



**RECOMMENDATION:**

1. That Common Council rezone a portion of a parcel of land having an area of approximately 6914 square metres, located at 200 Cambridge Drive, also identified as portions of PID Number 55203145, from **Two-Unit Residential (R2)** to **Mid-Rise Residential (RM)**.
2. 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 6914 square metres, located at 200 Cambridge Drive, also identified as portions of PID Numbers 55203145 and 55166813:
  - a. The development and use of the parcel of land be in accordance with detailed building elevation and site plans, prepared by the proponent and subject to the approval of the Development Officer, illustrating the design and location of buildings and structures, garbage enclosures, outdoor storage, driveway accesses, vehicle and bicycle parking, loading areas, landscaping, amenity spaces, signs, exterior lighting, and other such site features;
    - i. That the proposed development incorporate walkways connecting the multi-unit buildings with the public sidewalk located on Cambridge Drive.
  - b. The above elevation and site plans be attached to the permit application for the development of the parcel of land;
  - c. That the parcel of land be developed and maintained in accordance with an engineering storm water drainage plan and design report, prepared by a professional engineer on behalf of the proponent and subject to the approval of the Chief City Engineer, and that such approved plan and report be attached to any development and/or building permit for the proposed development;
  - d. Should any municipal infrastructure improvements be required to service this proposal, it will be the owner/developer's full responsibility and cost to complete. Prior to determining the requirement for any municipal infrastructure improvements, detailed engineering plans and a design brief must be submitted by the owner/developer's engineering consultant to the City for review and approval;
    - i. The owner/developer, at their cost and responsibility, is required to interconnect the watermain between Cambridge Drive and Leeds Crescent to provide fire flow for the proposed development.

- e. That prior to issuance of any building permits for the proposed development, a Traffic Impact Statement be completed by an engineering consultant engaged by the owner/developer at the developer's expense to review the traffic impacts on the existing roadway network and any required improvements to the existing road network including traffic calming measures and intersection controls. Any improvements identified by the Traffic Impact Statement be the developer's responsibility and cost to complete.
  - f. The landscaping plan mentioned in condition (a) must incorporate plantings and landscaping illustrated on the site plan that accompanied the application specifically the following;
    - i. That the front and flankage yards of the sites be landscaped in accordance with the front yard landscaping requirements for commercial developments as required by Section 6.2 (c) of the Zoning By-Law.
3. That Common Council assent to one or more subdivision plans, in one or more phases in general accordance with the site design and Tentative Plan of Subdivision for the proposed development with respect to the vesting of the proposed Public Street and any required Local Government Services Easements and Municipal Drainage Easements to be determined during detailed design for the proposed subdivision.
  4. That Common Council authorize the preparation and execution of one or more City/Developer Subdivision Agreements to ensure the provision of the required work and facilities, including any necessary temporary turnarounds for the new public street and detailed engineering, stormwater management, site and individual lot grading plans, and erosion and sedimentation control plans.

Respectfully submitted,



Brad Mitchell  
Vice Chair

Attachments



The City of Saint John

**Date:** October 7, 2022  
**To:** Planning Advisory Committee  
**From:** Growth & Community Services  
**Meeting:** October 12, 2022

**SUBJECT**

**Applicant:** Hughes Surveys & Consultants.  
**Landowner:** Barsa Ventures Ltd.  
**Location:** 200 Cambridge Drive (Project File: 345 Boars Head Road)  
**PID:** 55203145 and 55166813  
**Plan Designation:** Stable Residential  
**Existing Zoning:** Two-Unit Residential (R2)  
**Proposed Zoning:** Mid-Rise Residential (RM)  
**Application Type:** Subdivision and Rezoning  
**Jurisdiction:** The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Zoning By-law. Common Council will consider the Committee's recommendation at a public hearing on **Monday, November 14, 2022.**  
  
The Community Planning Act authorizes the Planning Advisory Committee to advise Common Council concerning the vesting of a public street.

**EXECUTIVE SUMMARY**

The applicant is proposing to subdivide their site into multiple lots to facilitate further residential development along the future extension of Cambridge Drive. Their application includes a proposal to rezone two parcels of land from Two-Unit Residential (R2) to Mid-Rise Residential (RM) to allow for the construction of two multi-unit buildings. The attached plans show the location and extent of the proposed development.

