



## PLANNING REPORT

PAC – November 15, 2023  
File No.: Z-30-2023, S-22-2023, V-24-2023  
P.R. No. 83/23

**To:** Planning Advisory Committee

**From:** Fredrick Van Rooyen, Senior Planner

**Proposal:** Rezoning, Variance, and Tentative Plan of Subdivision to allow a comprehensive multi-residential development

**Property:** **Manhattan Drive Extension (PID 75433300)**

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**OWNER:** ABC Developments Ltd.  
5-830 Hanwell Road  
Fredericton, NB, E3B 6A2

**APPLICANT:** Colpitts Developments c/o Craig McElroy  
5-830 Hanwell Road  
Fredericton, NB, E3B 6A2

### **SITE INFORMATION:**

**Location:** East of Cliffe Street and Manhattan Drive intersection

**Context:** Mid-rise residential and Willie O'Ree Place along Cliffe Street to the west, commercial plaza and vacant land to the north, future school and multi-residential to the south, vacant land to the east

**Ward No:** 5

**Municipal Plan:** New Neighbourhoods

**Zoning:** Residential Zone Five Holding (R-5(H))

**Existing Land Use:** Vacant land

**Previous Applications:** P.R. 49/22

### **EXECUTIVE SUMMARY:**

The Applicant is proposing a comprehensive multi-residential development totaling 824 units on an extension of Manhattan Drive. The primary housing form will comprise nine apartment buildings, five being 4 storeys and four being 6 storeys in height. The proposal also includes townhouse and stacked townhouse building forms next to new public streets to add to the variety in housing forms. At the end of the Manhattan Drive extension, the development includes parkland that would be a focal point for the neighbourhood and foster a sense of place.

The proposal requires a rezoning to the MR-2, MR-4, and P zones, a zone amendment to allow more than one main residential building on a lot in the MR-4 zone for lots 23-118 and 23-125, a 2.1 metre building height variance for the proposed 6 storey apartment buildings, and a tentative

plan of subdivision to create four MR-2 lots, seven MR-4 lots, and one P lot along an extension of Manhattan Drive and two new public streets.

The proposal is consistent with Growth Strategy direction encouraging a more compact and complete neighbourhood form with the inclusion of greater density, a mix of housing types, parkland, and connectivity with the broader Northeast neighbourhood. The proposal is also generally consistent with the Municipal Plan policy criteria for the design of new neighbourhoods and new mid-rise residential uses in the New Neighbourhood designation. The project represents a large scale, quality greenfield development that will fulfill land use policy aspirations and contribute positively to the City's urban form. Staff support the application subject to terms and conditions.

### **APPLICATION:**

Colpitts Developments, on behalf of ABC Developments Ltd., has made an application on Manhattan Drive for the following:

- Rezone portions of PID 75433300 from Residential Zone Five Holding (R-5(H)) to Multi-Residential Zone Two (MR-2), Multi-Residential Zone Four (MR-4), and Park Zone (P);
- Zone amendment to allow more than one main residential building on a lot in the MR-4 zone;
- 2.1 metre building height variance for the proposed 6 storey apartment buildings; and,
- Tentative plan of subdivision to create four MR-2 lots, seven MR-4 lots, and one P lot along an extension of Manhattan Drive and two new public streets,

to allow for a comprehensive multi-residential development.

### **PLANNING COMMENTS:**

Background:

In July 2022, the Applicant applied for a zone amendment, variance, and tentative plan of subdivision to permit three 82-unit four storey apartment buildings along Manhattan Drive. This development was considered the initial phase on Manhattan Drive with the understanding that there would be a more comprehensive plan for the further extension of Manhattan Drive to the east.

Proposal:

The site is approximately 43.62 acres or 17.56 hectares in area. There is a major power line easement that runs east-west along the southern extent of the property as seen on Maps II and III. There are also two watercourses within the property, one that runs east-west along the northern extent of the property and another that runs north-south along the eastern extent of the property as seen on Map III. These constraints have impacted the overall street and building layout, particularly for the buildings on the south side of the Manhattan Drive extension abutting the power line easement.

The proposal is a comprehensive multi-residential development that includes 756 apartment units across nine apartment buildings, five being 4 storeys and four being 6 storeys in height, 42 stacked townhouse and 26 townhouse dwellings, totaling 824 units. The proposed development includes a mix of unit types with 24% being 1 bedroom, 65% being 2 bedroom, and 11% being 3 bedroom units. The general intent of the proposal is to achieve a fairly consistent streetscape in

terms of buildings oriented to the street with parking behind, beside, or underground and not in the front. To help break up the apartment building form along the Manhattan Drive extension and provide a transition along the new public streets, townhouse and stacked townhouse building forms have been included. The Applicant has noted that similar to their previous developments in the area, common amenities would be provided including social rooms, fitness rooms, bike parking, and garden areas. Given the size of the development, not all of these amenities would be provided for each building, but rather some would be shared between buildings.

The main “spine” of the proposal will be the extension of Manhattan Drive eastward to intersect with a future north-south street that would extend north from Cuffman Street. This future north-south street, which can be seen on Map VII, is on land that the City acquired from the province, next to their school site, for the purposes of providing affordable housing. The primary objective of this future north-south street is to facilitate affordable housing, but it also serves as an important linkage for neighbourhood connectivity and the proposed development; in the future, the street would continue north, provide access to other future development in the Northeast growth area and eventually connect to Crocket Street. Additionally, the proposal includes another public street going north mid block on the Manhattan Drive extension to ensure that the proper connections can be made to future development to the north that is also part of the Northeast growth area. At the end of the Manhattan Drive extension and fronting on the future north-south street, the Applicant is proposing 3.8 hectares (9.4 acres) of parkland that would function as a focal point for the neighbourhood.

