
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**

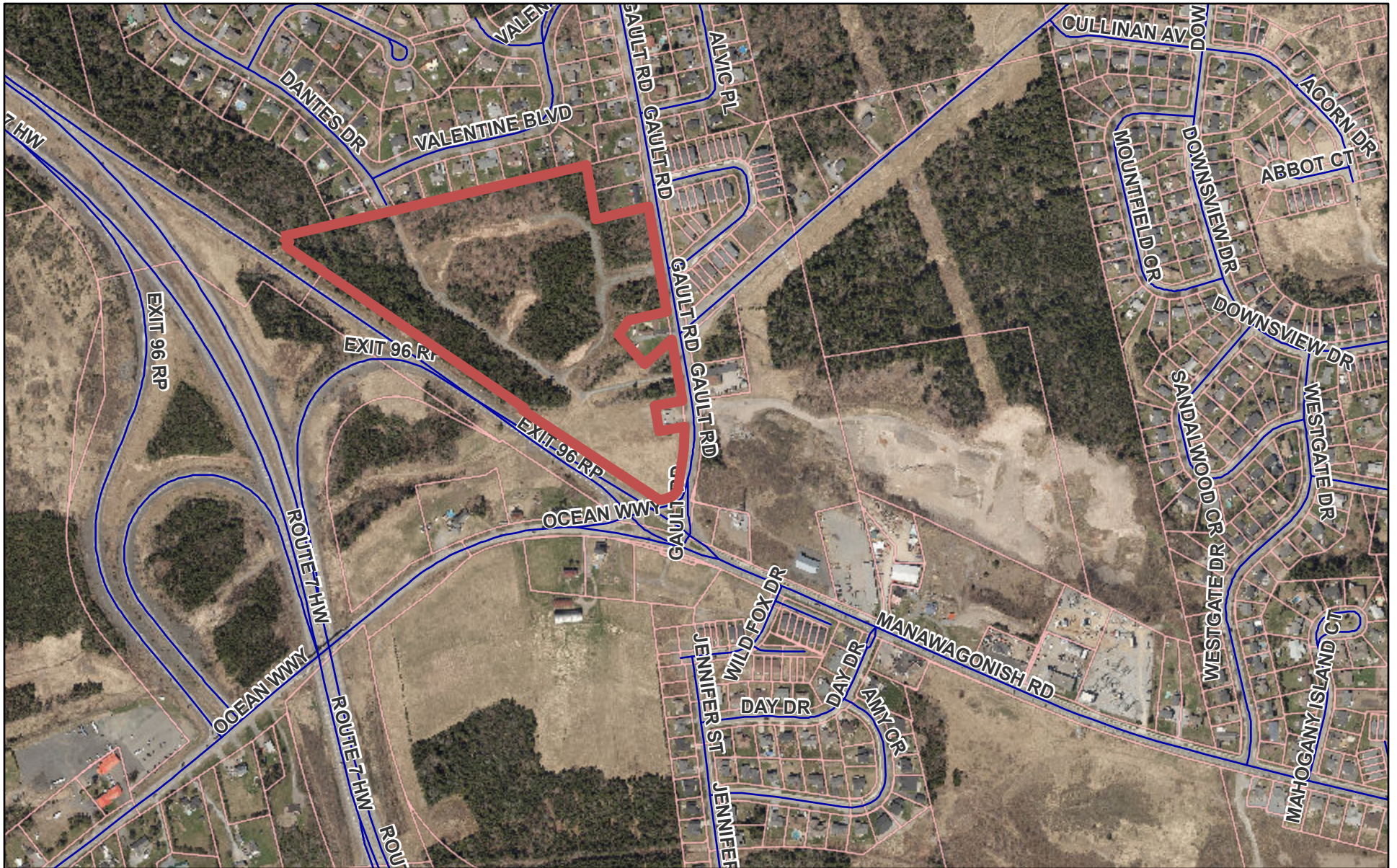
Attachment 2: **Municipal Plan Policy Review**

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

Submission 2: **Traffic Impact Study Summary**

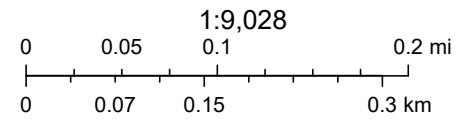
Submission 3: **Proponent Consultation Notice and Response Received**

125 Gault Road Airphoto



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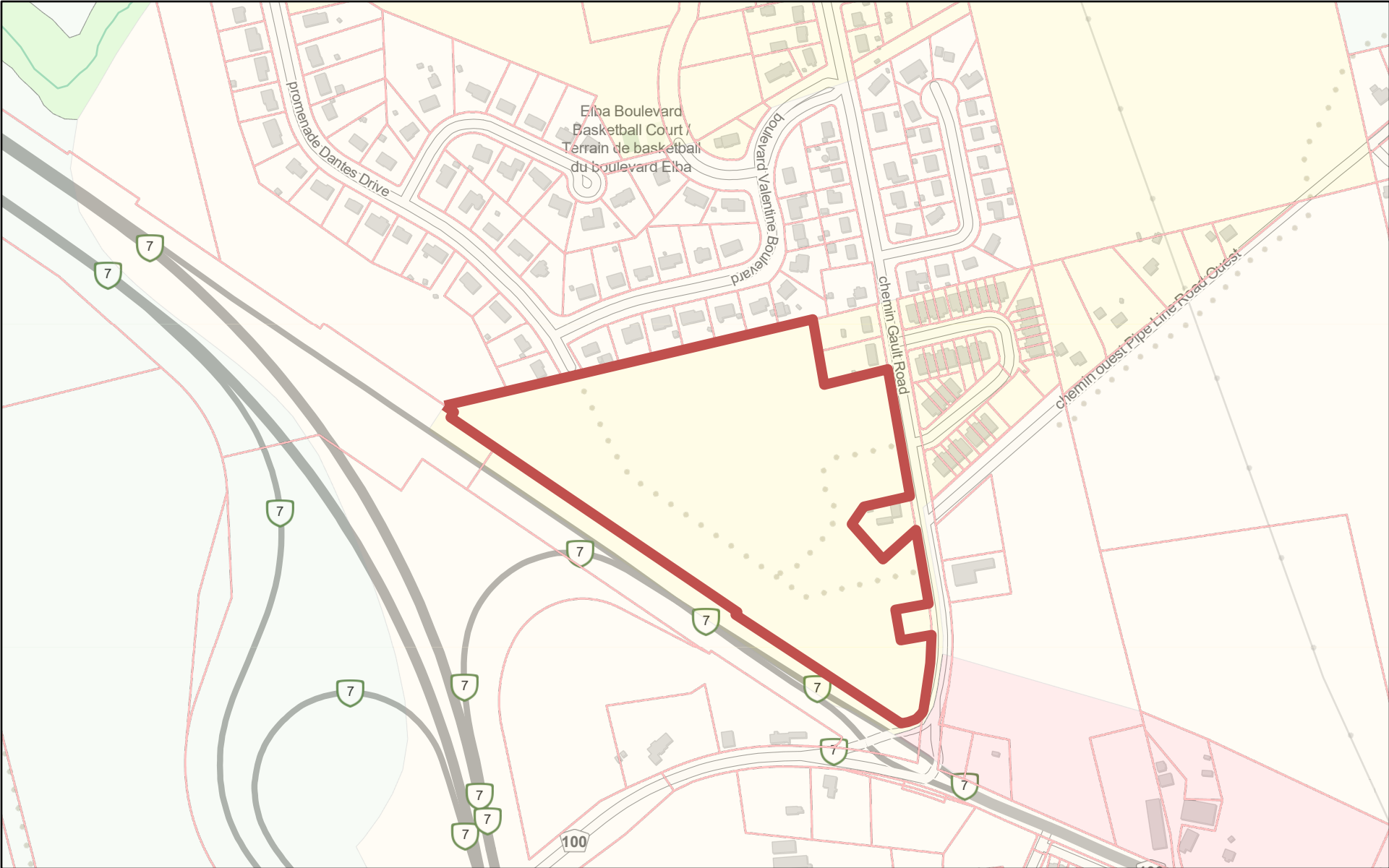
 Subject Site  Property Parcels