Staff recommend approval of the rezoning and subdivision, subject to recommended Section 59 conditions. Staff also recommend Common Council grant the required assents to the proposed subdivision.

### **RECOMMENDATION**

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2. 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 6914 square metres, located at 200 Cambridge Drive, also identified as portions of PID Numbers 55203145 and 55166813:
  - a. The development and use of the parcel of land be in accordance with detailed building elevation and site plans, prepared by the proponent and subject to the approval of the Development Officer, illustrating the design and location of buildings and structures, garbage enclosures, outdoor storage, driveway accesses, vehicle and bicycle parking, loading areas, landscaping, amenity spaces, signs, exterior lighting, and other such site features;
    - i. That the proposed development incorporate walkways connecting the multi-unit buildings with the public sidewalk located on Cambridge Drive.
  - b. The above elevation and site plans be attached to the permit application for the development of the parcel of land;
  - c. That the parcel of land be developed and maintained in accordance with an engineering storm water drainage plan and design report, prepared by a professional engineer on behalf of the proponent and subject to the approval of the Chief City Engineer, and that such approved plan and report be attached to any development and/or building permit for the proposed development;
  - d. Should any municipal infrastructure improvements be required to service this proposal, it will be the owner/developer's full responsibility and cost to complete. Prior to determining the requirement for any municipal infrastructure improvements, detailed engineering plans and a design brief must be submitted by the owner/developer's engineering consultant to the City for review and approval;



The applicant is proposing to construct two multi-unit, four-storey residential buildings and five single- and two-unit residential buildings along a future extension of Cambridge Drive. A rezoning of two of the lots on the western side of the future extension of Cambridge Drive from Two-Unit Residential (R2) to Mid-Rise Residential (RM) is required to provide for the development of a 24-unit apartment building and a 40-unit apartment building.

### **Site and Neighbourhood**

The subject site is located in the community of Millidgeville, just south of Boars Head Road. The 27.8-hectare site is currently undeveloped but is part of a larger development known as Cambridge Estates. The developer for this proposal is the same developer who has completed the existing Cambridge Estates development, including Cambridge Drive, Grantham Road, and Leeds Crescent. The proposed residential project is part of a larger greenfield development that started in 2004 and has been developed by the applicant. As the proposed development is part of a larger neighbourhood being constructed in phases over a period of time, staff is not proposing the inclusion of a sunset clause.

The developer reported that they will uphold high-quality design characteristics found through the rest of the neighbourhood to keep a consistent design concept through the new proposed development. Examples of existing residential buildings within the neighbourhood are provided as an attachment to the report and will serve as guidance for the development of the proposed buildings.

The surrounding area contains a mix of low-density residential development along Boars Head Road, Cambridge Drive, Leeds Crescent, and Woodward Avenue. The site itself has a mixture of densities and zoning from High-Rise Residential (RH) to Mid-Rise Residential (RM) in the southern portion and Two-Unit Residential (R2) in the northern portion. Cambridge Drive and Leeds Crescent both end abruptly at the beginning of the site.

The wider area contains a mixture of uses and zoning including institutional and commercial zoning. Land uses along Boars Head Road include seniors' housing, a customer contact centre, and low to medium density residential development. Undeveloped land also surrounds the southern portion of the site. Bordering the proposed location of the new residential development is land zoned Two-Unit Residential (R2) with a variety of single unit and semi-detached homes on Cambridge Drive and Leeds Crescent.

The subject site is served by the City's public and active transportation networks. The property is in proximity to bus stops for transit route 25. Route 25 is a circular route that travels around Millidgeville with a stop at the University of New Brunswick, the Saint John Regional Hospital, and Rockwood Park. There is a sidewalk located on the west side of Cambridge Drive that connects with Boars Head Road. East of the development there is a bike lane on Millidge Avenue that continues to the University and Hospital going North and to the Uptown going South.

Residents will also have access to schools, the Charles Gorman Arena, churches, health services, and other service-based uses that are located within the broader neighbourhood. The site is accessed from Boars Head Road.

## **Municipal Plan and Rezoning**

### ***Municipal Plan***

The site is designated as Stable Residential in the Municipal Plan. An analysis of the proposal with respect to the relevant policies of the Municipal Plan is provided in Attachment 2. The proposal is considered infill development of a vacant parcel of land and conforms to the policies established within the Municipal Plan.