Growth Strategy:

The subject property is within the Northeast future residential growth area, one of four growth areas identified in the Growth Strategy that will accommodate three quarters of the City’s future residential growth. These growth areas are intended to bring a variety of new housing in a more compact and complete neighbourhood form. The Northeast community in particular is intended to bring apartment buildings together with retail uses to create a mixed-use node off Cliffe Street. The proposed multi-residential development helps support the density targets in the Growth Strategy and contributes to the vision of the Northeast community.

Municipal Plan:

The subject property is designated New Neighbourhoods in the Municipal Plan. The New Neighbourhoods designation comprises areas of the city that are intended to accommodate substantial new residential growth in newly developed neighbourhoods, providing a range of housing types that meet a variety of needs. Growth within the Northeast community will bring a variety of new housing, multi-residential development combined with retail uses to create a Mixed-Use Node off Cliffe Street.

The proposal is consistent with the Municipal Plan policy criteria for the design of new neighbourhoods. Section 2.2.1(24) states:

- Council shall seek to ensure that the design of New Neighbourhoods:*
- i. Fosters a sense of community and neighbourhood;*
- ii. Provides for the efficient use of land;*
- iii. Provides for the compatible mix of varied and innovative forms of housing and other uses;*
- iv. Provides for the efficient and economic extension and delivery of water and sewer services and utilities;*

- v. Provides for parks, schools and other community uses in central, convenient locations;*
- vi. Minimizes the adverse effects of highways and other existing incompatible surrounding land uses;*
- vii. Includes a hierarchy of streets that adequately and safely accommodates traffic flows and provides proper linkages to other areas of the City;*
- viii. Promotes walking and cycling opportunities by providing trails; trail connections and interconnected street pattern designed to provide a variety of convenient walking routes;*
- ix. Places particular emphasis on the needs of public transit;*
- x. Minimizes adverse impacts on the environment; and,*
- xi. Includes a focal point or nodes, where appropriate.*

The proposal meets the intent of this policy by providing:

- Greater densities through a mix of housing types including townhouses, stacked townhouses, and apartment buildings;
- A sense of community and a focal point for the neighbourhood through the park dedication;
- A logical hierarchy of streets including important linkages to the broader Northeast neighbourhood that improve traffic flow and connectivity;
- Trail connections through the parkland that connect to adjacent lands to promote walking and cycling; and,
- An efficient use of land and an economic extension of water and sewer services.

The proposal is consistent with policy criteria where a rezoning or zoning by-law amendment is required for a new mid-rise or high-rise residential use in the New Neighbourhood designation. Section 2.2.1(25) states that proposals shall:

- i. Have direct access to an Arterial or Collector Road. If direct access to one of these road types is not possible, the development may gain access to an Arterial or Collector Road from a Local Road;*
- ii. Incorporate underground parking facilities, where appropriate;*
- iii. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;*
- iv. Be adjacent to or in close proximity to an existing or planned transit route;*
- v. Be adjacent to or in close proximity to parks, open spaces and/or other community facilities, services and amenities, and employment zones; and,*
- vi. Provide high-quality building design that contributes positively to the City's urban form.*

The proposal meets the intent of this policy by providing:

- A directly connected to Cliffe Street, which is a major arterial road, the Manhattan Drive extension and the proposed new street to extend north from Cuffman Street would also be collector roads;
- Underground parking facilities for all proposed apartment buildings;
- A concept plan that incorporates more than adequate landscaping, buffering, common amenity space, trail and parkland;
- A location in close proximity to transit in the 14N/15S bus line that provides a connection to commercial on Two Nations Crossing to the north, downtown Fredericton and Regent Mall to the south;

- A location in proximity to existing and planned community amenities and services including commercial amenities at the Cliffe Street and Two Nations Crossing intersection, Willie O’Ree Sports Complex, a new elementary school on Cuffman Street currently under construction abutting the subject property, and other nearby schools including Gibson-Neill Memorial Elementary School, École Les Éclaireurs and Leo Hayes High School; and,
- Appropriate building forms with greater densities that have given attention to individual building design, height and massing through various façade articulations, stepbacks and ground floor entry features contributing positively to the City urban form.

The proposal is consistent Section 2.2.1(27) which states parks should be located within proximity to residential and/or non-residential uses to ensure that they are:

- i. Highly visible by maximizing frontage along public streets;*
- ii. Safely accessible;*
- iii. Serve as a final point for neighbourhood residents; and,*
- iv. Contribute to the identify of a neighbourhood and foster a sense of place.*

The proposal is consistent with this policy by providing parkland that meets all of the above criteria with direct street frontage and trail connections that will provide a community focus and neighbourhood node.

When looking at the proposed development in the broader Northeast growth area, which has seen significant growth and greater densities in a variety of housing types over the last several years, there are a number of existing and planned community amenities. As seen on Map VII, there are commercial amenities to the northwest at the Cliffe Street/Two Nations Crossing intersection, Willie O’Ree Sports Complex to the southwest, a new elementary school on Cuffman Street currently under construction abutting the subject property to the south, other nearby schools including Gibson-Neill Memorial Elementary School, École Les Éclaireurs and Leo Hayes High School, a future north-south multi-use trail that provides connectivity throughout the various Northeast developments from Eco Terra Drive to Manhattan Drive, and a proposed neighbourhood park at the end of the Manhattan Drive extension. With the numerous existing and planned community amenities in the Northeast neighbourhood, a more compact and complete neighbourhood form with greater densities is taking shape and the proposed development contributes to that vision.

#### Zoning By-law:

As seen on Map I, the proposed zoning scheme includes three components. The first being the Multi-Residential Zone Four (MR-4) for the proposed apartment buildings along the Manhattan Drive extension. The MR-4 zone allows for a greater density (minimum 100m<sup>2</sup>/unit) in a mid-rise form up to 18 metres (6 storeys). While the proposed four storey apartment buildings do not require the MR-4 zone for the proposed height, they do require the MR-4 zone based on the proposed density. Secondly, the proposed zoning scheme features the Multi-Residential Zone Two (MR-2) for the proposed townhouse and stacked townhouse buildings, which help break up the apartment building form along the Manhattan Drive extension and provide a transition along the new public streets. Lastly, the Park Zone (P) would be used for the proposed parkland at the end of the Manhattan Drive extension. With the existing Residential Zone Five (R-5) only permitting low density residential, the Applicant has proposed the multi-residential zones to provide greater density aligned with the intent of the designated growth area and the Applicant would be able to provide more housing to support the overall supply.

