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# PLANNING ADVISORY COMMITTEE



The City of Saint John

September 18, 2024

Her Worship Mayor Donna Noade Reardon and  
Members of Common Council

Your Worship and Councillors:

**SUBJECT: Proposed Municipal Plan Amendment and Rezoning –  
0 Nason Road/Martha Avenue**

On August 19, 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 September 17, 2024 meeting.

Yeva Mattson, Planner with Growth and Community Services, appeared before the Committee and provided an overview of the proposed amendment.

John Harrison, one of the proponents, appeared to speak in favour of the application and agreed with staff recommendation. When asked by the committee, they said they had went door-to-door and seen the playground area in the community.

Mitch Jackson, a neighbour at 558 Martha Ave, spoke in opposition of the project. He voiced concerns over the noise, construction timeline, traffic, and questioned whether an access onto Loch Lomond Road was an option.

Staff answered committee questions clarifying the Traffic Impact Statement results and explained that a access onto Loch Lomond Road would not be able to meet safety standards due to slope.

No other members of the public appeared to speak in favour or opposition and no letters were received regarding the application.

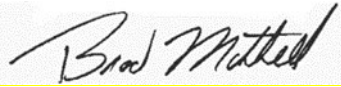
**RECOMMENDATION:**

1. That Common Council amend Schedule A of the Municipal Plan by changing the designation for the parcel of land having an area of 6.78

hectares, located at 0 Nason Road/Martha Avenue also identified as PID 55086227, from **Park and Natural Area** to **Stable Area**.

2. That Common Council amend Schedule B of the Municipal Plan by changing the designation for the parcel of land having an approximate area of 6.78 hectares, located at 0 Nason Road/Martha Avenue, also identified as PID 55086227, from **Park and Natural Area** to **Stable Residential**.
3. That Common Council rezone a parcel of land having an approximate area of 6.78 hectares, located at 0 Nason Road/Martha Avenue, also identified as PID 55086227, from **Future Development (FD)** to **High-Rise Residential (RH)**.
4. 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 6.78 Hectares square metres, located at 0 Nason Road/Martha Avenue, also identified as PID 55086227:
  - a. That the proposed development incorporates walkways connecting the multi-unit buildings with the public sidewalk located on Martha Avenue.
  - b. That the owner/developer's traffic consultant explore and recommend road safety improvements to be undertaken by the developer at the developer's expense. These improvements are subject to approval by the City. This review and identification of these improvements must be completed prior to the issuance of the building permit for the first building. Installation of these improvements by the developer must be completed prior to occupancy of the first building. These road safety improvements would include:
    - i. traffic calming elements on Martha Avenue that encourages greater diversion of traffic to other neighbourhood streets such as Bonita Avenue and Micheal Crescent.
    - ii. pedestrian crosswalks on Martha Avenue
  - c. That the developer provide a payment of \$1000 to the City towards the installation of upgrades at the Mark Drive / Martha Avenue crosswalk. This amount is payable to the City prior to the issuance of the building permit for the first building.

Respectfully submitted,

A handwritten signature in black ink that reads "Brad Mitchell". The signature is written in a cursive style and is positioned above a thin yellow horizontal line.

Brad Mitchell  
Chair

Attachments





The City of Saint John

**Date:** September 12, 2024  
**To:** Planning Advisory Committee  
**From:** Growth & Community Services  
**Meeting:** September 17, 2024

**SUBJECT**

**Applicant:** 742673 NB Inc.  
**Landowner:** 742673 NB Inc.  
**Location:** 0 Nason Road/Martha Avenue  
**PID:** 55086227  
**Plan Designation:** Park and Natural Area  
**Proposed Designation:** Stable Residential  
**Existing Zoning:** Future Development (FD)  
**Proposed Zoning:** High-Rise Residential (RH)  
**Application Type:** Municipal Plan Amendment and Rezoning  
**Jurisdiction:** The *Community Planning Act* authorizes the Planning Advisory Committee to give its views to Common Council concerning proposed amendments to the Municipal Plan and the Zoning By-Law. Common Council will consider the Committee's recommendation at a public hearing on **Tuesday, October 1, 2024.**

**EXECUTIVE SUMMARY**

The applicant is proposing the construction of two, 70-unit buildings. To facilitate this proposal, an application has been received to amend the City's Municipal Plan and Zoning By-Law. The Municipal Plan amendments will:

- Redesignate the property from Park and Natural Area to Stable Area on the City Structure Map.



- Redesignate the property from Park and Natural Area to Stable Residential on the Future Land Use Map.

The amendment to the Zoning By-Law would rezone the property from Future Development (FD) to High-Rise Residential (RH).

Staff are recommending approval of the proposed municipal plan amendment and rezoning to allow for the development of two multi-unit buildings.

### **RECOMMENDATION**

1. That Common Council amend Schedule A of the Municipal Plan by changing the designation for the parcel of land having an area of 6.78 hectares, located at 0 Nason Road/Martha Avenue also identified as PID 55086227, from **Park and Natural Area to Stable Area**.
2. That Common Council amend Schedule B of the Municipal Plan by changing the designation for the parcel of land having an approximate area of 6.78 hectares, located at 0 Nason Road/Martha Avenue, also identified as PID 55086227, from **Park and Natural Area to Stable Residential**.
3. That Common Council rezone a parcel of land having an approximate area of 6.78 hectares, located at 0 Nason Road/Martha Avenue, also identified as PID 55086227, from **Future Development (FD) to High-Rise Residential (RH)**.
4. 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 6.78 Hectares square metres, located at 0 Nason Road/Martha Avenue, also identified as PID 55086227:
  - a. That the proposed development incorporates walkways connecting the multi-unit buildings with the public sidewalk located on Martha Avenue.
  - b. That the owner/developer's traffic consultant explore and recommend road safety improvements to be undertaken by the developer at the developer's expense. These improvements are subject to approval by the City. This review and identification of these improvements must be completed prior to the issuance of the building permit for the first building. Installation of these improvements by the developer must be completed prior to occupancy of the first building. These road safety improvements would include:
    - i. traffic calming elements on Martha Avenue that encourages greater diversion of traffic to other neighbourhood streets such as Bonita Avenue and Micheal Crescent.
    - ii. pedestrian crosswalks on Martha Avenue

- c. That the developer provide a payment of \$1000 to the City towards the installation of upgrades at the Mark Drive / Martha Avenue crosswalk. This amount is payable to the City prior to the issuance of the building permit for the first building.