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

GIS Viewer
(C) City of Saint John

125 Gault Road Future Land Use

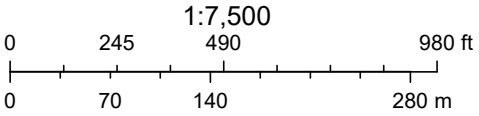


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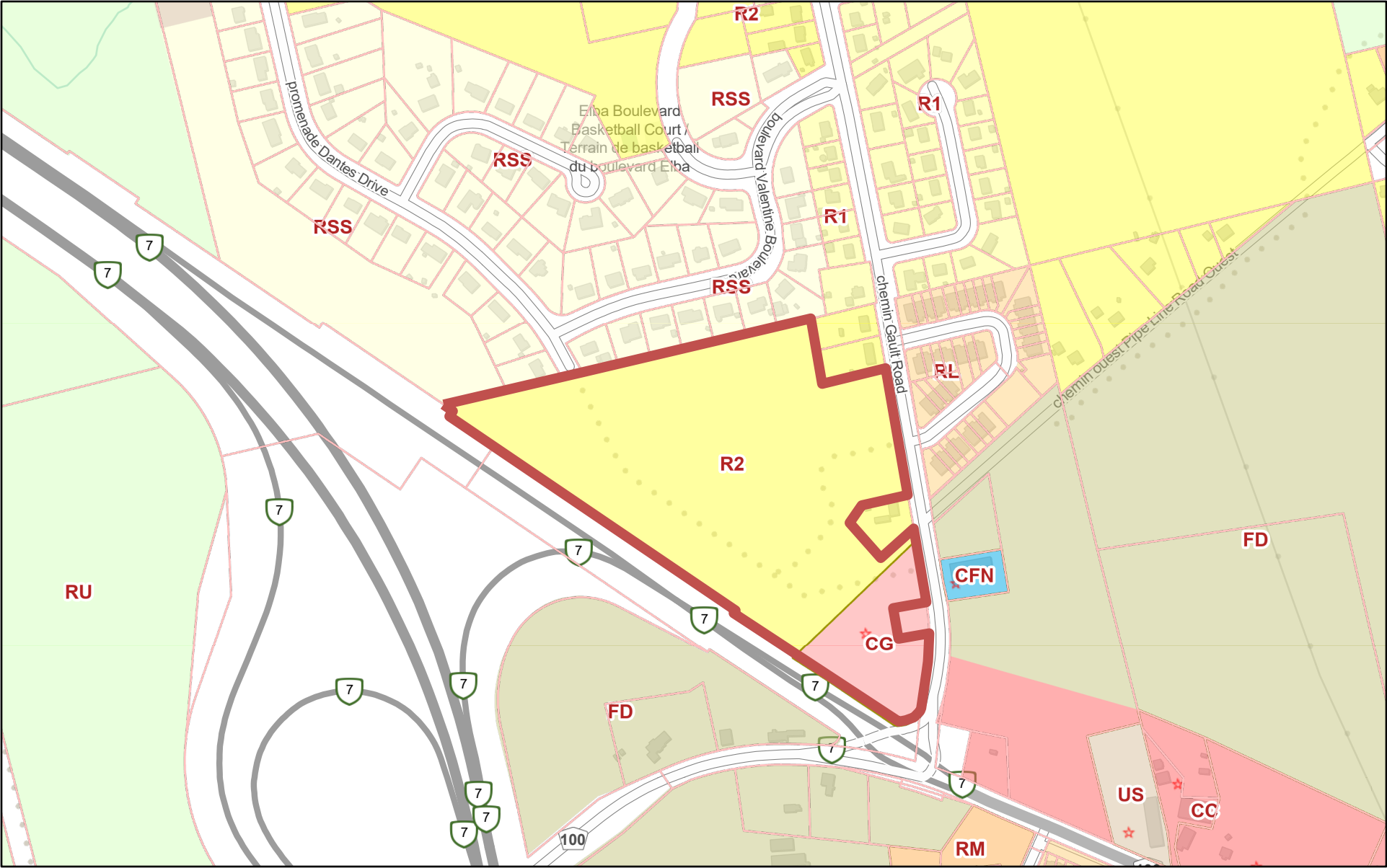
Subject Site
Property Parcels

Future Land Use

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

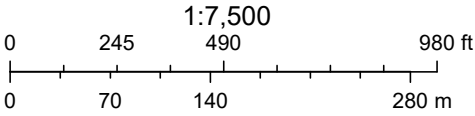


125 Gault Road Zoning

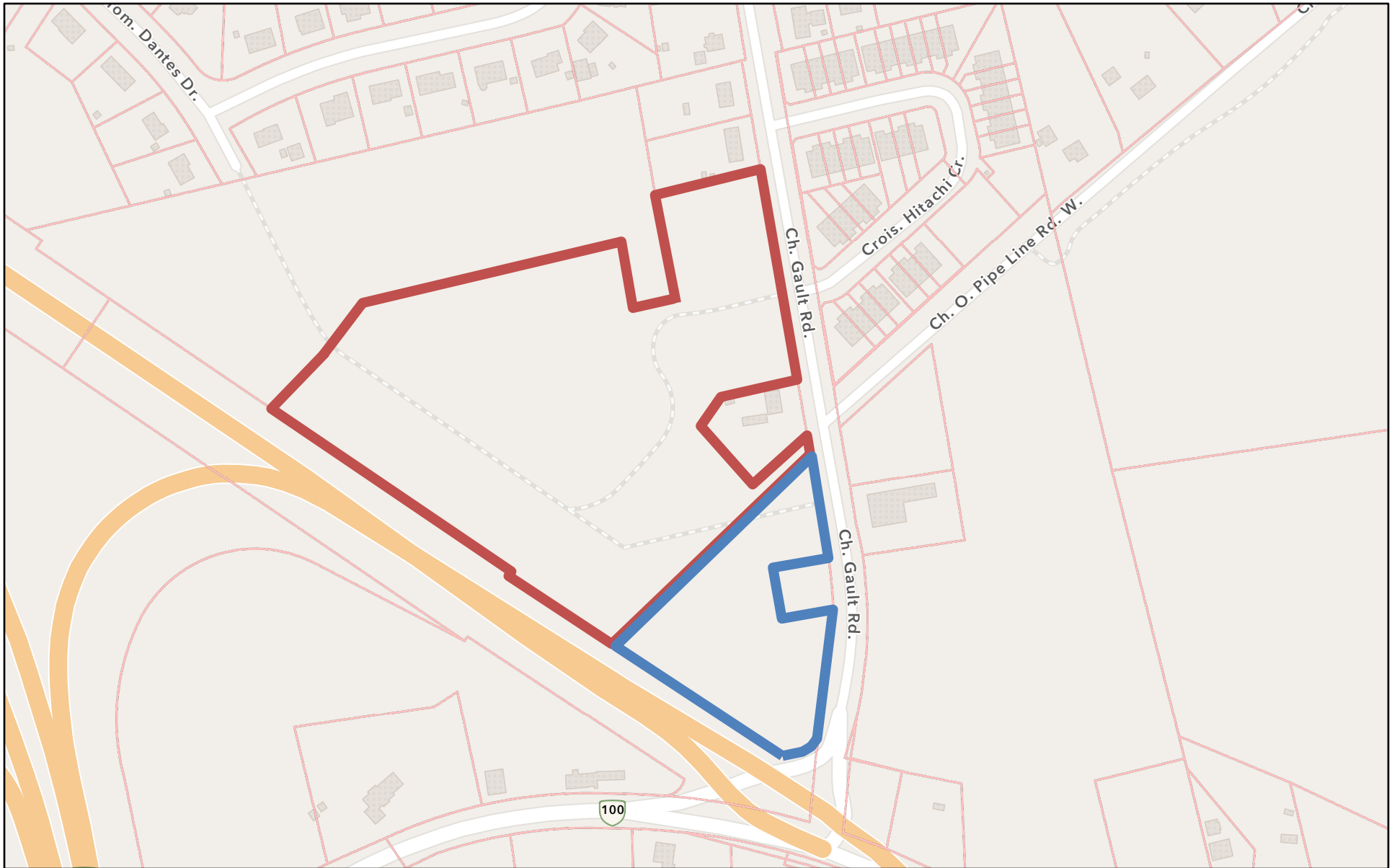


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Subject Site	Conditional Zoning Lines	Zoning	R2	CC
Property Parcels	Conditional Zoning	RM	R1	CG
		RL	RSS	US




125 Gault Road Area Subject to Rezoning and Section 59 Amendment



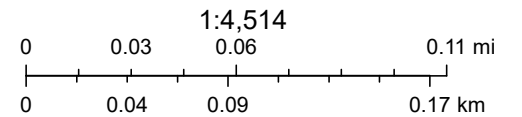
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Lines

 Area subject to Rezoning

 Area subject to Section 59 Amendment

 Property Parcels



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

GIS Viewer
(C) City of Saint John



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.

