There will be way too many units built and traffic will be a serious concern for the area. The streets are too busy now, and for an extra 250-400 cars traveling there. Also, land water runoff, the stream below the neighbourhood often overflows its banks with all the trees in place now. Can the city water and sewage take on such a large number of units?

The proposal has changed many times in the very short time neighbours were made aware of this proposal. We have not had a chance to even collect our thoughts or contact all that will be affected by this proposal. I would like the PAC to hold off on this until the new year when we can give this more thought and time to consider this proposal. Please take it off the City Council agenda for January 13th. .

Elaine Wilson
93 Dantes Dr Saint John NB
506-651-8730

From: [Shane Stokes](#)
To: [OneStop](#)
Subject: Re - 125 Gault road development
Date: December 9, 2024 9:27:51 AM
Attachments: [125 Gault Rd - Letter of opposition.docx](#)

You don't often get email from shaner.19@gmail.com. [Learn why this is important](#)

[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.**

Good morning,

I am forwarding my official opposition to the development at 125 Gault Road. I have enclosed a letter written by my wife, which addresses all of our combined concerns. There is not enough information provided at this time and not enough time provided to review all required information to be able to make an informed decision on a development of this magnitude.

It would be irresponsible and negligent of the PAC and city council to approve this development without addressing every single one of these concerns and completing the required upgrades prior to beginning. Along with the fact that this seems to be trying to be rushed along during the holiday season is a horrible look for council and this developer.

Thank you for your time.

--

Shane Stokes, BSc, CAIB

December 9, 2024

Subject: Opposition to Proposed Rezoning and s. 59 amendment re 125 Gault Road

To whom it may concern,

We are writing in response to a Public Notice that was given regarding the rezoning of a parcel of land located at 125 Gault Road, which would expand the scope of commercial uses permitted on the site. As homeowners and residents in the Monte Cristo neighbourhood, we have several concerns with the proposed rezoning, including the fact that there is no current municipal plan to guide this development, the current infrastructure is not engineered to sustain a development of this scale, and this parcel of land has already been approved for development in an appropriate manner that was supported by the community. We will more fully outline these concerns below.

No current municipal plan

To start, we are concerned with the fact that the Planning and Advisory Committee (PAC) and Saint John Common Council are considering approving rezoning of this parcel of land without having an updated Municipal Plan in place as a guide for a development of this size and scope. PlanSJ was developed in 2011 to act as a guide for development and investment in the City of Saint John to ensure that decisions made by the City of Saint John are in the long-term best interest of the whole community. An updated holistic plan needs to be in place to ensure that current and future development is done in an appropriate manner that addresses derivative issues, such as transportation & traffic, and pedestrian issues.

Safety is our primary concern with this proposed development. We have 3 children, 2 of which are school-aged and chose this neighbourhood specifically for its safety, quiet nature, lack of traffic, proximity to their elementary school and number of families with other children. Most of our neighbours and others in the surrounding areas purchased homes for similar reasons.

They have had to dredge out the ditches many times in many areas as they fill with silt and rocks. This is only going to get worse as we are seeing more storms with heavy rains. Also, many culverts have had to be replaced including ours as our driveway had a gaping hole in it. The city engineers verbally noted to us that our ditch is too wide and too deep, but they were unwilling to correct this issue as we were deemed “low priority”. My daughter aged 3 at the time, this past summer fell into one of the ditches by our house, fortunately for us it was on a sunny day with no recent rain otherwise we may have never seen her again. She fell into a ditch with lots of muck and water and we had to pull her to safety. Had we not been right there the result could have been tragic. We have reached out to councilors and the city many times on this issue and although it was “looked into” nothing has been done to rectify the situation.

We have been hesitant to allow our children to venture outside of the neighbourhood on their own, because of our concerns with the increased traffic, speed in which cars travel, and lack of adequate sidewalks and crosswalks along the Gault Road and Manawagonish Road. A child in

our subdivision was involved in a very scary accident just outside our neighbourhood while riding his bike along the sidewalk on Manawagonish Road. While he was crossing the street from Manawagonish Road into the entrance of Fundy View Estates on Day Drive, his bike was struck by a motorcycle coming quickly from the direction of Ocean Westway. Luckily, he only sustained minor injuries, but the result could have been tragic. This is an ongoing issue with speeding on Manawagonish road. Other children are at risk of encountering a similar situation, which could result in a much worse outcome.

There is already a substantial amount of traffic close to the proposed development, coming off the highway and from Ocean Westway, which ends up either on the Gault Road or Manawagonish Road. The proposed development will significantly increase traffic in this area, bringing safety concerns for current residents, particularly with respect to children walking, riding their bikes, or waiting for their school bus. The proposed development would see approximately 236 new units, likely resulting in at least that many increased vehicles. The increased amount of traffic is significantly out of scope for this residential area. We also know that the land on the other end of Dantes Drive was recently bought and heard that similar plans are going to be proposed which will double our concerns that we have for this proposal.

Additionally, the proposed development will bring an increased amount of traffic into the Monte Cristo neighbourhood, which currently has no sidewalks, narrow roads with ditches on either side, a single-entry point from the Gault Road, and no crosswalk from the neighborhood to the Gault Road where children wait for the school bus.

An updated municipal plan would help to ensure that these types of transportation/traffic and pedestrian concerns are addressed before any rezoning or development could proceed. We implore the PAC and Common Council to address these issues before proceeding with an approval of the rezoning bylaw.

Infrastructure Issues

We are also concerned that the current infrastructure within the Monte Cristo neighbourhood will not support such a large development. The topography of the proposed development area will likely result in considerable surface water flow down Valentine Drive, the main road into the Monte Cristo neighbourhood. As it currently stands, when there is a heavy downfall of rain, there are drainage problems and a lot of flooding throughout the neighborhood. All the open ditches, which are on either side of the roads in the neighbourhood, fill up with water and the lawns in the neighbourhood flood frequently.

I was advised by Rick Turner at Hughes Surveys that there is “greenspace” allocated adjacent to our property that will be used for storm water control. This should not count towards greenspace as its an unusable area, and we are concerned with storm water being right next to our property line and that it could cause even more water issues for us.

We are concerned that the substantial development will bring increased issues with respect to flooding and drainage. These issues need to be addressed before the PAC and Common Council can in good conscience approve any rezoning in the area.

Community-Supported Development

We want to emphasize the fact that we support development in the area, and the community was encouraged by the potential development of single/two-unit home and garden home development on the land in issue. However, an approval to rezone the land would far exceed the initial rezoning and development plan in several areas and would result in a significant change that does not conform with the existing landscape of the community. There are other areas on the west side that have resources and amenities already in place for multi-unit dwellings which are still looking for residents (AQ towers & Wild Fox). A percentage of trees should remain in the development for water absorption, noise reduction and green spaces, as removal of all trees will lead to more noise from the highway, on top of the increased traffic/construction noise.

In our opinion, adding 10 large apartment complexes in a small area next to quiet neighborhoods that currently include single detached and garden homes is not the right fit and will result in a significant change to the area. This type of development should be made in an area that has a similar composition and demographic with close amenities so it does not dramatically change the landscape of an already established community.

In conclusion, we implore you to consider these important issues before approving any rezoning bylaws related to this parcel of land. Any potential development must adhere to a current municipal plan, accommodate infrastructure issues, and be supported by the community at large.

Requirements:

If the proposal is approved as is, we would want to see a complete disconnect between the Monte Cristo Subdivision and the new development, this would remove the need for extra traffic stops and speed bumps to protect existing residents if the ditches without sidewalks are to remain. If this is not possible, we would request full drainage and sidewalks be completed for the entire subdivision. This should happen prior to Phase 1 for safety reasons.

If this proposal goes through without rezoning, we ask that the Monte Cristo subdivision match up with the new subdivision and have the developer put in proper drainage (culverts) and covered by sidewalks. This should happen prior to Phase 1 for safety reasons.

We request that all the construction goes through the top of Gault Road so that our children can still play about the neighborhood, people can take their dogs for walks etc. without increased traffic of construction trucks coming down Valentine and through Dantes Drive.

Thank you for your consideration,

Trish Stokes - Resident – 120 Dantes Drive

From: [Tara Morrison](#)
To: [OneStop](#)
Subject: Rezoning subdivision and variance application- 125 Gault rd.
Date: December 9, 2024 10:13:21 AM

You don't often get email from taraekm56@gmail.com. [Learn why this is important](#)

[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.**

I am a very concerned and frustrated home owner on 4 Hitachi cres., bordering this proposed development.

My concerns are growing by the lack of community involvement, no beforehand presentation of the design element on anything bigger than a reduced picture on an 8 x 10 paper, your committee meeting being just 2 weeks after we receive notice in the peak of holiday season followed by what looks like a rubber stamp council meeting just 5 weeks after that January 13(with Christmas break in between) and now, another little town hall meeting December 16 to amend what looks like all residential zoning in the city.

I've never seen the city move so fast!

What gives.... What is going on?

Sincerely,

Concerned home owners Bernie and Tara Morrison

From: [Martin Dumouchel](#)
To: [OneStop](#)
Subject: City PAC -125 Gault Road Proposal
Date: December 9, 2024 11:21:08 AM

You don't often get email from martin.dumouchel10@gmail.com. [Learn why this is important](#)

[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.**

I would like to make you aware of my objection to this proposal.
I would ask the PAC to reject this current plan based on the density of units and ask the proponent to resubmit a plan that would better reflect the current neighborhoods surrounding this property.

Thank You
Martin & kathy Dumouchel
96 Dantes Drive
506 647 5164

From: [Trish Stokes](#)
To: [OneStop](#)
Cc: [Rick Turner](#); [Norton, Greg](#); [Killen, Joanna](#); carter.agtowers@gmail.com; [Reade, Mark](#)
Subject: City File - 125 Gault Road - Proposal by Mike Cavanagh Home Inc. - Letter of Opposition
Date: December 9, 2024 11:53:33 AM
Attachments: [125 Gault Rd - Letter of opposition.docx](#)

Some people who received this message don't often get email from trishstokes525@hotmail.com. [Learn why this is important](#)

[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.**

To the Planning Advisory Committee and whom it may concern,

Please see my attached letter of opposition for this proposal.

Look forward to discussing during the meeting tomorrow night.

Thank you,
Trish Stokes

December 9, 2024

Subject: Opposition to Proposed Rezoning and s. 59 amendment re 125 Gault Road

To whom it may concern,

We are writing in response to a Public Notice that was given regarding the rezoning of a parcel of land located at 125 Gault Road, which would expand the scope of residential uses permitted on the site. First off, we would like to request an extension for this proposal as there has not been enough time to gather information and reach out to our entire community due to the time of year. We feel this has been pushed through very fast in order for there to be less opposition, but people need time to understand the magnitude of this proposal and gather required information. It has put a lot of additional stress on us, our children and the residents surrounding the Gault Road. We were only notified of this a little over a month ago and since then the plan has changed multiple times. We were told it would be delayed for a traffic study only to find out there were notes about a study already being done prior to us being notified.

As homeowners and residents in the Monte Cristo neighbourhood, we have several concerns with the proposed rezoning, including the fact that there is no current municipal plan to guide this development, the current infrastructure is not engineered to sustain a development of this scale, and this parcel of land has already been approved for development in an appropriate manner that was supported by the community. We will more fully outline these concerns below.

No current municipal plan

To start, we are concerned with the fact that the Planning and Advisory Committee (PAC) and Saint John Common Council are considering approving rezoning of this parcel of land without having an updated Municipal Plan in place as a guide for a development of this size and scope. PlanSJ was developed in 2011 to act as a guide for development and investment in the City of Saint John to ensure that decisions made by the City of Saint John are in the long-term best interest of the whole community. An updated holistic plan needs to be in place to ensure that current and future development is done in an appropriate manner that addresses derivative issues, such as transportation & traffic, and pedestrian issues.

Safety is our primary concern with this proposed development. We have 3 children, 2 of which are school-aged and chose this neighbourhood specifically for its safety, quiet nature, lack of traffic, stability, green space, proximity to their elementary school and number of families with other children. Most of our neighbours and others in the surrounding areas purchased homes for similar reasons.

They have had to dredge out the ditches many times in many areas as they fill with silt and rocks. This is only going to get worse as we are seeing more storms with heavy rains. Also, many culverts have had to be replaced including ours as our driveway had a gaping hole in it. The city engineers verbally noted to us that our ditch is too wide and too deep, but they were unwilling to correct this issue as we were deemed “low priority”. My daughter, aged 3, this past summer fell into one of the ditches by our house, fortunately for us it was on a sunny day with no recent rain

otherwise we may have never seen her again. She fell into a ditch with lots of muck and water and we had to pull her to safety. Had we not been right there the result could have been tragic. We have reached out to councilors and the city many times on this issue and although it was “looked into” nothing has been done to rectify the situation.

We have been hesitant to allow our children to venture outside of the neighbourhood on their own, because of our concerns with the increased traffic, speed in which cars travel, and lack of adequate sidewalks and crosswalks along the Gault Road and Manawagonish Road. A child in our subdivision was involved in a very scary accident just outside our neighbourhood while riding his bike along the sidewalk on Manawagonish Road. While he was crossing the street from Manawagonish Road into the entrance of Fundy View Estates on Day Drive, his bike was struck by a motorcycle coming quickly from the direction of Ocean Westway. Luckily, he only sustained minor injuries, but the result could have been tragic. This is an ongoing issue with speeding on Manawagonish road. Other children are at risk of encountering a similar situation, which could result in a much worse outcome.

There is already a substantial amount of traffic close to the proposed development, coming off the highway and from Ocean Westway, which ends up either on the Gault Road or Manawagonish Road. The proposed development will significantly increase traffic in this area, bringing safety concerns for current residents, particularly with respect to children walking, riding their bikes, or waiting for their school bus. The proposed development would see approximately 236 new units, likely resulting in at least that many increased vehicles. The increased amount of traffic is significantly out of scope for this residential area. Trains also are more frequent and up to 15 minutes long during peak hours at the bottom of the Gault Road, this only increases our concerns for emergency vehicles and traffic as all cars will be diverted to the top of Gault Road and Manawagonish during these times that traffic is most heavy. We also know that the land on the other end of Dantes Drive was recently bought and heard that similar plans are going to be proposed which doubles our concerns that we have for this proposal.

Additionally, the proposed development will bring an increased amount of traffic into the Monte Cristo neighbourhood, which currently has no sidewalks, narrow roads with ditches on either side, a single-entry point from the Gault Road, and no crosswalk from the neighborhood to the Gault Road where children wait for the school bus.

An updated municipal plan would help to ensure that these types of transportation/traffic and pedestrian concerns are addressed before any rezoning or development could proceed. We implore the PAC and Common Council to address these issues before proceeding with an approval of the rezoning bylaw.

Infrastructure Issues

We are also concerned that the current infrastructure within the Monte Cristo neighbourhood will not support such a large development. The topography of the proposed development area will likely result in considerable surface water flow down Valentine Drive, the main road into the Monte Cristo neighbourhood. As it currently stands, when there is a heavy downfall of rain, there are drainage problems and a lot of flooding throughout the neighborhood. All the open ditches,

which are on either side of the roads in the neighbourhood, fill up with water and the lawns in the neighbourhood flood frequently.

I was advised by Rick Turner at Hughes Surveys that there is “greenspace” allocated adjacent to our property that will be used for storm water control. This should not count towards greenspace as its an unusable area, and we are concerned with storm water being right next to our property line and that it could cause even more water issues for us.

We are also concerned about the surrounding well fields in respect to our water supply and safety; can they handle that many more units as we have already had to switch many homes back to the Eastside water supply as the wells were drying up.

We are concerned that the substantial development will bring increased issues with respect to flooding and drainage and water supply. These issues need to be addressed before the PAC and Common Council can in good conscience approve any rezoning in the area.

Community-Supported Development

We want to emphasize the fact that we support development in the area, and the community was encouraged by the potential development of single/two-unit homes and garden homes on the land in issue with current zoning. However, an approval to rezone the land would far exceed the initial rezoning and development plan in several areas and would result in a significant change that does not conform with the existing landscape of the community. There are other areas on the west side that have resources and amenities already in place for multi-unit dwellings which are still actively looking for residents (AQ towers & Wild Fox). A percentage of trees should remain in the development for water absorption, noise reduction and green spaces, as removal of all trees will lead to more noise from the highway, on top of the increased traffic/construction noise.

In our opinion, adding 10 large apartment complexes in a small area next to quiet neighborhoods that currently include single detached and garden homes is not the right fit and will result in a significant change to the area. This type of development should be made in an area that has a similar composition and demographic with close amenities, so it does not dramatically change the landscape of an already established community.

In section 10.7 from The City of Saint John Zoning By-Law it is indicated that Monte Cristo is a RSS Zone. The whole point of this zone is to accommodate serviced residential development in the form of large one-unit dwellings on suburban lots. It is an area that is designated for stable residential such as other subdivisions including Cedar Point Estates, Cedar Point Anchorage and The Highlands of Drury Cove. The sole purpose of this zone was to accommodate the completion of the above-mentioned subdivisions with large lots on rural roads, this zone is not intended to be used elsewhere. I would ask that if you are considering moving Monte Cristo Park into a zone that includes mid-rise residential with little to no green space that you would also be ok with amending these other 3 subdivisions zones. I would assume the plan is to put upwards of 12 apartment buildings in these subdivisions as well if that is a plan you are looking to support.

In conclusion, we implore you to consider these important issues before approving any rezoning bylaws related to this parcel of land. Any potential development must adhere to a current municipal plan, accommodate infrastructure issues, and be supported by the community at large.

Requirements:

If the proposal is approved as is, we would want to see a complete disconnect between the Monte Cristo Subdivision and the new development, this would remove the need for extra traffic stops and speed bumps to protect existing residents if the ditches without sidewalks are to remain. If this is not possible, we would request full drainage and sidewalks be completed for the entire subdivision. This should happen prior to Phase 1 for safety reasons.

If this proposal goes through without rezoning, we ask that the Monte Cristo subdivision match up with the new subdivision and have the developer put in proper drainage (culverts) and sidewalks. This should happen prior to Phase 1 for safety reasons.

We would ask that many meters of trees are left along the back yards of Valentine and side yard of Dantes between any new development along with a good quality privacy fence to be installed and maintained. We would ask this be in Section 59 so that homeowners cannot remove the fence once a duplex is purchased.

We request that all the construction traffic goes through the top of Gault Road so that our children can still play about the neighborhood, people can take their dogs for walks etc. without increased traffic of construction vehicles coming down Valentine and through Dantes Drive.

Thank you for your consideration,

Trish Stokes - Resident – 120 Dantes Drive

From: [Mike Beckwith](#)
To: [OneStop](#)
Subject: Proposal for the Gault Rd
Date: December 9, 2024 11:29:38 AM

You don't often get email from mbeckwit@gmail.com. [Learn why this is important](#)

[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.**

Hello,

My wife, Linda, and I would like to support the residents of Monte Cristo as I live on the Gault Rd and share their concern about the proposed rezoning at the top of Gault Rd. I have been living here for the past 16 years and since then have watched the road grow with increased young families with lots of school aged children. This has put a lot of young foot traffic in the area. Two of the families living in Monte Cristo are my sons and my daughters families. One has 3 young children and the other has 2 and 1 on the way. We also have a son and his family living on Day Drive with 4 young children. We currently have 13 grandchildren the frequently visit and play at our house. We worry about the current amount of traffic and are very concerned about the expected large increase with the proposed apartments. It is beyond me to understand why a complex of this design so far away from the city where the schools stores and busses have long been in place would benefit anyone except the developer. Would there not be better places maybe not all in one place that could benefit the demographic that needs them. Such as the North End.

Regards

Mike&Linda Beckwith
319 Gault Road
506-333-0010

From: [The McKinneys](#)
To: [OneStop](#)
Subject: Proposed rezoning 125 Gault Rd
Date: December 9, 2024 11:47:11 AM

You don't often get email from twmckinn@nb.sympatico.ca. [Learn why this is important](#)

[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.**

We have been residents of Monte Cristo Park for 30 years this month. We have built two homes on Dantes Dr (one in 1994 and the second in 2003). There were very few homes in Monte Cristo when we built the first time. We watched the neighbourhood grow. Our subdivision has covenants in place to ensure our neighbourhood maintains its standards and our property values. We raised our children in this neighbourhood. We chose to live here because of the country living in the city vibe. Our lots are larger than most in the city, traffic is minimal, and it is quiet. We wanted to be in the Island View school zone as it was commonly referred to by many educators as being the best elementary school in the city. We are life long westsiders and we all know true westsiders do not live anywhere else. We have been actively involved in our neighbourhood and have organized events within our subdivision. When our children were young, we were part of a group that oversaw construction of our playground, and we organized street parties in the summer complete with dunk tank. We have forged lifelong friendships with neighbours.

We are now at an age that our children have moved into their own west side homes outside of our subdivision. We have a large home that we no longer need. If we were not so attached to this neighbourhood, we would have moved by now to a smaller one level home. We have had a copy for many years of the proposed Monte Cristo phase 2 which was to be developed at the opposite end of Dantes Dr. Our hope was always that this expansion would happen, and we would build our retirement home in that area. The proposed phase 2 has similar large lots and single-family homes. Last month that land sold, and it is unclear if that original proposal will be fit the new purchaser's vision.

We are behind development in the west side of our city. We have watched Millidgeville grow with some very high end subdivisions while the west side has seen very little quality development. There are limited areas on this side of the city to develop and it is for that reason that many choose to move to KV. We know many people in our age group who are actively looking for similar retirement homes as ourselves on the west side. With all that being said, we truly believe that the proposed development at 125 Gault Rd is not the right fit for that piece of property. We believe for the following reasons the proposal as it stands now is not suitable for our area.

1. Our subdivision has no sidewalks, driveway culverts and open ditches. We were told from the

beginning that this will never change due to the cost. The city regularly has to dig out the ditches that fill with rock and silt after heavy rains and replace culverts. Over the years it has been noticeable that the city is spending less and less time attending to these issues. It is not uncommon to hear of a work order open for over a year. At the same time our weather has changed bringing many more storms and flood conditions. Changing the terrain of the property on the Gault Rd could cause serious issues to our infrastructure.

2. We have one way into and out of our subdivision. If we, at the bottom of Dantes Dr. ever need to evacuate our area having several hundred additional cars trying to do the same could be disastrous.
3. Most homes in our subdivision have small children. The extra traffic combined with no sidewalks, narrow streets and being last on the plowing schedule constitutes a huge safety concern. This would be even more serious during the construction stage with big trucks coming down Valentine Blvd.
4. The Gault Rd is narrow and without sidewalks and open ditches in many areas. I have formally requested the sidewalk be extended from the Pipeline Rd to the top of Manawagonish Rd many times over the 30 years we have lived here. I have had several close calls walking my dogs. I have been given many different versions of the same story: it is going to be done this year, next year, very soon, on the plan yet never has happened.
5. The Gault Rd is often blocked by trains for extended periods. This is only going to get worse now that NB Southern Rail has purchased the large tract of land adjacent to the Gault Rd for its operations.
6. The city does not have the budget to make the improvements needed to the Gault Rd and Monte Cristo Park to support such a large development like that proposed.
7. Our property values will decrease with the addition to this high density proposed development.

We would like to also ask that if ANY development proceeds on the 125 Gault Rd property the gate dividing our subdivision from this property become permanently closed. The property should be accessed via the Gault Rd and not through Monte Cristo Park.

We are not able to attend the PAC meeting tomorrow evening but will be at the January meeting. Please consider all concerns listed above.

Yours truly
Walt and Tanya McKinney
77 Dantes Dr
Saint John, NB
506-672-6066

From: [Petersen, Tim](#)
To: [OneStop](#)
Subject: Proposed rezoning @ 125 Gault Road
Date: December 9, 2024 11:57:04 AM

You don't often get email from tim.petersen@ws-ts.nb.ca. [Learn why this is important](#)

[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.**

December 9, 2024

Re: Proposed rezoning @ 125 Gault Road

I write to express concern regarding the proposed multi-phase development being submitted for the parcel of land at 125 Gault Road.

While I generally support community development, it must be the right type of development, and it must address key issues such as safety and infrastructure capacity.

I understand that there is no updated municipal plan supporting the proposed development. Such a plan would need to be considered to address pedestrian and traffic concerns. Safety is the primary concern with the proposal. There are potentially over 200 units included in the proposal which will significantly increase traffic in an area which currently has only 65 single family homes.

It appears that primary access to the proposed development is via Valentine Blvd in the Monte Cristo subdivision. The plan would likely quadruple traffic flow in a quiet neighbourhood with many small children and many active people who currently struggle with the fact that there are not even any sidewalks in the neighbourhood. This present safety risks for all. An updated plan could address these issues and could consider access and egress off the Gault Road as opposed to utilizing Valentine Blvd.

The subdivision already deals with drainage issues and flooding for many homes. There is concern that the development may exacerbate these issues.

In summary, I support appropriate development in our city's communities. The notion of 10 large apartment buildings adjacent to a quiet subdivision seems misplaced. Why not give consideration to affordable single-family dwellings or duplexes as is considered for some phases of the proposed development. There needs to be further analysis conducted in regard

to the safety and infrastructure issues noted above.

Thank you for the opportunity to provide input into the proposed development.

Tim Petersen
100 Dantes Drive
Timpetersen1965@gmail.com

E-MAIL CONFIDENTIALITY CLAUSE

This e-mail and the information contained in it is confidential, may be privileged and is intended for the exclusive use of the addressee(s). Any other person is strictly prohibited from using, disclosing, distributing or reproducing it. If you have received this communication in error, please reply by e-mail to the sender and delete or destroy all copies of this message.

CLAUSE DE CONFIDENTIALITÉ POUR LES ENVOIS PAR COURRIEL

Le présent courriel et les renseignements qu'il contient sont confidentiels, peuvent être protégés par le secret professionnel et sont à l'usage exclusif du (des) destinataire(s) susmentionné(s). Toute autre personne est par les présentes avisée qu'il lui est strictement interdit d'en faire l'utilisation, la diffusion, la distribution ou la reproduction. Si cette transmission vous est arrivée par erreur, veuillez en aviser immédiatement l'expéditeur par courriel, puis effacer ou détruire toutes les copies du présent message.

From: [Carol O'Brien-Boucher](#)
To: [OneStop](#); [Norton, Greg](#)
Subject: City File - 125 Gault Road - Proposal by Mike Cavanagh Homes, Inc.
Date: December 9, 2024 12:03:09 PM
Attachments: [COB letter to PAC.docx](#)

Some people who received this message don't often get email from obrienboucher@hotmail.com. [Learn why this is important](#)

[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.**

Please find attached a letter for the PAC for tomorrows meeting.

I am a resident of Monte Cristo Park and a concerned citizen of Saint John, with the direction that the city seems to be going.

Carol

Sent from [Outlook](#)

Carol O'Brien-Boucher
9 Valentine Blvd
obrienboucher@hotmail.com

Planning Advisory Committee – City of Saint John - OneStop@saintjohn.ca
Greg Norton – City Councilor for Ward 1 (greg.norton@saintjohn.ca)

Re: 125 Gault Road Proposal by Mike Cavanagh Homes Inc.

It is with great concern that I write this letter regarding the proposed development at the Gault Road. I live in Monte Cristo Park and moved here 5 years ago because I loved the country feel of the neighborhood, the spacious properties and quiet surroundings.

The addition of 236 units, including 10 apartment buildings (174 units) will change the dynamics of Monte Cristo Park dramatically. This neighborhood was designed and promoted as “country living in the city” and as a single family neighborhood. Most of the trees and greenspace will be lost, which will cause flooding issues and noise pollution from the highway.

A development like this, puts additional stress on schools, daycares, fire department, roadways and takes away from the potential of extending a single family development, as currently zoned for.

Envision SJ promotes the city for growth “beautiful family friendly communities”. If the PAC and Common Council fill our city with apartment buildings we lose these communities. This means people looking for a single family home have to move outside of the city. Not only does that take away from the growth of SJ, but it also takes away from the tax base.

The Port is rapidly growing and this area of West Saint John is an easy commute to the Port and therefore a perfect spot to expand on Monte Cristo Park with single family homes, townhouses or duplexes, which are more affordable for people starting out (middle housing as referred to in Initiative 3 of the Housing Accelerator Fund). This would also cause less stress on water/sewer, roadways/traffic, schools, fire departments, police etc.

Any additional traffic in our community, will cause the need for sidewalks and crosswalks for children walking to bus stops. Currently the sidewalk on Gault Road ends at Hitachi and needs to be extended to Manawagonish Road. Also, better plowing needs to be done on sidewalks in this area. The Gault Road/Manawagonsh Road/Highway/Ocean Westway intersection needs to be a roundabout, as there are near misses for accidents weekly there.

Any new development approved for this parcel of land should have a % of trees remain between existing properties on Valentine Blvd for water absorption and noise reduction. Also, I ask the city to add to Section 59 that the developer must install and maintain a quality, privacy fence, along with keeping a % of trees between Valentine Blvd backyards and the new development.

Finally, I ask the city to add to Section 59 for the portion zoned General Commercial a restriction that no Cannabis Store or Drug Clinic (Methadone or otherwise) be permitted here.

Thank you for your time and consideration,

Carol O'Brien-Boucher

From: [Trish Stokes](#)
To: [OneStop](#)
Cc: [Rick Turner](#); [Norton, Greg](#); [Killen, Joanna](#); carter.aqtowers@gmail.com; [Reade, Mark](#); [Shane Stokes](#); [Carol O'Brien-Boucher](#)
Subject: City File - 125 Gault Road - Proposal by Mike Cavanagh Home Inc. - Letter of Opposition
Date: December 9, 2024 2:03:44 PM
Attachments: [125 Gault Rd - Letter of opposition - residents.docx](#)

Some people who received this message don't often get email from trishstokes525@hotmail.com. [Learn why this is important](#)

[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.**

To the Planning Advisory Committee and Council,

Please see an attached letter of opposition from the below group of people regarding this proposal.

Thank you for your consideration,

Residents of Monte Cristo/Gault Road/Hitachi Cres., neighbouring property owners and others affected by this proposal.

Trish & Shane Stokes - 120 Dantes Drive

Mike & Linda Beckwith – 319 Gault Road

Geoff & Erica Beckwith – 25 Valentine Blvd.

Matt & Mary Kate Beckwith – 11 Day Drive

Kevin & Erica Beckwith – 141 Porter St.

James & Mandy Burns – 112 Dantes Drive

Sherry Gerrior – 5 Valentine Blvd.

Heather Quinn – 29 Corsica Court

John & Norma Perry – 11 Hitachi Crescent

Davina Weaver – 7 Valentine Blvd.

Wendy Morgan & Joe Harriman – 109 Dantes Drive

Tanya McKinney – 77 Dantes Drive

Edward Matthews – 11 Valentine Blvd.

Mike & Shelley DiLiberatore - 15 Elba Blvd.

Tammy & Corey McAllister – 87 Dantes Drive

Paul & Megan Watson – 111 Dantes Drive

Carl & Suzanne Gaunce – 104 Dantes Drive

John O’Neill – 46 Hitachi Court

Chelsey Craig - 73 Dantes Drive

Carol O’Brien-Boucher – 9 Valentine Blvd.

Jack Butler – 16 Corsica Court

Debbie Wilson – 528 Gault Road

T. Petersen – Dantes Drive

Elaine Wilson – 93 Dantes Drive

Ben & Chelsea Donaldson – 72 Dantes Drive

Bill & Brenda Melanson – 21 Valentine Blvd

Andrew & Claressa Smith – 32 Valentine Blvd

Chris McCutcheon & Michelle Horgan – 29 Valentine Blvd

Catherine & Maurice Daigle – 108 Dantes Drive

Ulla Petersen – 9 Hitachi Court

Michelle & Andrew Price - 28 Valentine Blvd.

Bernie & Tara Morrison – 4 Hitachi Court

Victor Murty – 4 Corsica Court

Leanne & Daniel Duguay - 68 Dantes Drive

Diane & Jamie Kirkpatrick - 25 Corsica Court

Dave & Nicole McKenna - 30 Corsica Court

Bob & Natalie Martin - 2 Hitachi Crescent

Ashley Totton – 145 Porter Street

Lisa MacKenzie – 94 Downsview Dr.

Joshua Marr – 215 Ragged Point Rd.

Alita Wong – 18 St. Couer Court

Meaghan Skidd – 960 Dever Rd.

Lisa Wong – 638 Leblanc Court

Marlie Hutchings – 22 Alward St.

Jennifer White – 35 Hillsvie Cres

Laura Power – 138 Brookview Cres

Bevin Manley – 481 Lancaster Ave.

Thank you,
Trish Stokes

December 9, 2024

Subject: Opposition to Proposed Rezoning and s. 59 amendment re 125 Gault Road

To the Planning Advisory Committee and Council,

We are writing in response to a Public Notice that was given regarding the rezoning of a parcel of land located at 125 Gault Road, which would expand the scope of residential uses permitted on the site. First off, we would like to request an extension for this proposal as there has not been enough time to gather information and reach out to our entire community due to the time of year. We feel this has been pushed through very fast for there to be less opposition, but people need time to understand the magnitude of this proposal and gather required information. It has put a lot of additional stress on the residents surrounding the Gault Road. We were only notified of this a little over a month ago and since then the plan has changed multiple times. We were told it would be delayed for a traffic study only to find out there were notes about a study already being done prior to us being notified.

As homeowners and residents in the Monte Cristo neighbourhood, we have several concerns with the proposed rezoning, including the fact that there is no current municipal plan to guide this development, the current infrastructure is not engineered to sustain a development of this scale, and this parcel of land has already been approved for development in an appropriate manner that was supported by the community. We will more fully outline these concerns below.

No current municipal plan

To start, we are concerned with the fact that the Planning and Advisory Committee (PAC) and Saint John Common Council are considering approving rezoning of this parcel of land without having an updated Municipal Plan in place as a guide for a development of this size and scope. PlanSJ was developed in 2011 to act as a guide for development and investment in the City of Saint John to ensure that decisions made by the City of Saint John are in the long-term best interest of the whole community. An updated holistic plan needs to be in place to ensure that current and future development is done in an appropriate manner that addresses derivative issues, such as transportation & traffic, and pedestrian issues.

Safety is our primary concern with this proposed development. Residents chose this neighbourhood specifically for its safety, quiet nature, lack of traffic, stability, green space, proximity to their elementary school and number of families with other children. Most of our neighbours and others in the surrounding areas purchased homes for similar reasons.

They have had to dredge out the ditches many times in many areas as they fill with silt and rocks. This is only going to get worse as we are seeing more storms with heavy rains. Also, many culverts have had to be replaced due to large holes in driveways. The city engineers verbally noted to us that our ditches are too wide and too deep, but they were unwilling to correct this issue as we were deemed "low priority". A child this past summer fell into one of the ditches with lots of muck and water and needed to be pulled to safety. The result of this could have been

tragic. We have reached out to councilors and the city many times on this issue and although it was “looked into” nothing has been done to rectify the situation.

We have been hesitant to allow our children to venture outside of the neighbourhood on their own, because of our concerns with the increased traffic, speed in which cars travel, and lack of adequate sidewalks and crosswalks along the Gault Road and Manawagonish Road. A child in our subdivision was involved in a very scary accident just outside our neighbourhood while riding his bike along the sidewalk on Manawagonish Road. While he was crossing the street from Manawagonish Road into the entrance of Fundy View Estates on Day Drive, his bike was struck by a motorcycle coming quickly from the direction of Ocean Westway. Luckily, he only sustained minor injuries, but the result could have been tragic. This is an ongoing issue with speeding on Manawagonish road. Other children are at risk of encountering a similar situation, which could result in a much worse outcome.

There is already a substantial amount of traffic close to the proposed development, coming off the highway and from Ocean Westway, which ends up either on the Gault Road or Manawagonish Road. The proposed development will significantly increase traffic in this area, bringing safety concerns for current residents, particularly with respect to children walking, riding their bikes, or waiting for their school bus. The proposed development would see approximately 236 new units, likely resulting in at least that many increased vehicles. The increased amount of traffic is significantly out of scope for this residential area. Trains also are more frequent and up to 15 minutes long during peak hours at the bottom of the Gault Road, this only increases our concerns for emergency vehicles and traffic as all cars will be diverted to the top of Gault Road and Manawagonish during these times that traffic is most heavy. We also know that the land on the other end of Dantes Drive was recently bought and heard that similar plans are going to be proposed which doubles our concerns that we have for this proposal.

Additionally, the proposed development will bring an increased amount of traffic into the Monte Cristo neighbourhood, which currently has no sidewalks, narrow roads with ditches on either side, a single-entry point from the Gault Road, and no crosswalk from the neighborhood to the Gault Road where children wait for the school bus.

An updated municipal plan would help to ensure that these types of transportation/traffic and pedestrian concerns are addressed before any rezoning or development could proceed. We implore the PAC and Common Council to address these issues before proceeding with an approval of the rezoning bylaw.

Infrastructure Issues

We are also concerned that the current infrastructure within the Monte Cristo neighbourhood will not support such a large development. The topography of the proposed development area will likely result in considerable surface water flow down Valentine Drive, the main road into the Monte Cristo neighbourhood. As it currently stands, when there is a heavy downfall of rain, there are drainage problems and a lot of flooding throughout the neighborhood. All the open ditches, which are on either side of the roads in the neighbourhood, fill up with water and the lawns in the neighbourhood flood frequently.

We were advised by Rick Turner at Hughes Surveys that there is “greenspace” allocated adjacent to the 120 Dantes Drive property that will be used for storm water control. This should not count towards greenspace as its an unusable area, and we are concerned with storm water being right next a property line that could cause even more water issues for the subdivision.

There is concern about the surrounding well fields in respect to our water supply and safety; can they handle that many more units as we have already had to switch many homes back to the Eastside water supply as the wells were drying up.

We are concerned that the substantial development will bring increased issues with respect to flooding and drainage and water supply. These issues need to be addressed before the PAC and Common Council can in good conscience approve any rezoning in the area.

Community-Supported Development

We want to emphasize the fact that we support development in the area, and the community was encouraged by the potential development of single/two-unit homes and garden homes on the land in issue with current zoning. However, an approval to rezone the land would far exceed the initial rezoning and development plan in several areas and would result in a significant change that does not conform with the existing landscape of the community. There are other areas on the west side that have resources and amenities already in place for multi-unit dwellings which are still actively looking for residents (AQ towers & Wild Fox). A percentage of trees should remain in the development for water absorption, noise reduction and green spaces, as removal of all trees will lead to more noise from the highway, on top of the increased traffic/construction noise.

In our opinion, adding 10 large apartment complexes in a small area next to quiet neighborhoods that currently include single detached and garden homes is not the right fit and will result in a significant change to the area. This type of development should be made in an area that has a similar composition and demographic with close amenities, so it does not dramatically change the landscape of an already established community.

In section 10.7 from The City of Saint John Zoning By-Law it is indicated that Monte Cristo is a RSS Zone. The whole point of this zone is to accommodate serviced residential development in the form of large one-unit dwellings on suburban lots. It is an area that is designated for stable residential such as other subdivisions including Cedar Point Estates, Cedar Point Anchorage and The Highlands of Drury Cove. The sole purpose of this zone was to accommodate the completion of the above-mentioned subdivisions with large lots on rural roads, this zone is not intended to be used elsewhere. I would ask that if you are considering moving Monte Cristo Park into a zone that includes mid-rise residential with little to no green space that you would also be ok with amending these other 3 subdivisions zones. I would assume the plan is to put upwards of 12 apartment buildings in these subdivisions as well if that is a plan you are looking to support.

In conclusion, we implore you to consider these important issues before approving any rezoning bylaws related to this parcel of land. Any potential development must adhere to a current municipal plan, accommodate infrastructure issues, and be supported by the community at large.

Requirements:

If the proposal is approved as is, we would want to see a complete disconnect between the Monte Cristo Subdivision and the new development, this would remove the need for extra traffic stops and speed bumps to protect existing residents if the ditches without sidewalks are to remain. If this is not possible, we would request full drainage and sidewalks be completed for the entire subdivision. This should happen prior to Phase 1 for safety reasons.

If this proposal goes through without rezoning, we ask that the Monte Cristo subdivision match up with the new subdivision and have the developer put in proper drainage (culverts) and sidewalks. This should happen prior to Phase 1 for safety reasons.

We would ask that many meters of trees are left along the back yards of Valentine and side yard of Dantes Drive between any new development along with a good quality privacy fence to be installed and maintained. We would ask this be in Section 59 so that homeowners cannot remove the fence once a duplex is purchased.

We request that all the construction traffic goes through the top of Gault Road so that our children can still play about the neighborhood, people can take their dogs for walks etc. without increased traffic of construction vehicles coming down Valentine and through Dantes Drive.

Thank you for your consideration,

Residents of Monte Cristo/Gault Road/Hitachi Cres., neighbouring property owners and others affected by this proposal.

Trish & Shane Stokes - 120 Dantes Drive

Mike & Linda Beckwith – 319 Gault Road

Geoff & Erica Beckwith – 25 Valentine Blvd.

Matt & Mary Kate Beckwith – 11 Day Drive

Kevin & Erica Beckwith – 141 Porter St.

James & Mandy Burns – 112 Dantes Drive

Sherry Gerrior – 5 Valentine Blvd.

Heather Quinn – 29 Corsica Court

John & Norma Perry – 11 Hitachi Crescent

Davina Weaver – 7 Valentine Blvd.

Wendy Morgan & Joe Harriman – 109 Dantes Drive

Tanya McKinney – 77 Dantes Drive

Edward Matthews – 11 Valentine Blvd.

Mike & Shelley DiLiberatore - 15 Elba Blvd.

Tammy & Corey McAllister – 87 Dantes Drive

Paul & Megan Watson – 111 Dantes Drive

Carl & Suzanne Gaunce – 104 Dantes Drive

John O’Neill – 46 Hitachi Court

Chelsey Craig - 73 Dantes Drive

Carol O’Brien-Boucher – 9 Valentine Blvd.

Jack Butler – 16 Corsica Court

Debbie Wilson – 528 Gault Road

T. Petersen – Dantes Drive

Elaine Wilson – 93 Dantes Drive

Ben & Chelsea Donaldson – 72 Dantes Drive

Bill & Brenda Melanson – 21 Valentine Blvd

Andrew & Claressa Smith – 32 Valentine Blvd

Chris McCutcheon & Michelle Horgan – 29 Valentine Blvd

Catherine & Maurice Daigle – 108 Dantes Drive

Ulla Petersen – 9 Hitachi Court

Michelle & Andrew Price - 28 Valentine Blvd.

Bernie & Tara Morrison – 4 Hitachi Court

Victor Murty – 4 Corsica Court

Leanne & Daniel Duguay - 68 Dantes Drive
Diane & Jamie Kirkpatrick - 25 Corsica Court
Dave & Nicole McKenna - 30 Corsica Court
Bob & Natalie Martin - 2 Hitachi Crescent
Ashley Totton – 145 Porter Street
Lisa MacKenzie – 94 Downsview Dr.
Alita Wong – 18 St. Couer Court
Meaghan Skidd – 960 Dever Rd.
Laura Power – 138 Brookview Cres
Lisa Wong – 638 Leblanc Court
Marlie Hutchings – 22 Alward St.
Bevin Manley – 481 Lancaster Ave.
Joshua Marr – 215 Ragged Point Rd.
Jennifer White – 35 Hillsvievw Cres

From: [Trish Stokes](#)
To: [OneStop](#); [Rick Turner](#)
Subject: Re: City File - 125 Gault Road - Proposal by Mike Cavanagh Home Inc. - Letter of Opposition
Date: December 9, 2024 4:14:25 PM

[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.**

Sorry again, another person has reached out and asked to be added to the list:

Derek & Lacey Damery - 8 Corsica court

Thank you,

Trish Stokes

From: Trish Stokes <trishstokes525@hotmail.com>
Sent: December 9, 2024 3:56 PM
To: onestop@saintjohn.ca <onestop@saintjohn.ca>; Rick Turner <rick.turner@hughessurveys.com>
Subject: Re: City File - 125 Gault Road - Proposal by Mike Cavanagh Home Inc. - Letter of Opposition

Sorry again one more person just reached out from the Gault road, can you please add them as well.

Kate & Curtis Fisher 260 Gault Road

Thank you,

Trish Stokes

From: Trish Stokes <trishstokes525@hotmail.com>
Sent: December 9, 2024 3:51 PM
To: onestop@saintjohn.ca <onestop@saintjohn.ca>; Rick Turner <rick.turner@hughessurveys.com>
Subject: Re: City File - 125 Gault Road - Proposal by Mike Cavanagh Home Inc. - Letter of Opposition

I have 2 more residents that reached out that would also like for me to add them into the list below.

Andrew Thom on Behalf of Paul Thom – 11 Corsica Court

Travis & Monique Carr - 15 Corsica

Thank you,
Trish Stokes

From: Trish Stokes <trishstokes525@hotmail.com>

Sent: December 9, 2024 2:02 PM

To: onestop@saintjohn.ca <onestop@saintjohn.ca>

Cc: Rick Turner <rick.turner@hughessurveys.com>; greg.norton@saintjohn.ca <greg.norton@saintjohn.ca>; joanna.killen@saintjohn.ca <joanna.killen@saintjohn.ca>; carter.aqtowers@gmail.com <carter.aqtowers@gmail.com>; Mark Reade (mark.ream@saintjohn.ca) <mark.ream@saintjohn.ca>; Shane Stokes <shaner.19@gmail.com>; Carol O'Brien-Boucher <obrienboucher@hotmail.com>

Subject: City File - 125 Gault Road - Proposal by Mike Cavanagh Home Inc. - Letter of Opposition

To the Planning Advisory Committee and Council,

Please see an attached letter of opposition from the below group of people regarding this proposal.

Thank you for your consideration,

Residents of Monte Cristo/Gault Road/Hitachi Cres., neighbouring property owners and others affected by this proposal.

Trish & Shane Stokes - 120 Dantes Drive

Mike & Linda Beckwith – 319 Gault Road

Geoff & Erica Beckwith – 25 Valentine Blvd.

Matt & Mary Kate Beckwith – 11 Day Drive

Kevin & Erica Beckwith – 141 Porter St.

James & Mandy Burns – 112 Dantes Drive

Sherry Gerior – 5 Valentine Blvd.

Heather Quinn – 29 Corsica Court

John & Norma Perry – 11 Hitachi Crescent

Davina Weaver – 7 Valentine Blvd.

Wendy Morgan & Joe Harriman – 109 Dantes Drive

Tanya McKinney – 77 Dantes Drive

Edward Matthews – 11 Valentine Blvd.

Mike & Shelley DiLiberatore - 15 Elba Blvd.

Tammy & Corey McAllister – 87 Dantes Drive

Paul & Megan Watson – 111 Dantes Drive

Carl & Suzanne Gaunce – 104 Dantes Drive

John O’Neill – 46 Hitachi Court

Chelsey Craig - 73 Dantes Drive

Carol O’Brien-Boucher – 9 Valentine Blvd.

Jack Butler – 16 Corsica Court

Debbie Wilson – 528 Gault Road

T. Petersen – Dantes Drive

Elaine Wilson – 93 Dantes Drive

Ben & Chelsea Donaldson – 72 Dantes Drive

Bill & Brenda Melanson – 21 Valentine Blvd

Andrew & Claressa Smith – 32 Valentine Blvd

Chris McCutcheon & Michelle Horgan – 29 Valentine Blvd

Catherine & Maurice Daigle – 108 Dantes Drive

Ulla Petersen – 9 Hitachi Court

Michelle & Andrew Price - 28 Valentine Blvd.

Bernie & Tara Morrison – 4 Hitachi Court

Victor Murty – 4 Corsica Court

Leanne & Daniel Duguay - 68 Dantes Drive

Diane & Jamie Kirkpatrick - 25 Corsica Court

Dave & Nicole McKenna - 30 Corsica Court

Bob & Natalie Martin - 2 Hitachi Crescent

Ashley Totton – 145 Porter Street

Lisa MacKenzie – 94 Downsview Dr.

Joshua Marr – 215 Ragged Point Rd.

Alita Wong – 18 St. Couer Court

Meaghan Skidd – 960 Dever Rd.

Lisa Wong – 638 Leblanc Court

Marlie Hutchings – 22 Alward St.

Jennifer White – 35 Hillsvie Cres

Laura Power – 138 Brookview Cres

Bevin Manley – 481 Lancaster Ave.

Thank you,
Trish Stokes

From: [Carl & Suzanne](#)
To: [OneStop](#)
Subject: Proposed development at 125 Gault Road
Date: December 9, 2024 3:32:48 PM

You don't often get email from gaunces104@gmail.com. [Learn why this is important](#)

[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.**

To whom it may concern,

We are sending this email to oppose rezoning of 125 Gault Road for the proposed development. We believe that the number of multi-family units proposed is not suitable for this location. The increased traffic to our area will cause road safety issues both within our park and on the Gault road. The Gault Road is a very busy road. The top of the Gault road, with access to Route 7, Ocean West Way and Manawagonish Road has needed upgrading for years. The Island system of directing traffic is very outdated and needs upgrading. Increasing traffic through the existing island system is unsafe. Sidewalks on the Gault road only cover a short portion of the road making walking on the upper end of the Gault Road unsafe.

Within Monte Cristo Park we have always had safety issues for children traveling around the park due to the lack of sidewalks. During the last few years traffic has increased significantly due to delivery trucks traveling at a rate of speed higher than is safe in a residential area. Additional vehicle traffic will only increase our concern for the safety of the children in our neighbourhood.

With the number of residential family units being proposed, a large influx of children to the area causes the concern of overcrowding of our local schools. There also does not appear to be any green space or park area proposed in the plan to adequately provide a recreation area for the increase of families expected to move to this area.

We are not opposed to development but feel that this plan has not adequately assessed the safety needs of current residents, future expected residents, or other people who live along the Gault road.

Carl and Suzanne Gaunce
104 Dantes Drive
Saint John
N.B.

From: [Martha Ross](#)
To: [OneStop](#)
Subject: 125 Gault Road - PAC Meeting Dec.10th
Date: December 9, 2024 3:47:50 PM
Attachments: [image.png](#)

[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.**

Hello,

I am writing in opposition to the rezoning of the parcel of land at 125 Gault Road. Please keep this land as two-unit residential and general commercial as was approved with the PlanSJ. This new development does not enhance the surrounding public realm or complement existing context. To make the zoning changes, please update the plan first and consult with the community.

There is no sidewalk from Managwagonish road to this new development. The City should strongly consider the traffic flow upgrades that were recommended in 2020 (see picture below) related to the traffic circle at the Ocean West Way, Manawagonish, Gault Road, and Highway intersections prior to adding 200+ units to this corner. This intersection is extremely confusing and will only be made worse with more traffic. I do not feel one day of traffic data collection is sufficient to say there do not need to be any improvements to this intersection.

From the City of Saint John MoveSJ report:

Both peak hours show fairly balanced volumes on each approach at the intersection. The LOS results indicate that a **single-lane roundabout is appropriate at this location. All capacity analysis reports can be found in **Appendix C.****

Exhibit 3.5: Manawagonish Road/Gault Road Single Lane Roundabout



Any deviation from the bi-law set backs should be reconsidered. The developer is referencing Wild Fox Drive building that also had approved set back deviations approved. The Wild Fox building is too close to Manawagonish road and the driveway is also too close. There will be accidents on Wild Fox Drive. Please consider that once these buildings and set backs deviations are approved, they are forever.

This area of the west side is lacking recreation facilities and I feel that accepting 200+ new homes can use a basketball court in the next neighborhood to be disappointing. The elementary school is full. What is the plan for that?

Thank you for your consideration.

Martha Ross
7 Amy Crescent
Saint John NB

From: [J Rocca](#)
To: [OneStop](#)
Subject: 125 Gault Rd proposal - Saint John Planning Advisory Committee
Date: December 9, 2024 4:00:20 PM

You don't often get email from jlrocca7@gmail.com. [Learn why this is important](#)

[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.**

Hi there - we have concerns with this proposal and would like the Planning Advisory Committee (PAC) to reject this proposal in its current form mainly due to high density of units and possible additional challenges this can create. We would like the proponent to update the proposal to better align to current neighborhoods in the immediate adjacent areas.

Thank You
John and Tasha Rocca
9 Corsica Ct, Saint John, NB

125 Gault Road Proposal,

We are writing with concern of the proposed 125 Gault Road development on the west side of Saint John.

We have lived in this Neighborhood for over 20 years and raised our children here. We choose this unique neighborhood because of its rural feel. Children play on the streets and ride their bicycles without having to worry about traffic. It is quiet and one of multiple reasons why we choose to live here. Having this large development with 10 apartment buildings will certainly not enhance its qualities. We have a number of concerns about this proposal.

Traffic:

There is only one way into Monte Cristo which limits the amount of safe traffic flow in the neighborhood. The proposed development will join on to Dantes Drive with potentially most of the traffic exiting from Valentines blvd . There are no curbs and sidewalks in the neighborhood and the ditches are open. The increased traffic will impact the safety of citizens walking in the neighborhood and children playing and riding their bicycles .The original selling feature of the Monte Cristo subdivision was “ County Living in the City”. The “Country Living in the city”has been the tagline used by the city when requesting upgrades to sidewalks and buried ditches. Adding 10 large apartment complexes (226 Units) to the proposed zone with only one new exit is dangerous for those living in Monte Cristo.

The sidewalk along the Gault Road is not continuous to Manawagonish and it is a very dangerous area to walk, run or ride a bicycle. The shoulder of the road is consistently washed out and there is nowhere for pedestrians to move to when traffic speeds by. Adding hundreds of cars onto the road at that exact area is dangerous for pedestrians.

Also, the city does not plow the sidewalk along Manawagonish from the top of Westgate subdivision to the top of the Gault road in the winter . Adding more traffic is dangerous for pedestrians walking or running in the winter as they have to walk on the side of the road.

The intersection at the top of the Gault road is dangerous . It is not clear how to maneuver and I witnessed drivers go the wrong way on multiple occasions . I have nearly been hit by a car several times while riding my bicycle by drivers coming straight up the Gault Rd and turning left on Manawagonish without going around the median. This intersection needs to be studied and reorganized before adding hundreds of cars to the immediate area.

Development Plan:

PlanSJ was developed as a guide for development in the city. The plan's intent was to ensure long term investment and growth decisions are made with the impact of the community and its citizens in mind . Adding a large development with 10 apartment buildings attached to Monte Cristo with its single family homes does not align with the PlanSJ guidelines. We are not anti-development; however, changing the zoning of 125 Gault Rd will greatly change the landscape of our quiet neighborhood and potentially impact our home values.

Infrastructure

As discussed above, Monte Cristo has no curbs or sidewalks and has open ditches. The proposed development area at 125 Gault road has extensive wash out in the area already . When it rains heavily the area washes out even more with some of the wash out ending at the bottom of Valentines Dr. The ditches continuously overflow and cannot keep up with rain water. Adding a large development with large amounts of pavement in the parking areas of the apartments is not going to allow the water to drain properly into the ground, thus adding to the drainage issues in Monte Cristo.

In conclusion , we ask that you do not amend the zoning for the 125 Gault Rd property and consider keeping it zoned for single family dwellings and garden homes.

Megan and Paul Watson,
111 Dantes Drive

Thursday, December 5, 2024

My name is Jack Butler I am a resident of 16 Corsica Ct. Saint John and am opposed to the development on the Gault Road I respectfully have the following questions for your committee. Thank you.

1 How will the sewage pumping station handle the new volume without a significant upgrade ?

2 How will the well in Westgate provide the water for that many homes when we have drought and it could not cover the lower west side needs? not to mention the east side water plant is running a deficit so therefore more very expensive infrastructure will be required to fill the need.

3 Traffic will be a huge issue as there would be over 300 cars or more added to the Gault Road which has a poorly designed intersection at the top of the hill and there have been serious accidents.

4 Fire protection will have to be upgraded, there will be more buildings with multiple stories that would need a ladder truck in case of an emergency and waiting for it from the north end is no real option. Would the city assume the liability is something tragic happens?

5 Monty Cristo has no sidewalks no real flood control and ditches that are long since known to be a hazard for small children, how many more children (moving in from this project) would be in the area waiting for school busses on the actual roadway which in the winter would be even narrower, who accepts responsibility in the case of a tragedy?

6 There seems no definitive plan here and access to the development seems unsure, also what about green space or buffer zones flooding after the trees are cut and there is a water course in the area that seems to be of no concern so flooding would be likely an issue, again who pays for the infrastructure here ?

7 Will the gravel pit continue to be allowed to operate across the street from a now major residential development? What about the liability there?

8 The residents who pay fairly hefty taxes built homes that were in a single family zoned area now have that zoning changed? Is that not a breach of any trust in the city to protect the taxpayer?

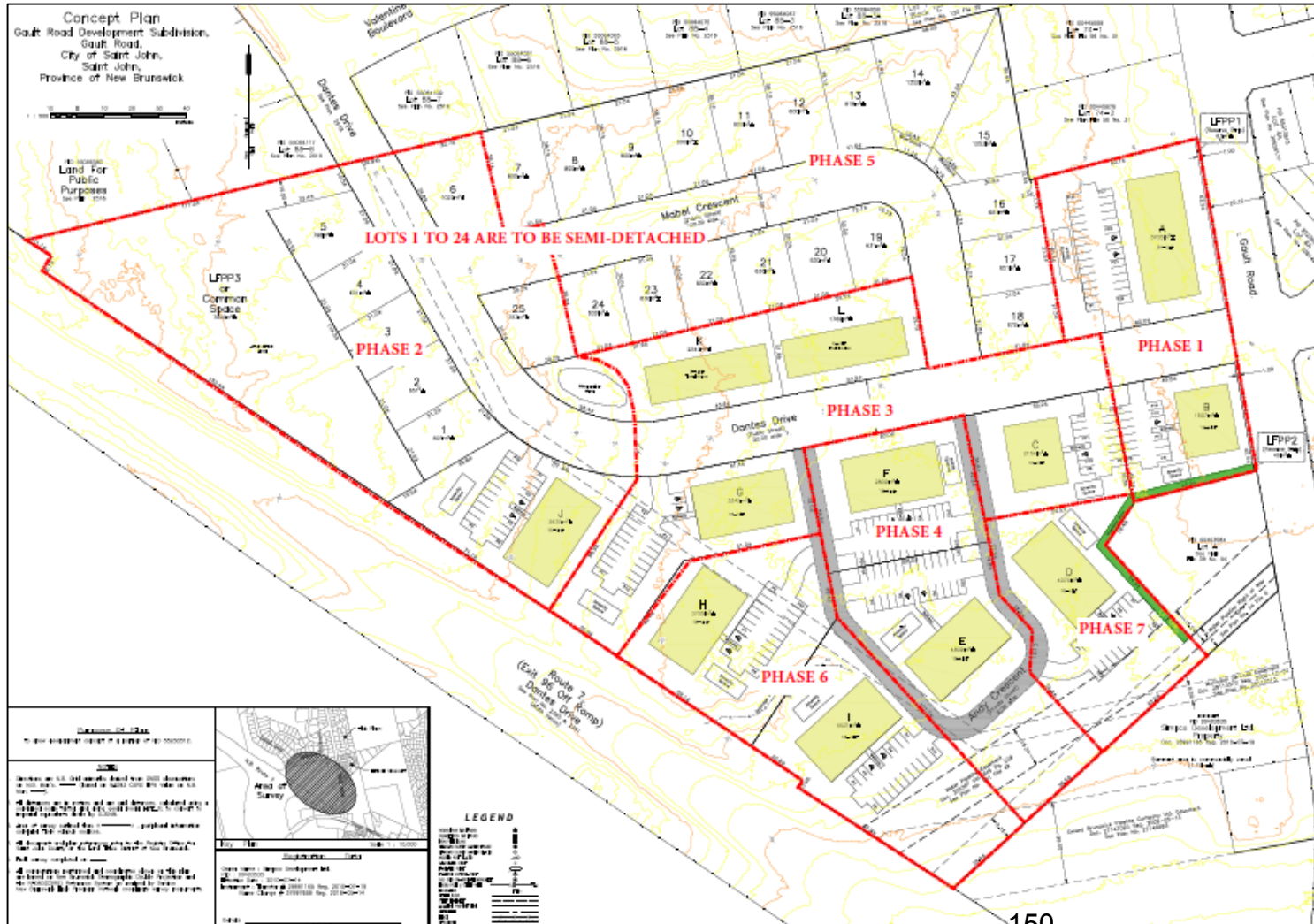
9 Why do residents who own multiple times the amount of property in this area seem to have little or no say in what is imposed on them by a non city resident.

125 Gault Road

Common Council Public Hearing

January 13, 2025

125 Gault Road Proposal



Rezoning

4.5-hectare portion of site

Current: Two-Unit Residential (R2)

Proposed: Mid-Rise Residential (RM)

Section 59

Rescinding Conditions from December 5, 2011

Subdivision

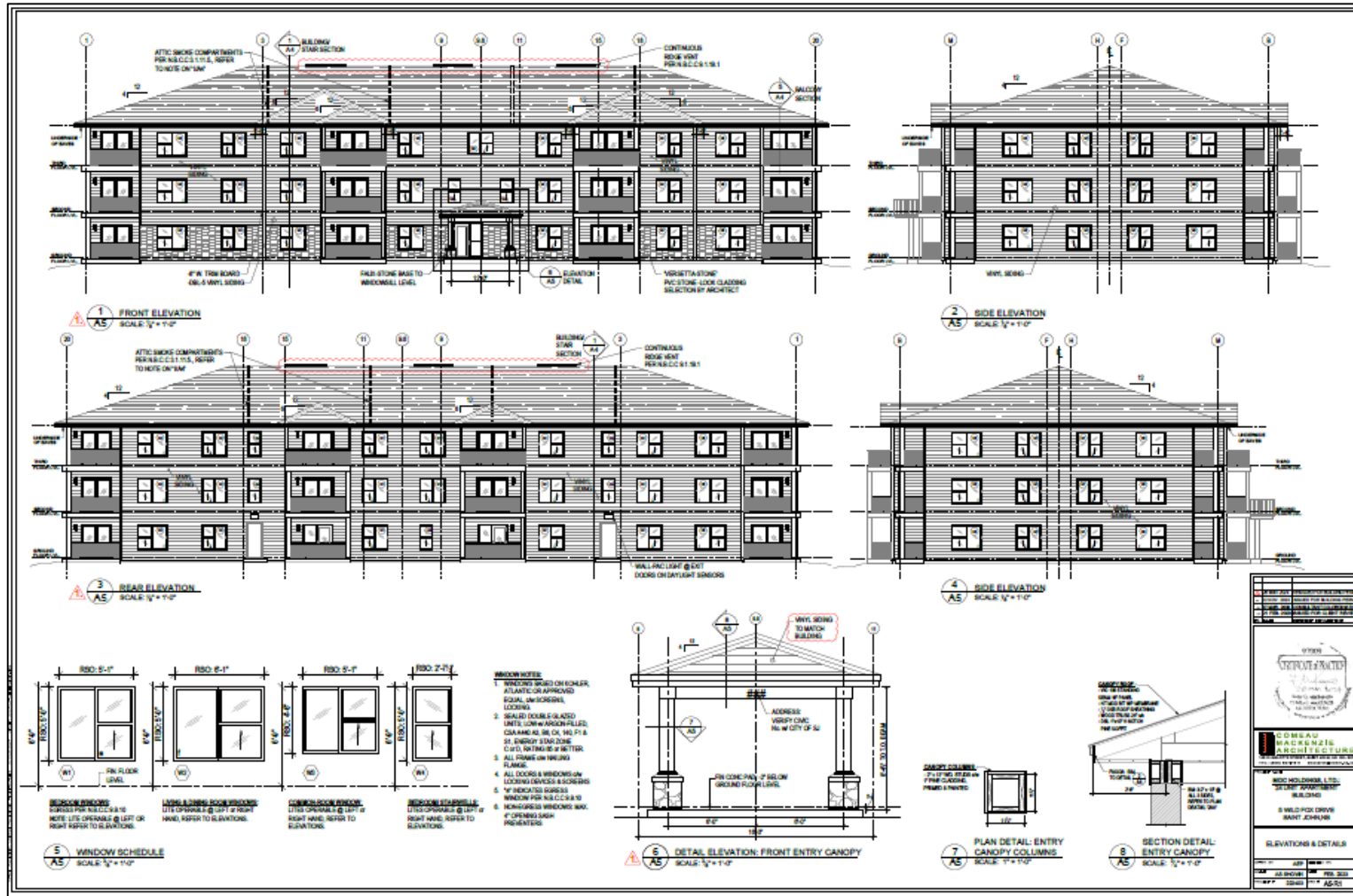
PAC Variances

Assent to Public Streets

Assent to money-in-lieu of LPP

City/Developer Agreement.

125 Gault Road Proposal



Rezoning

4.5-hectare portion of site

Current: Two-Unit Residential (R2)

Proposed: Mid-Rise Residential (RM)

Section 59

Rescinding Conditions from December 5, 2011

Subdivision

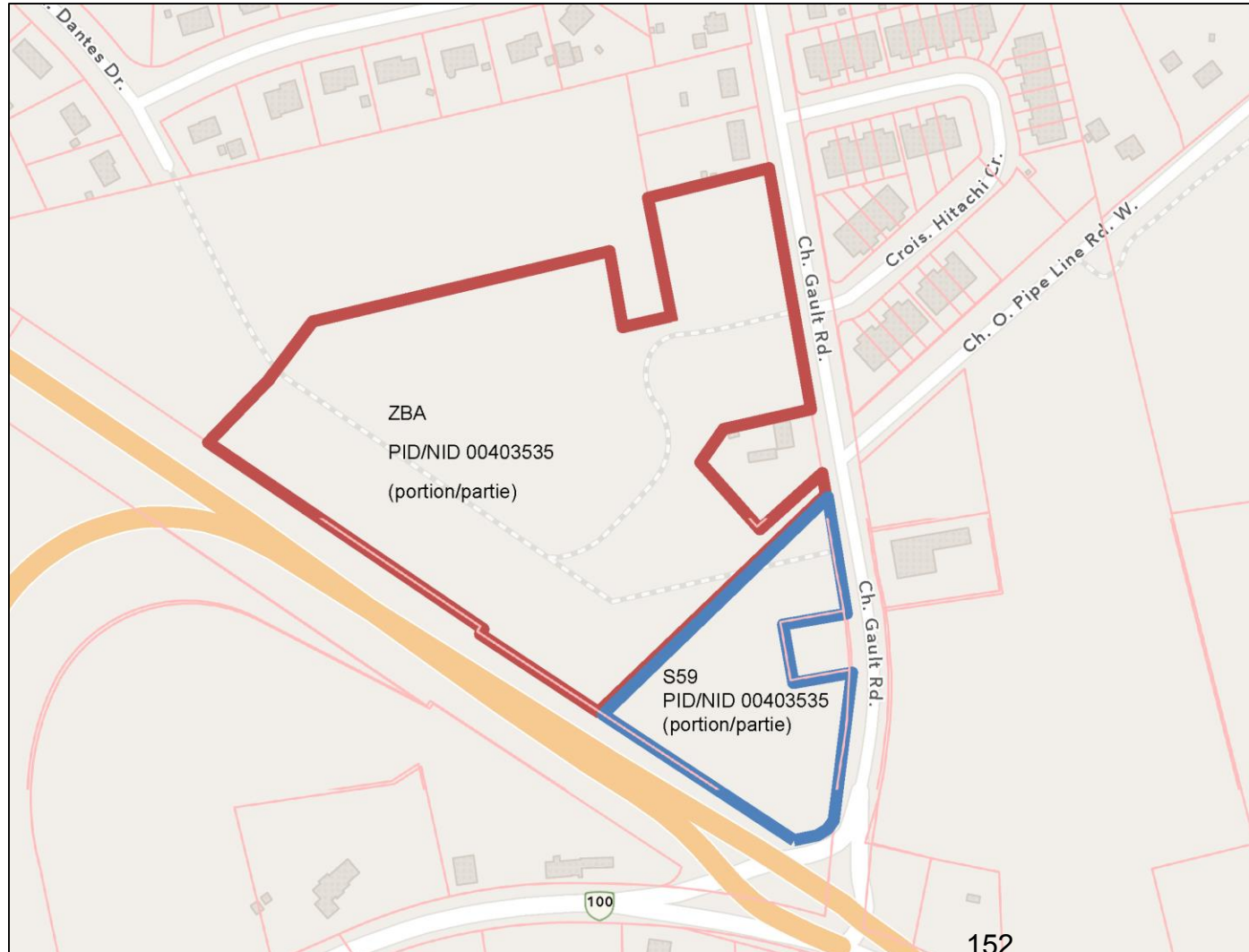
PAC Variances

Assent to Public Streets

Assent to money-in-lieu of LPP

City/Developer Agreement.