The proposed development has a density of 67 units per net hectare for the proposed 40-unit dwelling and a density of 69 units per net hectare for the proposed 24-unit dwelling. While a density target is not provided for Stable Residential areas, existing densities in the neighbourhood range from 14 units per net hectare for single unit dwellings on Leeds Crescent, 20 units per net hectare for the semi-detached units on Cambridge Drive, and 29 units per net hectare for the townhouses on Grantham Road. In the wider neighborhood Charlie Grace Terrace has a density ranging from 33 units per net hectare for the three existing buildings to a density of 73 units per net hectare for the building which is currently under construction. Despite the proposed multi-unit dwellings on the extension of Cambridge Drive being in the higher range of density for the area, they are still within policy directions for the Stable Residential designation.

The proposed development is compatible with the vision established within the Municipal Plan, as the proposed development:

- Provides densification in an area with existing municipal services.
- Is compatible with surrounding land uses given the variety of existing building typologies and dwelling types found within the area, including other properties zoned RM.
- Does not detract from the densification of Intensification Areas as it seeks to expand an established (but incomplete) neighbourhood.

With respect to Urban Design principles, Policy UD-10 requires that new development in Stable Areas be designed to respect and reinforce the physical character and uses of the surrounding neighbourhood. This is applicable to the proposed subdivision, as criteria of this policy require that the proposed development have regard for:

- the local pattern of lots, streets and blocks, and
- the size and configuration of lots.

Staff note the lot pattern along the proposed this street will be consistent with other streets in the area and the proposed extension of the Public Street allows for connection to adjacent lands.



The proposal represents an opportunity to introduce additional density into a suburban context meet the demands of future population growth and evolving housing needs in this area of the City and the broader community. From the analysis of conformance with the Municipal Plan Policies (Attachment 2), staff are of the opinion that 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 northern portion of the site is zoned Two-Unit Residential (R2) and the applicant has proposed to rezone two lots on the western side of the proposed Cambridge Drive extension to the Mid-Rise Residential (RM) zone to allow for the construction of the proposed buildings.

The proposal, as presented, conforms to the standards of the RM zone. And if variances are required as the site design for the proposed buildings is finalized, these variances will be processed through the Development Officer variance process.

### ***Housing Needs***

The City has recently adopted the Affordable Housing Action Plan, which is a collaborative exercise between the numerous community agencies, partners, developers, and federal and provincial departments supporting affordable housing in Saint John. The Plan seeks to action a variety of needed changes toward affordable housing in Saint John, involving numerous existing processes, organizations, and partnerships, it will also identify actions for the City of Saint John. The applicant has acknowledged the need for affordable units and has indicated they would be willing to research if their project could incorporate affordable housing. The proposed development will create an additional 64 apartment units into the City, which will provide for additional housing options for residents, and will increase the housing diversity within the broader neighbourhood.

### ***Servicing and Traffic***

The proposed development has been reviewed by the City's Infrastructure Development Service Area and Saint John Water with respect to water and sanitary sewer servicing and stormwater management. Consistent with By-Law requirements, a site servicing plan, completed by a Professional Engineer, is required at or prior to the building permit submission detailing the water and sanitary sewer servicing for the site. A storm water management plan is also a requirement detailing the approach to mitigate 100-year post development flows to the 5-year predevelopment flow level.

The watermain in the area of the proposed development is an existing dead-ended main. The owner/developer, at their cost and responsibility, will be required to interconnect the watermain between Cambridge Drive and Leeds Crescent to provide fire flow for the proposed development.

Infrastructure Development has recommended a Traffic Impact Statement be completed for the proposal. The intersections of Cambridge Drive/Boars Head Road and Boars Head Road/Millidge Avenue should be assessed for Level of Service since the access to the site by

Cambridge Drive would remain the only access without future development by other sites. Boars Head Road/Millidge Avenue may require traffic signals as the proposed development continues. The applicant's traffic engineering consultant must address the aforementioned concerns and provide a traffic study to the City for review and approval. Any upgrades to the existing municipal infrastructure required to service this proposed development is the applicant's full responsibility and cost.