### **DECISION AND PROPERTY HISTORY**

The site was previously zoned "RM-1" Three Storey Multiple Residential in conformity with the surrounding area. When Plan SJ was adopted in 2012, the site was designated Future Development (FD).

### **ANALYSIS**

#### **Proposal**

The proposed municipal plan amendment and rezoning would enable the development of two 70-unit buildings on the north-eastern portion of the property, to be accessed off Martha Avenue. Due to topographic challenges and the presence of wetlands, site development is limited to the development area proposed.

#### **Site and Neighbourhood**

The subject site is located on Nason Road and at the end of Martha Avenue, in the Silver Falls Park Subdivision on the east side of the City. This community includes a playground and a basketball court. Lands adjacent to the proposed development contain apartment buildings zoned Mid-Rise Residential (RM). Further north, the neighbourhood transitions into single family and two-unit dwellings zoned Two-Unit Residential (R2).

The wider area contains a mixture of zones including Neighbourhood Community Facility (CFN), Business Park Commercial (CBP), and General Commercial (CG). The area located on the south side of Loch Lomond Road is zoned Heavy Industrial (IH).

The subject site is accessible by a variety of transportation options. The area is served by Saint John Transit Route 30 with transit stops directly on the corner of Martha Avenue and Nason Road. This route provides connections to New Brunswick Community College and the McAllister shopping area. Pedestrian movement is facilitated by sidewalks on the east side of Martha Avenue.

#### **Municipal Plan Amendment**

The existing property is located within the Park and Natural Area designation. The applicant is proposing that the Municipal Plan be amended to change the designation to Stable Residential.

The vacant land to the west of the subject site and the land containing St. Joseph's Cemetery are designated Park and Natural Area. The Silver Falls Park neighbourhood is designated as Stable Residential. The broader area includes the Regional Retail Centre designation to the east, and lands south of Loch Lomond Road designated as Heavy Industrial.

The Stable Residential is a Land Use Designation in Plan SJ that includes a number of existing neighbourhoods in the City which are generally built-out but have the potential to accommodate additional development, at a scale and density consistent with the surrounding context. The existing neighbourhood is diverse, with a wide variety of housing typologies ranging from single family dwellings to apartment buildings.

The proposed Municipal Plan amendment seeks to extend the Stable Residential Area to encompass the subject site. The proposed amendments to Plan SJ would support the southern expansion of an existing residential neighbourhood, allowing for the development of a serviced lot. The site was likely designated as Park and Natura Area during the Municipal Plan due to wetland mapping available at the time PlanSJ was prepared. The applicant retained the Boreal Environmental company to complete a delineation report on the present wetland. The report confirms the proposed development avoids the delineated wetland in the northwestern portion of the site adjacent to Michael Crescent and Nason Road.

From the analysis of the proposed development under the Stable Residential designation, the proposed development conforms to the policies established within the Municipal Plan, which supports the diversification of housing typologies within established neighbourhoods.

### **Statements of Public Interest**

The Province of New Brunswick adopted Statements of Public Interest which are general standards that direct and shape growth and development within the province. Staff undertook a review of the proposal regarding its alignment with these Statements, which can be found in the attached review document. The proposed development aligns with the intent of these policy statements.

### **Zoning**

The High-Rise Residential (RH) Zone accommodates a range of residential uses ranging from a single-detached dwelling to multiple multi-unit buildings. The existing development pattern represents an incremental increase in density and scale, with the placement of the RH zone continuing this development pattern. The proposed development aligns with the regulations established for the RH zone within the City's Zoning By-Law including parking, amenity space and landscaping. A Development Officer Variance is required to increase the maximum front yard setback.

### **Infrastructure and Traffic**

The City's Infrastructure Development and Fire and Emergency Management Service Areas also reviewed the proposal, and no major concerns were raised.

Traffic provided comments based on the applicants Traffic Impact Study:

- The Transportation Association of Canada (TAC) provides a general guideline that a residential street can accommodate 1000 vehicles per day. As a result of this development, approximately 350 to 450 vehicles per day above this threshold is

predicted in the Silver Falls neighbourhood. The City's Transportation Engineer suggests this projected increase is reasonable with existing and proposed transportation infrastructure. In cases such as this, it is justified to explore improving the safety aspects as well as volume reduction strategies to compensate for such reasonable increases above the threshold.

- It is important to acknowledge that both Martha Avenue and Nason Road have continuous sidewalks on one side of the street with streetlights which offset some of the expected increase in traffic volumes.
- Although City staff did not conduct a speed survey on Martha Avenue, a recent speed survey was conducted on Bonita Street where the average speed of vehicles was found to be 45 KM/H. Although results from one street cannot be necessarily assumed to be similar to another, average speeds on Bonita Avenue are below the 50 KM/H speed limit and below the threshold warranting traffic calming according to the City's policy. With this limited data in mind, there is no current evidence of excessive speeding in the Silver Falls neighbourhood. With that in mind, road safety improvements are still recommended.

The Service Areas are in general support of the proposal with some conditions:

- That the owner/developer's traffic consultant explore and recommend road safety improvements to be undertaken by the developer at the developer's expense. These improvements are subject to approval by the City. This review and identification of these improvements must be completed prior to the issuance of the building permit for the first building. Installation of these improvements by the developer must be completed prior to occupancy of the first building. These road safety improvements would include:
  - traffic calming elements on Martha Avenue that encourages greater diversion of traffic to other neighbourhood streets such as Bonita Avenue and Micheal Crescent.
  - pedestrian crosswalks on Martha Avenue
- The installation of a crosswalk crossing Mark Drive at Martha Avenue should be included as part of the development approval process with the developer contributing \$1000 towards crosswalk installation. Pedestrian connectivity to the east side retail area from this neighbourhood is important, even more-so with this new development.
- An extension of fire hydrant service will be required as per the National Building Code of Canada 2015. The placement of the new hydrant(s) and the location of each building's Fire Department Connections (FDC) be such that the distance between the new hydrant and the FDC location be within 45 metres of the hydrant (measured as a charged hose line bends around obstructions and corners)".