125 Gault Road Proposal



Rezoning

4.5-hectare portion of site

Current: Two-Unit Residential (R2)

Proposed: Mid-Rise Residential (RM)

Section 59

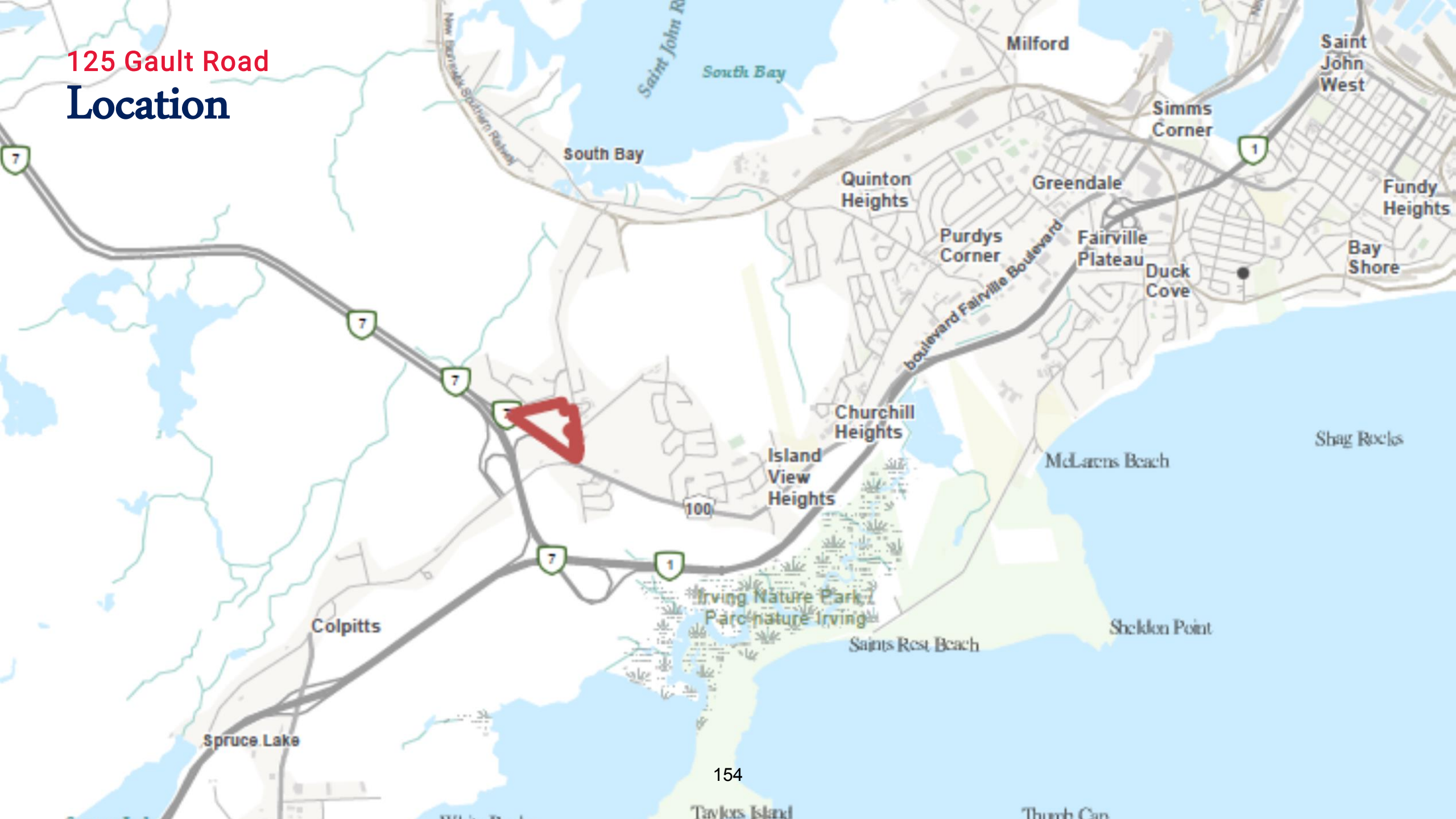
Rescinding Conditions from December 5, 2011

125 Gault Road

Site Photo

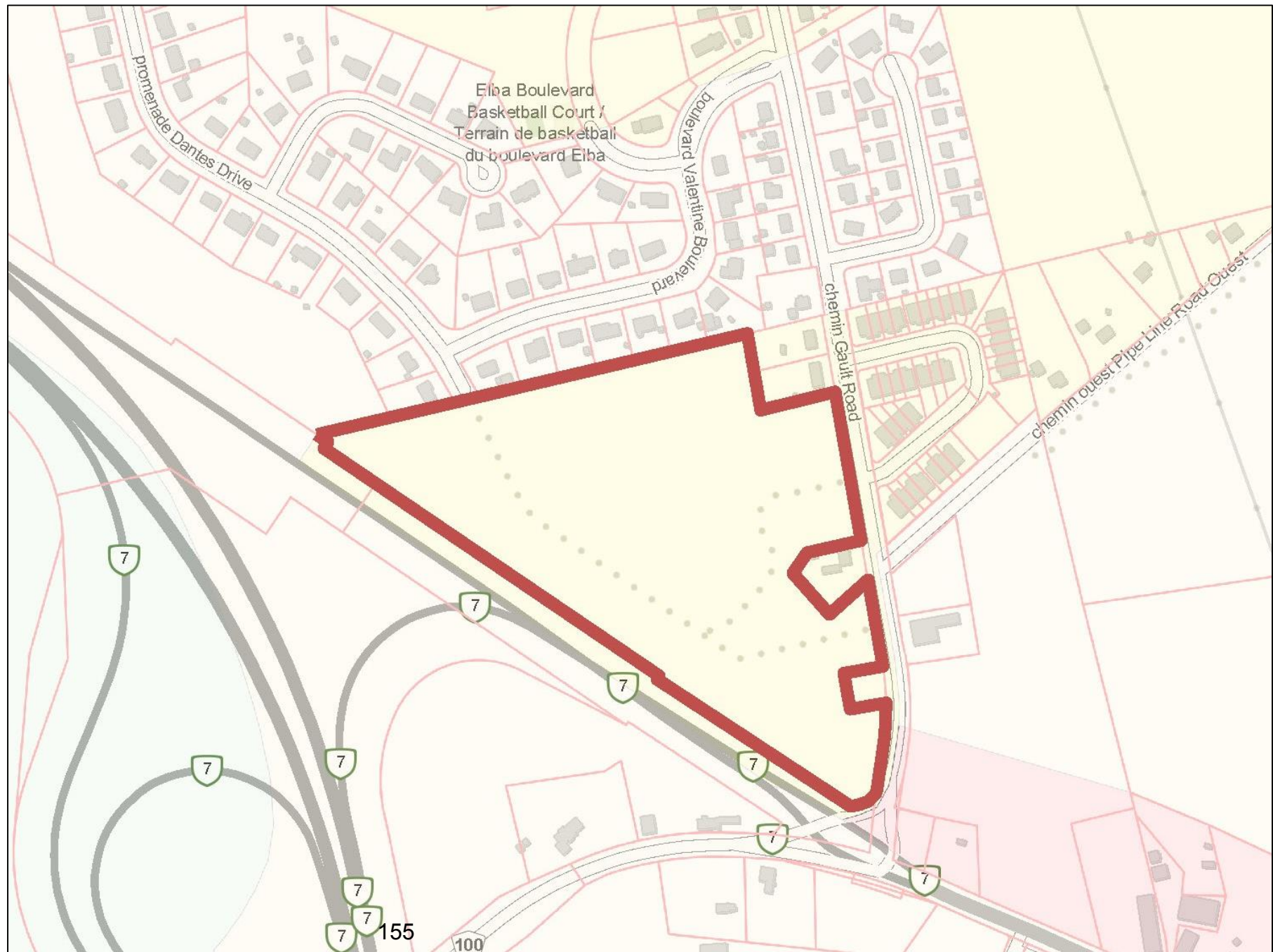


125 Gault Road
Location



125 Gault Road
Future
Land use

- Low Density Residential
- Stable Commercial
- Stable Residential





125 Gault Road

Future

Land use

Policy LU-58

- Located on collector roadway with transit access
- Density transition - Multiple unit buildings separated from the low-density residential area
- Less than four stories
- Density aligns with the Municipal Plan

125 Gault Road Current Zoning

- Suburban Residential (RSS)
- Low-Rise Residential (RL)
- Two-Unit Residential (R2)
- General Commercial (CG)
- Commercial Corridor (CC)





R2 Zone

- Two-Unit Residential (R2) Zone is being retained for a portion of the site.
- To be developed with a series of semi-detached buildings.

(Transition to RL- Low Rise Residential Zone post Zoning Reform adoption)

RM Zone

- Mid-Rise Residential (RM) zone is proposed for 4.5 hectares of the site.
- To be developed with a series of townhouse and multi-unit buildings.

CG Zone

- General Commercial (CG) zone is being retained for a portion of the site.
- Rescinding of Section 59 conditions that limit the permitted commercial uses.
- To support future development of the commercial site.

125 Gault Road Staff Recommendation



Rezoning

- Rezone 4.5-hectare portion of site from Two-Unit Residential (R2) to Mid-Rise Residential (RM)

Section 59 Amendment

- Rescind conditions on portion of site zoned General Commercial (CG)
- New conditions regarding access for portions of site zoned General Commercial (CG) and Mid-Rise Residential (RM)

Subdivision

- Approval of variances related to Private Street (PAC)
- Committee approval of Public Street name – Coastal Crescent (PAC)
- Assent to Public Streets and required easements (Council)
- Assent to Money-In-Lieu of Land for Public Purposes (Council)
- Authorize City/Developer Subdivision Agreement (Council)

125 Gault Road Additional PAC Recommendations



Section 59 Amendment

Additional conditions:

- Prohibition on Cannabis Retail within area zoned General Commercial (CG)
- Limiting construction access to/from Gault Road and not through the existing Monte Cristo subdivision

Subdivision

- Authorize City/Developer Subdivision Agreement (Council) with a condition that developer install curb and sidewalk along a section of the western side of Gault Road



Section 59 Amendment – Cannabis Retail

Two Options

1. That Common Council adopt the recommendation by the Planning Advisory Committee to prohibit the Cannabis Retail use on the property through a Section 59 Condition.

And/or

2. That Common Council direct City Staff to investigate possible site separation distances between the Cannabis Retail use and Day Care uses, for consideration as a future Zoning By-Law amendment.

125 Gault Road PAC Recommendation



Separate Recommendation

- The Committee also recommends that Common Council direct City Staff to investigate traffic calming and additional crosswalks along the section of Gault Road in the vicinity of the development.



Last Mailout: November 25, 2024

Letters Received: 24

Ad Posted on Website: December 5, 2024

Proponent Consultation: Mail - Late October



Appearances at PAC: Proponent, Envision Saint John (in favour),
7 residents (opposed)

Resident Concerns: Traffic and Pedestrian Safety, Existing roadway
maintenance, Stormwater Management

**Committee recommended additional consultation between
proponent, residents, and City Staff**

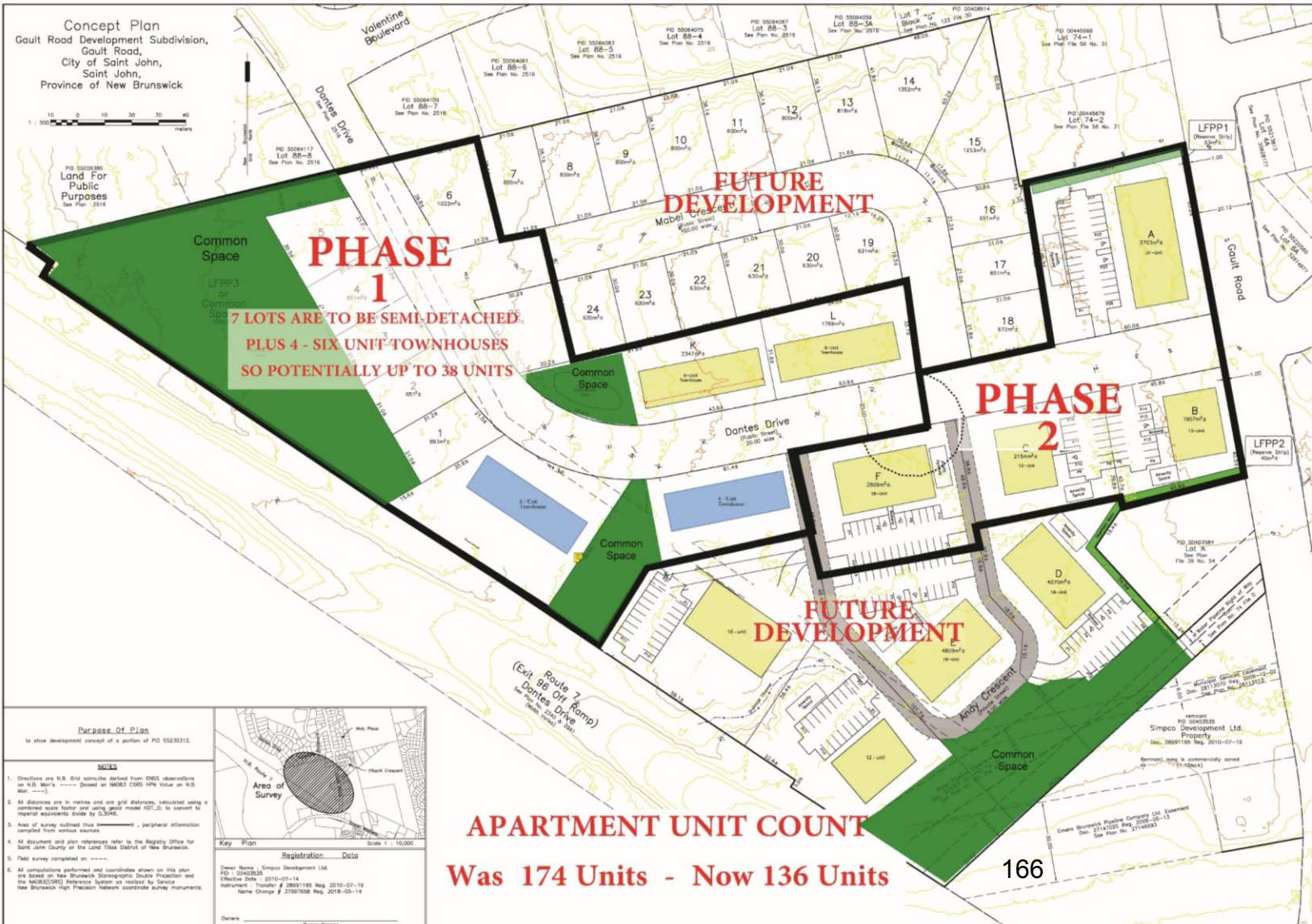
125 Gault Road
Ongoing Consultation



- Proponent met with residents on December 19, 2024
- A Revised Concept was prepared which would reduce the proposed development scale.
- Additional meeting with Proponent, residents, and City Staff on January 7, 2025

125 Gault Road

Ongoing Consultation



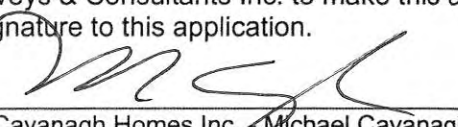
Revised concept:

- Additional townhouse units
- Reduced multiple unit dwellings

125 Gault Road

Common
Council Hearing

January 13, 2025

LOCATION	CIVIC ADDRESS : Gault Road	PID # :	00403535																													
STAFF USE	HERITAGE AREA: Y / N INTENSIFICATION AREA: Y / N FLOOD RISK AREA: Y / N APPROVED GRADING PLAN: Y / N																															
	APPLICATION #:	DATE RECEIVED:																														
	RECEIVED BY:																															
APPLICANT INFORMATION	APPLICANT Hughes Surveys & Consultants Inc. Ltd. on behalf of Mike Cavanagh Homes Inc..		EMAIL rick.turner@hughessurveys.com	PHONE (506)333-8700																												
	MAILING ADDRESS 575 Crown Street, Saint John, NB E2L 5E9		POSTAL CODE																													
	CONTRACTOR /DEVELOPER Mike Cavanagh Homes Inc.		EMAIL mike.aq@gmail.com	PHONE 506-636-1322																												
	MAILING ADDRESS c/o Hughes Surveys & Consultants Inc., 575 Crown Street, Saint John, NB		POSTAL CODE E2L 5E9																													
	OWNER Simpco Development Ltd.		EMAIL simpson@nb.aibn.com	PHONE 506-635-8711																												
	MAILING ADDRESS c/o Hughes Surveys & Consultants Inc., 575 Crown Street, Saint John, NB		POSTAL CODE E2L 5E9																													
PRESENT USE: Vacant Land PROPOSED USE: Development of mixed use housing																																
CHECK ALL THAT APPLY	<table border="1"> <thead> <tr> <th>BUILDING</th> <th>PLANNING</th> <th>INFRASTRUCTURE</th> <th>HERITAGE</th> </tr> </thead> <tbody> <tr> <td><input type="checkbox"/> INTERIOR RENOVATION</td> <td><input type="checkbox"/> VARIANCE</td> <td><input type="checkbox"/> STREET EXCAVATION</td> <td><input type="checkbox"/> HERITAGE DEVELOPMENT</td> </tr> <tr> <td><input type="checkbox"/> EXTERIOR RENOVATION</td> <td><input type="checkbox"/> PLANNING LETTER</td> <td><input type="checkbox"/> DRIVEWAY CULVERT</td> <td><input type="checkbox"/> HERITAGE SIGN</td> </tr> <tr> <td><input type="checkbox"/> ADDITION</td> <td><input type="checkbox"/> PAC APPLICATION</td> <td><input type="checkbox"/> DRAINAGE</td> <td><input type="checkbox"/> HERITAGE INFILL</td> </tr> <tr> <td><input type="checkbox"/> DECK</td> <td><input checked="" type="checkbox"/> COUNCIL APP</td> <td><input type="checkbox"/> WATER & SEWERAGE</td> <td><input type="checkbox"/> HERITAGE DEMO</td> </tr> <tr> <td><input type="checkbox"/> CHANGE OF USE</td> <td><input checked="" type="checkbox"/> SUBDIVISION</td> <td><input type="checkbox"/> OTHER</td> <td><input type="checkbox"/> OTHER</td> </tr> <tr> <td><input type="checkbox"/> MINIMUM STANDARDS</td> <td><input type="checkbox"/> OTHER</td> <td></td> <td></td> </tr> </tbody> </table>				BUILDING	PLANNING	INFRASTRUCTURE	HERITAGE	<input type="checkbox"/> INTERIOR RENOVATION	<input type="checkbox"/> VARIANCE	<input type="checkbox"/> STREET EXCAVATION	<input type="checkbox"/> HERITAGE DEVELOPMENT	<input type="checkbox"/> EXTERIOR RENOVATION	<input type="checkbox"/> PLANNING LETTER	<input type="checkbox"/> DRIVEWAY CULVERT	<input type="checkbox"/> HERITAGE SIGN	<input type="checkbox"/> ADDITION	<input type="checkbox"/> PAC APPLICATION	<input type="checkbox"/> DRAINAGE	<input type="checkbox"/> HERITAGE INFILL	<input type="checkbox"/> DECK	<input checked="" type="checkbox"/> COUNCIL APP	<input type="checkbox"/> WATER & SEWERAGE	<input type="checkbox"/> HERITAGE DEMO	<input type="checkbox"/> CHANGE OF USE	<input checked="" type="checkbox"/> SUBDIVISION	<input type="checkbox"/> OTHER	<input type="checkbox"/> OTHER	<input type="checkbox"/> MINIMUM STANDARDS	<input type="checkbox"/> OTHER		
	BUILDING	PLANNING	INFRASTRUCTURE	HERITAGE																												
<input type="checkbox"/> INTERIOR RENOVATION	<input type="checkbox"/> VARIANCE	<input type="checkbox"/> STREET EXCAVATION	<input type="checkbox"/> HERITAGE DEVELOPMENT																													
<input type="checkbox"/> EXTERIOR RENOVATION	<input type="checkbox"/> PLANNING LETTER	<input type="checkbox"/> DRIVEWAY CULVERT	<input type="checkbox"/> HERITAGE SIGN																													
<input type="checkbox"/> ADDITION	<input type="checkbox"/> PAC APPLICATION	<input type="checkbox"/> DRAINAGE	<input type="checkbox"/> HERITAGE INFILL																													
<input type="checkbox"/> DECK	<input checked="" type="checkbox"/> COUNCIL APP	<input type="checkbox"/> WATER & SEWERAGE	<input type="checkbox"/> HERITAGE DEMO																													
<input type="checkbox"/> CHANGE OF USE	<input checked="" type="checkbox"/> SUBDIVISION	<input type="checkbox"/> OTHER	<input type="checkbox"/> OTHER																													
<input type="checkbox"/> MINIMUM STANDARDS	<input type="checkbox"/> OTHER																															
DESCRIPTION OF WORK	Details of the proposal for a mixed use housing development in the Monte Cristo / Gault Road Intensification Area are included in the submitted documents. Simpco Developments Ltd. have authorized Hughes Surveys & Consultants Inc. to make this application on behalf of Mike Cavanagh Homes Inc. who are also signature to this application.  Mike Cavanagh Homes Inc. Michael Cavanagh																															

I consent to the City of Saint John sending to me commercial electronic messages, from time to time, regarding City initiatives and incentives.

General Collection Statement

This information is being collected in order for the City of Saint John to deliver an existing program service; the collection is limited to that which is necessary to deliver the program service. Unless required to do so by law, the City of Saint John will not share your personal information with any third party without your express consent.

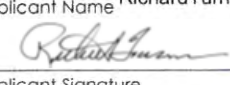
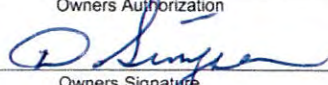
The legal authority for collecting this information is to be found in the Municipalities Act and the Right to Information and Protection of Privacy Act. For further information or questions regarding the collection of personal information, please contact the Access & Privacy Officer:

City Hall Building
 8th Floor - 15 Market Square
 Saint John, NB E2L 1E8
 commonclerk@saintjohn.ca
 (506) 658-2862



I, the undersigned, hereby apply for the permit(s) or approval(s), indicated above for the work described on plans, submissions and forms herewith submitted. This application includes all relevant documentation necessary for the applied for permit(s) or approval(s). I agree to comply with the plans, specifications and further agree to comply with all relevant City By-laws and conditions imposed.

Hughes Surveys & Consultants Inc. on behalf of Mike Cavanagh Homes Inc. Simpco Developments Ltd. Douglas Simpson


Applicant Name Richard Turner	Owners Authorization
	
Applicant Signature	Owners Signature
July 4, 2024	July 4, 2024
Date	Date

CIVIC ADDRESS	Gault Road	APPLICATION #		FEE PAID	Y	N
----------------------	------------	----------------------	--	-----------------	---	---

TYPE OF APPLICATION		
<input type="checkbox"/> Instrument Document requiring Development Officer endorsement for registration Application Fee: \$60	<input type="checkbox"/> Type 1 Subdivision Lot boundary adjustment, consolidation, or new lot abutting an existing street Application Fee: \$300 plus \$60 per new lot	<input checked="" type="checkbox"/> Type 2 Subdivision Subdivision involving the construction or extension of a street Application Fee: \$600 plus \$120 per new lot

DETAILED DESCRIPTION OF APPLICATION
Attach the instrument or tentative subdivision plan, plus any additional documentation to fully describe the application. Tentative subdivision plans must adhere to the requirements of the <i>Community Planning Act</i> of New Brunswick. In the case of a Type 2 Subdivision, the submission of a preliminary proposal and a Pre-Application Meeting with City staff is encouraged prior to seeking approval. Please contact the One Stop Development Shop at (506) 658-2911 or OneStop@saintjohn.ca for further information.
The proposal is to rezone a portion of PID 00403535 from R2 to RM and CG. The subject area to be rezoned RM will be subdivided as shown on the submitted plans. There are no plans to subdivide the land designated CG at this time but a logical division line would be to create a parcel on each side of the Emera facility. The commercial development area will focus on businesses that will service the neighbouring community.

ENCUMBRANCES
Describe any easements, restrictive covenants, and other encumbrances affecting the land.
Known encumbrances are City of Saint John waterline and force main easements and a pipeline easement in favour of Emera Brunswick Pipeline Company Ltd.

AUTHORIZATION	
As of the date of this application, I, the undersigned, am the registered owner of the land described in this application or the authorized agent thereof, and I have examined the contents of this application and hereby certify that the information submitted with the application is correct insofar as I have knowledge of these facts, and I hereby authorize the applicant to represent this matter and to provide any additional information that will be necessary for this application.	
Hughes Surveys & Consultants Inc. on behalf of Mike Cavanagh Homes Inc. - Rick Turner _____ Registered Owner or Authorized Agent	_____ Additional Registered Owner
 _____ Date 2024 07 05	_____ Date
The information contained in this application and any documentation, including plans, drawings, reports, and studies, provided in support of this application will become part of the public record.	

CIVIC ADDRESS	Gault Road	APPLICATION #		FEE PAID	Y	N
----------------------	------------	----------------------	--	-----------------	---	---

TYPE OF APPLICATION		
<input type="checkbox"/> Land for Public Purposes Release Service Fee: \$300	<input type="checkbox"/> Non-Conforming Use Service Fee: \$200	<input type="checkbox"/> Satisfactory Servicing Service Fee: \$200
<input type="checkbox"/> Section 39 Amendment Service Fee: \$2,500	<input checked="" type="checkbox"/> Zoning By-law Amendment Service Fee: \$2,700	<input type="checkbox"/> Zoning By-law Amendment with a Municipal Plan Amendment Service Fee: \$3,500

DETAILED DESCRIPTION OF APPLICATION
 Where applicable, indicate the changes to existing Section 39 conditions, zoning, or Municipal Plan designation being requested. Attach site plans, building elevations, floor plans, and other documentation to fully describe the application. The submission of a preliminary proposal and a Pre-Application Meeting is encouraged prior to seeking approval. Please contact the One-Stop Development Shop at (506) 658-2911 for further information.

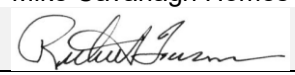
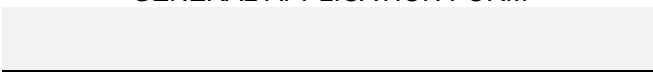
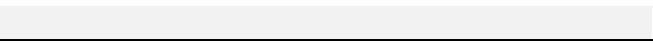
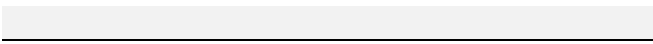
See attached page for Description of Application for the proposed mixed use residential development proposed by Mike Cavanagh Homes Inc. on PID 00403535

ENCUMBRANCES
 Describe any easements, restrictive covenants, and other encumbrances affecting the land.

Known encumbrances are City of Saint John waterline and force main easements and a pipeline easement in favour of Emera Brunswick Pipeline Company Ltd.

AUTHORIZATION

As of the date of this application, I, the undersigned, am the registered owner of the land described in this application or the authorized agent thereof, and I have examined the contents of this application and hereby certify that the information submitted with the application is correct insofar as I have knowledge of these facts, and I hereby authorize the applicant to represent this matter and to provide any additional information that will be necessary for this application.

Hughes Surveys & Consultants Inc. on behalf of Mike Cavanagh Homes Inc. – Richard Turner	SEE OWNERS' AUTHORIZATION ON THE GENERAL APPLICATION FORM
 Registered Owner or Authorized Agent	 Additional Registered Owner
 Date July 4, 2024	 Date

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

New
Grid
North

PID 55064117
Lot 88-8
See Plan No. 2516

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

Mabel Crescent
(Public Street)
Phase 1
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

Dantes Drive
(Public Street)
Phase 2
20.00 wide

remnant
PID 00445676
Simpco Development Ltd.
Property
Doc. 28991165 Reg. 2010-07-19

Future Development

Future Development

Future Development

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

PID 00403584
Lot A
See Plan
File 39 No. 54

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

Gault Road

Hitachi
Crescent

PID 5520580
Lot 9A
See Plan No. 52614927

PID 5521813
See Plan No. 50628177

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

Phase 1
Temporary
Turnaround

Limits of
Phase 1
Public
Street

Mabel Crescent
(Public Street)
Phase 2
20.00 wide

Phase 1
Temporary
Turnaround


Limits of
Phase 1
Public
Street

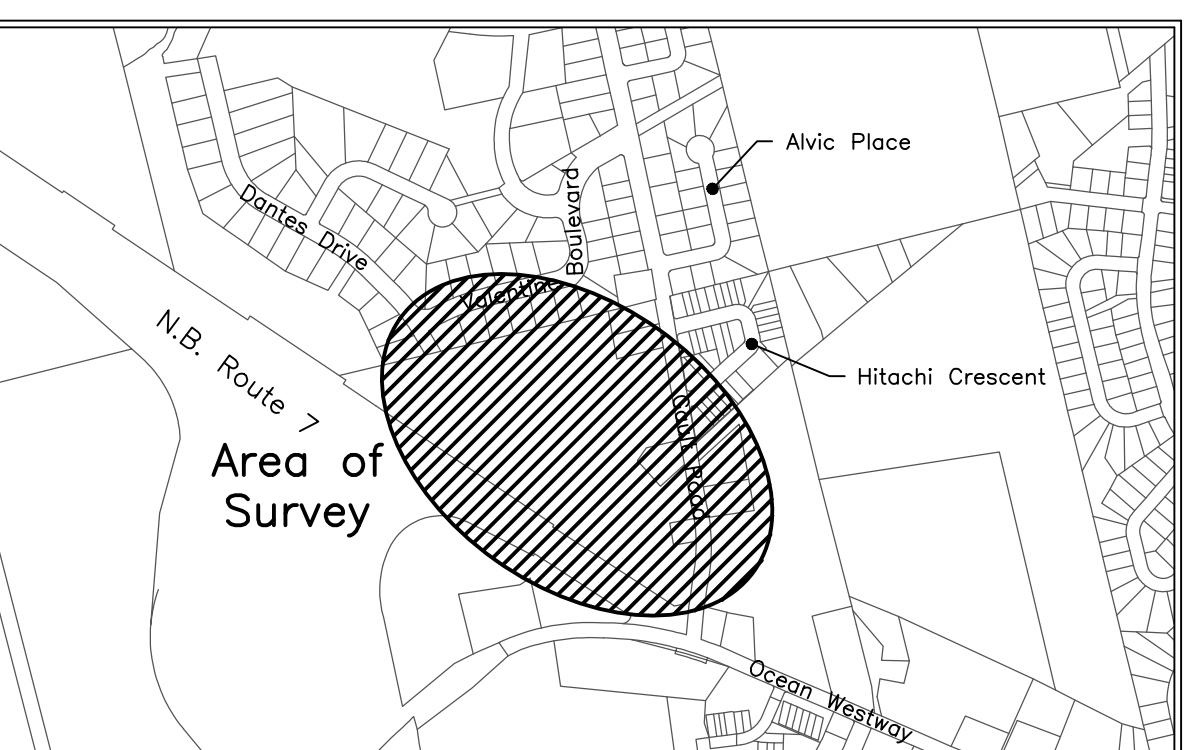
Dantes Drive
(Public Street)
Phase 1
20.00 wide

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



Key Plan	Registration Data
Scale 1 : 10,000	Owner Name : Simpco 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 FOUND
- 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

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 No. 2516

New
Grid
Brunswick
North

PID 55064117
Lot 88-8
See Plan No. 2516

PID 55064091
Lot 88-6
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 00408914

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. 52614927

Hitachi
Crescent

Gault Road

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

Future Development

Future Development

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

PID 00403584
Lot A
See Plan
File 39 No. 54

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

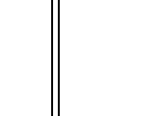
Emera Brunswick Pipeline Company Ltd. Easement
Doc. 27147025 Reg. 2009-05-13
See Plan No. 27146993

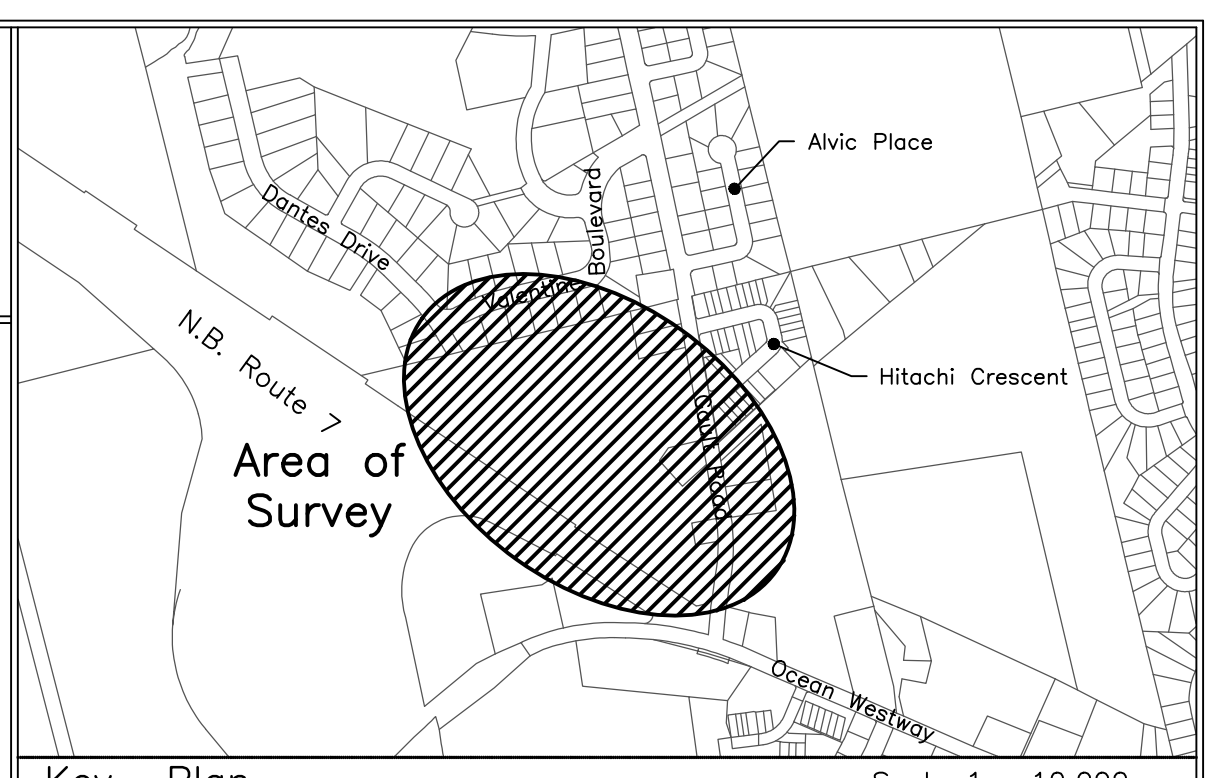
Water Pipeline Easement
Doc. 229207 Vol. 643 Pg 259
See Plan No. 701 File 49

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.
- 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 : Simpco 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

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

PID: 55059380
Land For
Public
Purposes
See Plan No. 2516

LFPP3
or
Common
Space
7006m²±

LFPP1
(Reserve Strip)
63m²±

PID: 5521813
Lot KA
See Plan No. 3062817

PID: 5520580
Lot GA
See Plan No. 3261497

LFPP2
(Reserve Strip)
40m²±

PID: 00403584
Lot A
See Plan
File 39 No. 54

Municipal Services Easement
Doc. 2811570 Reg. 2009-12-02
See Plan No. 2811513

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

Remnant area is commercially zoned
(1-15ha±)

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

LOTS 1 TO 24 ARE TO BE SEMI-DETACHED

PHASE 5

PHASE 2

PHASE 1

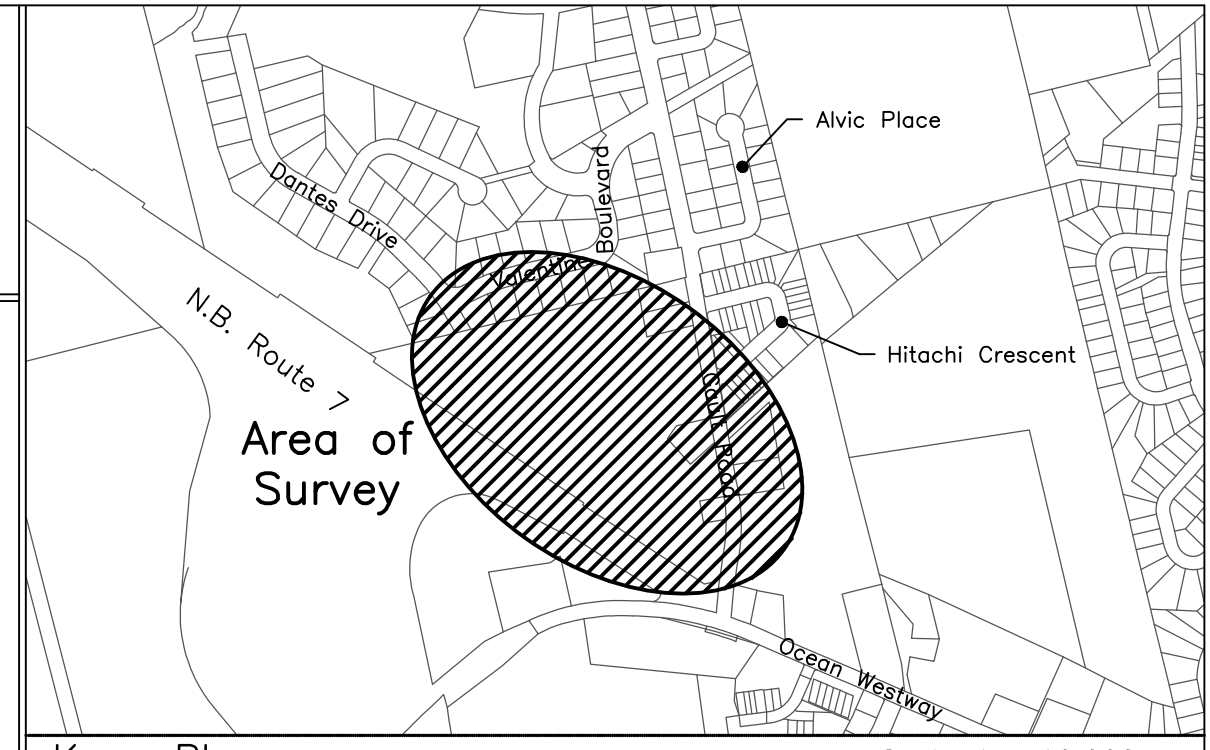
PHASE 3

PHASE 4

PHASE 7

PHASE 6

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

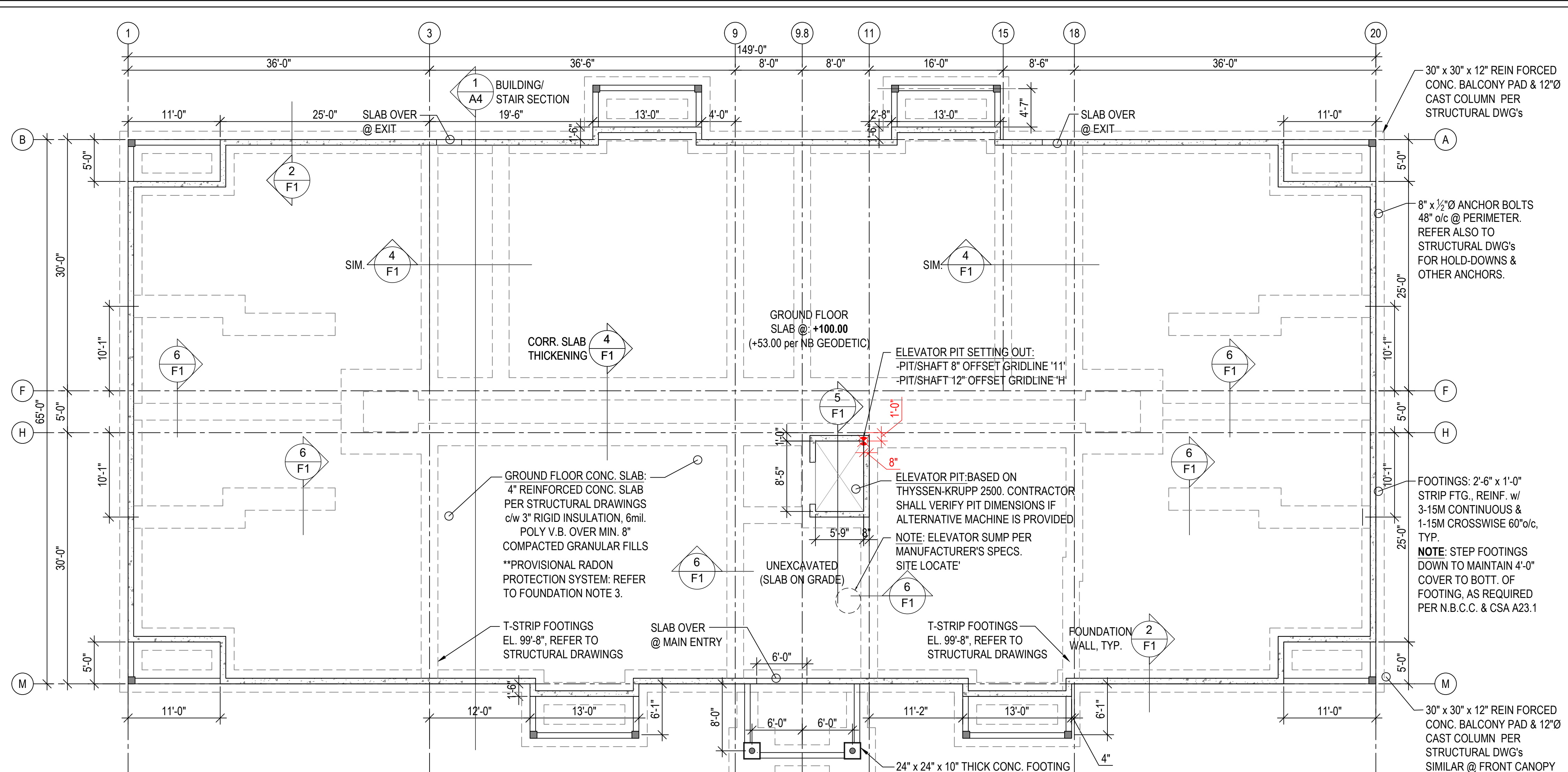


Registration Data
Owner Name : Simpc Development Ltd.
PID : 00403535
Effective Date : 2010-07-14
Instrument : Transfer # 28991165 Reg. 2010-07-19
Name Change # 37997658 Reg. 2018-05-14

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

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.



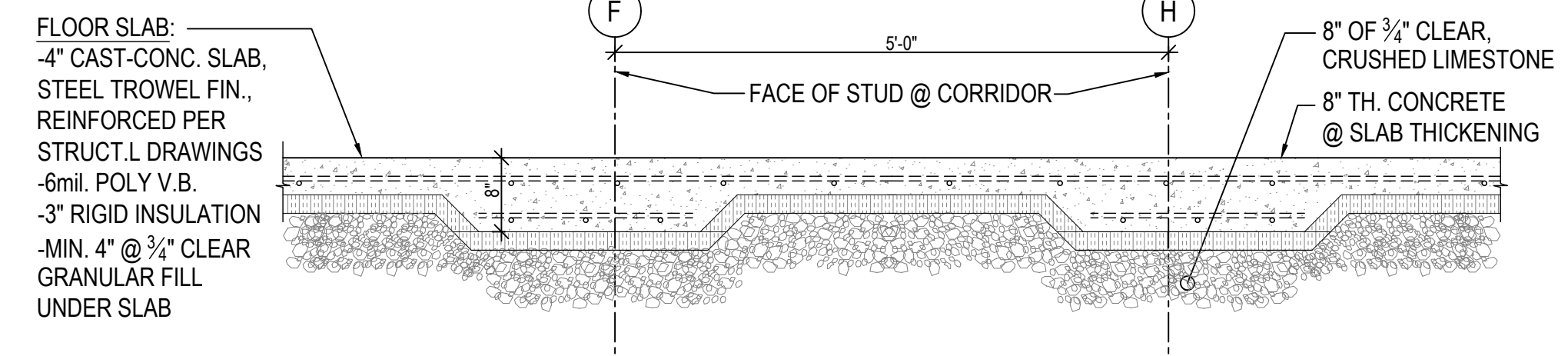
- FOUNDATION NOTES:**
- ALL WORK SHALL BE PERFORMED IN ACCORDANCE w/ NATIONAL BUILDING CODE OF CANADA 2015. THIS BUILDING IS WITHIN PART 3 OF NBCC 2015.
 - STEP FOOTINGS AS REQUIRED TO ACHIEVE APPROPRIATE COVERAGE. PERFORM FOOTING STEPS PER N.B.C.C. AND CSA A23.1:19
 - RADON PROTECTION:
 - PROVIDE OUTLET : 4" PVC VERTICAL PIPE, LOCATED ON SITE BY ARCHITECT FOR FUTURE EXHAUST FAN
 - MIN. 4" @ 3/4" CLEAR GRANULAR FILL UNDER SLAB
 - 6mil. POLY V.B UNDER SLAB OVERLAPPED MIN. 6" AT ALL JOINTS, TAPED & SEALED CONTINUOUSLY AROUND PERIMETER
 - 4" PVC VERTICAL PIPE, CAPPED, RUNS CONTINUOUSLY UNDER-SLAB.
 - PROVIDE 2 WAY GRID OF 4" PVC PERFORATED PIPE, 28'-0" o/c EACH WAY. SUBMIT LAYOUT TO ARCHITECT FOR APPROVAL.
 - SEAL ALL JOINTS WHERE FOUNDATION WALL MEETS CONCRETE SLAB & AT ALL PENETRATIONS IN CONCRETE SLAB & CONCRETE FOUNDATION WALL
 - PROVIDE RADON TRAPS AT ALL FLOOR DRAINS
 - CONCRETE:
 - CONCRETE SPECIFICATION, MIX DESIGN, STRENGTH, AIR ENTRAIN, : ALL BY STRUCTURAL ENGINEERING DRAWINGS
 - DROP FOUNDATION WALL 8" & CAST SLAB-OVER WALL @:
 - 40" @ EXIT STAIR DOORS
 - 72" @ PATIO SLIDERS
 - 5'-6" @ MAIN ENTRY
 - REFER TO STRUCTURAL DRAWINGS FOR HOLD DOWN ANCHORS, SHEAR WALLS, ETC.
 - SLAB FINISH THROUGHOUT: POWER TROWEL TO SMOOTH/FLAT TOLERANCE 3/8" IN 10". SLAB FINISH TO TAKE VC TILE/VINYL SHEET FLOORING, ALL LOCATIONS
 - THIS DRAWING IS TO BE READ IN CONJUNCTION WITH FOUNDATION DRAWINGS BY MATCH ENGINEERING INC. FOR FOOTING SIZES & REINFORCING, SLAB THICKENINGS, ANCHOR BOLTS, & CONTROL JOINTS. MATCH ENGINEERING DRAWING SHALL SUPERSEDE ARCHITECTURAL DRAWINGS, FOR THE SPECIFIC ITEMS ABOVE.

DRAWING INDEX (ARCHITECTURAL):

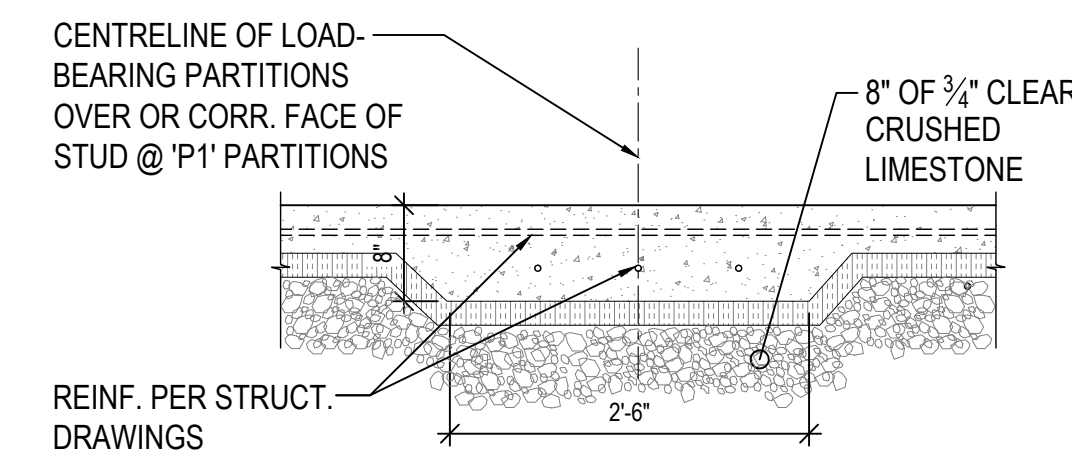
- F1- FOUNDATION PLAN & DETAILS
- A1- GROUND FLOOR PLAN & PARTITION SCHEDULE
- A2- SECOND FLOOR PLAN, THIRD FLOOR PLAN, & DETAILS
- A3- DETAIL UNIT PLANS
- A4- BUILDING SECTION, DETAILS, & CODE MATRIX
- A5- ELEVATIONS & DETAILS

1 FOUNDATION PLAN
SCALE: 1/8" = 1'-0"
NOTE:

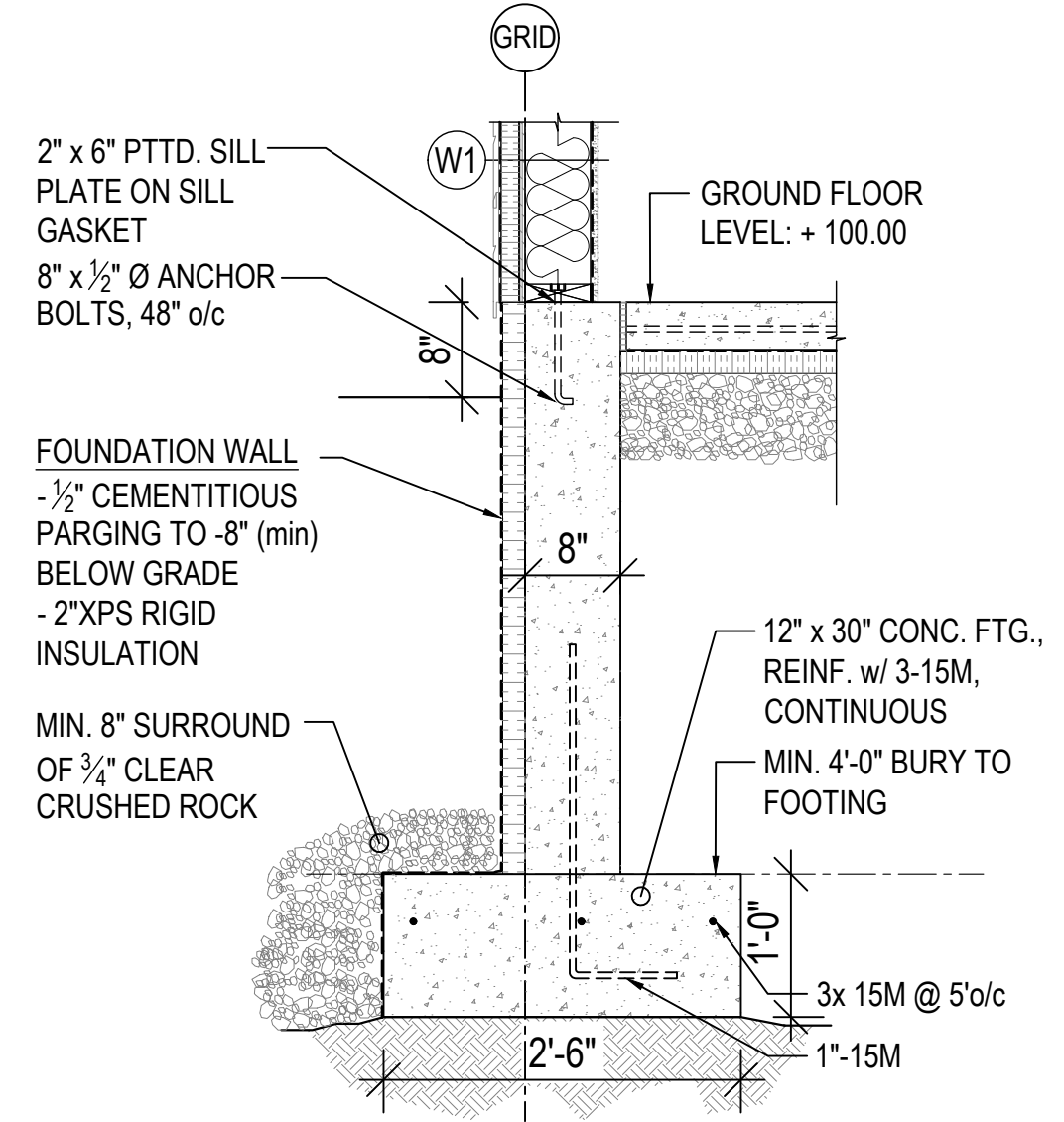
- REFER ALSO TO MATCH ENGINEERING FOUNDATION PLAN & DETAILS. ANY INSTANCES WHERE ARCHITECTURAL FOUNDATION PLAN DIFFERS, STRUCTURAL DRAWINGS ARE TO TAKE PRECEDENCE.
- GROUND FLOOR SLAB SET @ +100.00 ft. BASED ON SITE ELEVATION = NB GEODETIC EL.:+53.00. REFER TO SURVEYOR'S SITE PLAN.
- SETTING OUT LOCATION: REFER TO SURVEYOR'S SITE PLAN. ALSO PER SURVEYOR'S SITE PLAN: EXTERIOR WALKS & STOOPS, LANDSCAPING, FINISHED GRADES, MUNICIPAL CONNECTIONS, & EXTERIOR TRANSFORMER LOCATIONS



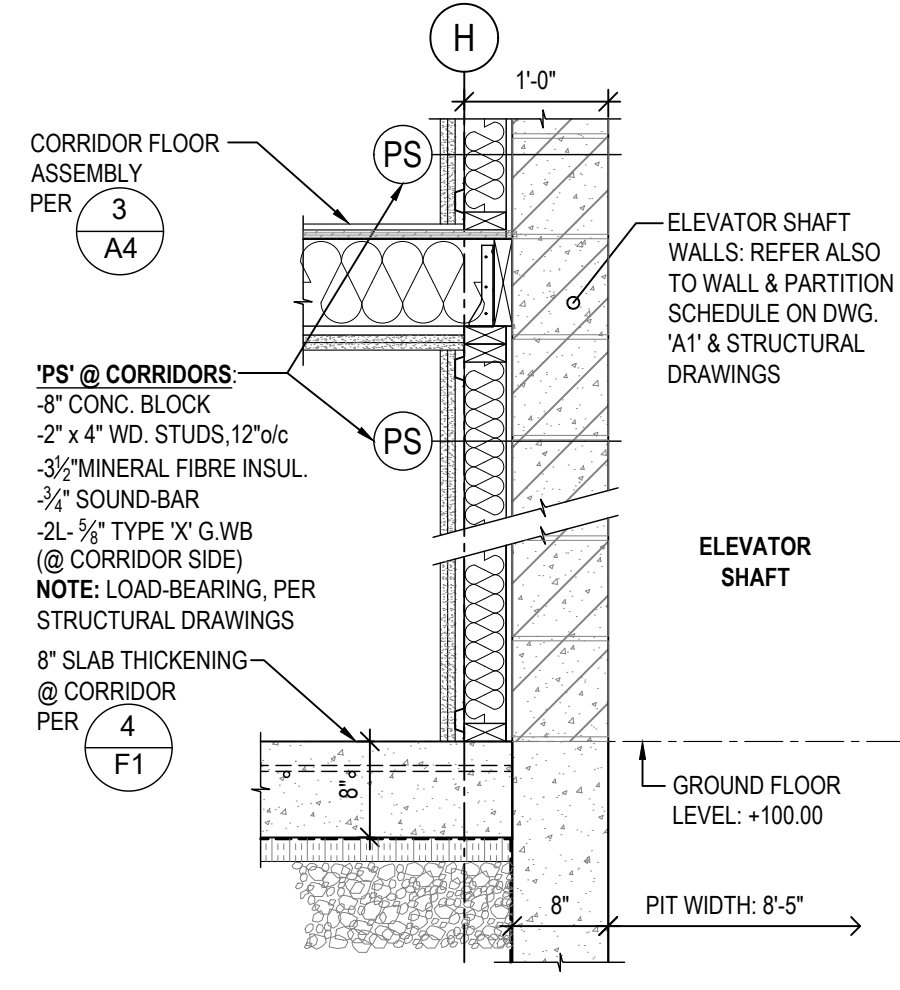
4 SECTION: SLAB THICKENING @ CORRIDOR & STAIRWELLS
SCALE: 3/4" = 1'-0"



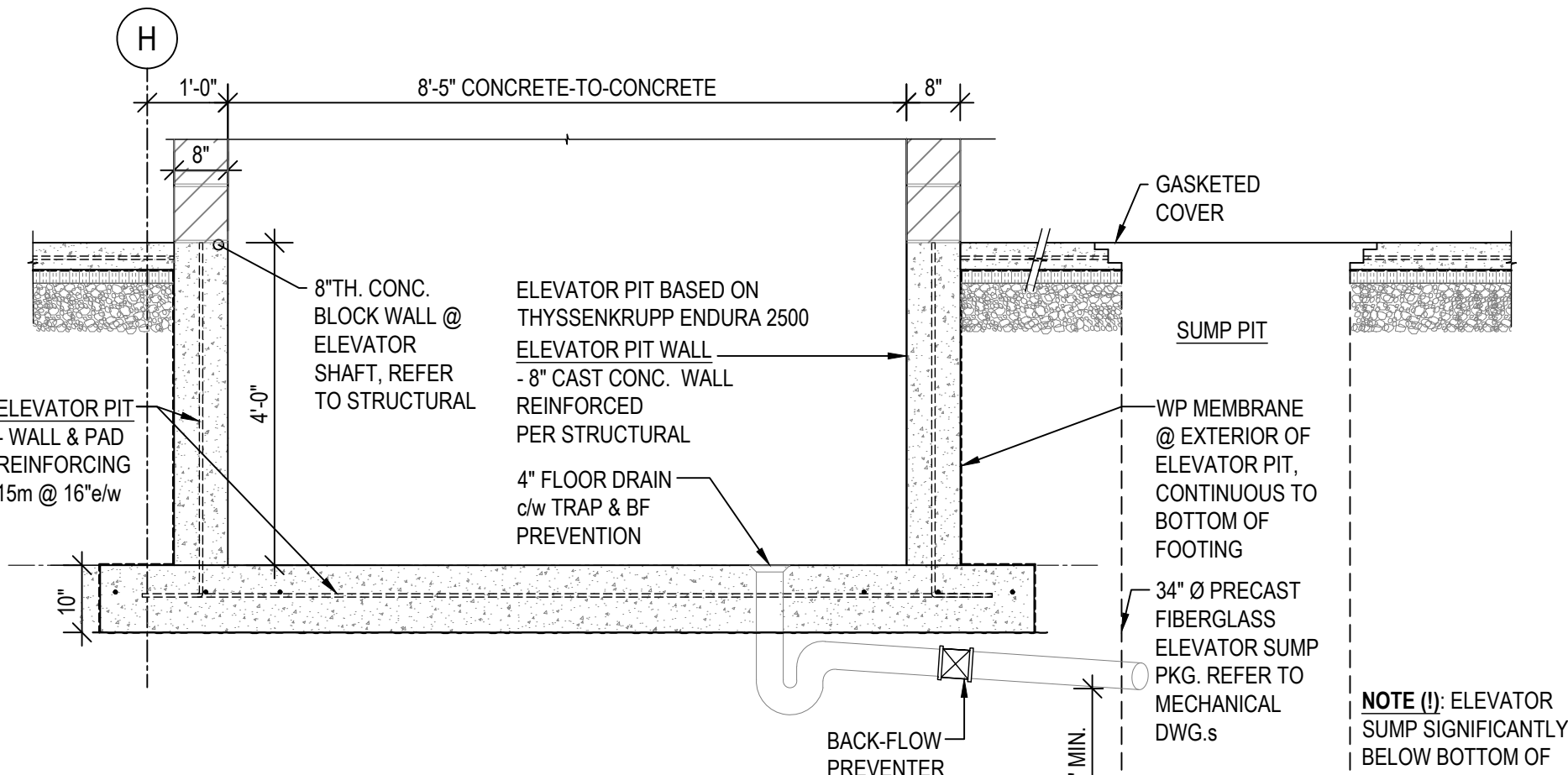
6 SECTION DETAIL: SLAB THICKENING @ LOADBEARING PARTITIONS, TYP.
SCALE: 3/4" = 1'-0"



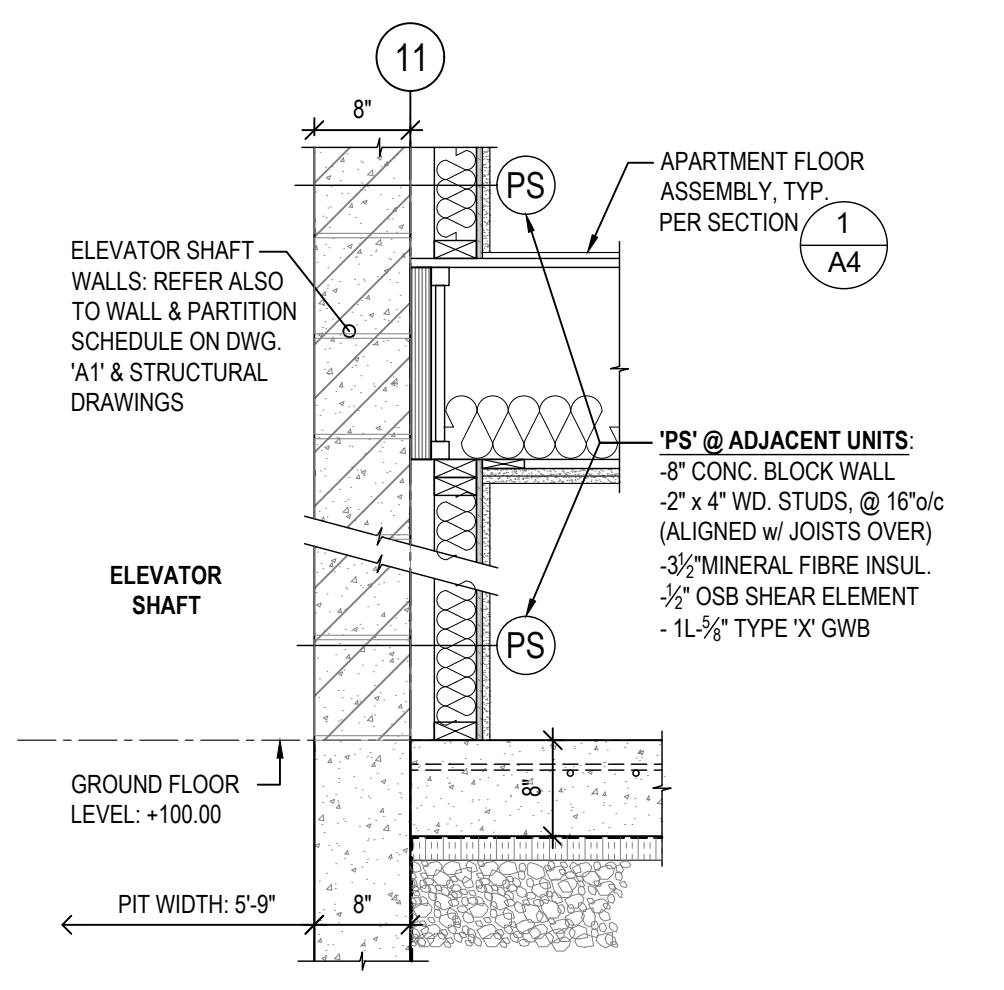
2 SECTION DETAIL: FOUNDATION @ FOOTING TYP.
SCALE: 3/4" = 1'-0"



3 SECTION DETAIL: ELEVATOR SHAFT @ CORRIDORS, TYP.
SCALE: 3/4" = 1'-0"



5 SECTION DETAIL: ELEVATOR & SUMP PIT
SCALE: 1/2" = 1'-0"



7 SECTION DETAIL: ELEVATOR SHAFT @ ADJACENT UNITS, TYP.
SCALE: 3/4" = 1'-0"

Peter MacKenzie, Comeau MacKenzie Architecture 27/03/2024, 3:45pm, 222403-CumminsHanding

28 MAR. 2024	REISSUED 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

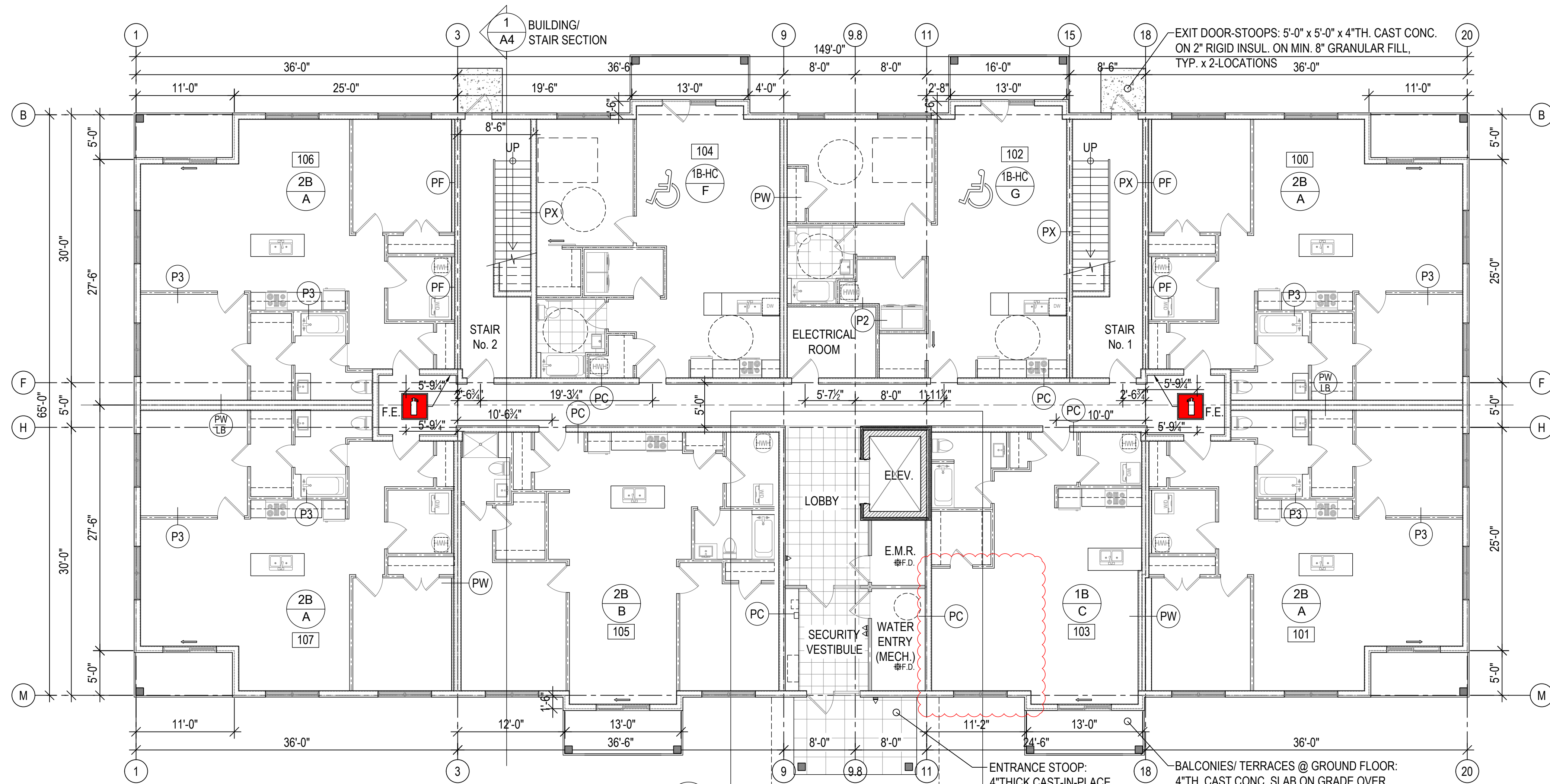
COMEAU MACKENZIE ARCHITECTURE
103 CHARLOTTE STREET, SAINT JOHN, NB, CANADA
TEL: (506) 657-1611 | mac@cmackenzie.com

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

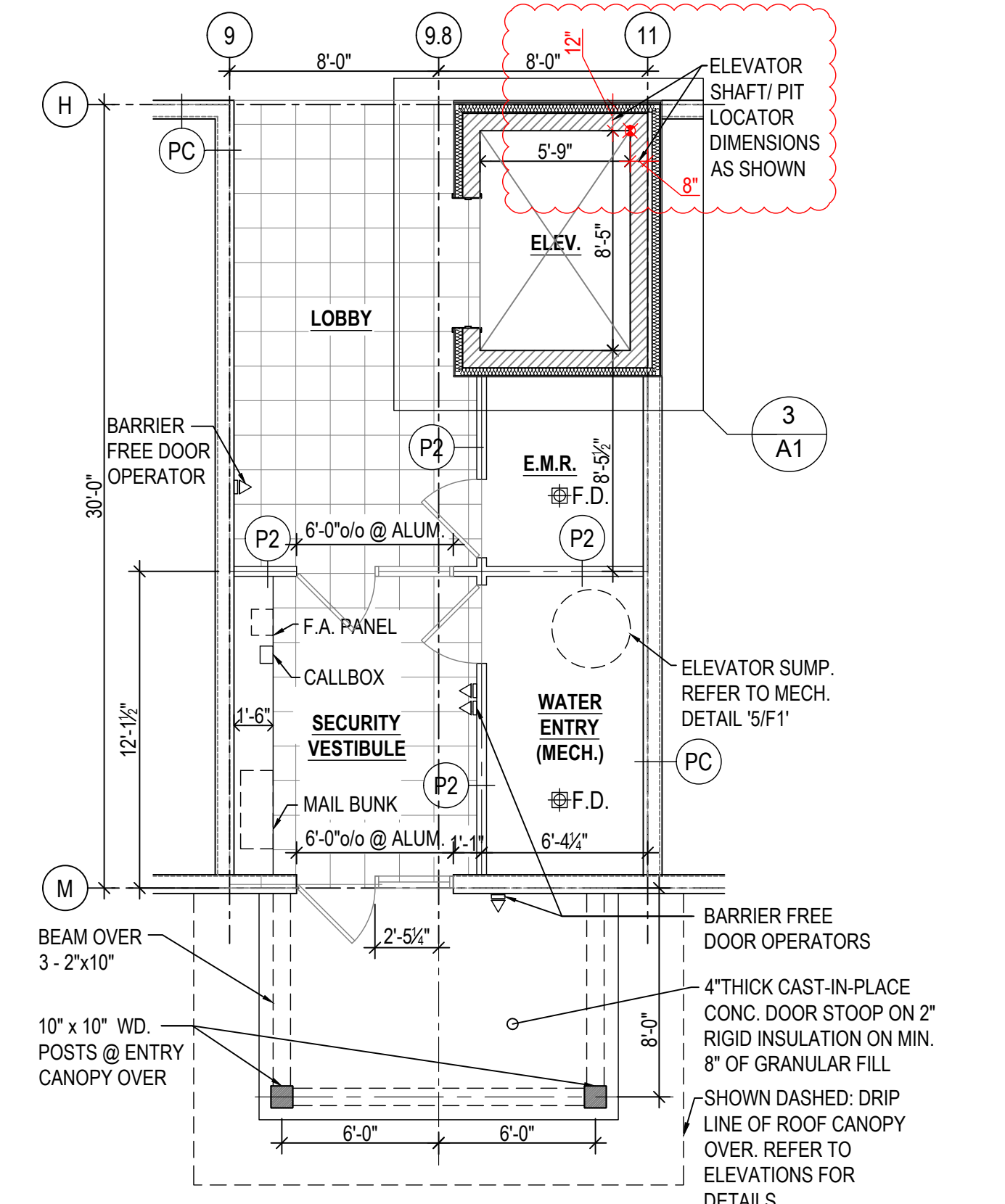
5 WILD FOX DRIVE
SAINT JOHN, NB

FOUNDATION PLAN & DETAILS

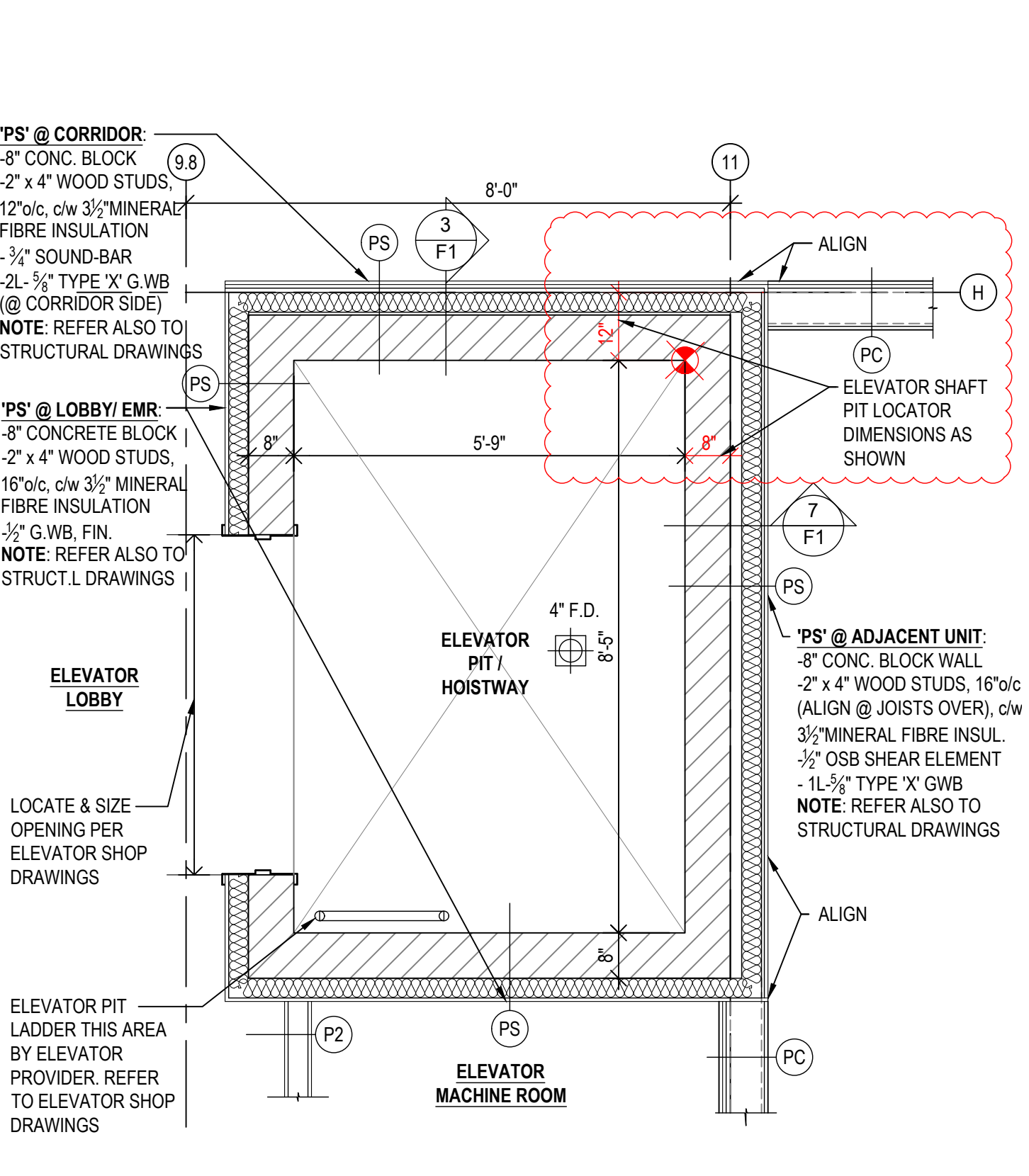
DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	FEB. 2023
PROJECT #	222403	DWG #	F1



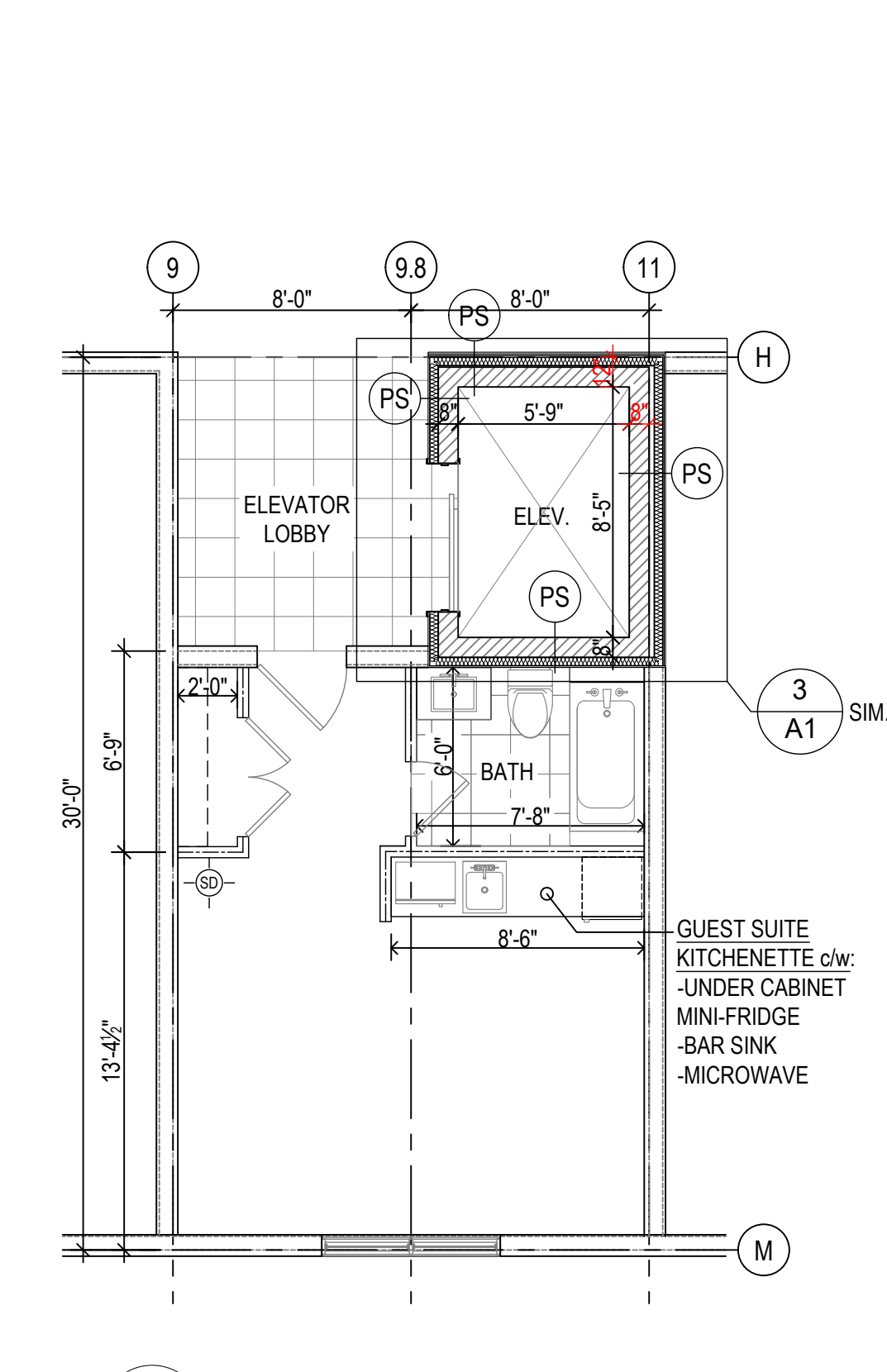
1 GROUND FLOOR PLAN
 SCALE: 1/8" = 1'-0"
 NOTE:
 1. WALL & PARTITION SCHEDULE: REFER TO DRAWING 'A1'
 2. DETAIL UNIT PLANS: REFER TO DRAWING 'A3'



2 PLAN DETAIL: ENTRY VESTIBULE & LOBBY
 SCALE: 3/16" = 1'-0"



3 DETAIL PLAN: ELEVATOR PIT/ HOISTWAY @ GROUND FLOOR
 SCALE: 1/2" = 1'-0"



4 DETAIL PLAN: GUEST SUITE
 SCALE: 3/16" = 1'-0"
 NOTE: LOCATED ON THIRD FLOOR. REFER ALSO TO '2/A2' OVERALL THIRD FLOOR PLAN

1. WALL & PARTITION SCHEDULE:

NOTES:
 1. REFER ALSO TO CODE REVIEW MATRIX ON ARCHITECTURAL DRAWING 'A4'
 2. REFER ALSO TO STRUCTURAL DRAWINGS FOR STUD CENTERS, ROW OF BLOCKING, HOLD-DOWN ANCHOR LOCATIONS, SHEAR WALL NAILING PATTERNS, COLUMNS WITHIN WALLS, & OTHER STRUCTURAL REQUIREMENTS
 3. SEE ALSO FINISH NOTES

PW PARTY WALL / SHEARWALL, NOT LOAD BEARING:
 FS, 1hr F.R.R., STC 59 : UL: R4024
 3/4" TYPE 'X' G.W.B.
 2" x 4" WOOD STUDS, 16" o/c
 3/2" GLASS BATT INSULATION
 1/2" AIR GAP
 2" x 4" WOOD STUDS, 16" o/c
 RESILIENT CHANNEL
 3/4" TYPE 'X' G.W.B.