### ***Fire and Emergency Services***

Fire and Emergency Management Services is supportive of the overall concept and note the development must meet or exceed all requirements of the 2015 National Building and Fire Codes. Fire safety plans will be required for the construction and occupancy stages of the project and the building design is subject to review and approval by the Provincial Office of the Fire Marshall as required by the provincial *Fire Prevention Act*.

### ***Proposed Section 59 Conditions***

Staff recommend the inclusion of the standard Section 59 conditions related to the submission of detailed building elevations and site plans at the Building Permit Stage for Development Officer approval.

Staff also recommend a Section 59 condition requiring landscaping in the front and flankage yards of the proposed buildings to be in accordance with the required front and flankage yard landscaping requirements in the Zoning By-Law which require a specific number of trees and shrubs based on the required front and flankage yard areas. Staff note the proposed development will be required to conform to the By-Law landscaping requirements related to parking lot screening.

A condition related to the Traffic Impact Study requirement is also provided in the recommendation.

### **Subdivision**

A subdivision of the site is proposed which will result in the creation of two separate lots for the proposed multi-unit buildings and 5 lots for single- and two-unit dwellings. It is recommended that Council assent to any necessary Local Government Service Easements and Municipal Drainage Easements should such easements be required for municipal piped infrastructure or surface drainage as identified through the detailed design process. Staff are also recommending that Council assent to the proposed extension of Cambridge Drive as shown on the current plan and authorize the necessary City-Developer subdivision agreement.

As the development currently has a credit related to Lands for Public Purposes, the developer is not required to provide any additional Lands for Public Purposes for this subdivision application.

Consistent with the requirements of the Municipal Plan and Subdivision By-law, the developer is required to construct the proposed street and associated infrastructure including concrete

curbing, sidewalk, underground public utilities, street lighting, and full municipal services (sanitary sewer, storm sewer and water mains) required for the development. This work will be completed at the developer's cost. The developer is also responsible for costs related to any off-site infrastructure improvements required to service this proposal.

The Developer's Consultant is required to submit the following information for City approval as part of the subdivision approval process:

- A detailed engineering design brief and drawings for the proposed Public Street, sidewalk extension and infrastructure for the City's review and approval. This includes infrastructure contained within any proposed Local Government Service Easements that may be required for the proposed subdivision such as the one shown on the Lot 20-1.
- An engineering water and sewer analysis to allow for the City to determine the impact this development will have on the existing municipal water and sewer infrastructure.
- Detailed storm water management plan and design report indicating how storm water will be managed for full build-out of the development. In accordance with the City's Storm Drainage Design Criteria Manual and the Drainage By-law, the stormwater design on site will need to achieve a net zero impact.

The applicant/owner will also be responsible for obtaining all necessary municipal permits including those for any work within existing Public Street right-of-ways or connections to existing water, sanitary sewer or storm sewer infrastructure.

Consistent with the direction established by the Subdivision By-Law, Staff recommend that Common Council exercise its discretion and accept Land for Public Purposes be accepted from existing credit.

### **Conclusion**

Staff recommend that assent be given to the proposed rezoning and subdivision along the proposed extension of Cambridge Drive.

### **ALTERNATIVES AND OTHER CONSIDERATIONS**

No other alternatives were considered.

### **ENGAGEMENT**

#### **Public**

In accordance with the Committee's Rules of Procedure, notification of the proposal was sent to landowners within 100 metres of the subject property on September 26, 2020. Notice of the rezoning will be posted on the City of Saint John website on or before October 21, 2022.

The developer also conducted community engagement and went door to door within the subdivision to personally engage with residents.

### **APPROVALS AND CONTACT**

Manager	Commissioner
Jennifer Kirchner, RPP, MCIP	Jacqueline Hamilton, MCIP, RPP

**Contact:** Yeva Mattson  
**Telephone:** (506) 649-6075  
**Email:** yeva.mattson@saintjohn.ca  
**Application:** 20-0208