It is important to note that the existing watercourse on the northern extent of the property is currently zoned Environment & Open Space Zone (EOS) and would remain EOS zone. Additionally, while the parkland is shown for the full extent of the property on Map II, the eastern portion of the property would remain Residential Zone Five Holding (R-5(H)). The park use would still be permitted in the R-5(H) zone, as parks are permitted in any zone as per subsection 4.1(1) of the Zoning By-law, but staff are of the opinion that the eastern portion should remain within the holding zone to potentially accommodate any future connection from Stafford Drive to lands to the north and east as seen on Map VII. As staff look at the larger growth area it is important to identify potential connections and not limit access to future development. Accordingly, staff want to ensure that this potential connection is acknowledged and will review the potential connection as future plans progress.

The proposal includes a detailed analysis to ensure what is being proposed on each lot will meet minimum Zoning By-law standards and requirements. Staff would note that based on the concept plan provided, the proposed buildings comply with the minimum building setbacks, lot coverage, and landscaped area, but will be confirmed as detailed plans advance at the building permit stage.

Lot #	Zone/Proposed Use	Density	Unit Mix	Building Height	Parking
<b>23-118</b> <b>9,717m<sup>2</sup></b>	MR-4 – two apartment buildings (4 storeys)	Max: 97 units Proposed: 96 units	16 – 1 bed 64 – 2 bed 16 – 3 bed	Max: 18m Proposed: 14.9m	Required: 140 spaces Provided: 90 underground 56 surface 146 spaces total
<b>23-119</b> <b>5,339m<sup>2</sup></b>	MR-2 – stacked townhouse	Max: 33 units Proposed: 28 units	28 – 2 bed	Max: 14m Proposed: 10m	Required: 42 spaces Provided: 42 spaces
<b>23-120</b> <b>4,768m<sup>2</sup></b>	MR-2 – stacked townhouse	Max: 29 units Proposed: 14 units	14 – 2 bed	Max: 14m Proposed: 10m	Required: 21 spaces Provided: 22 spaces
<b>23-121</b> <b>10,793m<sup>2</sup></b>	MR-4 – apartment building (4 storeys)	Max: 107 units Proposed: 90 units	26 – 1 bed 56 – 2 bed 8 – 3 bed	Max: 18m Proposed: 14.9m	Required: 124 spaces Provided: 59 underground 67 surface 126 spaces total
<b>23-122</b> <b>5,793m<sup>2</sup></b>	MR-2 – townhouse	Max: 32 units Proposed: 15 units	13 – 2 bed 2 – 3 bed	Max: 10m Proposed: 9m	Required: 24 spaces Provided: 24 spaces
<b>23-123</b> <b>3,819m<sup>2</sup></b>	MR-2 – townhouse	Max: 21 units Proposed: 11 units	9 – 2 bed 2 – 3 bed	Max: 10m Proposed: 9m	Required: 18 spaces Provided: 19 spaces

<b>23-124</b> <b>25,200m<sup>2</sup></b>	MR-4 – apartment building (6 storeys)	Max: 252 units Proposed: 132 units	36 – 1 bed 84 – 2 bed 12 – 3 bed	Max: 18m <b>Proposed:</b> <b>20.1m</b>	Required: 183 spaces Provided: 59 underground 130 surface 189 spaces total
<b>23-125</b> <b>25,300m<sup>2</sup></b>	MR-4 – <b>two</b> <b>apartment</b> <b>buildings</b> (4 & 6 storeys)	Max: 253 units Proposed: 188 units	52 – 1 bed 116 – 2 bed 20 – 3 bed	Max 18m Proposed: 14.9m and <b>20.1m</b>	Required: 261 spaces Provided: 104 underground 164 surface 268 spaces total
<b>23-126</b> <b>10,400m<sup>2</sup></b>	MR-4 – apartment building (6 storeys)	Max: 104 units Proposed: 84 units	24 – 1 bed 48 – 2 bed 12 – 3 bed	Max: 18m <b>Proposed:</b> <b>20.1m</b>	Required: 117 spaces Provided: 45 underground 79 surface 124 spaces total
<b>23-127</b> <b>12,220m<sup>2</sup></b>	MR-4 – apartment building (6 storeys)	Max: 122 units Proposed: 84 units	24 – 1 bed 48 – 2 bed 12 – 3 bed	Max: 18m <b>Proposed:</b> <b>20.1m</b>	Required: 117 spaces Provided: 45 underground 79 surface 124 spaces total
<b>23-128</b> <b>8,991m<sup>2</sup></b>	MR-4 – apartment building (4 storeys)	Max: 89 units Proposed: 82 units	22 – 1 bed 54 – 2 bed 6 – 3 bed	Max: 18m Proposed: 14.9m	Required: 114 spaces Provided: 51 underground 68 surface 119 spaces total

### *Zone Amendment*

The proposal includes a zone amendment to allow more than one main residential building on a lot in the MR-4 zone for lots 23-118 and 23-125. While the buildings on these lots comply with the zone standards in the MR-4 zone, the MR-4 zone only permits one main residential building on a lot. The MR-4 zone was originally designed to accommodate multi-residential infill development that would be more typical on smaller lots in the urban core. However, with the subject property being within one of the new neighbourhoods and contributing to the density/growth surrounding the future Mixed-Use Node, the MR-4 zone is considered appropriate. Given the size of the proposed lots, more than one main building can be accommodated. Staff would note that as part of the general amendments to the Zoning By-law being advanced, an amendment to the MR-4 and MR-5 zone is proposed to allow more than one main residential building to provide greater flexibility for scenarios such as this.