## **Section 59 Conditions**

Community Planning staff are recommending a few Section 59 conditions for this project. The first condition relates to connectivity with the wider pedestrian network. Pedestrian connectivity to the east side retail area from this neighbourhood is important and this condition will provide general guidance on connecting the development to the sidewalks in the area.

The additional Section 59 condition are associated with the service area comments. For support of the project, some requirements regarding wider traffic improvements are required. These conditions will help ensure the functionality of the site and help it better conform to the neighbourhood.

### **Conclusion**

The proposed municipal plan amendment and rezoning of the subject site is supported by the Municipal Plan and represents an expansion of an established mixed density neighbourhood. Approval of the application is recommended subject to Section 59 Conditions.

### **ALTERNATIVES AND OTHER CONSIDERATIONS**

No alternatives were considered.

### **ENGAGEMENT**

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 3, 2024. The public hearing notice will be posted on the City of Saint John website on September 9, 2024.

### **APPROVALS AND CONTACT**

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

**Contact:** Yeva Mattson  
**Telephone:** (506) 721-8453  
**Email:** yeva.mattson@saintjohn.ca  
**Application:** 23-0129



### **APPENDIX**

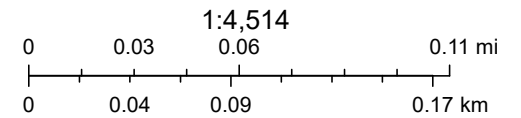
Map 1: **Aerial Photography**  
 Map 2: **Future Land Use**  
 Map 3: **Zoning**  
 Attachment 1: **Site Photography**  
 Attachment 2: **Municipal Plan Policy Review**  
 Submission 1: **Site Plan**