Attachment 2: Municipal Plan Policy Review for 125 Gault Road

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

Attachment 2: Municipal Plan Policy Review for 125 Gault Road

<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>

Attachment 2: Municipal Plan Policy Review for 125 Gault Road

<ul style="list-style-type: none">c. Designing sites to incorporate existing natural features and topography;d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings;e. Incorporating innovations in built form, aesthetics and building function to encourage high quality contemporary design that will form the next generation of heritage;f. Where appropriate and desirable, encouraging active pedestrian-oriented uses and a high level of transparency at grade to reinforce and help animate the public realm;g. Designing sites, buildings and adjacent public spaces as complete concepts with integrated functions;h. Using quality, durable building materials and a consistent level of design and detail for all elements of the building;i. Designing for visual interest by incorporating well-articulated building façades, landscaping, local history, public art and/or culture into sites and buildings;j. Directing high-rise buildings to appropriate areas and ensuring their design is sensitive to the neighbourhood and/or heritage context;k. Encouraging sustainability in design by:<ul style="list-style-type: none">i. Utilizing reused, recycled, renewable or local building materials where possible;ii. Using green building or neighbourhood standards;iii. Designing for energy efficiency and alternative sources of energy;iv. Designing for water conservation and on-site stormwater management;v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees;	
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Attachment 2: Municipal Plan Policy Review for 125 Gault Road

<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>

Attachment 2: Municipal Plan Policy Review for 125 Gault Road

<ul style="list-style-type: none">a. Designing sites and buildings for people as the primary focus and with setbacks that are generally consistent with those of adjacent buildings;b. Creating animated, active streetscapes with interesting façades and human scale buildings and setbacks, particularly at the street level. Within the Uptown and other Urban Neighbourhood Intensification Areas, development should generally establish a human scale street wall with an appropriate ratio between the street wall height of the building and the width of the street;c. Where appropriate, ensure heritage streetscapes and Heritage Conservation Areas are reinforced with compatibly scaled and designed development;d. Providing active ground floor uses and avoiding blank façades. Along commercial streets in the Uptown Primary Centre in particular, commercial uses shall be strongly encouraged at the ground floor of buildings with a high degree of transparency at grade to animate the public realm;e. Strongly encourage new development to provide ground floor ceiling heights that are consistent with the ground floor ceiling heights of adjacent buildings;f. Creating appropriate transitions in scale and height to areas of lower intensity;g. Defining appropriate standards for above grade step-backs and separation distances of buildings to ensure adequate street level conditions with respect to minimizing wind and maximizing sun penetration and sky exposure;h. Generally locating building entrances to connect directly to the public street network and clearly articulating the building entrance;i. Designing sites and buildings that are barrier-free, convenient and have clear signage;	
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Attachment 2: Municipal Plan Policy Review for 125 Gault Road

<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

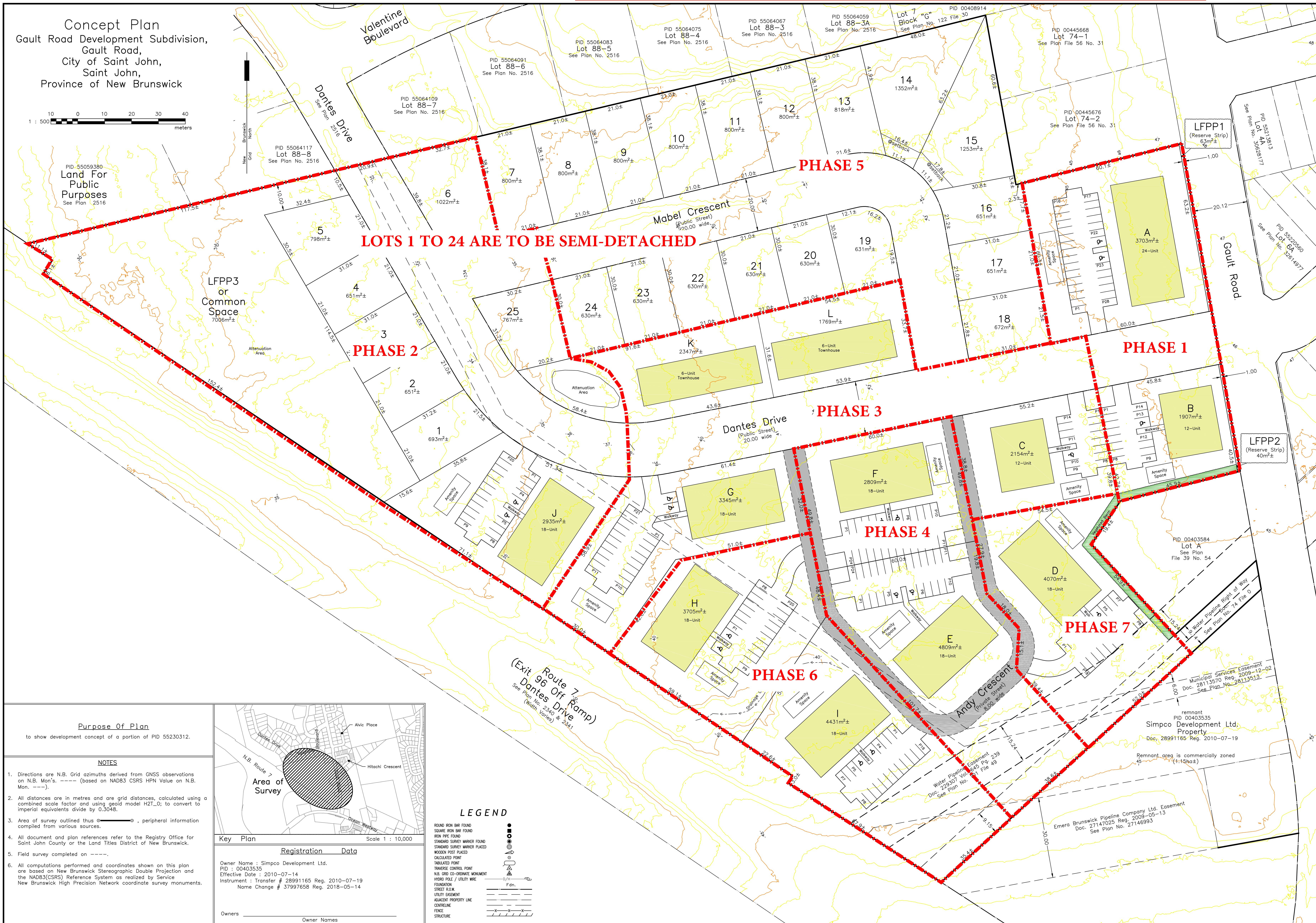
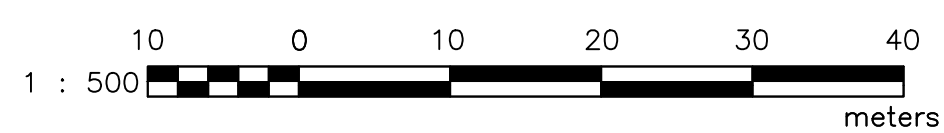
<ul style="list-style-type: none"> e. Generally locating surface parking to the side or rear of buildings; f. Generally locating surface parking, outdoor storage, loading and other service areas at the rear or side of the property and buffering or screening these functions from adjacent properties and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

Attachment 2: Municipal Plan Policy Review for 125 Gault Road

<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; andv. 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; andvii. Any other relevant matter of urban planning. <p>d. The proposed site is suitable in terms of steepness of grade, soil and geological conditions, locations of watercourses, wetlands, and susceptibility of flooding as well as any other relevant environmental consideration;</p> <p>e. The proposal satisfies the terms and conditions of Policy I-5 related to timeframes and phasing of development; and</p> <p>f. The proposal meets all necessary public health and safety considerations.</p>	
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Submission 1: Site Plan / Tentative Plan / Building Elevations