PW PARTY WALL, LOAD BEARING:
 FS, 1hr F.R.R., STC 59 : UL: R4024
 3/4" TYPE 'X' G.W.B. (UNIT SIDE)
 2" x 6" WOOD STUD, CENTERS PER STRUCTURAL
 5/2" GLASS BATT INSULATION
 1" AIR GAP
 5/2" GLASS BATT INSULATION
 2" x 6" WOOD STUD, CENTERS PER STRUCTURAL
 RESILIENT CHANNEL
 3/4" TYPE 'X' G.W.B.

PX EXIT PARTITION/STAIRWELLS ADJACENT UNITS:
 FS, 1hr F.R.R., STC 54 : UL: DES. 301
 NOTE: 1 ADDITIONAL LAYER 3/4" TYPE 'X' G.W.B. @ STAIRWELLS
 3/4" TYPE 'X' G.W.B. (UNIT SIDE)
 2" x 6" WOOD STUD
 5/2" GLASS BATT INSULATION
 2" x 6" WOOD STUD, CENTERS PER STRUCTURAL
 3/2" GLASS BATT INSULATION
 2" x 4" WOOD STUDS, 16" o/c
 1/2" TYPE 'X' G.W.B. (EXIT SIDE)
 NOTE: NO SERVICES WITHIN 'PX' PARTITIONS UNLESS SPECIFICALLY SERVING THE EXIT. PROVIDE ADDITIONAL 'PF' FURRING @ RESIDENCE SIDE AS REQUIRED

PC CORRIDOR, LOAD BEARING:
 FS, 1hr F.R.R., STC 56 : UL: DES. 327
 2" x 4" WOOD STUDS, 16" o/c
 2" x 4" WOOD STUDS (CORRIDOR SIDE)
 3/2" SOUND-BAR
 2" x 6" WOOD STUD
 5/2" GLASS BATT INSULATION
 1/2" OSB SHEAR ELEMENT
 3/4" TYPE 'X' G.W.B.

P1 INTERIOR PARTITION, TYP. NON LOAD BEARING, NOT RATED:
 3/2" GYPSUM WALL BOARD
 2" x 4" WOOD STUDS, 16" o/c
 1/2" GYPSUM WALL BOARD
 NOTES:
 - INTERIOR PARTITIONS ARE 'P1' U.N.O.
 - PROVIDE 3/2" GLASS BATT INSULATION @ BATH -TO- BEDROOM

W1 EXTERIOR WALL, TYP. BXUV U.301:
 VINYL SIDING
 1/2" XPS SILVERBOARD: R4.5 / " = R6.25
 TYP. V.A.B.
 3/2" OSB SHEATHING
 2" x 6" WOOD STUDS, CENTERS PER STRUCTURAL
 R22 PRO-PINK BATT INSULATION
 6mm POLY V.B.
 3/2" TYPE 'X' G.W.B.

W2 EXTERIOR PRESENTATION WALLS: BXUV U.301:
 DECORATIVE STONE SIDING
 VERSETTA-STONE OR APPROVED EQ.
 FULL PASS ICE-&WATER SHIELD
 1/2" XPS SILVERBOARD
 TYP. V.A.B.
 1" PLYWOOD SHEATHING
 2" x 6" STUDS 16" o/c
 R22 PRO-PINK BATT INSULATION
 6mm POLY V.B.
 3/2" TYPE 'X' G.W.B.

PS SHAFT WALLS, FS, 1hr F.R.R.:
 8" CONC. BLOCK SHAFT WALL
 2" x 4" W.D. STUDS @ 12" o/c
 3/2" MINERAL FIBRE INSULATION
 RESILIENT CHANNEL
 2" x 4" W.D. STUDS @ 16" o/c
 3/2" MINERAL FIBRE INSULATION
 1" 1/2" TYPE 'X' G.W.B. ALIGNED w/ 'PC' PARTITION @ CORR. (PER DETAIL '3/F1')
 PS @ ADJACENT UNIT:
 8" CONC. BLOCK WALL
 2" x 4" WOOD STUDS, 16" o/c (ALIGN @ JOISTS OVER), c/w 3/2" MINERAL FIBRE INSUL.
 1/2" OSB SHEAR ELEMENT
 1L 3/4" TYPE 'X' G.W.B.
 NOTE: REFER ALSO TO STRUCTURAL DRAWINGS

P2 SERVICE ROOMS:
 FS, 1hr F.R.R.
 3/2" TYPE 'X' G.W.B.
 2" x 4" W.D. STUDS, 16" o/c
 3/2" TYPE 'X' G.W.B.
 NOTE: PROVIDE 3/2" GLASS BATT INSULATION @ SERVICE ROOMS ADJACENT TO DWELLING UNITS

P3 INTERIOR PARTITION:
 1hr F.R.R., LOAD BEARING
 1L 3/2" TYPE 'X' G.W.B.
 2" x 6" WOOD STUDS, 16" o/c, c/w DOUBLE TOP PLATE
 1L 3/2" TYPE 'X' G.W.B.

PF FURRING (VARIOUS LOCATIONS):
 2" x 4" W.D. STUD, 16" o/c
 3/2" G.W.B., FIN.
 3/2" MINERAL FIBRE INSULATION @ ELEVATOR SHAFT

INSULATION PRODUCTS:

- UNDERSLAB & FOUNDATION WALL INSULATION: 3" XPS DOW SM OR 'CODE BOARD'
- EXTERIOR WALL INSULATION: (STUD CAVITY) 'PRO PINK' OWEN'S CORNING FIBROUS GLASS BATT INSTALLED TO A DENSITY OF 1.25lb. PER CU. FT.: R22 WITHIN 2" x 6" STUD CAVITY
- EXTERIOR WALL INSULATION (INSULATED SHEATHING): 1 1/2" TH. 'SILVERBOARD' AMVIC EPS c/w FOIL FACE, R5 PER INCH/ 0.88m² K/W PER 25mm, R7.5 @ 1 1/2" SHEATHING BOARD.
- SPRAY-FOAM INSULATION @ JOIST ENDS, WINDOW INSTALL, VARIOUS: DOW 'GREAT STUFF' POLYURETHANE SPRAY INSULATION, LOW EXPAND, R6.0 PER INCH x MIN. 5"
- ATTIC INSULATION: 'PRO PINK' OWEN'S CORNING FIBROUS GLASS BLOWING WOOL INSTALLED TO A DENSITY OF 1.25lb. PER CU. FT. R60 @ 13" INSULATION DEPTHS.

ENERGY DATA:

- CLIMATE ZONE 6:
- 4000-4999 HTG DEGREE DAYS
- EFFECTIVE R-VALUE MINIMUMS:
 - WALLS 16.9
 - CEILINGS 50
 - ALL UNITS WITH HRV's

ROOF/ ATTIC: (NBCC T-9.36.2.6 B)		
ASSEMBLY	RSI	R-VALUE
R60 BLOWN-IN BATT INS.	10.56	60
6mil. POLY V.B.	--	--
STRAPPING	0.16	0.92
1/2" G.W.B. CEILING	0.08	0.45
TOTAL:	10.8	
REQUIRED:	8.67	

WALLS ABOVE GRADE: (T-9.36.2.6 B.)		
ASSEMBLY	RSI	R-VALUE
OUTDOOR AIR FILM	0.03	0.17
VINYL SIDING	0.11	0.62
1/2" RIGID INSULATION XPS	1.05	6
1/2" OSB SHEATHING	0.11	0.62
2" x 6" @ 16" c/w R22 GLASS BATT INSULATION	2.60	18.4*
6mil. POLY V.B.	--	--
1/2" G.W.B.	0.08	0.45
TOTAL:	3.98	
REQUIRED:	2.97	

ASSEMBLIES AT OR BELOW GRADE: (T-9.36.2.8 B.)		
ASSEMBLY	RSI	R-VALUE
INDOOR AIR	0.12	
4" CONC. SLAB	0.04	
6mil. POLY V.B.	--	
3" EPS RIGID INSULATION	2.64	
TOTAL:	2.8	
REQUIRED:	1.96	

28 MAR. 2024 REISSUED 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

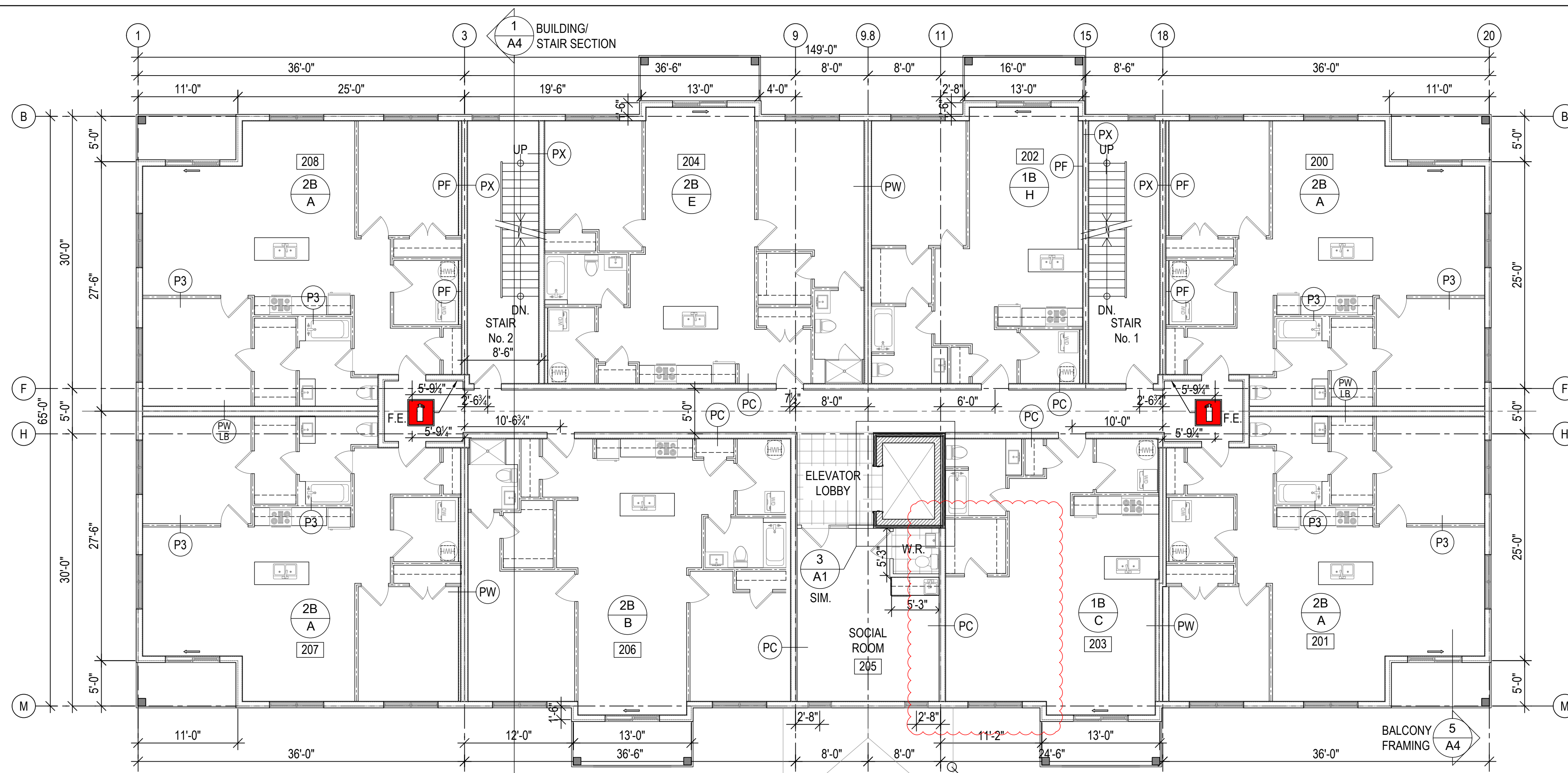
97009
 CERTIFICATE OF PRACTICE
 Peter MacKenzie
 28 Mar 2024
 ARCHITECTURE

COMEAU MACKENZIE ARCHITECTURE
 103 CHARLOTTE STREET, SAINT JOHN, NB E2L 1C7
 TEL: (506) 657-1611 mackenzie@comEAU.ca

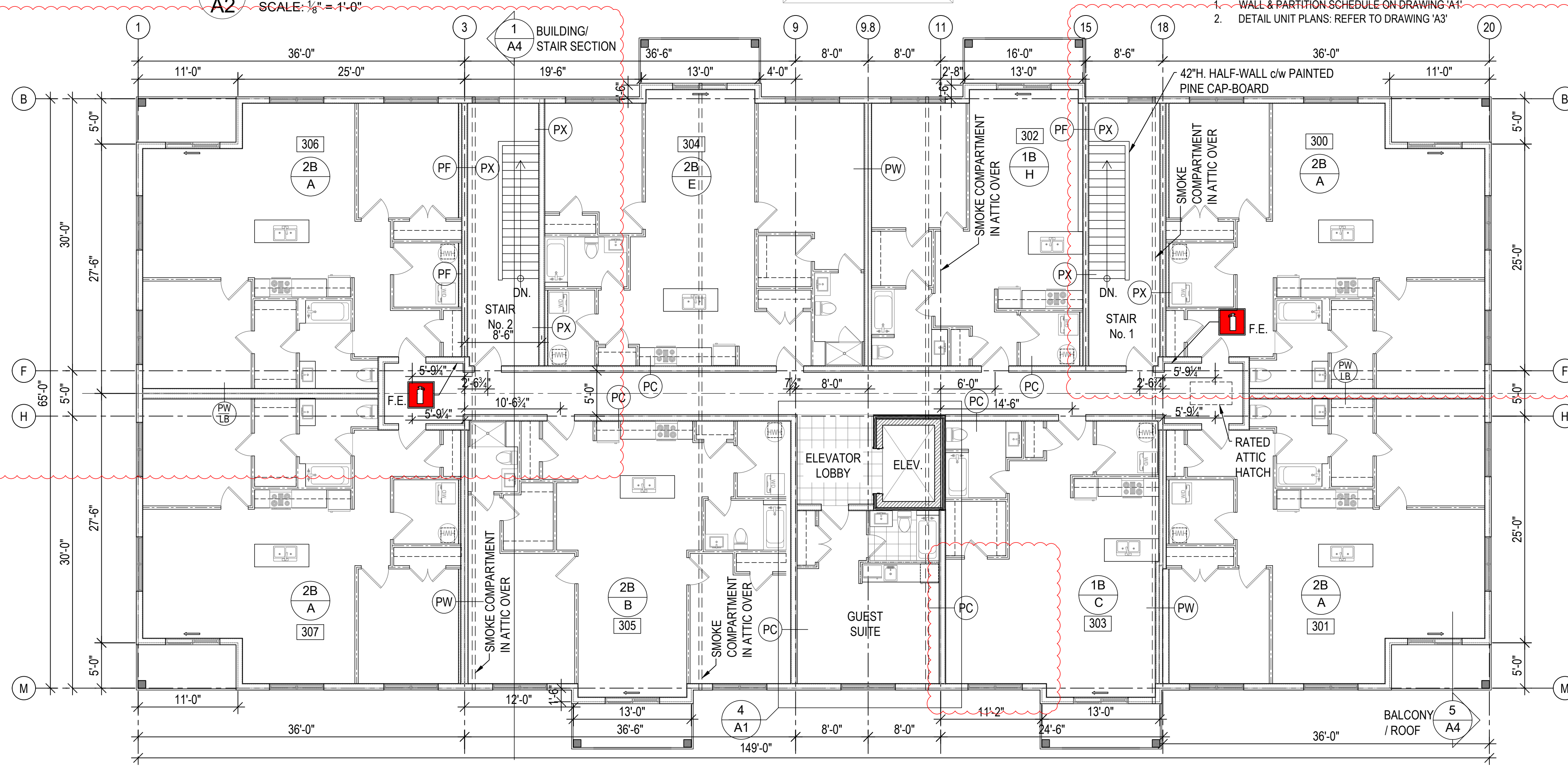
PROJECT NAME:
MDC HOLDINGS, LTD.:
 24 UNIT APARTMENT BUILDING
 5 WILD FOX DRIVE
 SAINT JOHN, NB

GROUND FLOOR PLAN & PARTITION SCHEDULE

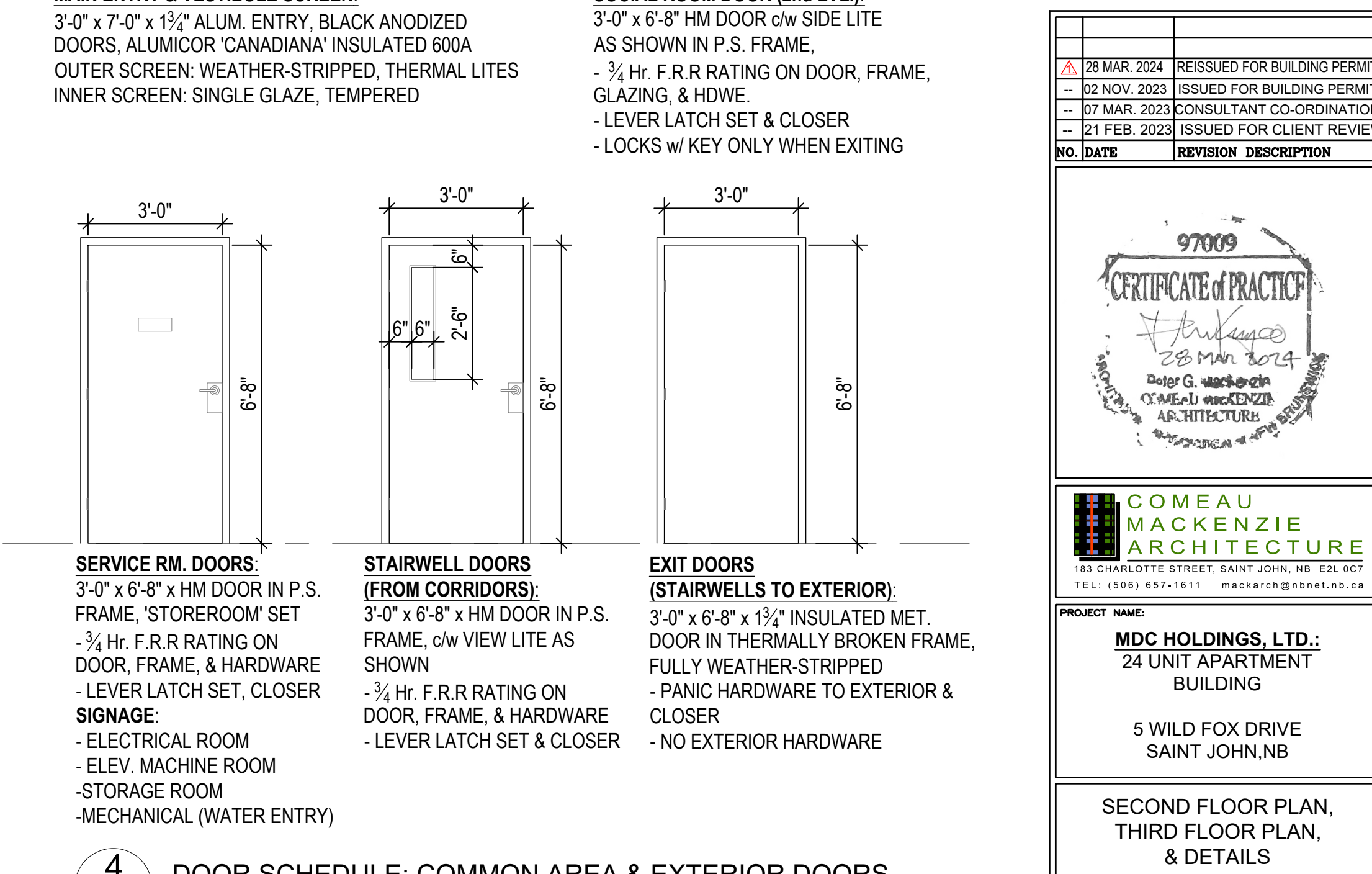
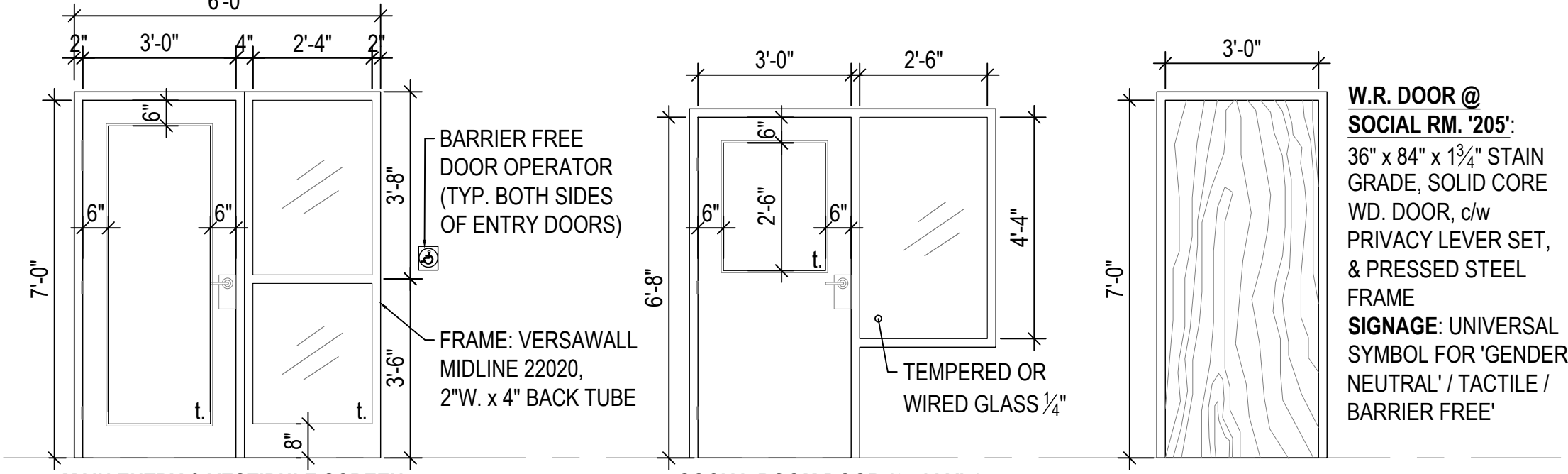
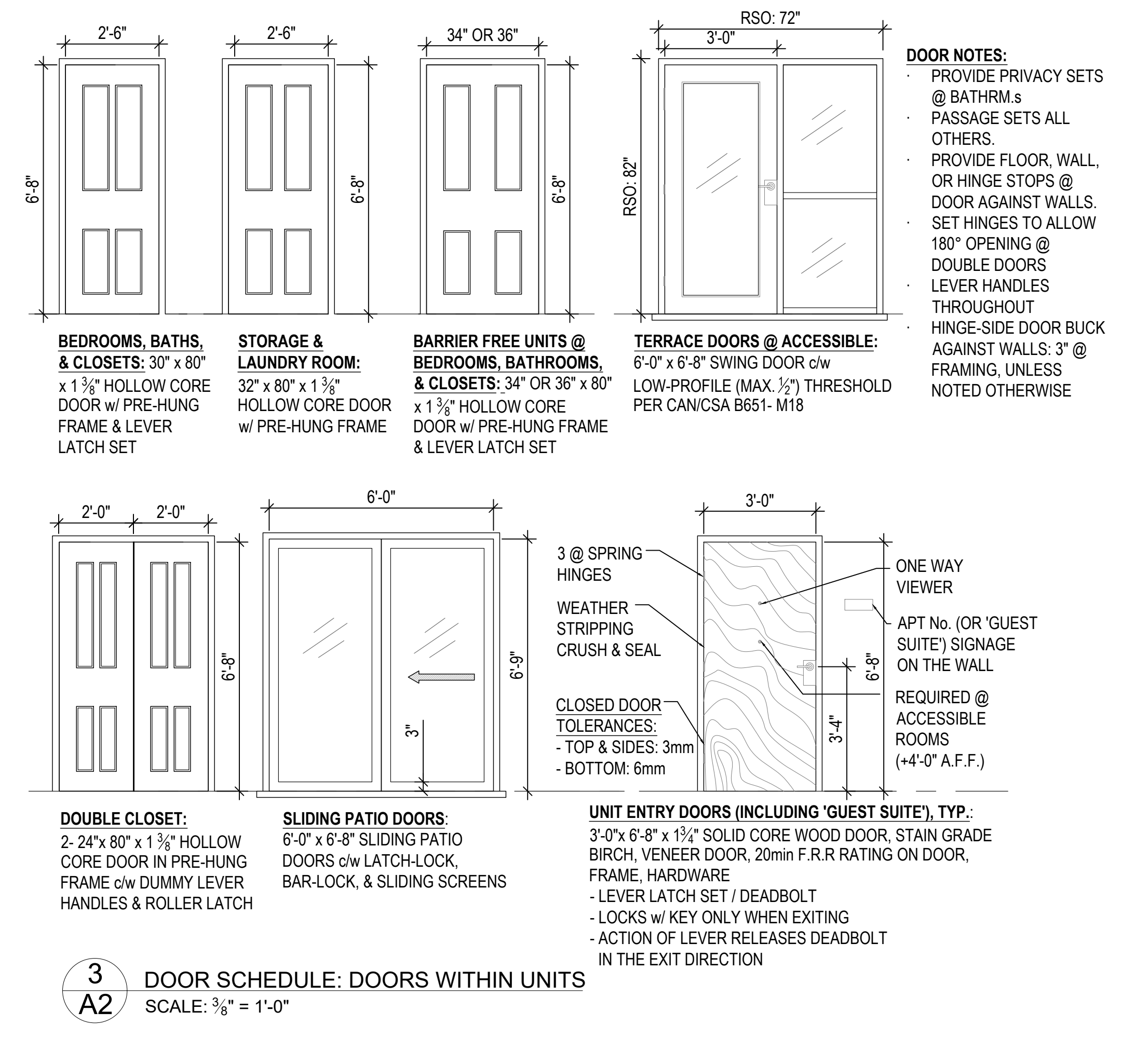
DRAWN BY: AEP CHECKED BY:
 SCALE: AS SHOWN DATE: FEB. 2023
 PROJECT # 222403 DWG # A1-R1



1 SECOND FLOOR PLAN
A2 SCALE: 1/8" = 1'-0"

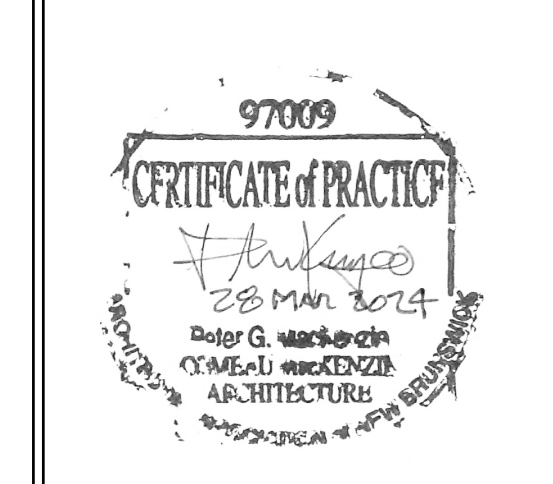


2 THIRD FLOOR PLAN
A2 SCALE: 1/8" = 1'-0"



4 DOOR SCHEDULE: COMMON AREA & EXTERIOR DOORS
A2 SCALE: 3/8" = 1'-0"

NO.	DATE	REVISION DESCRIPTION
1	28 MAR. 2024	REISSUED FOR BUILDING PERMIT
2	02 NOV. 2023	ISSUED FOR BUILDING PERMIT
3	07 MAR. 2023	CONSULTANT CO-ORDINATION
4	21 FEB. 2023	ISSUED FOR CLIENT REVIEW

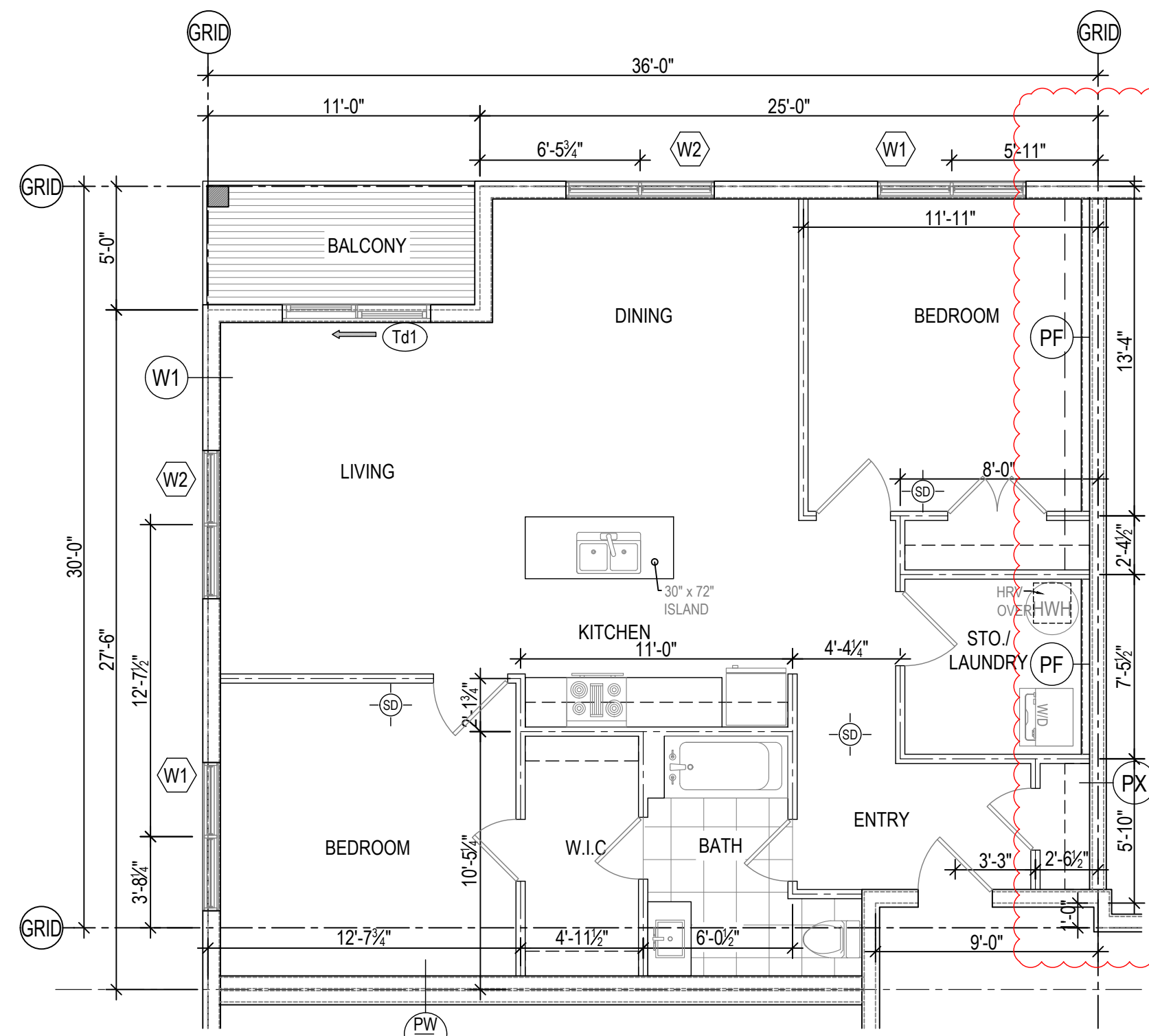


COMEAU MACKENZIE ARCHITECTURE
 103 CHARLOTTE STREET, SAINT JOHN, NB, CANADA
 TEL: (506) 657-1611 | mackenzie@cmackenzie.ca

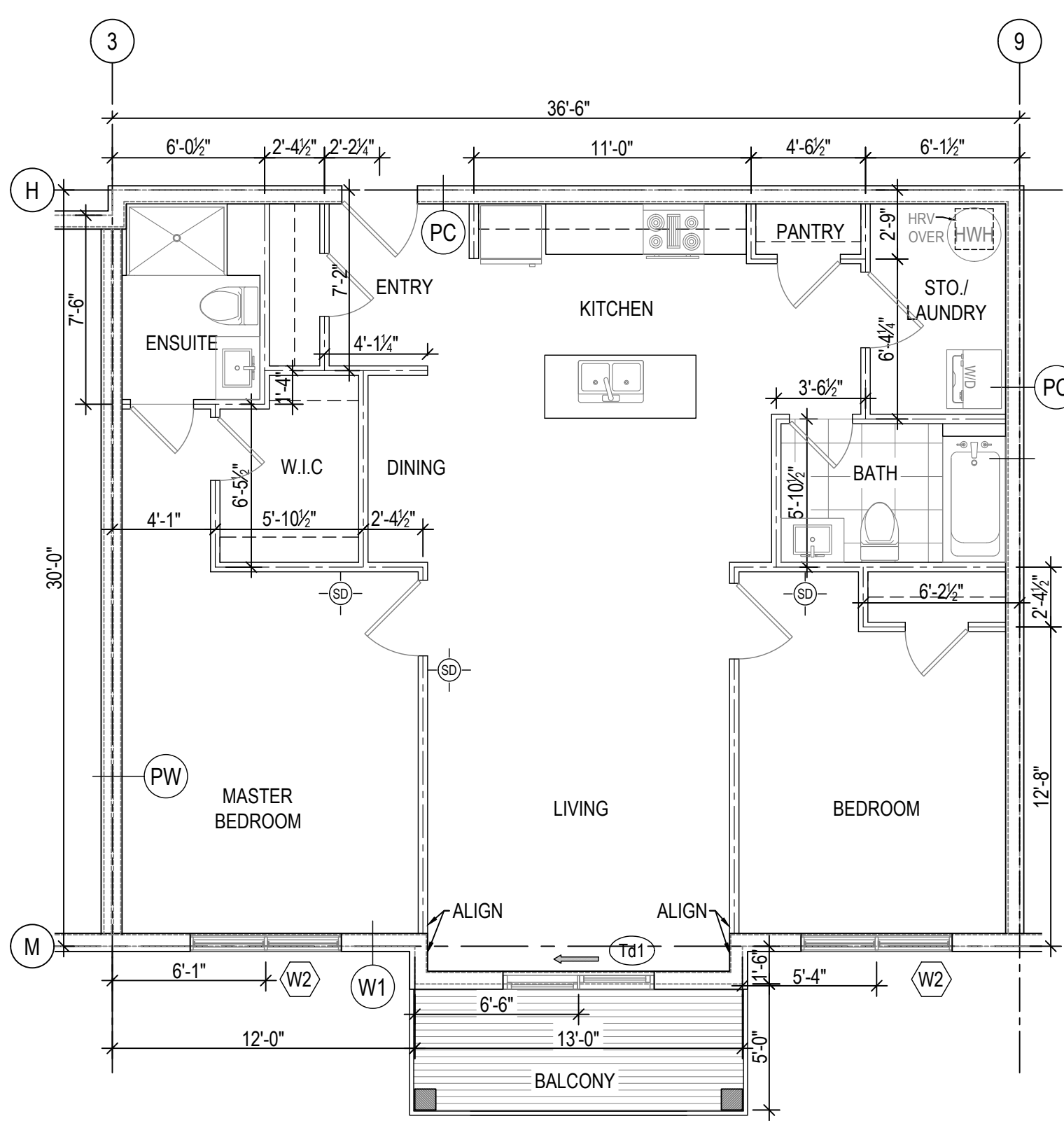
PROJECT NAME:
MDC HOLDINGS, LTD.:
 24 UNIT APARTMENT BUILDING
 5 WILD FOX DRIVE
 SAINT JOHN, NB

SECOND FLOOR PLAN, THIRD FLOOR PLAN, & DETAILS

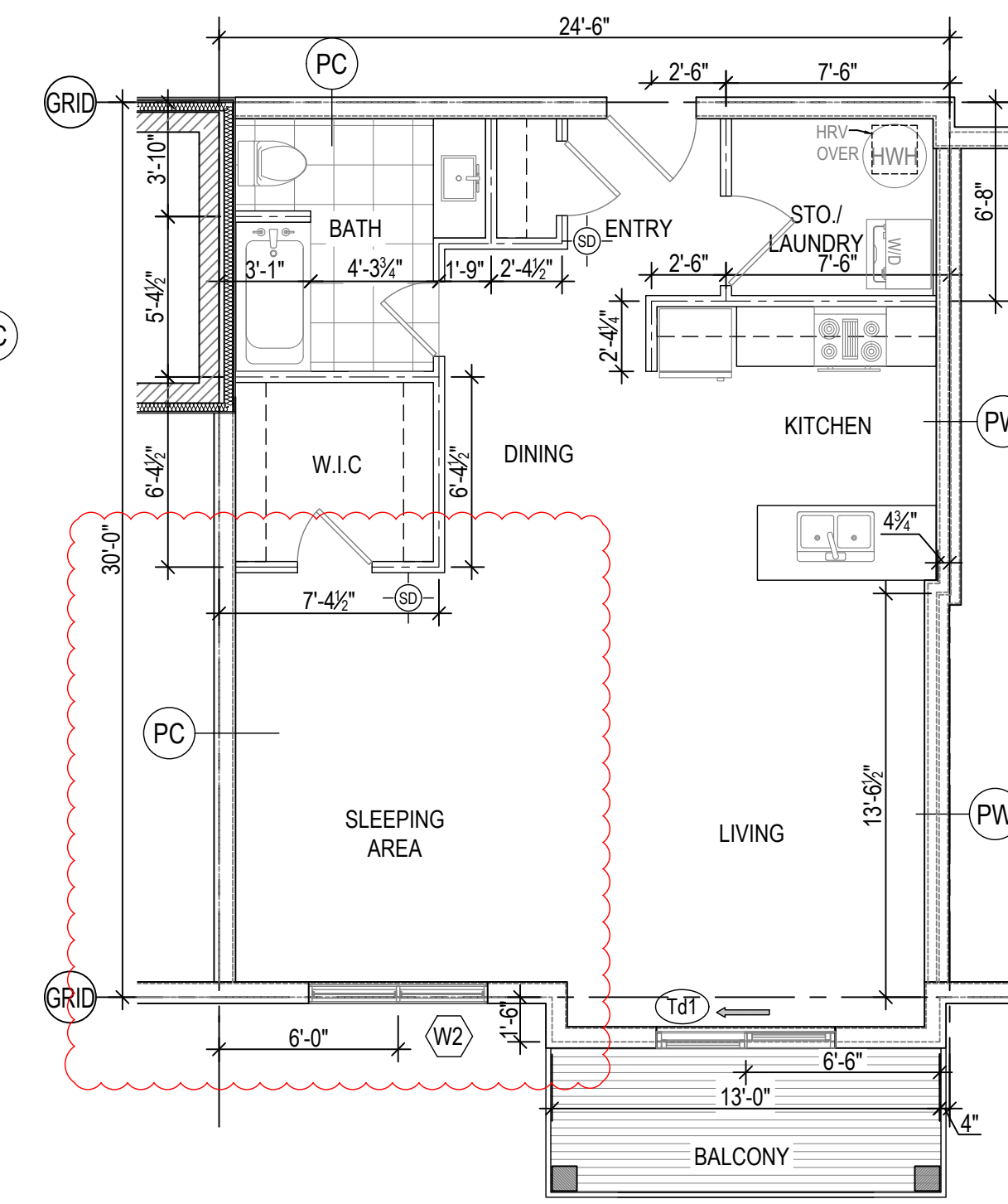
DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	FEB. 2023
PROJECT #	222403	DWG #	A2-R1



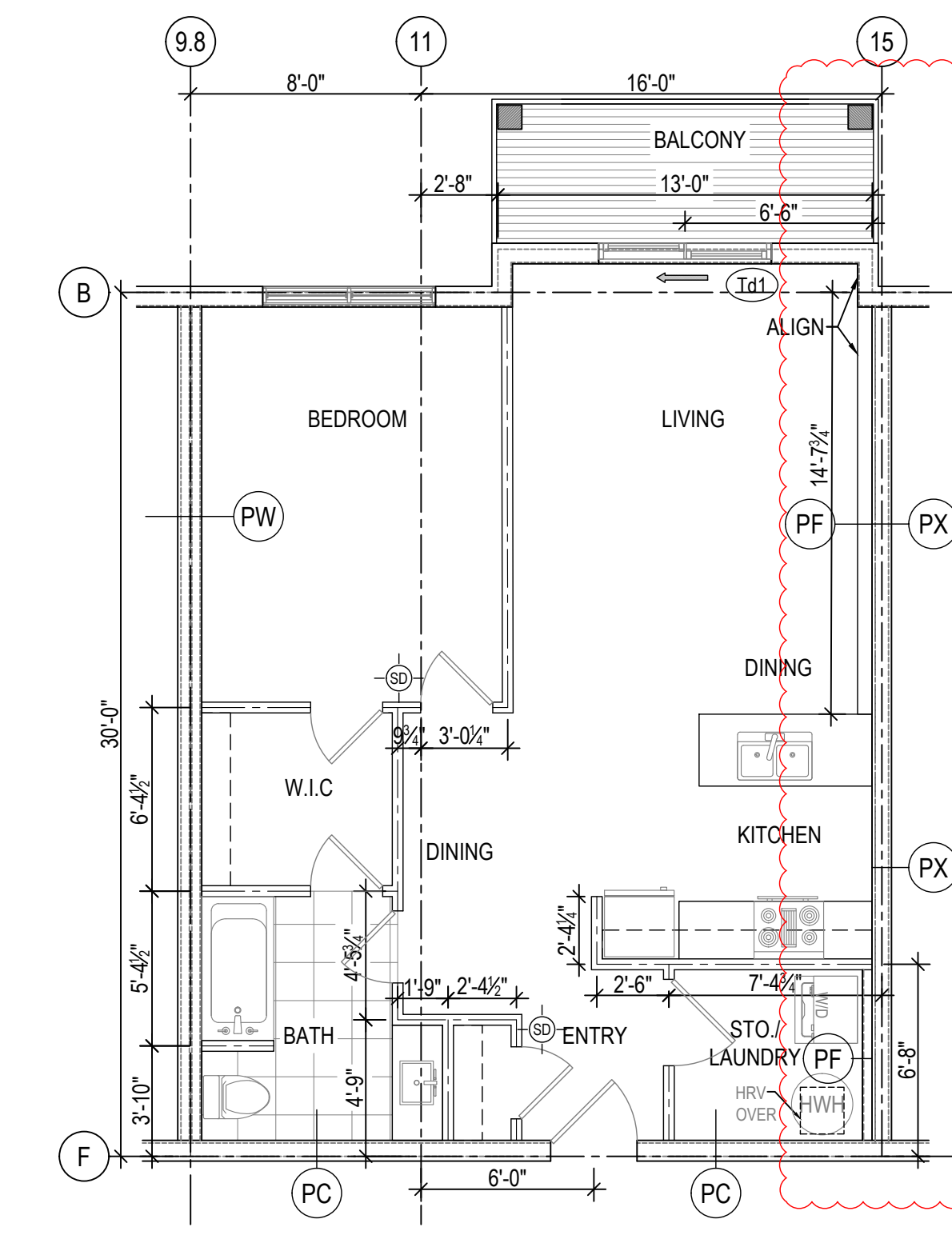
1. PLAN DETAIL: 2B TYPE 'A' UNITS (OR REVERSED)
A3 SCALE: 3/16" = 1'-0"



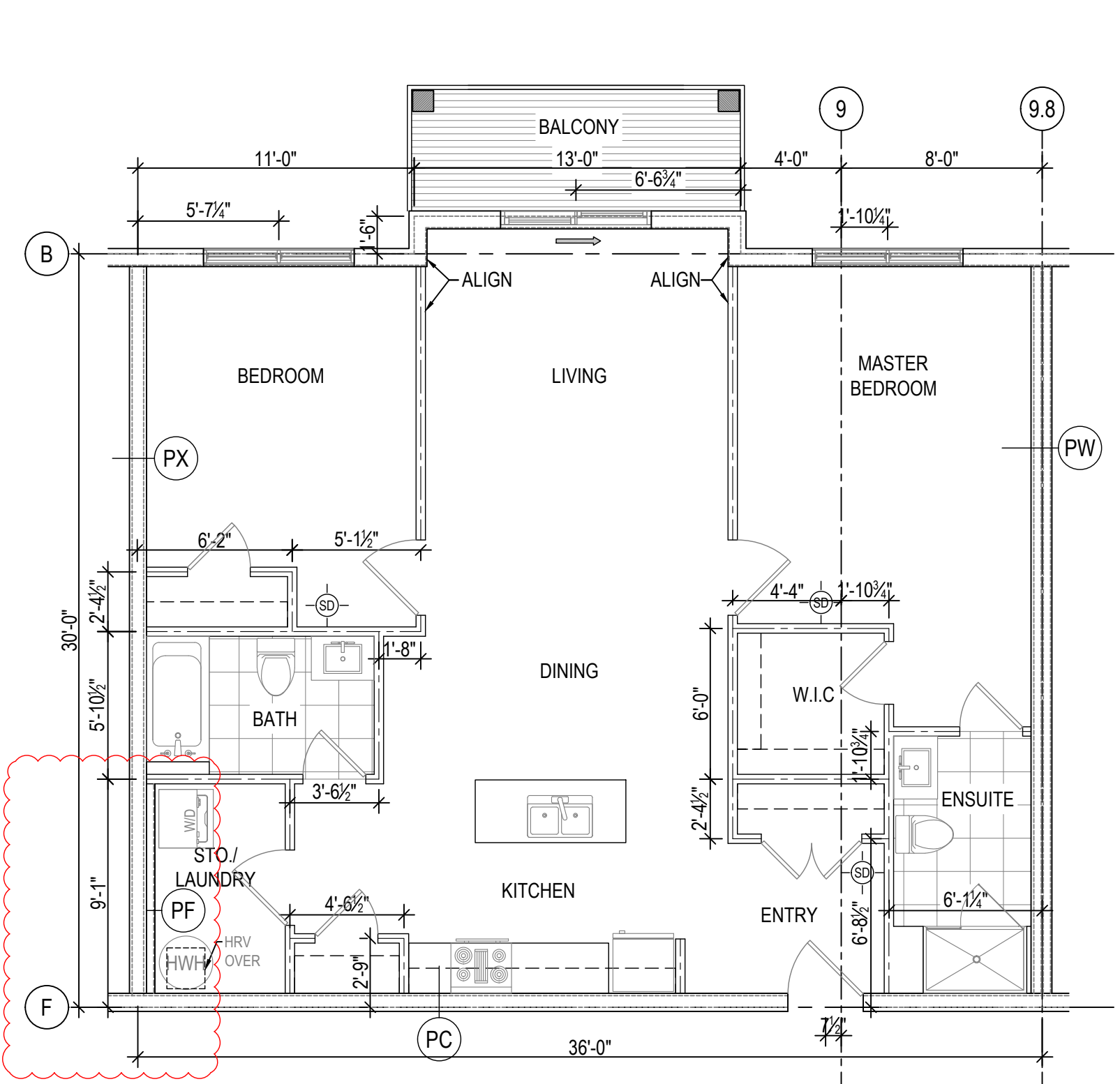
2. PLAN DETAIL: 2B TYPE 'B' UNITS
A3 SCALE: 3/16" = 1'-0"



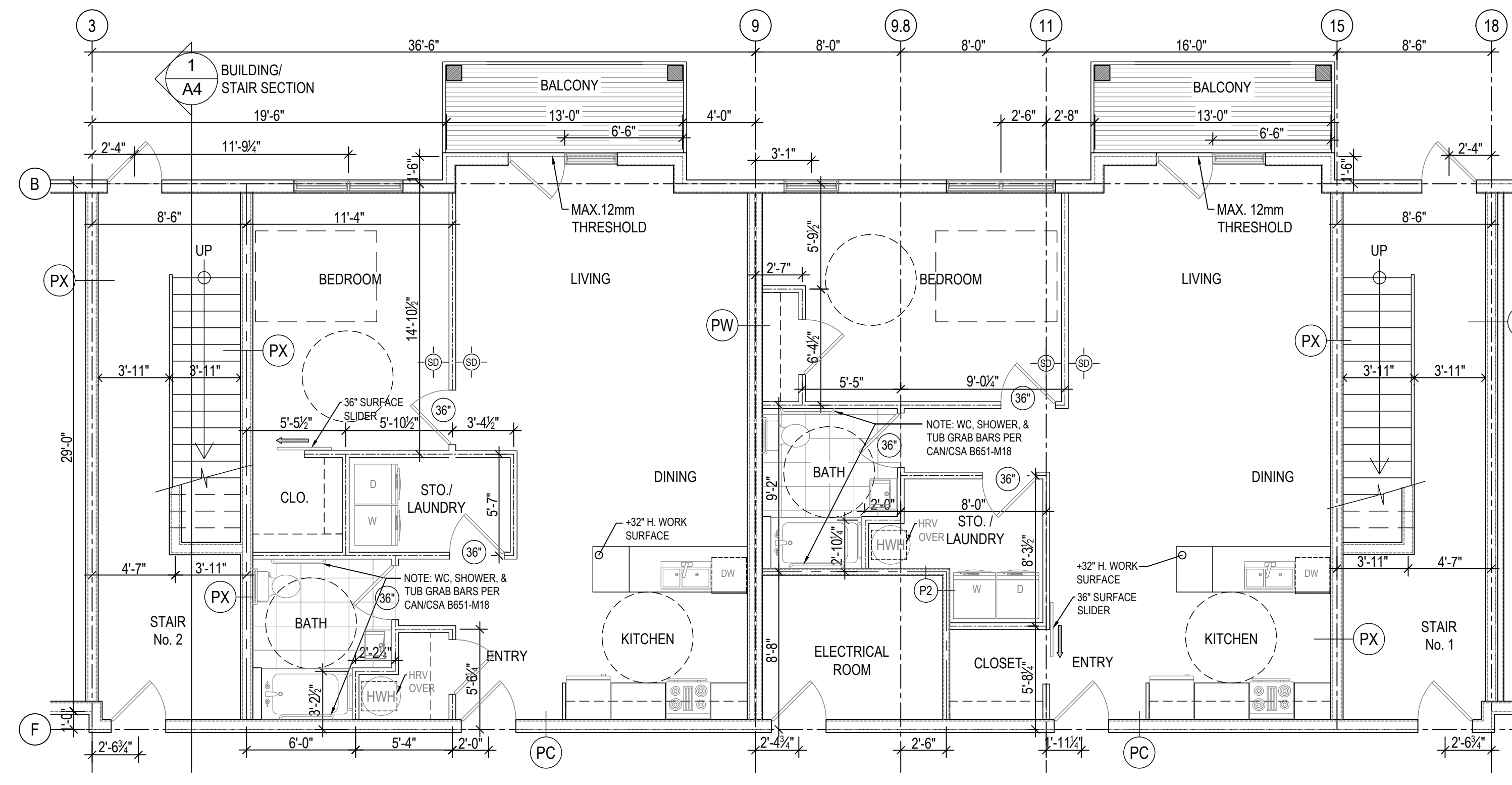
3. PLAN DETAIL: TYPE 'C' STUDIO UNITS
A3 SCALE: 3/16" = 1'-0"



4. PLAN DETAIL: 1B TYPE 'H' UNITS
A3 SCALE: 3/16" = 1'-0"



5. PLAN DETAIL: 2B TYPE 'E' UNIT
A3 SCALE: 3/16" = 1'-0"



6. PLAN DETAIL: 1B TYPE 'F' BARRIER-FREE UNIT & STAIR No. 2 @ GROUND FLOOR
A3 SCALE: 3/16" = 1'-0"

7. PLAN DETAIL: 1B TYPE 'G' BARRIER-FREE UNIT & STAIR No. 1 @ GROUND FLOOR
A3 SCALE: 3/16" = 1'-0"

- NOTES:**
- REFER TO STRUCTURAL DRAWINGS FOR SHEAR-WALLS, COLUMNS WITHIN WALLS, STUD SPACING, BEAMS & LINTELS, AND OTHER STRUCTURAL REQUIREMENTS
 - REFER TO MECHANICAL DRAWINGS FOR HRV DUCT ROUTINGS & APPURTENANCES AND HEAT-PUMP CONDENSER & REGISTER LOCATIONS
 - SMOKE DETECTORS (SHOWN AS SD) PER 2015 NBCC 3.2.4.1/ 9.10.9.
 - OPENINGS / APERTURES IN UNIT CEILINGS: PER 2015 NBCC, APPENDIX 'D': 2.3.10.
 - REFER TO ELECTRICAL DRAWINGS FOR LOCATIONS OF ELECTRICAL PANELS & COMMS HUBS WITHIN UNITS. NOTE: ELECTRICAL PANEL WALL REQUIRES MIN. 4 1/2" DEEP STUD SPACE
 - DRYER DUCT RUNS WITHIN UNITS SHALL NOT BE LOCATED WITHIN 'PW', 'PC', OR 'PX' PARTITIONS

1. UNIT TYPES:

TYPE	SQ. FOOTAGE	# OF UNITS
TYPE A -- 2 BEDROOM	1,072 Sq.ft.	12
TYPE B -- 2 BEDROOM	1,069 Sq.ft.	3
TYPE C -- STUDIO	554.5 Sq.ft.	3
TYPE E -- 2 BEDROOM	1,099.5 Sq.ft.	2
TYPE F -- 1 BEDROOM (BF)	859.5 Sq.ft.	1
TYPE G -- 1 BEDROOM (BF)	888.5 Sq.ft.	1
TYPE H -- 1 BEDROOM	739.5 Sq.ft.	2
GUEST SUITE*	334.5 Sq.ft.	1
TOTAL:		25

* DETAIL PLAN OF GUEST SUITE: REFER TO '4/A1'

NO.	DATE	REVISION	DESCRIPTION
1	28 MAR. 2024	REISSUED FOR BUILDING PERMIT	
2	02 NOV. 2023	ISSUED FOR BUILDING PERMIT	
3	07 MAR. 2023	CONSULTANT CO-ORDINATION	
4	21 FEB. 2023	ISSUED FOR CLIENT REVIEW	



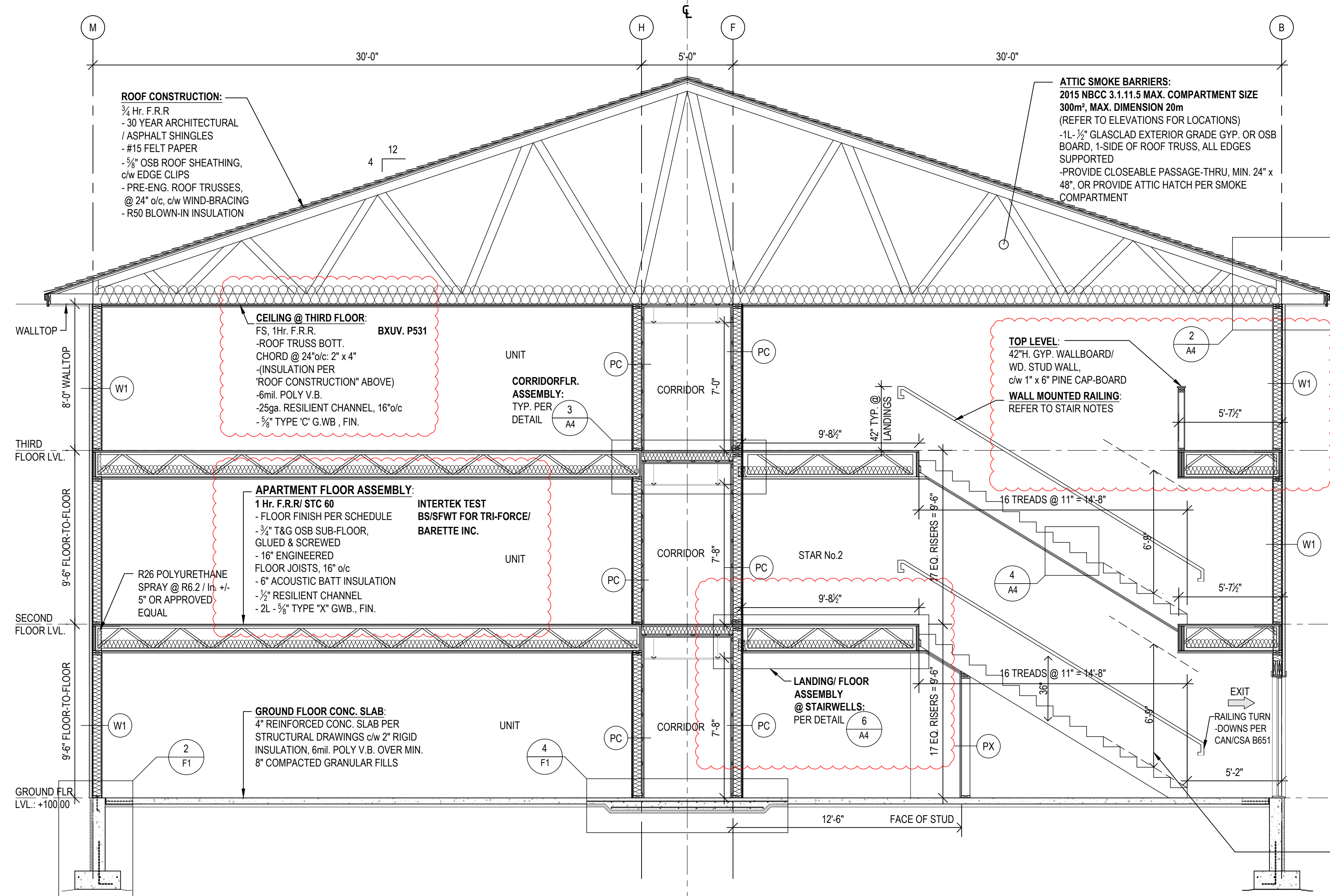
COMEAU MACKENZIE ARCHITECTURE
103 CHARLOTTE STREET, SAINT JOHN, NB E2L 0C7
TEL: (506) 657-1611 | mac@cmackenzie.com

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

5 WILD FOX DRIVE
SAINT JOHN, NB

DETAIL UNIT PLANS

DRAWN BY: AEP CHECKED BY:
SCALE: AS SHOWN DATE: FEB. 2023
PROJECT # 222403 DWG # A3-R1



1 WILD FOX DRIVE: CODE REVIEW 2015 NBCC (PART 3)

BUILDING DESCRIPTION: 3-STOREY, NOT SPRINKLERED, COMBUSTIBLE, 24-UNIT APARTMENT BUILDING ON SLAB-ON-GRADE, FACING 2 STREETS, BUILDING AREA: 9 543 Sq.ft. / 887m²

3.2.2.52: GROUP C, UP TO 3-STOREYS, INCREASED AREA 1) b); (T-3.2.2.52) 3 STOREY, 2 STREETS - MAX AREA 1000m² = OK @ 9 543 Sq.ft. / 887m²

3.1.3.1. MAJOR OCCUPANCY SEPARATIONS: N/A @ GROUP C ONLY

3.1.8. FIRE SEPARATIONS & CLOSURES:
 - EXIT ENCLOSURE: FS, 1Hr. F.R.R. / 45Min. CLOSURES
 - CORRIDOR TO SUITE: FS, 1Hr. F.R.R. / 20Min. CLOSURES PER 3.1.8.12.

3.1.8.3. CONTINUITY OF FIRE SEPARATIONS: RATED MEMBRANE CEILING USED IN LIEU OF FIRE SEPARATIONS EXTENDING THROUGH ATTIC. (REFER TO 3.6.4.2.)

3.1.9.6. OPENINGS THROUGH MEMBRANE CEILINGS: PERMISSIBLE PER APPENDIX 'D', METAL DUCT, MAX 5"0. (WITHIN UNITS) D-2.3.10.

3.1.11.5. FIRE-BLOCKS IN CONCEALED SPACES:
 - WALLS: PLATFORM FRAMING; WALL SPACES COMPLETELY ENCAPSULATED
 - ATTIC: (NOT SPRINKLERED)
 - b) COMPARTMENTS NOT MORE THAN 300m² / NO DIMENSION OVER 20m

3.1.11.6. FIRE-BLOCKS IN CRAWLSPACES: N/A

3.1.13. FLAME SPREAD: ALL PARTITIONS & CEILINGS: GYP. WALL BOARD, FLAME-SPREAD = 10 -15

3.1.17. OCCUPANT LOAD:
 1.) b) TOP FLOOR: 15b @ 2p = 30p
 SECOND FLOOR: 14b @ 2p = 28p
 GROUND FLOOR: 13b @ 2p = 26p
 GUEST SUITE: 1b @ 2p = 2p
 TOTAL OCCUPANCY LOAD: 86p

3.2.2.52. PER ABOVE

3.2.3. SPATIAL SEPARATIONS:
 T-3.2.3.1-B. NOT SPRINKLERED: FIRE COMPARTMENT (MAX.) 26m². NO OTHER BUILDING OR PROPERTY LINES WITHIN 7.5m

3.2.3.6. COMBUSTIBLE PROJECTIONS: NO BALCONIES OR EAVES WITHIN LIMITING DISTANCES

3.2.3.7. CONSTRUCTION OF EXPOSED BUILDING FACE: T-3.2.3.7.: 100% ALLOWABLE U₀, 45Min. F.R.R., COMBUSTIBLE CLADDING, COMBUSTIBLE CONSTRUCTION

3.2.3.13. EXIT FACILITIES: PROTECTED STAIRWELLS EXIT PERPENDICULAR TO BUILDING

3.2.3.16. PROTECTION OF SOFFITS: CEMENTITIOUS BOARD OR 3/8" PAINTED PLY SOFFITS DEPLOYED @ ALL LEAVE PROJECTIONS

3.2.4. FIRE ALARM & DETECTION: REQUIRED @ MULTI-UNIT, SINGLE STAGE, SIGNAL TO FIRE DEPARTMENT, ANNUNCIATOR PANEL @ MAIN FRONT ENTRY

3.2.4.11/ 9.10.9 SMOKE DETECTORS & SMOKE ALARMS: LOCATED PER 3.2.4.11 AND 9.10.9:
 - WITHIN EVERY DWELLING UNIT, 5m FROM BEDROOM DOORS
 - WITHIN EACH BEDROOM OR SLEEPING AREA
 - ALL SMOKE DETECTORS WITHIN A DWELLING UNIT INTERCONNECTED
 - SMOKE DETECTORS ON UNINTERRUPTIBLE POWER CIRCUIT PLUS BATTERY

3.2.5. PROVISION FOR FIREFIGHTERS:
 3.2.5.1. ACCESS AT ABOVE GRADE STOREYS: ALL STOREYS HAVE BALCONY SLIDER DOORS
 3.2.5.2. BASEMENT LEVEL ACCESS: N/A
 3.2.5.6. ACCESS ROUTES: MAIN DRIVEWAY TO BUILDING MEETS CRITERIA FOR FIRE LANE
 3.2.5.8. STANDPIPES: NOT REQUIRED
 3.2.5.12. AUTOMATIC SPRINKLER SYSTEM: NOT REQUIRED

3.2.7. LIGHTING & EMERGENCY POWER:
 3.2.7.3. EMERGENCY LIGHTING: REQUIRED @ EXITS, PRINCIPAL ROUTES OF ACCESS TO EXIT, & CORRIDORS.
 3.2.7.4. EMERGENCY POWER FOR LIGHTING: SHALL MAINTAIN EMERGENCY LIGHTS FOR 1-HOUR
 3.2.7.8. EMERGENCY POWER FOR FIRE ALARM SYSTEM: SHALL MAINTAIN SYSTEM FOR 1-HOUR

3.2.8. MEZZANINE AND OPENINGS THROUGH FLOOR ASSEMBLIES: N/A

3.3. SAFETY WITHIN FLOOR AREAS:
 3.3.1. SEPARATIONS, SUITE TO SUITE:
 FS, 1Hr. F.R.R., STC 50 (ACTUAL STC 58)
 SEPARATION, CORRIDOR TO SUITE:
 FS, 1Hr. F.R.R., STC 50
 ELEVATOR SHAFT ACOUSTICAL SEPARATION:
 FS, 1Hr. F.R.R., STC 58 (CONC. BLOCK)

3.3.1.13. SUITE DOOR HARDWARE:
 (INCLUDING GUEST SUITE & 'SOCIAL ROOM')
 - LEVER HANDLE LOCKSET COMPLETE w/ DEADBOLT ON THUMB-TURN
 - TURNING OF THE INTERIOR LEVER RELEASES THE DEADBOLT
 - CLOSER OR CLOSER HINGES
 - SMOKE-STOP WEATHER-STRIPPING
 - PEEP-HOLE & UNIT NUMBER

EXIT DOORS INTO STAIRWELLS @ EACH LEVEL:
 - PANIC HARDWARE REQUIRED @ OVER 60-PERSON OCCUPANT LOAD FOR THE FLOOR

3.3.1.21. JANITOR ROOM: FS, 1Hr. F.R.R., 3/4 Hr. CLOSURE
ELEVATOR MACHINE ROOM: FS, 1Hr. F.R.R., 3/4 Hr. CLOSURE
GARBAGE ROOM: N/A OUTDOOR ENCLOSED DUMPSTER PER SITE PLAN
MECH. / WATER ENTRY ROOM

3.4. EXITS:
 3.4.1.2. EXIT SEPARATIONS: FS, 1Hr. F.R.R.
 3.4.2.5. EXIT DISTANCE: 30m IN NOT SPRINKLERED THROUGHOUT
 3.4.4.2. EXIT THROUGH LOBBY: NOT USED
 3.4.5. EXIT SIGNS: REQUIRED AT EXIT DOORWAYS FROM A FLOOR AREA, & AT MAJOR DECISION POINTS IN PUBLIC CORRIDORS
 3.4.6.3. EXIT STAIRS: COMPLY W/ DIMENSIONAL CRITERIA @ 3.4.6.8.
 3.4.6.16. DOOR RELEASE HARDWARE: REQUIRED @ PUBLIC CORRIDORS TO STAIR TOWERS & STAIR TOWERS TO EXTERIOR

3.5. VERTICAL TRANSPORTATION:
 3.5.3. SHAFI SEPARATION: FS, 1Hr. F.R.R.

3.6. SERVICE FACILITIES:
 3.6.2.1. SERVICE ROOM SEPARATIONS: FS, 1Hr. F.R.R.
 3.6.3.3. GARBAGE CHUTE: N/A
 3.6.4.2. HORIZONTAL SERVICE SPACES: RATED CEILING USED @ TOP FLOOR CEILINGS, ATTIC SMOKE COMPARTMENTS PER 3.1.11.5.