# Aerial Photograph - 0 Nason Road/Martha Avenue



9/9/2024

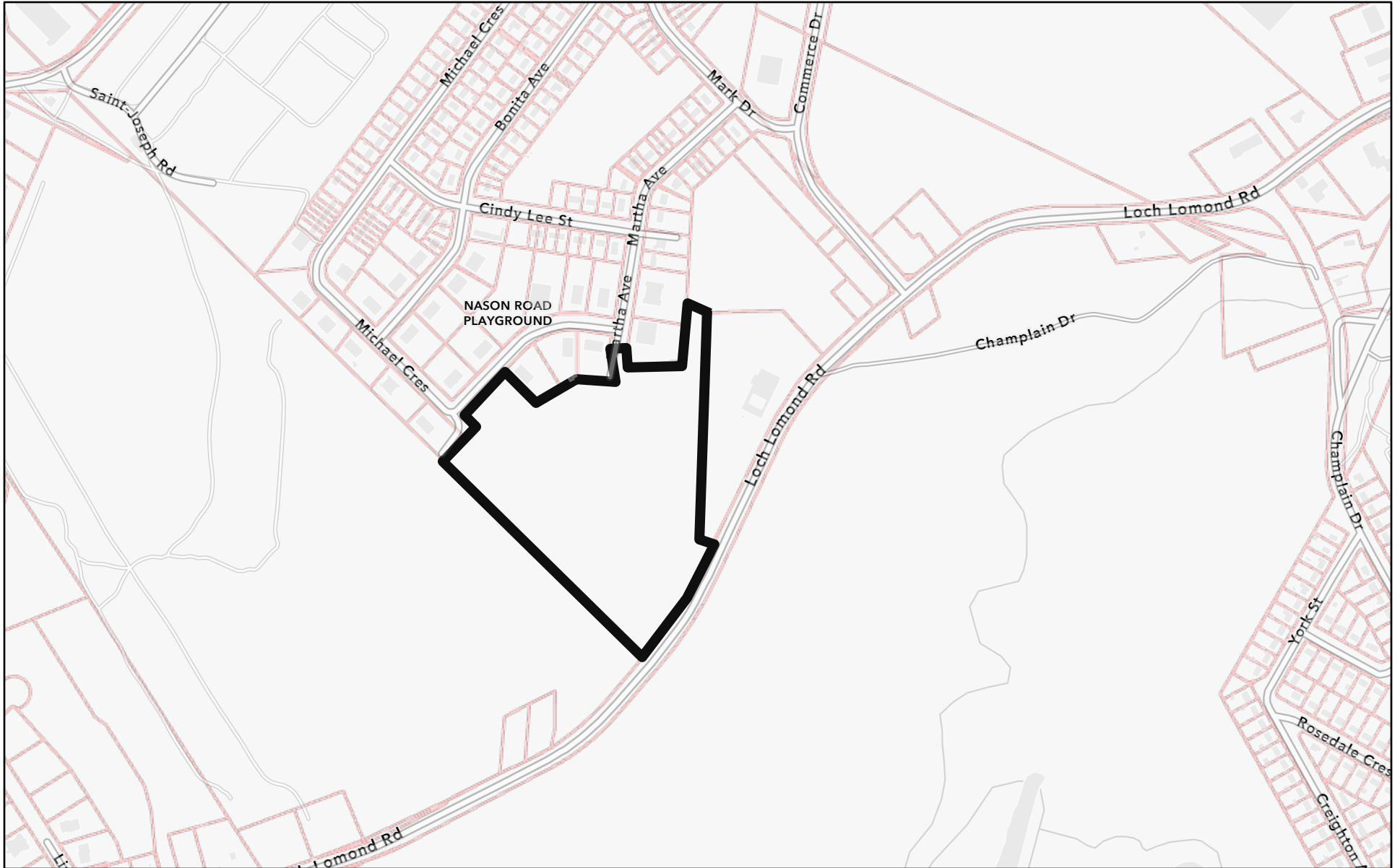
-  Property Parcels
-  Subject Site





Source: Esri, Maxar, Earthstar Geographics, and the GIS User Community

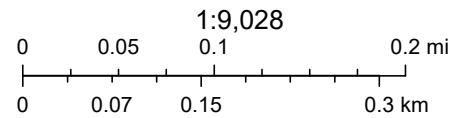


# 0 Nason Road/Martha Avenue (PID 55086227)



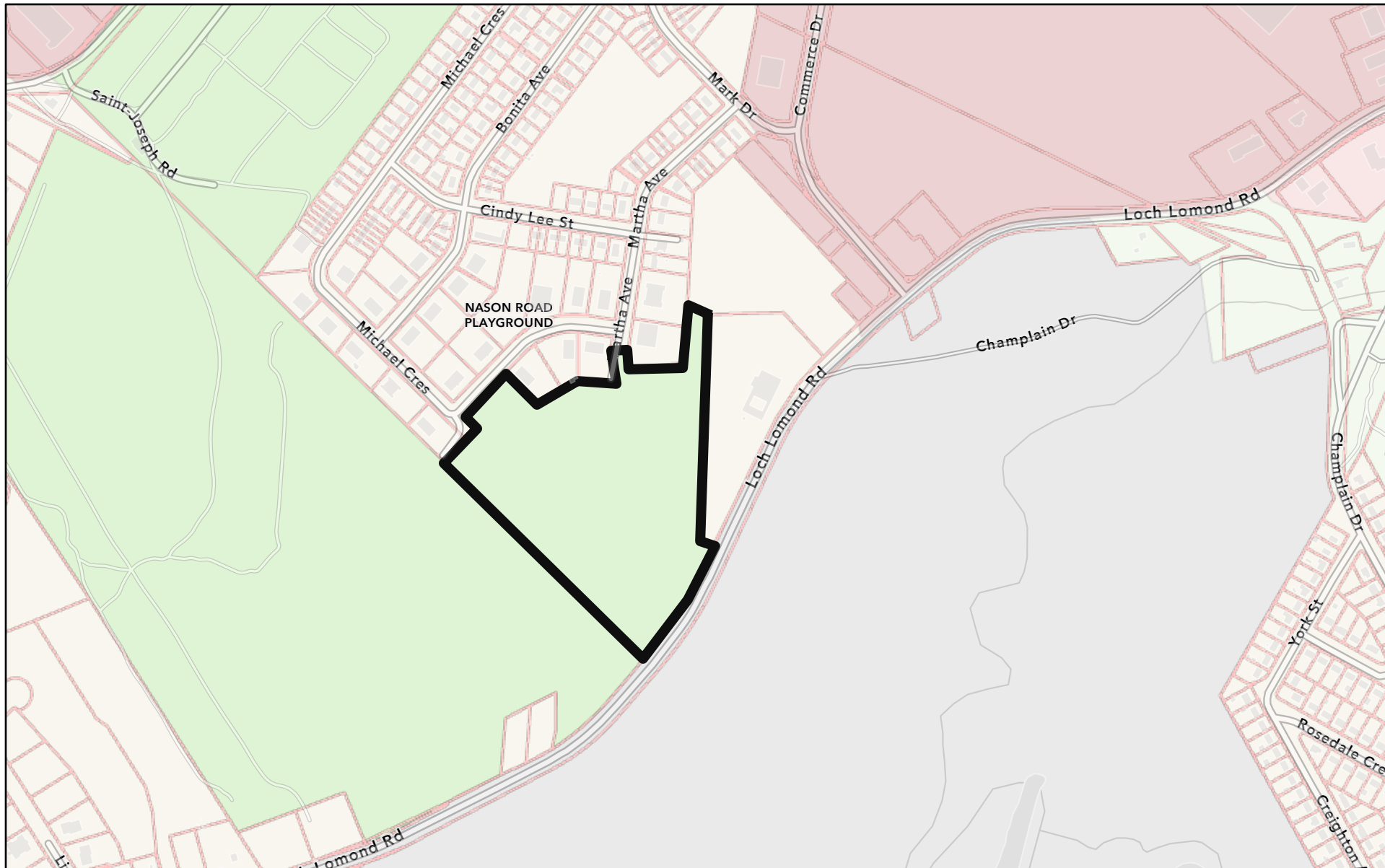
8/27/2024

-  Subject Site
-  Property Parcels





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







# Future Land Use - 0 Nason Road/Martha Avenue (PID 55086227)

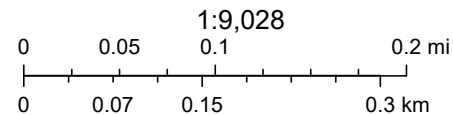


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## Future Land Use

-  Subject Site
-  Property Parcels

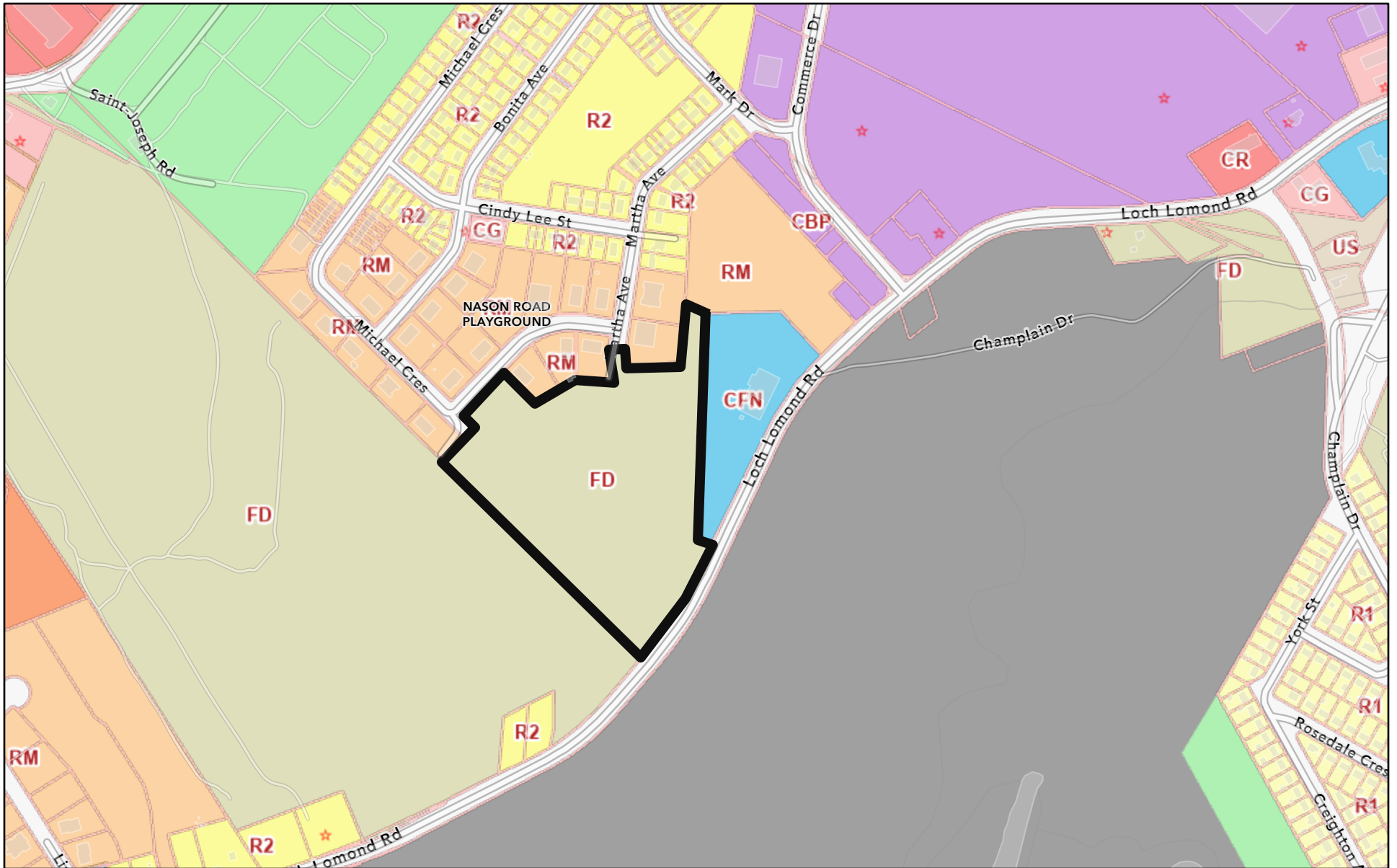
- |  |   |
|--|---|
|  Regional Retail Centre |  Heavy Industrial      |
|  Stable Commercial      |  Park and Natural Area |
|  Urban Reserve          |  Stable Residential    |