## *Parking*

The proposed parking complies with Section 5 of the Zoning By-law. Staff would note that all of the proposed apartment buildings incorporate underground parking. For surface parking, staff have worked with the Applicant to ensure surface parking is located beside or behind the proposed buildings and as detailed plans are advanced, staff will work with the Applicant to minimize the length of the parking rows and ensure adequate pathways are provided from the parking areas to building entrances. Staff would note that the power line easement on the southern extent of the property is not able to be used for buildable area, and so the Applicant has tried to better utilize this space for parking while the remaining portion being landscaped.

Staff would note that the proposed development is also subject to the minimum bicycle parking requirements, being 0.3 bicycle parking spaces per dwelling unit. Given the scale of the concept plan, it is not typical for the level of detail to include bicycle parking, but staff will work with the Applicant as detailed plans are advanced to ensure that adequate bicycle parking is provided, and indoor bicycle parking will be encouraged where feasible. Staff are recommending that a final landscape and parking plan be provided to ensure that the proposed landscaping and parking, including bicycle parking, comply with the Zoning By-law.

## *Building Design & Layout*

Staff have worked with the Applicant to provide more detail on the proposed buildings and a variety of conceptual renderings as seen on Maps IV, V, and VI. It should be recognized that these renderings are conceptual, but that the building location and design standards would still apply as part of the detailed plan review at the building permit stage. Given the number of apartment buildings and their scale, staff suggest that specific attention be paid to breaking up the massing of the buildings through various articulations, a suitable street wall or podium at the third- or fourth-storey level where a building faces a public street for the proposed six storey apartment buildings on Lot 23-124 (at the corner of the Manhattan Drive extension and future north-south street), Lot 23-126, and Lot 23-127, a variety of building colours and materials, accentuated building entrances, and building location that addresses the street and frames the corners where applicable. As seen on Maps IV, V, and VI, the Applicant has considered such articulations, stepbacks for the 6 storey apartment building on Lot 23-124 (corner of Manhattan Drive extension and future north-south street) and the two apartment buildings that are perpendicular to the street on Lots 23-126 and 23-127 to provide a more pedestrian scale and transition where they are across from townhouse or stacked townhouse buildings, as well as a variety of building materials and colours. The Applicant has noted that the buildings would include a various mix of vinyl, brick/stone, and metal accent cladding.

Staff would note that while the majority of the proposed buildings are parallel to the street, the first three buildings on the south side of the Manhattan Drive extension are oriented perpendicular to the street. The Applicant has noted that this orientation is being proposed based on the steeply sloping grades and to provide some variation in the building orientation on the extension. While a parallel orientation is preferred, staff recognize the grading challenges and will work with the Applicant to ensure that these buildings still provide an entrance that faces the street and for the six storey buildings, incorporate a stepback as shown on Map VI to provide a more pedestrian scale along Manhattan Drive. Overall, staff will work with the Applicant on the final building designs at the building permit stage to ensure that the buildings comply with the building location and design standards.



### *Variance – Building Height*

The proposal includes a 2.1 metre building height variance for the proposed six storey apartment buildings. The Applicant has noted that the additional 2.1 metres in building height has been requested to accommodate a 9' ceiling height compared to a typical 8' ceiling. Staff have no concerns with the proposed height variance as the proposed buildings still maintain the 6 storeys, a setback requirement is being recommended to provide a more compatible scale at the street, and given the sizeable lots and surroundings, no adverse impacts are anticipated with the addition height.

### *Tentative Plan of Subdivision*

The proposed tentative plan of subdivision includes the creation of four MR-2 lots (Lots 23-119, 23-120, 23-122, and 23-123), seven MR-4 lots (Lots 23-118, 23-121, 23-124, 23-125, 23-126, 23-127 and 23-128), and one P lot along an extension of Manhattan Drive and two new public streets as seen on Map III. The proposed lots are approximately sized for the multi-residential development.

The 8% public land dedication is applicable to the proposed lots. The Applicant has proposed a 3.8 hectares (9.4 acres) park parcel at the end of the Manhattan Drive extension, with frontage on the new north-south public street as seen on Map III. As mentioned, while the parkland is shown for the full extent of the property on Map II, the eastern portion of the property would remain R-5(H) to potentially accommodate any future connection from Stafford Drive to lands to the north and east as seen on Map VII. Additionally, the Applicant has shown a general location for a stormwater attenuation pond also within this area. When you remove the approximate area of the R-5(H) lands on the east end of the property and the stormwater attenuation pond, the remaining park land area would be approximately 2.15 hectares (5.31 acres). This remaining park land area would still represent approximately 12%, well beyond the required 8% public land dedication. Staff are recommending that the 8% public dedication be taken as land as given the size of the proposed development, staff feel that the proposed parkland would provide a focal point for the neighbourhood and foster a sense of place. Additionally, the parkland helps maintain the existing watercourse and would include a future multi-use trail that would provide connectivity throughout the various Northeast developments from Eco Terra Drive to Manhattan Drive.

### *Transportation and Servicing:*

#### *Traffic*

The Application retained exp consultants who prepared a Traffic Opinion Letter. The purpose of the letter was to quantify the traffic impact from the proposed development on the intersection of Cliffe Street and Manhattan Drive. The projected traffic generation during the am and pm peak will increase traffic at the intersection and along Cliffe Street. Cliffe Street is designed and built as a Major Arterial street and can accommodate traffic volumes such as those generated from the development. Although traffic volumes are assumed to only use the Manhattan/Cliffe intersection, the expectation is that further connections will be in place prior to the full buildout of the Manhattan Drive extension. The distribution of traffic in the area because of this will mean that no intersection upgrades will be required at the Manhattan/Cliffe intersection as a result of the development.