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



LOTS 1 TO 24 ARE TO BE SEMI-DETACHED

PHASE 2

PHASE 5

PHASE 1

PHASE 3

PHASE 4

PHASE 7

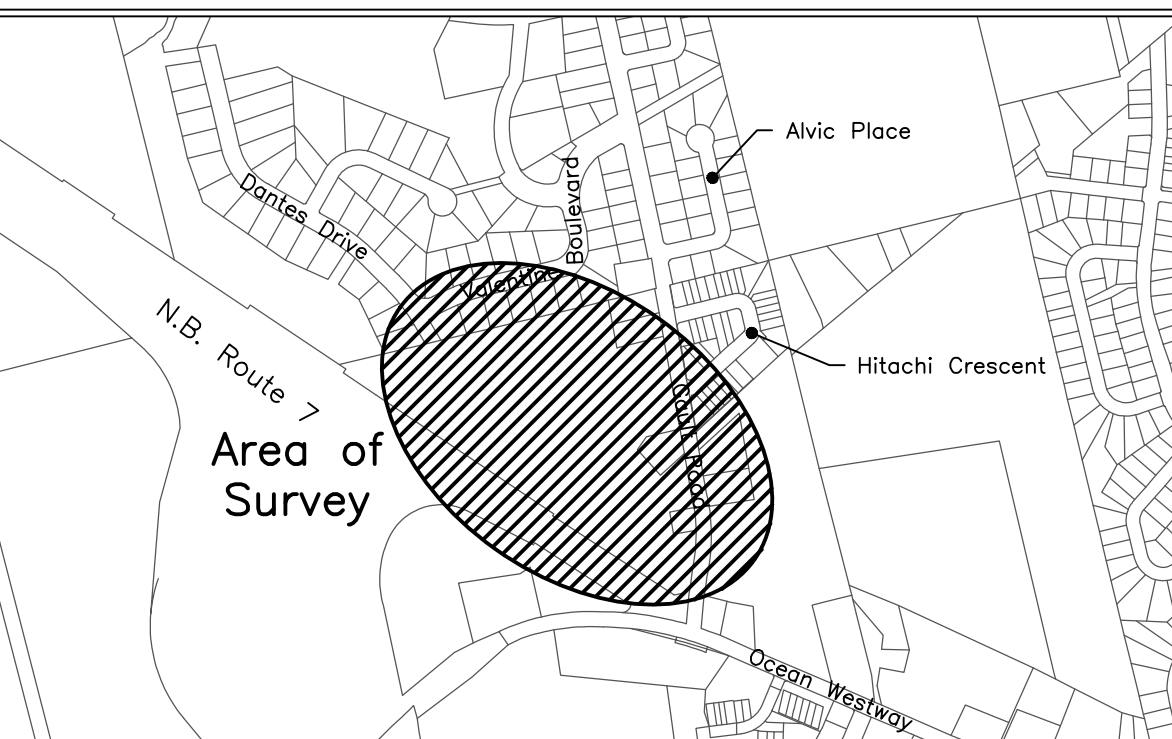
PHASE 6

Purpose Of Plan

to show development concept of a portion of PID 55230312.

NOTES

1. 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. ---).
2. 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.
3. Area of survey outlined thus , peripheral information compiled from various sources.
4. All document and plan references refer to the Registry Office for Saint John County or the Land Titles District of New Brunswick.
5. Field survey completed on ---.
6. 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
- TRAVERSED CONTROL POINT
- N.B. GRID CO-ORDINATE MONUMENT
- HYDRO POLE / UTILITY WIRE
- FOUNDATION
- STREET FLOW
- UTILITY EASEMENT
- ADJACENT PROPERTY LINE
- CENTRELINE
- FENCE
- STRUCTURE

remnant PID 00403535
Simpc Development Ltd.
Property
Doc. 2891165 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

Municipal Services Easement
Doc. 2813570 Reg. 2009-12-02
See Plan No. 28119513

PID 00403584
Lot A
See Plan File 39 No. 54

LFPP1
(Reserve Strip)
63m²±

PID 55231813
Lot KA
See Plan No. 30628177

PID 5520580
Lot OA
See Plan No. 32614977

LFPP2
(Reserve Strip)
40m²±

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
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

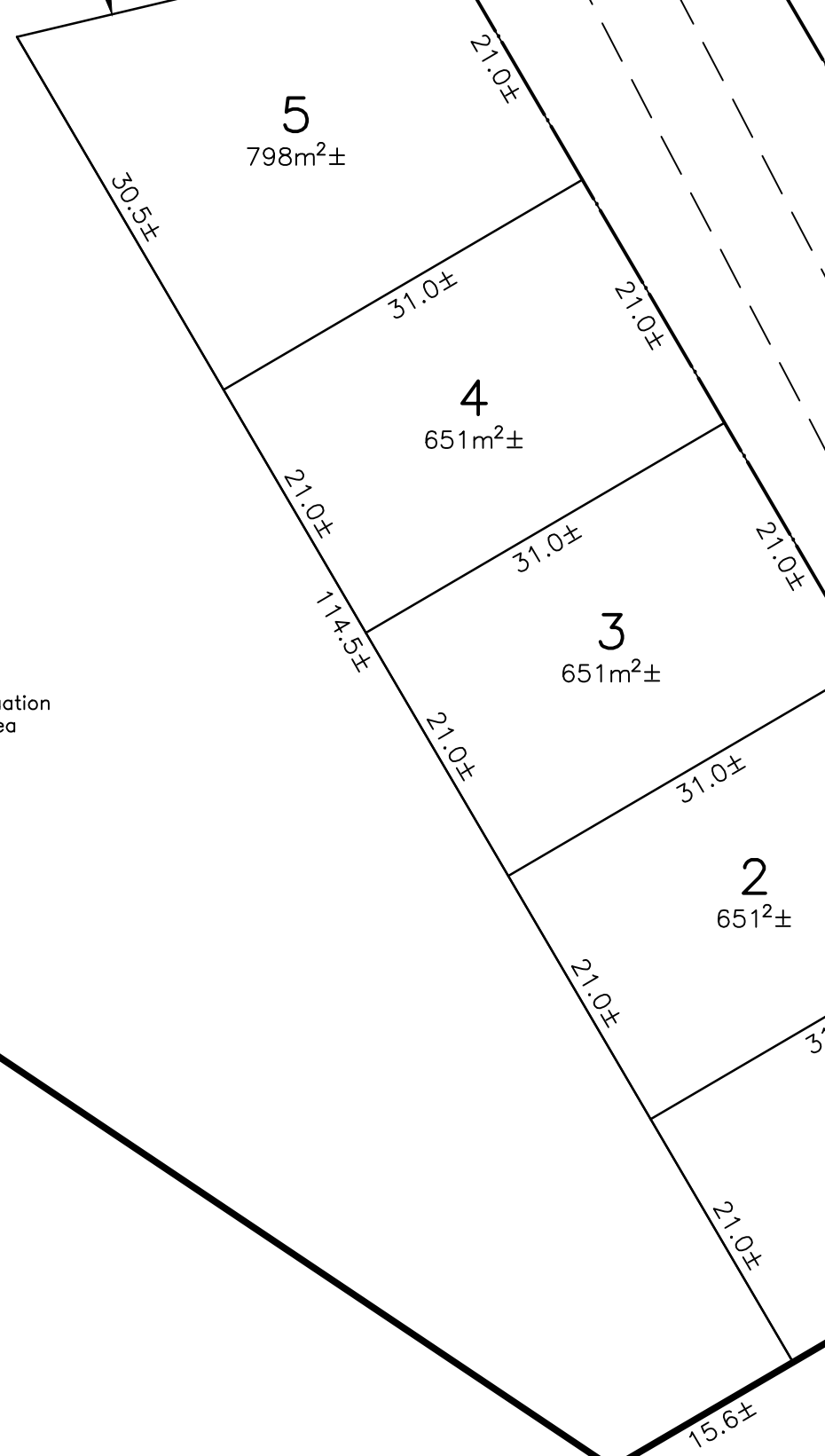
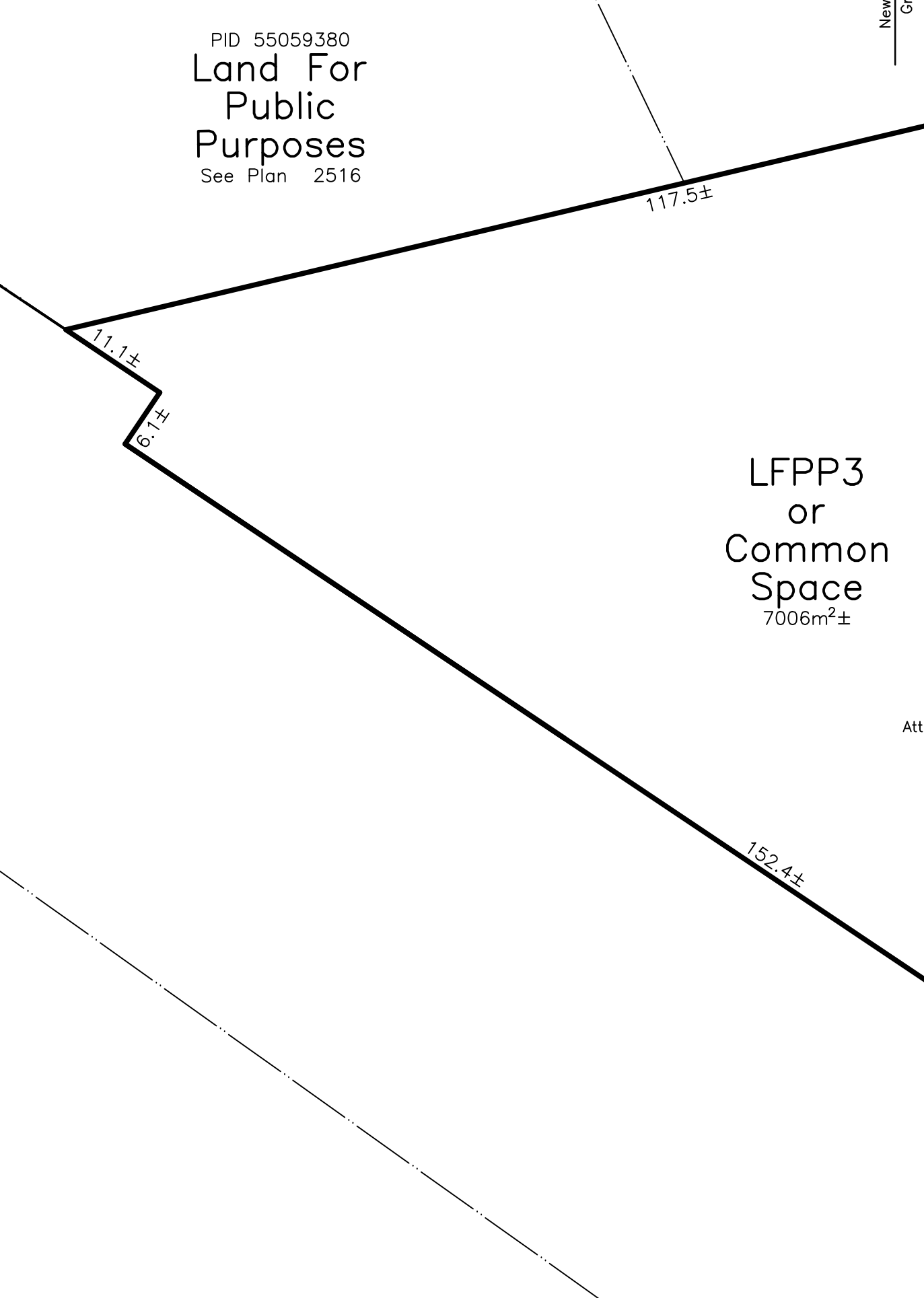
Each lot to contain two Part Lots for
semi-detached units or single
detached dwellings.