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










# Zoning - 0 Nason Road/Martha Avenue (PID 55086227)



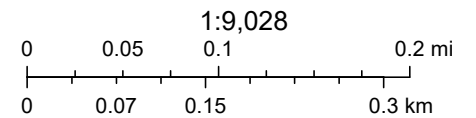
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## ZONING

-  Subject Site
-  Property Parcels
-  Conditional Zoning

-  Mid-Rise Residential (RM)
-  Two-Unit Residential (R2)
-  One-Unit Residential (R1)
-  Future Development (FD)

-  Regional Commercial (CR)
-  General Commercial (CG)
-  Business Park Commercial (CBP)
-  Heavy Industrial (IH)
-  Neighbourhood Community Facility (CFN)



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

**ATTACHMENT 1: SITE PHOTOGRAPHY**



**Subject Site viewed from entrance on Martha Avenue (Parking to the right belongs to adjacent apartment)**



**Martha Avenue viewed from subject site**





**Subject Site viewed from Nason Road – this area is confirmed wetland and cannot be developed**

**Attachment 2: Municipal Plan and Statements of Public Interest – 0 Nason Road/Martha Avenue**

<b>Municipal Plan Policy</b>	<b>0 Nason Road/Martha Avenue Assessment</b>
<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>The proposed rezoning facilitates the integration of new housing onto an existing site. The rezoning will provide increased density and intensification into an existing neighbourhood as identified in the Municipal Plan.</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>The neighbourhood is noted for its variety of housing typologies which range from single-unit dwellings to apartment buildings. The proposed development would be of a similar typology to those found in the existing neighbourhood and align with the existing built form.</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 increase density in an undeveloped portion of the neighbourhood adjacent to an existing area of multiple unit development.</li> <li>b. The proposed rezoning aligns with the variety of established residential uses in the neighbourhood.</li> <li>c. The property is serviced by existing infrastructure, transit, and is close to parks and recreation facilities.</li> <li>d. The proposed site plan addresses access, grading, and landscaping. A storm water management plan will be required as part of the building permit phase.</li> <li>e. The development will be of similar design to multi-unit buildings across the city.</li> </ul>

**Policy I-2**

In considering amendments to the Zoning Bylaw or the imposition of terms and conditions, in addition to all other criteria set out in the various policies of the Municipal Plan, have regard for the following:

- a. The proposal is in conformity with the goals, policies and intent of the Municipal Plan and the requirements of all City bylaws;
- b. The proposal is not premature or inappropriate by reason of:
  - i. Financial inability of the City to absorb costs related to development and ensure efficient delivery of services, as determined through Policy I-7 and I-8;
  - ii. The adequacy of central wastewater or water services and storm drainage measures;
  - iii. Adequacy or proximity of school, recreation, or other community facilities;
  - iv. Adequacy of road networks leading to or adjacent to the development;
  - v. Potential for negative impacts to designated heritage buildings or areas.
- c. Appropriate controls are placed on any proposed development where necessary to reduce any conflict with adjacent land uses by reason of:
  - i. Type of use;
  - ii. Height, bulk or appearance and lot coverage of any proposed building;
  - iii. Traffic generation, vehicular, pedestrian, bicycle or transit access to and from the site;
  - iv. Parking;
  - v. Open storage;
  - vi. Signs; and
  - vii. Any other relevant matter of urban planning.
- d. The proposed site is suitable in terms of steepness of grade, soil and geological conditions, locations of watercourses, wetlands, and susceptibility of flooding as well as any other relevant environmental consideration;

**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:

- a. This proposal aligns with residential land use policies as established in the City's Municipal Plan and conforms to all relevant zoning standards.
- b. The proposal is located on an existing lot in an established residential neighbourhood. The development will utilize existing infrastructure and will not have a negative impact on service provision.
- c. The permitting process requires detailed site plans be submitted to and reviewed by the Development Officer before any permit approvals to ensure high quality site design.
- d. While the property has topographical challenges and the presence of wetlands, due to the size of the site the project can be developed in a suitable location to avoid the wetland.

- a. The proposed development will have appropriate setbacks, landscaping, and massing for its location.