### **APPENDIX**

Map 1: **Aerial Photography**

Map 2: **Future Land Use**

Map 3: **Zoning**

Attachment 1: **Site Photography**

Attachment 2: **Municipal Plan Policy Review**

Submission 1: **Site Plan**




Submission 2: **Design Concept**

# MAP 1 – Site Location

200 Cambridge Estates (PID# 55203145)



2022-09-23

-  Subject Site
-  Subdivision Proposal
-  Property Parcels

0 200m










GIS Viewer  
(C) City of Saint John

# MAP 2 – Future Land Use

200 Cambridge Drive (PID# 55203145)



2022-08-09

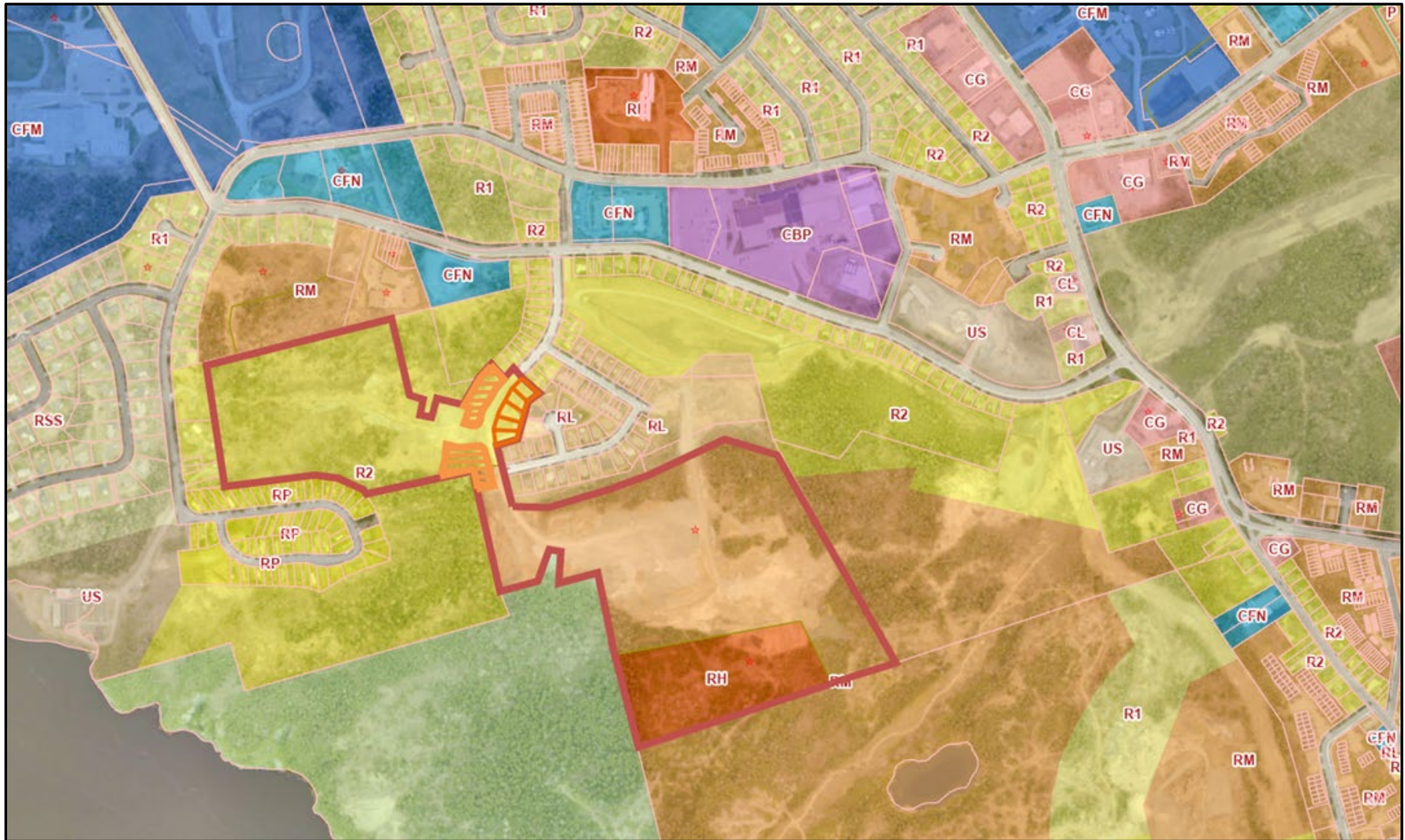
- |  |   |  |
|--|---|--|
|  Subdivision Proposal |  Stable Residential        |  Local Center             |
|  Subject Site         |  Low to Medium Residential |  Major Community Facility |
|  Property Parcels     |  Business Center           |  Rural Resource           |