Mabel Crescent
(Public Street)
Phase 1
20.00 wide

Mabel Crescent
(Public Street)
Phase 2
20.00 wide

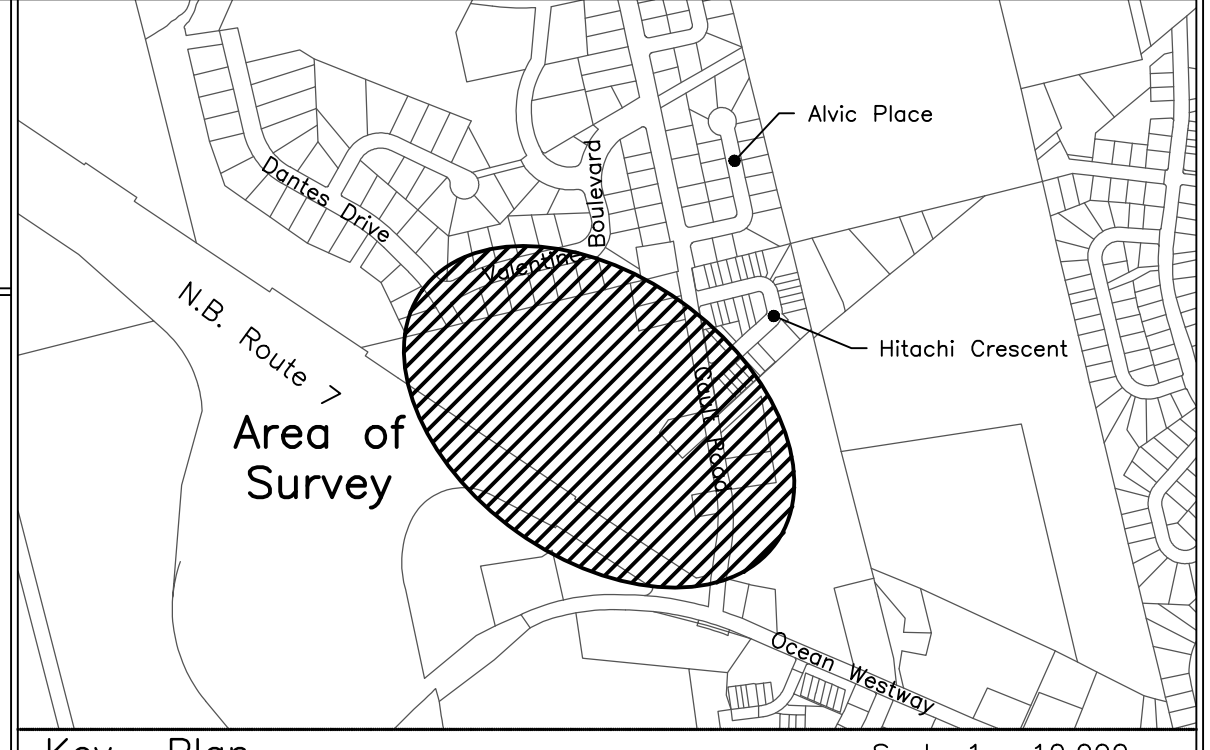
Dantes Drive
(Public Street)
Phase 2
20.00 wide

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
Scale 1 : 10,000

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 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	

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

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

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

PID 00403584
Lot A
See Plan
File 39 No. 54

remnant
PID 00403535
Simpco Development Ltd.
Property
Doc. 2891165 Reg. 2010-07-19

remnant
PID 00403535
Simpco Development Ltd.
Property
Doc. 2891165 Reg. 2010-07-19

remnant
PID 00403535
Simpco Development Ltd.
Property
Doc. 2891165 Reg. 2010-07-19