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;

b. Locating building entrances facing the public street;

c. Designing sites to incorporate existing natural features and topography;

d. Designing sites to protect, create and/or enhance important view corridors to the water or landmark sites or buildings;

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

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

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

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

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

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

b. Due to setbacks and site layout, the entrances cannot face a public street but will be orientated to face the private access.

c. The proposal will retain much of the original vegetation and tree coverage on the lot and be located on the property to work with topographical challenges.

d. This development will not obstruct any view corridors.

e./h./i. The development will use high quality cladding and contemporary architecture, with articulated facades.

f. A Section 59 Condition will ensure connection to the wider pedestrian network.

g. n/a

j. The proposal is appropriate for the neighbourhood as a transition from mid-rise to high-rise.

## Statements of Public Interest Review for 0 Nason Road/Martha Avenue

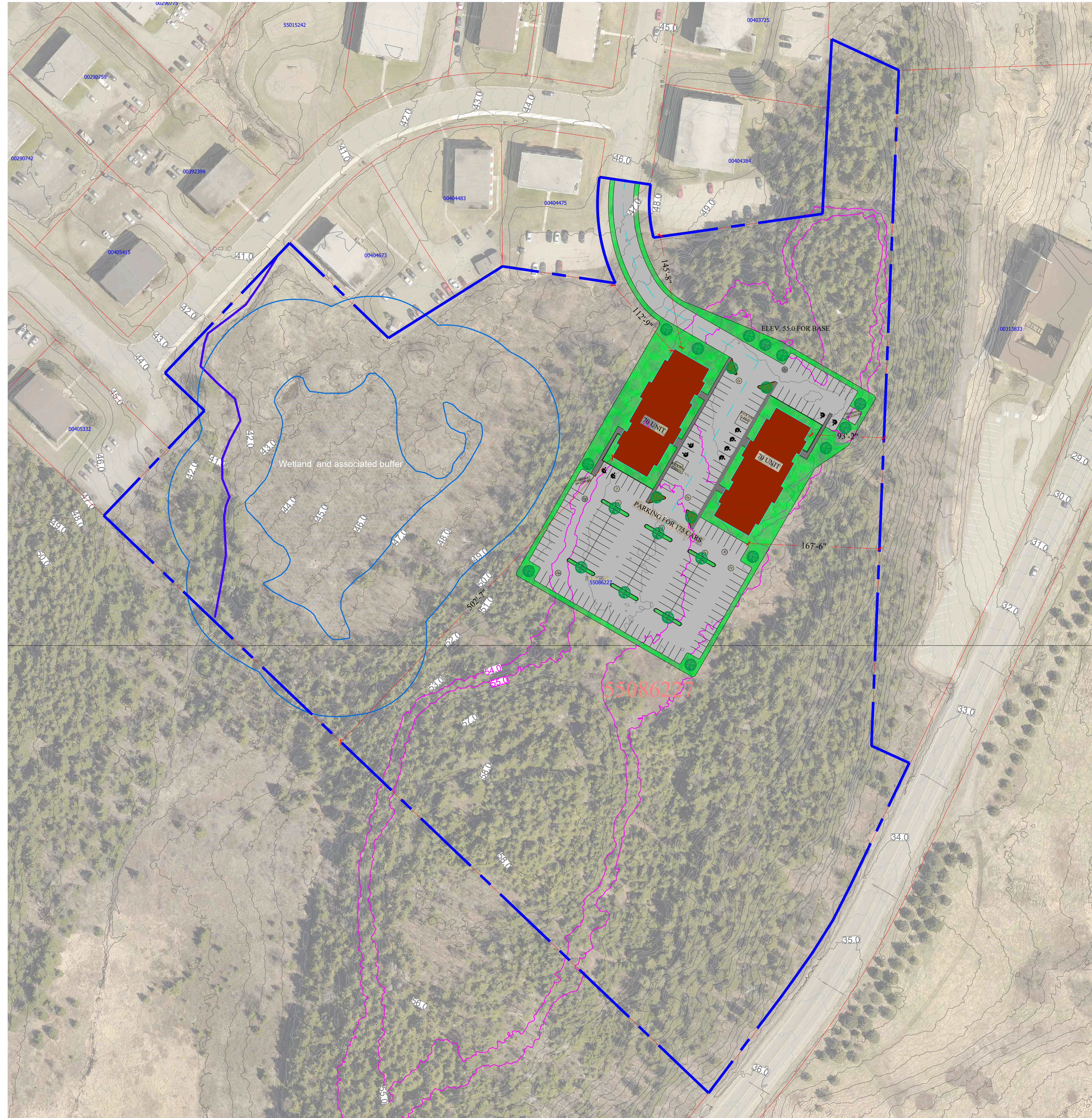
SPI	0 Nason Road/Martha Avenue
<b>Settlement Patterns</b>	
SP.1 Promote efficient development and land use patterns that are in the best interests of the Province, local governments and residents of the Province in the long-term.	<p>The proposed development is within the City's serviceable boundary (Primary Development Area (PDA) – as defined in the City's Municipal Plan) and is located on a site served by an existing access, transit routes, infrastructure, and City services. The proposed Municipal Plan Amendment and associated development represents an extension of an existing neighbourhood and an appropriate increase from mid-rise to high-rise development.</p> <p>Given these considerations it conforms to the criteria as it is an expansion of an existing land use which makes use of the City's existing infrastructure and services.</p>
SP.2 Promote a range of housing options such as size, type, density and design throughout communities.	This development represents an opportunity to increase housing options in an existing neighbourhood.
SP.3 Support the provision of a range of affordable housing options throughout communities.	This policy is not applicable.
SP.4 Avoid development and land use patterns that may cause environmental or health and safety issues.	The proposed development is outside of the regulated wetland and watercourse buffer.
SP.5 With respect to development that occurs in a community with existing or planned public infrastructure and services, promote development in locations where the public infrastructure and services are or are planned to be available.	The proposed development is within the City's serviceable boundary (Primary Development Area (PDA) – as defined in the City's Municipal Plan) and is located on an existing roadway that is serviced by transit routes, infrastructure, and City services.
SP.6 With respect to development that occurs in a community with no existing or planned public infrastructure or services, promote development in locations with previously constructed and actively maintained roads.	This policy is not applicable.
SP.7 Promote a range of transportation options, including public, regional and active transportation.	The development is located on an existing roadway (Martha Avenue), which has been developed with sidewalks on the west side of the road. The location is also served by one of the City's transit lines, which connects with key locations across the City.