The secondary access to this development will be via a proposed new street to extend north from Cuffman Street to this development and eventually as future development takes place, north to

connect to Crocket Street. The secondary access to Cuffman Street will relieve some of the traffic volumes that would otherwise be directed to Cliffe Street.

The intersection of Manhattan Drive and the new street extending from Cuffman Street may require a single-lane roundabout to accommodate future traffic growth as the latter street extends northward. Sufficient right of way is to be transferred to the City to accommodate a roundabout in this location. In addition to traffic control, this roundabout and the proposed roundabout located mid-block on Manhattan Drive extension also provide traffic calming and are good locations for crosswalks.

### *Active Transportation*

The new street cross sections will be sufficient for a City sidewalk on one side. The Manhattan Street sidewalk would be on the south side and connect to the Cliffe Street sidewalk and trail system, along with transit services available at the Cliffe Street and Manhattan Drive intersection. Additionally, the new north-south street sidewalk would connect south to Cuffman Street and through the proposed park lot, there would be a future multi-use trail that will extend from Cuffman Street in the EOS zoned property. This multi-use trail connection provides connectivity through the Northeast neighbourhood and particularly to the numerous community amenities and schools in the Northeast.

### *Municipal Services*

Sanitary service cannot be attained by gravity towards Cliffe Street (beyond the three buildings currently under construction on Manhattan Drive). Water service can be extended from Cliffe Street, however to achieve sanitary service by gravity, the sanitary service for the entire development in this application will need to be extended from Cuffman Street. The sanitary service connection would be from the future street on City that would extend north from Cuffman Street. Depending on water pressures, water service for some of the proposed development may also need to be extended from Cuffman Street. The City is in the process of establishing a timeline for the extension of services and construction of the future street that would extend north from Cuffman Street.

### *Stormwater Management*

An area has been identified on the conceptual plan for a stormwater attenuation pond, and the Applicant's consultant has provided a preliminary comment on adequacy of the pond (size and location) for the entire development. An approved Stormwater Management Plan (SWMP) will be required in conjunction with approval of construction drawings. The storm pond is to be on a separate City owned lot, with direct connection to the public street for access and maintenance, and an overland flow path for surface water from large storm events. The purpose of the SWMP is to ensure that surface water is managed and attenuated such that there will be no negative impact from the development during storm events on the City's public storm system, adjacent properties, or wetland/watercourses. The developer must ensure that surface water is managed during all phases of construction (i.e., the pond should be included with the first phase of construction).

### *Wetland and Watercourses*

The existing watercourses are shown on the conceptual plan, based on SNB mapping. Any work within 30 metres of a watercourse or wetland requires a permit from the Department of Environment and Local Government (DELG). Surface water runoff must be managed during all

phases of construction to ensure there are no negative impacts on adjacent properties, or wetland/watercourse water quality.

Should this application be approved, Engineering & Operations staff will meet with the Applicant's consultant to review sanitary servicing, water servicing, and stormwater management to ensure that there are no issues as the engineering design progresses.

**RECOMMENDATION:**

1. It is recommended that that application submitted by Colpitts Developments, on behalf of ABC Developments Ltd., on Manhattan Drive to rezone portions of PID 75433300 from Residential Zone Five Holding (R-5(H)) to Multi-Residential Zone Two (MR-2), Multi-Residential Zone Four (MR-4), and Park Zone (P); a zone amendment to allow more than one main residential building on a lot in the MR-4 zone; and a 2.1 metre building height variance for the proposed 6 storey apartment buildings be approved subject to the following terms and conditions:

- a) The site be developed generally in accordance with Map II attached to P.R. 83/23 to the satisfaction of the Development Officer;
- b) Final building design be generally in accordance with Maps IV, V, and VI attached to P.R. 83/23, including the incorporation of a continuous stepback at the third or fourth storey level on any façade that faces a public street for the proposed six storey buildings on Lot 23-124, 23-126 and 23-127, façade articulation, a variety of building materials and colours, accentuated building entrances, and building location that addresses the street and frames the corners where applicable, to the satisfaction of the Development Officer;
- c) A final landscape and parking plan, including the provision of common outdoor amenities as generally shown on Map II and bicycle parking with a portion being provided indoors, be provided to the satisfaction of the Development Officer prior to the issuance of a building permit;
- d) Servicing, access, lot grading, and storm water management are to be provided to the satisfaction of the Director of Engineering & Operations prior to the issuance of a building permit;
- e) All roadway and municipal service design, construction, and inspection are to be in accordance with the City's General Specifications for Municipal Services. Record drawings, stamped by a Professional Engineer, are required at completion of the project;
- f) The Developer shall obtain any provincial approvals, including but not limited to, a Watercourse and Wetland Alteration (WAWA) permit from the Department of Environment and Local Government; and,
- g) Healthy mature trees be protected wherever feasible.

2. It is recommended that the tentative plan of subdivision submitted by Colpitts Developments, on behalf of ABC Developments Ltd., to create four MR-2 lots, seven MR-4 lots, and one P lot along an extension of Manhattan Drive and two new public streets be forwarded to City Council with a recommendation that the location of public streets be approved as shown on Map III and that the land for public purposes be taken as land as shown on Map III.

**Additional Information**

Pursuant to Section 77(1) of the *Community Planning Act*, the following terms and conditions will be imposed on the subdivision by the Development Officer:

- a) The final plan of subdivision be submitted substantially in accordance with Map III attached to P.R. 83/23 to the satisfaction of the Development Officer;
- b) Local Government Service Easements (LGSE), Public Utility Easements (PUE), Drainage Easements, streets, temporary turn-arounds and stormwater ponds are to be located and designed to the satisfaction of the Director of Engineering & Operations; and,
- c) LGSEs, streets, infrastructure, lots, and stormwater pond lots are to be granted gratuitously to the City of Fredericton.