3.7. HEATH REQUIREMENTS:
 - BUILDING IS CONNECTED TO MUNICIPAL WATER & SANITARY SERVICE
 - SANITARY FACILITIES PROVIDED WITHIN EACH SUITE

3.8. ACCESSIBILITY:
 3.8.2.3. BARRIER-FREE PATH OF TRAVEL: INCLUDES ALL LEVELS, MAIN ENTRY, PUBLIC CORRIDORS, & AMENITY SPACES
 3.8.2.7. POWER DOOR OPERATORS: FRONT ENTRY & FRONT ENTRY VESTIBULE
 3.8.3. DESIGN: BARRIER FREE ASPECTS, INTERIOR & EXTERIOR, TO CAN / CSA B651
 CITY OF SAINT JOHN: 1 IN 20 BARRIER-FREE / ACCESSIBLE SUITES (2 PROVIDED)

9.11.1. SOUND TRANSMISSION PROTECTIONS:
 - SUITE TO SUITE: MIN. STC 55
 - SUITE TO COMMON AREAS: STC 55

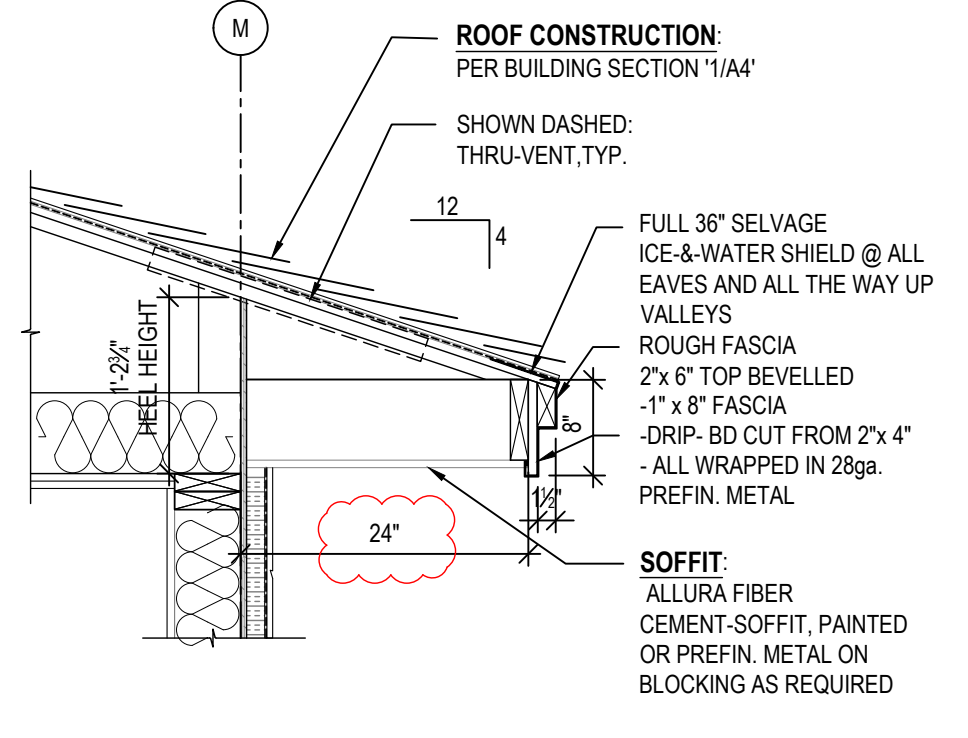
9.9.10. BALCONY & WINDOW EGRESS @ NON-SPRINKLERED: AT LEAST ONE BEDROOM OPENING TO 0.35m² CLEAR AREA, NO DIMENSION LESS THAN 380mm, STAYS OPEN TO THAT SIZE/ DIMENSION.

9.8.8.1. WINDOW GUARDS: ALL WINDOWS, EXCEPT FOR EGRESS WINDOWS PER ABOVE, LIMITED TO MAX. 100mm CLEAR OPENING, WHERE SILL IS OVER 1800mm FROM THE GROUND

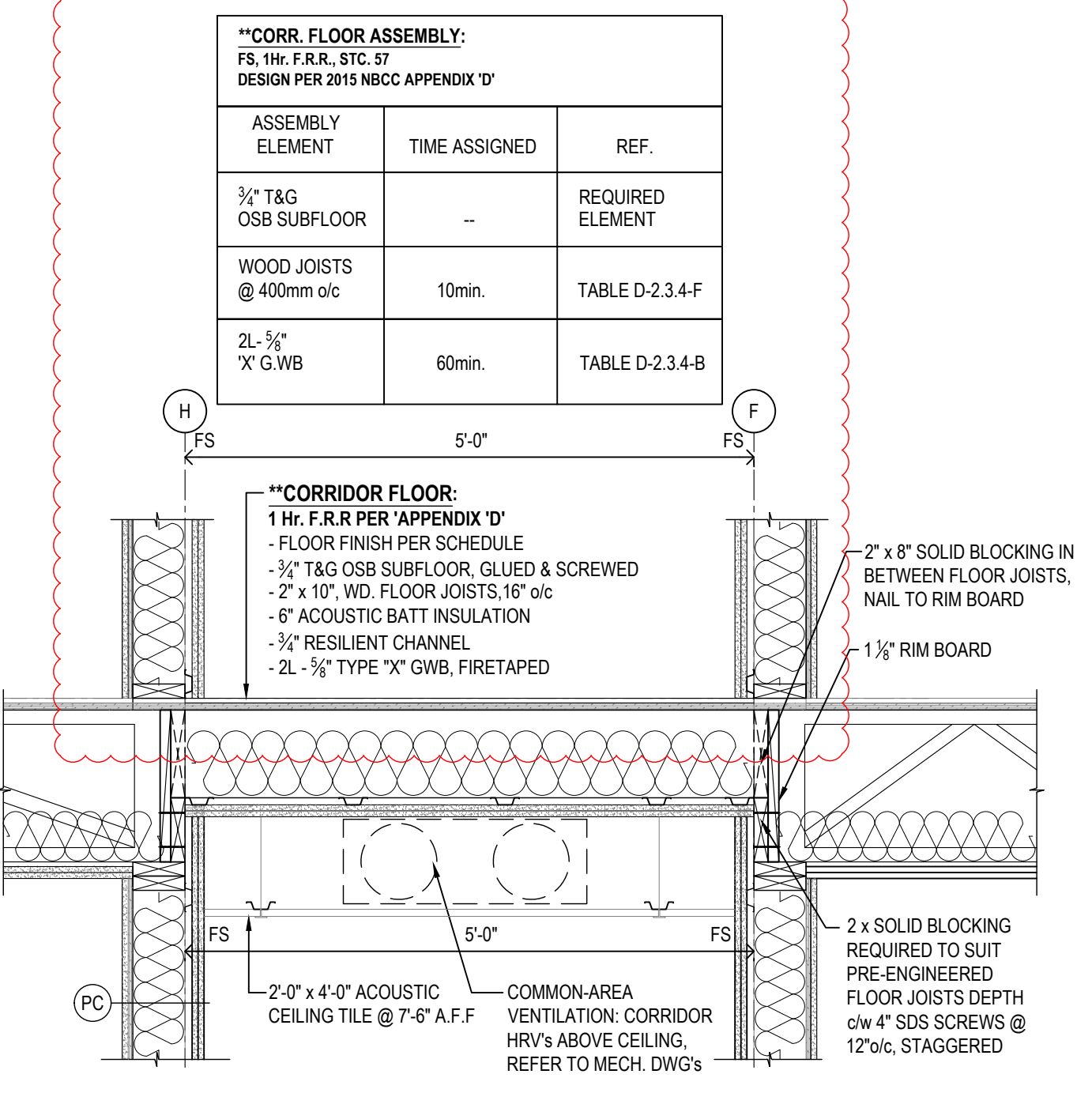
1 BUILDING SECTION/ SECTION @ STAIR No. 2
 SCALE: 1/4" = 1'-0"

- NOTE:**
- REFER ALSO TO MATCH ENGINEERING INC. DRAWINGS FOR:
 - LINTELS & BEAMS
 - SHEAR WALLS & DIAPHRAGMS
 - HOLD DOWNS & FASTENERS
 - STAIR FRAMING & SHAFING DETAILS
 - ALL WALLS: GRADED & STAMPED CANADIAN SOFTWOOD LUMBER, SPF, S-DRY, or KD / HT
 - STUDS: STUD GRADE
 - JOISTS & HEADERS: KD No. 1 & 2
 - ALL FRAMING TO N.B.C.C 2015 & BEST PRACTICE.

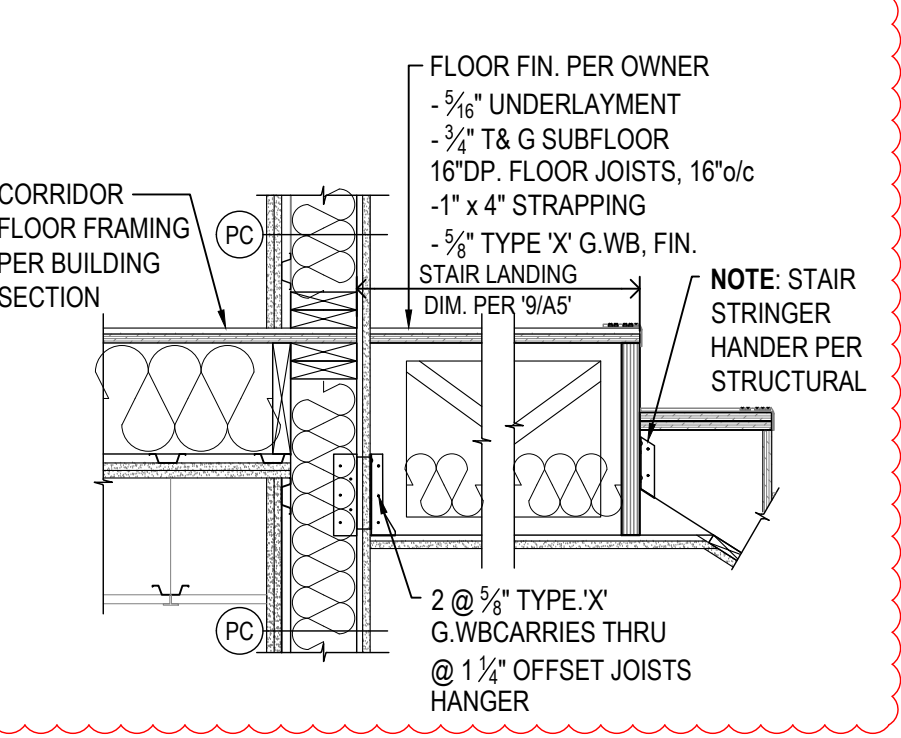
2 SECTION DETAIL: EAVES, TYP.
 SCALE: 3/4" = 1'-0"



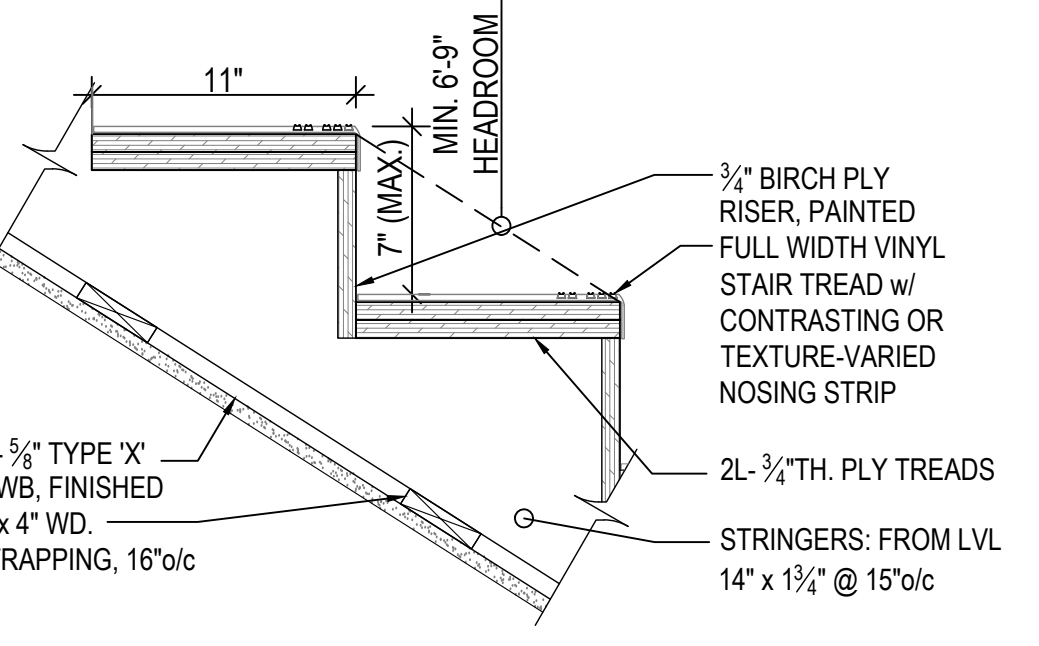
3 SECTION DETAIL: FLOOR / CEILING, @ CORRIDORS, TYP.
 SCALE: 3/4" = 1'-0"



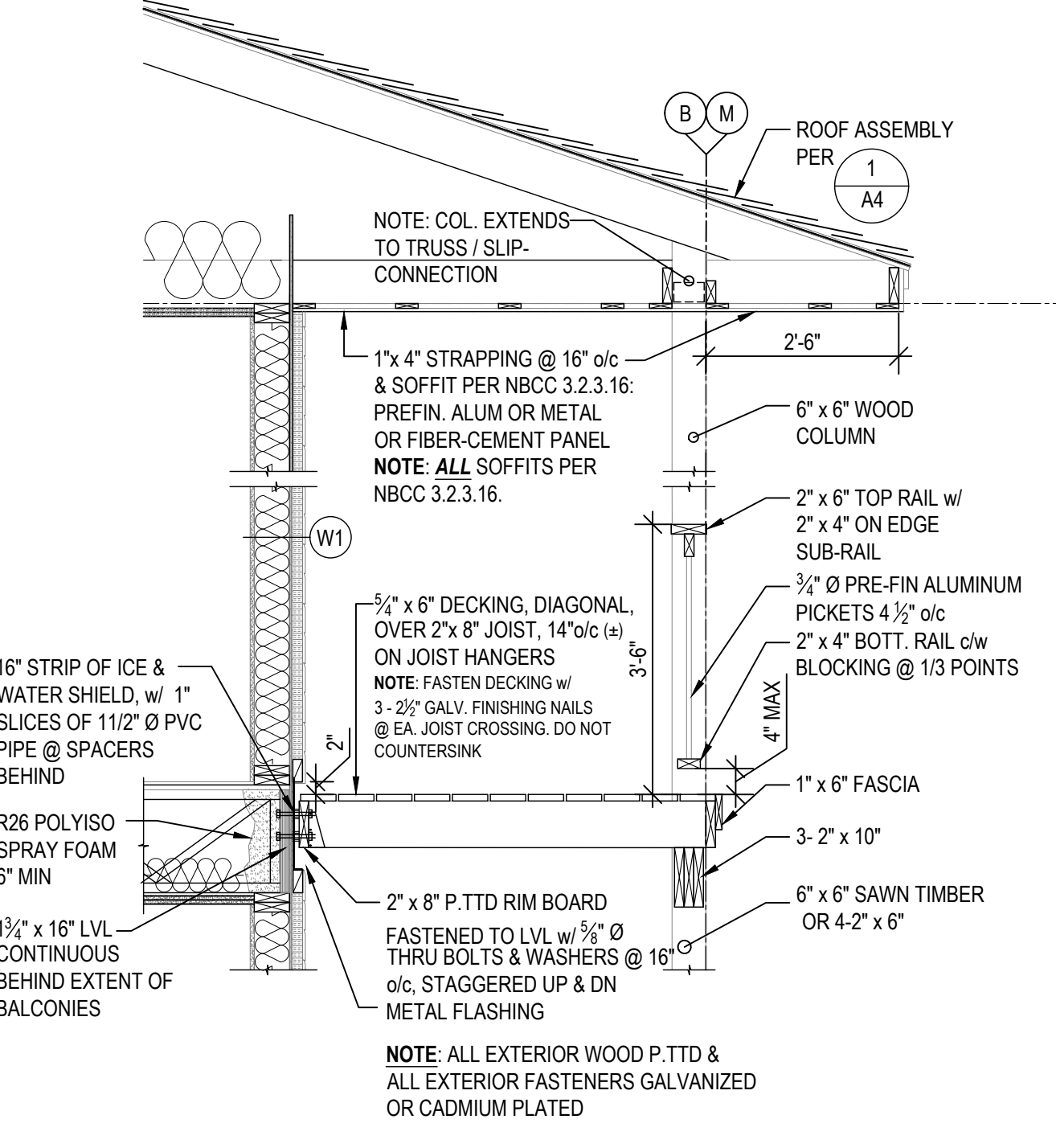
6 SECTION DETAIL: STAIR LANDINGS @ CORRIDOR
 SCALE: 3/4" = 1'-0"



4 SECTION DETAIL: STAIRS, TYP.
 SCALE: 1 1/2" = 1'-0"
 NOTE: REFER ALSO TO STRUCTURAL DRAWINGS FOR STAIR DESIGN & 'SHAFING' / FRAMING DETAILS



5 SECTION DETAIL: ROOF DETAIL & BALCONY PLATFORM @ 3rd FLOOR
 SCALE: 1 1/2" = 1'-0"
 NOTE: BALCONY PLATFORM @ SECOND FLOOR SIM.



28 MAR. 2024	REISSUED 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

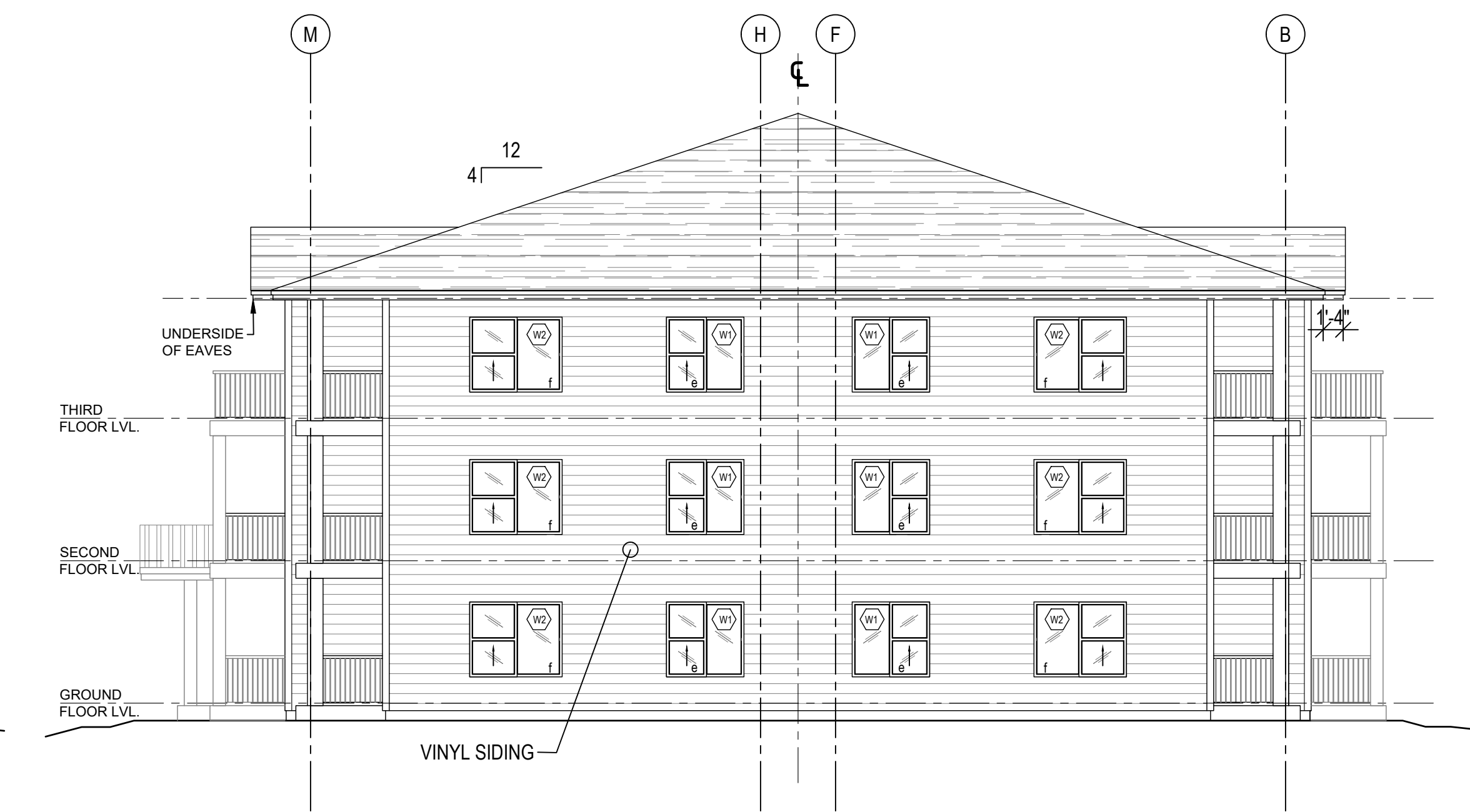
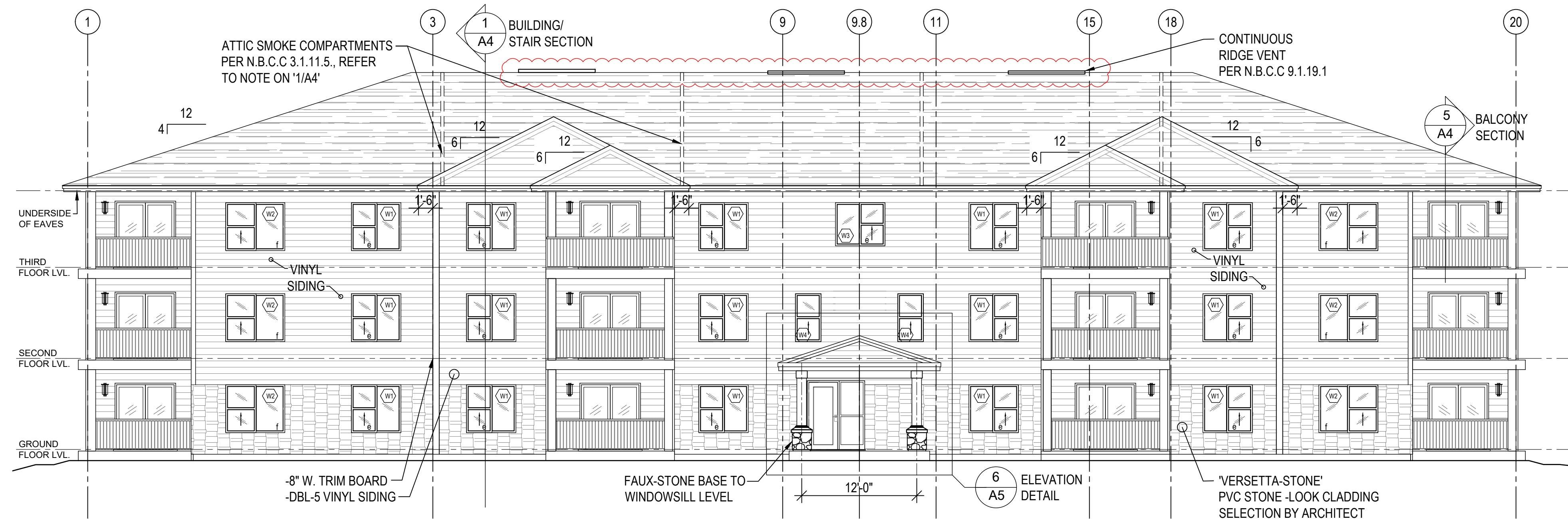
CERTIFICATE OF PRACTICE
 Peter MacKenzie
 28 MAR 2024
 Peter MacKenzie
 ARCHITECTURE

COMEAU MACKENZIE ARCHITECTURE
 103 CHARLOTTE STREET, SAINT JOHN, NB E2A 3C7
 TEL: (506) 657-1611 | mac@cmackenzie.com

PROJECT NAME:
MDC HOLDINGS, LTD.:
 24 UNIT APARTMENT BUILDING
 5 WILD FOX DRIVE
 SAINT JOHN, NB

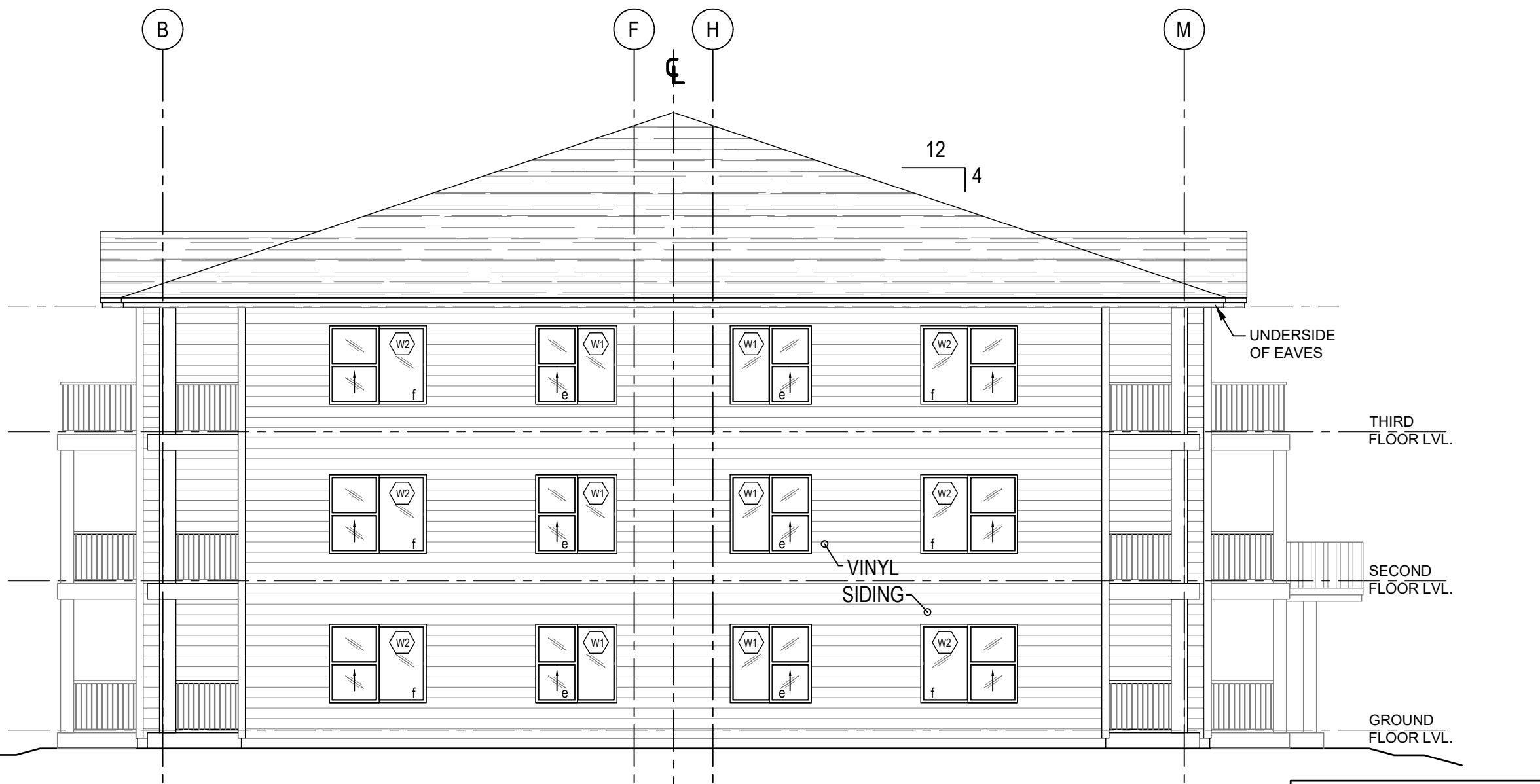
BUILDING SECTION, DETAILS, & CODE MATRIX

DRAWN BY:	AEP	CHECKED BY:	
SCALE:	AS SHOWN	DATE:	FEB. 2023
PROJECT #	222403	DWG #	A4-R1



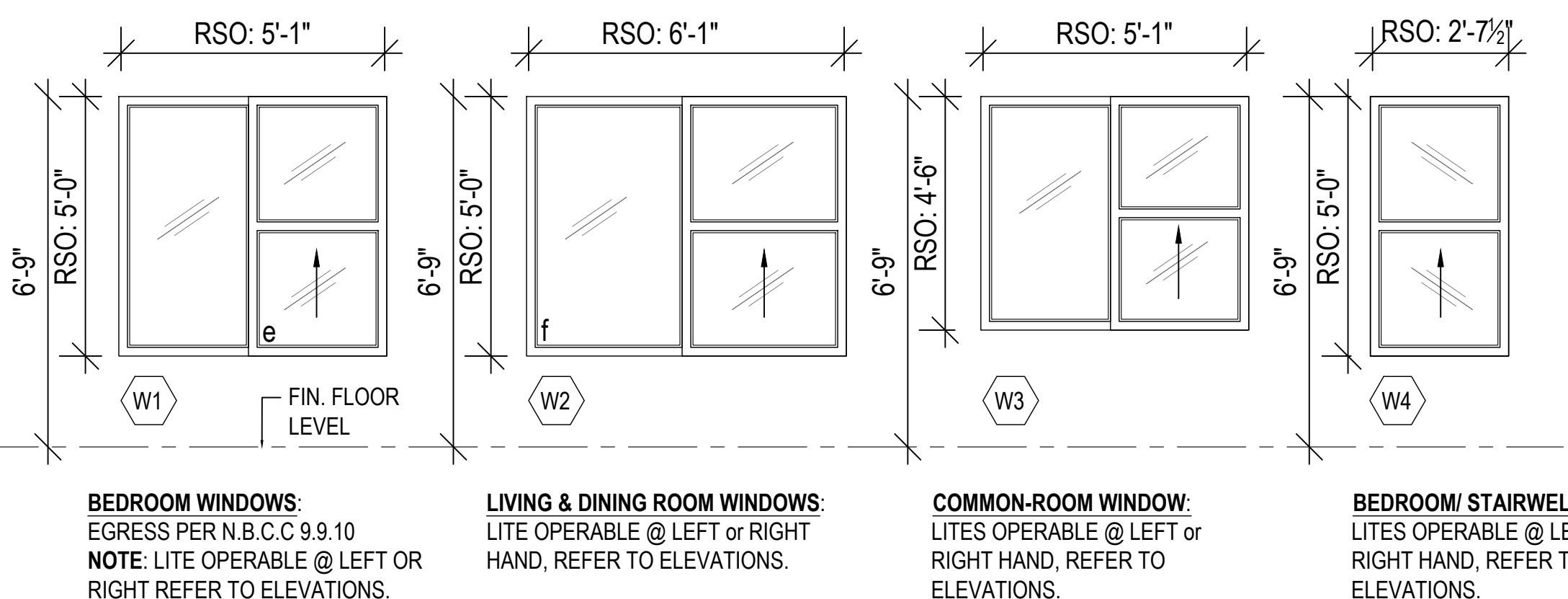
1. FRONT ELEVATION
A5
SCALE: 1/8" = 1'-0"

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

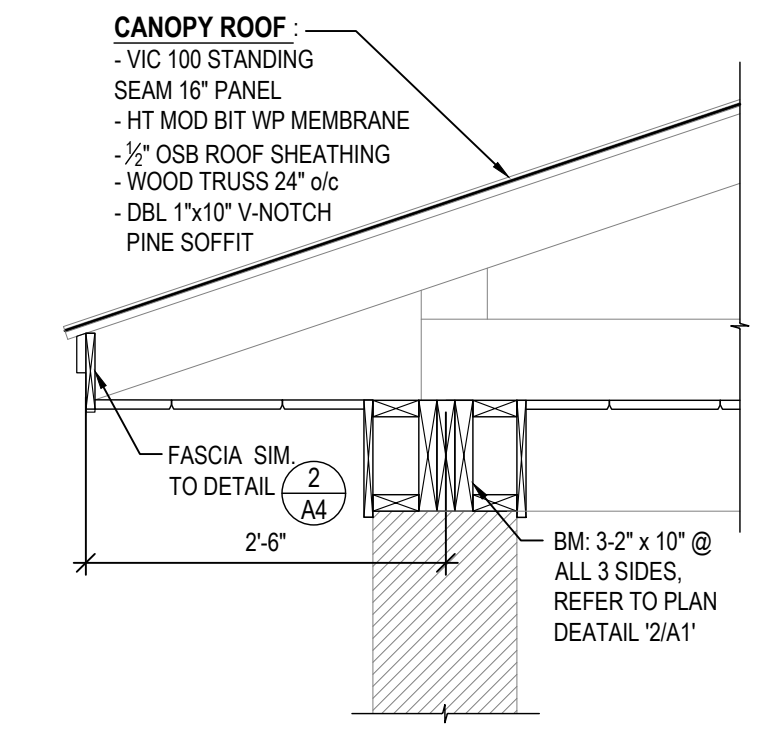
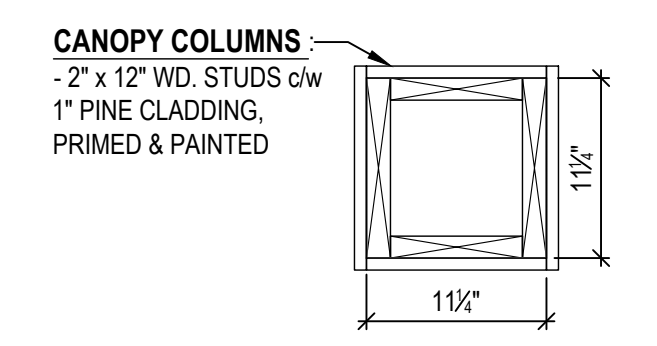
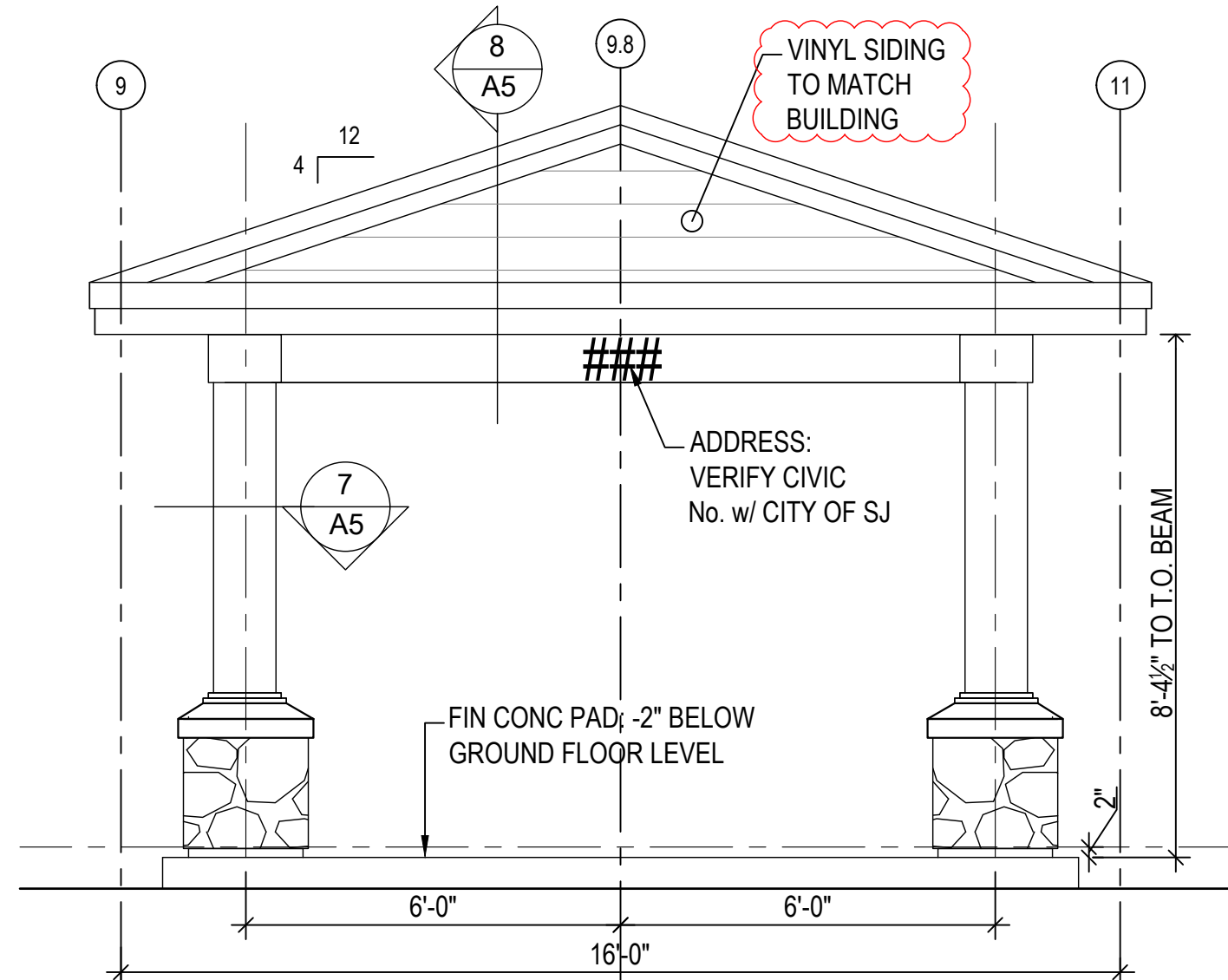


3. REAR ELEVATION
A5
SCALE: 1/8" = 1'-0"

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



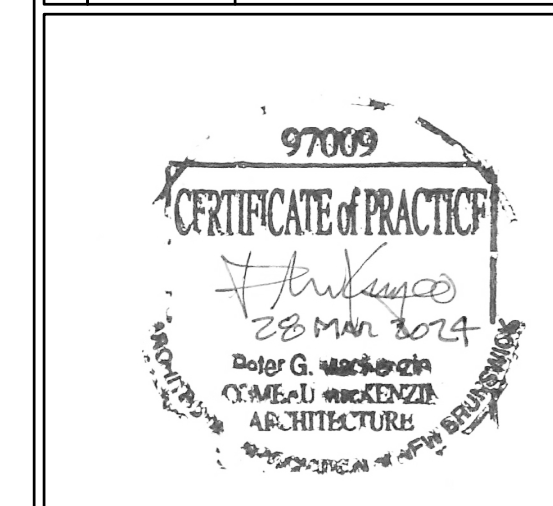
5. WINDOW SCHEDULE
A5
SCALE: 3/8" = 1'-0"

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"

NO.	DATE	REVISION DESCRIPTION
1	28 MAR. 2024	ISSUED FOR BUILDING PERMIT
2	02 NOV. 2023	ISSUED FOR BUILDING PERMIT
3	07 MAR. 2023	CONSULTANT CO-ORDINATION
4	21 FEB. 2023	ISSUED FOR CLIENT REVIEW



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

DEVELOPMENT INFORMATION						
Development Name:	Gault Road Development					
Development Address:	PID 00403535					
Owner:	Simpco Development Ltd.					
Contact Information:	Rick Turner, rick@canterburydevelopments.com					
Consultant:	Engineering By Houghton					
Contact Information:	Jacob Kilpatrick, 506-607-0709, jacob@ebyh.ca					
PROJECT INFORMATION – DEVELOPMENT USE:						
<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Commercial	<input type="checkbox"/> Residential & Commercial	<input type="checkbox"/> Other:			
RESIDENTIAL POPULATION INFORMATION						
Total Number of Units:	236	Persons / Dwelling:	3	Bedrooms / Unit:	2	
BUILDING INFORMATION						
Storeys:	3	Type of Use:	Residence - Private or Apartment			
Total Building Area (m ²):	TBD	Average Daily Wastewater Flow:	3.11 L/s			
<i>Please note: submitted calculations are to be completed in accordance with the Atlantic Canada Wastewater Guidelines</i>						
PEAK SANITARY FLOW (FULL BUILD OUT)			PEAKING FACTOR			
Total Residential Flow (L/s)	12.12	Residential Peaking Factor:	3.89			
Total Commercial Flow (L/s)	0	Commercial Peaking Factor:	0			
Total Other Flow (L/s)	0	Other Peaking Factor:	0			
TOTAL FLOW (L/s)	12.12	<i>Please include peaking factor calculations</i>				
MUNICIPAL CONNECTION POINT			PHASING INFORMATION			
Please provide the general location (street name) of the proposed sanitary service/main connection to the municipal system. Please provide the proposed location of the service / main as it relates to the municipal system. Please provide a drawing to scale including site contours, illustrating the conceptual design of the proposed development. There are more phases - see phasing plan			Phase	Buildings per Phase	Construction Estimate (# of years / phase)	Estimated Occupancy Date (mm/yy)
			1	2	1	11/25
			2	8	2	12/27
			3	3	3	05/30
			4	2	2	05/32
			TOTAL	37	13	

General Collection Statement

This information is being collected for the City of Saint John to deliver an existing program/service; the collection is limited to that which is necessary to deliver the program/service. Unless required to do so by law, the City of Saint John will not share your personal information with any third party without your express consent. The legal authority for collecting this information is to be found in the Municipalities Act and the Right to Information and Protection of Privacy Act. For further information or questions regarding the collection of personal information, please contact the Access & Privacy Officer: City Hall Building, 2nd Floor -15 Market Square, Saint John, NB E2L 1E8, commonclerk@saintjohn.ca (506) 658-2862.

DEVELOPER INPUT:	
<p>The Developer is expected to provide the following information to the City of Saint John for their proposed development:</p> <ul style="list-style-type: none"> • The Developer shall; <ul style="list-style-type: none"> ○ Complete and submit this form to the City of Saint John. ○ Provide back-up information and calculations illustrating assumptions for all calculated peak sanitary design flows. 	
CITY OF SAINT JOHN OUTPUT:	
<p>Potential outputs for the Developer from the City of Saint John based on development information provided by the Developer:</p> <ul style="list-style-type: none"> • At this time, based on the information provided, Saint John Water does not see and issues with the proposed development in relation to the downstream sanitary sewer system. • At this time, based on the information provided, Saint John Water does see issues with the downstream sanitary sewer system when incorporating the proposed development flows, thus further discussions between the Developer and the City are required as potentially more in-depth analysis and/or investigation may be required to be completed by the Developer for the proposed development. <p>NOTE: The sewer model is a simulated analysis. Information provided by the city of Saint John is to be received by the Developer as an estimation of the municipal system’s capability.</p>	
ENGINEERING CONSULTANT INFORMATION:	
Firm Name:	Engineering By Houghton
Consultant Name:	Jacob Kilpatrick
Contact Number:	506-607-0709
E-Mail Address:	jacob@ebyh.ca
	July 9th 2024
Signature of Applicant / Engineering Consultant	Date

General Collection Statement

This information is being collected for the City of Saint John to deliver an existing program/service; the collection is limited to that which is necessary to deliver the program/service. Unless required to do so by law, the City of Saint John will not share your personal information with any third party without your express consent. The legal authority for collecting this information is to be found in the Municipalities Act and the Right to Information and Protection of Privacy Act. For further information or questions regarding the collection of personal information, please contact the Access & Privacy Officer: City Hall Building, 2nd Floor -15 Market Square, Saint John, NB E2L 1E8, commonclerk@saintjohn.ca (506) 658-2862.

DEVELOPMENT INFORMATION						
Development Name:	Gault Road Development					
Development Address:	PID 00403535					
Owner:	Simpco Development Ltd.					
Contact Information:	Rick Turner, rick@canterburydevelopments.com					
Consultant:	Engineering By Houghton					
Contact Information:	Jacob Kilpatrick, 506-607-0709, jacob@ebyh.ca					
PROJECT INFORMATION – DEVELOPMENT USE:						
<input checked="" type="checkbox"/> Residential	<input type="checkbox"/> Commercial	<input type="checkbox"/> Residential & Commercial	<input type="checkbox"/> Other:			
RESIDENTIAL POPULATION INFORMATION						
Total Number of Units:	236	Persons / Dwelling:	3	Bedrooms / Unit:	2	
BUILDING INFORMATION						
Type of Use:	Residence - Apartment	Storeys:	3	Total Building Area (m ²):	TBD	
<i>Please note: submitted calculations are to be completed in accordance with the Atlantic Canada Water Supply Guidelines</i>						
WATER DEMAND (FULL BUILD OUT – ALL PHASES)			FIRE HYDRANT FLOW TEST			
Average Day Demand (ADD)	2.87		<i>*Fire flow testing helps confirm SJW model results. If there has not been a Fire Flow Test completed, please note this on the form.</i>			
Maximum Day Demand (MDD)	5.02					
Peak Hourly Demand (PHD)	7.51		Fire Hydrant Flow Test Attached:	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
<i>*Please provide all demand flow in L/s</i>			Sprinkler System Required?	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	
FIRE DEMAND						
Requested fire flow for the proposed site:			L/s		PSI	
MUNICIPAL CONNECTION POINT			PHASING INFORMATION			
Please provide the general location (street name) of the proposed water connection to the municipal system. Please provide a drawing to scale including site contours, illustrating the conceptual design of the proposed development. The new water main that is incorporated into the City's water model will use these contours for approximate water main elevations. There are more phases - see phasing plan			Phase	Buildings per Phase	Construction Estimate (# of years / phase)	Estimated Occupancy Date (mm/yy)
			1	2	1	11/25
			2	8	2	12/27
			3	3	3	05/30
			4	2	2	05/32
			TOTAL	37	13	

General Collection Statement

This information is being collected for the City of Saint John to deliver an existing program/service; the collection is limited to that which is necessary to deliver the program/service. Unless required to do so by law, the City of Saint John will not share your personal information with any third party without your express consent. The legal authority for collecting this information is to be found in the Municipalities Act and the Right to Information and Protection of Privacy Act. For further information or questions regarding the collection of personal information, please contact the Access & Privacy Officer: City Hall Building, 2nd Floor -15 Market Square, Saint John, NB E2L 1E8, commonclerk@saintjohn.ca (506) 658-2862.

DEVELOPER INPUT:	
<p>The Developer is expected to provide the following information to the City of Saint John for their proposed development:</p> <ul style="list-style-type: none"> • The Developer shall; <ul style="list-style-type: none"> ○ Complete and submit this form to the City of Saint John. ○ Provide back-up information and calculations illustrating assumptions for all calculated water demands. ○ Complete a Hydrant Flow Test in the area of the Development if one is not available from the City of Saint John. 	
CITY OF SAINT JOHN OUTPUT:	
<p>Potential outputs for the Developer from the City of Saint John based on development information provided by the Developer:</p> <ul style="list-style-type: none"> • Approximate pressure in the City of Saint John municipal system near the proposed development from the Water Model using the Developer's Water Demands. • Approximate available fire flow in the City of Saint John municipal system near the proposed development from the Water Model using the Developer's Water Demands. <p>NOTE: The Water Model is a simulated analysis. Information provided by the City of Saint John is to be received by the Developer as an estimation of available flow / pressure.</p>	
ENGINEERING CONSULTANT INFORMATION:	
Firm Name:	Engineering By Houghton
Consultant Name:	Jacob Kilpatrick
Contact Number:	506-607-0709
E-Mail Address:	jacob@ebyh.ca
July 9th 2024	
Signature of Applicant / Engineering Consultant	Date

General Collection Statement

This information is being collected for the City of Saint John to deliver an existing program/service; the collection is limited to that which is necessary to deliver the program/service. Unless required to do so by law, the City of Saint John will not share your personal information with any third party without your express consent. The legal authority for collecting this information is to be found in the Municipalities Act and the Right to Information and Protection of Privacy Act. For further information or questions regarding the collection of personal information, please contact the Access & Privacy Officer: City Hall Building, 2nd Floor -15 Market Square, Saint John, NB E2L 1E8, commonclerk@saintjohn.ca (506) 658-2862.

Gault Road Traffic Impact Study

Mike Cavanagh Homes Inc.
Traffic Impact Study

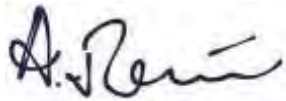
October 31, 2024
02410073.000



eNGLOBE

Mike Cavanagh Homes Inc.

Prepared by:



Adriana Terán, P.Eng.
Transportation Engineer
Civil and Transportation Engineering



William Morrison, EIT
Engineer in Training
Civil and Transportation Engineering

Reviewed/Approved by:



Garrett Donaher, M.A.Sc., P.Eng.
Senior Transportation Engineer
Civil and Transportation Engineering

Production team

Mike Cavanagh Homes Inc.

Developer	Mike Cavanagh
-----------	---------------

Englobe Corp.

Project Manager / Senior Engineer	Garrett Donaher, M.A.Sc., P.Eng.
Transportation Engineer	Adriana Terán, P.Eng.
Junior Engineer	William Morrison, EIT

Revisions and publications log

REVISION No.	DATE	DESCRIPTION
0A	October 31, 2024	Initial client submission

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.

Property and Confidentiality

“This report can only be used for the purposes stated therein. Any use of the report must take into consideration the object and scope of the mandate by virtue of which the report was prepared, as well as the limitations and conditions specified therein and the state of scientific knowledge at the time the report was prepared. Englobe Corp. provides no warranty and makes no representations other than those expressly contained in the report.

This document is the work product of Englobe Corp. Any reproduction, distribution or adaptation, partial or total, is strictly forbidden without the prior written authorization of Englobe Corp. and its Client. For greater certainty, use of any and all extracts from the report is strictly forbidden without the written authorization of Englobe Corp. and its Client, given that the report must be read and considered in its entirety.

No information contained in this report can be used by any third party without the prior written authorization of Englobe Corp. and its Client. Englobe Corp. disclaims any responsibility or liability for any unauthorized reproduction, distribution, adaptation or use of the report.

If tests have been carried out, the results of these tests are valid only for the sample described in this report.

Englobe Corp.’s subcontractors who have carried out on-site or laboratory work are duly assessed according to the purchase procedure of our quality system. For further information, please contact your project manager.”

Table of Contents

1	Introduction	1
1.1	Background	1
1.2	Study Tasks	2
1.3	Study Methodology.....	3
2	Information Gathering	4
2.1	Existing Traffic Counts	4
2.2	Existing Streets and Intersections	4
2.3	Planned Future Development.....	5
3	Existing Conditions	6
3.1	Existing (2024) Traffic Volumes.....	6
3.2	Existing (2024) LOS Analysis	6
4	Future Background	9
4.1	Background (2031) Analysis.....	9
4.1.1	Volumes	9
4.1.2	Level of Service Analysis.....	9
4.2	Background (2040) LOS Analysis.....	12
4.2.1	Volumes	12
4.2.2	Level of Service Analysis.....	12
5	Future Development	15
5.1	Traffic Generation	15
5.2	Traffic Assignment	16
5.2.1	Phase 1.....	16
5.2.2	Full Build-out.....	17
5.3	2031 Total Analysis (Phase 1 + 5 years)	18
5.3.1	Volumes	18
5.3.2	Level of Service Analysis.....	19
5.4	2040 Total Analysis (Full build-out + 5 years).....	22
5.4.1	Volumes	22
5.4.2	Level of Service Analysis.....	23
6	Additional Considerations	25
6.1	Street Classification	25
6.2	Access Conditions.....	25
6.3	Dantes Drive Throat Distance.....	26
6.4	Sidewalk Connectivity	26
6.5	Gault @ Manawagonish	27
6.6	Turning Lane Analysis.....	27
6.7	Recommended Improvements	27

TABLES

Table 1: Level of Service Definitions	3
Table 2: 2024 Existing Conditions LOS Results	8
Table 3: 2031 Background Conditions LOS Results	11
Table 4: 2040 Background Conditions LOS Results	14
Table 5: Trip Generation Summary	15
Table 6: 2031 Total Conditions LOS Results	21
Table 7: 2040 Total Conditions LOS Results	24
Table 8: Access Sight Distance Measurement Summary	26

FIGURES

Figure 1: Study Area	2
Figure 2: 2024 Existing Traffic Volumes	7
Figure 3: 2031 Background Traffic Volumes	10
Figure 4: 2040 Background Traffic Volumes	13
Figure 5: Phase 1 Development Traffic	17
Figure 6: Full Build-out Development Traffic	18
Figure 7: 2031 Total Traffic Volumes (Phase 1 + 5 years)	19
Figure 8: 2040 Total Traffic Volumes (Full build-out + 5 years)	22

APPENDICES

Appendix A	Site Plan
Appendix B	Traffic Counts
Appendix C	Detailed Synchro Results



1 Introduction

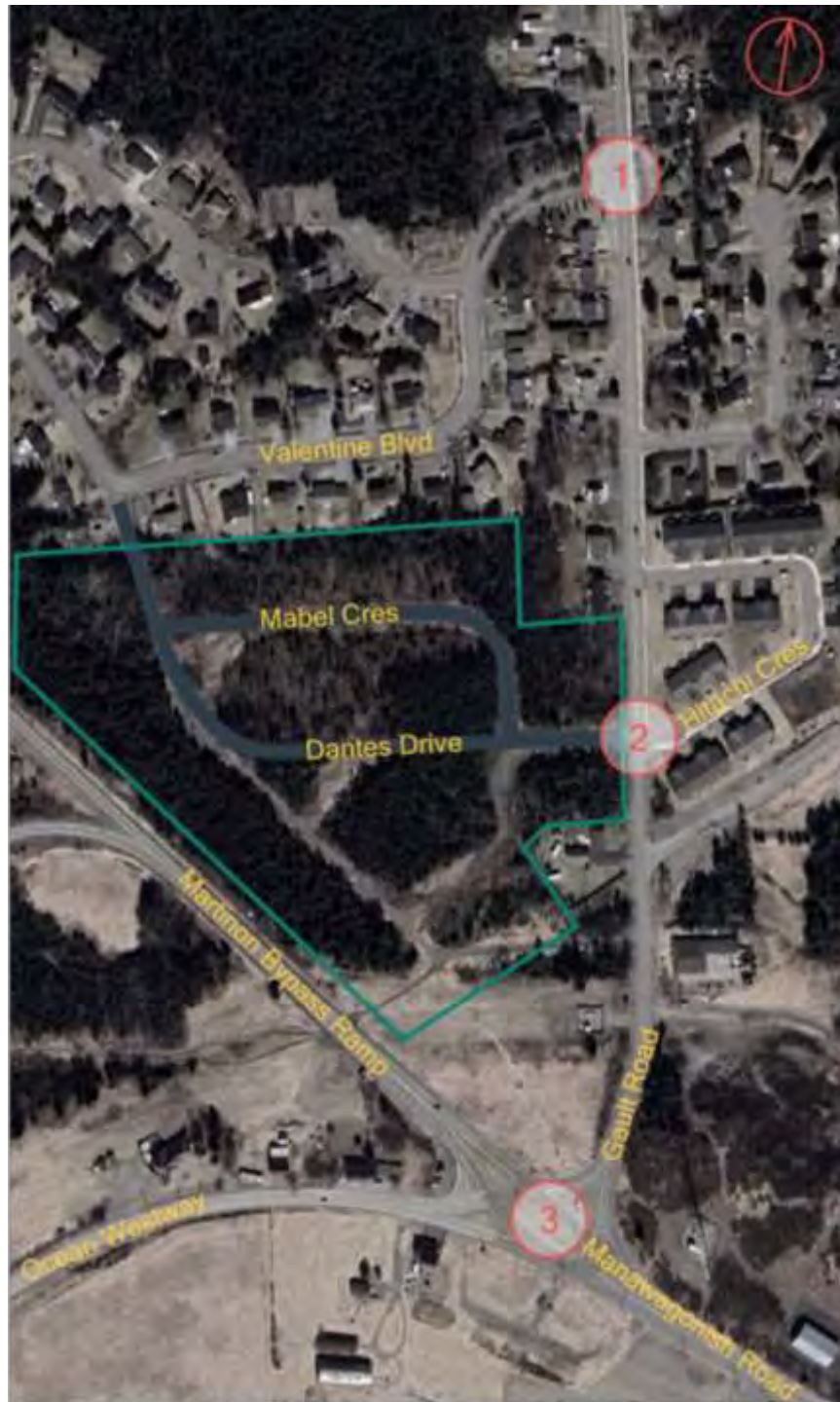
1.1 Background

Mike Cavanagh Homes Inc. is planning a 236-unit residential development on Gault Road adjacent to Highway 100 in Saint John, New Brunswick.

The proposed site plan is shown in **Appendix A** and will be developed in 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.

Englobe Corp. was hired by Mike Cavanagh Homes Inc. to conduct a Traffic Impact Study (TIS) for the proposed development. The study area for this TIS includes the development site, the development accesses and the intersection of Gault Road with Martinon Bypass / Ocean Westway / Manawagonish Road. The three study intersections and approximate development boundary are noted in **Figure 1**. The study area is shown on the background of an April 2024 aerial image.

Figure 1: Study Area



1.2 Study Tasks

The main objective of the study was to estimate how much additional traffic the development would create and determine what impact, if any, the development traffic would have on adjacent roads and intersections. The following was completed as a part of the TIS.

- Englobe staff visited the development site to document the character of the roadways and access locations, and to count AM and PM traffic volumes at the three study intersections.

- Existing information, including the proposed development site plan, was collected and reviewed.
- Future 2031 and 2040 background traffic volumes were estimated by applying a 1.5% growth rate.
- Future site traffic generated by the proposed development was estimated and added to the 2031 (Phase 1 + 5 years) and 2040 (Full build-out + 5 years) background volumes to determine the traffic conditions with the development in place.
- Diversion of existing Valentine Boulevard traffic through Dantes Drive was estimated for the 2040 horizon.
- LOS analyses were completed for the 2024 existing conditions, 2031 background and total future, and 2040 background and total future scenarios.
- Address additional consideration relevant to this development.
- The methodology, findings, and recommendations of the TIS were documented in this report.

1.3 Study Methodology

Traffic conditions were modelled using Synchro 11, which is traffic analysis software that uses the Highway Capacity Manual and Intersection Capacity Utilization procedures.

The study analysis periods were chosen as 2031 and 2040 to correspond to 5 years beyond buildout of Phase 1 and 5 years beyond full buildout, respectively.

The intersection performance was evaluated mainly in terms of the level of service (LOS), which is a common performance measurement of an intersection. The LOS is determined based on vehicle delay and is expressed on a scale of A through F, where LOS A represents very short delays and LOS F represents very long delays. A LOS D is often considered acceptable in urban locations; however, some jurisdictions will accept a LOS E. The LOS Criteria for signalized intersections, stop-controlled intersections, and roundabouts are shown in **Table 1**.

Peak hour factors have largely been left at the default of 0.92. This allows some sensitivity testing relative to traffic volumes but prevents overbuilding of infrastructure based on a synthetic worst case 15min period in a day.

Table 1: Level of Service Definitions

LOS	LOS Description	Control Delay (Seconds Per Vehicle)	
		Signalized	Stop Controlled / Roundabout
A	Very low delay; most vehicles do not stop (Excellent)	less than 10.0	less than 10.0
B	Higher delay; more vehicles stop (Very Good)	between 10.0 and 20.0	between 10.0 and 15.0
C	Higher level of congestion; number of vehicles stopping is significant, although many still pass through intersection without stopping (Good)	between 20.0 and 35.0	between 15.0 and 25.0
D	Congestion becomes noticeable; vehicles must sometimes wait through more than one red light; many vehicles stop (Satisfactory)	between 35.0 and 55.0	between 25.0 and 35.0
E	Vehicles must often wait through more than one red light; considered by many agencies to be the Limit of Acceptable Delay	between 55.0 and 80.0	between 35.0 and 50.0
F	This level is considered to be unacceptable to most drivers; occurs when arrival flow rates exceed the capacity of the intersection (Unacceptable)	greater than 80.0	greater than 50.0



2 Information Gathering

2.1 Existing Traffic Counts

The Study Team collected AM and PM peak hour counts at three (3) adjacent intersections on October 15th, 2024. The intersections included in this study are **Gault Road @ Hitachi Crescent**, **Gault Road/Valentine Boulevard**, and **Gault Road/Manawagonish Road**. Summaries of these traffic counts are provided in Appendix B.

2.2 Existing Streets and Intersections

Gault Road is a local residential road with a 2-lane cross-section, artificial street lighting, a sidewalk along the east side of the road, and a posted speed limit of 50 km/h. The route is positioned to the east of the development site and will provide access into the development through a new access road. The route is oriented in the north/south direction. Several single-family homes and entrances into subdivisions are located along Gault Road.

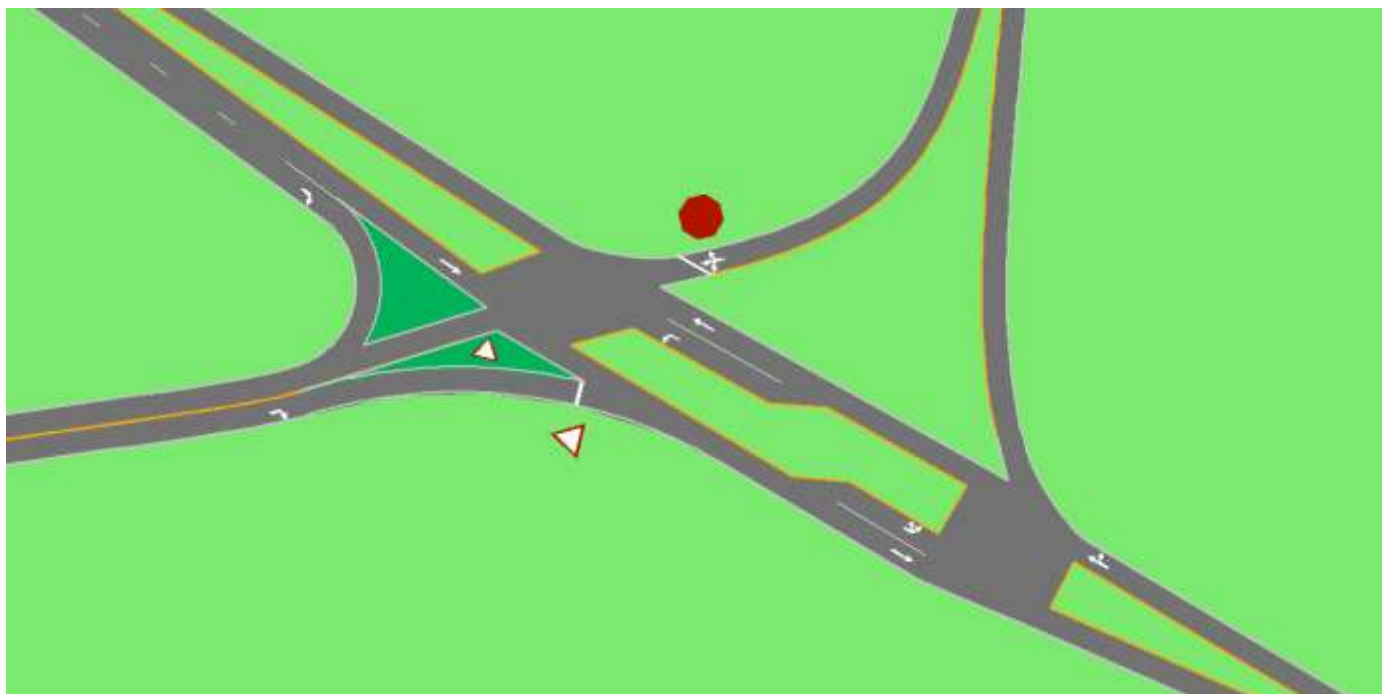
Gault Road @ Valentine Boulevard intersection is a 3-leg intersection comprised of Gault Road positioned in the north/south direction and Valentine Boulevard located to the west. Stop control is positioned on Valentine Boulevard with the free-flow traffic travelling north/south. Each approach contains a single travel lane. There is a median separating westbound/eastbound traffic on Valentine Boulevard and a sidewalk on the east side of the intersection.

Gault Road @ Hitachi Crescent intersection is a 3-leg intersection comprised of **Gault Road** positioned in the north/south direction and **Hitachi Crescent** to the east. Stop control is positioned on Hitachi Crescent with the free-flow traffic travelling north/south. All turning movements are made within a single lane for each approach. A pedestrian crosswalk is provided on the east side of the intersection.

Note there are two (2) **Gault Road @ Hitachi Crescent** intersections, as Hitachi Crescent loops around to the north and reconnects with Gault Road. This study examines the southern intersection.

The **Gault Road/Manawagonish Road** intersection is located to the south of the proposed development and has four approaches. The routes leading into this intersection include Ocean Westway, NB-7 Highway, Manawagonish Road, and Gault Road. The intersection is unique, as it contains an oval shaped center island which allows vehicles to make left-turn and U-turn movements. Free-flow traffic is travelling along Manawagonish Road and NB-7 Highway, which is generally oriented in the east/west direction. There is stop control on Gault Road for southbound traffic and a yield sign for vehicles entering from Ocean Westway. On the northwest side of the center island there is a yield sign for vehicles attempting to cross the NB-7 Highway approach, and on the southeast side of the center island there is a stop sign for vehicles that conflict with those on Manawagonish Road.

For the purpose of analysis, this intersection has been modelled in Synchro as two separate intersections: one at the western break in the median, and one at the eastern break. This allows the two-stage nature of some movements to be accurately captured. For ease communication, these “sub intersections” have been combined in this report and documented as a single four-leg intersection.



2.3 Planned Future Development

There are multiple phases of the development:

- **Phase 1** is anticipated 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 pattern for the neighbourhood.

In total this development includes the addition of 62 Single-family attached (LUC 215) and 174 Multi-family (low-rise) residential units (LUC 220).

To account for other unknown developments and broader network growth, a 1.5% annual growth rate was used to determine the initial 2031 and 2040 background traffic volumes, which the traffic generation for the known phases of developments was then added to in order to calculate the total 2031 and 2040 traffic volumes.



3 Existing Conditions

3.1 Existing (2024) Traffic Volumes

The existing (2024) traffic volumes collected by our team are shown below in **Figure 2**.

3.2 Existing (2024) LOS Analysis

A level of service (LOS) analysis was completed for the existing 2024 traffic conditions Using Synchro 11. The analysis revealed that:




- **Gault Road @ Hitachi Crescent** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Valentine Boulevard** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Manawagonish Road** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of C or better. No LOS issues were identified for this intersection.

The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the 2024 conditions are summarized in **Table 2** with detailed LOS results in **Appendix C**.

Figure 2: 2024 Existing Traffic Volumes



Table 2: 2024 Existing Conditions LOS Results

Intersection			Overall LOS // Delay (sec/veh)	LOS // Average Delay (sec/veh) // [Volume to Capacity Ratio (v/c)] // 95th Percentile Queue (m)											
				Eastbound			Westbound			Northbound			Southbound		
Main Street @ Minor Street	Traffic Control	Peak Period		L ←	T ↑	R →	L ←	T ↑	R →	L ←	T ↑	R →	L ←	T ↑	R →
Valentine Blvd @ Gault Rd		AM	LOS A 2.4	A 8.8 [0.04] 1.1	-	Shared	-	-	-	Shared	A 0.5 [0.00] 0.1	-	-	Free Flow [0.04] 0	Shared
		PM	LOS A 1.7	A 8.9 [0.02] 0.5	-	Shared	-	-	-	Shared	A 1.6 [0.02] 0.4	-	-	Free Flow [0.04] 0	Shared
Hitachi Cres. (south) @ Gault Rd		AM	LOS A 0.2	Shared	Free Flow [0.08] 0	Shared	Shared	A 9.7 [0.01] 0.1	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
		PM	LOS A 0.0	Shared	Free Flow [0.08] 0	Shared	Shared	Free Flow [0.01] 0	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
Manawagonish @ Gault Rd		AM	LOS A 4.9	A 7.7 [0.03] 0.8	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.4 [0.06] 1.6	Free Flow [0.11] 0	Shared	Shared	C 17.2 two stage	A 9.5 [0.24] 7.4	Shared	B 12.9 [0.24] 7.3	Shared
		PM	LOS A 3.8	A 8.3 [0.06] 1.5	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.5 [0.09] 2.3	Free Flow [0.24] 0	Shared	Shared	C 17.9 two stage	A 9.6 [0.24] 7.6	Shared	B 14.1 [0.18] 5.3	Shared

4

4 Future Background

4.1 Background (2031) Analysis

4.1.1 Volumes

A 1.5% annual compound growth factor was used to inflate the 2024 existing traffic volumes to the anticipated 2031 background traffic volumes without the new development. The 2031 background traffic volumes are shown in **Figure 3**.

4.1.2 Level of Service Analysis

A level of service (LOS) analysis was completed for the background 2031 traffic conditions. The analysis revealed that there will not be a substantial change in the overall operation of these intersections between 2024 and 2031. Furthermore, no performance issues with respect to LOS are expected.




- **Gault Road @ Hitachi Crescent** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Valentine Boulevard** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Manawagonish Road** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of C or better. No LOS issues were identified for this intersection.

The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the 2031 background conditions are summarized in **Table 3** with detailed LOS results in **Appendix C**.