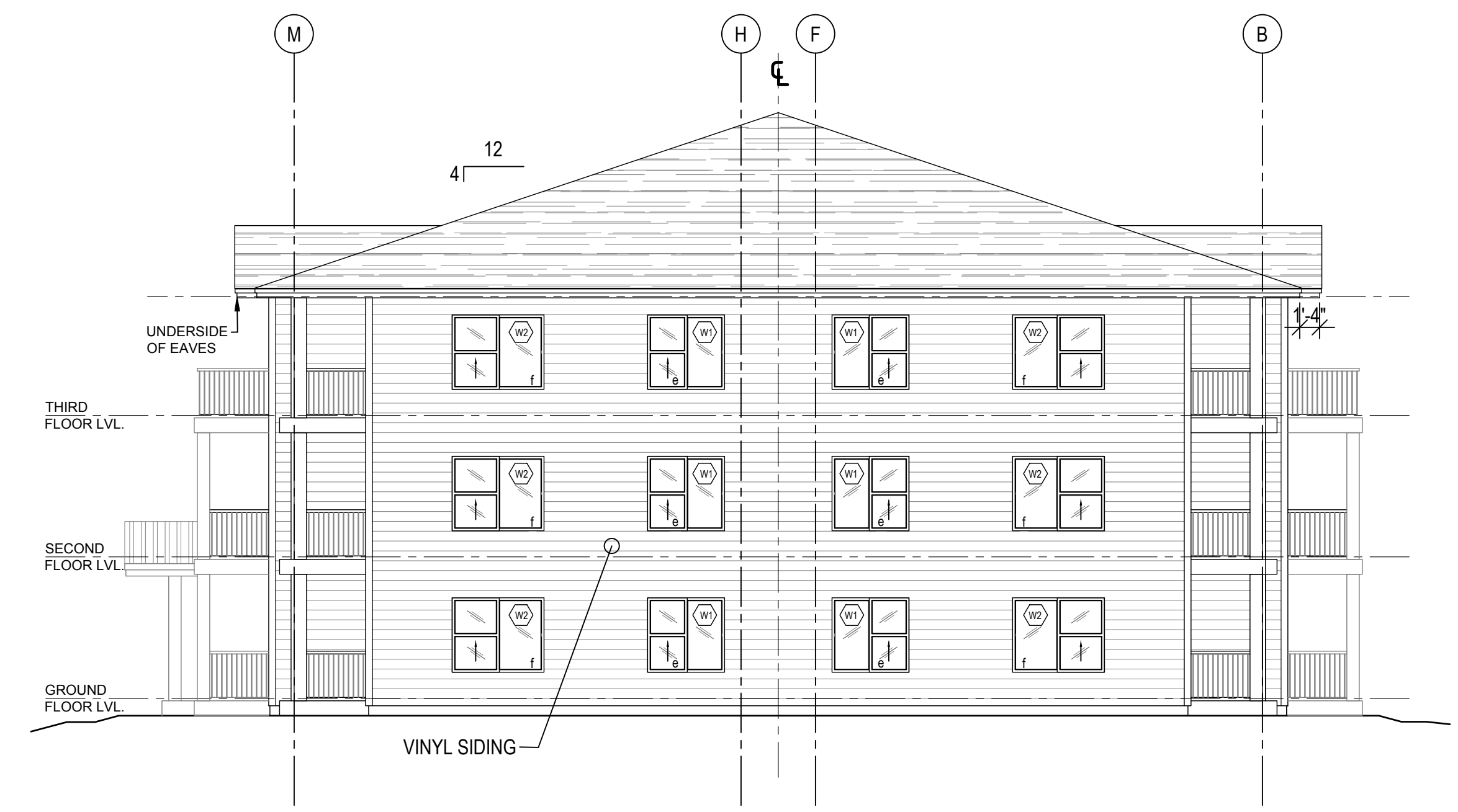
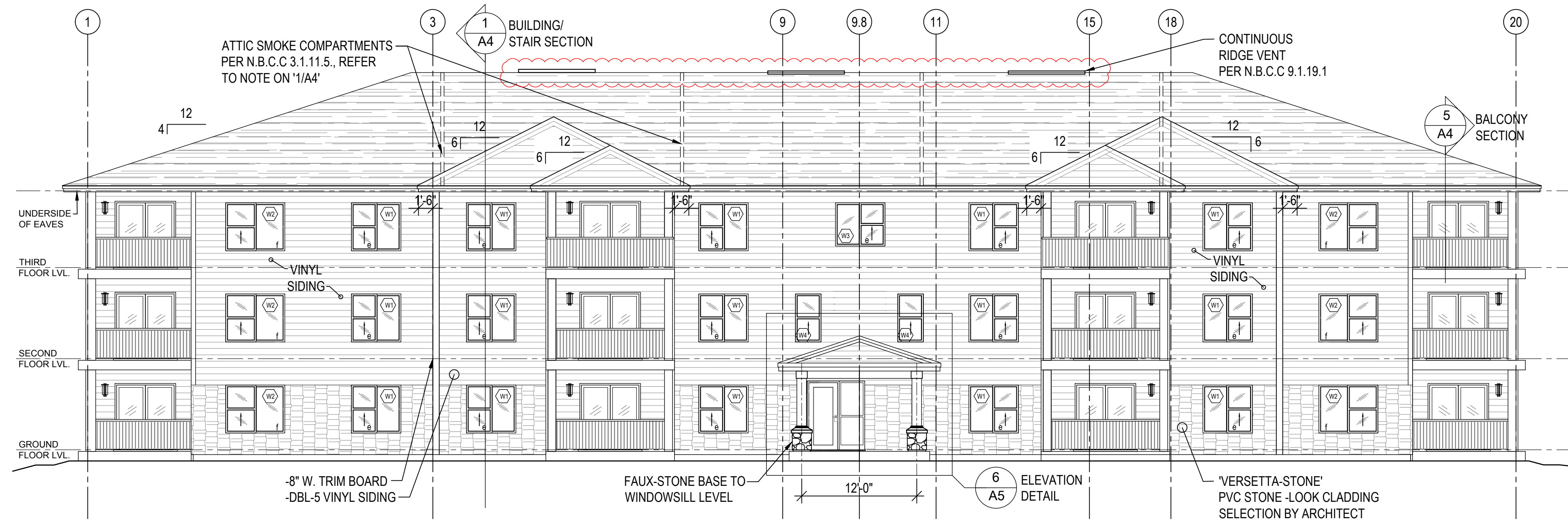
PID 00445668
Lot 74-1
See Plan File 56 No. 31

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

PID 5521813
Lot KA
See Plan No. 30628177

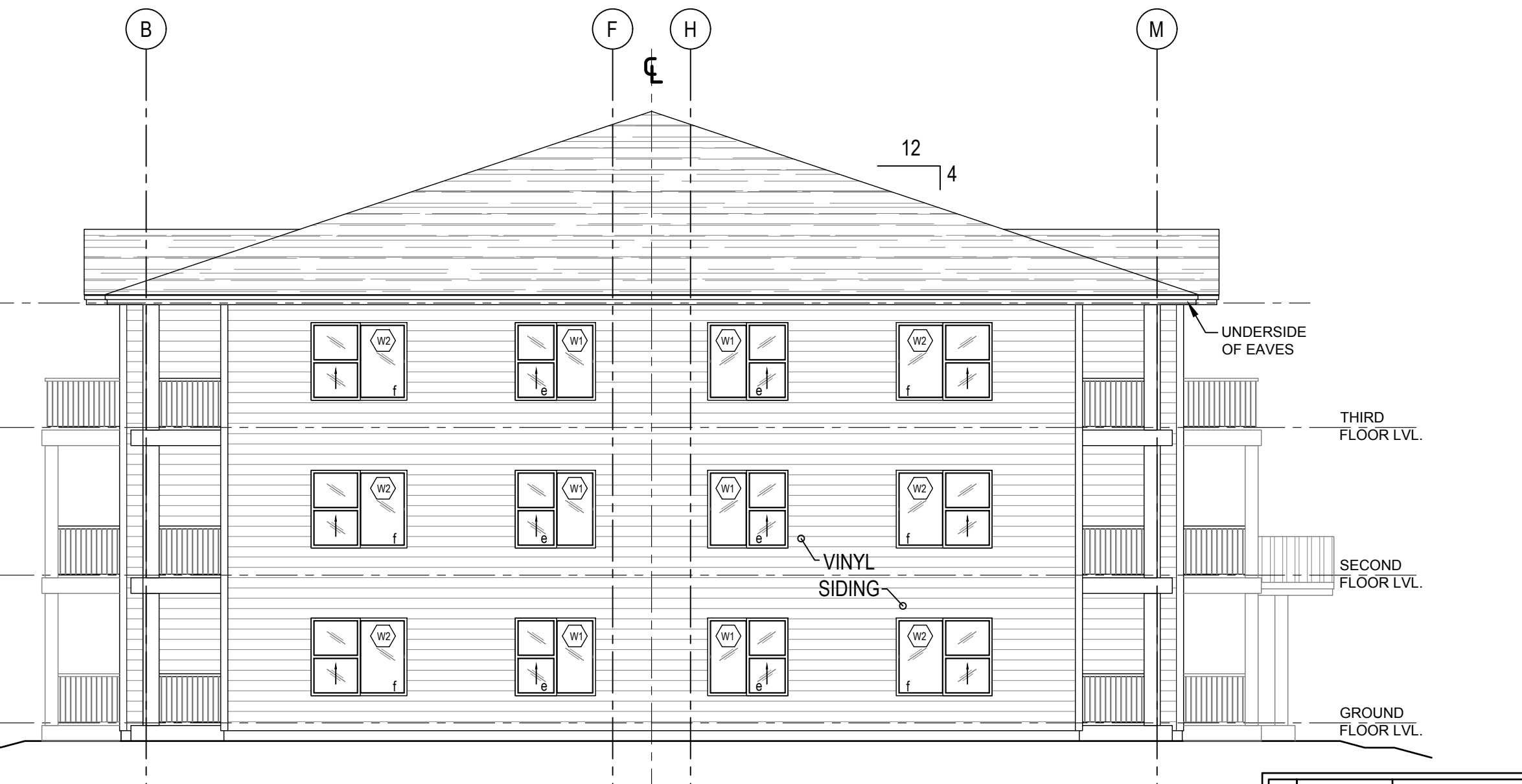
PID 5520560
Lot OA
See Plan No. 52614927