Prepared by:

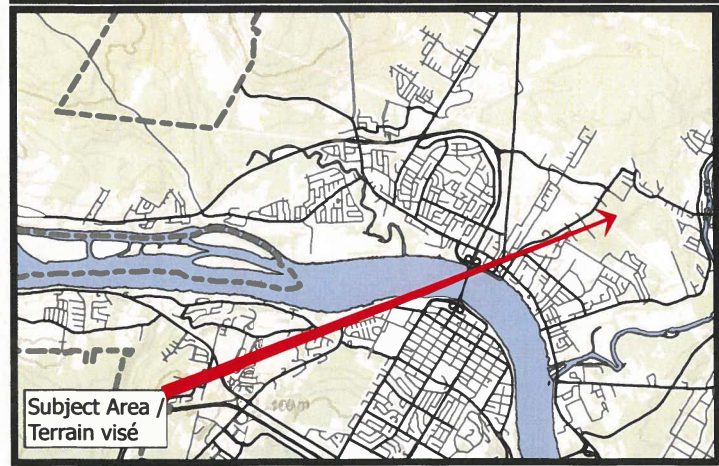
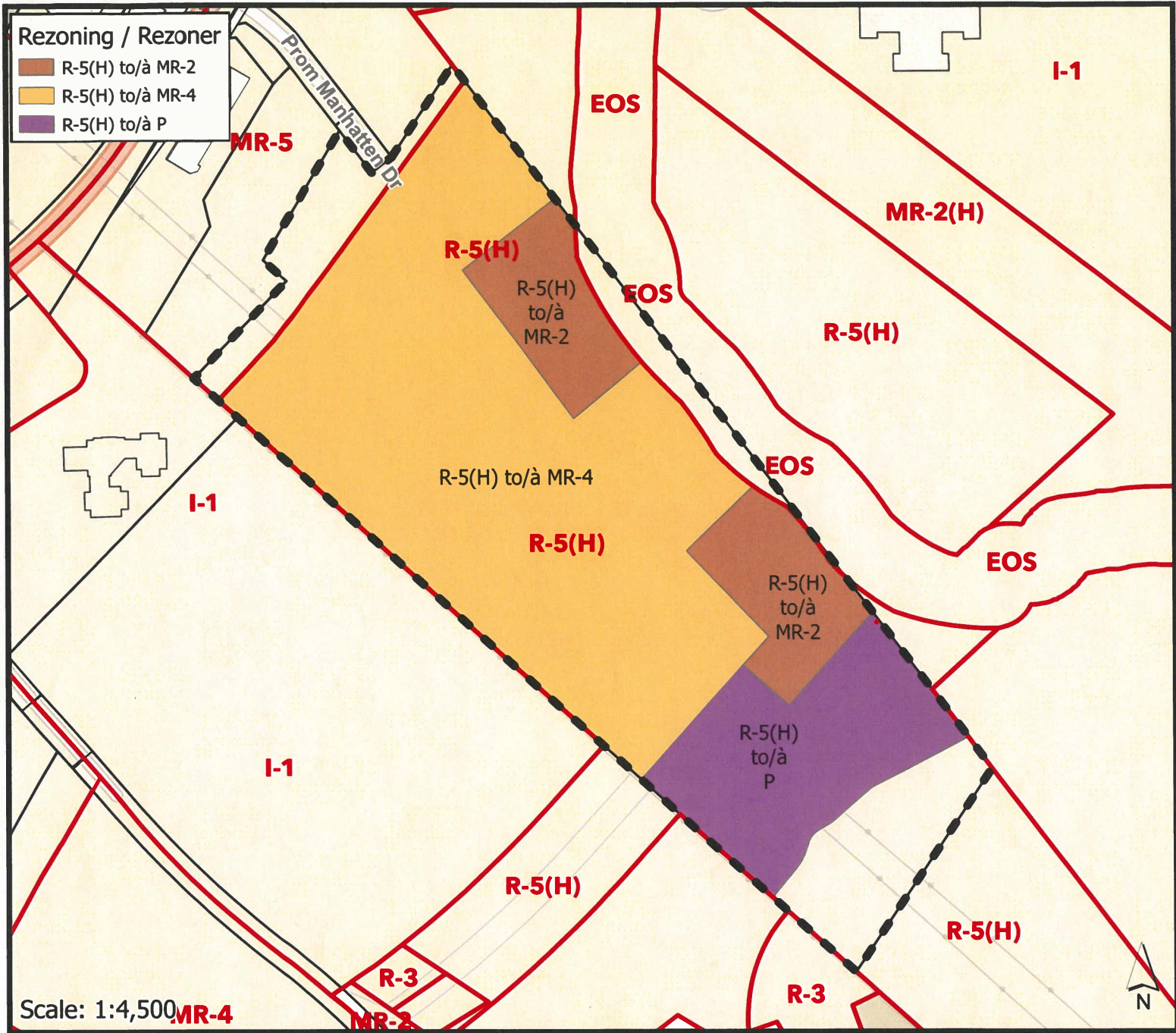


Fredrick Van Rooyen, MCIP, RPP  
Senior Planner, Community Planning

Approved by:



Marcello Battilana, RPP, MCIP  
Assistant Director, Planning & Development



**Subject Property / Propriete Visé**

Rezoning portions of PID 75433300 from R-5(H) to MR-2, MR-4, and P to permit a multi-residential development; Zone amendment to allow more than one main residential building on a lot in the MR-4 zone; 2.1 metre building height variance for the proposed 6 storey apartment buildings; and Tentative Plan of Subdivision to create four MR-2 lots, seven MR-4 lots, and one P lot along an extension of Manhattan Drive and two future streets. / Le rezonage de parties du NID 75433300 de R 5(H) à MR-2, MR-4 et P afin de permettre un aménagement multirésidentiel. Une modification de zone permettant plus d'un bâtiment résidentiel principal sur un lot zoné MR-4. Une dérogation de 2,1 m à la hauteur des immeubles d'appartements de six étages. Un plan de lotissement provisoire visant à créer, dans le prolongement de la promenade Manhattan, quatre lots MR-2, sept lots MR-4, un lot P et deux rues futures.