0 200m

GIS Viewer  
(C) City of Saint John

# MAP 3 – Zoning

## 200 Cambridge Estate (PID# 55203145)



2022-09-23

- |  |   |   |
|--|---|---|
|  Subdivision Proposal |  Business Park Commercial (CBP)        |  Mini-Home Park Residential (RP) |
|  Subject Site         |  Community Neighborhood Facility (CFN) |  Two Unit Residential (R2)       |
|  Property Parcels     |  Major Community Facility (CFM)        |  Low-Rise Residential (RL)       |
|  |  General Commercial (CG)               |  Mid-Rise Residential (RM)       |
|  |   |  High-Rise Residential (RH)      |

0 200m

GIS Viewer  
(C) City of Saint John

**Attachment 1: Site Photography**



**Photo: Proposed Cambridge Drive extension looking South (Gravelled area) – one- and two-unit lots would be to the right and multi-unit lots to the left**



**Photo: Cambridge Drive extension looking North at location for one- and two-unit lots**





**Photo: Cambridge Drive Extension looking North at proposed site of 24-unit RM site**



**Photo: Cambridge Drive Extension looking Southwest at proposed 40-unit RM site**

**Attachment 2: Municipal Plan Policy Review**

Municipal Plan Policy	Cambridge Estates Assessment
<p><b>Policy LU-86</b>            Within the Stable Residential designation, housing of almost every form and density may be found and both the existing neighbourhood context and compatibility with the Municipal Plan goals will determine suitability of new proposals. Other compatible uses that may be found in the Stable Residential designation include convenience stores, home occupations, parks, and community facilities which are permitted in the designation without amendment to the Municipal Plan.</p>	<p>This proposal aligns with the goal of higher density and intensification in the Municipal Plan. This would introduce new mid-rise residential development and diversify housing options for the neighborhood. This proposal would also conform with development and existing context in the surrounding area.</p>
<p><b>Policy LU-87</b>            Intend that the areas designated Stable Residential will evolve over time from a land use and built-form perspective but that new and redeveloped land uses are to reinforce the predominant community character and make a positive contribution to the neighbourhood.</p>	<p>This new development in the Stable Residential area will help complete Cambridge Drive and the neighborhood by reconnecting it with Leeds Crescent and adding both comparable forms of development found in the neighborhood and surrounding area that will conform to the character of the area. It will also have positive contributions to the density of the area and start development of formerly vacant lands.</p>
<p><b>Policy LU-88</b>            Ensure that significant new development and redevelopment in areas designated Stable Residential shall generally be permitted only through a rezoning process where compliance is demonstrated with the following requirements:</p> <ul style="list-style-type: none"> <li>a. The proposed land use is desirable and contributes positively to the neighbourhood;</li> <li>b. The proposal is compatible with surrounding land uses;</li> <li>c. The development is in a location where all necessary water and wastewater services, parks and recreation services, schools, public transit and other community facilities and protective services can readily and adequately be provided;</li> <li>d. Site design features that address such matters as safe access, buffering and landscaping, site grading and stormwater management are incorporated;</li> <li>e. A high quality exterior building design is provided that is consistent with the Urban Design Principles in the Municipal Plan.</li> </ul>	<ul style="list-style-type: none"> <li>a. The proposed land use would add density and help complete the street which contributes positively to the neighborhood and surrounding area.</li> <li>b. The proposed rezoning and development would conform with the surrounding land uses including higher density being developed to the north as well contributing comparable densities to the adjacent streets.</li> <li>c. The proposed development can be supported by neighbourhood and city infrastructure.</li> <li>d. Section 59 conditions have been recommended to address matters such as landscaping. The applicant also acknowledged the need for landscaping and buffering in their application.</li> <li>e. The applicant has provided an image of design characteristics that conforms with the surrounding neighbourhood and is of a contemporary exterior design.</li> </ul>

**Policy UD-9**

Ensure all development proposals generally conform to the following General Urban Design Principles:

- a. That new development respect and reinforce the existing and planned context in which it is located through appropriate setbacks, landscaping, buildings entrances, building massing, architectural style and building materials. Specifically, the built form of new development shall be designed to achieve the following objectives for specific areas of the City:
  - i. In Stable Areas, as identified on the City Structure map (Schedule A), new development will be designed to respect and reinforce the physical character of the established neighbourhood, as set out in Policy UD-10;
- b. Locating building entrances facing the public street;
- c. Designing sites to incorporate existing natural features and topography;
- 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;
- k. Encouraging sustainability in design by:

- a. The proposed multi-unit buildings will conform with the neighborhood by having a high-quality design including features such as more than 1 type of siding and similar architectural design to other dwellings in the area. A sample building design provided with the application indicates the units will have balconies and patios which will provide a degree of relationship to the Public Realm. The proposed buildings would adhere to required setbacks and the applicant has proposed landscaping that aligns with the Zoning By-law and the existing neighbourhood. Section 59 conditions would also reinforce high-quality landscaping between the higher density units and existing lower density ones.
- b. The proposed layout has the front door facing Cambridge Drive to further enhance the relationship of the buildings to the Public Realm.
- c. The building is located on a portion of the site that has an equivalent elevation to Cambridge Drive, with the elevation of the site falling towards the street.
- e/h. The proposed building is of a typical design for suburban multi-unit development.
- f. The proposed balconies and patios provide a degree of animation towards the public realm.
- g. Some integration is provided with the pedestrian access through the development linking to the adjacent Public Street network.
- i. Aside from the decks on the buildings, no façade articulation is provided.
- k. The proposed buildings will be required to meet the energy efficiency standards established in the Building Code of Canada.

<ul style="list-style-type: none"> <li>i. Utilizing reused, recycled, renewable or local building materials where possible;</li> <li>ii. Using green building or neighbourhood standards;</li> <li>iii. Designing for energy efficiency and alternative sources of energy;</li> <li>iv. Designing for water conservation and on-site stormwater management;</li> <li>v. Promoting the conservation and adaptive re-use of existing buildings and designing sites to retain mature trees;</li> <li>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</li> <li>vii. Using native vegetation for landscaping where appropriate.</li> </ul> <ul style="list-style-type: none"> <li>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</li> <li>m. Locating and screening parking and loading facilities so they are generally not visible from the street, particularly in Centres and Neighbourhood Intensification Areas;</li> <li>n. Limit surface parking between the front of a building and the public street or sidewalk;</li> <li>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</li> <li>p. Design sites and building accesses that are barrier-free, convenient and have clear signage; and</li> <li>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.</li> </ul>	<ul style="list-style-type: none"> <li>l. The provision of a completed street, combined with the orientation of the four-unit buildings provides a degree of security and “eyes on the street.”</li> <li>m. Appropriate screening will be enforced by the relevant sections of the Zoning By-law between sites but also through section 59s. While the parking is in the side yard and not the rear, the developer has proposed h appropriate landscaping.</li> <li>n/q. No parking is located between Cambridge Drive and the proposed buildings. The parking provided in the side yard of the site will include screening to provide visual separation with the adjacent existing residential development.</li> <li>o. Site concepts show the use of sidewalks from the buildings to the street network.</li> <li>p. Site design would be subject to the appropriate provisions of the National Building Code and Provincial Barrier Free Regulation.</li> </ul>
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<p><b>Policy UD-10</b></p>	<p>a/b. The size and configuration of the site compares favourably with other</p>
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<p>Ensure that new development and redevelopment in Stable Areas is designed to respect and reinforce the physical character and uses of the surrounding neighbourhood, having regard for:</p> <ul style="list-style-type: none"> <li>a. The local pattern of lots, streets and blocks;</li> <li>b. The size and configuration of lots;</li> <li>c. Nearby building types;</li> <li>d. The height, scale and massing of nearby buildings;</li> <li>e. The setback of buildings from the street;</li> <li>f. The pattern of rear and side yard setbacks;</li> <li>g. Building materials which contribute to the successful integration of the development into its context</li> </ul>	<p>lots in the wider neighborhood. As the lots are proposed for multi-unit residential development its size is larger than those in the lower-density residential development south-east of the site.</p> <ul style="list-style-type: none"> <li>c/d. The proposed buildings are comparable to nearby multi-unit buildings on Charlie Grace Terrace in height, scale, and massing.</li> <li>e. The building has an appropriate setback from the Cambridge Drive extension.</li> <li>f. Side and rear setbacks seek to provide separation between the proposed building and vacant lands to the north and west.</li> <li>g. Detailed design of the exterior of the building has yet to be finalized. Information provided with the application indicated the buildings will share a similar design to those found in other suburban areas of the City.</li> </ul>
<p><b>Policy I-2</b> 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"> <li>a. The proposal is in conformity with the goals, policies and intent of the Municipal Plan and the requirements of all City bylaws;</li> <li>b. The proposal is not premature or inappropriate by reason of: <ul style="list-style-type: none"> <li>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;</li> <li>ii. The adequacy of central wastewater or water services and storm drainage measures;</li> <li>iii. Adequacy or proximity of school, recreation, or other community facilities;</li> <li>iv. Adequacy of road networks leading to or adjacent to the development; and</li> <li>v. Potential for negative impacts to designated heritage buildings or areas.</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li>a. This proposal aligns with the goal of higher density and intensification in the Municipal Plan. The proposal also conforms to all relevant zoning-Bylaws.</li> <li>b. The proposal is timely as the proposed development will increase the supply of rental housing in the City's North and within the City as a whole. Former vesting of the street and section 59 conditions will put the responsibility of the street extension on the developer.</li> <li>c. Proposed Section 59 conditions would help limit the impact of the proposed higher density development on neighborhood by creating buffers and ensuring high quality of design and landscaping.</li> <li>d. The proposed site is suitable for development with only slight elevation. A storm water management plan will be required.</li> <li>e. The proposed residential project is part of a larger greenfield neighbourhood development that started in 2004 and has been subject to</li> </ul>