Submission 1: Site Plan / Tentative Plan / Building Elevations



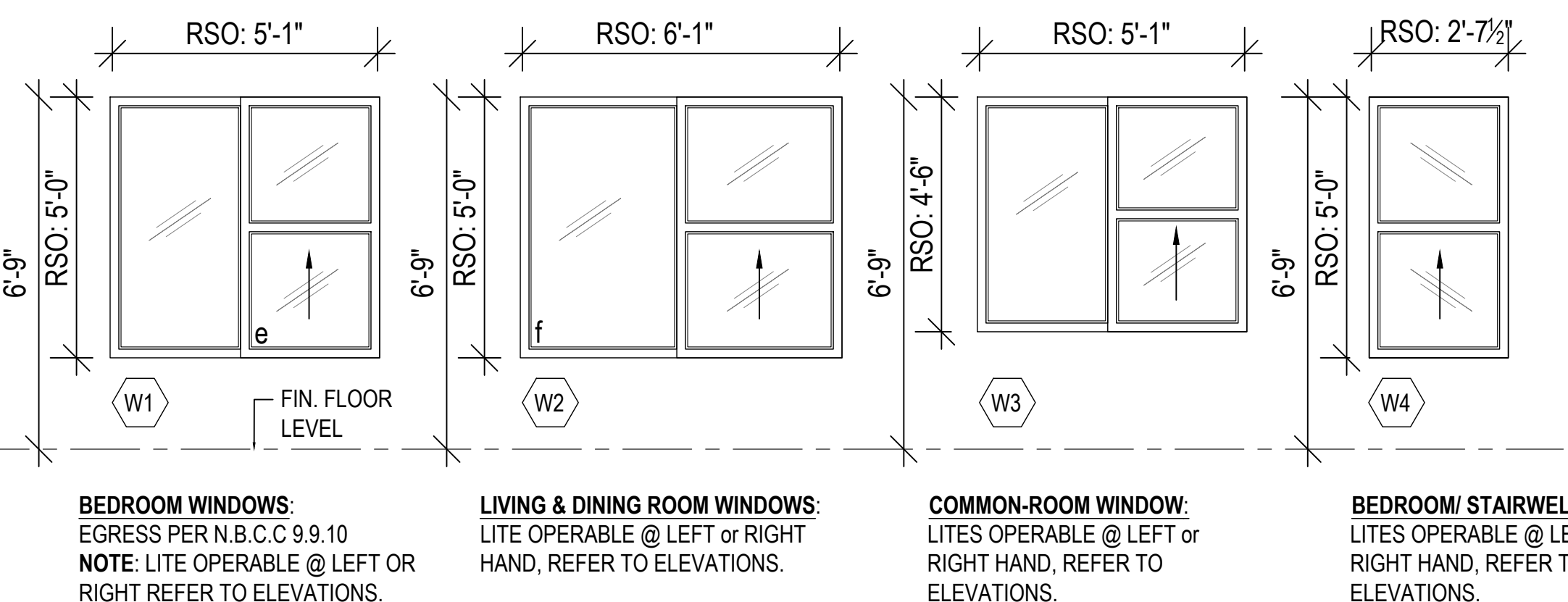
1. FRONT ELEVATION
A5
SCALE: 1/8" = 1'-0"

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

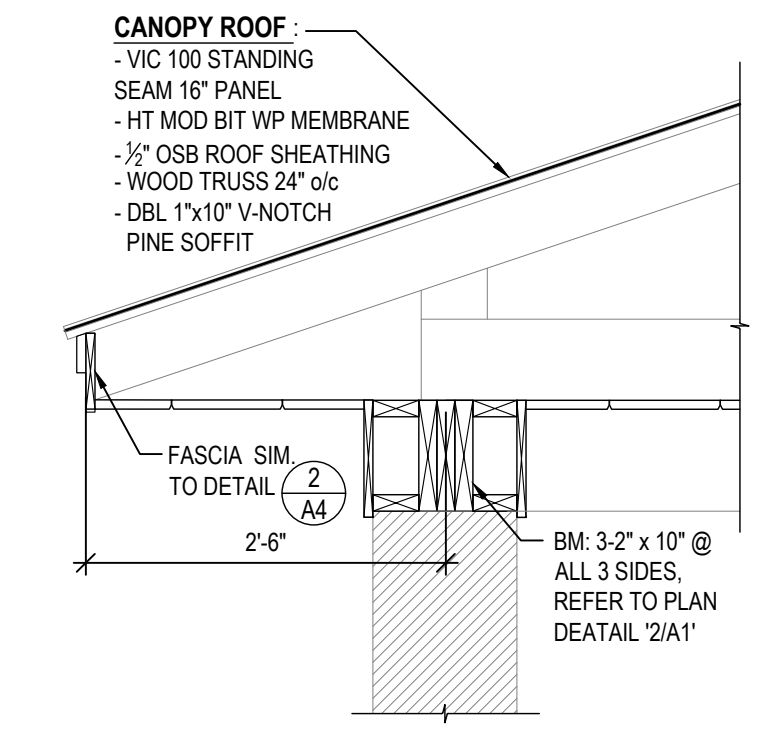
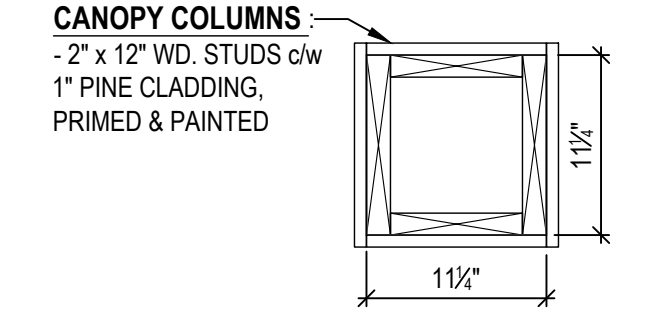
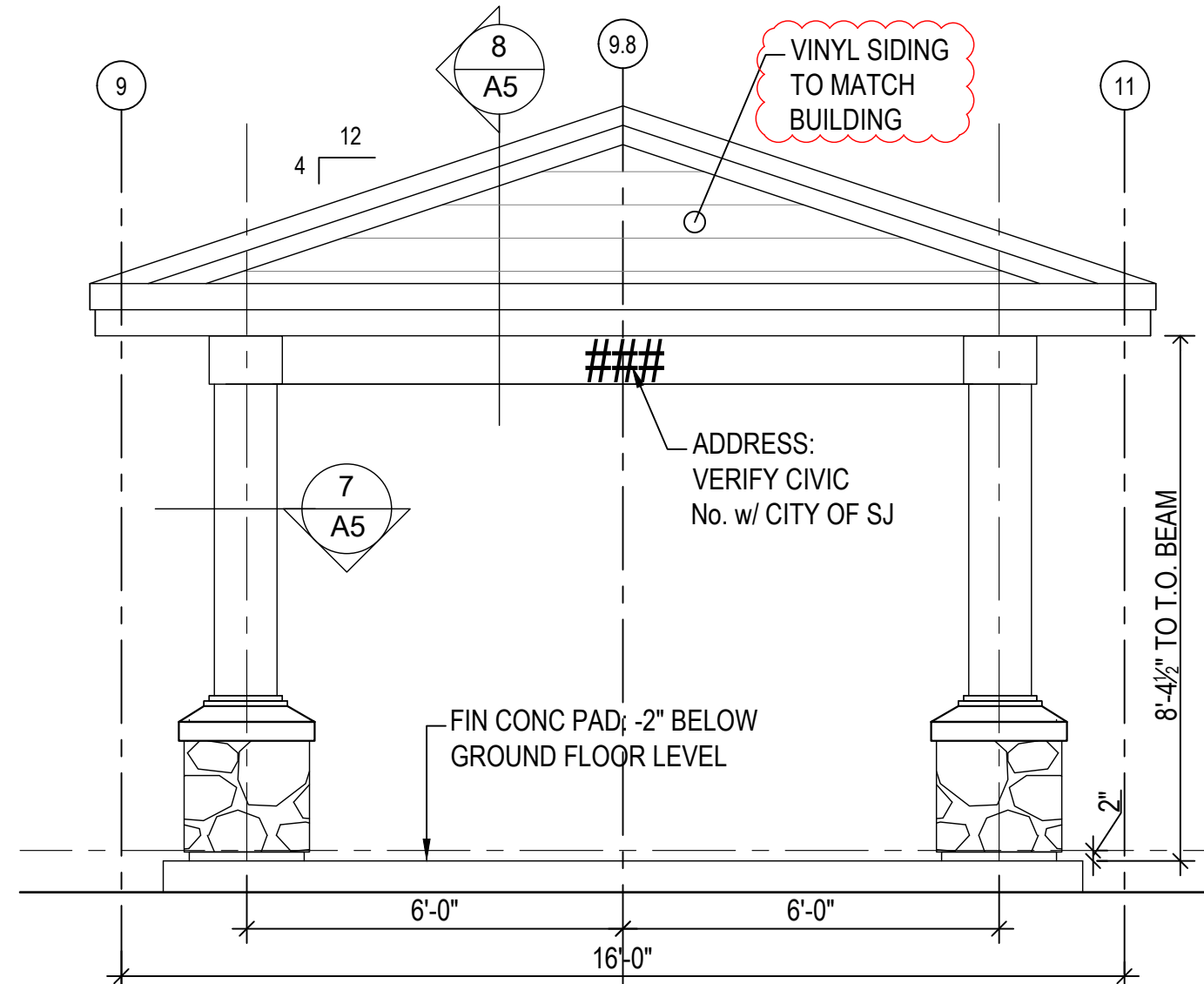