Figure 3: 2031 Background Traffic Volumes



Table 3: 2031 Background Conditions LOS Results

Intersection			Overall LOS // Delay (sec/veh)	Movement LOS // Average Delay (sec/veh) // [Volume to Capacity Ratio (v/c)] // 95th Percentile Queue (m)											
Main Street @ Minor Street	Traffic Control	Peak Period		Eastbound			Westbound			Northbound			Southbound		
				L ←	T ↑	R ↗	L ←	T ↑	R ↗	L ←	T ↑	R ↗	L ←	T ↑	R ↗
Valentine Blvd @ Gault Rd		AM	LOS A 2.4	A 8.8 [0.05] 1.2	-	Shared	-	-	-	Shared	A 0.4 [0.00] 0.1	-	-	Free Flow [0.04] 0	Shared
		PM	LOS A 1.7	A 8.9 [0.02] 0.6	-	Shared	-	-	-	Shared	A 1.6 [0.02] 0.4	-	-	Free Flow [0.05] 0	Shared
Hitachi Cres. (south) @ Gault Rd		AM	LOS A 0.2	Shared	Free Flow [0.08] 0	Shared	Shared	A 9.9 [0.01] 0.1	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
		PM	LOS A 0.0	Shared	Free Flow [0.08] 0	Shared	Shared	Free Flow [0.01] 0	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
Manawagonish @ Gault Rd		AM	LOS A 5.1	A 7.7 [0.04] 0.9	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.4 [0.07] 1.8	Free Flow [0.12] 0	Shared	Shared	C 17.4 two stage	A 9.7 [0.26] 8.5	Shared	B 13.8 [0.28] 9	Shared
		PM	LOS A 3.9	A 8.6 [0.08] 2	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.5 [0.10] 2.6	Free Flow [0.29] 0	Shared	Shared	C 18.4 two stage	A 9.8 [0.27] 8.8	Shared	C 15.4 [0.22] 6.7	Shared

4.2 Background (2040) LOS Analysis

4.2.1 Volumes

In addition to 1.5% generalized annual growth, the extension of Dantes Drive allows current residents of Dantes Drive (26 homes) and Corsica Court (14 homes) to re-distribute. Valentine Blvd has an additional 21 homes for a total of 61 homes served by the existing Valentine Blvd access to Gault Road. It was assumed that 66% of traffic currently using the Valentine Blvd access would shift to Dantes Drive at Gault Road if travelling via the intersection of Gault Road and Manawagonish Road.

4.2.2 Level of Service Analysis

A level of service (LOS) analysis was completed for the background 2040 traffic conditions. The analysis revealed that there will not be a substantial change in the overall operation of these intersections between 2024 and 2040. **Figure 4** displays the projected traffic volumes.




- **Gault Road @ Hitachi Crescent** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Valentine Boulevard** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Manawagonish Road** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of C or better. No LOS issues were identified for this intersection.

The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the 2040 background conditions are summarized in **Table 4** with detailed LOS results in **Appendix C**.

Figure 4: 2040 Background Traffic Volumes



Table 4: 2040 Background Conditions LOS Results

Intersection			Overall LOS // Delay (sec/veh)	Movement LOS // Average Delay (sec/veh) // [Volume to Capacity Ratio (v/c)] // 95th Percentile Queue (m)											
				Eastbound			Westbound			Northbound			Southbound		
Main Street @ Minor Street	Traffic Control	Peak Period		L ←	T ↑	R →	L ←	T ↑	R →	L ←	T ↑	R →	L ←	T ↑	R →
Valentine Blvd @ Gault Rd		AM	LOS A 2.5	A 8.9 [0.05] 1.4	-	Shared	-	-	-	Shared	A 0.5 [0.00] 0.1	-	-	Free Flow [0.04] 0	Shared
		PM	LOS A 1.8	A 9.1 [0.03] 0.7	-	Shared	-	-	-	Shared	A 1.6 [0.02] 0.5	-	-	Free Flow [0.05] 0	Shared
Hitachi Cres. (south) @ Gault Rd		AM	LOS A 0.2	Shared	Free Flow [0.08] 0	Shared	Shared	B 10.1 [0.01] 0.2	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
		PM	LOS A 0.0	Shared	Free Flow [0.13] 0	Shared	Shared	Free Flow [0.01] 0	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
Manawagonish @ Gault Rd		AM	LOS A 5.4	A 7.8 [0.04] 1.1	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.5 [0.08] 2	Free Flow [0.14] 0	Shared	Shared	C 17.8 two stage	A 10 [0.30] 10.3	Shared	C 15.4 [0.34] 12.1	Shared
		PM	LOS A 4.1	A 8.9 [0.09] 2.4	Free Flow [0.02] 0	Free Flow [0.01] 0	A 7.6 [0.11] 3	Free Flow [0.33] 0	Shared	Shared	C 19 two stage	B 10.1 [0.31] 10.6	Shared	C 17.6 [0.28] 9.2	Shared

5 Future Development

Traffic generation for the proposed development was estimated and assigned to the background traffic volumes to determine the 2031 and 2040 total traffic volumes. The methodology and assumptions applied for the development traffic are discussed in this section.

5.1 Traffic Generation

The developer provided a site plan for the proposed development and information on which buildings would be considered as parts of Phase 1 and subsequent phases of construction. The ITE Trip Generation Manual 11th Edition was used to estimate the trips generated in the AM and PM peak periods for each phase of development. This data is summarized in **Table 5**.

Table 5: Trip Generation Summary

Phase	Building - Use	ITE Code	Number of Units	AM			PM		
				In	Out	Total	In	Out	Total
1	Lots 1-12, 20-25 (Duplexes)	215	36	4	13	17	12	8	21
2	Building A	220	24	2	7	10	8	5	12
	Building B	220	12	1	4	5	4	2	6
3	6-Unit Townhomes	215	12	1	4	6	4	3	7
	Building C	220	12	1	4	5	4	2	6
	Building G	220	18	2	5	7	6	3	9
	Building J	220	18	2	5	7	6	3	9
4	Building E	220	18	2	5	7	6	3	9
	Building F	220	18	2	5	7	6	3	9

Phase	Building - Use	ITE Code	Number of Units	AM			PM		
				In	Out	Total	In	Out	Total
5	Lots 13-19 (Duplexes)	215	14	2	5	7	5	3	8
6	Building H	220	18	2	5	7	6	3	9
	Building I	220	18	2	5	7	6	3	9
7	Building D	220	18	2	5	7	6	3	9
Full Build-out Total				24	75	99	77	47	124

5.2 Traffic Assignment

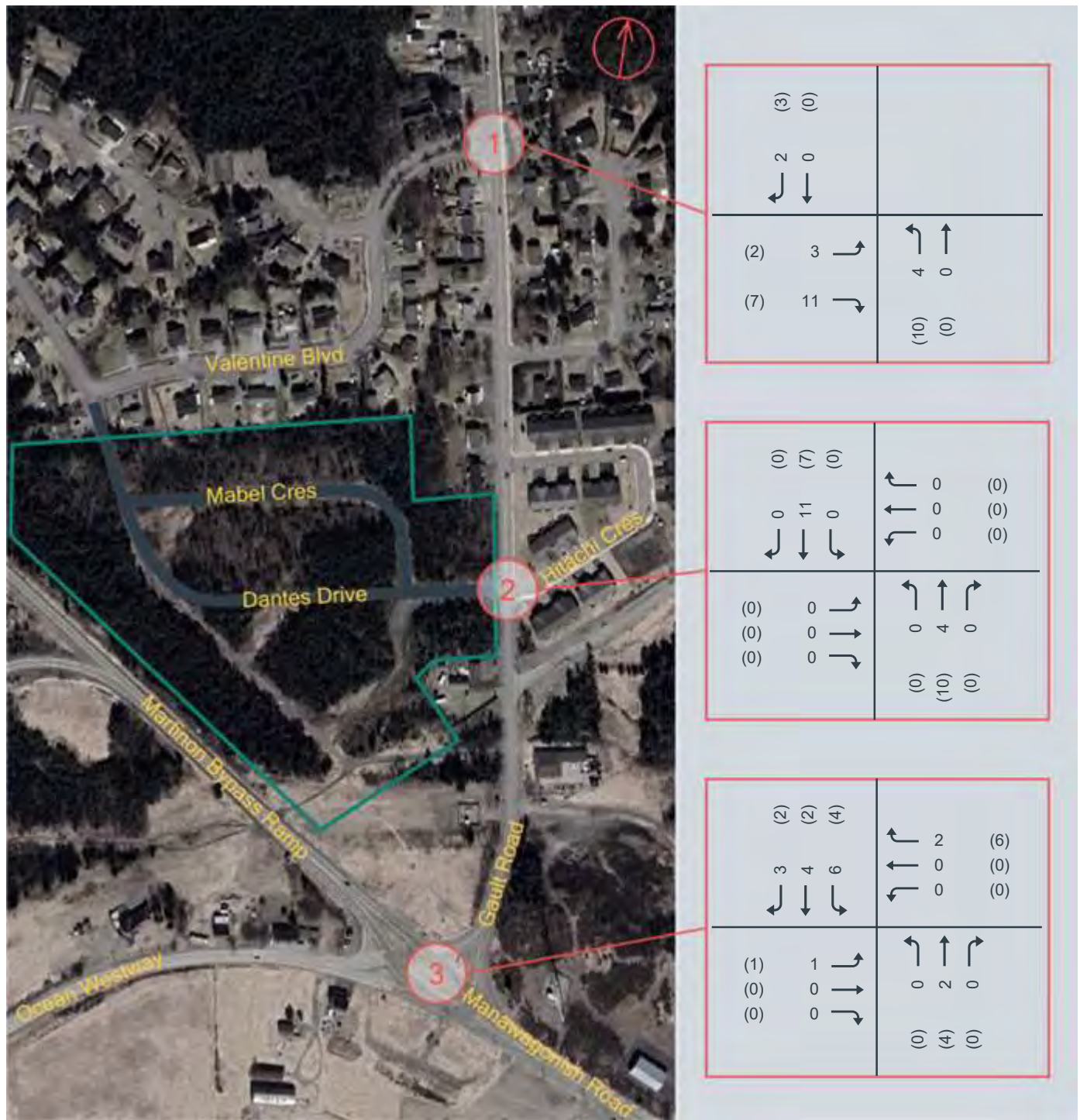
In reviewing the background traffic flows through the study area, we determined that it was reasonable to assume the following origin/destination framework for assigning development traffic to the network:

- Phase 1 entering and exiting traffic all use Valentine Blvd. Based on the existing distribution, 76% to 82% of traffic was distributed to/from Gault Rd south of the Development.
- For all other future phases of the development, traffic was distributed similarly through the road network.

5.2.1 Phase 1

For Phase 1, all the development traffic accesses the network through Valentine Boulevard. **Figure 5** shows the traffic volumes that will be added to the network under Phase 1 of the development.

Figure 5: Phase 1 Development Traffic



5.2.2 Full Build-out

In total, traffic accessing the development will be divided between two access points located on Gault Road. In addition to Phases 2 through 7, the full build-out scenario re-assigns Phase 1 traffic which is now able to take advantage of the Dantes Drive connection to Gault Road. **Figure 6** displays the traffic volumes that will be added to the network as a result of the complete development.

Figure 6: Full Build-out Development Traffic

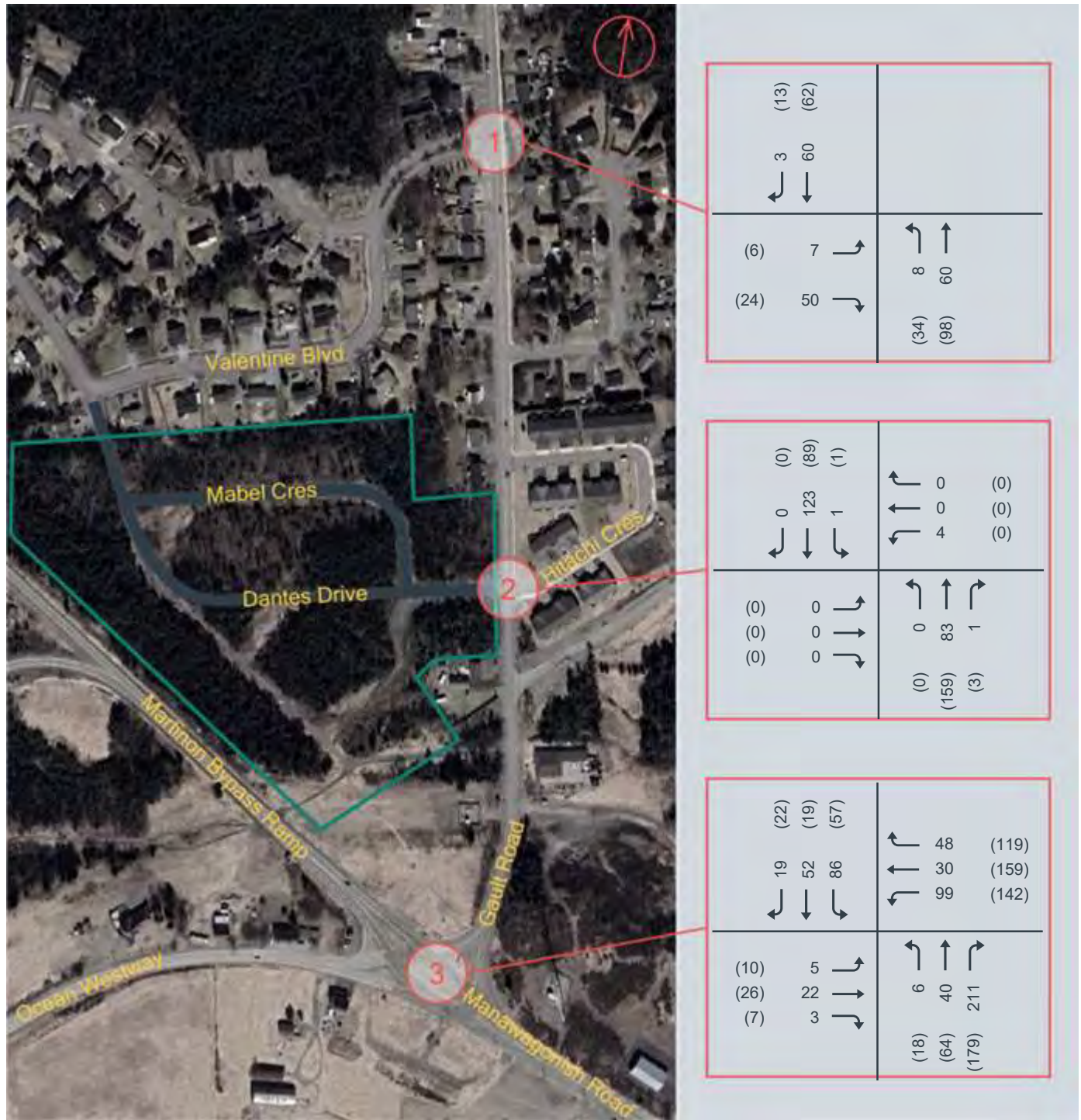


5.3 2031 Total Analysis (Phase 1 + 5 years)

5.3.1 Volumes

The development traffic from Phase 1 was added to the 2031 background volumes to create the projected traffic volumes illustrated in Figure 7.

Figure 7: 2031 Toal Traffic Volumes (Phase 1 + 5 years)



5.3.2 Level of Service Analysis




A level of service (LOS) analysis was completed for the 2031 Phase 1 traffic conditions. The analysis revealed the following:

- **Gault Road @ Hitachi Crescent** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.

- **Gault Road @ Valentine Boulevard** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Manawagonish Road** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of C or better. No LOS issues were identified for this intersection.

No LOS issues are expected for any of the intersections involved in this study. The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the 2031 conditions are summarized in **Table 6** with detailed LOS results in **Appendix C**.

Table 6: 2031 Total Conditions LOS Results

Intersection			Overall LOS // Delay (sec/veh)	Movement LOS // Average Delay (sec/veh) // [Volume to Capacity Ratio (v/c)] // 95th Percentile Queue (m)											
				Eastbound			Westbound			Northbound			Southbound		
Main Street @ Minor Street	Traffic Control	Peak Period		L ↶	T ↑	R ↷	L ↶	T ↑	R ↷	L ↶	T ↑	R ↷	L ↶	T ↑	R ↷
Valentine Blvd @ Gault Rd		AM	LOS A 3.1	A 9 [0.06] 1.6	-	Shared	-	-	-	Shared	A 0.9 [0.01] 0.1	-	-	Free Flow [0.04] 0	Shared
		PM	LOS A 2.3	A 9.1 [0.04] 0.9	-	Shared	-	-	-	Shared	A 2.1 [0.02] 0.6	-	-	Free Flow [0.05] 0	Shared
Hitachi Cres. (south) @ Gault Rd		AM	LOS A 0.2	Shared	Free Flow [0.08] 0	Shared	Shared	A 10 [0.01] 0.1	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
		PM	LOS A 0.0	Shared	Free Flow [0.08] 0	Shared	Shared	Free Flow [0.01] 0	Shared	Shared	Free Flow [0.00] 0	Shared	Shared	A 0.1 [0.00] 0	Shared
Manawagonish @ Gault Rd		AM	LOS A 5.2	A 7.8 [0.04] 1	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.4 [0.07] 1.8	Free Flow [0.12] 0	Shared	Shared	C 17.5 two stage	A 9.7 [0.27] 8.6	Shared	B 14.1 [0.30] 10.1	Shared
		PM	LOS A 4	A 8.7 [0.08] 2.2	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.5 [0.10] 2.6	Free Flow [0.29] 0	Shared	Shared	C 18.5 two stage	A 9.8 [0.28] 9	Shared	C 15.7 [0.24] 7.5	Shared

5.4 2040 Total Analysis (Full build-out + 5 years)

5.4.1 Volumes

The development traffic from full build-out was added to the 2040 background volumes to create the projected traffic volumes illustrated in Figure 8.

Figure 8: 2040 Total Traffic Volumes (Full build-out + 5 years)






5.4.2 Level of Service Analysis

A level of service (LOS) analysis was completed for the 2040 Development traffic conditions. The analysis revealed the following:

- **Gault Road @ Hitachi Crescent** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Valentine Boulevard** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of A. No operational issues or concerns were identified with this intersection.
- **Gault Road @ Manawagonish Road** operates at an overall LOS of A during both AM and PM peak periods. In addition, each turning movement also is operating at an LOS of C or better. No LOS issues were identified for this intersection.

No LOS issues are expected for any of the intersections involved in this study. The LOS results, including average delay, volume to capacity (v/c) ratios, and the 95th percentile queue lengths for the 2040 conditions are summarized in **Table 7** with detailed LOS results in **Appendix C**.

Table 7: 2040 Total Conditions LOS Results

Intersection			Overall LOS // Delay (sec/veh)	Movement LOS // Average Delay (sec/veh) // [Volume to Capacity Ratio (v/c)] // 95th Percentile Queue (m)											
				Eastbound			Westbound			Northbound			Southbound		
Main Street @ Minor Street	Traffic Control	Peak Period		L ←	T ↑	R →	L ←	T ↑	R →	L ←	T ↑	R →	L ←	T ↑	R →
Valentine Blvd @ Gault Rd		AM	LOS A 1.1	A 9 [0.02] 0.6	-	Shared	-	-	-	Shared	A 0.2 [0.00] 0	-	-	Free Flow [0.05] 0	Shared
		PM	LOS A 0.8	A 9.4 [0.02] 0.4	-	Shared	-	-	-	Shared	A 0.6 [0.01] 0.2	-	-	Free Flow [0.06] 0	Shared
Hitachi Cres. (south) @ Gault Rd		AM	LOS A 3.5	Shared	A 9.8 [0.13] 3.6	Shared	Shared	B 12.3 [0.01] 0.2	Shared	Shared	A 1.6 [0.02] 0.4	Shared	Shared	A 0.1 [0.00] 0	Shared
		PM	LOS A 3.0	Shared	A 9.7 [0.08] 2.1	Shared	Shared	Free Flow [0.01] 0	Shared	Shared	A 2.7 [0.06] 1.4	Shared	Shared	A 0.1 [0.00] 0	Shared
Manawagonish @ Gault Rd		AM	LOS A 6.1	A 7.9 [0.05] 1.3	Free Flow [0.02] 0	Free Flow [0.00] 0	A 7.5 [0.08] 2	Free Flow [0.15] 0	Shared	Shared	C 17.9 two stage	B 10 [0.31] 10.7	Shared	C 17.8 [0.47] 20	Shared
		PM	LOS A 4.7	A 9.3 [0.13] 3.5	Free Flow [0.03] 0	Free Flow [0.01] 0	A 7.6 [0.11] 3	Free Flow [0.36] 0	Shared	Shared	C 19.6 two stage	B 10.3 [0.33] 11.8	Shared	C 20.5 [0.41] 15.3	Shared



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.

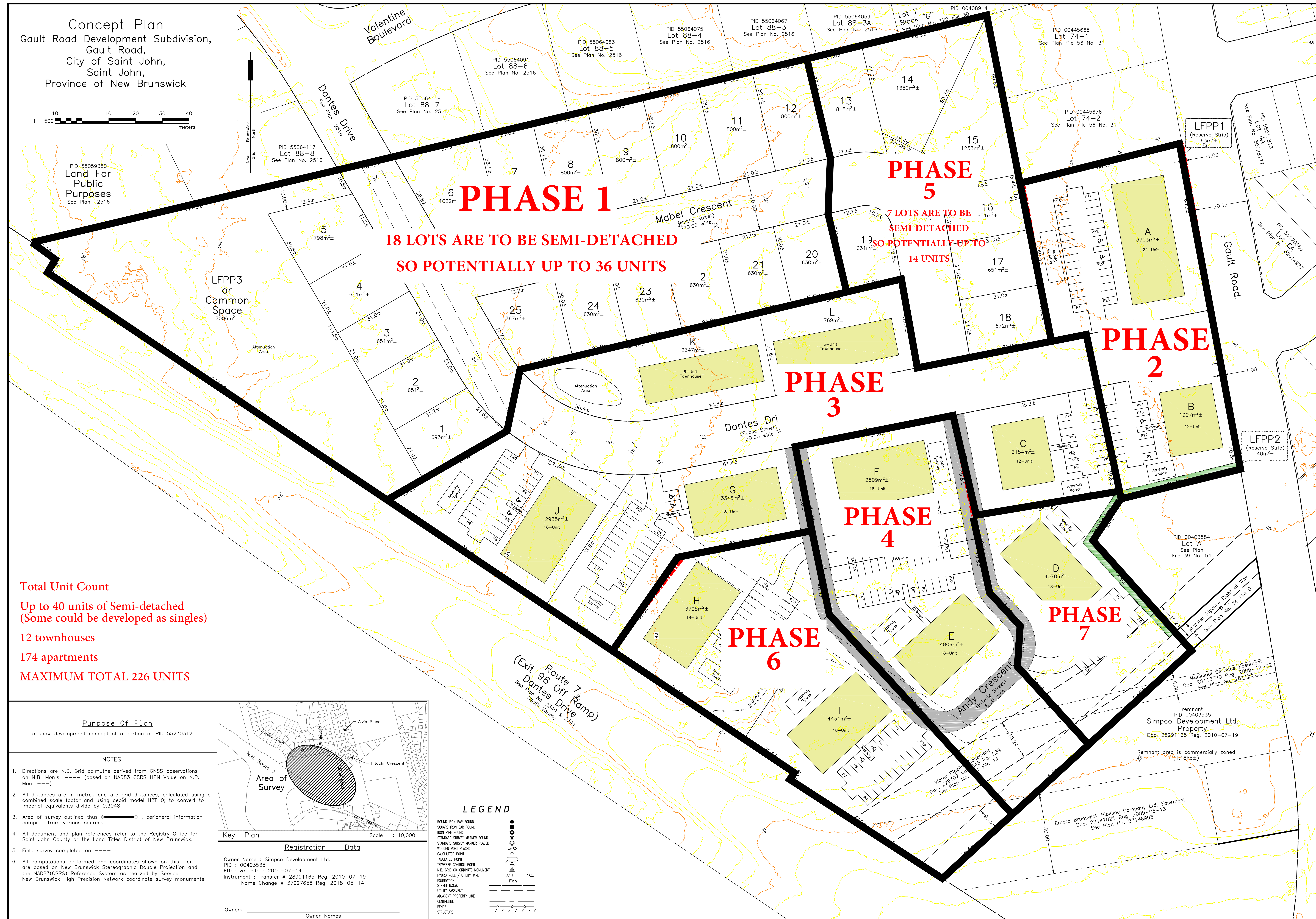
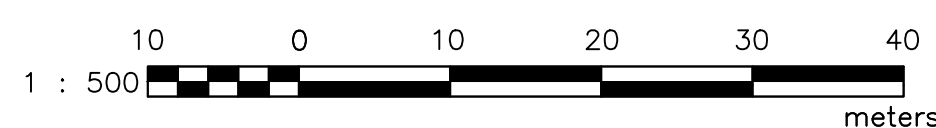
Transit stop relocation and sidewalk improvements that the City may wish to consider are discussed in §6.4.

Appendix A

Site Plan



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



PHASE 1
18 LOTS ARE TO BE SEMI-DETACHED
SO POTENTIALLY UP TO 36 UNITS

PHASE 5
7 LOTS ARE TO BE SEMI-DETACHED
SO POTENTIALLY UP TO 14 UNITS

PHASE 2

PHASE 3

PHASE 4

PHASE 6

PHASE 7

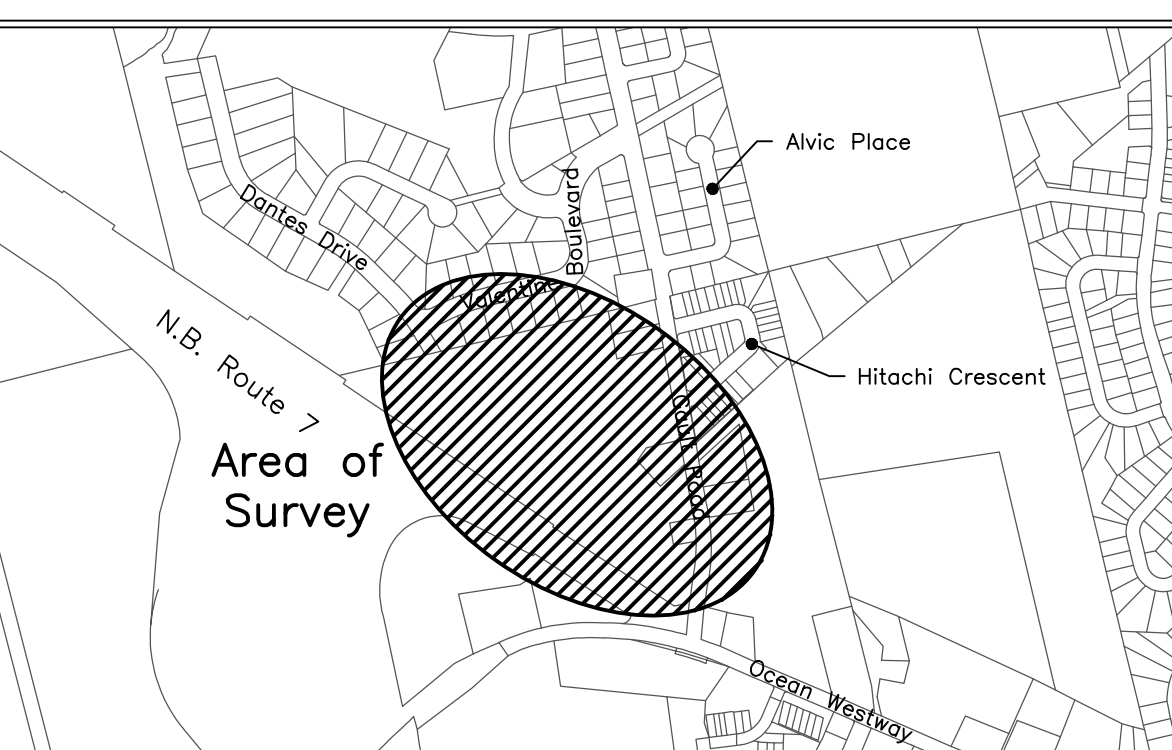
Total Unit Count
Up to 40 units of Semi-detached
(Some could be developed as singles)
12 townhouses
174 apartments
MAXIMUM TOTAL 226 UNITS

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 # 2891165 Reg. 2010-07-19
Name Change # 37997658 Reg. 2018-05-14

LEGEND

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

Owners _____
Owner Names _____

Appendix B

Traffic Counts



Gault Road @ Manawagonish Road
 October 15 (PM) and 16 (AM / MID)

Start Time	SBR	SBT	SBL	SBU	WBR	WBT	WBL	WBU	NBR	NBT	NBL	NBU	EBR	EBT	EBL	EBU
16:00:00	6	7	12		25	33	47		49	7	8		2	6	1	
16:15:00	5	4	10		15	30	32		36	12	4		4	2	1	
16:30:00	5	4	11		15	42	45		59	13	4		0	6	1	
16:45:00	0	0	16		20	36	19		30	15	3		3	5	3	
17:00:00	1	1	12		33	33	31		50	13	7		1	6	1	
17:15:00	12	10	9		34	32	33		22	13	2		2	6	3	
17:30:00	9	8	11		16	28	31		26	9	5		2	1	1	
17:45:00	3	3	7		15	30	34		30	10	2		1	8	3	
07:00:00	4	12	11		8	5	19		26	9	2		0	3	1	
07:15:00	3	15	21		4	3	16		32	7	0		0	3	1	
07:30:00	2	8	11		6	5	26		64	9	2		1	5	1	
07:45:00	5	13	23		15	8	25		52	10	2		2	6	1	
08:00:00	4	7	17		16	11	22		42	8	1		0	6	1	
08:15:00	3	4	10		5	11	17		43	7	1		0	2	0	
08:30:00	4	6	13		8	11	17		33	8	2		0	2	1	
08:45:00	3	3	6		7	13	17		38	3	2		0	4	0	
11:00:00	1	3	6		7	4	24		29	4	2		0	2	0	
11:15:00	1	1	8		9	13	20		33	4	8		0	1	0	
11:30:00	3	4	10		11	10	19		34	5	5		1	0	0	
11:45:00	4	7	5		7	12	22		30	7	3		0	2	0	
12:00:00	3	5	4		14	17	27		36	9	1		0	6	1	
12:15:00	4	4	9		10	20	23		48	6	2		2	4	0	
12:30:00	5	7	3		14	15	28		33	10	1		1	5	2	
12:45:00	4	6	12		5	13	20		34	5	0		1	3	1	

Gault Road @ Valentine Boulevard
 October 15 (PM) and 16 (AM / MID)

Start Time	SBR	SBT	SBL	SBU	WBR	WBT	WBL	WBU	NBR	NBT	NBL	NBU	EBR	EBT	EBL	EBU
16:00:00	2	10		0						19	8	0	5		1	0
16:15:00	1	13		0						15	6	0	1		1	0
16:30:00	1	13		0						16	5	0	5		1	0
16:45:00	2	7		0						19	3	0	1		2	0
17:00:00	2	16		0						28	8	0	6		1	0
17:15:00	4	20		0						25	6	0	3		0	0
17:30:00	4	14		0						17	9	0	6		1	0
17:45:00	0	9		0						19	1	0	7		4	0
07:00:00	1	17		0						13	0	0	8		0	0
07:15:00	1	19		0						7	1	0	11		2	0
07:30:00	0	6		0						10	1	0	9		1	0
07:45:00	0	15		0						19	0	0	7		1	0
08:00:00	0	14		0						18	2	0	8		0	0
08:15:00	2	15		0						11	1	0	3		1	0
08:30:00	0	10		0						10	0	0	3		2	1
08:45:00	0	9		0						8	0	0	1		1	0
11:00:00	0	9		0						6	1	0	3		0	0
11:15:00	0	13		0						12	1	0	1		0	0
11:30:00	0	10		0						13	3	0	5		0	0
11:45:00	1	7		0						6	1	0	3		0	0
12:00:00	0	9		0						14	2	0	2		3	0
12:15:00	1	10		0						12	4	0	2		1	0
12:30:00	1	8		0						20	4	0	3		0	0
12:45:00	0	8		0						6	4	0	5		1	0

Gault Road @ Hitachi Crescent
 October 15 (PM) and 16 (AM / MID)

Start Time	SBR	SBT	SBL	SBU	WBR	WBT	WBL	WBU	NBR	NBT	NBL	NBU	EBR	EBT	EBL	EBU
16:00:00		17	1	0	0		0	0	1	29		0				
16:15:00		16	0	0	0		0	0	2	22		0				
16:30:00		19	0	0	0		0	0	0	22		0				
16:45:00		10	0	0	0		0	0	0	35		0				
17:00:00		21	1	0	0		0	0	1	37		0				
17:15:00		24	0	0	0		0	0	2	40		0				
17:30:00		19	0	0	0		0	0	2	20		0				
17:45:00		16	1	0	0		1	0	3	23		0				
07:00:00		29	0	0	1		0	0	0	11		0				
07:15:00		32	0	0	0		1	0	1	11		0				
07:30:00		20	0	0	0		2	0	0	13		0				
07:45:00		26	1	0	0		0	0	0	24		0				
08:00:00		23	0	0	0		1	0	0	23		0				
08:15:00		19	0	0	0		3	0	1	9		0				
08:30:00		19	0	0	0		0	0	0	13		0				
08:45:00		15	0	0	0		1	0	2	6		0				
11:00:00		15	0	0	0		0	0	2	9		0				
11:15:00		14	0	0	0		2	0	2	13		0				
11:30:00		13	0	0	0		1	0	1	12		0				
11:45:00		11	0	0	0		1	0	1	10		0				
12:00:00		12	0	0	0		0	0	2	21		0				
12:15:00		14	1	0	0		3	0	0	16		0				
12:30:00		11	0	0	0		2	0	1	25		0				
12:45:00		16	0	0	0		2	0	1	8		0				













Appendix C

Detailed Synchro Results



HCM Unsignalized Intersection Capacity Analysis
 6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	24	3	89	32	0	0	0	229	72	43	14
Future Volume (Veh/h)	0	24	3	89	32	0	0	0	229	72	43	14
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	26	3	97	35	0	0	0	249	78	47	15
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	35			26			294	255	26	255	255	35
vC1, stage 1 conf vol							26	26		229	229	
vC2, stage 2 conf vol							268	229		26	26	
vCu, unblocked vol	35			26			294	255	26	255	255	35
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			94			100	100	76	86	92	99
cM capacity (veh/h)	1576			1588			574	602	1050	545	597	1038
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	26	3	97	35	249	140						
Volume Left	0	0	97	0	0	78						
Volume Right	0	3	0	0	249	15						
cSH	1700	1700	1588	1700	1050	593						
Volume to Capacity	0.02	0.00	0.06	0.02	0.24	0.24						
Queue Length 95th (m)	0.0	0.0	1.6	0.0	7.4	7.3						
Control Delay (s)	0.0	0.0	7.4	0.0	9.5	12.9						
Lane LOS			A		A	B						
Approach Delay (s)	0.0		5.4		9.5	12.9						
Approach LOS					A	B						
Intersection Summary												
Average Delay			8.9									
Intersection Capacity Utilization			34.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	5	38	282	116	41	0	0
Future Volume (Veh/h)	5	38	282	116	41	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	45	340	122	62	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	184				583	153
vC1, stage 1 conf vol						153	
vC2, stage 2 conf vol						430	
vCu, unblocked vol	0	184				583	153
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	97				100	100
cM capacity (veh/h)	0	1391				532	893
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	45	340	184				
Volume Left	45	0	0				
Volume Right	0	0	62				
cSH	1391	1700	1700				
Volume to Capacity	0.03	0.20	0.11				
Queue Length 95th (m)	0.8	0.0	0.0				
Control Delay (s)	7.7	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	0.9	0.0					
Approach LOS							
Intersection Summary							
Average Delay			0.6				
Intersection Capacity Utilization			18.6%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

















10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	35	4	54	54	1
Future Volume (Veh/h)	4	35	4	54	54	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	38	4	59	59	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	126	60	60			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	126	60	60			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	866	1006	1544			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	42	63	60			
Volume Left	4	4	0			
Volume Right	38	0	1			
cSH	991	1544	1700			
Volume to Capacity	0.04	0.00	0.04			
Queue Length 95th (m)	1.1	0.1	0.0			
Control Delay (s)	8.8	0.5	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.5	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			16.1%	ICU Level of Service	A	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	4	0	0	0	71	1	1	101	0
Future Volume (Veh/h)	0	0	0	4	0	0	0	71	1	1	101	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	4	0	0	0	77	1	1	110	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	190	190	110	190	190	78	110			78		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	190	190	110	190	190	78	110			78		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	770	704	943	770	705	983	1480			1520		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	4	78	111								
Volume Left	0	4	0	1								
Volume Right	0	0	1	0								
cSH	1700	770	1480	1520								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.1	0.0	0.0								
Control Delay (s)	0.0	9.7	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	9.7	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			16.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	31	6	128	159	0	0	0	231	48	15	18
Future Volume (Veh/h)	0	31	6	128	159	0	0	0	231	48	15	18
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	34	7	139	173	0	0	0	251	52	16	20
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	173			34			513	485	34	485	485	173
vC1, stage 1 conf vol							34	34		451	451	
vC2, stage 2 conf vol							479	451		34	34	
vCu, unblocked vol	173			34			513	485	34	485	485	173
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			91			100	100	76	88	97	98
cM capacity (veh/h)	1404			1578			440	464	1039	417	459	871
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	34	7	139	173	251	88						
Volume Left	0	0	139	0	0	52						
Volume Right	0	7	0	0	251	20						
cSH	1700	1700	1578	1700	1039	482						
Volume to Capacity	0.02	0.00	0.09	0.10	0.24	0.18						
Queue Length 95th (m)	0.0	0.0	2.3	0.0	7.6	5.3						
Control Delay (s)	0.0	0.0	7.5	0.0	9.6	14.1						
Lane LOS			A		A	B						
Approach Delay (s)	0.0		3.3		9.6	14.1						
Approach LOS					A	B						
Intersection Summary												
Average Delay			6.8									
Intersection Capacity Utilization			32.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	16	62	232	271	102	0	0
Future Volume (Veh/h)	16	62	232	271	102	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	67	252	295	111	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	406				736	350
vC1, stage 1 conf vol						350	
vC2, stage 2 conf vol						386	
vCu, unblocked vol	0	406				736	350
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	94				100	100
cM capacity (veh/h)	0	1153				475	693
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	67	252	406				
Volume Left	67	0	0				
Volume Right	0	0	111				
cSH	1153	1700	1700				
Volume to Capacity	0.06	0.15	0.24				
Queue Length 95th (m)	1.5	0.0	0.0				
Control Delay (s)	8.3	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	1.7	0.0					
Approach LOS							
Intersection Summary							
Average Delay			0.8				
Intersection Capacity Utilization			31.5%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis
 10: Gault Rd & Valentine Blvd

10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	15	22	88	56	9
Future Volume (Veh/h)	4	15	22	88	56	9
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	16	24	96	61	10
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	210	66	71			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	210	66	71			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	766	998	1529			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	20	120	71			
Volume Left	4	24	0			
Volume Right	16	0	10			
cSH	941	1529	1700			
Volume to Capacity	0.02	0.02	0.04			
Queue Length 95th (m)	0.5	0.4	0.0			
Control Delay (s)	8.9	1.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	1.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			22.5%	ICU Level of Service	A	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	134	3	1	74	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	134	3	1	74	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	146	3	1	80	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	230	231	80	230	230	148	80			149		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	230	231	80	230	230	148	80			149		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	725	668	980	725	670	899	1518			1432		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	149	81								
Volume Left	0	0	0	1								
Volume Right	0	0	3	0								
cSH	1700	1700	1518	1432								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	0.0	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			10.6%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	26	3	99	36	0	0	0	255	80	48	16
Future Volume (Veh/h)	0	26	3	99	36	0	0	0	255	80	48	16
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	28	3	108	39	0	0	0	277	87	52	17
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	39			28			326	283	28	283	283	39
vC1, stage 1 conf vol							28	28		255	255	
vC2, stage 2 conf vol							298	255		28	28	
vCu, unblocked vol	39			28			326	283	28	283	283	39
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			100	100	74	83	91	98
cM capacity (veh/h)	1571			1585			542	581	1047	510	576	1033
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	28	3	108	39	277	156						
Volume Left	0	0	108	0	0	87						
Volume Right	0	3	0	0	277	17						
cSH	1700	1700	1585	1700	1047	563						
Volume to Capacity	0.02	0.00	0.07	0.02	0.26	0.28						
Queue Length 95th (m)	0.0	0.0	1.8	0.0	8.5	9.0						
Control Delay (s)	0.0	0.0	7.4	0.0	9.7	13.8						
Lane LOS			A		A	B						
Approach Delay (s)	0.0		5.5		9.7	13.8						
Approach LOS					A	B						
Intersection Summary												
Average Delay			9.2									
Intersection Capacity Utilization			37.1%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	6	42	313	129	46	0	0
Future Volume (Veh/h)	6	42	313	129	46	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	50	377	136	70	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	206			648	171	
vC1, stage 1 conf vol					171		
vC2, stage 2 conf vol					477		
vCu, unblocked vol	0	206			648	171	
tC, single (s)	0.0	4.1			6.4	6.2	
tC, 2 stage (s)					5.4		
tF (s)	0.0	2.2			3.5	3.3	
p0 queue free %	0	96			100	100	
cM capacity (veh/h)	0	1365			500	873	
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	50	377	206				
Volume Left	50	0	0				
Volume Right	0	0	70				
cSH	1365	1700	1700				
Volume to Capacity	0.04	0.22	0.12				
Queue Length 95th (m)	0.9	0.0	0.0				
Control Delay (s)	7.7	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	0.9		0.0				
Approach LOS							
Intersection Summary							
Average Delay			0.6				
Intersection Capacity Utilization			19.8%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

















10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	39	4	60	60	1
Future Volume (Veh/h)	4	39	4	60	60	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	42	4	65	65	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	138	66	66			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	138	66	66			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	96	100			
cM capacity (veh/h)	852	998	1536			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	46	69	66			
Volume Left	4	4	0			
Volume Right	42	0	1			
cSH	984	1536	1700			
Volume to Capacity	0.05	0.00	0.04			
Queue Length 95th (m)	1.2	0.1	0.0			
Control Delay (s)	8.8	0.4	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.8	0.4	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.4			
Intersection Capacity Utilization			16.4%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres













10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	4	0	0	0	79	1	1	112	0
Future Volume (Veh/h)	0	0	0	4	0	0	0	79	1	1	112	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	4	0	0	0	86	1	1	122	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	210	211	122	210	210	86	122			87		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	210	211	122	210	210	86	122			87		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	746	686	929	746	686	972	1465			1509		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	4	87	123								
Volume Left	0	4	0	1								
Volume Right	0	0	1	0								
cSH	1700	746	1465	1509								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.1	0.0	0.0								
Control Delay (s)	0.0	9.9	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	9.9	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			16.7%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	
Traffic Volume (veh/h)	0	35	7	142	177	0	0	0	257	53	17	20
Future Volume (Veh/h)	0	35	7	142	177	0	0	0	257	53	17	20
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	38	8	154	192	0	0	0	279	58	18	22
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	192			38			569	538	38	538	538	192
vC1, stage 1 conf vol							38	38		500	500	
vC2, stage 2 conf vol							531	500		38	38	
vCu, unblocked vol	192			38			569	538	38	538	538	192
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			100	100	73	85	96	97
cM capacity (veh/h)	1381			1572			404	435	1034	380	431	850
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	38	8	154	192	279	98						
Volume Left	0	0	154	0	0	58						
Volume Right	0	8	0	0	279	22						
cSH	1700	1700	1572	1700	1034	444						
Volume to Capacity	0.02	0.00	0.10	0.11	0.27	0.22						
Queue Length 95th (m)	0.0	0.0	2.6	0.0	8.8	6.7						
Control Delay (s)	0.0	0.0	7.5	0.0	9.8	15.4						
Lane LOS			A		A	C						
Approach Delay (s)	0.0		3.4		9.8	15.4						
Approach LOS					A	C						
Intersection Summary												
Average Delay			7.0									
Intersection Capacity Utilization			34.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations							
Traffic Volume (veh/h)	18	69	258	301	113	0	0
Future Volume (Veh/h)	18	69	258	301	113	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	82	311	317	171	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	488				878	402
vC1, stage 1 conf vol						402	
vC2, stage 2 conf vol						475	
vCu, unblocked vol	0	488				878	402
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	92				100	100
cM capacity (veh/h)	0	1075				417	648
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	82	311	488				
Volume Left	82	0	0				
Volume Right	0	0	171				
cSH	1075	1700	1700				
Volume to Capacity	0.08	0.18	0.29				
Queue Length 95th (m)	2.0	0.0	0.0				
Control Delay (s)	8.6	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	1.8		0.0				
Approach LOS							
Intersection Summary							
Average Delay			0.8				
Intersection Capacity Utilization			34.2%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	4	17	24	98	62	10
Future Volume (Veh/h)	4	17	24	98	62	10
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	18	26	107	67	11
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	232	72	78			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	232	72	78			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	744	990	1520			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	22	133	78			
Volume Left	4	26	0			
Volume Right	18	0	11			
cSH	933	1520	1700			
Volume to Capacity	0.02	0.02	0.05			
Queue Length 95th (m)	0.6	0.4	0.0			
Control Delay (s)	8.9	1.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	1.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			23.2%	ICU Level of Service	A	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	149	3	1	82	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	149	3	1	82	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	162	3	1	89	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	254	256	89	254	254	164	89			165		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	254	256	89	254	254	164	89			165		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	698	647	969	698	649	881	1506			1413		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	165	90								
Volume Left	0	0	0	1								
Volume Right	0	0	3	0								
cSH	1700	1700	1506	1413								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	0.0	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			11.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	27	3	99	36	0	0	0	257	86	52	19
Future Volume (Veh/h)	0	27	3	99	36	0	0	0	257	86	52	19
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	29	3	108	39	0	0	0	279	93	57	21
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	39			29			334	284	29	284	284	39
vC1, stage 1 conf vol							29	29		255	255	
vC2, stage 2 conf vol							304	255		29	29	
vCu, unblocked vol	39			29			334	284	29	284	284	39
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			93			100	100	73	82	90	98
cM capacity (veh/h)	1571			1584			531	581	1046	508	576	1033
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	29	3	108	39	279	171						
Volume Left	0	0	108	0	0	93						
Volume Right	0	3	0	0	279	21						
cSH	1700	1700	1584	1700	1046	566						
Volume to Capacity	0.02	0.00	0.07	0.02	0.27	0.30						
Queue Length 95th (m)	0.0	0.0	1.8	0.0	8.6	10.1						
Control Delay (s)	0.0	0.0	7.4	0.0	9.7	14.1						
Lane LOS			A		A	B						
Approach Delay (s)	0.0		5.5		9.7	14.1						
Approach LOS					A	B						
Intersection Summary												
Average Delay			9.4									
Intersection Capacity Utilization			37.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	6	45	319	129	48	0	0
Future Volume (Veh/h)	6	45	319	129	48	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	54	384	136	73	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	209				664	172
vC1, stage 1 conf vol						172	
vC2, stage 2 conf vol						492	
vCu, unblocked vol	0	209				664	172
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	96				100	100
cM capacity (veh/h)	0	1362				491	871
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	54	384	209				
Volume Left	54	0	0				
Volume Right	0	0	73				
cSH	1362	1700	1700				
Volume to Capacity	0.04	0.23	0.12				
Queue Length 95th (m)	1.0	0.0	0.0				
Control Delay (s)	7.8	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	1.0	0.0					
Approach LOS							
Intersection Summary							
Average Delay			0.6				
Intersection Capacity Utilization			20.1%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	7	50	8	60	60	3
Future Volume (Veh/h)	7	50	8	60	60	3
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	54	9	65	65	3
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	150	66	68			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	150	66	68			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	95	99			
cM capacity (veh/h)	838	997	1533			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	62	74	68			
Volume Left	8	9	0			
Volume Right	54	0	3			
cSH	973	1533	1700			
Volume to Capacity	0.06	0.01	0.04			
Queue Length 95th (m)	1.6	0.1	0.0			
Control Delay (s)	9.0	0.9	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.0	0.9	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			3.1			
Intersection Capacity Utilization			20.0%	ICU Level of Service	A	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	4	0	0	0	83	1	1	123	0
Future Volume (Veh/h)	0	0	0	4	0	0	0	83	1	1	123	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	4	0	0	0	90	1	1	134	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	226	227	134	226	226	90	134			91		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	226	227	134	226	226	90	134			91		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	728	672	915	728	672	967	1451			1504		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	4	91	135								
Volume Left	0	4	0	1								
Volume Right	0	0	1	0								
cSH	1700	728	1451	1504								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.1	0.0	0.0								
Control Delay (s)	0.0	10.0	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	10.0	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			17.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	36	7	142	177	0	0	0	261	57	19	22
Future Volume (Veh/h)	0	36	7	142	177	0	0	0	261	57	19	22
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	39	8	154	192	0	0	0	284	62	21	24
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	192			39			574	539	39	539	539	192
vC1, stage 1 conf vol							39	39		500	500	
vC2, stage 2 conf vol							534	500		39	39	
vCu, unblocked vol	192			39			574	539	39	539	539	192
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			90			100	100	72	84	95	97
cM capacity (veh/h)	1381			1571			398	435	1033	377	430	850
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	39	8	154	192	284	107						
Volume Left	0	0	154	0	0	62						
Volume Right	0	8	0	0	284	24						
cSH	1700	1700	1571	1700	1033	443						
Volume to Capacity	0.02	0.00	0.10	0.11	0.28	0.24						
Queue Length 95th (m)	0.0	0.0	2.6	0.0	9.0	7.5						
Control Delay (s)	0.0	0.0	7.5	0.0	9.8	15.7						
Lane LOS			A		A	C						
Approach Delay (s)	0.0		3.4		9.8	15.7						
Approach LOS					A	C						
Intersection Summary												
Average Delay			7.2									
Intersection Capacity Utilization			35.0%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	18	74	262	301	119	0	0
Future Volume (Veh/h)	18	74	262	301	119	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	88	316	317	180	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	497				899	407
vC1, stage 1 conf vol						407	
vC2, stage 2 conf vol						492	
vCu, unblocked vol	0	497				899	407
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	92				100	100
cM capacity (veh/h)	0	1067				408	644
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	88	316	497				
Volume Left	88	0	0				
Volume Right	0	0	180				
cSH	1067	1700	1700				
Volume to Capacity	0.08	0.19	0.29				
Queue Length 95th (m)	2.2	0.0	0.0				
Control Delay (s)	8.7	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	1.9	0.0					
Approach LOS							
Intersection Summary							
Average Delay			0.8				
Intersection Capacity Utilization			34.9%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

















10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	24	34	98	62	13
Future Volume (Veh/h)	6	24	34	98	62	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	26	37	107	67	14
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	255	74	81			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	255	74	81			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	97	98			
cM capacity (veh/h)	716	988	1517			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	33	144	81			
Volume Left	7	37	0			
Volume Right	26	0	14			
cSH	914	1517	1700			
Volume to Capacity	0.04	0.02	0.05			
Queue Length 95th (m)	0.9	0.6	0.0			
Control Delay (s)	9.1	2.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	2.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.3			
Intersection Capacity Utilization			23.7%	ICU Level of Service	A	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	159	3	1	89	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	159	3	1	89	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	173	3	1	97	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	274	275	97	274	274	174	97			176		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	274	275	97	274	274	174	97			176		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	679	632	959	679	633	869	1496			1400		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	176	98								
Volume Left	0	0	0	1								
Volume Right	0	0	3	0								
cSH	1700	1700	1496	1400								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	0.0	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			11.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	30	4	113	40	0	0	0	290	91	55	18
Future Volume (Veh/h)	0	30	4	113	40	0	0	0	290	91	55	18
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	33	4	123	43	0	0	0	315	99	60	20
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised					Raised					
Median storage veh		1					1					
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	43			33			372	322	33	322	322	43
vC1, stage 1 conf vol							33	33		289	289	
vC2, stage 2 conf vol							339	289		33	33	
vCu, unblocked vol	43			33			372	322	33	322	322	43
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			100	100	70	79	89	98
cM capacity (veh/h)	1566			1579			498	554	1041	463	549	1027
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	33	4	123	43	315	179						
Volume Left	0	0	123	0	0	99						
Volume Right	0	4	0	0	315	20						
cSH	1700	1700	1579	1700	1041	522						
Volume to Capacity	0.02	0.00	0.08	0.03	0.30	0.34						
Queue Length 95th (m)	0.0	0.0	2.0	0.0	10.3	12.1						
Control Delay (s)	0.0	0.0	7.5	0.0	10.0	15.4						
Lane LOS			A		A	C						
Approach Delay (s)	0.0		5.5		10.0	15.4						
Approach LOS					A	C						
Intersection Summary												
Average Delay			9.8									
Intersection Capacity Utilization			40.3%				ICU Level of Service	A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	6	48	357	147	52	0	0
Future Volume (Veh/h)	6	48	357	147	52	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	57	430	155	79	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage (veh)			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	234				738	194
vC1, stage 1 conf vol						194	
vC2, stage 2 conf vol						544	
vCu, unblocked vol	0	234				738	194
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	96				100	100
cM capacity (veh/h)	0	1333				459	847
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	57	430	234				
Volume Left	57	0	0				
Volume Right	0	0	79				
cSH	1333	1700	1700				
Volume to Capacity	0.04	0.25	0.14				
Queue Length 95th (m)	1.1	0.0	0.0				
Control Delay (s)	7.8	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	0.9	0.0					
Approach LOS							
Intersection Summary							
Average Delay			0.6				
Intersection Capacity Utilization			22.1%	ICU Level of Service	A		
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

















10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	44	5	69	69	1
Future Volume (Veh/h)	5	44	5	69	69	1
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	48	5	75	75	1
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	160	76	76			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	160	76	76			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	95	100			
cM capacity (veh/h)	828	986	1523			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	53	80	76			
Volume Left	5	5	0			
Volume Right	48	0	1			
cSH	968	1523	1700			
Volume to Capacity	0.05	0.00	0.04			
Queue Length 95th (m)	1.4	0.1	0.0			
Control Delay (s)	8.9	0.5	0.0			
Lane LOS	A	A				
Approach Delay (s)	8.9	0.5	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			2.5			
Intersection Capacity Utilization			17.7%	ICU Level of Service	A	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	5	0	0	0	90	1	1	128	0
Future Volume (Veh/h)	0	0	0	5	0	0	0	90	1	1	128	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	5	0	0	0	98	1	1	139	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	240	240	139	240	240	98	139			99		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	240	240	139	240	240	98	139			99		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	99	100	100	100			100		
cM capacity (veh/h)	714	661	909	714	661	957	1445			1494		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	5	99	140								
Volume Left	0	5	0	1								
Volume Right	0	0	1	0								
cSH	1700	714	1445	1494								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.2	0.0	0.0								
Control Delay (s)	0.0	10.1	0.0	0.1								
Lane LOS	A	B		A								
Approach Delay (s)	0.0	10.1	0.0	0.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay			0.2									
Intersection Capacity Utilization			17.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	39	8	162	201	0	0	0	293	61	19	23
Future Volume (Veh/h)	0	39	8	162	201	0	0	0	293	61	19	23
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	42	9	176	218	0	0	0	318	66	21	25
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised					Raised					
Median storage veh		1					1					
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	218			42			648	612	42	612	612	218
vC1, stage 1 conf vol							42	42		570	570	
vC2, stage 2 conf vol							606	570		42	42	
vCu, unblocked vol	218			42			648	612	42	612	612	218
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			89			100	100	69	80	95	97
cM capacity (veh/h)	1352			1567			356	398	1029	331	393	822
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	42	9	176	218	318	112						
Volume Left	0	0	176	0	0	66						
Volume Right	0	9	0	0	318	25						
cSH	1700	1700	1567	1700	1029	396						
Volume to Capacity	0.02	0.01	0.11	0.13	0.31	0.28						
Queue Length 95th (m)	0.0	0.0	3.0	0.0	10.6	9.2						
Control Delay (s)	0.0	0.0	7.6	0.0	10.1	17.6						
Lane LOS			A		B	C						
Approach Delay (s)	0.0		3.4		10.1	17.6						
Approach LOS					B	C						
Intersection Summary												
Average Delay			7.4									
Intersection Capacity Utilization			37.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	20	79	294	343	129	0	0
Future Volume (Veh/h)	20	79	294	343	129	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	94	354	361	195	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type							
Median storage veh							
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	556				1000	458
vC1, stage 1 conf vol						458	
vC2, stage 2 conf vol						542	
vCu, unblocked vol	0	556				1000	458
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	91				100	100
cM capacity (veh/h)	0	1015				374	602
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	94	354	556				
Volume Left	94	0	0				
Volume Right	0	0	195				
cSH	1015	1700	1700				
Volume to Capacity	0.09	0.21	0.33				
Queue Length 95th (m)	2.4	0.0	0.0				
Control Delay (s)	8.9	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	1.9		0.0				
Approach LOS							
Intersection Summary							
Average Delay			0.8				
Intersection Capacity Utilization			38.1%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

















10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	5	19	28	112	71	11
Future Volume (Veh/h)	5	19	28	112	71	11
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	21	30	122	77	12
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	265	83	89			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	265	83	89			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	98			
cM capacity (veh/h)	710	976	1506			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	26	152	89			
Volume Left	5	30	0			
Volume Right	21	0	12			
cSH	911	1506	1700			
Volume to Capacity	0.03	0.02	0.05			
Queue Length 95th (m)	0.7	0.5	0.0			
Control Delay (s)	9.1	1.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.1	1.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.8			
Intersection Capacity Utilization			24.1%	ICU Level of Service	A	
Analysis Period (min)			15			













HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	0	0	0	0	170	4	1	94	0
Future Volume (Veh/h)	0	0	0	0	0	0	0	170	4	1	94	0
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	0	0	0	0	0	185	4	1	102	0
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	291	293	102	291	291	187	102			189		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	291	293	102	291	291	187	102			189		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	100	100	100	100	100			100		
cM capacity (veh/h)	661	617	953	661	619	855	1490			1385		
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	0	0	189	103								
Volume Left	0	0	0	1								
Volume Right	0	0	4	0								
cSH	1700	1700	1490	1385								
Volume to Capacity	0.00	0.01	0.00	0.00								
Queue Length 95th (m)	0.0	0.0	0.0	0.0								
Control Delay (s)	0.0	0.0	0.0	0.1								
Lane LOS	A	A		A								
Approach Delay (s)	0.0	0.0	0.0	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			0.0									
Intersection Capacity Utilization			12.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	31	4	113	40	0	0	0	297	124	73	30
Future Volume (Veh/h)	0	31	4	113	40	0	0	0	297	124	73	30
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	34	4	123	43	0	0	0	323	135	79	33
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	43			34			396	323	34	323	323	43
vC1, stage 1 conf vol							34	34		289	289	
vC2, stage 2 conf vol							362	289		34	34	
vCu, unblocked vol	43			34			396	323	34	323	323	43
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			92			100	100	69	70	86	97
cM capacity (veh/h)	1566			1578			462	554	1039	457	549	1027
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	34	4	123	43	323	247						
Volume Left	0	0	123	0	0	135						
Volume Right	0	4	0	0	323	33						
cSH	1700	1700	1578	1700	1039	524						
Volume to Capacity	0.02	0.00	0.08	0.03	0.31	0.47						
Queue Length 95th (m)	0.0	0.0	2.0	0.0	10.7	20.0						
Control Delay (s)	0.0	0.0	7.5	0.0	10.0	17.8						
Lane LOS			A		B	C						
Approach Delay (s)	0.0		5.5		10.0	17.8						
Approach LOS					B	C						
Intersection Summary												
Average Delay			11.1									
Intersection Capacity Utilization			44.3%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	6	56	390	147	63	0	0
Future Volume (Veh/h)	6	56	390	147	63	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	67	470	155	95	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	250				806	202
vC1, stage 1 conf vol						202	
vC2, stage 2 conf vol						604	
vCu, unblocked vol	0	250				806	202
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	95				100	100
cM capacity (veh/h)	0	1316				427	838
Direction, Lane #	EB 1	EB 2	WB 1				
Volume Total	67	470	250				
Volume Left	67	0	0				
Volume Right	0	0	95				
cSH	1316	1700	1700				
Volume to Capacity	0.05	0.28	0.15				
Queue Length 95th (m)	1.3	0.0	0.0				
Control Delay (s)	7.9	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	1.0		0.0				
Approach LOS							
Intersection Summary							
Average Delay			0.7				
Intersection Capacity Utilization			23.9%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	15	2	82	74	2
Future Volume (Veh/h)	6	15	2	82	74	2
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	16	2	89	80	2
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	174	81	82			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	174	81	82			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	98	100			
cM capacity (veh/h)	815	979	1515			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	23	91	82			
Volume Left	7	2	0			
Volume Right	16	0	2			
cSH	922	1515	1700			
Volume to Capacity	0.02	0.00	0.05			
Queue Length 95th (m)	0.6	0.0	0.0			
Control Delay (s)	9.0	0.2	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.0	0.2	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			1.1			
Intersection Capacity Utilization			15.9%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

10-31-2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	0	91	5	0	0	22	90	1	1	128	5
Future Volume (Veh/h)	13	0	91	5	0	0	22	90	1	1	128	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	14	0	99	5	0	0	24	98	1	1	139	5
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	290	290	142	389	292	98	144			99		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	290	290	142	389	292	98	144			99		
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	98	100	89	99	100	100	98			100		
cM capacity (veh/h)	653	609	906	501	608	957	1438			1494		
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	113	5	123	145								
Volume Left	14	5	24	1								
Volume Right	99	0	1	5								
cSH	865	501	1438	1494								
Volume to Capacity	0.13	0.01	0.02	0.00								
Queue Length 95th (m)	3.6	0.2	0.4	0.0								
Control Delay (s)	9.8	12.3	1.6	0.1								
Lane LOS	A	B	A	A								
Approach Delay (s)	9.8	12.3	1.6	0.1								
Approach LOS	A	B										
Intersection Summary												
Average Delay			3.5									
Intersection Capacity Utilization			29.1%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 6: Oceanway /Gault Rd & Hwy/Manawagonish

10-31-2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑				↗		↕	↖
Traffic Volume (veh/h)	0	42	8	162	201	0	0	0	315	82	31	31
Future Volume (Veh/h)	0	42	8	162	201	0	0	0	315	82	31	31
Sign Control		Free			Free			Yield			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	46	9	176	218	0	0	0	342	89	34	34
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		Raised			Raised							
Median storage veh		1			1							
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	218			46			667	616	46	616	616	218
vC1, stage 1 conf vol							46	46		570	570	
vC2, stage 2 conf vol							621	570		46	46	
vCu, unblocked vol	218			46			667	616	46	616	616	218
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	100			89			100	100	67	72	91	96
cM capacity (veh/h)	1352			1562			335	397	1023	321	392	822
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	46	9	176	218	342	157						
Volume Left	0	0	176	0	0	89						
Volume Right	0	9	0	0	342	34						
cSH	1700	1700	1562	1700	1023	387						
Volume to Capacity	0.03	0.01	0.11	0.13	0.33	0.41						
Queue Length 95th (m)	0.0	0.0	3.0	0.0	11.8	15.3						
Control Delay (s)	0.0	0.0	7.6	0.0	10.3	20.5						
Lane LOS			A		B	C						
Approach Delay (s)	0.0		3.4		10.3	20.5						
Approach LOS					B	C						
Intersection Summary												
Average Delay			8.5									
Intersection Capacity Utilization			40.9%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 8: Manawagonish & Gault Rd

10-31-2024



Movement	EBU	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↑	↑			
Traffic Volume (veh/h)	20	104	315	343	163	0	0
Future Volume (Veh/h)	20	104	315	343	163	0	0
Sign Control			Free	Free		Stop	
Grade			0%	0%		0%	
Peak Hour Factor	0.75	0.84	0.83	0.95	0.66	0.92	0.92
Hourly flow rate (vph)	0	124	380	361	247	0	0
Pedestrians							
Lane Width (m)							
Walking Speed (m/s)							
Percent Blockage							
Right turn flare (veh)							
Median type			Raised	Raised			
Median storage veh			1	1			
Upstream signal (m)							
pX, platoon unblocked	0.00						
vC, conflicting volume	0	608				1112	484
vC1, stage 1 conf vol						484	
vC2, stage 2 conf vol						628	
vCu, unblocked vol	0	608				1112	484
tC, single (s)	0.0	4.1				6.4	6.2
tC, 2 stage (s)						5.4	
tF (s)	0.0	2.2				3.5	3.3
p0 queue free %	0	87				100	100
cM capacity (veh/h)	0	970				331	582
Direction, Lane #							
	EB 1	EB 2	WB 1				
Volume Total	124	380	608				
Volume Left	124	0	0				
Volume Right	0	0	247				
cSH	970	1700	1700				
Volume to Capacity	0.13	0.22	0.36				
Queue Length 95th (m)	3.5	0.0	0.0				
Control Delay (s)	9.3	0.0	0.0				
Lane LOS	A						
Approach Delay (s)	2.3		0.0				
Approach LOS							
Intersection Summary							
Average Delay			1.0				
Intersection Capacity Utilization			41.5%		ICU Level of Service		A
Analysis Period (min)			15				

HCM Unsignalized Intersection Capacity Analysis

10: Gault Rd & Valentine Blvd

















10-31-2024



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	6	6	9	121	85	13
Future Volume (Veh/h)	6	6	9	121	85	13
Sign Control	Stop			Free	Free	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	7	10	132	92	14
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	251	99	106			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	251	99	106			
tC, single (s)	6.4	6.2	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	99	99	99			
cM capacity (veh/h)	733	957	1485			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	14	142	106			
Volume Left	7	10	0			
Volume Right	7	0	14			
cSH	830	1485	1700			
Volume to Capacity	0.02	0.01	0.06			
Queue Length 95th (m)	0.4	0.2	0.0			
Control Delay (s)	9.4	0.6	0.0			
Lane LOS	A	A				
Approach Delay (s)	9.4	0.6	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			23.5%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis
 12: Gault Rd & Proposed Access Location /Hitachi Cres

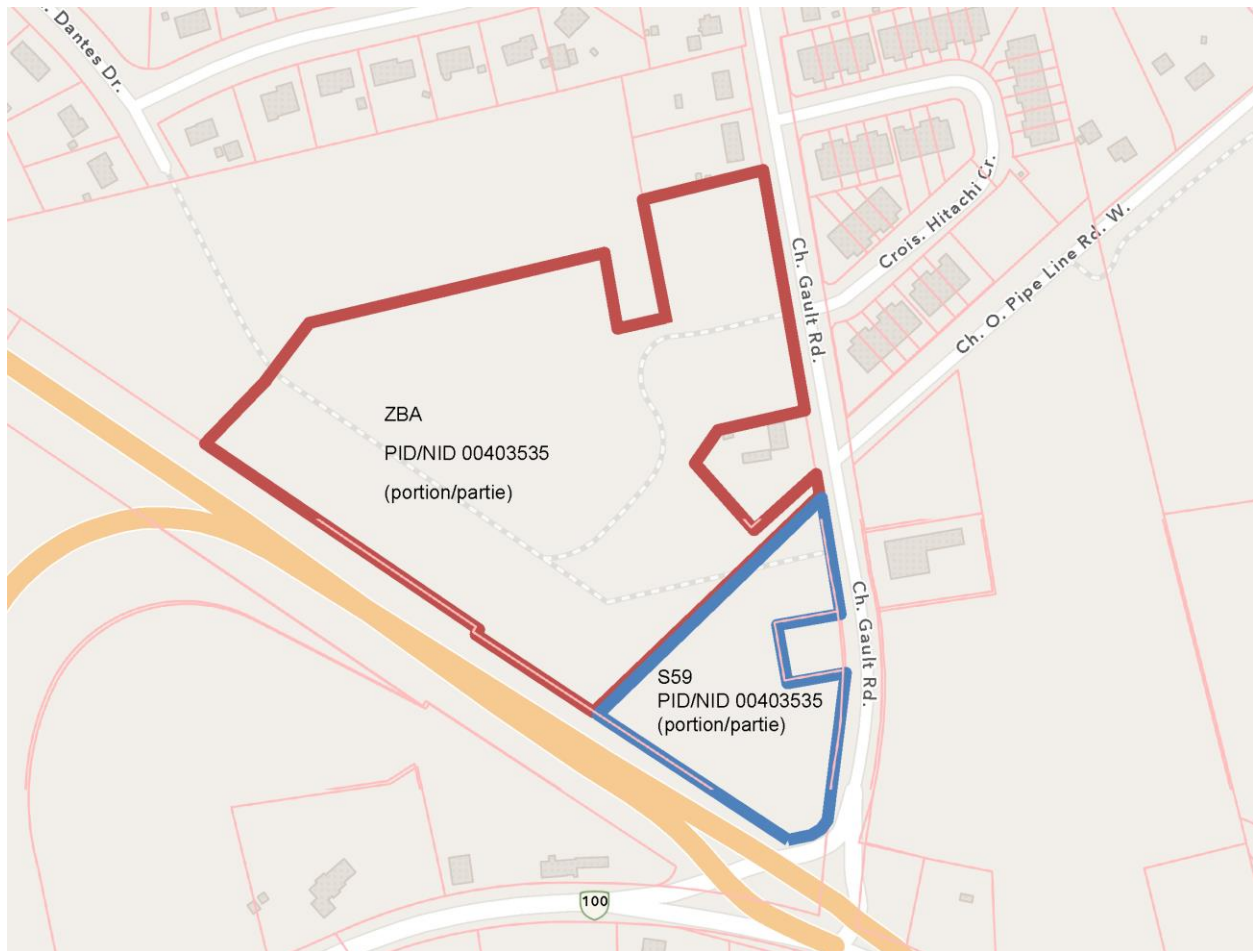
10-31-2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	0	52	0	0	0	76	170	4	1	94	14
Future Volume (Veh/h)	9	0	52	0	0	0	76	170	4	1	94	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	0	57	0	0	0	83	185	4	1	102	15
Pedestrians												
Lane Width (m)												
Walking Speed (m/s)												
Percent Blockage												
Right turn flare (veh)												
Median type												
								None			None	
Median storage veh												
Upstream signal (m)												
pX, platoon unblocked												
vC, conflicting volume	464	466	110	522	472	187	117				189	
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	464	466	110	522	472	187	117				189	
tC, single (s)	7.1	6.5	6.2	7.1	6.5	6.2	4.1				4.1	
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2				2.2	
p0 queue free %	98	100	94	100	100	100	94				100	
cM capacity (veh/h)	486	466	944	418	462	855	1471				1385	
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	67	0	272	118								
Volume Left	10	0	83	1								
Volume Right	57	0	4	15								
cSH	828	1700	1471	1385								
Volume to Capacity	0.08	0.01	0.06	0.00								
Queue Length 95th (m)	2.1	0.0	1.4	0.0								
Control Delay (s)	9.7	0.0	2.7	0.1								
Lane LOS	A	A	A	A								
Approach Delay (s)	9.7	0.0	2.7	0.1								
Approach LOS	A	A										
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			30.4%		ICU Level of Service				A			
Analysis Period (min)			15									

**Proposed Rezoning and Section 59 Amendment
RE: 125 Gault Road (portions of PID 00403535)**

Public Notice is hereby given that Common Council of The City of Saint John intends to amend the Zoning By-law, as well as consider a proposal at its regular meeting to be held in the Council Chambers on **Monday, January 13, 2025, at 6:30 p.m.** by:

1. Amending the Section 59 conditions imposed on the December 5, 2011, rezoning of a parcel of land having an approximate area of 1.1 hectares, located at 125 Gault Road, also identified as a portion of PID 00403535, to permit a revised proposal.
2. Rezoning 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)**, as illustrated below



REASON FOR CHANGE: To expand the scope of commercial uses permitted on the portion of the site zoned General Commercial (CG) and allow for the construction of townhouses and multiple unit dwellings on the portion of the site to be rezoned to Mid-Rise Residential (RM).

For details on how to inspect the amendment, or to register to participate, please contact the Office of the City Clerk at CityClerk@saintjohn.ca. Written objections to the amendment may be provided in writing and/or verbally at the Public Hearing to be held by Common Council. To register for participation in the hearing, please contact the City Clerk's Office in advance at CityClerk@saintjohn.ca

If you require French services for a Common Council meeting, please contact the office of the City Clerk.