SP.8 Promote the use of green infrastructure, including climate resilient lands.	The proposed development locates all buildings outside of the 30-metre regulated wetland and watercourse buffer and makes use of existing infrastructure. The required infrastructure installation for the service connections will conform to all required standards and guidelines.
SP.9 Promote development in downtown areas and urban cores through increased density, infill and brownfield development.	The expansion of the existing site can be viewed as an infill development, as it is increasing density on a lot that already exists within an established neighbourhood.
<b>Agriculture</b>	
AA.1 Identify prime agricultural areas and prioritize them for agricultural uses and other compatible uses.	This policy is not applicable.
AA.2 Identify current and future areas for fishery use and aquaculture use and prioritize them for those uses and other compatible uses.	This policy is not applicable.
AA.3 Consider set-backs, including reciprocal setbacks if appropriate, between areas with an agricultural use, fishery use or aquaculture use and areas used for incompatible purposes.	This policy is not applicable.
<b>Climate Change</b>	
CC.1 Promote energy conservation and efficiency, improved air quality, climate change mitigation and climate change adaptation through development and land use patterns.	The proposed development is located within an established area within the City and as such is considered an infill project. Proximity to existing transit routes provide mode choice beyond the private automobile, serving as a mitigation measure with respect to reduced emissions for both climate change and improved air quality. The site also benefits from active transportation infrastructure including sidewalks. Avoidance of the regulated watercourse buffer conforms to best practice with respect to climate change adaptation.
CC.2 Consider how the siting and design of infrastructure can improve air quality and energy conservation and efficiency, minimize the health and public safety impacts of climate change and increase climate resiliency.	The required infrastructure installation for the new service connections will conform to all required standards and guidelines.
<b>Flood and Natural Hazard Areas</b>	
FH.1 Identify flood and natural hazard areas using provincial flood hazard mapping, provincial erosion mapping and other resources.	The proposed development is outside of the regulated wetland and watercourse buffer.



FH.2 Promote land use and development in areas other than flood and natural hazard areas.	The proposed development is outside of the regulated wetland and watercourse buffer.
FH.3 Promote land use and development that are not expected to increase the impacts on safety and costs associated with flooding and natural hazards.	The proposed development is outside of the regulated wetland and watercourse buffer.
FH.4 Promote land use and development that incorporate mitigation measures with respect to flooding and natural hazards or that are appropriate for areas subject to natural hazards.	The proposed development is outside of the regulated wetland and watercourse buffer.



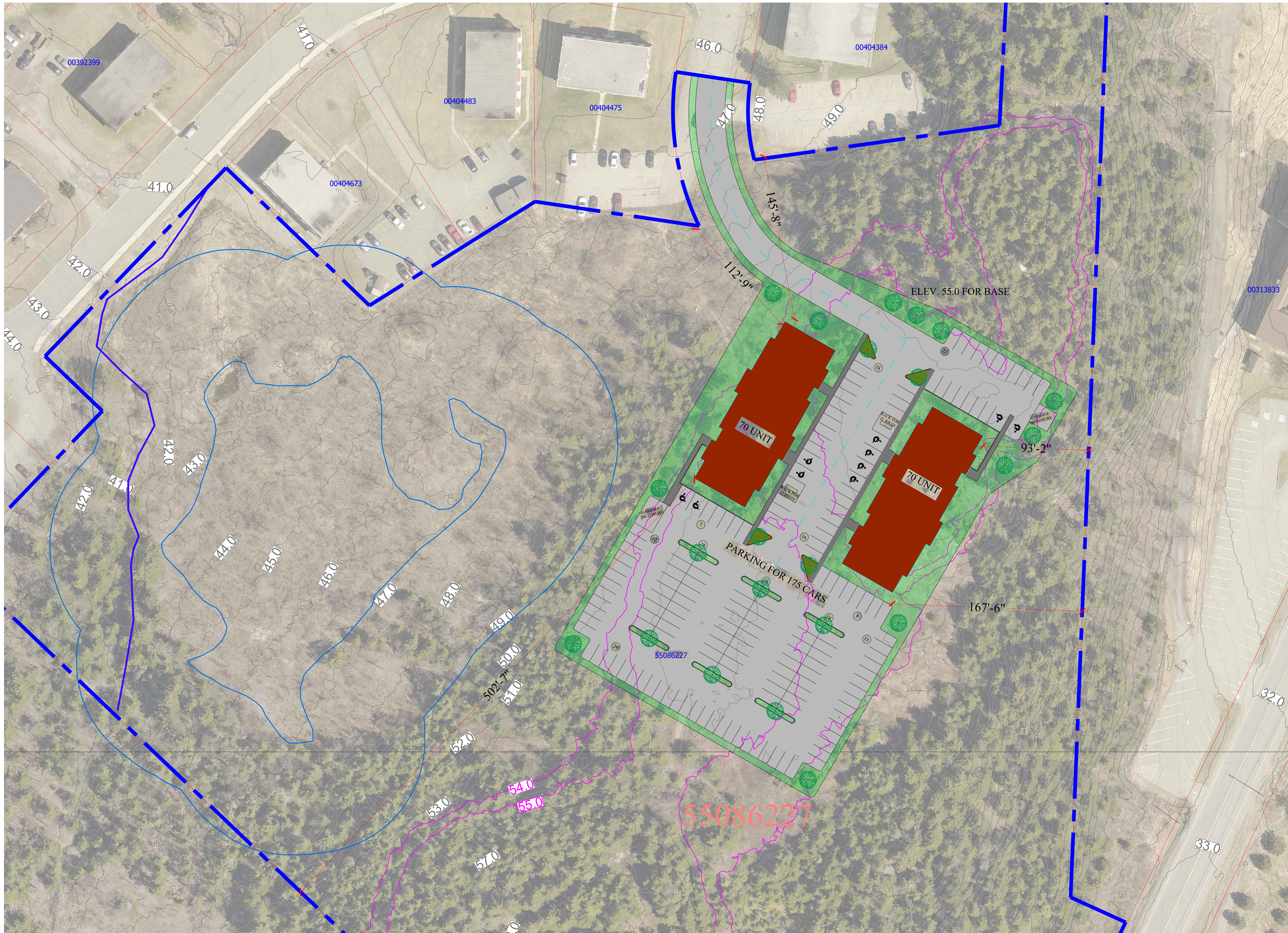


1 SITE PLAN  
 SP-1 SCALE: 1"=70'

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PROJECT			
<b>NASON ROAD</b> ****			
TITLE			
<b>SITE PLAN</b>			
DESIGNED: B.L.	PLAN No.	REV.	
DRAWN: B.L.			
SCALE: AS NOTED	<b>SP-1</b>		<b>0</b>
DATE: NOV 2023			