Community Planning  
Planification urbaine

Map \ carte # I  
File \ fiche: PR-83-2023  
Date \ date: novembre \ November 15, 2023  
Subject \ sujet: promenade Manhattan Drive  
Colpitts Developments  
c/o Craig McElroy



Site Plan / Plan du site

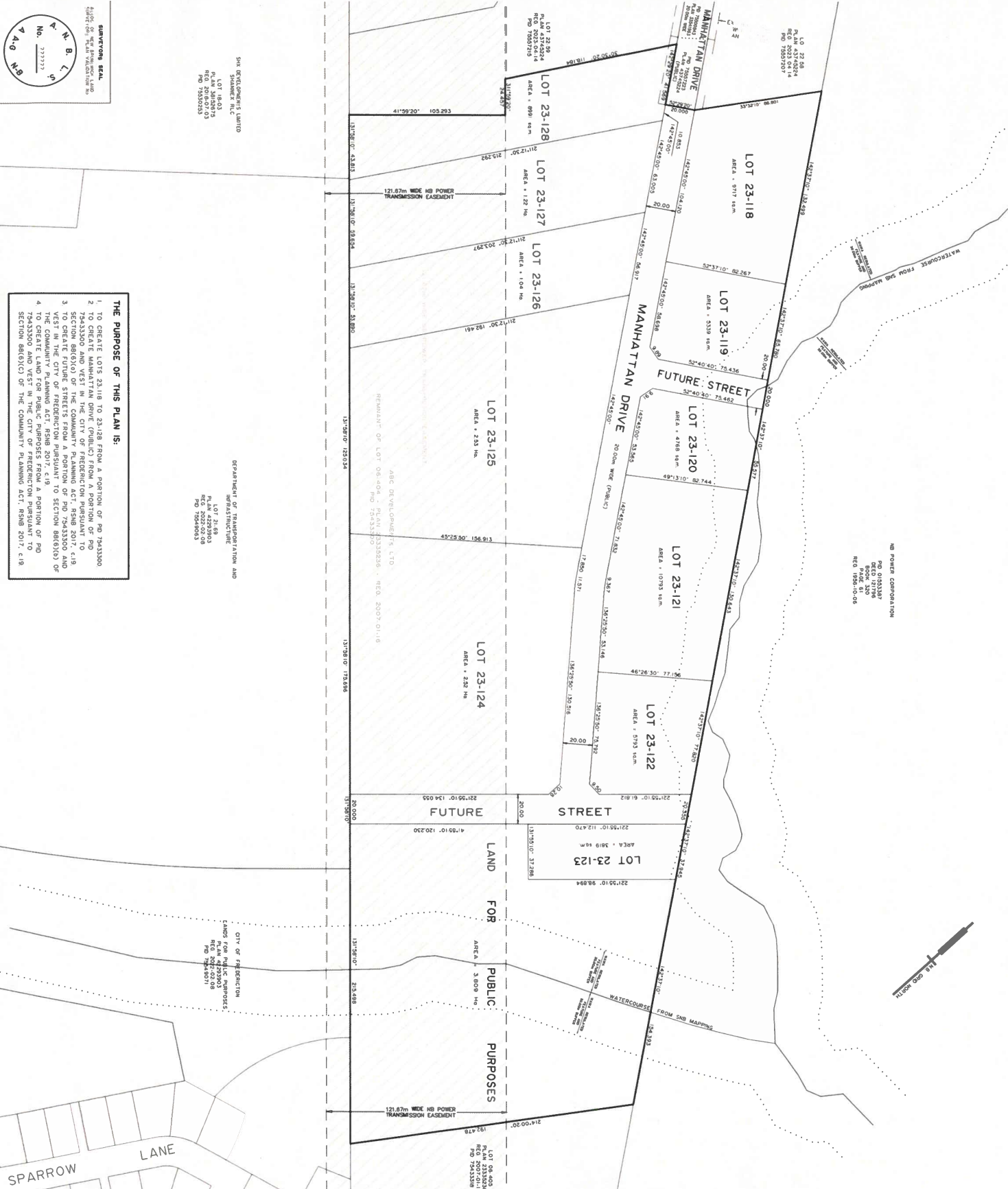
Area = 179 563.2 m<sup>2</sup>  
 8% = 14 365 m<sup>2</sup>  
 Public Park = 38 090 m<sup>2</sup>

01553387



Community Planning  
 Planification urbaine

Map \ carte # II  
 File \ fiche: PR-83-2023  
 Date \ date: novembre \ November 15, 2023  
 Subject \ sujet: promenade Manhattan Drive  
 Colpitts Developments  
 c/o Craig McElroy



**Tentative Plan of Subdivision / plan de lotissement**



**THE PURPOSE OF THIS PLAN IS:**

1. TO CREATE LOTS 23-118 TO 23-128 FROM A PORTION OF PD 7543300
2. TO CREATE MANHATTAN DRIVE (PUBLIC) FROM A PORTION OF PD 7543300 AND VEST IN THE CITY OF FREDERICTON PURSUANT TO SECTION 88(6)(1) OF THE COMMUNITY PLANNING ACT, RSMB 2017, c.18
3. TO CREATE FUTURE STREET (PUBLIC) FROM A PORTION OF PD 7543300 AND VEST IN THE CITY OF FREDERICTON PURSUANT TO SECTION 88(6)(1) OF THE COMMUNITY PLANNING ACT, RSMB 2017, c.18
4. TO CREATE LAND FOR PUBLIC PURPOSES FROM A PORTION OF PD 7543300 AND VEST IN THE CITY OF FREDERICTON PURSUANT TO SECTION 88(6)(1) OF THE COMMUNITY PLANNING ACT, RSMB 2017, c.18