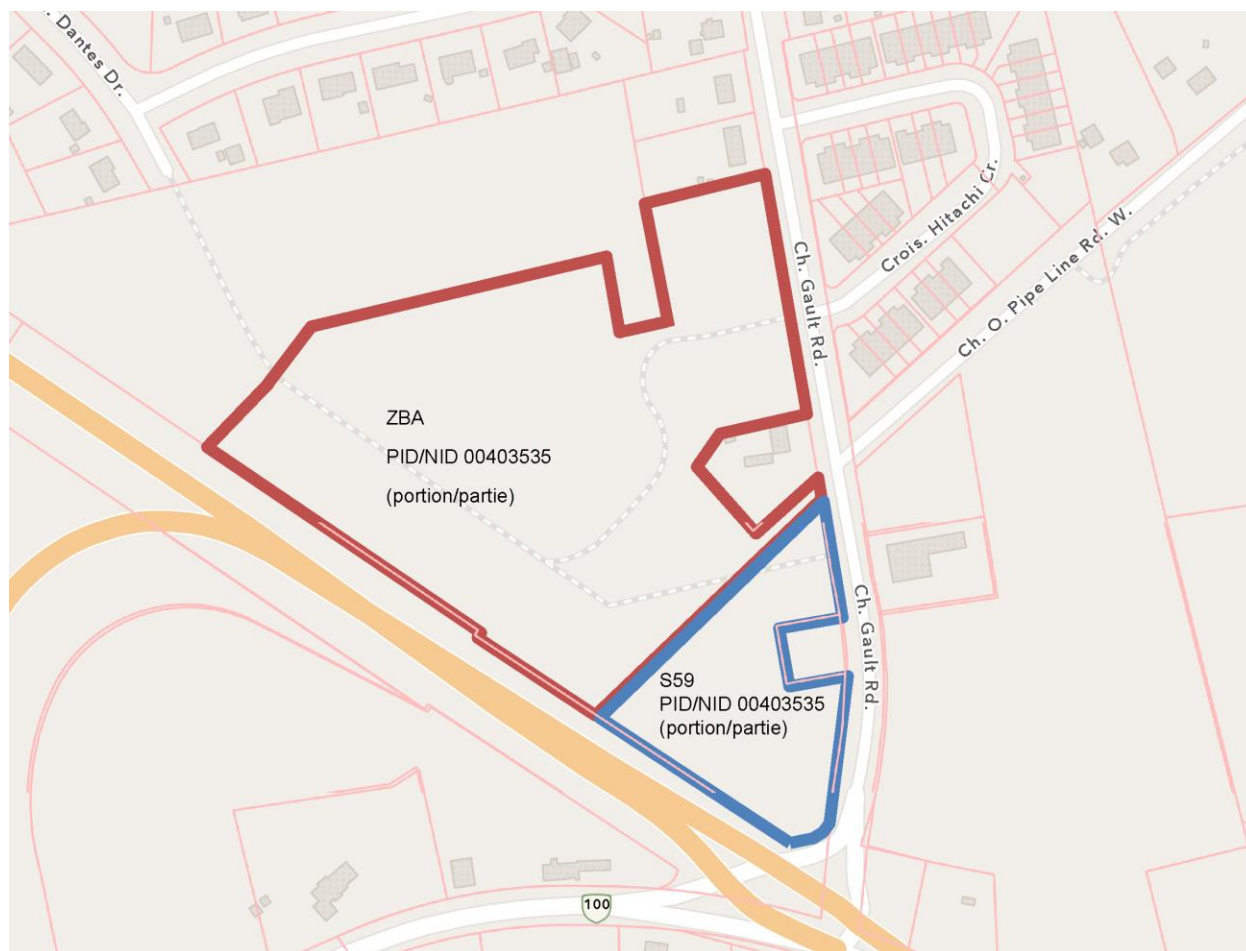
Jonathan Taylor, City Clerk
(506) 658-2862

Rezoning et modification des conditions de l'article 59

Objet : 125 chemin Gault (parties du NID 00403535)

Par les présentes, un avis public est donné par lequel le conseil communal de La Ville de Saint John indique son intention de modifier l'Arrêté de zonage de la Ville de Saint John, et d'examiner une proposition, lors de la réunion ordinaire qui se tiendra dans la salle du conseil le **lundi 13 janvier 2025 à 18 h 30**, en apportant les modifications suivantes :

1. Modification des conditions de l'article 59 imposées relativement au changement de zonage du 5 décembre 2011, d'une parcelle de terrain d'une superficie approximative de 1,1 hectare, située au 125, chemin Gault, également identifiée comme une partie du NID 00403535, pour permettre une proposition révisée.
2. Rezoning d'une parcelle de terrain d'une superficie d'environ 4,5 hectares, situé au 125 chemin Gault, également identifié comme une partie de NID 00403535, de **Zone résidentielle bifamiliale (R2) à Zone résidentielle – Immeubles d'habitation de Hauteur Moyenne (RM)**, tel qu'illustré ci- dessous.



RAISON DE LA MODIFICATION: Élargir la portée des utilisations commerciales autorisées sur la partie du site zonée Zone Commerciale Générale (CG) et permettre la construction de

maisons de ville et d'habitations à logements multiples sur la partie du site à rezoner en Zone résidentielle – Immeubles d'habitation de Hauteur Moyenne (RM),

Pour plus d'informations concernant la lecture de l'amendement, ou pour s'enregistrer à l'audience publique, veuillez contacter le Bureau du greffier de la Ville à l'adresse CityClerk@saintjohn.ca. Les objections à l'amendement peuvent être écrites ou présentées oralement à l'audience publique tenue par le conseil commun.

Si vous souhaitez obtenir des services en français, veuillez contacter le bureau du greffier municipal.

Jonathan Taylor, greffier municipal
(506) 658-2862

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

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. Rezoning a parcel of land having an area of approximately 4.4 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)**.

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

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 X, A.D. 2025 and signed by:

Mayor/Maire

**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 :

1. Rezonage d'une parcelle de terrain d'une superficie d'environ 4,4 hectares, située au 125 chemin Gault, également identifié comme une partie de NID 00403535, de **Zone résidentielle bifamiliale (R2)** à **Zone résidentielle – Immeubles d'habitation de hauteur moyenne (RM)**,

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

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

City Clerk / Greffier de la municipalité

First Reading - X
Second Reading - X
Third Reading - X

Première lecture - X
Deuxième lecture - X
Troisième lecture - X

From: Natalie Martin <martinbobnat@hotmail.com>
Sent: Monday, January 6, 2025 9:43 AM
To: Common Clerk <commonclerk@saintjohn.ca>
Subject: Gault Road Rezoning

You don't often get email from martinbobnat@hotmail.com. [Learn why this is important](#)

[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.**

As a homeowner who will be directly impacted by the new development off the Gault Road I am concerned by the magnitude of this proposal. I am not against development but urge council to reject this proposal and consider a smaller scale development that wouldn't have such a negative impact on the existing communities.

Thank you

Bob Martin
2 Hitachi Crescent
Sent from my iPhone

From: Bernie Morrison <btek@bellaliant.net>
Sent: Monday, January 6, 2025 7:59 PM
To: Darling, Mariah <Mariah.Darling@saintjohn.ca>
Cc: Common Clerk <commonclerk@saintjohn.ca>
Subject: RE: Rezoning of 125 Gault Road

Some people who received this message don't often get email from btek@bellaliant.net. [Learn why this is important](#)

[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.**

January 6, 2025

RE: Rezoning of 125 Gault Road

We are writing at this time in opposition to proposed rezoning of 125 Gault Road. We are Bernie and Tara Morrison and we reside at 4 Hitachi Crescent. Our property is located directly across the street from the proposed apartment development.

We have lived in this Westside community for the past 35 years. Originally, we bought a home in Monte Cristo Park on Valentine Blvd, in 1990, where we raised our family. At the time, only five residences existed. However, this community has grown substantially over the years. When our children left home, we decided to downsize. We relocated to Hitachi Crescent, which is the block east of Monte Cristo Park. We liked the area and wanted to remain. It has always been a very good and peaceful neighbourhood to raise a family and to live. The adjacent property is zoned for low-rise residential development and we thought we could easily spend the rest of our lives here.

You probably have not heard much from the residents of Hitachi as of yet since we were very late finding out what is proposed. Surprisingly we received an announcement just prior to Christmas that a number of large apartment buildings are proposed, which is out of scale with the surrounding community.

We feel that the rezoning and related proposed development will negatively affect this area. It has always been a community of single-family one and two storey residential homes. The new proposed development will provide multi-residential units, which will be out of character for this neighbourhood and greatly add to vehicle congestion and on

street parking. With recent changes to the zoning bylaw, these building could go higher than the current proposal.

We have watched the community grow over the years and the traffic increase with it. Factors such as lack of sidewalks, bad sight lines, speed and volume of traffic could become dangerous.

We are not opposed to the development of this property but do not support the size and height of the proposed buildings .Is this an appropriate use of this land? There has been very little consultation with the community from either the developer or the City. We also question the timing of this proposed change coming just before Christmas when everyone is very busy with family and the very tight period in early January in which to provide feedback to council. We ask that Council do not support the rezoning of this parcel of land.

Yours truly;

Bernie Morrison

Tara Morrison

4 Hitachi Crescent

Saint John NB

E2M 0G4

From: Chelsea Donaldson <chelsea.a.donaldson@gmail.com>
Sent: Monday, January 6, 2025 9:47 PM
To: Norton, Greg <greg.norton@saintjohn.ca>
Cc: Common Clerk <commonclerk@saintjohn.ca>
Subject: Concerns Regarding The Proposed Rezoning of 125 Gault Road

Some people who received this message don't often get email from chelsea.a.donaldson@gmail.com. [Learn why this is important](#)

[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.**

I am writing to express my concerns regarding the proposed rezoning of 125 Gault Road, which will be up for a vote by the city council on January 13. I live in the Monte Cristo neighbourhood (at 72 Dantes Drive), next to the proposed development. I have significant concerns about its potential impact on my property and family.

Water drainage is one of my biggest concerns. Monte Cristo already faces challenges in this area, with deep drainage ditches, underground springs, and a fast-flowing stream running behind properties on the highway side of Dantes Drive. Many properties experience soggy yards year-round and struggle with water leakage into homes, requiring sump pumps or costly out-of-pocket solutions to divert water. The land's grade is an important factor to consider. The proposed development sits at the highest point, with the land sloping downward through Monte Cristo to the bottom of Dantes Drive. My property is at the bottom of this hill, and I fear that poor planning for drainage will worsen existing issues. At the PAC meeting on December 10, the applicant (Hughes Surveys, on behalf of the developer) did not present a well-thought-out drainage plan with consideration of the significant existing issues.

Traffic and safety are also significant concerns. A development of this size will bring increased residential traffic to our neighborhood, which lacks pedestrian infrastructure like sidewalks and crosswalks. The wide drainage ditches further limit safe walking areas, especially for children.

I am hoping it may be possible to delay a decision on rezoning. As a current resident, I am open to development and welcoming new neighbors, but I feel this application is being rushed. More time is needed to ensure an appropriate development plan is in place. Once the project begins, it will be much more difficult to address any negative impacts on current residents that come about after the fact.

The residents of the Monte Cristo neighbourhood and surrounding area have been hit with the task of learning how the rezoning processes and applications work during the holiday season in order to keep up and understand what is happening. It's been a big learning curve. Although the applicant did indicate they delivered 24 letters informing the public of the proposed development plans and subsequent application to request rezoning the area at the end of October, it did take time for others such as myself (who would also be impacted by this development) to learn of the plans through word of mouth.

The public consultation efforts were minimal. At the PAC meeting the applicant complained to the committee that we did not take him up on his offer to come to 2 different meetings we hosted within the neighbourhood. However, these meetings were very informal gatherings in our neighbour's crowded kitchen to view and learn about the proposed plans as most of us living in the neighbourhood did not receive a letter. It did not seem to be an appropriate time or space to invite the applicant to join us at that point. The burden of setting up public consultation should not have fallen upon us, the residents.

Given the developer's loose timeline for the project, which suggests it could take as long as 15 years to complete the entire neighbourhood, would it be possible to consider including a sunset clause in the agreement? A development that stretches out over such a prolonged period will create significant disruption in our community, potentially leading to an ongoing cycle of construction noise, dust, and traffic for years to come. The burden of this disruption should not fall solely on current residents for an extended period, and a sunset clause would provide a clear and reasonable timeframe for completion. This would ensure that the development doesn't drag on indefinitely, reducing the burden on the neighbourhood and providing clarity to all parties involved.

We welcome new development, but more time is needed to ensure the development complements the existing neighborhood. If the rezoning is approved in its current form, it will reduce the opportunity for public input and could lead to irreversible consequences for existing residents. However, with proper time and research, the development could be a valuable addition to the growth of Saint John.

Those of us living within the Monte Cristo neighbourhood are not just a collection of people with adjacent physical addresses but a community of people that have formed neighbourly bonds and friendships. We welcome new development and with that, new neighbours, but we are hoping for more time to meet with the developer to help shape their development plan into one that is not only profitable and viable for them, but also complementary to the existing neighbourhood. I personally do not feel the proposed development, in its current state, is at all complementary to the current surrounding neighbourhoods. We welcome new development, but more time is needed to ensure the development makes sense in the existing neighborhood.

I worry that if the rezoning is approved in its current form, it will reduce the opportunity for public input and could lead to irreversible consequences for existing residents. However, with proper time and research, the development could be a valuable addition to the growth of Saint John.

Thank you so much for your time and consideration in this matter. I hope your new year is off to a wonderful start.

Sincerely,

Chelsea Donaldson

72 Dantes Drive
Ward 1 Resident

From: Nicole McKenna <nicmmckenna@gmail.com>
Sent: Monday, December 23, 2024 1:20:22 PM
To: Reardon, Donna <donna.reardon@saintjohn.ca>
Subject: 125 Gault Road Rezoning Proposal - Request to be tabled on Jan 13, 2025

You don't often get email from nicmmckenna@gmail.com. [Learn why this is important](#)

[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.**

I am sending this message to you as a resident of the Monte Cristo Park neighbourhood. My husband, Dave and I were recently made aware of a proposed development requiring rezoning was discussed at the PAC on December 10th, 2024, and that PAC has passed the proposed development which will now be going to council on January 13th, 2025. **We are seeking to have the January 13th council vote tabled to allow for an opportunity for the community to engage with the developer as to date there has been little/no consultation with the community on this proposed development.**

I have many concerns with not only the proposed development but also with the fact that only a selected homeowners in the Monte Cristo Park were notified of this proposal. Currently, there are 60 homes in our neighbourhood and the proposed development is looking to add 225+ units to a footprint that is half the size of the existing community. This proposed development would enable a significant change to our entire community along with providing additional traffic in a neighbourhood that already only has one entrance/exit.

We are not against the development of the property; in fact, we would support development (including densification) that considers and complements the existing community. However, the scale of the development poses significant concerns for the community and is well outside any gentle densification approach.

It appears that since the initial submission for development from the developer to the City of Saint John, there has been many revisions from the initial proposed development.

The plans (Picture 1) that were mailed by the City of Saint John in November 2024 to selected members of the community were different from those presented at the PAC meeting by the developer's representative (Picture 2). The Plans discussed at the PAC meeting on December 10th, 2024, we were not the ones that was submitted in the initial General Application Form in July 2024. The revised plans (Picture 2) were sent to the selected residents in late October 2024, and I believe they were the ones that the PAC voted on, which as stated above, were not the most recent revised plans.

Picture 1: Proposed Plan sent to selected members of Monte Cristo Park in November 2024 by City of Saint John

Picture 2: Proposed Plan sent to selected members of Monte Cristo Park October 2024

Only a small portion of the residents received any information on the development. As I do understand that the current process is that only those affected withing a certain distance of the proposed development are the ones that are to receive any formal information/notifications from the City of Saint John, but in the case of Monte Cristo Park, these criteria should have been reconsidered due to the configuration of our neighbourhood.

As mentioned above, there is only one entrance/exit into the park and adding additional traffic for the upcoming years until the connected onto the Gault Road is completed will cause a significant impact the entire Monte Cristo Park community not just those within the "notification zone".

To date, the ability of the community to review, consider proposals and engage with the developer has been limited.

On December 19, 2024, a few members of the community met with Rick Turner to further discuss the proposed development, and it was mentioned by Mr. Turner that the developer had made a few other changes to his initial plans. These changes have not yet been presented in full to the community as the revised plans are not yet available and with the holiday season approaching, this causes another obstacle.

This is another reason, I am asking for this proposal to be tabled by council at the January 13th council meeting, **we need more time to ensure a proper community consultation on the revised proposal (once available).**

Also, it should be recommended that a new PAC submission/review be required as not only did PAC approve the proposal based on an older plan revision, but this was also not the same plan that was submitted to the residents by the City of Saint John and that there is once again a new revision coming. It should be standard process that PAC and Council must have the most up to date proposal in hand to approve a proposed development.

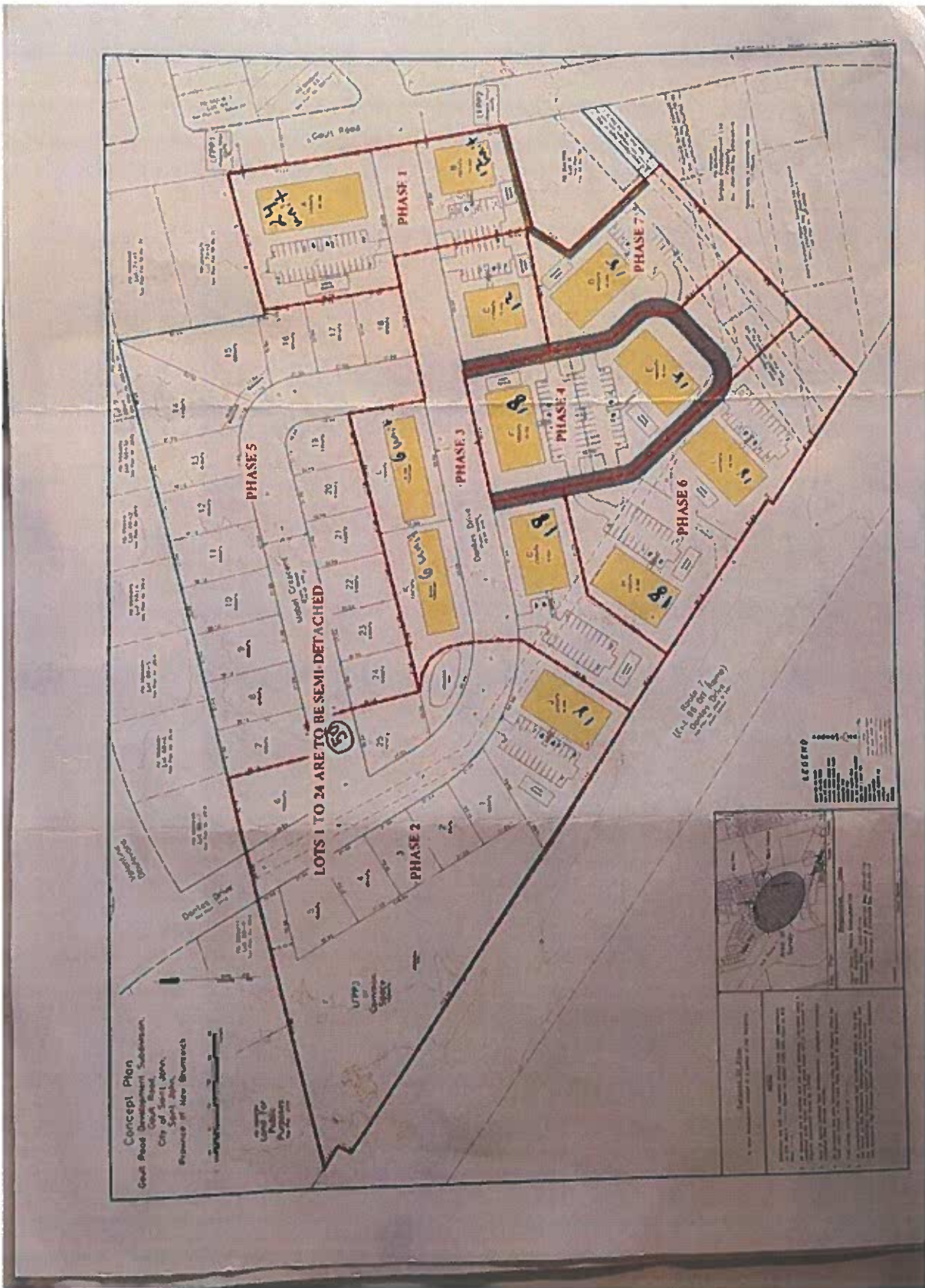
Finally, I want to thank you for taking the time to read my email and would be happy to discuss further and am hopeful that council will consider tabling the vote on January 13th to allow more time for this proposal to be discussed with the community.

Respectfully,

Nicole McKenna, P.Eng.

30 Corsica Court

Saint John, NB



From: Chris mccutcheon <drcutch@hotmail.com>

Sent: Monday, January 6, 2025 10:30 PM

To: Common Clerk <commonclerk@saintjohn.ca>; Reardon, Donna <donna.reardon@saintjohn.ca>; MacKenzie, John <john.mackenzie@saintjohn.ca>; Sullivan, Gary <gary.sullivan@saintjohn.ca>; Harris, Brent <brent.harris@saintjohn.ca>; Ogden, Barry <barry.ogden@saintjohn.ca>; Stewart, Greg <greg.stewart@saintjohn.ca>; Radwan, Paula <paula.radwan@saintjohn.ca>; Darling, Mariah <Mariah.Darling@saintjohn.ca>; Lowe, Gerry <gerry.lowe@saintjohn.ca>; Killen, Joanna <joanna.killen@saintjohn.ca>

Subject: Proposed rezoning 125 Gault Road

Some people who received this message don't often get email from drcutch@hotmail.com. [Learn why this is important](#)

[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.**

Hello,

My name is Chris McCutcheon, I live in Monte Cristo Park, and I am writing to express my concerns with the proposed development and rezoning request that is being brought before council on January 13, 2025. I ask that you **NOT** vote in favor of rezoning this area.

I would like to be clear; I am not opposed to development and I agree the city needs appropriate housing development, but a development of this size is not appropriate for this area. I'm grew up in Monte Cristo Park, and when it came time to raise a family of my own, I looked hard at neighboring communities outside of Saint John, but being from the city and being employed in the city, it was important for me to be loyal to the city.

I moved back roughly ten years ago. Although large open ditches and no sidewalks would not meet today's building standard for this area, I largely accepted that because this is a relatively rural area within the city. Since moving back, I've had my basement flooded, and have helped my neighbors with flooded basements of their own. In the last five years, I know of at least six houses in this subdivision that have had water issues with their property, this proposed development is uphill from all of these houses, and I am confident without investment in the existing subdivision, this will get worse with a development of this size.

My largest concern is the safety of my three small school aged children. We live only a few feet from the entrance to phase 1, and at the bottom of a hill. My kids catch the school bus on the road because there are no sidewalks. With snow removal, there is no shoulder on either side of the street due to snow banks (because the plows can't push the snow into the open ditches as it would cause drainage issues). From where they catch the bus is only roughly three feet from the ditch (when there is no snow) which is approximately 3 feet deep and has running water year-round (except when frozen). The traffic that a development of this size would bring cannot

be safety supported given the current infrastructure of the subdivision. I truly believe that the existing subdivision cannot support a development of this size without FIRST investing in the existing subdivision to bring it up to the current standards.

Thank you for your time, and I look forward to speaking with you next week.

Get [Outlook for Android](#)

From: Trish Stokes <trishstokes525@hotmail.com>
Sent: Tuesday, January 7, 2025 1:22 PM
To: Common Clerk <commonclerk@saintjohn.ca>
Subject: Proposal for 125 Gault Road - Letter of Opposition

You don't often get email from trishstokes525@hotmail.com. [Learn why this is important](#)

[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.**

Good afternoon,

I hope this message finds you well. My name is Trish Stokes and I am writing to you today in regards of the proposed development at 125 Gault Road. I live directly next to this proposal at 120 Dantes Drive. This development wants to continue the street that is in front of my home up to the Gault Road. There are many concerns I would like to voice, and I will try to get them all out in categories for an easier read. I have met with many people of our community, and we all share very similar concerns.

We believe that this process moved way too fast and that the timeline for something such as this large of a development warrants the community more time. We received the original proposal from Hughes Surveys early November which was not approved from the city. The one from the city was different and was given to us on Nov 25th. We had a short span of time from that notice to get together before the PAC meeting. It is hard as a mother of 3 young children to gather an entire community together who were not notified of these changes (100 meters of the development was all that was notified) prior to the holidays. I urge you to table this proposal and consider providing us more time to work through this as we're limited on time now due to vacations and the holidays to work with the community, city staff and the developer. We feel this has been presented this way to be pushed through without our community noticing or having the time to process, learn and respond appropriately especially with the Dec 16th council meeting regarding the new zoning by-law amendments.

I think it is very important to note here that our community does support development, however we support gentle density in the respect of not drastically altering our already established community not to mention that there are many other issues at hand here which include safety and traffic concerns as well as infrastructure issues.

Traffic:

One of my largest concerns is the safety of my family and other residents. Although a traffic study has been done it does not count for the magnitude of traffic if multiple apartments are built now potentially up to 6 stories. We are very concerned with the traffic that would now be entering into our subdivision for many reasons. Construction vehicles and new residents will bring on more traffic without proper sidewalks, crosswalks, traffic stops, ample parking, and roundabouts etc. in place.

Our kids currently use the piece of road in front of our home to play as it is the only place we allow them to ride their bikes as there are no sidewalks. Our house, 29 & 25 Valentine all live in a row and between us have 8 young kids that all play outside and catch the bus together. Our bus driver recently asked us to stand back and wait for him inside a driveway so that in the winter his bus does not slide into the children waiting on the side of the road. Once Dantes drive connects to the Gault Road anyone who lives on Dantes or Corsica will now enter through the top of the Gault Road as a "Short-cut" which leads to multiple cars driving past my house. These traffic concerns need to be addressed when asking to put 5 apartments that enter onto Dantes Drive and an additional 5 off it and possible countless more if the rezoning is approved. There would need to be many safety measures added in front of our home such as a 3-way traffic stop along with speed bumps if necessary. Ideally it would be a dead end and a new subdivision started on the other side which would cease our concerns on the traffic flow through our subdivision.

Another child from our subdivision was hit by a motorcycle this summer crossing the road at the top of Gault Road and Manawagonish. Fortunately, he is ok, but this could have had a tragic outcome. Whether traffic is heavy or not at the time of coming off the highway onto Manawagonish, cars are known for speeding there and this accident could have been avoided if traffic calming measures were in place.

I spoke with Mr. Turner from Hughes Surveys, and he noted to me that the City should prioritize our issues and have some capital expenditures to put a roundabout at the top of the Gault Road along with other traffic concerns. This should happen prior to any new development.

Also to be noted that the number of trains we now receive at the end of Gault Road causes congestion and more traffic to be routed to the top of the Gault Road. These trains have stopped me on my way to and from work on multiple occasions and are of 15 minutes in length. That just means extra traffic at the top of Gault Road and Manawagonish during peak hours. We are also aware that the land on the other end of Dantes Drive has been bought and is also going to be developed which causes even more concern for this extra entrance into Dantes and cars coming down into the subdivision. With no Sidewalks for our kids to walk on where are they supposed to go when multiple large construction vehicles start coming down our roads that are not wide enough already. Because of this I ask if any proposal goes through that all construction vehicles enter and exit through the top of the Gault Road which the PAC agreed with.

Infrastructure:

Monte Cristo Park was originally a development that was never fully completed, the developer ran out of money and did not complete our subdivision which is why we still have infrastructure issues to this day. We do not want to see this happen again and have it compound on our already extensive list of problems. We have open ditches that are too wide and too deep, no sidewalks, narrow roads, sharp illegal turns (Valentine) with drainage and water issues. Currently the water runoff is not even making it to the ditches, its coming down the dirt road from Simpco's land and settling in front of my home creating water and ice buildup, our back yard is already a swamp where grass cannot grow from the overflowing stream. Can I be assured that the 100-foot trees and their roots on my property line will not be disturbed (fall

into my yard, which many already have) by the trench digging where the proposed storm drain will be and that we will not end up with even more water in our back yards.

Has Hughes Surveys done their due diligence in assessing how the water runs out of the subdivision and into the "receiving stream" as this currently overflows with heavy rains and spring thaws ending up in the back yards of the Dantes Drive residents. Having all the runoff from this new development could mean catastrophic events for the residents and their homes.

We are seeing more water in basements after heavy rains and spring thaws, we have issues with runoff from our existing properties and have had many water backups into homes due to improper drainage. Many people here now own permanent sump pumps just to combat this issue and one neighbor is currently excavating their yard to fix their water damage. Can we be assured that this new development would not cause even more damage to our properties, I would hope this has been investigated.

There needs to be extensive research done here for storm water management as there is a major existing issue with flooding and water damage. Mr. Tuner mentioned they may need to put in a detention pond and catch basins for water run off but noted that it would all end up in the "receiving stream" that runs down the hill behind Valentine, down past the side of my yard into the back yards of all Dantes drive. We see a serious issue with this as our backyards are swamps, there is a large portion of mine that currently cannot even grow grass as its too wet. When the stream gets high during heavy rains and spring thaw we see water overflow into our backyards. We do not believe that this stream should be used to re-direct all the water runoff for an entire new subdivision as this will cause catastrophic damage in our yards and possibly in our homes.

To drive this point home aside from the damage that this water would cause and currently is we also have the safety aspect of our ditches. We had a city engineer at our home to view our ditches and were told that they are in fact "too wide and too deep" and although no changes have been made to rectify this situation this is what we were told. My 3-year-old daughter fell into one of these ditches, my brothers dog ran past her and knocked her in, we quickly grabbed her out of the ditch, she was soaked and covered from head to toe in mud. This could have been a very serious accident that occurred as there was enough water and mud in the ditch that she could not get out on her own and enough water that she could have drowned.

Fortunately for us it has not rained recently, and the ditches were not as full as they are after a rainfall, or we would be having a drastically different conversation here. Something needs to be done in our subdivision before anyone in good conscious could develop on our road and invite in countless more residents into our subdivision and not provide them a safe environment to live in.

Without having proper infrastructure our driveways are narrow and have deep ditches beside them. My mother and countless others who have visited us have almost fell into the ditch beside our driveway when getting out of their cars. We have already had the city out to fix part of our driveway as there was a sinkhole due to a broken culvert. Many other residents have had the city out for many other issues.

Mr. Turner said that he would agree that what is going on in Monte Cristo is a disaster and so long as he is not exasperating it in some way then it's not a concern for his development. Well, I would urge him to look deeper into his development and do his due diligence as we have all

clearly stated that this disaster it already is would most definitely be exasperated by this proposed development.

Observations from the PAC:

One member who voted against the proposal noted that although he is in favor of this type of development, he believes that this one is out of balance and too heavily weighted with apartment buildings.

Another member who was against the proposal spoke directly to Mr. Turners comments about gentle density not applying because this isn't a developed neighbourhood. He said "I would say if you look at the image that one of the residents provided, wow yes, this is new land you are clearly bounded on several sides with existing developments and to say that a neighborhood does not exist here I think is a serious misconstruing of facts here, I just want to make sure that we are all on the same page and I believe gentle density would apply here."

Another member of the PAC would like for us to work with the developer to see if we can come to a compromise and reach a middle ground that works for both the developer and our community. I have spoken with Mr. Turner, and he has advised he will get back to me with some options. I have yet to hear back from him and followed up again today.

I would like to note that Mr. Turner asked the PAC to "finish" his presentation after comments from the public were closed. This was allowed and we had no option to get back up to speak to his new information that he provided which we felt was very unfair and calculated on his part.

Aging Population & Density:

I know many people that are looking to age in their existing homes, including my parents who live on Gault Road, as it is more affordable than moving into an apartment. They want lower ground options, which would include garden homes like Hitachi Cres. and support the current zoning of two-unit homes.

What is the affordability on these proposed apartments as we were never given a range? We were advised by Mr. Turner that they are keeping the apartments "affordable" by only making them 3 stories so there is no need for sprinklers or elevators. With this development this close to a largely wooded area I think that would be negligent to build that many apartments close together without sprinkler systems. Apartments without elevators may keep the cost "lower" but how is the aging population expected to use stairs without an elevator option? Who are these apartments being built for?

I know many people that are looking to buy a home in this neighbourhood with their families and a two unit or ground floor option would enable that. If we create homes that people are looking to move into or downsize into wouldn't that open other homes on the west side for younger generations to move into? We are not against the possibility for a few apartment buildings as Mr. Turner advised that this project would not be feasible without them but if we allow for a complete rezoning as requested to the area in question then I fear that it will be apartment heavy with the possibility up to 6 stories and it is possible that homes are never built, and our street is never connected.

I like the idea of "stacking" which would support gentle density; however, this proposal is requesting to be apartment dense which does not work in our existing community especially with no close amenities on the outskirts of the city. A much smaller area could possibly be rezoned to accommodate a few apartments to help facilitate the development.

With the new by-law reform, it is now possible for there to be up to 6 stories for a Mid-rise zone, there has been no testing done for that amount of water consumption, sewerage or traffic and there is nothing in place to stop the developer from building that if rezoned. It is beyond me to understand why a complex of this magnitude so far away from the city center would benefit anyone except the developer. I feel that they are seeking rezoning to maximize profit. Rezoning in our neighbourhood will set precedence and allow any future developers the opportunity to continue this process such as the one we know of next at the other end of Dante's Drive.

We are requesting that mostly homes be considered for this land in question as it will drastically alter the community as it currently exists which I do not believe would align with the gentle density housing that the city is looking to create. I would think we could all agree that 10 apartment buildings in a small area that is half the size of our existing subdivision does not support this and creates instability in a tight knit community and a less desired area to live in and for people to move into. More than half of just our subdivision alone has advised that they are opposed to this proposal and the list keeps growing as more people continue to reach out to me with their concerns.

Timelines:

Mr. Turner advised that the timeline for this development could be up to 10-15 years for completion and that this will not happen overnight. This has raised a lot of concern from the residents in the area as we do not believe it is fair for us all to put up with 15 years of road work and housing construction. There needs to be a much smaller timeframe on when this could be completed. If the developer doesn't have the ability to complete work in a timely manner, then they should be reducing their scope.

Environment:

There is going to be no green space and a lack of trees, we are right next to a highway and on/off ramps which are loud as it is, with taking our tree coverage away our subdivision noise will be much louder.

Right now, this is a heavily wooded area with many animals nearby, we have raccoons, rodents and bears all year round here and must take very good care at keeping our garbage locked down. I believe that this kind of development with no green space and more garbage/dumpsters will encourage even more animals to visit.

The city plan notes that they want to protect the rural landscape and natural areas however our location is one of the most rural areas within Saint John; that being the reason we decided to settle inside the city limits, and we had hoped to stay here as our forever home. I can say with all honesty that we will be looking to move outside of the city if the proposed plan goes ahead as follows as this drastically alters the character of our community. Many other residents have noted the same. A member of the PAC also noted that there is lots of character here with space and trees and not lots of asphalt and rooftops of large buildings, I hope we ensure that there is more landscaping and green space and trees left for noise barrier.

I would hope there has been some proactive work on how this will impact our schools as IVS, Barnhill, Saint Rose and Beaconsfield as all are currently overcrowded. I believe that the government should put something in place to address where all these possible children will go

that are expected to move into this large new development. As of right now our daughter has advised us that they are seating 3 kids to a seat on her bus, we are at capacity as it is, and I hope this has been taken into consideration. I believe this brings on larger concerns and highlights the need to communicate and collaborate with the province.

Proper notification should be sent and signed off on by the Saint John Fire Department regarding the National Fire Code of Canada and ensure building codes are complied with as there is potential for them to have to action an issue for up to 10 apartment buildings that could be up to 6 stories high all close together in a largely wooded area.

I do not believe our current flex bus system will be able to service this area properly without sidewalks and crosswalks with the expected new number of residents in the area. Demand will most definitely increase for transportation here if this many units are approved as we see there are to be less spaces for cars, so more people are expected to walk to amenities that currently takes me at least 7 minutes to drive depending on traffic.

I do not see the need for this many units in this fashion here on the westside as we see AQ towers went up and still has vacancies, we see Wild Fox being built, another apartment on the Dever Road and another in Milford. According to the Canada Mortgage and Housing Corporation, rentals had a vacancy rate of 1.5 per cent in 2023. But more apartments have been built across the country, bringing the vacancy rate up to 2.2 per cent. However, the CMHC says that hasn't helped with affordability. For the most part, higher-income households are the only ones who can pay to live in the newer, more expensive apartments. This brings on even more concerns as higher-income households are looking for homes and not apartments. Also, mortgage rates are decreasing, and longer repayment terms are now an option which will help buyers get into the housing market and leave more apartments vacant.

Developer:

Developers must be responsible when approaching projects. Selling a rezoned lot and apartment units are more profitable but I do not believe they support the community in the long run.

The developer indicated that they require some apartments to help fund this development but were uncertain if able to finish it to its entirety. We are concerned we may not even end up with any houses at all and just apartments and yet another unfinished subdivision, we could end up compounding our existing issues if the development isn't completed properly and in a timely manner.

I do believe this proposal is speculative as the land rezoned would be worth more than it is today. Simpco has not yet sold the land to the developer so who is to say that if this parcel of land it to be rezoned to Mid-Rise residential that anything at all will be built and not just sold? This land in question was rezoned from R1 to R2 back in 2011 and the subdivision was not approved by PAC and Council at that time. I believe that rezoning in 2011 was a compromise to our R1 subdivision and is in keeping with our community but to never have built on that land and move it to Mid-Rise is a large jump. I would like to note that a lot has changed in the last 13 years and will change again in another 13 years when this is projected to be completed. I just want to make sure that the decisions we're making now is the right decision for the long run of this community as what happens in years to come when a lot of our population has "aged out" many homes are back up for sale, is this the right location with all the amenities for a heavily

populated area of apartments? I think the zoning in its current state is more than sufficient to provide ample housing.

I would like to note that the last proposal from 2011 was also proposed by Hughes Surveys with Mr. Turner representing Simpc Development. He originally proposed to not have a full public street connection between Monte Cristo Park and the proposed development. His rationale behind this was that the proposed project was going to be high density and have numerous driveway entrances on to the street system. Having a public street connection between the developments would likely result in much of the traffic from Monte Cristo Park using it as a "shortcut" to get to the Gault Rd/Manawagonish Rd area. At that time, they stated that should it be deemed that a public street connection between the two developments is desirable then they would suggest that there be consideration in the form of traffic calming measures to control traffic flow. At the time it was noted that the application would complement Hitachi drive, which I would have to agree with.

In 2011, they called their proposed development very dense and were concerned about traffic going through their new subdivision (requested 110 units) but now that they want to build more than double that number of units, they seem to have no traffic concerns. I would argue that Mr. Turner is always for the developer and not in the best interest of the city and the community as we can see that he used to want what we currently want now.

PAC recommended to change the zoning at that time from RSS to R-2, This was considered Low density residential. At that time the common council did not assent to the proposed subdivision plan. The grades of the land were also noted as steep and should be properly designed to not have steep grades. I am seeing this issue currently with the runoff from Simpc's land. The developer was required to submit a detailed storm water draining plan. I would hope this is still the case.

Final Comments:

I think the current zoning of R2 for this land is sufficient for what is needed here and now with the new by-law reform there are more options to build more units under the existing zoning. If rezoned to RM the developer can now move the 2 proposed apartment buildings on the Gault Road to 6 stories which is directly beside people's homes and across from a daycare on a very busy Gault Road that currently has no sidewalks or crosswalks in place. A 6-story (even 3) apartment building is very invasive and not gentle density at all stuffed in between the homes on the Gault Road.

If rezoning is approved the developer is now able to build up to 6 stories under the new by-law reform and this could cause even more density concerns, no parking leading to on street parking, more traffic, more water consumption, more drainage issues, how are we to ensure that these issues are handled properly if approved.

With our existing infrastructure issues and traffic concerns a proposal of this magnitude has a lack of gentle density and a large impact on the residents. We are very similar to the most recent 49 Quinton Avenue Proposal but on a larger scale and the request to rezone to Mid-Rise Residential was recently rejected by the PAC and denied by Council. We strongly urge you to consider the same.

I know I have asked a lot of questions in this however these are questions that our community and I all would like to see due diligence on.

I Appreciate your consideration on this matter,

Thank you,
Trish Stokes

From: Trish Stokes <trishstokes525@hotmail.com>
Sent: Tuesday, January 7, 2025 1:21 PM
To: Common Clerk <commonclerk@saintjohn.ca>
Subject: Petition Opposed to the Rezoning of 125 Gault Road

You don't often get email from trishstokes525@hotmail.com. [Learn why this is important](#)

[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.**

Good Afternoon,

Hope this email finds you well. We would like for you to review the attached regarding a petition in opposition of the rezoning of 125 Gault Road where 184 local residents have physically signed and 23 local residents have provided their name and address in the form of an electronic signature for a total of 207 Signatures.

The Petition reads as follows:

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to **deny** the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

See attached list of signatures

Thank you,
Trish Stokes

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Gary Naves		27 Day Drive
Crystal Naves		27 Day Drive
Mandy Burns		112 Dantes Drive
James Burns		112 Dantes Dr.
Joe Harriman		109 Dantes Dr.
Wendy Morgan		109 Dantes Drive
Adam Shultz		28 Westwood Terrace
Don Matheson		250 Millard Rd
Grace Matheson		137 Porter St.
Jeff Matheson		137 Porter St.
Juie Estabrooks		64 Sandalwood Cres
Thomas Estabrooks		64 Sandalwood Cres
Stephen Estabrooks		64 Sandalwood Cres
Christine Ahearn		17 Mountfield Crescent
Sarah Ahearn		17 Mountfield Crescent
Karen Dunham		2238 Ocean Westway
Amy Gibban		2482 Ocean Westway
Bobby Gibban		2482 Ocean Westway
Sean Dunham		2238 Ocean Westway
Jen McEnough		520 Ridge Row
Martha Cox		7 Amy Cres.
Luise Muehl		7 Amy Cres
Claudia Rocca Parker		16 Day Dr.
Brent Parker		16 Day Dr.
Chelsea Donaldson		72 Dantes Drive
Lisa Belyea		23 Cullinan Ave
Angela Fox		2252 Armstrong Road
Bred Fox		2252 Armstrong Rd.
IVAN Power		16 AMY Cres.
Kevin Craig		903 Devel Road

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Enca Beckwith		25 Valentine Blvd
Geoff Beckwith		25 Valentine Blvd
Shawn & Joan Ferguson		69 Dantes Dr
Ken Campbell		252 GAULT ROAD
Paije Campbell		252 Gault Rd
Maib McKenna		30 Corsica Ct.
DAVID MCKENNA		30 Corsica Court
Carol O'Brien-Boucher		4 Valentine Blvd
Debra Wilson		528 Gault Rd
RODGER MAXAN		201 GAULT Rd
Lon Maxan		281 Gault Rd
Carson Whitcomb		19 Corsica Court
Mary Whitcomb		19 Corsica Court
Janessa Smith		32 Valentine Blvd.
C. Dale Cairns		30 Alice Place
Hollie Blakney		252 Gault Rd
Heather Blakney		252 Gault Road
Linda Beckwith		319 Gault Road
Hilary Kierstead		285 Gault Rd
Sylvio Chiasson		285 Gault Rd
Debra Parnoy		8 Corsica Ct.
JACK BOUTLER		70 CORSICA
Heather Hamilton		70 Gault Rd
Joshua Hamilton		70 Gault Rd
Betty Parnoy		141 Park Lane
HANKY CARRE		97 Dantes Dr
MIKE CARRE		97 Dantes Dr.
John Rocca		9 CORSICA CT
Yasha ROCCA		9 CORSICA CT
Larry Maxwell		143 Gault Rd

Common Council Meeting at Public Hearing
by Common Council Jan. 13/2025 @ 6:30 pm.

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Patricia Stokes	Patricia Stokes #duplicate	120 Dantes Drive
Shane Stokes	Shane Stokes #duplicate	120 Dantes Dr
Tara Morrison	Tara Morrison	4 Hitachi Cres
Jodi O'Leary	Jodi O'Leary	60 Hitachi Cres.
Dan Korbey	Dan Korbey	13 " "
Bonnie Mahan	Bonnie Mahan	4 Hitachi Cres.
W. Petersen	W. PETERSEN	9 HITACHI CRES
B. Jones	B. Jones	" " "
Kathy Higgins	Kathy Higgins	65 Hitachi Cres
Carl Smith	Carl Smith	61 " "
Sandra Gahan	Sandra Mahan	63 Hitachi Cres.
CHARISSE GAMBLE	Charisse Gamble	60 HITACHI CRES
ERIC DOUC et	EDNA DOUC ET	58 " "
JOHN PERRY	John Perry	11 HITACHI CRES.
NORMA PERRY	Norma A. Perry	11 HITACHI CRES.
Elaine Wilson	M. E. Wilson	93 Dantes Dr
Arliiss Wilson	"	93 " "
Michael Wilson	"	"
Emily Wilson	"	"
Chris McLutchen	Chris McLutchen	29 Valentine Blvd
Michelle Horgan	Michelle Horgan	"
Monique Carr	Monique Carr	15 Corsica Ct
Travis Carr	Travis Carr	15 Corsica Ct.
Carolyn Khitab	Carolyn Khitab	84 Dantes Drive
Natalie Martin	Natalie Martin	2 Hitachi Cres
Bob Martin	Bob Martin	2 Hitachi Cres
Kathy Demouche	Kathy Demouche	96 Dantes Drive
Martha Demouche	Martha Demouche	96 Dantes Drive

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Patricia Stokes	Patricia Stokes	120 Dantes Drive
Shane Stokes	Shane Stokes	120 Dantes Dr
Alan Campbell	Alan Campbell	268 Gault Rd
KECK CAMPBELL	K. Campbell	268 Gault Rd
Abigail Smith	Abigail Smith	32 Valentine Blvd
Brenda Melanson	Brenda Melanson	21 Valentine Blvd
Bill Melanson	Bill Melanson	21 Valentine Blvd
Kevin Beckwith	Kevin Beckwith	141 Porter St.
Erica Beckwith	Erica Beckwith	141 Porter St
Mike Beckwith	Mike Beckwith	319 Gault Rd.
Margie Skidv	Margie Skidv	76 Brockview Cres
Mike Skidv	Mike Skidv	76 Brockview Cres
Jim J...	Jim J...	47 Hillcrest
...	...	951 McCourt Dr
Hauke DeSaulniers	Hauke DeSaulniers	880 Andersen Dr
Kevin DeSaulniers JR	Kevin DeSaulniers JR	880 Andersen Dr.
Kevin DeSaulniers SR	Kevin DeSaulniers SR	59 Forest Hill Dr.
Jackie McPhee	Jackie McPhee	2808 Westfield Rd.
Colleen Arsenault	Colleen Arsenault	79 Mansfield Cres
Beth Demko	Beth Demko	38 St. Coeur Cr.
Dorenda Gagliardi	Dorenda Gagliardi	921 Algonquin Rd
Phil Gagliardi	Phil Gagliardi	1205 Algonquin Rd
Shelley Reid	Holly Reid	447 Quebec Rd
Sandra Barrett	Sandra Barrett	11 Whittall Lane

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Maurice & Catherine Daigle		108 Dantes DR.
Catherine Smith		320 Gault Rd
Tammy McAllister		87 Dantes Dr
Mary Kate Beckwith		11 Day Drive
Nate Beckwith		11 Day Drive
KATHERINE TRAINOR		4 BENT ANKER CT.
Jan Trainor		4 Bent Anker Ct
Brianne Klappen		320 GAULT RD.
Tim PETERSEN		100 DANTES DR
Joe Huster		4 Elba Blvd.
Megan Watson		111 Dantes Dr
Paul Watson		111 Dantes Dr
Denise LOSIER		222 Gault Rd.
Megan Riley		239 Gault Road
Tammy Spence		237 Gault Road
Emma Caswell		237 Gault Road
Bany Chaisson		212 Gault Road
Laurinda Chaisson		212 Gault Rd
Sara Caswell		237 Gault Road
Jake Abbott		237 Gault Road
Kate Warden		235 Gault Rd
KIM'S LEITCH		235 Gault Rd

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in Intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Benjamin Donaldson	<i>[Signature]</i>	72 Dantes Drive
Chelsey Craig	<i>[Signature]</i>	73 Dantes Dr
Anthony [unclear]	<i>[Signature]</i>	87 Dantes Dr.
Carla [unclear]	<i>[Signature]</i>	87 Dantes Dr.
Linda [unclear]	<i>[Signature]</i>	8 Corsica
Leanne Duval	<i>[Signature]</i>	68 Dantes Dr
DANIEL DEQUAY	<i>[Signature]</i>	68 DANTES
Annalinda Janicki	<i>[Signature]</i>	90 Corsica Court
Heather Snow	<i>[Signature]</i>	83 Sandalwood Cres
EDWARD MATTHEWS	<i>[Signature]</i>	11 VALENTINE BLVD
Davina Weaver	<i>[Signature]</i>	7 Valentine Blvd
Carma Dama	<i>[Signature]</i>	298 Gault Road
MIKE DILIBIZATORE	<i>[Signature]</i>	15 ELBA BLVD
Shelley Diliberatore	<i>[Signature]</i>	15 ELBA BLVD
Tanya McKinney	<i>[Signature]</i>	77 Dantes Dr
Walt McKinney	<i>[Signature]</i>	77 Dantes Dr
Kate Fisher	<i>[Signature]</i>	260 Gault Rd
Curtis Fisher	<i>[Signature]</i>	339 Gault Rd 260 Gault Rd
Judy Farguharson	<i>[Signature]</i>	339 Gault Rd
John Farguharson	<i>[Signature]</i>	339 Gault Rd
Krista Straight	<i>[Signature]</i>	15 Erin Crt
Kyle O'Neill	<i>[Signature]</i>	15 Erin Crt

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Frirelize Zamora		35 Centennial Drive
R2 Lyn Estuye		70 Gault Rd.
Nora Merrick		70 Gault Road
Debbie Parent	Debbie Parent	70 Gault Road
Michael Merrick		51 Glenview Drive
Robert Parent	Robert Parent	17 Currier Ave
Jillian Johnston	Jillian Johnston	70 Gault Rd.
Susan Campbell		70 Gault Rd.
Jenny Mason		70 Gault Rd.
Katrina Hetherington		108 Woodcroft Dr Grand Bay.
Jessalyn Wright	Jessalyn Wright	70 Gault Road
Julie Embree		70 Gault Road.
Tetiana Gulchuk		70 Gault Road
Matthew Soucy	Matthew Soucy	70 Gault Road
Courtney Abrie		70 Gault rd.
Tanya Mercer	Tanya Mercer	70 Gault Rd.
Laura Down		70 Gault Rd.
Jessiza Bigham		70 Gault Rd.
Dale Malcolm	Dale Malcolm	70 Gault Rd.
Heather Hamilton		70 Gault Rd.
Kyleigh Forbes	Kyleigh Forbes	70 Gault Rd.

Petition Opposed to the Rezoning of 125 Gault Road

We, the residents of Monte Cristo Park, Gault Road, and surrounding subdivisions, respectfully petition the City of Saint John, Mayor, and Council to deny the request to rezone 125 Gault Road to Mid-Rise Residential.

We support development in our neighborhood based on a gentle density approach, an initiative included in the City of Saint John's Housing Accelerator Fund Action Plan and the City's own proposal for Zoning By Law Reform which allows appropriate scale solutions and reasonable development on R1 and R2 zoned lots (ie. Duplexes and up to 6 units per lot in intensification areas). We support these strategies which improve housing access while mitigating strain on existing infrastructure and preserving the character of the neighborhood we have chosen to call home. Rezoning 125 Gault Road to Mid-Rise Residential does not align with a reasonable and gentle approach to development as it is too large of scale for our area and size of land.

Name (Print)	Signature	Address
Sherry Gernior	Electronic Consent	5 Valentine Blvd
Heather Quinn		39 Corsica Court
Carl Gaunce		104 Dantes Dr.
Suzanne Gaunce		104 Dantes Dr.
John O'Neill		46 Hitachi Court
Michelle Price		28 Valentine Blvd
Andrew Price		28 Valentine Blvd
Victor Murty		4 Corsica Court
Diane Kirkpatrick		25 Corsica Court
Jamie Kirkpatrick		25 Corsica Court
Andrew Thom		11 Corsica Court
Paul Thom		11 Corsica Court
Lisa Mackenze		94 Painsview Dr.
Nicole Hutton		42 Loyalist Lane
Kirsten Xu		474 Gault Rd.
Jay Ma		474 Gault Rd.
Joshua Marr		215 Ragged Point Rd.
Lisa Wang		638 Leblanc Court
Marlie Hutchings		22 Alward St.
Jennifer White		35 Hillsview Cres.
Bevin Manley	481 Lancaster Ave.	
Maureen Beckwith	116 Mahogany Terr.	
Peter Toner	116 Mahogany Terr.	

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

From: Tanya MacMillan <tanya.lyn21@gmail.com>

Sent: Tuesday, January 7, 2025 3:09 PM

To: Common Clerk <commonclerk@saintjohn.ca>

Subject: Gault Road Petition

[You don't often get email from tanya.lyn21@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[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.**

Good day,

Our neighbours have put together a petition regarding the rezoning off the Gault Road. I spoke with Trish Stokes as she had the petition form, but she mentioned it had to be turned in today. My spouse and I would like to add our names to it as we are in agreement with our neighbours regarding this.

Troy MacMillan & Tanya MacMillan

Thank you

Sent from my iPhone

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

From: Tammy DeSaulniers <desaulnierstammy@gmail.com>

Sent: December 19, 2024 9:48 PM

To: Norton, Greg <Greg.Norton@saintjohn.ca>; Killen, Joanna <joanna.killen@saintjohn.ca>; Lowe, Gerry <gerry.lowe@saintjohn.ca>; Darling, Mariah <Mariah.Darling@saintjohn.ca>; Radwan, Paula <paula.radwan@saintjohn.ca>; Stewart, Greg <greg.stewart@saintjohn.ca>; Ogden, Barry <barry.ogden@saintjohn.ca>; Harris, Brent <brent.harris@saintjohn.ca>; Sullivan, Gary <Gary.Sullivan@saintjohn.ca>; MacKenzie, John <john.mackenzie@saintjohn.ca>; Reardon, Donna <Donna.Reardon@saintjohn.ca>

Cc: OneStop <onestop@saintjohn.ca>

Subject: Development proposed for 125 Gault Road - on Council agenda for Jan. 13th

[Some people who received this message don't often get email from desaulnierstammy@gmail.com. Learn why this is important at <https://aka.ms/LearnAboutSenderIdentification>]

[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.**

Hello, I reside at 87 Dantes Drive with my young family. There is a major development proposed that extends our street and impacts our neighbourhood.

We aren't opposed to all development, but want to ensure this is done responsibly. It is much denser than what is planned for our area with respect to PlanSJ. The initial phases of the development don't require rezoning, but the apartment building and townhome aspect do. We are concerned that if this is rezoned and if the development isn't completed, there is potential for too many drastic changes that don't fit. Our neighbourhood is already unfinished enough as it is.

I'm sure you've already heard our concerns of safety (no sidewalk connecting the Gault Rd to Manawagonish is an accident waiting to happen), increased traffic at both ends of the Gault Rd and the potential impact of stormwater drainage.

We've met with Rick from Hughes Surveys regarding the most recent plan. We understand everything is subject to change due to market conditions. We want to ensure rezoning doesn't open things up to allow higher story buildings in the event their investment doesn't go as planned. They altered their plans slightly and are working with us but no one has a crystal ball.

If this development goes through, some of the additional tax dollars generated should be put back into our under serviced neighbourhood and investment made from the capital budget. This would ideally be in the form of upgrading our storm water system that consists of deep ditches and putting in sidewalks to meet the proposed extension. This plan could take up to 15 years, which is a long time for residents of this area to endure.

Ideally, we would like to see this delayed to allow for more discussion. If the proposal was less dense (as in more single family units and duplexes and fewer apartment buildings), there would be less opposition. We understand there have to be some to help carry the cost, but even with the revised plan of 8, it is a lot.

Thank you for your consideration. We encourage you to visit our neighbourhood. It's beautiful, but unfinished and many aspects have been neglected over the years.

Thank you for your consideration.

Tammy McAllister

Sent from my iPhone

From: J Rocca <jlrocca7@gmail.com>
Sent: Sunday, January 12, 2025 9:20 PM
To: Common Clerk <commonclerk@saintjohn.ca>
Subject: 125 Gault Road Re-zoning application - Host community feedback Inbox J Rocca

You don't often get email from jlrocca7@gmail.com. [Learn why this is important](#)

[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.**

To the City of Saint John City clerk: I am writing you in regards to the **125 Gault Road re-zoning application** going to City council on Monday Jan 13. I have sent this note for consideration to the Mayor and all councillors.

I did send an email to the Planning Advisory Committee on December 3 and still in opposition to this rezoning application after reading the application and having further discussions. I am truly hopeful that this City Council will allow for proper host community consultation given how high the concerns are across many residents in the area.

I am travelling to the US for work this week and unfortunately will not be able to make the Council Meeting Monday Jan 13th. I would be there for sure if I could. I am sending this note to you, the Mayor and all councillors urging all of you to strongly consider listening to the host community where so many have reached out with real concerns.

There is still a great opportunity for City Council consider further consultation and address concerns with solutions. I believe some of these are for the City of Saint John to address and some could be addressed by the developer. I personally hold the Common Council as accountable to help get proper consultation and support for all possible solutions.

Personally, I am very pro development and want to see Great Saint John prosper. We have a lot of good things happening here and I promote Saint John all the time to the many people I work with across Canada and the US.

As it relates to this rezoning application, I am still opposed to the plan "as is" and ask City Council to deny the application for now to have further consultation held with real solutions proposed to address the concerns. Please review a subset of my items below

1) Please partner with the community vs pure lack of consultation time with limited responses to the asks/letters sent already. I ask you to genuinely listen to everyone coming to city council and review all the letters. There is a real concern, and I have to believe win-win-win solutions are not difficult to find by the City and the developer (cannot all be the Developer's responsibility/cost).

2) Density of development is way out of scale compared to existing host communities in this area. Please consider a development that is more win- win here that has a **more gentle density growth approach**. It is already rezoned as R2 and have to believe there is more demand for that

type of development further from City center than apartments. Why can't council consider more of exclusive R2 type development that appears to be high in demand? Is there another precedent in the city where a development so dense has been done adjacent to a very rural neighborhood far from city center?

3) Traffic study and People Safety (pedestrian and vehicle traffic) - I see there was a study done. I am not an expert at all! **However, we know today the Gault Road is a bad accident waiting to happen.** Over tripling the traffic will make things worse. Please lobby City to have some extra work done on Gault Road to ensure people safety! There are no sidewalks on the Gault Road and none in the Monte Cristo subdivision. The top of the Gault Road/Manawagonish Intersection is already challenged and will get worse. There is a daycare and many, many walkers with no sidewalks. My wife and I walk the dogs all the time and ask city consider more about pedestrian safety as part of this re-zoning application. Does the traffic study know that there are no sidewalks and amount of pedestrians that walk on the roads? This area needs to be improved for People safety **Solution:** Either reduce the density quite a bit or address the road and sidewalk infrastructure upgrades for both Gault Road and Monte Cristo subdivision.

4) City water and sewage – I understand the city says pumping station can handle it. Has this been confirmed? There have been challenges in the past.

5) The Developer and how the land gets developed

Please note – I do not know the Developer at all and again I am pro development. Please support having Developer consider some of these items as part of a consultation with host community and city experts.

- Reducing density would be helpful as per above (eg develop all as R2)
- **Ground water a big concern** in the host community especially in Monte Cristo Park subdivision. This host subdivision has ditches, no sidewalks and ton of ground water concerns over the year. Please ensure extra provisions being considered by developer and the City to accommodate for this risk. I understand there is a by-law that the developer must follow however the host area is much worse shape than the average neighborhood for ground water challenges. What else can the city council ask the city experts/developer to consider in this design?
- **Respecting host community tree line/privacy/character** – can City council have the Developer consult with host community for input on tree line/Privacy to help more gently merge the character and privacy of the adjacent neighborhoods. I bought my home many years ago due to the nature wilderness feel of the neighborhood. We expect the developer to strongly consider this as part of their final designs.

In closing, as City Councillors you represent us the tax paying citizens of Saint John. I, along with many in the host community, have shared our concerns. I truly hope you can deny this application in favor for more consultation to generate a revised development plan by the Developer and the City that better addresses the concerns we have. Finally, if this application is to go through, can the council please consider adding a Sunset Clause with timelines and automatic conversion back to R1 Zoning should the early phases for semi-detached not proceed. My understanding is there has been many lands rezoned across the city with great proposals and then the development does

not happen. And further, then the land gets flipped for a higher price leading to more uncertainty around the development of the land. I ask City Council to consider this as part of this process.

I have written this on behalf of my wife, Tasha and I. Thank you for listening and considering our thoughts.

John & Tasha Rocca

9 Corsica Ct, Saint John, NB

Opposition to Rezone 125 Gault Road

Common Council Public Hearing

January 13, 2025

Trish Stokes

Challenges to consider

- **Negative Impact on the Host Community**
- **Environmental, Climate Change and Green Space Concerns**
- **Negligible Affordability Improvements for Lower Income Households**
- **Loss of Family Homes**
- **Reduction in Home Ownership in Favour of Increased Rentals**
- **Parking and Traffic Congestion**
- **Strain on Existing Infrastructure and Services**
- **Lack of Certainty and Its Proven Impact on Health and Well-Being**

Ditch in between driveways during rain

-As per SJ City Engineer Barb Crawford our ditches are “too wide & too deep”

Questions to consider



Is there a need for the zoning change?



Is the zone change consistent with surrounding uses?



Is the zone change consistent with the orderly development of public services?



Top of Gault Road

- -Small shoulder to walk on
- -Blind corner with oncoming traffic
- ³⁰⁹-Vehicles frequently speed

This proposal is not a good fit & proper use of land

- Dantes Drive has a Walk Score of 8 out of 100.
- This location is a Car-Dependent neighborhood.
- Dantes Drive has minimal transit.
- Saint John has an average Walk Score of 26.
- This area is not best suited for multiple apartment buildings with limited parking as most will require a vehicle.
- Closest amenities (gas, grocery, etc.) are a 7 min drive away and over an hour walk. (5.3 KM)
- Not enough sidewalks for expected foot traffic.

120 Dantes Drive [Add scores to your site](#)

Saint John, New Brunswick, E2M 5G9
Commute to **Downtown Saint John**

🚗 12 min 🚲 37 min 🚶 60+ min [View Routes](#)

[Favorite](#) [Map](#) [Nearby Apartments](#)

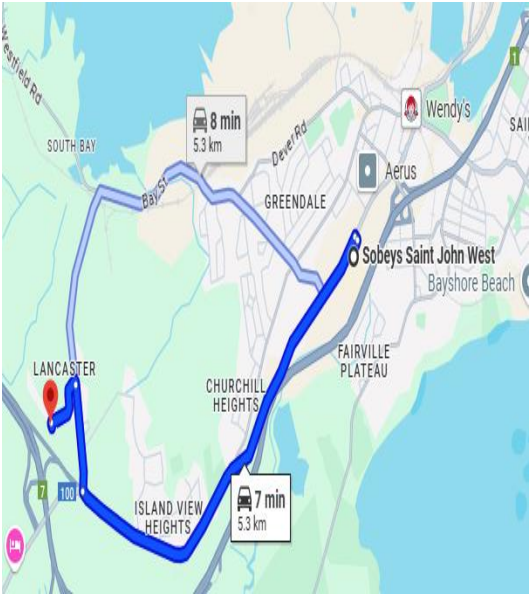
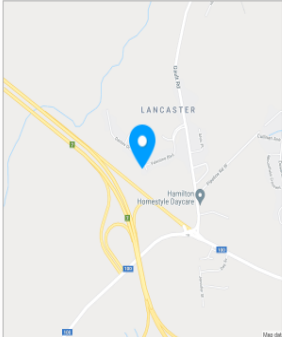
[More about 120 Dantes Drive](#)







Walk Score 8 **Car-Dependent**
Almost all errands require a car.

Transit Score 14 **Minimal Transit**
It is possible to get on a bus.

Bike Score 23 **Somewhat Bikeable**
Minimal bike infrastructure.

[About your score](#)



					
Best	7 min	13 min	1h 10m	19 min	—

○
⋮
●

Sobeys Saint John West, 1 Plaza Ave, Saint John, NB

120 Dantes Dr, Saint John, NB E2M 5G9

Conclusion

We respectfully ask that Saint John City Council deny the rezoning request for the parcel of land at 125 Gault Rd from R2 to RM.

Once rezoned, the developer would have the freedom to make significant changes, potentially increasing the scale of the development beyond what was originally presented or even selling the land at a much higher price without any further input from the community.

Staff Recommendation for Council Resolution

Property: 0 Alloy Drive (PID 55032924)

Public Hearing, 1st Reading and 2nd Reading were completed on December 9, 2024

3rd Reading: January 13, 2025

Item:	Required: (Y/N)	Recommendation
Municipal Plan Amendment	Yes	<p>That Common Council give 3rd reading to an Amendment to the Municipal Plan to:</p> <ol style="list-style-type: none"> 1. Amend Schedule A of the Municipal Development Plan by changing the designation for the parcel of land having an approximate area of 27.51 hectares, located at 0 Alloy Drive, also identified as PID 55032924, from Rural Resource and Urban Reserve (outside of the Primary Development Area) to Employment Area (within the Primary Development Area). 2. Amend Schedule B of the Municipal Development Plan by changing the designation for the parcel of land having an approximate area of 27.51 hectares, located at 0 Alloy Drive, also identified as PID 55032924, from Urban Reserve, Park and Natural Areas, and Rural Resource Area (outside of the Primary Development Area), to Heavy Industrial and Park and Natural Areas (within the Primary Development Area).
Zoning By-Law Amendment	Yes	<ol style="list-style-type: none"> 1. That Common Council give 3rd reading to an Amendment to the Zoning By-law which rezones a parcel of land having an approximate area of 25.19 hectares, located at 0 Alloy Drive, also identified as part of PID Number 55032924, from Rural (R) to Medium Industrial (IM). 2. That Common Council give 3rd reading to an Amendment to the Zoning By-law which rezones a parcel of land having an approximate area of 2.32 hectares, located at 0 Alloy Drive, also identified as part of PID Number 55032924, from Rural (R) to Park (P).
Recission of Previous s. 39/s. 59 Conditions	No	

Section 59 Conditions	Yes	<p>That Common Council, pursuant to the provisions of Section 59 of the <i>Community Planning Act</i>, impose the following conditions on the parcel of land having an approximate area of 27.51 hectares, located at 0 Alloy Drive, also identified as PID Number 55032924:</p> <ul style="list-style-type: none"> a) The following uses under the Medium Industrial (IM) zone are prohibited: <ul style="list-style-type: none"> i. Scrap or Salvage Yard
Section 59 Agreement	No	
Section 131 Agreement	No	
Other	No	<p>That Common Council direct City Staff to initiate an amendment to the City's Zoning By-Law to delete Scrap or Salvage Yard as a permitted use in the Medium Industrial (IM) zone.</p>

**BY-LAW NUMBER C.P. 106-35
A LAW TO AMEND THE MUNICIPAL
PLAN BY-LAW**

**ARRÊTÉ NO C.P. 106-35
ARRÊTÉ MODIFIANT L'ARRÊTÉ RELATIF
AU PLAN MUNICIPAL**

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

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

The Municipal Plan By-law of The City of Saint
John enacted on the 30th day of January, A.D.
2012 is amended by:

L'arrêté concernant le plan municipal de The City
of Saint John décrété le 30 janvier 2012 est
modifié par::

1. Redesignating on Schedule A of the
Municipal Development Plan, land having
an approximate area of 27.51 hectares,
located at 0 Alloy Drive, also identified as
PID 55032924, from Rural Resource
outside of the Primary Development Area
and Urban Reserve within the Primary
Development Area to Employment Area
within the Primary Development Area.
 2. Redesignating on Schedule B of the
Municipal Development Plan, land having
an approximate area of 27.51 hectares,
located at 0 Alloy Drive, also identified as
PID 55032924, from Rural Resource Area
outside of the Primary Development Area
and Urban Reserve within the Primary
Development Area to Heavy Industrial and
Park and Natural Areas within the Primary
Development Area.
- all as shown on the plan attached hereto
and forming part of this by-law.

1. À l'annexe A du plan d'aménagement
municipal, modifier la désignation d'un terrain
d'une superficie de 27.51 hectares, située au
0 promenade Alloy, également identifié
comme fait partie du NID 55032924, qui
passera de secteur de ressources rurale à
l'extérieur le principal secteur de
développement et réserve urbaine dans le
principal secteur de développement à secteur
d'emploi dans le principal secteur de
développement.
 2. À l'annexe B du plan d'aménagement
municipal, modifier la désignation d'un terrain
d'une superficie de 27.51 hectares, situé au 0
promenade Alloy, également identifié comme
NID 55032924, qui passera de ressources
rurales à l'extérieur du principal secteur de
développement et réserve urbains dans le
principal secteur de développement aux
secteurs d'industries lourdes et ressources
rurales dans le principal secteur de
développement.
- 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

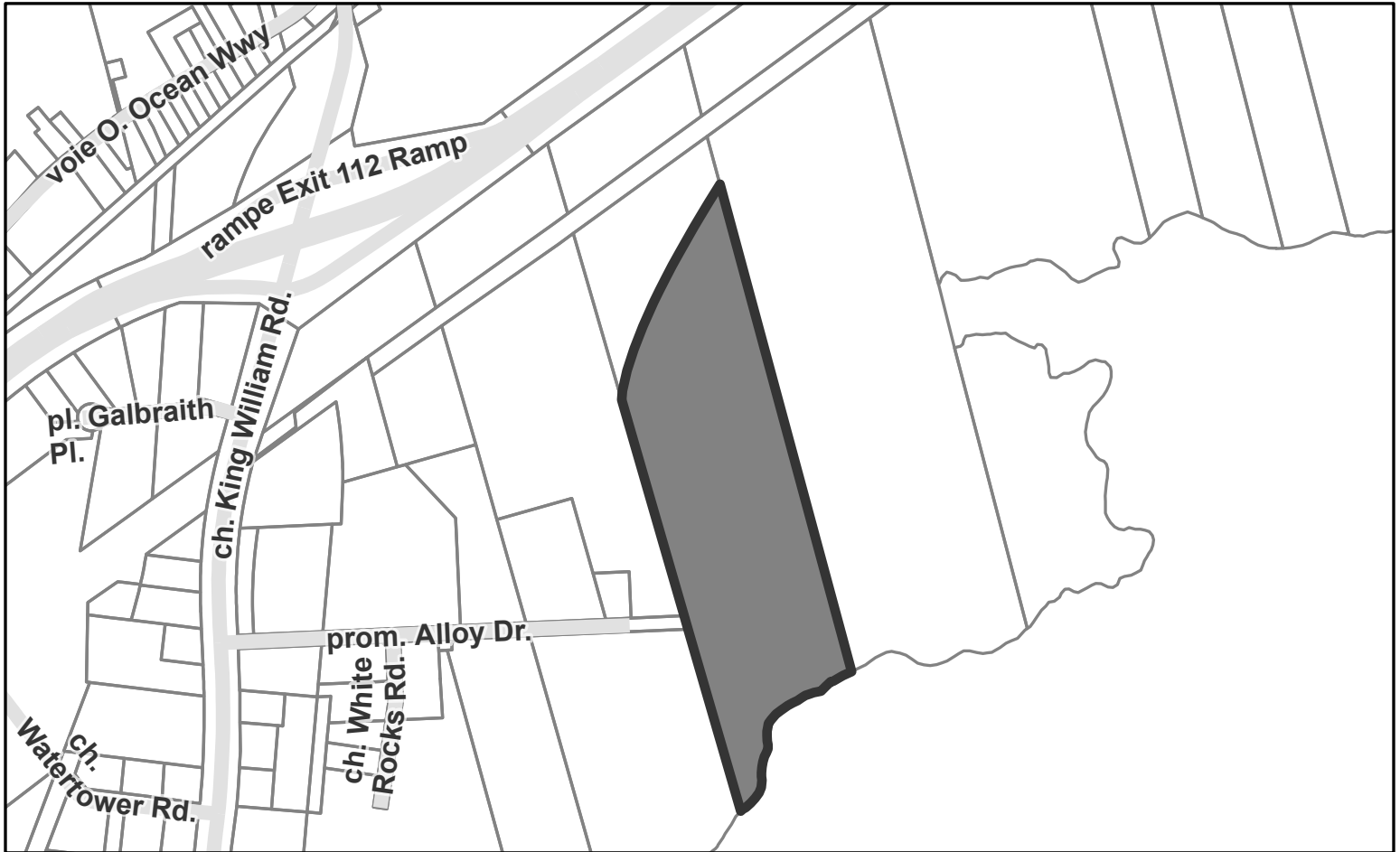
City Clerk/Greffier communal

First Reading - December 9, 2024
Second Reading - December 9, 2024
Third Reading -

Première lecture - le 9 décembre 2024
Deuxième lecture - le 9 décembre 2024
Troisième lecture -

MUNICIPAL DEVELOPMENT PLAN / PLAN D'AMÉNAGEMENT MUNICIPAL

Amending the Primary Development Area
Modifiant la zone primaire de développement



FROM / DE

TO / À

Outside PDA
À l'extérieur de ZPD



Inside PDA
À l'intérieur de ZPD

Applicant: Hughes Surveys & Consultants Inc.