1 SITE PLAN  
 SP-2 SCALE: 1"=40'

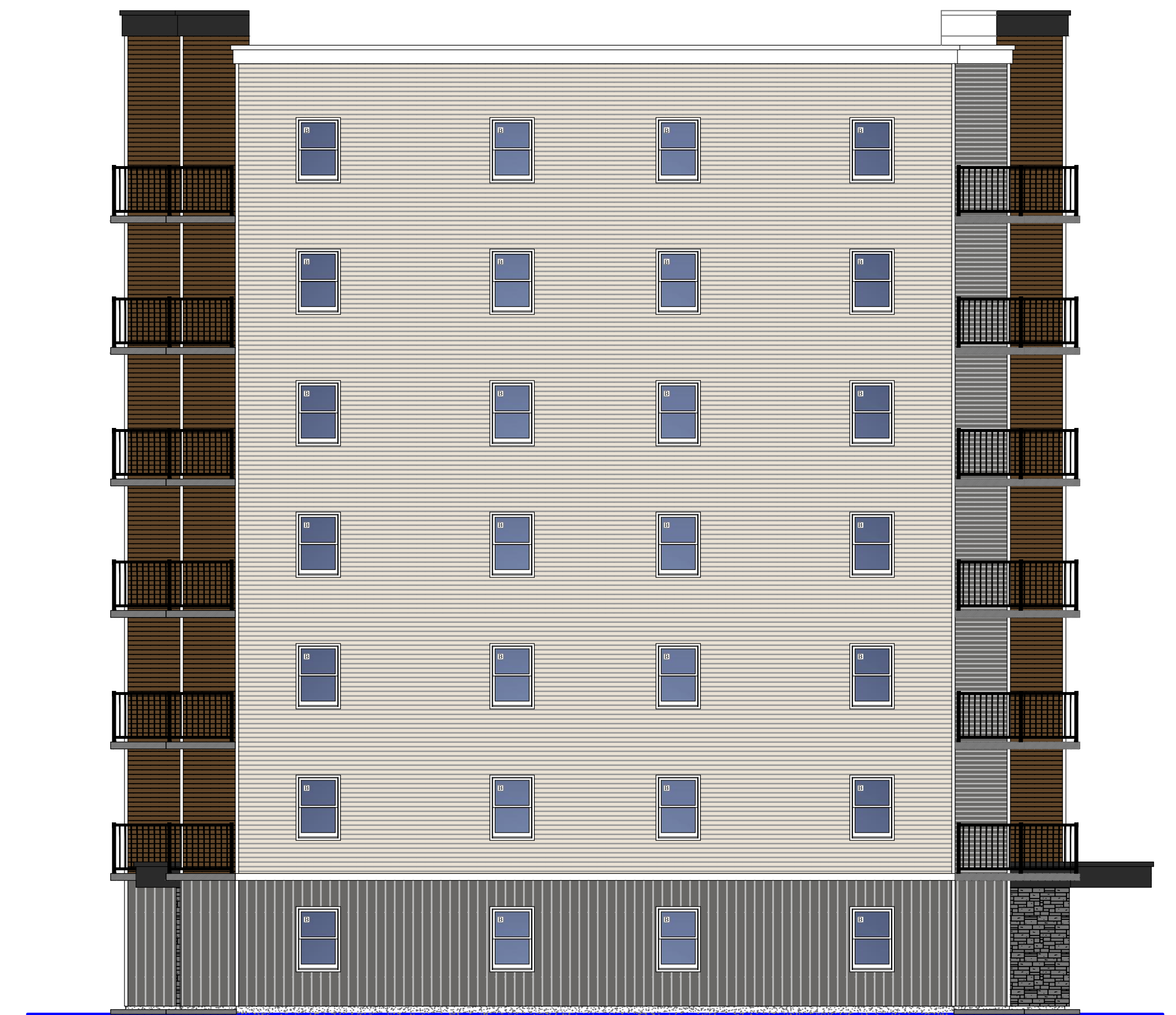
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<b>NASON ROAD</b> ****			
TITLE			
<b>SITE PLAN</b>			
DESIGNED: B.L.	PLAN No.	REV.	
DRAWN: B.L.	SP-2	0	
SCALE: AS NOTED			
DATE: NOV 2023			





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



2 LEFT & RIGHT ELEVATION  
ELEV SCALE: 1/8"=1'-0"



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

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PROJECT			
NASON ROAD			
****			
TITLE			
ELEVATIONS			
DESIGNED: B.L.	PLAN No.	REV.	
DRAWN: B.L.		ELEV 0	
SCALE: AS NOTED			
DATE: NOV 2023			







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**From:** kevin maher

**Sent:** September 6, 2024 12:20 PM

**To:** OneStop <[onestop@saintjohn.ca](mailto:onestop@saintjohn.ca)>

**Subject:** PID 55086227

I hope they have a seperate access road other than Martha Avenue as the traffic is already busy and way to fast with no one knowing what a STOP sign means. Police could make money in this area in fines.

Get [Outlook for Android](#)

Anthony Mitchell Jackson  
558 Martha Ave.  
Saint John, N.B.  
E2S 4A6

Sept 8/24

Planning Advisory Committee  
40 City of Saint John,  
Health & Community Services  
PO Box 1971  
Saint John, N.B.  
E1L 4L1

To Whom It may concern:

This letter is to inform "Planning Advisory Committee" that I am against the application for Rezoning. I have lived my home in this area in 1995. mainly because of residential zone and quiet area at that time. My concerns are as followed:

Noise: large vehicles (bulldozers, dump trucks  
dust etc)

Devaluation of my property/home.  
Traffic - after I-20 High rises get built with 50 units to each building. The traffic would be ridiculous. There is alot of small children living in this area now. There is enough buildings and homes in this area. It would be dangerous for the children with this increase of traffic.

Sincerely  
Anthony Mitchell Jackson