<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"><li>i. Type of use;</li><li>ii. Height, bulk or appearance and lot coverage of any proposed building;</li><li>iii. Traffic generation, vehicular, pedestrian, bicycle or transit access to and from the site;</li><li>iv. Parking;</li><li>v. Open storage;</li><li>vi. Signs; and</li><li>vii. Any other relevant matter of urban planning.</li></ul> <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>	<p>ongoing developed by the applicant. This proposal is considered to be the next phase in this larger multi-phase development.</p> <p>f. No issues have been identified through the circulation of the application to City Service Areas and external agencies.</p>
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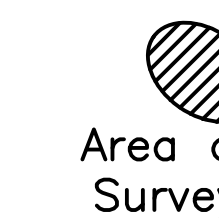
ENDORSEMENTS

New Grid Brunswick North

see 1-N.B.-3004 Parcel "Y"

remnant PID 55203145

Barsa Ventures Ltd. Property



Key Plan Cadastral Map No. --- Scale ---



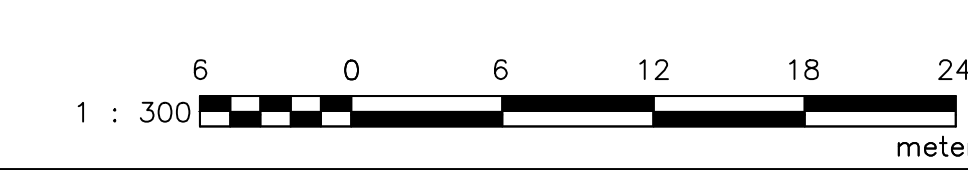
**LEGEND**

ROUND IRON BAR FOUND	○
SQUARE IRON BAR FOUND	□
IRON PIPE FOUND	—
STANDARD SURVEY MARKER FOUND	●
STANDARD SURVEY MARKER PLACED	○
WOODEN POST PLACED	⊕
REGULATED POINT	⊙
CALCULATED POINT	⊙
TRANSVERSE CONTROL POINT	⊙
N.B. GRID CO-ORDINATE MONUMENT	⊙
HYDRO POLE / UTILITY WIRE	—
FOUNDATION	—
STREET PAVEMENT	—
UTILITY EASEMENT	—
ADJACENT PROPERTY LINE	—
CENTRELINE	—
FENCE	—
STRUCTURE	—

Propose Land for Public Purposes to be released and used as part of the development

**Site Plan**  
 Barsa Ventures Ltd. Property,,  
 Extension to Cambridge Drive,  
 City of Saint John,  
 Parish of Saint John,  
 County of Saint John,  
 Province of New Brunswick

HUGHES SURVEYS & CONSULTANTS INC. Aug. 19, 2022 Date



Dwg. No. 500537GG	Disk No. ---	Topos ---	Disk No. ---
Dwn. by ---	Job No. ---	Rev. No. ---	Map Ref. ---

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