3. REAR ELEVATION
A5
SCALE: 1/8" = 1'-0"

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



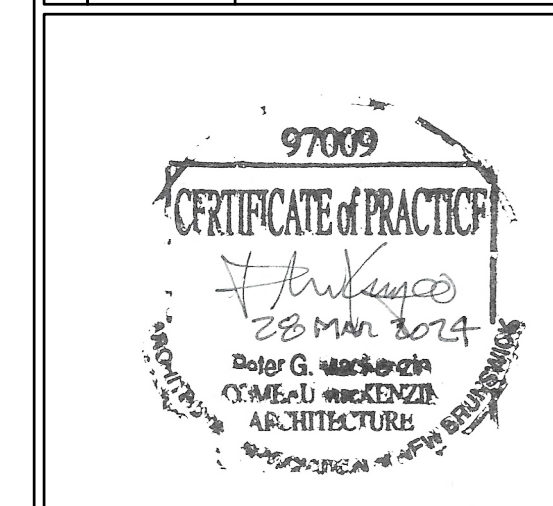
5. WINDOW SCHEDULE
A5
SCALE: 3/8" = 1'-0"

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**.

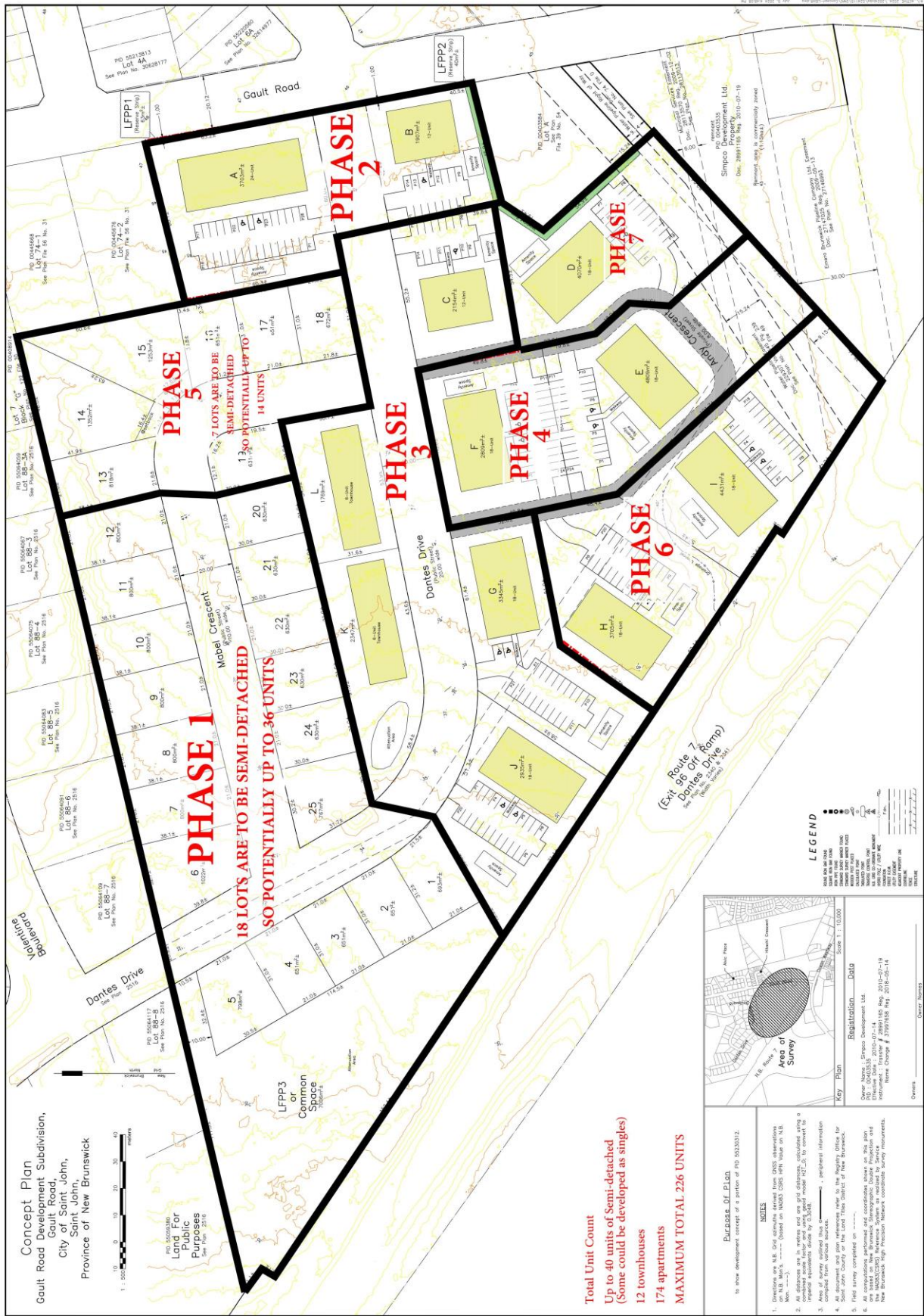
or

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;

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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](#)

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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](#)

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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](#)

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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>]

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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

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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.reamde@saintjohn.ca) <mark.reamde@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>



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Video



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Notifications



Menu

8:34



Saint John West Ann...



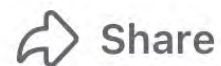
objections to the amendment may be provided in writing and/or verbally at the Public Hearing to be held by Common Council. To register for participation in the hearing, please contact the City Clerk's Office in advance at CityClerk@saintjohn.ca

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>





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

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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

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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](#)

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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

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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

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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.aqtowers@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](#)

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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

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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

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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

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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

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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](#)

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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](#)

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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 Hillsvievw 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

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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

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Tammy & Corey McAllister – 87 Dantes Drive

Paul & Megan Watson – 111 Dantes Drive

Carl & Suzanne Gaunce – 104 Dantes Drive

John O’Neill – 46 Hitachi Court

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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

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Andrew & Claressa Smith – 32 Valentine Blvd

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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

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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

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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](#)

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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

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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.