Location: 0 Alloy Drive

PID(s)/NIP(s): 55032924

Considered by P.A.C./Considé par le C.C.U.: November 14 novembre, 2024

Enacted by Council/Approuvé par le Conseil:

Filed in Registry Office/Enregistré le:

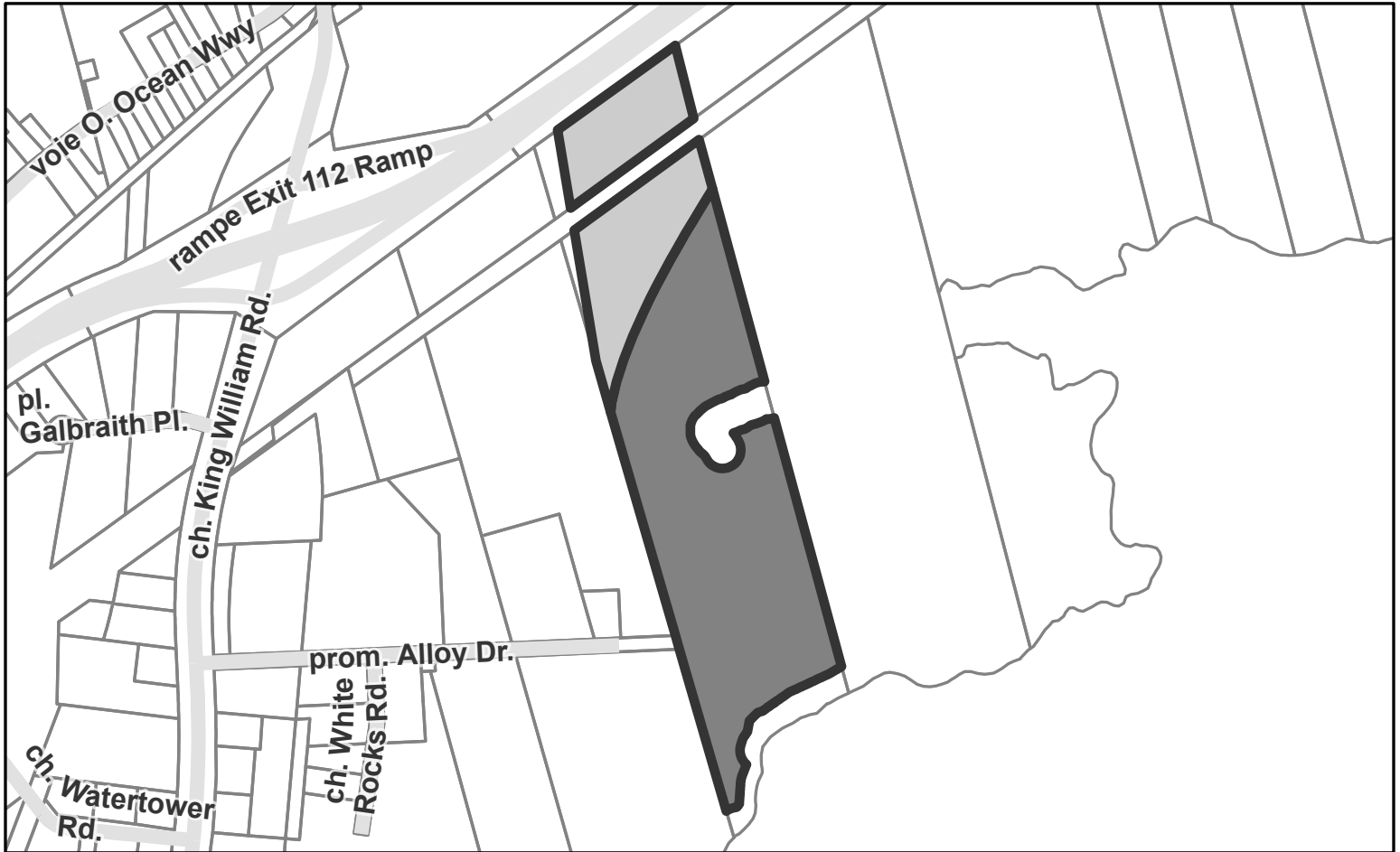
By-Law #/Arrêté #:

Drawn by/Crée par: AJP

Date drawn/Carte créée: December 16 décembre, 2024

MUNICIPAL DEVELOPMENT PLAN / PLAN D'AMÉNAGEMENT MUNICIPAL

Amending Schedule "A"
Modifiant Annexe «A»



FROM / DE

TO / À

Rural Resource
Ressources rurales



Urban Reserve
Réserve urbaine



Employment Area
Secteur d'emploi



Applicant: Hughes Surveys & Consultants Inc.

Location: 0 Alloy Drive

PID(s)/NIP(s): 55032924

Considered by P.A.C./Considéé par le C.C.U.: November 14 novembre, 2024

Enacted by Council/Approuvé par le Conseil:

Filed in Registry Office/Enregistré le:

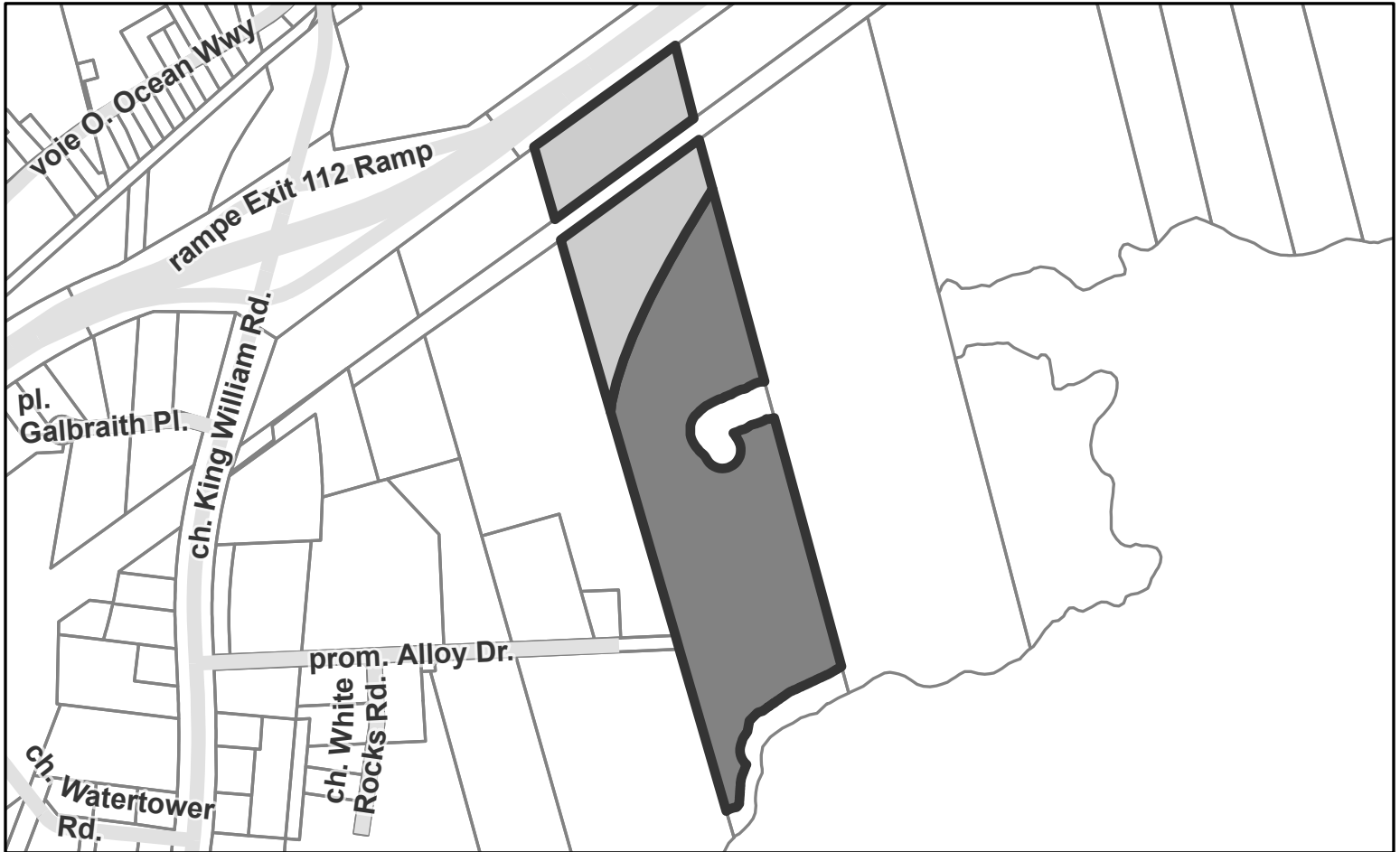
By-Law #/Arrêté #:

Drawn by/Crée par: AJP

Date drawn/Carte créée: December 16 décembre, 2024

MUNICIPAL DEVELOPMENT PLAN / PLAN D'AMÉNAGEMENT MUNICIPAL

Amending Schedule "B"
Modifiant Annexe «B»



FROM / DE

TO / À

Rural Resource
Ressources rurales



Urban Reserve
Réserve urbaine



Heavy Industrial
Industries lourdes



Applicant: Hughes Surveys & Consultants Inc.

Location: 0 Alloy Drive

PID(s)/NIP(s): 55032924

Considered by P.A.C./Considéé par le C.C.U.: November 14 novembre, 2024

Enacted by Council/Approuvé par le Conseil:

Filed in Registry Office/Enregistré le:

By-Law #/Arrêté #:

Drawn by/Créée par: AJP

Date drawn/Carte créée: December 16 décembre, 2024

**BY-LAW NUMBER C.P. 111-185
A LAW TO AMEND THE ZONING BY-
LAW OF THE CITY OF SAINT JOHN**

**ARRÊTÉ NO C.P. 111-185
ARRÊTÉ MODIFIANT L'ARRÊTÉ DE
ZONAGE DE THE CITY OF SAINT
JOHN**

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

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

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

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

Amending Schedule "A", the Zoning Map of The
City of Saint John, by rezoning a piece of land
having an area of approximately 27.51 hectares,
located at 0 Alloy Drive, also identified as a PID
Number 55032924, from **Rural (R)** to **Medium
Industrial (IM)** and **Park (P)** pursuant to a
resolution adopted by Common Council under
Section 59 of the Community Planning Act.

La modification de l'annexe «A», Plan de
zonage de la ville de Saint John, permettant
de modifier la désignation pour une parcelle
de terrain d'une superficie d'environ 27.51
hectares, située au 0 promenade Alloy,
également identifiée comme NID 55032924,
de la **zone rurale (R)** à la **zone d'industrie
moyenne (IM)** et **zone de parc (P)**
conformément à une résolution adoptée par
le Conseil commun en vertu de l'article 59 de
la Loi sur l'urbanisme.

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

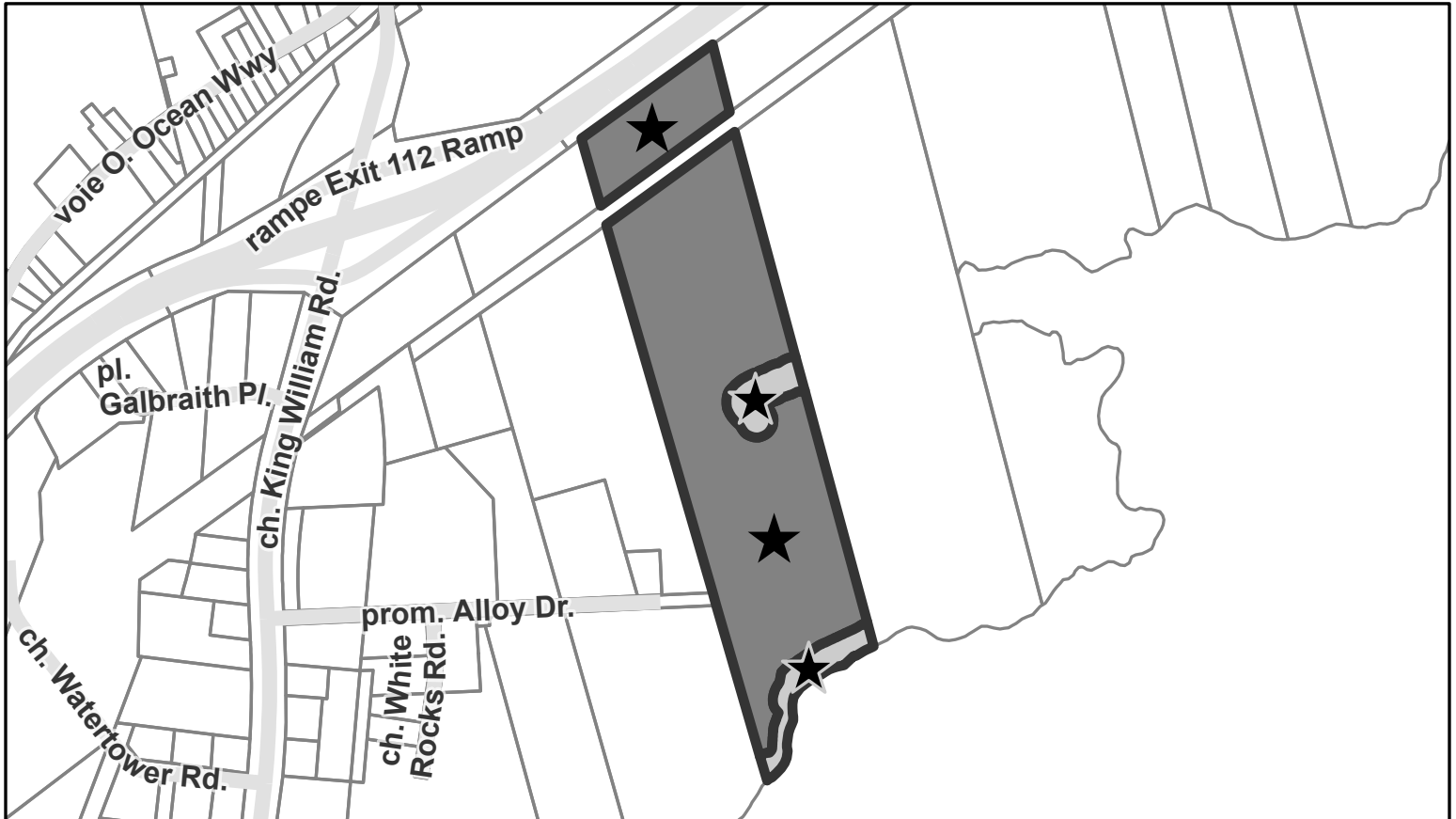
City Clerk/Greffier de la Ville

First Reading – December 9, 2024
Second Reading – December 9, 2024
Third Reading –

Première lecture – 9 décembre 2024
Deuxième lecture – 9 décembre 2024
Troisième lecture –

REZONING / REZONAGE

Amending Schedule “A” of the Zoning By-Law of The City of Saint John
 Modifiant Annexe «A» de l’Arrêté de zonage de The City of Saint John



FROM / DE

TO / À

Rural
Zone rurale

RU



IM

Medium Industrial
Zone d'industrie
moyenne



P

Park
Zone de parcs



Pursuant to a Resolution under Section 59 of the Community Planning Act
 Conformément à une résolution adoptée par le conseil municipal en vertu
 de l'article 59 de la Loi sur l'urbanisme

Applicant: Hughes Surveys & Consultants Inc.

Location: 0 Alloy Drive

PID(s)/NIP(s): 55032924

Considered by P.A.C./Considéé par le C.C.U.: November 14 novembre, 2024

Enacted by Council/Approuvé par le Conseil:

Filed in Registry Office/Enregistré le:

By-Law #/Arrêté #:

Drawn by/Crée par: AJP

Date drawn/Carte créée: December 16 décembre, 2024

Staff Recommendation for Council Resolution

Property: 9 Austin Lane

Public Hearing, 1st and 2nd Reading: Held on December 9, 2024

3rd Reading: January 13, 2025

Item:	Required: (Y/N)	Recommendation
Municipal Plan Amendment	No	
Zoning By-Law Amendment	Yes	That Common Council give 3 rd reading to an Amendment to the Zoning By-Law which rezones a parcel of land having an approximate area of 0.57 hectares, located at 9 Austin Lane, also identified as a portion of PID Number 00403972, from One-Unit Residential (R1) to Low-Rise Residential (RL) .
Recission of Previous s. 39/s. 59 Conditions	No	
Section 59 Conditions	Yes	<p>That Common Council, pursuant to the provisions of Section 59 of the <i>Community Planning Act</i>, impose the following conditions on the parcel of land having an area of approximately 0.57 hectares, located at 9 Austin Lane, also identified as a portion of PID Number 00403972:</p> <p>(a) That a landscaping plan be prepared for the development by the proponent, for the approval of the Development Officer, demonstrating landscaping of the site and including the following elements:</p> <ul style="list-style-type: none"> • Landscaping of the front yard of proposed Lot 24-1 along Kingsville Road which includes the planting of a minimum of one tree or shrub for every 45 square metres of required front yard, provided at least 50 percent of the required plants are trees. • Landscaping of the area around the proposed townhouse building which includes the planting of three trees between the front wall of the proposed townhouse building and Austin Lane.

		<p>(b) That the above landscaping plan be attached to the permit application for the development of the parcel of land.</p> <p>(c) That the subdivision plan be registered prior to the issuance of the required building permit for the townhouse dwellings.</p>
Section 59 Agreement	No	
Section 131 Agreement	No	
Other	Yes	<ol style="list-style-type: none"> 1. That Common Council assent to the submitted subdivision plan, in general accordance with the submitted subdivision plan, with respect to any required Local Government Services Easements and Municipal Drainage Easements. 2. That Common Council accept money-in-lieu of Land for Public Purposes in relation to the proposed subdivision. 3. 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.

**BY-LAW NUMBER C.P. 111-184
A LAW TO AMEND THE ZONING BY-LAW
OF THE CITY OF SAINT JOHN**

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. Rezoning a parcel of land having an area of approximately 0.57 hectares located at 9 Austin Lane, also identified as a portion of PID Number 00403972, from **One-Unit Residential (R1)** to **Low-Rise Residential (RL)** pursuant to a resolution adopted by Common Council under Section 59 of the Community Planning Act.

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

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
X, A.D. 2024 and signed by:

**ARRÊTÉ NO C.P. 111-184
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 :

1. Rezonage d'une parcelle de terrain d'une superficie d'environ 0,57 hectares, située au 9 voie Austin, également identifié comme une partie de NID 00403972, de **Zone résidentielle unifamiliale (R1)** à **Zone résidentielle – Immeubles d'habitation bas (RL)** conformément à une résolution adoptée par le conseil municipal en vertu de l'article 59 de la Loi sur l'urbanisme.

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

EN FOI DE QUOI, The City of Saint John a
fait apposer son sceau communal sur le
présent arrêté le **X** 2024, avec les signatures
suivantes :

Mayor/Maire

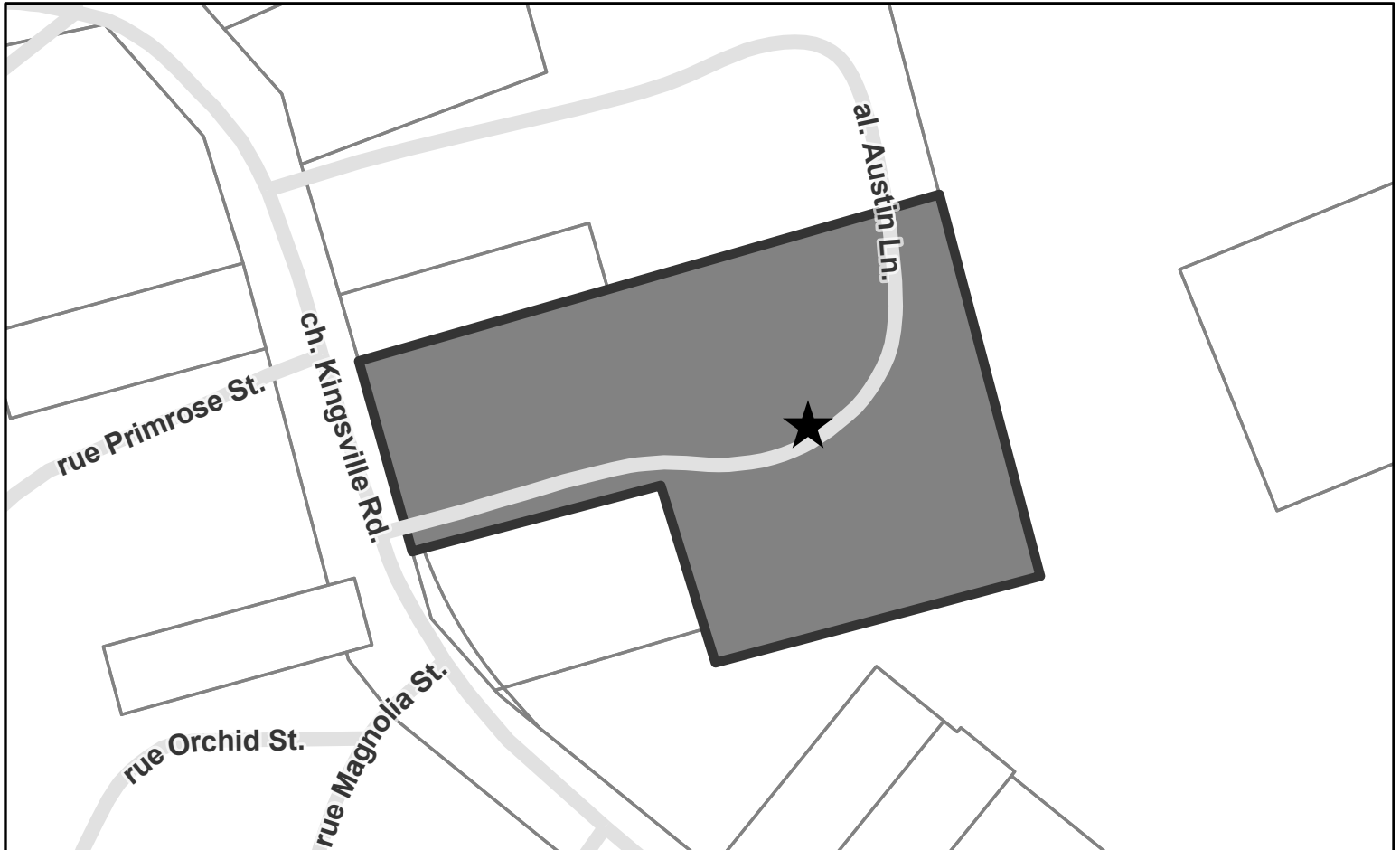
City Clerk/Greffier communal

First Reading - December 9, 2024
Second Reading - December 9, 2024
Third Reading -

Première lecture - le 9 décembre 2024
Deuxième lecture - le 9 décembre 2024
Troisième lecture -

REZONING / REZONAGE

Amending Schedule "A" of the Zoning By-Law of The City of Saint John
Modifiant Annexe «A» de l'Arrêté de zonage de The City of Saint John



FROM / DE

One-Unit Residential
Zone résidentielle
unifamiliale

R1



RL

TO / À

Low-Rise Residential
Zone résidentielle –
immeubles
d'habitation bas



Pursuant to a Resolution under Section 59 of the Community Planning Act
Conformément à une résolution adoptée par le conseil municipal en vertu
de l'article 59 de la Loi sur l'urbanisme

Applicant: George Dennis Cormier

Location: 9 Austin Lane

PID(s)/NIP(s): 00403972 (portion)

Considered by P.A.C./Considéré par le C.C.U.: November 14 novembre, 2024

Enacted by Council/Approuvé par le Conseil:

Filed in Registry Office/Enregistré le:

By-Law #/Arrêté #:

Drawn by/Crée par: AJP

Date drawn/Carte créée: December 17 décembre, 2024

Staff Recommendation for Council Resolution

Zoning Bylaw Reform Amendment

Public Hearing, 1st and 2nd Reading were given on December 16, 2024

3rd Reading: January 13, 2025

Item:	Required: (Y/N)	Recommendation
Municipal Plan Amendment	No	
Zoning By-Law Amendment	Yes	That Common Council give 3rd reading to By-Law Number C.P. 111-183, a Law to Amend the Zoning By-Law of the City of Saint John.
Recission of Previous s. 39/s. 59 Conditions	No	
Section 59 Conditions	No	
Section 59 Agreement	No	
Section 131 Agreement	No	
Other	No	

**BY-LAW NUMBER C.P. 111-183
A LAW TO AMEND
THE ZONING BY-LAW
OF THE CITY OF SAINT JOHN**

**ARRÊTÉ N° C.P. 111-183
ARRÊTÉ MODIFIANT
L'ARRÊTÉ DE ZONAGE DE
THE CITY OF SAINT JOHN**

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

Le conseil communal de The City of Saint John, étant réuni, édicte ce qui suit :

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

L'Arrêté de zonage de The City of Saint John, édicté le 15 décembre 2014, est ainsi modifié :

1. Deleting the following words from the Table in section 2.2:

1. L'article 2.2 est modifié par suppression des mots suivants du tableau :

Zones	Symbol
Two-Unit Residential	R2
One-Unit Residential	R1
Suburban Residential	RSS

Zones	Abréviations
Zone résidentielle bifamiliale	R2
Zone résidentielle unifamiliale	R1
Zone résidentielle suburbaine	RSS

2. Deleting the definition of "Garden Suite" at section 3.1 and replacing it with the following:

2. L'article 3.1 est modifié par suppression de la définition de « pavillon-jardin » et son remplacement par ce qui suit :

"Garden Suite" means a secondary use to a dwelling or a mobile home or mini-home, where another dwelling unit is established in a separate building on the same lot.

« pavillon-jardin » vise un usage secondaire par rapport à une habitation ou une maison mobile ou une minimaison où un autre logement se trouve dans un bâtiment distinct sur le même lot.

3. Deleting the definition of "Residential Zone" at section 3.1 and replacing it with the following:

3. L'article 3.1 est modifié par suppression de la définition de « zone résidentielle » et son remplacement par ce qui suit :

"Residential Zone" means any zone denoted in this By-law as: Urban Centre Residential (RC), High-Rise Residential (RH), Mid-Rise Residential (RM), Low-Rise Residential (RL), Mini-Home Park Residential (RP), Rural Settlement Residential (RS), Rural Residential (RR), or Rural Mixed Residential (RMX).

« zone résidentielle » S'entend de toute zone désignée dans le présent arrêté comme zone résidentielle du centre-ville (RC), zone résidentielle - immeuble d'habitation de grande hauteur (RH), zone résidentielle - immeuble d'habitation de hauteur moyenne (RM), zone résidentielle - immeuble d'habitation bas (RL), zone résidentielle - parc de minimaisons (RP), zone résidentielle de peuplement rural (RS) ou zone résidentielle rurale (RR) ou zone rurale résidentielle mixte (RMX).

4. Deleting the definition of "Secondary Suite" at section 3.1 and replacing it with the following:

4. L'article 3.1 est modifié par suppression de la définition de « logement accessoire » et son remplacement par ce qui suit :

"Secondary Suite" means a secondary use to a dwelling where an additional small dwelling unit is established within the building.

« logement accessoire » Petit logement additionnel qui est aménagé à titre d'usage secondaire par rapport à une habitation dans le même bâtiment.

5. Deleting paragraph 4.2 (a) and replacing it with the following:

5. L'alinéa 4.2a) est supprimé et remplacé par ce qui suit :

4.2 (a) (i) On-site parking spaces must be provided and maintained in at least the number required by this section whenever

4.2a)(i) Des emplacements de stationnement sur les lieux, au moins dans le nombre requis par le présent

a building or part of a building is constructed, altered, or used.

article, doivent être aménagés et maintenus lorsqu'un bâtiment ou une partie de bâtiment est construit, modifié ou utilisé.

4.2 (a) (ii) Where more than one parking stall is required, up to 50 percent of the stalls may be provided in tandem, with a maximum of two stalls permitted in tandem.

4.2a)(ii) Lorsque plus qu'un espace de stationnement est requis, jusqu'à 50 % des espaces peuvent être offerts conjointement, avec un maximum de deux espaces conjoints.

6. Adding the following words under the following columns in the table at paragraph 4.2 (b), immediately following "Dwelling Unit 1 per unit":

6. Le tableau de l'alinéa 4.2b) est modifié par adjonction des mots suivants sous les colonnes suivantes, immédiatement après les mots « logement un par logement »

Use	Minimum Number of Required Parking Spaces
Dwelling Unit, Secondary Suite or Garden Suite	0.5 per unit
Dwelling Unit, Affordable	0 per unit

Usage	Nombre minimal d'emplacements de stationnement obligatoires
Logement, logement accessoire ou pavillon-jardin	0,5 par logement
Logement à prix abordable	0 par logement

7. Deleting the following words under the following columns from the table at paragraph 4.2 (b):

7. Le tableau de l'alinéa 4.2b) est modifié par suppression des mots suivants sous les colonnes suivantes :

Use	Minimum Number of Required Parking Spaces
Garden Suite	1 per suite
Secondary Suite	1 per suite

Usage	Nombre minimal d'emplacements de stationnement obligatoires
Pavillon-jardin	un par pavillon-jardin
Logement accessoire	un par logement

8. Adding immediately after paragraph 4.2(2) (b) the following:

8. Le nouvel alinéa 4.2(2)c) est ajouté immédiatement après l'alinéa 4.2(2)b) :

4.2(2) (c) Notwithstanding paragraph 4.2 (a), variances to the on-site parking requirements for a proposed development of more than 6 units in the RM, RC, and RH zones may be considered through the variance process, provided a parking study is submitted. The study must address the specific parking needs of the development, considering factors such as on-street parking availability, use of active transportation, and proximity to transit routes.

4.2(2)c) Malgré l'alinéa 4.2a), des dérogations aux exigences relatives au stationnement sur les lieux pour un aménagement proposé de plus de 6 logements dans les zones RM, RC et RH peuvent être considérées dans le cadre du processus de dérogation à condition qu'une étude sur le stationnement soit fournie. L'étude doit porter sur les besoins spécifiques de l'aménagement en matière de stationnement, en prenant en considération des facteurs tels la disponibilité du stationnement sur rue, l'utilisation du transport actif et la proximité d'une ligne de transport en commun.

4.2(2) (d) When a site is located within 400 metres of an Intensification Area, Employment Area, Primary Corridor, Post-Secondary Institute, or a dedicated transit route stop, the parking requirements in 4.2 (b) may be waived for the following:

4.2(2)d) Lorsqu'un emplacement est situé à moins de 400 mètres d'un secteur de densification, d'un secteur d'emploi, d'un corridor principal, d'un établissement postsecondaire ou d'un arrêt réservé sur une ligne de transport en commun, les exigences relatives au stationnement visées à l'alinéa 4.2b)

- peuvent faire l'objet d'une dérogation dans les conditions suivantes :
- (i) Logement accessoire ou pavillon-jardin;
 - (ii) Jusqu'à un emplacement de stationnement peut faire l'objet d'une dérogation sur un lot dans une zone RL lorsque 4 logements sont proposés.
 - (iii) Jusqu'à 2 emplacements de stationnements peuvent faire l'objet d'une dérogation sur un lot dans une zone RL lorsque 6 logements sont proposés
9. Adding immediately after paragraph 4.2(4) (a) the following:
- 4.2(4) (b) A Barrier-free parking space is required for each accessible unit, notwithstanding the requirements of subsections 4.2(1) and 4.2(2).
9. Le nouvel alinéa 4.2(4)b est ajouté immédiatement après l'alinéa 4.2(4)a :
- 4.2(4)b Malgré les exigences des paragraphes 4.2(1) et 4.2(2), un emplacement de stationnement accessible est requis pour chaque logement accessible,
10. Deleting "RC, RH, RM, RL, R2, R1, and RP zones" at paragraph 5.1 (c) and replacing them with:
- "RC, RH, RM, RL, and RP zones"
10. L'alinéa 5.1c) est modifié par suppression des mots « Zones RC, RH, RM, RL, R2, R1 et RP » et leur remplacement par les mots :
- « Zones RC, RH, RM, RL et RP »
11. Deleting the words "Subject to paragraph (i)" in paragraph 6.2 (c) and replacing them with: "Subject to paragraphs (f, g and h)".
11. L'alinéa 6.2c) est modifié par suppression des mots « Sous réserve du paragraphe i) » et leur remplacement par les mots : « Sous réserve des alinéas f), g) et h) »,
12. Adding the following immediately after paragraph 6.2 (e):
- (f) Subject to paragraph (g), any required landscaping of a required front or flankage yard in a Residential zone where the property contains a development involving six or more dwelling units, shall include the planting of one tree or shrub for every 45 square metres of required yard provided at least 50 percent of the required plants are trees.
- (g) Subject to paragraph (i) any required landscaping of a required front or flankage yard in a Residential zone where the property contains less than six dwelling units, shall include the planting of one tree per dwelling unit.
12. Les nouveaux alinéas qui suivent sont ajoutés immédiatement après l'alinéa 6.2(e) :
- f) Sous réserve de l'alinéa g), s'agissant de l'aménagement paysager prescrit d'une cour avant obligatoire ou d'une cour de flanc obligatoire dans une zone résidentielle lorsque la propriété comporte un aménagement de 6 logements ou plus, y est planté un arbre ou un arbuste par 45 mètres carrés de cour obligatoire, les arbres devant constituer 50 % des plantes requises.
- g) Sous réserve de l'alinéa i), s'agissant de l'aménagement paysager prescrit d'une cour avant obligatoire ou d'une cour de flanc obligatoire dans une zone résidentielle lorsque la propriété comporte moins de 6 logements, y est planté un arbre par logement.
- (i) If a tree exists in the road right-of-
- (i) Si un arbre se situe sur

way, directly in front of the development, the development may provide shrubs.

une emprise routière directement devant un aménagement, l'aménagement peut prévoir des arbustes.

(h) Subject to paragraph (g), any required landscaping of a required side yard in a Mid-Rise Residential zone that abuts a Low-Rise Residential zone, shall include the planting of one tree for every 20 square metres of required side yard.

h) Sous réserve de l'alinéa g), s'agissant de l'aménagement paysager prescrit d'une cour latérale obligatoire dans une zone résidentielle d'immeubles d'habitation de hauteur moyenne qui donne sur une zone résidentielle d'immeubles d'habitation bas, y est planté un arbre par 20 mètres carrés de cour latérale obligatoire.

13. Adding immediately after paragraph 6.2 (l) the following:

13. Le nouvel alinéa 6.2m) est ajouté immédiatement après l'alinéa 6.2(1) :

(m) A minimum of 30.0 percent of the front yard landscaped area must be covered with soft surfaced landscaping.

m) Un minimum de 30 % des endroits paysagers de la cour avant doit être couvert d'un aménagement paysager à surface souple.

14. Deleting paragraphs 6.3 (a), (b), (c), (d) and (e) and replacing them with the following:

14. L'article 6.3 est modifié par suppression des alinéas 6.3a), b), c), d) et e) et leur remplacement par ce qui suit :

(a) Subject to this section, a development involving seven to fifteen units must provide a minimum amenity space of 5 square metres per unit and a development involving sixteen or more units must provide a minimum amenity space of 7.5 square metres per unit.

a) Sous réserve des autres dispositions du présent article, tout aménagement comportant de 7 à 15 logements doit prévoir un espace d'agrément d'au moins 5 mètres carrés par logement et un aménagement comportant 16 logements ou plus doit prévoir un espace d'agrément d'au moins 7,5 mètres carrés par logement.

(b) Amenity space may be provided outside or inside a building, including the rooftop, used privately or in common, or any combination thereof, provided that:

b) Les espaces d'agrément peuvent être aménagés à l'extérieur ou à l'intérieur d'un bâtiment, incluant la toiture; ils peuvent être utilisés en privé ou en commun et ils peuvent être constitués de toute combinaison de ces éléments à condition que :

(i) Any common amenity space must be barrier-free.

(i) tout espace d'agrément commun doit être sans obstacle.

(c) At least 50 percent of all required amenity spaces for a development of sixteen or more units shall be private amenity spaces. Private amenity space would consist of either a balcony or patio, accessible and for the sole use of the attached dwelling unit.

c) Au moins 50 % des espaces d'agrément requis d'un aménagement qui comporte au moins 16 logements sont des espaces d'agrément privés. Un espace d'agrément privé serait composé d'un balcon ou d'un patio qui est accessible et pour l'usage exclusif du logement qui y est rattaché.

(d) When an indoor area is provided as required common amenity space, it shall:

d) Lorsqu'une aire intérieure est prévue en tant qu'espace d'agrément commun prescrit, elle :

(i) Have a minimum area of 15 square metres.

(i) a une aire minimale de 15 mètres carrés;

(ii) Not include common

(ii) exclut les aires de

- circulation areas such as lobbies and corridors.
- (iii) Include furniture and fixtures that allow for active or passive recreation such as but not limited to: exercise equipment, shared kitchen, pool, game/TV room.
- (iv) Be located on the ground floor.
- (v) Notwithstanding 6.3(d) (iv), it may be provided on upper floors if made accessible.
- (e) When outdoor common amenity space is provided at ground level, it shall:
- (i) Be defined by incorporating fencing, railings, or landscaping elements such as planters, hedges, hard or soft surface treatments such as pathways, or raised structures;
- (ii) Have a minimum area of 30 square metres;
- (iii) Be accessible by all residents of the site by a barrier-free pathway from a common entrance;
- (iv) Have access to sunlight;
- (v) Include lighting; and
- (vi) Incorporate a minimum of two design components, which may include, but are not limited to, the following: covered seating, play equipment, community gardens, organized recreation space, BBQ/outdoor cooking and eating space, firepit, pagoda, public art, and/or barrier-free walking paths.
15. Deleting the introductory paragraph at Section 9.8 and replacing it with the following:
- Where permitted by this By-law, a lot containing a one-unit dwelling, a semi-detached dwelling, townhouse dwelling, ground-oriented cluster dwelling or a mobile or mini-home may also contain one or more garden suites as a secondary use in a separate building subject to the following requirements:
16. Repealing paragraph 9.8 (b).
17. Deleting paragraph 9.8 (c) and replacing
- circulation communes comme les vestibules et les couloirs;
- (iii) comprend le mobilier et les installations qui permettent des loisirs actifs ou passifs, tels que, mais sans s'y limiter : un équipement d'exercice, une cuisine commune, une piscine, une salle de jeux ou de télévision;
- (iv) est situé au rez-de-chaussée.
- (v) Malgré le sous-alinéa 6.3d)(iv), elle peut être aménagée aux étages supérieurs si elle est rendue accessible.
- e) Lorsqu'un espace d'agrément commun extérieur est aménagé au rez-de-chaussée :
- (i) Il est défini par l'intégration de clôtures, de garde-corps ou d'éléments paysagers comme des jardinières, des haies, des revêtements rigides ou souples comme des allées ou des structures surélevées.
- (ii) Il a une superficie minimale de 30 mètres carrés.
- (iii) Il est accessible par tous les résidents de l'emplacement par une allée sans obstacle à partir d'une entrée commune.
- (iv) Il a accès à la lumière du soleil.
- (v) Il inclut de l'éclairage.
- (vi) Il intègre un minimum de deux éléments de conception, qui peuvent inclure, sans s'y limiter, les éléments suivants : sièges couverts, équipement de jeux, jardin communautaire, espace de loisirs organisés, BBQ ou espace de cuisson et de repas extérieur, foyer, pagode, art public, ou des sentiers de randonnée sans obstacle.
15. Le paragraphe introductif de l'article 9.8 est supprimé et remplacé par ce qui suit :
- Là où le présent arrêté le permet, un lot comportant une habitation unifamiliale, une habitation jumelée, une habitation en rangée, un ensemble d'habitations basses, une maison mobile ou une minimaison peut aussi comporter un ou plusieurs pavillons-jardins en tant qu'usage secondaire exercé dans un bâtiment distinct, sous réserve des conditions suivantes :
16. L'alinéa 9.8b) est abrogé.
17. L'alinéa 9.8c) est supprimé et

it with the following:	remplacé par ce qui suit :
(c) The garden suite shall not exceed the maximum height of the zone requirements.	c) Le pavillon-jardin ne dépasse pas la hauteur maximale prévue par les exigences de la zone.
18. Deleting paragraph 9.8 (d) and replacing it with the following:	18. L'alinéa 9.8d) est supprimé et remplacé par ce qui suit :
(d) The garden suite shall not be closer than:	d) Le pavillon-jardin est situé à une distance minimale, selon le cas :
(i) 1.2 metres from a side and rear lot line when located on a lot in an RC, RM, or RL zone; and	(i) de 1,2 mètre de la limite latérale et de la limite arrière du lot lorsque le lot est situé dans une zone RC, RM ou RL;
(ii) 3.0 metres from a side and rear lot line when located on a lot in any other zone.	(ii) de 3 mètres de la limite latérale et de la limite arrière du lot lorsque le lot est situé dans toute autre zone.
19. Deleting the following words from paragraph 9.8 (f): "located on a lot in a RC, RM, RL, R2, or R1 zone", and replacing them with the following:	19. L'alinéa 9.8f) est modifié par suppression des mots suivants : « des lots situés dans une zone RC, RM, RL R2 ou R1 » et leur remplacement par ce qui suit :
"located on a lot in an RC, RM, or RL zone;"	« des lots situés dans une zone RC, RM ou RL; »
20. Deleting paragraph 9.8 (g) and replacing it with the following:	20. L'alinéa 9.8g) est supprimé et remplacé par ce qui suit :
(g)The required setback mentioned in paragraph 9.8 (d) shall be landscaped in accordance with section 6.2;	g) La marge de retrait obligatoire mentionnée à l'alinéa 9.8d) est paysagée conformément à l'article 6.2;
21. Repealing paragraph 9.8 (h).	21. L'alinéa 9.8h) est abrogé.
22. Deleting paragraph 9.8 (j) and replacing it with the following:	22. L'alinéa 9.8j) est supprimé et remplacé par ce qui suit :
(j) No neighbourhood day care, supportive housing or supportive facility is permitted in any building on the lot.	j) Les garderies de quartier, logements avec services de soutien ou établissements de soutien ne sont permis dans aucun bâtiment situé sur le lot.
23. Adding immediately after paragraph 9.8 (j), the following:	23. Les nouveaux alinéas qui suivent sont ajoutés immédiatement après l'alinéa 9.8j) :
(k) A Garden Suite may be located above a detached Garage.	k) Un pavillon-jardin peut être situé au-dessus d'un garage isolé.
(l) If the Garden Suite is located in the rear yard and does not have frontage onto a public or private street, the main dwelling must have a side yard setback of 3 metres.	l) Lorsque le pavillon-jardin est situé dans une cour arrière et qu'il ne donne pas sur une rue publique ou sur une rue privée, l'habitation principale doit avoir une marge de retrait de 3 mètres par rapport à la cour latérale.
24. Deleting the introductory paragraph at Section 9.13 and replacing it with the following:	24. Le paragraphe introductif de l'article 9.13 est supprimé et remplacé par ce qui suit :
Where permitted by this By-law, a one-unit dwelling, semi-detached dwelling, 330 townhouse dwelling, and other forms of	Là où le présent arrêté le permet, une habitation unifamiliale, une habitation jumelée, une habitation

ground-oriented cluster development on a lot may also contain one or more secondary suites as a secondary use subject to the following requirements:

25. Repealing paragraph 9.13 (b).
26. Deleting paragraph 9.13 (c) and replacing it with the following:

(c) The secondary suite shall have a separate independent entrance if a shared entrance with the main dwelling unit is not permitted by the *Saint John Building By-law*;
27. Repealing paragraphs 9.13 (f) and 9.13(g).
28. Deleting paragraph 9.13(h) and replacing it with the following:

(h) No bed and breakfast, neighbourhood day care, supportive housing or supportive facility is permitted in any building on the lot.
29. Adding immediately after section 9.22 the following:

9.23 Design Regulations for Multiple Unit Residential and Commercial Buildings with Dwelling Units

Where permitted by this By-law, a multiple unit residential building or a commercial building with dwelling units shall be developed in accordance with the following requirements:

- (a) When the site has frontage onto a public or private street, the building entrances shall be oriented towards the site frontage;
 - (i) The building must contain a prominent main entrance that incorporates:
 - (A) A covered entrance with weather protection;
 - (B) Pedestrian connectivity to the public sidewalk and to the parking area;
 - (C) On-site lighting of the main entrances, any outdoor amenity space, parking areas, and pedestrian walkways;
 - (D) The use of materials, colours, massing, and/or landscaping to make the entrance clearly identifiable to residents and visitors.

en rangée, et d'autres formes d'aménagement d'ensembles d'habitations basses sur un lot peuvent aussi comporter un ou plusieurs logements accessoires en tant qu'usage secondaire, sous réserve des conditions suivantes :

25. L'alinéa 9.13b) est abrogé.
26. L'alinéa 9.13c) est supprimé et remplacé par ce qui suit :

c) Le logement accessoire a une entrée indépendante distincte lorsqu'une entrée partagée avec le logement principal n'est pas permise par l'*Arrêté sur les bâtiments de Saint John*;
27. Les alinéas 9.13f) et 9.13g) sont abrogés.
28. L'alinéa 9.13h) est supprimé et remplacé par ce qui suit :

h) les gîtes touristiques, garderies de quartier, logements avec services de soutien ou établissements de soutien ne sont permis dans aucun bâtiment situé sur le lot.
29. Les nouveaux articles qui suivent sont ajoutés immédiatement après l'article 9.22 :

9.23 Règles de conception pour les bâtiments résidentiels à plusieurs unités et les bâtiments commerciaux comprenant des logements

Là où l'arrêté le permet, un bâtiment résidentiel à plusieurs unités ou un bâtiment commercial comprenant des logements est aménagé conformément aux conditions suivantes :

- a) Lorsque l'emplacement a une façade sur une rue publique ou sur une rue privée, les entrées des bâtiments sont orientées vers la façade de l'emplacement;
 - (i) Le bâtiment doit comporter une entrée principale bien en vue qui incorpore :
 - (A) une entrée couverte avec protection contre les intempéries;
 - (B) un lien piétonnier avec le trottoir public et les aires de stationnement;
 - (C) un éclairage sur le site des entrées principales, des espaces d'agrément extérieurs, des aires de stationnement et des voies piétonnes;
 - (D) l'utilisation de

matériaux, de couleurs, de formes du bâtiment ou d'aménagement paysager pour rendre l'entrée clairement identifiable pour les résidents et les visiteurs.

- (b) The ground floor of Mid-Rise Residential buildings must incorporate large windows, balconies, or architectural features to activate the streetscape. (b) Le rez-de-chaussée d'immeubles d'habitation de hauteur moyenne doit incorporer de grandes fenêtres, des balcons, ou des éléments architecturaux qui permettent d'animer le paysage urbain.
- (c) The front façade must be articulated with various architectural elements such as balconies, windows, and material changes to break up the mass of the building. (c) La façade avant doit être articulée par divers éléments architecturaux tels des balcons, des fenêtres et des changements de matériaux pour briser la masse du bâtiment.
- (d) Non-residential land uses shall be located along the street facing façades. (d) Les usages non résidentiels sont situés le long des façades donnant sur la rue.
- (e) Pedestrian connectivity must be incorporated into the site design, connecting all building entrances with public sidewalks, parking areas, and common amenity spaces; and (e) Un lien piétonnier doit être incorporé dans la conception de l'emplacement, reliant toutes les entrées de bâtiments avec les trottoirs publics, les aires de stationnement et les espaces d'agrément communs;
 - (i) For sites incorporating multiple residential buildings, connectivity shall exist between the separate buildings. (i) Pour les emplacements incorporant plusieurs bâtiments résidentiels, un lien est créé entre les bâtiments distincts.

9.24 Townhouse and Stacked Townhouse Standards

- (a) The front façade shall be articulated to denote individual townhouse units.
- (b) Garages shall not have a door that exceeds 75 percent of the building façade width.

9.25 Cluster Townhouse Standards

- (a) Minimum Lot Area, the greater of: 800 square metres, or For each Dwelling Unit therein — 332

9.24 Normes relatives aux habitations en rangée et aux habitations superposées

- a) La façade avant est articulée de manière à dénoter les unités individuelles des habitations.
- b) Les garages n'ont pas de porte qui dépasse 75 % de la largeur de la façade du bâtiment.

9.25 Normes relatives aux ensembles d'habitations en rangée

- a) Superficie de lot minimale, la valeur la plus élevée s'appliquant : 800 mètres carrés ou pour chaque

140 square metres	logement s'y trouvant – 140 mètres carrés
(b) Minimum Lot Frontage – 30 metres	b) Façade de lot minimale – 30 mètres
(c) Minimum Lot Depth – 30 metres	c) Profondeur de lot minimale – 30 mètres
(d) No front or rear wall of a Cluster Townhouse Dwelling shall be located so that any part of such front or rear wall is closer than:	d) Le mur avant ou arrière d'un ensemble d'habitations en rangée n'est situé de façon à ce qu'une de ses parties se trouve à une distance inférieure à :
(i) 3 metres of an abutting private access right-of-way;	(i) 3 mètres de l'assiette de droit de passage d'un accès privé attenant;
(ii) 13 metres of a front wall or rear wall of another Cluster Townhouse Dwelling;	(ii) 13 mètres d'un mur avant ou d'un mur arrière d'un autre ensemble d'habitations en rangée;
(iii) 10.5 metres of a side wall of another Cluster Townhouse Dwelling; or	(iii) 10,5 mètres d'un mur latéral d'un autre ensemble d'habitations en rangée;
(iv) 6 metres of a property boundary of an adjoining lot not part of the Cluster Townhouse Dwelling or the Dwelling Group of the Cluster Townhouse Dwelling.	(iv) 6 mètres d'une limite de propriété d'un lot contigu ne faisant pas partie de l'ensemble d'habitations en rangée ou du complexe d'habitations de l'ensemble d'habitations en rangée.
(e) No side wall of a Cluster Townhouse Dwelling shall be located so that any part of such wall is closer than:	e) Le mur latéral d'un ensemble d'habitations en rangée n'est situé de façon à ce qu'une de ses parties se trouve à une distance inférieure à :
(i) 7.5 metres of a side wall of another Cluster Townhouse Dwelling; or	(i) 7,5 mètres d'un mur latéral d'un autre ensemble d'habitations en rangée;
(ii) 6 metres of a property boundary of an adjoining lot not part of the Cluster Townhouse Dwelling or the Dwelling Group of the Cluster Townhouse Dwelling.	(ii) 6 mètres d'une limite de propriété d'un lot contigu ne faisant pas partie de l'ensemble d'habitations en rangée ou du complexe d'habitations de l'ensemble d'habitations en rangée.
(f) Minimum Flankage Yard: Adjacent to a Private Access – 3 metres Adjacent to a Public Street in the RC zone – 3 metres Adjacent to a Public Street in any other zone – 4.5 metres	f) Cour de flanc minimale : Adjacente à un accès privé – 3 mètres Adjacente à une rue publique dans la zone RC – 3 mètres Adjacente à une rue publique dans une autre zone – 4,5 mètres
(g) Minimum Dwelling Unit Width: 5 metres	g) Largeur de logement minimale : 5 mètres
(h) No Cluster Townhouse Dwelling shall:	h) Un ensemble d'habitations en rangée :

- | | |
|---|--|
| <ul style="list-style-type: none"> (i) Have a continuous building length exceeding 6 townhouses or stacked townhouse units; (ii) Have a continuous front building line greater than 36 metres; or (iii) Have a length greater than 72 metres. | <ul style="list-style-type: none"> (i) a une longueur continue du bâtiment qui n'est pas supérieure à 6 habitations en rangée ou 6 habitations superposées; (ii) a une limite de construction avant continue qui n'est pas supérieure à 36 mètres; (iii) a une longueur qui n'est pas supérieure à 72 mètres. |
| <ul style="list-style-type: none"> (i) For the purposes of paragraph (h), a continuous front building line shall mean either the same front building line of two or more adjacent dwelling units, or the front building lines of two or more adjacent dwelling units that are not offset by more than one metre from each other. | <ul style="list-style-type: none"> i) Pour les fins de l'alinéa h), une limite de construction avant continue désigne soit la même limite de construction avant de deux logements adjacents ou plus ou la limite de construction avant de deux logements adjacents ou plus qui ne sont pas décalés de plus d'un mètre les uns par rapport aux autres. |
| <ul style="list-style-type: none"> (j) Other Requirements – In accordance with the General Provisions, Part 4-9. | <ul style="list-style-type: none"> j) Autres exigences – Conformément aux dispositions générales énoncées aux parties 4 à 9. |
-
- | | |
|--|--|
| <p>30. Deleting at section 10 the columns “R2”, “R1”, and “RSS” from Table 10-1.</p> | <p>30. L'article 10 est modifié par suppression des colonnes « R2 », « R1 » et « RSS » du tableau 10-1.</p> |
| <p>31. Amending Table 10-1 to add “RM” as a zone permitted for the following uses: “Day Care Centre”, “Health and Fitness Facility”, “Medical Clinic”, “Personal Service”, “Restaurant”, and “Retail Convenience”.</p> | <p>31. Le tableau 10-1 est modifié par adjonction de la zone « RM » dans laquelle les usages suivants sont permis : « garderie », « centre de santé et de conditionnement physique », « clinique médicale », « services personnels », « restaurant » et « dépanneur ».</p> |
| <p>32. Deleting from subsection 10.1(1) the words “Dwelling, Cluster Townhouse, subject to subsection 10.1(4)” and replacing them with the words “Dwelling, Cluster Townhouse, subject to Section 9.25”.</p> | <p>32. Le paragraphe 10.1(1) est modifié par suppression des mots « ensemble d'habitations en rangée, sous réserve du paragraphe 10.1(4) » et leur remplacement par les mots « ensemble d'habitations en rangée, sous réserve de l'article 9.25 ».</p> |
| <p>33. Deleting from subsection 10.1(1) the words “Dwelling, Townhouse, subject to subsection 10.1(2)” and replacing them with the words “Dwelling, Townhouse, subject to section 9.24”.</p> | <p>33. Le paragraphe 10.1(1) est modifié par suppression des mots « habitation en rangée, sous réserve du paragraphe 10.1(2) » et leur remplacement par les mots « habitation en rangée, sous réserve de l'article 9.24 ».</p> |
| <p>34. Deleting from paragraph 10.1(3) (a) the words “Cluster Townhouse Dwelling, subject to subsection 10.1(4) and not paragraph 10.1(3) (b) to (l) inclusive”.</p> | <p>34. L'alinéa 10.1(3)a) est modifié par suppression des mots « Les ensemble d'habitations en rangée sont subordonnées aux conditions énoncées au paragraphe 10.1(4) et non à celles énoncées aux alinéas 10.1(3)b) à l) ».</p> |
| <p>35. Repealing subsection 10.1(4) and</p> | <p>35. Les paragraphes 10.1(4) et 10.1(5) sont abrogés.</p> |

- 10.1(5).
36. Deleting from section 10.3 the two paragraphs following “Municipal Plan Context” and replacing them with the following:
- The Mid-Rise Residential (RM) zone is intended to accommodate a range of mid-rise and medium density residential developments in the form of townhouses, multiple unit dwellings, apartments, and condominiums, and complementary non-residential uses on the ground floor.
- The zone also accommodates semi-detached dwellings, two-unit dwellings, and one-unit dwellings.
- The Mid-Rise Residential (RM) zone is intended for land inside the Primary Development Area that is designated *Low to Medium Density Residential* or *Stable Residential*. However, land in other appropriate designations could be zoned RM.
37. Adding in alphabetical order to the list in subsection 10.3(1) the words “Day Care, Centre”.
38. Deleting from subsection 10.3(1) the words “Dwelling, Cluster Townhouse, subject to subsection 10.1(4);” and replacing them with the words: “Dwelling, Cluster Townhouse, subject to section 9.25;” .
39. Deleting from subsection 10.3(1) the words “Dwelling, Townhouse, subject to subsection 10.3(2);” and replacing them with the words “Dwelling, Townhouse, subject to section 9.24;” .
40. Adding in alphabetical order to the list in subsection 10.3(1) the words “Health and Fitness Facility”.
41. Adding in alphabetical order to the list in subsection 10.3(1) the words “Medical Clinic”, “Personal Service”, “Restaurant”, and “Retail Convenience”
36. L’article 10.3 est modifié par suppression des deux paragraphes suivants « Mise en contexte » et leur remplacement par ce qui suit :
- La zone résidentielle d’immeubles d’habitation de hauteur moyenne (RM) est destinée à accueillir une gamme d’aménagements résidentiels de densité moyenne et d’immeubles d’habitation de hauteur moyenne sous la forme d’habitations en rangée, d’habitation multifamiliales, d’appartements, de condominiums, et d’usages non résidentiels complémentaires au rez-de-chaussée.
- La zone accueille également des habitations jumelées, des habitations bifamiliales, et des habitations unifamiliales.
- La zone résidentielle d’immeubles d’habitation de hauteur moyenne (RM) est destinée aux terrains situés à l’intérieur du principal secteur de développement qui sont désignés *résidentiel à densité faible ou moyenne* ou *secteur résidentiel stable*. Cependant, des terrains situés dans d’autres désignations qui conviennent pourraient être zonés RM.
37. Le paragraphe 10.3(1) est modifié par adjonction en ordre alphabétique dans la liste du mot « garderie »;
38. Le paragraphe 10.3(1) est modifié par suppression des mots « ensemble d’habitations en rangée, sous réserve du paragraphe 10.1(4); » et leur remplacement par les mots « ensemble d’habitations en rangée, sous réserve de l’article 9.25; ».
39. Le paragraphe 10.3(1) est modifié par suppression des mots « habitation en rangée, sous réserve du paragraphe 10.3(2); » et leur remplacement par les mots « habitation en rangée, sous réserve de l’article 9.24; ».
40. Le paragraphe 10.3(1) est modifié par adjonction en ordre alphabétique dans la liste des mots « centre de santé et de conditionnement physique ».
41. Le paragraphe 10.3(1) est modifié par adjonction en ordre alphabétique dans la liste des mots « clinique médicale », « services personnels », « restaurant » et « dépanneur ».
42. L’alinéa 10.3(2)a) est abrogé.

42. Repealing paragraph 10.3(2) (a).
43. Deleting paragraph 10.3(3) (a) and replacing it with the following:
- (a) Minimum Lot Area:
One-Unit Dwelling, Two-Unit Dwelling, or Semi-Detached Dwelling: 225 square metres
- Multiple Dwelling/Cluster Townhouse, per unit: 75 square metres
- Townhouse Dwelling: 140 square metres
44. Deleting paragraph 10.3(3) (b) and replacing it with the following:
- (b) Minimum Lot Frontage
One-Unit Dwelling, Two-Unit Dwelling, or Semi-Detached Dwelling: 7.5 metres
- Multiple Dwelling: 15 metres
- Townhouse Dwelling for each Dwelling Unit: 5 metres
45. Deleting from paragraph 10.3(3) (c) the words “30 metres” and replacing them with the words “25 metres”.
46. Deleting from paragraph 10.3(3) (d) the words “6 metres” and replacing them with the words “4.5 metres”.
47. Repealing paragraph 10.3(3) (e).
48. Deleting paragraph 10.3(3) (g) and replacing it with the following:
- (g) Minimum Side Yard:
- For any part of the building up to 12 metres or 4 storeys: 3 metres, and
- Additional 1 metre of setback for each storey above 4.
- Other developments 3 storeys and under: 1.2 metres
49. Deleting from paragraph 10.3(3) (h) the words “3.5 metres” and replacing them with the words “3 metres”.
50. Repealing paragraph 10.3(3) (i).
51. Deleting paragraph 10.3(3) (l) and replacing it with the following:
- (l) Maximum Building Height: 6 storeys,
43. L’alinéa 10.3(3)a) est supprimé et remplacé par ce qui suit :
- a) Superficie de lot minimale
Habitation unifamiliale, habitation bifamiliale ou habitation jumelée : 225 mètres carrés
- Habitation multifamiliale/ensemble d’habitations en rangée, par logement : 75 mètres carrés
- Habitation en rangée : 140 mètres carrés
44. L’alinéa 10.3(3)b) est supprimé et remplacé par ce qui suit :
- b) Façade de lot minimale
Habitation unifamiliale, habitation bifamiliale ou habitation jumelée : 7,5 mètres
- Habitation multifamiliale : 15 mètres
- Habitation en rangée pour chaque logement : 5 mètres
45. L’alinéa 10.3(3)c) est modifié par suppression des mots « 30 mètres » et leur remplacement par les mots : « 25 mètres ».
46. L’alinéa 10.3(3)d) est modifié par suppression des mots « 6 mètres » et leur remplacement par les mots : « 4,5 mètres ».
47. L’alinéa 10.3(3)e) est abrogé.
48. L’alinéa 10.3(3)g) est supprimé et remplacé par ce qui suit :
- g) Cour latérale minimale :
- Pour toutes les parties d’un bâtiment jusqu’à 12 mètres ou 4 étages : 3 mètres, et
- 1 mètre additionnel de marge de retrait pour chaque étage supérieur au 4^e étage.
- Autres aménagements d’au plus 3 étages : 1,2 mètre
49. L’alinéa 10.3(3)h) est modifié par suppression des mots « 3,5 mètres » et leur remplacement par les mots : « 3 mètres ».
50. L’alinéa 10.3(3)i) est abrogé.
51. L’alinéa 10.3(3)l) est supprimé et remplacé par ce qui suit :
- l) Hauteur des bâtiments maximale : 6 étages ou 21 mètres
52. L’alinéa 10.3(3)m) est modifié par

or Maximum 21 metres

52. Deleting from paragraph 10.3(3) (m) the words “50 percent of lot area” and replacing them with the words “60 percent of lot area”

53. Adding immediately after subsection 10.3(3) the following:

10.3(4) Additional Zone Standards

(a) Parking shall be provided in accordance with the requirements set out in Section 4.

(b) Landscaping and Amenity Space shall comply with the standards specified in Section 6.

(c) Site design shall adhere to the provisions outlined in Section 9.23.

(d) Townhouses and Stacked Townhouses shall conform to the regulations specified in Section 9.24.

(e) Where a building higher than 4 storeys abuts a Low-Rise development, the side or rear yard that abuts the RL site shall be increased to 9 metres.

(f) Parking for a Mid-Rise development can be located in the rear or side yard setback, provided that a minimum 1.5 metres landscaping buffer is provided between the parking and the property line.

54. By deleting the two paragraphs immediately following the words “Municipal Plan Context” at section 10.4 and replacing them with the following:

The Low-Rise Residential (RL) zone is intended to accommodate a range of ground-oriented, lower-density residential development in a variety of housing forms including one-unit, semi-detached, duplexes, townhouses, stacked townhouses, and small-scale apartments.

suppression des mots « 50 pour cent de la superficie du lot » et leur remplacement par les mots « 60 pour cent de la superficie du lot »

53. Le nouveau paragraphe 10.3(4) est ajouté immédiatement après le paragraphe 10.3(3) :

10.3(4) Normes additionnelles applicables à la zone

a) Le stationnement est aménagé conformément aux conditions énoncées à l'article 4.

b) L'aménagement paysager et les espaces d'agrément se conforment aux normes prévues à l'article 6.

c) La conception de l'emplacement est conforme aux dispositions de l'article 9.23.

d) Les habitations en rangée et les habitations superposées se conforment aux règles prévues à l'article 9.24.

e) Lorsqu'un bâtiment de plus de 4 étages donne sur un aménagement d'immeubles d'habitation bas, la cour latérale ou la cour arrière qui donne sur l'aménagement d'immeubles d'habitation bas est augmentée à 9 mètres.

f) Le stationnement d'un aménagement d'immeubles d'habitation de hauteur moyenne peut être situé dans la marge de retrait par rapport à la cour arrière ou à la cour latérale, à condition qu'un espace-tampon paysager d'au moins 1,5 mètre soit aménagé entre le stationnement et la limite de propriété.

54. L'article 10.4 est modifié par suppression des deux paragraphes qui suivent immédiatement les mots « Mise en contexte » et leur remplacement par ce qui suit :

La zone résidentielle d'immeubles d'habitation bas (RL) est destinée à accueillir une gamme de projets d'aménagement résidentiels bas de densité plus faible sous différentes formes d'habitations, dont des habitations unifamiliales, des habitations jumelées, des duplex, des habitations en rangée, des habitations superposées et des petits appartements.

Cette zone permet d'accueillir des aménagements plus importants d'ensemble de bâtiments composés de plusieurs bâtiments bas avec des

- This zone allows for larger multi-building developments in clusters, consisting of several low-rise buildings with ground-oriented entrances.
- The Low-Rise Residential (RL) zone is intended for serviced land inside the Primary Development Area that is designated *Low Density Residential* or *Stable Residential*. However, land in other appropriate designations could be zoned RL.
- entrées situées au niveau du sol.
- La zone résidentielle d'immeubles d'habitation bas (RL) est destinée aux terrains viabilisés situés à l'intérieur du principal secteur de développement qui sont désignés *résidentiel à faible densité* ou *secteur résidentiel stable*. Cependant, des terrains situés dans d'autres désignations qui conviennent pourraient être zonés RL.
55. Deleting at subsection 10.4(1) the words "Dwelling, Cluster Townhouse, limited to a maximum of six dwelling units;" and replacing them with the following: "Dwelling, Cluster Townhouse;".
55. Le paragraphe 10.4(1) est modifié par suppression des mots « ensemble d'habitations en rangée ne comportant pas plus de 6 logements; », et leur remplacement par ce qui suit : « ensemble d'habitations en rangée; ».
56. Deleting at subsection 10.4(1) the words "Dwelling, Multiple, limited to a maximum of six dwelling units", and replacing them with the following: "Dwelling, Multiple;".
56. Le paragraphe 10.4(1) est modifié par suppression des mots « habitation multifamiliale, ne comportant pas plus de 6 logements; » et leur remplacement par ce qui suit : « habitation multifamiliale; ».
57. Deleting from subsection 10.4(1) the words "Dwelling, Townhouse, limited to maximum of six dwelling units", and replacing them with the following: "Dwelling, Townhouse;".
57. Le paragraphe 10.4(1) est modifié par suppression des mots « habitation en rangée, ne comportant pas plus de 6 logements; » et leur remplacement par ce qui suit : « habitation en rangée; ».
58. Deleting paragraph 10.4(2) (a) and replacing it with the following:
- (a) Minimum Lot Area:
One-Unit Dwelling, Two-Unit Dwelling, or Semi-Detached Dwelling: 225 square metres
- Dwelling Group/Cluster Townhouse, per unit: 75 square metres
- Townhouse Dwelling
For each Dwelling Unit therein:
140 square metres
58. L'alinéa 10.4(2)a est supprimé et remplacé par ce qui suit :
- a) Superficie de lot minimale :
Habitation unifamiliale, habitation bifamiliale ou habitation jumelée : 225 mètres carrés
- Complexe d'habitations/ensemble d'habitations en rangée, par logement : 75 mètres carrés
- Habitation en rangée
Pour chaque logement s'y trouvant : 140 mètres carrés
59. Deleting paragraph 10.4(2) (b) and replacing it with the following:
- (b) Minimum Lot Frontage
One-Unit Dwelling, Two-Unit Dwelling, or Semi-Detached Dwelling: 7.5 metres
- Multiple Dwelling: 15 metres
59. L'alinéa 10.4(2)b est supprimé et remplacé par ce qui suit :
- b) Façade de lot minimale
Habitation unifamiliale, habitation bifamiliale ou habitation jumelée : 7,5 mètres
- Habitation multifamiliale : 15 mètres
- Pour chaque logement d'une habitation en rangée : 5 mètres
60. L'alinéa 10.4(2)c est modifié par suppression des mots « 30 mètres »

Townhouse Dwelling for each Dwelling Unit: 5 metres

et leur remplacement par les mots « 25 mètres ».

60. Deleting the words “30 metres” at paragraph 10.4(2) (c) and replacing them with the words “25 metres”.

61. L’alinéa 10.4(2)d) est modifié par suppression des mots « 6 mètres » et leur remplacement par les mots « 4,5 mètres ».

61. Deleting the words “6 metres” at paragraph 10.4(2) (d) and replacing them with the words “4.5 metres”.

62. L’alinéa 10.4(2)e) est abrogé.

62. Repealing paragraph 10.4(2) (e).

63. Deleting paragraph 10.4(2) (g) and replacing it with the following:

63. L’alinéa 10.4(2)g) est supprimé et remplacé par ce qui suit :

(g) Minimum Side Yard:
Multiple or Townhouse Dwelling –
1.2 metres, or
2.4 metres, if an entrance to a dwelling unit is being accessed through the side yard

g) Cour latérale minimale :
Habitation multifamiliale ou habitation en rangée – 1,2 mètre ou 2,4 mètres si l’entrée d’un logement se fait par la cour latérale

64. Deleting the words “3.5 metres” at paragraph 10.4(2) (h) and replacing them with the words “2.4 metres”.

64. L’alinéa 10.4(2)h) est modifié par suppression des mots « 3,5 mètres » et leur remplacement par les mots « 2,4 mètres ».

65. Repealing paragraph 10.4(2) (i).

65. L’alinéa 10.4(2)i) est abrogé.

66. Repealing paragraph 10.4(2) (k).

66. L’alinéa 10.4(2)k) est abrogé.

67. Deleting paragraph 10.4(2) (l) and replacing it with the following:

67. L’alinéa 10.4(2)l) est supprimé et remplacé par ce qui suit :

(l) Maximum Building Height: 3 storeys, or Maximum 11 metres

l) Hauteur des bâtiments maximale : 3 étages ou 11 mètres

68. Deleting at paragraph 10.4(2) (m) the words “50 percent of lot area” and replacing them with the words “60 percent of lot area”.

68. L’alinéa 10.4(2)m) est modifié par suppression des mots « 50 Pour cent de la superficie du lot » et leur remplacement par les mots : « 60 pour cent de la superficie du lot ».

69. Adding immediately after paragraph 10.4(2) (n) the following:

69. Le nouveau paragraphe 10.4(3) est ajouté immédiatement après l’alinéa 10.4(2)n) :

10.4(3) Additional Zone Standards

10.4(3) Normes additionnelles applicables à la zone

a) The zone shall permit up to four units on all fee-simple lots.

a) La zone permet jusqu’à 4 logements sur tous les lots en propriété inconditionnelle.

b) Lots within the Urban Neighbourhood Intensification Area, as defined in the Municipal Plan, and all properties identified in Schedule J, shall permit up to six units.

b) Les lots situés dans les quartiers urbains de densification, comme défini dans le Plan municipal, ainsi que toutes les propriétés identifiées à l’annexe J, peuvent accueillir jusqu’à 6 logements.

c) Lots within the Primary Development Area that lack municipal servicing shall be limited to a single dwelling unit, with the option for one secondary or garden suite. However, unserviced lots supported by

c) Les lots situés à l’intérieur du principal secteur de développement qui ne sont pas desservis par des services municipaux sont limités à un logement unifamilial avec l’option d’un logement accessoire ou d’un pavillon-jardin. Cependant, les lots non viabilisés bénéficiant de services collectifs privés peuvent accueillir plus d’un logement à la

- private communal servicing may accommodate more than one unit, at the discretion of the Development Officer.
- d) Lots outside the Primary Development Area, when supported by private communal servicing, may allow more than one unit, subject to the discretion of the Development Officer.
- e) Large-scale Dwelling Group developments are permitted in this zone subject to meeting the lot area requirements under this zone.
- (f) Parking shall be provided in accordance with the requirements set out in section 4.
- (g) Landscaping and amenity space shall comply with the standards specified in section 6.
- (h) Site design shall adhere to the provisions outlined in section 9.23.
- (i) Townhouses and stacked townhouses shall conform to the regulations specified in section 9.24.
- (j) If a Garden Suite is located in the rear yard and does not have frontage onto a public or private street, the main dwelling must have a side yard setback of 3 metres.
70. Repealing sections 10.5, 10.6 and 10.7.
71. Amending Schedule A to rezone all properties zoned One-Unit Residential (R1), Two-Unit Residential (R2), and Suburban Residential (RSS) to the Low-Rise Residential (RL) zone.
72. Amending Schedule E: "Exceptions" by deleting the words "R1" and "R2" from the Residential Zone chart and replacing them with "RL".
73. Adding the attached Schedule J, immediately after Schedule I.
- discretion de l'agent d'aménagement.
- d) Les lots situés à l'extérieur du principal secteur de développement qui bénéficient de services collectifs privés, peuvent accueillir plus d'un logement, sous réserve de la discrétion de l'agent d'aménagement.
- e) Les aménagements de complexes d'habitations à grande échelle sont autorisés dans cette zone à condition qu'ils respectent les exigences relatives à la superficie des lots dans cette zone.
- f) Le stationnement est offert conformément aux conditions énoncées à l'article 4.
- g) L'aménagement paysager et les espaces d'agrément se conforment aux normes spécifiées à l'article 6.
- h) La conception de l'emplacement respecte les dispositions de l'article 9.23.
- i) Les habitations en rangée et les habitations superposées se conforment aux règles spécifiées à l'article 9.24.
- j) Lorsqu'un pavillon-jardin est situé dans une cour arrière et qu'il ne donne pas sur une rue publique ou sur une rue privée, l'habitation principale doit avoir une marge de retrait de 3 mètres par rapport à la cour latérale.
70. Les articles 10.5, 10.6 et 10.7 sont abrogés.
71. L'annexe A est modifiée pour rezoner toutes les propriétés de la zone résidentielle unifamiliale (R1), de la zone résidentielle bifamiliale (R2), de la zone résidentielle suburbaine (RSS) à la zone résidentielle d'immeubles d'habitation bas (RL).
72. L'annexe E « Exceptions » est modifiée par la suppression des mots « R1 » et « R2 » du tableau des zones résidentielles et leur remplacement par « RL ».
73. La nouvelle annexe J, ci-jointe, est ajoutée immédiatement après l'annexe I :

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 * day of *, A.D. 2024 and signed by: EN FOI DE QUOI, The City of Saint John a fait apposer son sceau communal sur le présent arrêté le ** 2024, avec les signatures suivantes :

Mayor/Maire

City Clerk/Greffier communal

First Reading - December 16, 2024
Second Reading - December 16, 2024
Third Reading -

Première lecture - le 16 décembre 2024
Deuxième lecture - le 16 décembre 2024
Troisième lecture -

Schedule J: Low-Rise Residential (RL) Lot Exemptions

The following Low-Rise Residential (RL) lots, which are located outside the Intensification Areas identified in Schedule D, are permitted to be developed with up to six dwelling units subject to Subsection 10.4(3).

Civic	PID
0 Alma Street East	55239586
141 Alma Street East	55239560
144 Alma Street East	55033252
146 Alma Street East	00344895
147 Alma Street East	55239578
7 Amberly Court	55223382
8 Amberly Court	55223341
11 Amberly Court	55237242
12 Amberly Court	55223358
15 Amberly Court	55223366
9 Austin Lane	part of 00403972
47 Barker Street	00024562
0 Beacon Street	55027858
172 Beacon Street	00344143
174-176 Beacon Street	55027866
168-170 Belmont Street	55213987
0 Bent Anchor Court	55219620
0 Bent Anchor Court	55219638
0 Bent Anchor Court	55219646
2 Bent Anchor Court	55219596
4 Bent Anchor Court	55219604
6 Bent Anchor Court	55219612
8 Bent Anchor Court	55241947
10 Bent Anchor Court	55241954
12 Bent Anchor Court	55241962
14 Bent Anchor Court	55241970
33-37 Birch Grove Terrace	55230767
12 Birch Street	00035238
92-94 Bon Accord Drive	00446310
269 Boyaner Crescent	55143937
271 Boyaner Crescent	55143945
273 Boyaner Crescent	55143952
1 Bridgeview Court	55197016
3 Bridgeview Court	55197024
5 Bridgeview Court	55197032
7 Bridgeview Court	55197040
9 Bridgeview Court	55197057
11 Bridgeview Court	55197065
17 Bridgeview Court	55239073
19 Bridgeview Court	55239081
21 Bridgeview Court	55239099
23 Bridgeview Court	55239107
19-23 Buena Vista Avenue	00383745
25-31 Buena Vista Avenue	00386268
0 Cambridge Drive	55181820
0 Cambridge Drive	55243877
200 Cambridge Drive	55203145
3-5 Campbell Street	00024828
11-15 Campbell Street	00024810
12-14 Campbell Street	00024786
18 Campbell Street	00024794

21 Campbell Street	00024802
54 Catherwood Street	00035303
681-683 Chapel Street	00388934
710-712 Chapel Street	00392951
317 City Line	00386193
3-5 Corkery Street	00025007
4-6 Corkery Street	00024976
12-16 Corkery Street	00024984
13-15 Corkery Street	00025015
19 Corkery Street	00025023
22 Corkery Street	00024992
0 Courtenay Avenue	00314146
0 Courtenay Avenue	00360826
0 Cranston Avenue	55190482
39-41 Cranston Avenue	55243273
42 Cranston Avenue	00026617
42 Cranston Avenue	55101901
46 Cranston Avenue	00026609
51 Cranston Avenue	00032003
57 Cranston Avenue	00032011
62 Cranston Avenue	00026591
63 Cranston Avenue	00026138
64 Cranston Avenue	00026583
66 Cranston Avenue	00026575
69 Cranston Avenue	00026146
77 Cranston Avenue	00026153
83-87 Cranston Avenue	00026161
91-95 Cranston Avenue	00026179
2 Day Drive	55218994
8 Day Drive	55166664
12 Day Drive	55166672
16 Day Drive	55166680
20 Day Drive	55168223
24 Day Drive	55168231
28 Day Drive	55193486
864 Dever Road	55002968
298 Douglas Avenue	00368514
140 Dresden Avenue	00432047
0 Drury Cove Road	55175517
0 Drury Cove Road	55178909
75-89 Drury Cove Road, 6-8 and 3-23 Upper Deck Lane	55175392
25-27 Edith Avenue	55166656
431 Eldersley Avenue	00335513
0 Ellerdale Street	55033435
0 Foley Court	55191233
26 Foley Court	00314922
52 Foley Court	55191084
53 Foley Court	55191183
54 Foley Court	55191092
55 Foley Court	55191175
56 Foley Court	55191100
57 Foley Court	55191167
58 Foley Court	55191118
59 Foley Court	55191159
60 Foley Court	55191126
62 Foley Court	55191134
64 Foley Court	55191142

66 Foley Court	55195176
67 Foley Court	55195226
68 Foley Court	55195184
69 Foley Court	55195218
70 Foley Court	55195192
71 Foley Court	55195200
0 Forbes Drive	55189732
1 Forbes Drive	55111496
3 Forbes Drive	55111504
5 Forbes Drive	55111512
7 Forbes Drive	55111520
100 Forbes Drive	00049791
576-578 Fundy Drive	00384909
115-117 Glen Road	00301481
115 Glen Road	00301507
108 Golden Grove Road	00432054
110 Golden Grove Road	00432062
112 Golden Grove Road	00432070
114 Golden Grove Road	00432088
231-233 Golden Grove Road	00311597
0 Graham Street	55175335
1 Graham Street	55175327
3 Graham Street	55175319
5 Graham Street	55175301
7 Graham Street	55175293
9 Graham Street	55175285
11 Graham Street	55175277
13 Graham Street	55175269
15 Graham Street	55175251
17 Graham Street	55175244
19 Graham Street	55175236
21 Graham Street	55175228
23 Graham Street	55175210
25 Graham Street	55175202
27 Graham Street	55175194
29 Graham Street	55175186
31 Graham Street	55175178
33 Graham Street	55175160
35 Graham Street	55175152
37 Graham Street	55175145
39 Graham Street	55175137
0 Grantham Road	55221774
0 Grantham Road	55224992
6 Grantham Road	55181838
7 Grantham Road	55182034
8 Grantham Road	55181846
10 Grantham Road	55181853
11 Grantham Road	55182026
12 Grantham Road	55181861
15 Grantham Road	55182018
16 Grantham Road	55181879
18 Grantham Road	55181887
19 Grantham Road	55182000
20 Grantham Road	55181895
22 Grantham Road	55181903
23 Grantham Road	55181994
26 Grantham Road	55181911

27 Grantham Road	55181978
28 Grantham Road	55181929
29 Grantham Road	55181986
30 Grantham Road	55181937
31 Grantham Road	55181952
32 Grantham Road	55181945
33 Grantham Road	55181960
582-584 Green Head Road	55209886
59 Harmony Drive	00312330
62 Harmony Drive	00312488
540-542 Havelock Street	00393363
0 Hawthorne Avenue	55069553
137-141 Hawthorne Avenue	00031450
241 Hawthorne Avenue Extension	00023390
265 Hawthorne Avenue Extension	00023424
1 Heritage Gardens	55070171
3 Heritage Gardens	55070189
5 Heritage Gardens	55070197
7 Heritage Gardens	55070205
8 Heritage Gardens	55070288
10 Heritage Gardens	55070270
12 Heritage Gardens	55070262
14 Heritage Gardens	55070254
16 Heritage Gardens	55070247
18 Heritage Gardens	55070239
20 Heritage Gardens	55070221
22 Heritage Gardens	55070213
22-26 Highmount Court	55046015
1 Hillcrest Drive	55145429
3 Hillcrest Drive	55145411
5 Hillcrest Drive	55145403
1 Horsler Drive	55145395
3 Horsler Drive	55145387
5 Horsler Drive	55145379
0 Jean Street	55020903
0 Jean Street	55021117
23-25 Jean Street	00322065
34-36 Jean Street	00318055
0 Jennifer Street	55242085
31 Jennifer Street	55193478
0 Julie Court	55193551
2 Julie Court	55193494
4 Julie Court	55193502
6 Julie Court	55193510
8 Julie Court	55193528
10 Julie Court	55193536
12 Julie Court	55193544
11 King William Road	55159719
591-593 Lancaster Avenue	00394577
233 Lancaster Street	00366518
3 Leeds Crescent	55196117
5 Leeds Crescent	55196109
9 Leeds Crescent	55221360
13 Leeds Crescent	55196083
14 Leeds Crescent	55195838
17 Leeds Crescent	55196075
20 Leeds Crescent	55195846

21 Leeds Crescent	55196067
24 Leeds Crescent	55195853
25 Leeds Crescent	55196059
28 Leeds Crescent	55195861
29 Leeds Crescent	55196042
33 Leeds Crescent	55196034
37 Leeds Crescent	55196026
40 Leeds Crescent	55195937
41 Leeds Crescent	55196018
42 Leeds Crescent	55195945
44 Leeds Crescent	55195952
45 Leeds Crescent	55196000
46 Leeds Crescent	55195960
48 Leeds Crescent	55195978
49 Leeds Crescent	55195994
50 Leeds Crescent	55195986
53 Leeds Crescent	55234637
10 Lime Kiln Road	55206338
67 Loch Lomond Road	00317610
67 Loch Lomond Road	55201347
195 Loch Lomond Road	00320762
197 Loch Lomond Road	00316471
199 Loch Lomond Road	00315895
203 Loch Lomond Road	00319236
211-213 Loch Lomond Road	00314831
239 Loch Lomond Road	55052476
241 Loch Lomond Road	55052484
1147 Loch Lomond Road	55219943
1167 Loch Lomond Road	00312579
1429 Loch Lomond Road	00312900
0 Lockhart Street	00024950
15-17 Lockhart Street	00024943
321-323 Lowell Street	00392969
323 Lowell Street	55072037
0 Manawagonish Gardens	55144786
2 Manawagonish Gardens	55120471
4 Manawagonish Gardens	55120489
5 Manawagonish Gardens	55120414
6 Manawagonish Gardens	55120497
7 Manawagonish Gardens	55120422
8 Manawagonish Gardens	55120505
9 Manawagonish Gardens	55120430
10 Manawagonish Gardens	55120513
11 Manawagonish Gardens	55120448
14 Manawagonish Gardens	55144828
15 Manawagonish Gardens	55144794
16 Manawagonish Gardens	55144810
17 Manawagonish Gardens	55144802
693 Manawagonish Road	55037683
697-699 Manawagonish Road	00036053
806 Manawagonish Road	55154322
876-880 Manawagonish Road	00403089
986 Manawagonish Road	00447052
1177 Manawagonish Road	00402750
1268 Manawagonish Road	55069520
1310 Manawagonish Road	55145437
1971 Manawagonish Road	55166177

15-17 Margaret Street	00315085
35 Margaret Street	00316950
34 Mclaughlin Crescent	00321968
38 Mclaughlin Crescent	00321208
59 Mclaughlin Crescent	55088850
346-348 Milford Road	00404160
0 Millidge Avenue	55012546
180-182 Millidge Avenue	00042457
280 Millidge Avenue	00042275
283 Millidge Avenue	55166433
285 Millidge Avenue	55166441
287 Millidge Avenue	55166458
290 Millidge Avenue	55171912
294 Millidge Avenue	00047050
1031 Millidge Avenue	00048421
17 Montgomery Crescent	55173991
21 Montgomery Crescent	55173983
100 Mountain View Drive	00315838
107-115 Mountain View Drive	55232441
38 Noel Avenue	55195549
40 Noel Avenue	55195556
42 Noel Avenue	55195564
7 Northumberland Avenue	00323741
18 Northumberland Avenue	00321943
37 Northumberland Avenue	00314427
40 Northumberland Avenue	00320374
45 Northumberland Avenue	00314377
0 Oakhill Crescent	55092811
0 Oakhill Crescent	55092860
0 Oakhill Crescent	55092910
0 Oakhill Crescent	55092928
0 Oakhill Crescent	55092936
0 Oakhill Crescent	55092944
0 Oakhill Crescent	55092951
0 Oakhill Crescent	55092969
0 Oakhill Crescent	55092977
0 Oakhill Crescent	55092985
0 Oakhill Crescent	55092993
0 Oakhill Crescent	55093009
0 Oakhill Crescent	55093017
0 Oakhill Crescent	55093025
0 Oakhill Crescent	55093033
0 Oakhill Crescent	55093041
0 Oakhill Crescent	55093058
0 Oakhill Crescent	55093066
0 Oakhill Crescent	55093074
0 Oakhill Crescent	55093082
0 Oakhill Crescent	55093090
0 Oakhill Crescent	55093108
0 Oakhill Crescent	55093116
0 Oakhill Crescent	55093124
0 Oakhill Crescent	55093132
0 Oakhill Crescent	55093140
0 Oakhill Crescent	55093157
0 Oakhill Crescent	55093165
54 Oakhill Crescent	55092902
56 Oakhill Crescent	55092894

58 Oakhill Crescent	55092886
60 Oakhill Crescent	55092878
64 Oakhill Crescent	55092852
66 Oakhill Crescent	55092845
68 Oakhill Crescent	55092837
70 Oakhill Crescent	55092829
55-57 Oakland Street	00415414
1277 Old Black River Road	55100135
27-29 Park Avenue	00343889
90 Parks Street Extension	55201222
92-98 Pauline Street	00325282
20 Pokiok Road	55211239
22 Pokiok Road	55211221
24 Pokiok Road	55211213
26 Pokiok Road	55211205
28 Pokiok Road	55211197
30 Pokiok Road	55211189
0 Prince Street	55193106
0 Prince Street	55193114
439 Prince Street, 45-69 Rockingstone Drive	55238901
79-81 Red Head Road	00344119
0 Retail Drive	55102701
16 Retail Drive	00431643
96 Richard Street	00344663
0 Ridge Street	55061881
0 Ridge Street	55068506
1-3 Ridge Street	55061873
2-6 Ridge Street	00314849
5 Ridge Street	00318303
9-11 Ridge Street	00318196
10 Ridge Street	00319723
0 Riverview Drive	55237390
253-259 Riverview Drive	00415992
263 Riverview Drive	55242721
265 Riverview Drive	55242739
267 Riverview Drive	55242747
269 Riverview Drive	55242754
273 Riverview Drive	55240873
275 Riverview Drive	55240865
277 Riverview Drive	55240857
12 Robinson Street	00024851
18-20 Robinson Street	00024869
21-23 Robinson Street	00024877
0 Rockingstone Drive	55197255
0 Rockingstone Drive	55243380
0 Rockingstone Drive	55243398
2 Rockingstone Drive	55243331
4 Rockingstone Drive	55243349
6 Rockingstone Drive	55243356
8 Rockingstone Drive	55243364
10 Rockingstone Drive	55243372
14 Rockingstone Drive	55209969
16 Rockingstone Drive	55209977
18 Rockingstone Drive	55209985
20 Rockingstone Drive	55209993
22 Rockingstone Drive	55210009
24 Rockingstone Drive	55210017

26 Rockingstone Drive	55210025
28 Rockingstone Drive	55210033
30 Rockingstone Drive	55210041
32 Rockingstone Drive	55210058
234 Rodney Street	00363770
0 Saint Peters Court	55156061
2 Saint Peters Court	55163554
3 Saint Peters Court	55160261
4 Saint Peters Court	55163547
5 Saint Peters Court	55160279
6 Saint Peters Court	55163539
7 Saint Peters Court	55160287
8 Saint Peters Court	55163521
9 Saint Peters Court	55160295
10 Saint Peters Court	55163513
15 Saint Peters Court	55159172
17 Saint Peters Court	55159180
19 Saint Peters Court	55159198
21 Saint Peters Court	55159206
23 Saint Peters Court	55156020
25 Saint Peters Court	55156038
27 Saint Peters Court	55156046
29 Saint Peters Court	55156053
31 Saint Peters Court	55173934
33 Saint Peters Court	55173942
35 Saint Peters Court	55173959
39 Saint Peters Court	55173967
41 Saint Peters Court	55173975
545 Sandy Point Road	00051508
4 Second Street	00026849
241 Sherbrooke Street	55144968
243 Sherbrooke Street	55144976
245 Sherbrooke Street	55144984
99 Simpson Drive	00299875
46 Somerset Street	00024620
56 Somerset Street	00024638
60-62 Somerset Street	00024646
64-66 Somerset Street	55156921
70 Somerset Street	00024679
76 Somerset Street	00024687
78 Somerset Street	00024695
90 Somerset Street	00024703
92-94 Somerset Street	00024711
98-100 Somerset Street	00024729
108 Somerset Street	00024737
110 Somerset Street	00031468
112 Somerset Street	00024745
150-152 Somerset Street	00024778
180 Somerset Street	00024836
190 Somerset Street	00024893
214-216 Somerset Street	00024935
222 Somerset Street	00024968
248-250 Somerset Street	00025031
254-256 Somerset Street	00025049
225-227 St. John Street	00365189
91 Tartan Street	00046946
15-17 Teck Street	00371039

21 Teck Street	00371047
0 Third Street	00428631
14 Third Street	00026856
15 Third Street	00026898
19 Third Street	55208839
14-16 Thornbrough Street	00025056
258 Tower Street	00364604
68 Tudor Lane	55178719
70 Tudor Lane	55178727
25-31 Upper Deck Lane	55241145
3 Valley Street	00316505
5-7 Valley Street	00321810
11 Valley Street	00321299
11 Valley Street	55098396
12 Valley Street	55160238
14 Valley Street	00322347
15 Valley Street	55029383
18-20 Valley Street	00320663
24 Valley Street	00322867
26 Valley Street	00028456
28 Valley Street	00028464
30 Valley Street	00028472
40 Valley Street	55143291
50 Valley Street	00323139
40-44 Westmorland Road	55165096
193 Westmorland Road	00320564
195 Westmorland Road	55166029
257 Westmorland Road	00316893
0 White House Court	55121628
1 White House Court	55121610
3 White House Court	55121602
5 White House Court	55121594
7 White House Court	55121586
8 White House Court	55119846
9 White House Court	55121578
10 White House Court	55119853
11 White House Court	55121560
12 White House Court	55119861
13 White House Court	55121552
14 White House Court	55119879
15 White House Court	55121545
16 White House Court	55121438
17 White House Court	55121537
18 White House Court	55121446
19 White House Court	55121529
20 White House Court	55121453
21 White House Court	55121511
22 White House Court	55121461
23 White House Court	55121503
24 White House Court	55121479
25 White House Court	55121495
26 White House Court	55121487
0 Wild Fox Drive	55242093
10 Wild Fox Drive	55212856
11-21 Wild Fox Drive	55191373
12 Wild Fox Drive	55212849
14 Wild Fox Drive	55219992

16 Wild Fox Drive	55219984
18 Wild Fox Drive	55219976
20 Wild Fox Drive	55219968
24 Wild Fox Drive	55242101
14 Wildwood Street	00431155
440 Woodville Road	55239701

Annexe J : Exemptions – lots dans une zone résidentielle d'immeubles d'habitation bas (RL)

Sous réserve du paragraphe 10.4(3), il est permis d'aménager jusqu'à 6 logements sur les lots suivants qui sont situés dans une zone résidentielle d'immeubles d'habitation bas (RL) à l'extérieur des secteurs de densification identifiés à l'annexe D.

Adresse	NID
0 rue Est Alma	55239586
141 rue Est Alma	55239560
144 rue Est Alma	55033252
146 rue Est Alma	00344895
147 rue Est Alma	55239578
7 cour Amberly	55223382
8 cour Amberly	55223341
11 cour Amberly	55237242
12 cour Amberly	55223358
15 cour Amberly	55223366
9 allée Austin	partie de 00403972
47 rue Barker	00024562
0 rue Beacon	55027858
172 rue Beacon	00344143
174-176 rue Beacon	55027866
168-170 rue Belmont	55213987
0 cour Bent Anchor	55219620
0 cour Bent Anchor	55219638
0 cour Bent Anchor	55219646
2 cour Bent Anchor	55219596
4 cour Bent Anchor	55219604
6 cour Bent Anchor	55219612
8 cour Bent Anchor	55241947
10 cour Bent Anchor	55241954
12 cour Bent Anchor	55241962
14 cour Bent Anchor	55241970
33-37 terrasse Birch Grove	55230767
12 rue Birch	00035238
92-94 promenade Bon Accord	00446310
269 croissant Boyaner	55143937
271 croissant Boyaner	55143945
273 croissant Boyaner	55143952
1 cour Bridgeview	55197016
3 cour Bridgeview	55197024
5 cour Bridgeview	55197032
7 cour Bridgeview	55197040
9 cour Bridgeview	55197057
11 cour Bridgeview	55197065
17 cour Bridgeview	55239073
19 cour Bridgeview	55239081
21 cour Bridgeview	55239099
23 cour Bridgeview	55239107
19-23 avenue Buena Vista	00383745
25-31 avenue Buena Vista	00386268
0 promenade Cambridge	55181820
0 promenade Cambridge	55243877
200 promenade Cambridge	55203145
3-5 rue Campbell	00024828
11-15 rue Campbell	00024810

12-14 rue Campbell	00024786
18 rue Campbell	00024794
21 rue Campbell	00024802
54 rue Catherwood	00035303
681-683 rue Chapel	00388934
710-712 rue Chapel	00392951
317 ligne City	00386193
3-5 rue Corkery	00025007
4-6 rue Corkery	00024976
12-16 rue Corkery	00024984
13-15 rue Corkery	00025015
19 rue Corkery	00025023
22 rue Corkery	00024992
0 avenue Courtenay	00314146
0 avenue Courtenay	00360826
0 avenue Cranston	55190482
39-41 avenue Cranston	55243273
42 avenue Cranston	00026617
42 avenue Cranston	55101901
46 avenue Cranston	00026609
51 avenue Cranston	00032003
57 avenue Cranston	00032011
62 avenue Cranston	00026591
63 avenue Cranston	00026138
64 avenue Cranston	00026583
66 avenue Cranston	00026575
69 avenue Cranston	00026146
77 avenue Cranston	00026153
83-87 avenue Cranston	00026161
91-95 avenue Cranston	00026179
2 promenade Day	55218994
8 promenade Day	55166664
12 promenade Day	55166672
16 promenade Day	55166680
20 promenade Day	55168223
24 promenade Day	55168231
28 promenade Day	55193486
864 chemin Dever	55002968
298 avenue Douglas	00368514
140 avenue Dresden	00432047
0 chemin Drury Cove	55175517
0 chemin Drury Cove	55178909
75-89 chemin Drury Cove, 6-8 et 3-23 allée Upper Deck	55175392
25-27 avenue Edith	55166656
431 avenue Eldersley	00335513
0 rue Ellerdale	55033435
0 cour Foley	55191233
26 cour Foley	00314922
52 cour Foley	55191084
53 cour Foley	55191183
54 cour Foley	55191092
55 cour Foley	55191175
56 cour Foley	55191100
57 cour Foley	55191167
58 cour Foley	55191118
59 cour Foley	55191159
60 cour Foley	55191126

62 cour Foley	55191134
64 cour Foley	55191142
66 cour Foley	55195176
67 cour Foley	55195226
68 cour Foley	55195184
69 cour Foley	55195218
70 cour Foley	55195192
71 cour Foley	55195200
0 promenade Forbes	55189732
1 promenade Forbes	55111496
3 promenade Forbes	55111504
5 promenade Forbes	55111512
7 promenade Forbes	55111520
100 promenade Forbes	00049791
576-578 promenade Fundy	00384909
115-117 chemin Glen	00301481
115 chemin Glen	00301507
108 chemin Golden Grove	00432054
110 chemin Golden Grove	00432062
112 chemin Golden Grove	00432070
114 chemin Golden Grove	00432088
231-233 chemin Golden Grove	00311597
0 rue Graham	55175335
1 rue Graham	55175327
3 rue Graham	55175319
5 rue Graham	55175301
7 rue Graham	55175293
9 rue Graham	55175285
11 rue Graham	55175277
13 rue Graham	55175269
15 rue Graham	55175251
17 rue Graham	55175244
19 rue Graham	55175236
21 rue Graham	55175228
23 rue Graham	55175210
25 rue Graham	55175202
27 rue Graham	55175194
29 rue Graham	55175186
31 rue Graham	55175178
33 rue Graham	55175160
35 rue Graham	55175152
37 rue Graham	55175145
39 rue Graham	55175137
0 chemin Grantham	55221774
0 chemin Grantham	55224992
6 chemin Grantham	55181838
7 chemin Grantham	55182034
8 chemin Grantham	55181846
10 chemin Grantham	55181853
11 chemin Grantham	55182026
12 chemin Grantham	55181861
15 chemin Grantham	55182018
16 chemin Grantham	55181879
18 chemin Grantham	55181887
19 chemin Grantham	55182000
20 chemin Grantham	55181895
22 chemin Grantham	55181903

23 chemin Grantham	55181994
26 chemin Grantham	55181911
27 chemin Grantham	55181978
28 chemin Grantham	55181929
29 chemin Grantham	55181986
30 chemin Grantham	55181937
31 chemin Grantham	55181952
32 chemin Grantham	55181945
33 chemin Grantham	55181960
582-584 chemin Green Head	55209886
59 promenade Harmony	00312330
62 promenade Harmony	00312488
540-542 rue Havelock	00393363
0 avenue Hawthorne	55069553
137-141 avenue extension Hawthorne	00031450
241 avenue extension Hawthorne	00023390
265 avenue extension Hawthorne	00023424
1 jardins Heritage	55070171
3 jardins Heritage	55070189
5 jardins Heritage	55070197
7 jardins Heritage	55070205
8 jardins Heritage	55070288
10 jardins Heritage	55070270
12 jardins Heritage	55070262
14 jardins Heritage	55070254
16 jardins Heritage	55070247
18 jardins Heritage	55070239
20 jardins Heritage	55070221
22 jardins Heritage	55070213
22-26 cour Highmount	55046015
1 promenade Hillcrest Drive	55145429
3 promenade Hillcrest	55145411
5 promenade Hillcrest	55145403
1 promenade Horsler	55145395
3 promenade Horsler	55145387
5 promenade Horsler	55145379
0 rue Jean	55020903
0 rue Jean	55021117
23-25 rue Jean	00322065
34-36 rue Jean	00318055
0 rue Jennifer	55242085
31 rue Jennifer	55193478
0 cour Julie	55193551
2 cour Julie	55193494
4 cour Julie	55193502
6 cour Julie	55193510
8 cour Julie	55193528
10 cour Julie	55193536
12 cour Julie	55193544
11 chemin King William	55159719
591-593 avenue Lancaster	00394577
233 rue Lancaster	00366518
3 croissant Leeds	55196117
5 croissant Leeds	55196109
9 croissant Leeds	55221360
13 croissant Leeds	55196083
14 croissant Leeds	55195838

17 croissant Leeds	55196075
20 croissant Leeds	55195846
21 croissant Leeds	55196067
24 croissant Leeds	55195853
25 croissant Leeds	55196059
28 croissant Leeds	55195861
29 croissant Leeds	55196042
33 croissant Leeds	55196034
37 croissant Leeds	55196026
40 croissant Leeds	55195937
41 croissant Leeds	55196018
42 croissant Leeds	55195945
44 croissant Leeds	55195952
45 croissant Leeds	55196000
46 croissant Leeds	55195960
48 croissant Leeds	55195978
49 croissant Leeds	55195994
50 croissant Leeds	55195986
53 croissant Leeds	55234637
10 chemin Lime Kiln	55206338
67 chemin Loch Lomond	00317610
67 chemin Loch Lomond	55201347
195 chemin Loch Lomond	00320762
197 chemin Loch Lomond	00316471
199 chemin Loch Lomond	00315895
203 chemin Loch Lomond	00319236
211-213 chemin Loch Lomond	00314831
239 chemin Loch Lomond	55052476
241 chemin Loch Lomond	55052484
1147 chemin Loch Lomond	55219943
1167 chemin Loch Lomond	00312579
1429 chemin Loch Lomond	00312900
0 rue Lockhart	00024950
15-17 rue Lockhart	00024943
321-323 rue Lowell	00392969
323 rue Lowell	55072037
0 jardins Manawagonish	55144786
2 jardins Manawagonish	55120471
4 jardins Manawagonish	55120489
5 jardins Manawagonish	55120414
6 jardins Manawagonish	55120497
7 jardins Manawagonish	55120422
8 jardins Manawagonish	55120505
9 jardins Manawagonish	55120430
10 jardins Manawagonish	55120513
11 jardins Manawagonish	55120448
14 jardins Manawagonish	55144828
15 jardins Manawagonish	55144794
16 jardins Manawagonish	55144810
17 jardins Manawagonish	55144802
693 chemin Manawagonish	55037683
697-699 chemin Manawagonish	00036053
806 chemin Manawagonish	55154322
876-880 chemin Manawagonish	00403089
986 chemin Manawagonish	00447052
1177 chemin Manawagonish	00402750
1268 chemin Manawagonish	55069520

1310 chemin Manawagonish	55145437
1971 chemin Manawagonish	55166177
15-17 rue Margaret	00315085
35 rue Margaret	00316950
34 croissant Mclaughlin	00321968
38 croissant Mclaughlin	00321208
59 croissant Mclaughlin	55088850
346-348 chemin Milford	00404160
0 avenue Millidge	55012546
180-182 avenue Millidge	00042457
280 avenue Millidge	00042275
283 avenue Millidge	55166433
285 avenue Millidge	55166441
287 avenue Millidge	55166458
290 avenue Millidge	55171912
294 avenue Millidge	00047050
1031 avenue Millidge	00048421
17 croissant Montgomery	55173991
21 croissant Montgomery	55173983
100 promenade Mountain View	00315838
107-115 promenade Mountain View	55232441
38 avenue Noel	55195549
40 avenue Noel	55195556
42 avenue Noel	55195564
7 avenue Northumberland	00323741
18 avenue Northumberland	00321943
37 avenue Northumberland	00314427
40 avenue Northumberland	00320374
45 avenue Northumberland	00314377
0 croissant Oakhill	55092811
0 croissant Oakhill	55092860
0 croissant Oakhill	55092910
0 croissant Oakhill	55092928
0 croissant Oakhill	55092936
0 croissant Oakhill	55092944
0 croissant Oakhill	55092951
0 croissant Oakhill	55092969
0 croissant Oakhill	55092977
0 croissant Oakhill	55092985
0 croissant Oakhill	55092993
0 croissant Oakhill	55093009
0 croissant Oakhill	55093017
0 croissant Oakhill	55093025
0 croissant Oakhill	55093033
0 croissant Oakhill	55093041
0 croissant Oakhill	55093058
0 croissant Oakhill	55093066
0 croissant Oakhill	55093074
0 croissant Oakhill	55093082
0 croissant Oakhill	55093090
0 croissant Oakhill	55093108
0 croissant Oakhill	55093116
0 croissant Oakhill	55093124
0 croissant Oakhill	55093132
0 croissant Oakhill	55093140
0 croissant Oakhill	55093157
0 croissant Oakhill	55093165

54 croissant Oakhill	55092902
56 croissant Oakhill	55092894
58 croissant Oakhill	55092886
60 croissant Oakhill	55092878
64 croissant Oakhill	55092852
66 croissant Oakhill	55092845
68 croissant Oakhill	55092837
70 croissant Oakhill	55092829
55-57 rue Oakland	00415414
1277 chemin Old Black River	55100135
27-29 avenue Park	00343889
90 rue extension Parks	55201222
92-98 rue Pauline	00325282
20 chemin Pokiok	55211239
22 chemin Pokiok	55211221
24 chemin Pokiok	55211213
26 chemin Pokiok	55211205
28 chemin Pokiok	55211197
30 chemin Pokiok	55211189
0 rue Prince	55193106
0 rue Prince	55193114
439 rue Prince, 45-69 promenade Rockingstone	55238901
79-81 chemin Red Head	00344119
0 promenade Retail	55102701
16 promenade Retail	00431643
96 rue Richard	00344663
0 rue Ridge	55061881
0 rue Ridge	55068506
1-3 rue Ridge	55061873
2-6 rue Ridge	00314849
5 rue Ridge	00318303
9-11 rue Ridge	00318196
10 rue Ridge	00319723
0 promenade Riverview	55237390
253-259 promenade Riverview	00415992
263 promenade Riverview	55242721
265 promenade Riverview	55242739
267 promenade Riverview	55242747
269 promenade Riverview	55242754
273 promenade Riverview	55240873
275 promenade Riverview	55240865
277 promenade Riverview	55240857
12 rue Robinson	00024851
18-20 rue Robinson	00024869
21-23 rue Robinson	00024877
0 promenade Rockingstone	55197255
0 promenade Rockingstone	55243380
0 promenade Rockingstone	55243398
2 promenade Rockingstone	55243331
4 promenade Rockingstone	55243349
6 promenade Rockingstone	55243356
8 promenade Rockingstone	55243364
10 promenade Rockingstone	55243372
14 promenade Rockingstone	55209969
16 promenade Rockingstone	55209977
18 promenade Rockingstone	55209985
20 promenade Rockingstone	55209993

22 promenade Rockingstone	55210009
24 promenade Rockingstone	55210017
26 promenade Rockingstone	55210025
28 promenade Rockingstone	55210033
30 promenade Rockingstone	55210041
32 promenade Rockingstone	55210058
234 rue Rodney	00363770
0 cour Saint Peters	55156061
2 cour Saint Peters	55163554
3 cour Saint Peters	55160261
4 cour Saint Peters	55163547
5 cour Saint Peters	55160279
6 cour Saint Peters	55163539
7 cour Saint Peters	55160287
8 cour Saint Peters	55163521
9 cour Saint Peters	55160295
10 cour Saint Peters	55163513
15 cour Saint Peters	55159172
17 cour Saint Peters	55159180
19 cour Saint Peters	55159198
21 cour Saint Peters	55159206
23 cour Saint Peters	55156020
25 cour Saint Peters	55156038
27 cour Saint Peters	55156046
29 cour Saint Peters	55156053
31 cour Saint Peters	55173934
33 cour Saint Peters	55173942
35 cour Saint Peters	55173959
39 cour Saint Peters	55173967
41 cour Saint Peters	55173975
545 chemin Sandy Point	00051508
4 rue Second	00026849
241 rue Sherbrooke	55144968
243 rue Sherbrooke	55144976
245 rue Sherbrooke	55144984
99 promenade Simpson	00299875
46 rue Somerset	00024620
56 rue Somerset	00024638
60-62 rue Somerset	00024646
64-66 rue Somerset	55156921
70 rue Somerset	00024679
76 rue Somerset	00024687
78 rue Somerset	00024695
90 rue Somerset	00024703
92-94 rue Somerset	00024711
98-100 rue Somerset	00024729
108 rue Somerset	00024737
110 rue Somerset	00031468
112 rue Somerset	00024745
150-152 rue Somerset	00024778
180 rue Somerset	00024836
190 rue Somerset	00024893
214-216 rue Somerset	00024935
222 rue Somerset	00024968
248-250 rue Somerset	00025031
254-256 rue Somerset	00025049
225-227 rue St. John	00365189

91 rue Tartan	00046946
15-17 rue Teck	00371039
21 rue Teck	00371047
0 rue Third	00428631
14 rue Third	00026856
15 rue Third	00026898
19 rue Third	55208839
14-16 rue Thornbrough	00025056
258 rue Tower	00364604
68 allée Tudor	55178719
70 allée Tudor	55178727
25-31 allée Upper Deck Lane	55241145
3 rue Valley	00316505
5-7 rue Valley	00321810
11 rue Valley	00321299
11 rue Valley	55098396
12 rue Valley	55160238
14 rue Valley	00322347
15 rue Valley	55029383
18-20 rue Valley	00320663
24 rue Valley	00322867
26 rue Valley	00028456
28 rue Valley	00028464
30 rue Valley	00028472
40 rue Valley	55143291
50 rue Valley	00323139
40-44 chemin Westmorland	55165096
193 chemin Westmorland	00320564
195 chemin Westmorland	55166029
257 chemin Westmorland	00316893
0 cour White House	55121628
1 cour White House	55121610
3 cour White House	55121602
5 cour White House	55121594
7 cour White House	55121586
8 cour White House	55119846
9 cour White House	55121578
10 cour White House	55119853
11 cour White House	55121560
12 cour White House	55119861
13 cour White House	55121552
14 cour White House	55119879
15 cour White House	55121545
16 cour White House	55121438
17 cour White House	55121537
18 cour White House	55121446
19 cour White House	55121529
20 cour White House	55121453
21 cour White House	55121511
22 cour White House	55121461
23 cour White House	55121503
24 cour White House	55121479
25 cour White House	55121495
26 cour White House	55121487
0 promenade Wild Fox	55242093
10 promenade Wild Fox	55212856
11-21 promenade Wild Fox	55191373

12 promenade Wild Fox	55212849
14 promenade Wild Fox	55219992
16 promenade Wild Fox	55219984
18 promenade Wild Fox	55219976
20 promenade Wild Fox	55219968
24 promenade Wild Fox	55242101
14 rue Wildwood	00431155
440 chemin Woodville	55239701

Staff Recommendation for Council Resolution

Project: Subdivision By-Law Amendment (Money-in-Lieu of Land for Public Purposes) –
Housing Accelerator Fund

Public Hearing, 1st and 2nd Reading: Held on December 16, 2024

3rd Reading: January 13, 2025

Item:	Required: (Y/N)	Recommendation
Subdivision By-Law Amendment	Yes	That Common Council give 3 rd reading to the attached by-law amendment entitled "By-law No. C.P. 122-3, A Law to Amend the Subdivision By-Law of The City of Saint John."
Other	No	

**BY-LAW NO. C.P. 122-3
A LAW TO AMEND THE SUBDIVISION
BY-LAW OF THE CITY OF SAINT JOHN**

**ARRÊTÉ N° CP-122-3
ARRÊTÉ PORTANT MODIFICATION DE
L'ARRÊTÉ DE LOTISSEMENT DE THE CITY OF
SAINT JOHN**

Be it enacted by the Common Council of The City of Saint John as follows:

Le conseil communal de The City of Saint John édicte :

A By-law of The City of Saint John entitled "The Subdivision By-law of The City of Saint John", enacted on the 21st day of March, A.D. 2016, is hereby amended as follows:

L'arrêté de The City of Saint John intitulé *Arrêté de lotissement de The City of Saint John*, adopté le 21 mars 2016, est modifié ainsi :

1 By deleting subsection 16(2) and replacing it with the following:

1 Le paragraphe 16(2) est supprimé et remplacé par ce qui suit :

"16(2) Land for Public Purposes must be dedicated to The City of Saint John as a Pedestrian Walkway where:

16(2) Des TERRAINS D'UTILITÉ PUBLIQUE doivent être réservés à THE CITY OF SAINT JOHN en tant que VOIE PIÉTONNIÈRE dans les cas suivants :

- (a) Such Pedestrian Walkway has not been provided as a Street;
- (b) Such Pedestrian Walkway is required by paragraph 14(4)(c) or subsection 14(5); and
- (c) Such Pedestrian Walkway would not be located on land Zoned Heavy Industrial.

- a) la VOIE PIÉTONNIÈRE n'a pas été prévue comme RUE;
- b) la VOIE PIÉTONNIÈRE est prescrite par l'alinéa 14(4)c) ou le paragraphe 14(5);
- c) la VOIE PIÉTONNIÈRE ne serait pas située sur des terrains dans une ZONE d'usage d'industrie lourde.

2 By deleting section 17 and replacing it with the following:

2 L'article 17 est supprimé et remplacé par ce qui suit :

"Money in-lieu Dedications

Somme d'argent tenant lieu de réserve de terrains

17(1) As a condition of approval of a Subdivision Plan, a sum of money representing eight percent of the market value of the land of the proposed Subdivision at the time of submission for approval of said Subdivision, exclusive of the land to be Vested as Public Streets, is to be provided to The City of Saint John as accepted by Council pursuant to the Act as a money in-lieu dedication, except where Land for Public Purposes or a combination of Land

17(1) Comme condition d'approbation d'un PLAN DE LOTISSEMENT, une somme d'argent représentant 8 % de la valeur marchande des terrains du LOTISSEMENT proposé au moment du dépôt de la demande d'approbation du LOTISSEMENT, somme qui doit être approuvée par le CONSEIL conformément à la *LOI*, à l'exclusion des terrains devant être DÉVOLUS comme RUES PUBLIQUES, doit être versée à THE CITY OF SAINT JOHN comme somme d'argent tenant lieu de réserve de terrains,

- for Public Purposes and money in-lieu dedication pursuant to sections 16 or 18 have been provided.
- 17(2) Notwithstanding subsection 17(1), and pursuant to Section 75(1)(g) of the Act, subdivisions that satisfy the following set of criteria as determined by Council shall be eligible for the acceptance of money-in-lieu of Land for Public Purposes without the necessity of obtaining individual assent from Common Council:
- (a) Lands to be subdivided must not require the dedication of Land for Public Purposes as identified by Parks and Recreational Facilities and Growth and Community Services;
 - (b) Lands to be subdivided must not be subject to a previous Council Resolution relating to the acceptance of either Land for Public Purposes or money-in-lieu of Land for Public Purposes;
 - (c) Lands to be subdivided must abut a developed Public Street or such other access suitable for the passage of motor vehicles as may be approved by the Planning Advisory Committee as being advisable for the Development of land, including a Private Street; and
 - (d) Lands to be subdivided must involve the creation of no more than 5 lots.
- 17(3) The determination of market value of land shall be made by The City of Saint John, but where a Developer does not accept such determination, at the cost of the Developer, an Appraiser acceptable to both the Developer and The City of Saint John shall determine such value.
- sauf si des TERRAINS D'UTILITÉ PUBLIQUE ont été réservés ou une combinaison de réserve de terrains et de somme d'argent en tenant lieu a été fournie conformément aux articles 16 ou 18.
- 17(2) Malgré le paragraphe 17(1), et en vertu de l'alinéa 75(1)g) de la *LOI*, les lotissements qui remplissent les conditions qui suivent, fixées par le CONSEIL, sont admissibles au paiement d'une somme d'argent tenant lieu de réserve de TERRAINS D'UTILITÉ PUBLIQUE, sans qu'il ne soit nécessaire d'obtenir l'ASSENTIMENT du CONSEIL pour chaque lotissement :
- a) les terrains à lotir ne doivent pas être visés par une réserve obligatoire de TERRAINS D'UTILITÉ PUBLIQUE, selon que le déterminent le service des parcs et des installations récréatives et le service de la Croissance et des services communautaires;
 - b) les terrains à lotir ne doivent pas avoir fait l'objet d'une résolution antérieure du CONSEIL se rapportant à l'acceptation soit de TERRAINS D'UTILITÉ PUBLIQUE soit d'une somme d'argent en tenant lieu;
 - c) les terrains à lotir doivent donner sur une RUE PUBLIQUE aménagée ou sur une autre voie d'accès qui convient à la circulation automobile et qui, selon le COMITÉ, convient à l'aménagement de terrains, y compris une RUE PRIVÉE;
 - d) le lotissement des terrains visés ne doit pas créer plus de 5 lots.
- 17(3) La valeur marchande du terrain est fixée par THE CITY OF SAINT JOHN, mais si un PROMOTEUR n'accepte pas la valeur ainsi fixée, il peut, à ses propres frais, demander à un ÉVALUATEUR que tant le PROMOTEUR que THE CITY OF SAINT JOHN estiment acceptable d'en fixer la valeur.

17(4) Any payment of money in-lieu dedication involving a cheque must be certified by a Canadian financial institution.”

17(4) Si une somme d’argent tenant lieu de réserve de terrains est versée par chèque, celui-ci doit être certifié par une institution financière canadienne.

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 day of _____, A.D. 2025 signed by:

EN FOI DE QUOI THE CITY OF SAINT JOHN a fait apposer son sceau communal sur le présent arrêté le _____ 2025, avec les signatures suivantes :

Mayor/Maire

City Clerk/Greffier communal

First Reading - December 16, 2024
Second Reading - December 16, 2024
Third Reading -

Première lecture - le 16 décembre 2024
Deuxième lecture - le 16 décembre 2024
Troisième lecture -

COUNCIL NOTICE OF MOTION

Received Date	December 3, 2024
Meeting Date	December 9, 2024
Open or Closed	Open Session

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT : Creation of a Medial Education Scholarship in partnership with the New Brunswic as a catalyst for physician recruitment for our City of Saint John.

Primary Author	Input from Council	Input from Staff
Greg Norton	Deputy Mayor and select members of Common Council	Select Members of SLT

PROPOSED MOTION:

Direct the CAO to establish a Medical Education Scholarship in partnership with the New Brunswick Medical Educational Foundation Inc. starting in 2025

BACKGROUND INFORMATION:

The purpose of the annual Scholarship is to support the studies of two medical students in Saint John, New Brunswick resident who are pursuing studies leading to the degree of Medical Doctor. The recipients must agree to a one-year return of service in the City of Saint John, New Brunswick for each year of support they receive up to four years for the Medical Doctor program at an accredited Canadian university in New Brunswick. The amount of the scholarships will be \$5,000.00 each.

This Scholarships are provided through annual gift of \$10,400 by the City of Saint John to the New Brunswick Medical Education Foundation Inc. starting in 2025 for a four-year term. By establishing this scholarship the City of Saint John will:

- Attract the best medical students to study in Saint John, New Brunswick.
- Preserve students as practicing physicians in Saint John, New Brunswick after graduation.
- Engage New Brunswickers studying outside the province to return to practice medicine in Saint John, New Brunswick.
- Ensure medical students can qualify for renewable and non-renewable scholarships if they commit to returning to Saint John, New Brunswick.



Why should the City of Saint John support the NBMEDED? Supporting the NBMEDED would be beneficial for many reasons, including:

- Good philanthropy – supporting health care and doctor recruitment will resonate well with the general public.
- Strengthens the case for attracting talent into the profession. Lawyers, accountants, engineers and other professionals want to live in communities with high quality public services, particularly health care.
- A direct economic ROI – for many of these sectors, there are clearly identifiable economic reasons to support the NBMEDED’s efforts to recruit and retain doctors in the province and our City of Saint John.

Lastly, it should be noted that, the investment, management, and expenditure of all funds shall be in accordance with the charity’s policies and procedures. Discretion is given to the charity to adjust the amount of the scholarship, or the number of scholarships awarded based on supplemental contributions, market conditions, capital earnings and inflation.

[Click here to enter text.](#)

STRATEGIC ALIGNMENT:



We value smart growth.

We enable population and business growth by focusing on key infrastructure investments, strategic communications, service delivery, and partnerships to achieve growth initiatives that align with the principles of smart growth in PlanSJ.

Outcomes & Objectives

Population Growth

- Grow our population at a rate of 2% annually by the end of Council’s term.
- Develop, embrace, and reinforce a strong brand for Saint John.

Economic Growth

- Achieve 3% annual property tax base growth and on-going work to increase the target.
- Work with partners to create opportunities to attract and grow businesses including development of the waterfront and industrial parks.



SAINT JOHN

P.O. Box 1971 Saint John, NB Canada E2L 4L1 | www.saintjohn.ca | C.P. 1971 Saint John, N.-B. Canada E2L 4L1

SERVICE AND FINANCIAL OUTCOMES:

This scholarship fund being proposed exists with other municipal entities across the province and is growing, as recruitment & retention of highly skilled professionals continues to be increasingly competitive. The modest investment to establish such a fund is out-weighed by the investment in the health and prosperity of our Saint John community. It is my understanding that to stand this scholarship fund up will not have a negative bearing on our staff time and financial resources.

INPUT FROM OTHERS:

Consultation has been had with the NB Medial Educational Foundation Inc., members of the public, select City of Saint John leadership team and members of Common Council.

ATTACHMENTS

- Economic Impact Analysis: [dcb038_41191599d4454505b4e8f55c308ad66c.pdf](#)
- The NB Medial Education Foundation Inc.: <https://www.nbmeded.ca/about-us>

From: City of Saint John, New Brunswick <webform-noreply@saintjohn.ca>
Sent: Monday, December 23, 2024 1:45 AM
To: Common Clerk <commonclerk@saintjohn.ca>
Subject: Webform submission from: Request to Present to Council Form

[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.**

Submitted on Mon, 12/23/2024 - 01:44

Submitted by: Anonymous

Submitted values are:

About Person/Group Presenting

First Name:

Stephen

Last Name:

Devlin

Name of Organization/Group (where applicable):

Stevie Go Go

Address:

1713 Rutherglen Close
Sarnia, Ontario. N7s3s1
Canada

Day Time Phone Number:

5199181169

Email

sarniasteviegogo@gmail.com

If you do NOT wish to have your personal information (address, phone number, email) become part of the public record, please check this box.

No

About your Request

Topic of Presentation:

Expanding Stevie Go Go to Saint John

Purpose for Presentation (what is the ask of Council):

Proposal to Expand Stevie Go Go Tuk Tuk Sightseeing Tours to Saint John

Prepared for:

- City of Saint John

Submitted by:

Stevie Go Go Tuk Tuk Sightseeing Tours

Overview of Stevie Go Go Tuk Tuk Sightseeing Tours

Stevie Go Go Tuk Tuk Sightseeing Tours is a thriving local business offering unique, eco-friendly, and engaging tours of the region's most popular attractions. Our fleet of 6-passenger electric tuk tuks is designed for comfort, safety, and sustainability. Each vehicle is equipped with seatbelts, ensuring a secure ride, and operates at a maximum speed of 32 km/h, ideal for scenic and urban tours.

We propose to expand our operations to Saint John, creating new opportunities for tourism growth and community connectivity while promoting sustainable transportation initiatives.

Proposal Objectives

This expansion seeks to:

1. Introduce Scenic Tuk Tuk Tours to highlight Saint John's iconic attractions, such as

the Reversing Falls Rapids, Uptown Saint John, and the 506 Container Village, providing an engaging and sustainable way to experience the city.

2. Partner with Municipal Authorities to access green transportation grants and subsidies to offer free or low-cost transportation services for specific routes, benefitting both locals and tourists.

3. Secure Permissions for Safe Use of Paths and Streets to navigate Saint John's most popular tourist areas, ensuring safety and minimal disruption to traffic.

Key Benefits of Expansion

1. Boost Local Tourism

Stevie Go Go Tuk Tuk Tours will enhance Saint John's tourism experience, encouraging visitors to explore more of the city, extend their stays, and contribute to the local economy.

2. Sustainable Transportation Initiative

Our electric tuk tuks are eco-friendly, producing zero emissions and operating quietly. This expansion aligns with Saint John's green transportation goals and offers an innovative way to reduce environmental impact.

3. Free or Subsidized Transportation Program

By leveraging municipal green grants and subsidies, we propose to establish a free or low-cost transportation route. This program would serve as an inclusive service for locals and visitors, offering an accessible and sustainable way to travel within a designated area of the city.

4. Safe and Comfortable Design

With seatbelts for all passengers and a controlled speed of 32 km/h, our tuk tuks provide a safe and leisurely experience, ideal for urban and scenic routes.

Proposed Tour and Transportation Routes

Primary Tour Focus Areas:

1. Reversing Falls Rapids: A natural wonder that draws thousands of visitors annually.
2. Uptown Saint John: A vibrant area showcasing historical landmarks, art galleries, local shops, and restaurants.
3. 506 Container Village: A creative hub for shopping, dining, and entertainment, perfect as a starting or ending point for tours.

Free Transportation Route Proposal:

- A designated route offering free tuk tuk rides for both locals and visitors, connecting key points of interest such as Uptown Saint John, the 506 Container Village, and nearby attractions.
- The route would operate with financial support from green transportation grants and municipal subsidies, ensuring accessibility and sustainability for all users.

Funding and Support Opportunities

1. Access to Municipal Green Transportation Grants

Stevie Go Go Tuk Tuk Tours is an ideal candidate for funding under green initiatives

aimed at reducing emissions and promoting sustainable urban transportation. We propose collaboration with municipal authorities to secure these grants and implement eco-friendly solutions for Saint John.

2. Subsidized Free Transportation Program

We request municipal support to subsidize a free tuk tuk route, making transportation accessible to all. This program would align with the city's inclusivity and sustainability goals, providing a valuable service to residents and visitors alike.

3. Infrastructure Support

To ensure the success of this expansion, we request:

- Permission to Access Key Paths and Streets: Approval for safe use of designated routes, particularly those leading to the Reversing Falls, Uptown Saint John, and the 506 Container Village.

Partnership and Collaboration Opportunities

Envision Saint John

- Collaborate on marketing and promoting tuk tuk tours as part of Saint John's tourism portfolio.
- Joint campaigns to emphasize eco-tourism and green transportation.

506 Container Village

- Establish the Container Village as a key stop for tuk tuk tours, creating a seamless link between visitors and local businesses.
- Co-develop special tour packages to encourage visits to the village and surrounding attractions.

Expanding Stevie Go Go Tuk Tuk Sightseeing Tours to Saint John represents an innovative and sustainable opportunity to enhance tourism, promote green transportation, and serve the local community. Our eco-friendly tuk tuks provide a safe, charming, and accessible way to explore the city, while a subsidized transportation route would further benefit residents and visitors alike.

We are eager to collaborate with Envision Saint John, 506 Container Village, and municipal stakeholders to bring this proposal to life. Thank you for considering our request.

Stevie Go Go Tuk Tuk Sightseeing Tours

Stephen Devlin

5199181169

sarniasteviegogo@gmail.com

We look forward to discussing this proposal further and contributing to Saint John's vibrant tourism and community development.

Background Information:

Was on Dragons Den

Been in operation for 3 years in Ontario

Red tape stopped the business from operating

Are you making a request for funding?

Yes

From: City of Saint John, New Brunswick <webform-noreply@saintjohn.ca>
Sent: Tuesday, December 17, 2024 11:39 AM
To: Common Clerk <commonclerk@saintjohn.ca>
Subject: Webform submission from: Request to Present to Council Form

[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.**

Submitted on Tue, 12/17/2024 - 11:38

Submitted by: Anonymous

Submitted values are:

About Person/Group Presenting

First Name:

Isurabil

Last Name:

Zakaria

Name of Organization/Group (where applicable):

Rothesay Technology Hub (Saint John Tech Summit)

Address:

Rothesay, New Brunswick. E2E 2M7
Canada

Day Time Phone Number:

(506) 650-2568

Email

zakaria@stjohntechsummit.ca

If you do NOT wish to have your personal information (address, phone number, email) become part of the public record, please check this box.

No

About your Request

Topic of Presentation:

Saint John Tech Summit 2025: Driving Innovation, Economic Growth, and Community Collaboration

Purpose for Presentation (what is the ask of Council):

To introduce the Saint John Tech Summit 2025, highlight its vision and objectives, and discuss its potential to drive innovation, economic growth, and community collaboration in Saint John. We seek support and collaboration from the City Council to ensure the success of this transformative event

Background Information:

The Saint John Tech Summit 2025 is an inaugural event organized by Rothesay Technology Hub, a registered member of the Saint John Chamber of Commerce. The summit will take place from June 20th to 24th, 2025, at the Saint John Trade and Convention Centre.

The event is designed to position Saint John as a hub for technology, innovation, and collaboration, bringing together leaders from technology, business, government, and the community. Under the theme "Innovating Together for a Smarter Future", the summit aims to:

Explore emerging technologies and their role in economic and societal development.
Create opportunities for local businesses, startups, and innovators to showcase their work.

Foster collaboration between public and private sectors to drive innovation.

Promote Saint John as a forward-thinking city, attracting talent, investment, and partnerships.

The summit will feature keynotes, panel discussions, workshops, exhibitions, and networking opportunities, providing a platform for learning, growth, and connection.

By bringing together thought leaders, businesses, and the community, the Saint John Tech Summit will stimulate economic growth, showcase local innovation, and position the city as a leader in the technology space.

We look forward to presenting this vision to the City Council and exploring ways to work together to make this event a success for Saint John and its residents.

Are you making a request for funding?

Yes

From: Rajin Ramkissoon <rajin@kdcanada.org>
Sent: Thursday, January 2, 2025 6:07 PM
To: City of Saint John Mayor's Office <mayor@saintjohn.ca>
Cc: Common Clerk <commonclerk@saintjohn.ca>
Subject: Proclamation Request - January 26, 2025 Kawasaki Disease Awareness Day

Some people who received this message don't often get email from rajin@kdcanada.org. [Learn why this is important](#)

[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. **

Hi Mayor Reardon,

Happy New Year!

My name is Rajin Ramkissoon, I am a board member of Kawasaki Disease Canada.

Kawasaki Disease Canada was incorporated under the Canada Not-for-profit Corporations Act in May, 2014. In December 2015, Kawasaki Disease Canada became registered as a national charity.

Kawasaki Disease Canada's mission is to ensure Kawasaki disease is top-of-mind for Canadians. Our vision is saving children's hearts from the effects of Kawasaki disease.

I'm writing to ask you, and the wonderful people of Saint John, to proclaim January 26, 2025 as Kawasaki Disease Awareness Day.

We hope you can help us spread awareness to the community about this disease and help save a child's heart!

I've provided the details of the requested proclamation below...

WHEREAS, Kawasaki Disease is the leading cause of acquired heart disease in children and affects children around the globe. Early diagnosis is a matter of life or death and/or lifelong coronary distress. Early detection is critical; increased awareness of early symptoms is imperative to diagnosis and effective treatment. We want Kawasaki disease to be top of mind of Canadians and for us to increase awareness and save children's hearts from the effects of Kawasaki disease

WHEREAS, Kawasaki Disease Canada is the only Canadian national charity working to improve outcomes of Kawasaki disease and at the forefront of Kawasaki disease issues by collaborating with families affected by the disease and medical professionals.

January 26 is the anniversary of the day in 1961 that Dr. Tomisaku Kawasaki began to recognize a cluster of symptoms that led to the classification "Kawasaki disease". It has been more than 50 years, the cause of the disease is still unknown. Increased awareness is imperative. Kawasaki Disease Canada supports international partners in the quest to increase awareness and is pursuing this proclamation across Canada.

Please let me know if you have any questions or require any more information.

Thanks kindly!

Rajin Ramkissoon

Board Member

<https://kdcanda.org/>

?

Reply

?

Forward

S

M&C No.	M&C 2024-310
Report Date	January 08, 2025
Meeting Date	January 13, 2025
Service Area	Utilities & Infrastructure

SUBJECT: Tri-Party License Agreement – Aquatic Centre

EXECUTIVE SUMMARY OF COMMITTEE OF THE WHOLE REPORT FOR OPEN SESSION OF COUNCIL

Management of the Aquatic Centre have identified a revenue opportunity and have negotiated a fee for the right of a media company to place digital advertisements in the pedway adjacent to the Aquatic Centre. Whereas the City is the owner, the City is also a party to the agreement.

COUNCIL RESOLUTION

RESOLVED that the city enter into a Tri-Party License Agreement generally in the form as presented to Committee of the Whole on January 13, 2025 for the pedway space located at 50 Union Steet, Saint John, with Saint John Aquatic Center Commission and JDS Media Inc., and that the Mayor and Clerk be authorized to execute the said Tri-Party License Agreement and any documents ancillary thereto.



The City of Saint John

Subject: Recommended Appointments to Committees

The Committee of the Whole, having met on January 13, 2025, makes the following recommendations:

North End Advisory Committee: to appoint Keith Brideau and Kelsey Ann Seely each for a three-year term from January 13, 2025 to January 13, 2028.

Saint John Airport: to reappoint Ankit Amin and Tom Gribbons each for a three-year term from January 13, 2025 to January 13, 2028.

Canada Games Aquatic Centre: to reappoint Amy Shanks for a three-year term from February 12, 2025 to February 12, 2028.

Saint John Community Arts Board: to reappoint Christopher McFarlane from January 13, 2025 to January 13, 2028; and to appoint Maria Murphy for a three-year term from January 13, 2025 to January 13, 2028.

Community Grants Evaluation Committee: to reappoint Graeme Stewart-Robertson for a three-year term from January 13, 2025 to January 13, 2028.

Fort LaTour Development Authority: to appoint Stephanie Woods Stevens for a three-year term from January 13, 2025 to January 13, 2028.

Heritage Development Board: to appoint Alex Weaver Crawford and Lori Seymour each for a three-year term from January 13, 2025 to January 13, 2028.

Imperial Theatre: to appoint Nicole Vair for a three-year term from January 13, 2025 to January 13, 2028.

Lord Beaverbrook Rink: to reappoint Ryan Kennedy for a three-year term from January 13, 2025 to January 13, 2028.

Planning Advisory Committee: to reappoint Phil Comeau from January 13, 2025 to January 1, 2028; and to appoint Josephine Chekwas from January 13, 2025 to January 1, 2028.

City of Saint John Shared Risk Pension Plan: to appoint Michael Butler and Oluwole Popoola each for a three-year term from February 9, 2025 to February 9, 2028.



SAINT JOHN

P.O. Box 1971 Saint John, NB Canada E2L 4L1 | www.saintjohn.ca | C.P. 1971 Saint John, N.-B. Canada E2L 4L1

Saint John Board of Police Commissioners: to reappoint Charles Bryant for a three-year term from February 8, 2025 to February 8, 2028.

PRO Kids: to reappoint Leah Secord for a three-year term from January 13, 2025 to January 13, 2028; and appoint Victoria Moseley for a three-year term from January 13, 2025 to January 13, 2028.

Saint John Industrial Parks: to appoint John Logan for a three-year term from January 13, 2025 to January 13, 2028.

Civic Commemoration Committee: to appoint Councillor Mariah Darling from January 13, 2025 to the end of their current term on Council.

Code of Conduct Complaints Committee: to appoint Councillor Mariah Darling from January 13, 2025 to the end of their current term on Council.

Uptown Saint John: to appoint Councillor Mariah Darling from January 13, 2025 to the end of their current term on Council.

Growth Committee: to appoint Councillor Mariah Darling from January 13, 2025 to the end of their current term on Council.

Sincerely,



Mayor and Chair of the Nominating Committee



SAINT JOHN

P.O. Box 1971 Saint John, NB Canada E2L 4L1 | www.saintjohn.ca | C.P. 1971 Saint John, N.-B. Canada E2L 4L1

M&C No.	2025-006
Report Date	January 09, 2025
Meeting Date	January 13, 2025
Service Area	General Counsel

SUBJECT: Sale of 19 Anglin Drive

EXECUTIVE SUMMARY OF COMMITTEE OF THE WHOLE REPORT FOR OPEN SESSION OF COUNCIL

In October 2024, a proposal for a 72-unit 4 building complex was received from a local non-profit organization, Atlantic Community Housing Ltd., (“ACH”). Staff identified a 3-acre parcel of land at 19 Anglin Drive that would be suitable for the proposed development. In November, the City declared the lands located at 19 Anglin Drive surplus to its needs. Staff are recommending that the City enter into an Agreement of Purchase and Sale with Atlantic Community Housing for the parcel of land at 19 Anglin Drive to support the ACH housing proposal.

COUNCIL RESOLUTION

1. That the City enter into the Agreement of Purchase and Sale with Atlantic Community Housing Ltd. generally in the form as presented to Committee of the Whole at its meeting held January 13, 2025 for the sale of the property located at 19 Anglin Drive (PID 55054779), and that the Mayor and Clerk be authorized to execute the said Agreement of Purchase and Sale and any other documents necessary to facilitate the transaction.
2. That the net proceeds received by the City in relation to the above transaction be deposited into the General Fund Capital Reserve.

COMMITTEE OF THE WHOLE REPORT

M&C No.	2025-009
Report Date	January 08, 2025
Meeting Date	January 13, 2025
Service Area	General Counsel

Her Worship Mayor Donna Noade Reardon and Members of Common Council

SUBJECT: Initiate Stop-Up and Closure for Sunnyside Ave Right of Way

CLOSED SESSION DISCUSSION REASON

This matter is to be discussed in closed session pursuant to the provisions of subsection 68(1)(d) of the Local Governance Act.

OPEN SESSION RESOLUTION REQUIRED

Yes, resolution and full report to be added to open session

AUTHORIZATION

Primary Author	Commissioner/Dept. Head	Chief Administrative Officer
<i>Blair MacPhee & Jacqueline Boucher</i>	<i>Mélanie C. Tompkins, K.C.</i>	<i>J. Brent McGovern</i>

RECOMMENDATION

It is recommended that Common Council adopt the following resolution:

1. That the Public Hearing to consider the passing of an amendment to the Street Closing By-law to close a portion of a public street known as Sunnyside Avenue Right Of Way, having an approximate area of 7,450 square meters, as shown on a sketch titled, "Sketch of Proposed Stop-up and Close of a portion of Sunnyside Avenue Right-Of-Way, City of Saint John, Saint John County, NB" (attached), be set for Monday, February 10th, 2025 at 6:30 p.m. in the Council Chamber;
2. That Common Council authorize the publishing of a notice of its intention to consider the passing of such By-law, identified above; and
3. In the event that Common Council gives Third Reading to the By-Law Amendment as stated above, that the City sell the property to 684401 N.B. Ltd. for a purchase price of \$1.00, and that the purchaser be responsible for:
 - a. any plan of survey required to initiate the process for the stop-up and closure for a portion of a public street known as Sunnyside Avenue Right of Way; and

- b. any fees or administrative processes to effect the conveyance of the property.
4. That the Mayor and City Clerk be authorized to execute the documents necessary to effect the transaction.

EXECUTIVE SUMMARY

The United Way Maritimes has entered into a Purchase and Sale Agreement with Wilton Management Ltd to purchase land on Sunnyside Avenue for the purpose of building a 75 – 80-unit tiny home community. The United Way Maritimes is requesting that the City of Saint John convey an unused section of the vested Sunnyside Ave. Right of Way, having an area of approximately 7,450 sq m, for the purpose of consolidating it with their two adjoining properties. The area of this Right of Way being proposed for this stop-up and closure is undeveloped and has never been travelled upon by the public. The lower section of the right of way that is currently used to access the SJ Energy site as well as the two communication towers, will not be impacted. The purpose of this report is to seek Council’s approval to initiate the process to stop-up and close the above noted portion of the Sunnyside Ave. right-of-way.

PREVIOUS RESOLUTION

N/A

REPORT

The City of Saint John was approached by David Alston in July 2024 to see if it was possible to convey property to the United Way Maritimes and allow them to pursue an ambitious development of a tiny home community for the residents of Saint John. This development will be similar to other tiny home communities through-out Atlantic Canada, such as the 12 Neighbours Community in Fredericton.

The United Way Maritimes will own and operate this community, and they have found a suitable location at the crest of Sunnyside Avenue. A Purchase and Sale Agreement has been signed with Wilton Management Ltd who currently owns the property, with the sale being contingent on the City of Saint John completing the Stop Up and Closure of the upper portion of the right of way as well as the rezoning from “Park” zone to “Mini Home Park” zone.

Infrastructure Development, Parks and Recreation, and Community Planning are all supportive of the Stop Up and Closure and staff recommendation.

The recommendation in this report is to set the Public Hearing date and to authorize staff to commence the advertising for consideration of street closure.

STRATEGIC ALIGNMENT

This report aligns with the City's priority of Livable Neighbourhoods and will help ease the strain on affordable housing to the most severely impacted demographic.

SERVICE AND FINANCIAL OUTCOMES

United Way Maritimes will be responsible for the costs associated with the stop-up and closure, mainly the survey plan required.

The land will be sold to United Way Maritimes for \$1.00 and will assist in meeting the needs of the unhoused population within the City.

INPUT FROM OTHER SERVICE AREAS AND STAKEHOLDERS

Infrastructure Development, Parks and Rec, and Community Planning have provided input into the preparation of this report.

ATTACHMENT

1. *Location Map*
2. *Sketch of Street Areas to be Closed.*

1. Location Map



2. Sketch of Proposed Stop-up and Close of a portion of Sunnyside Avenue
Right-of-Way, City of Saint John, Saint John County, NB