SNG DEVELOPMENTS LIMITED  
 LOT 23-118  
 PLAN 43740244  
 REG. 2022-02-09  
 PD 75282707

DEPARTMENT OF TRANSPORTATION AND INFRASTRUCTURE  
 LOT 23-118  
 PLAN 43740244  
 REG. 2022-02-09  
 PD 75282707

CITY OF FREDERICTON  
 LANDS FOR PUBLIC PURPOSES  
 REG. 2022-02-09  
 PD 75244507

LOT 23-124  
 PLAN 43740244  
 REG. 2022-02-09  
 PD 75282707

Map \ carte # III  
 File \ fiche: PR-83-2023  
 Date \ date: novembre \ November 15, 2023  
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 Colpitts Developments  
 c/o Craig McElroy



**Townhouse / maison de ville**



**Stacked Townhouse / maison de ville superposée**



**4 Storey Apartment Building / d'appartements de quatre étages**  
**Conceptual Building Elevations / Élévations**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # IV

File \ fiche: PR-83-2023

Date \ date: novembre \ November 15, 2023

Subject \sujet: promenade Manhattan Drive  
Colpitts Developments  
c/o Craig McElroy





**4 Storey Apartment Building / d'appartements de quatre étages**



**4 Storey Apartment Building / d'appartements de quatre étages**



**4 Storey Apartment Building / d'appartements de quatre étages**

**Conceptual Building Elevations / Élévations**



Community Planning  
Planification urbaine

Map \ carte # V

File \ fiche: PR-83-2023

Date \ date: novembre \ November 15, 2023

Subject \ sujet: promenade Manhattan Drive

Colpitts Developments

c/o Craig McElroy



**6 Storey Apartment Building / d'appartements de six étages**



**6 Storey Apartment Building / d'appartements de six étages**

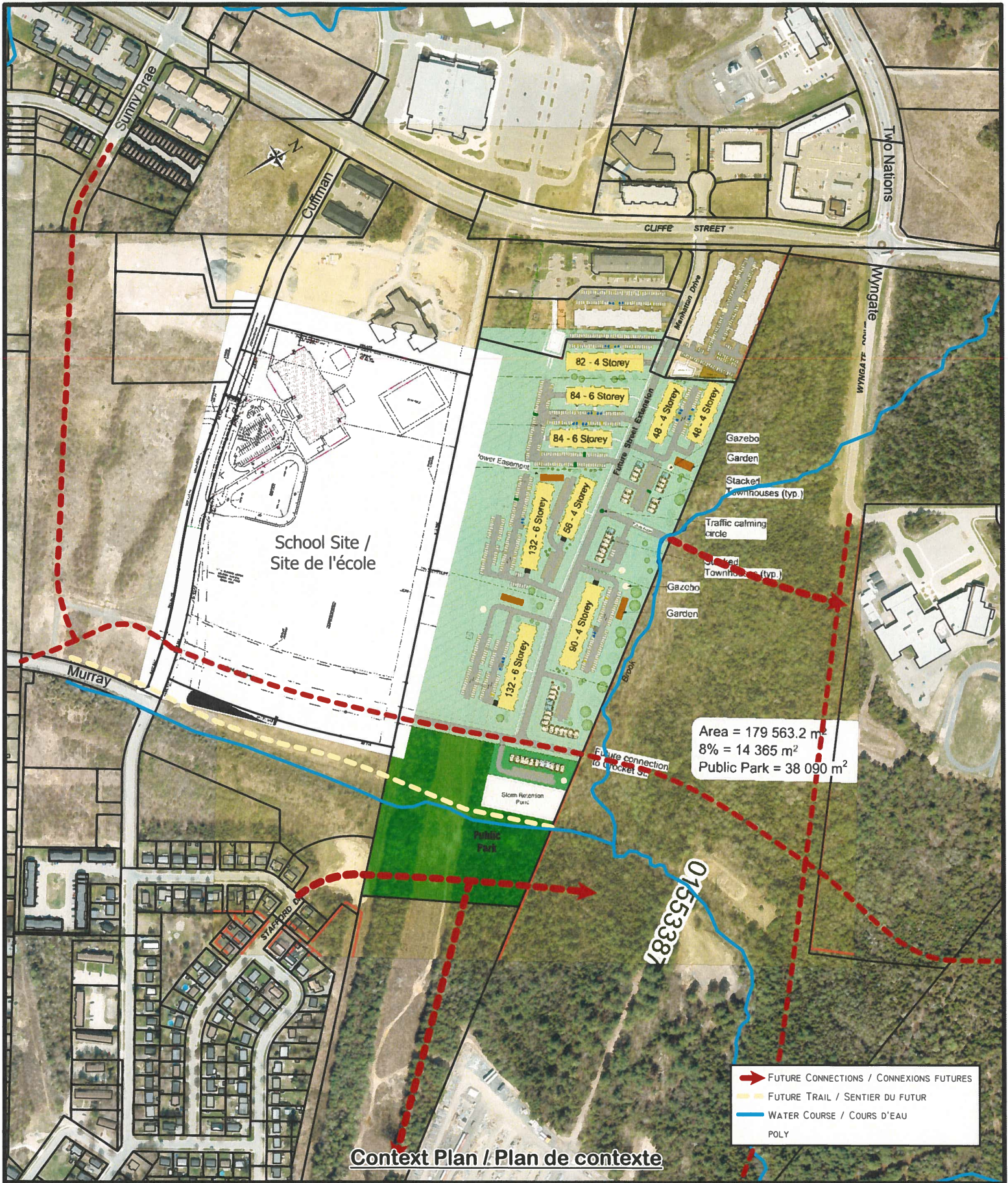


**6 Storey Apartment Building / d'appartements de six étages**  
**Conceptual Building Elevations / Élévations**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # VI  
File \ fiche: PR-83-2023  
Date \ date: novembre \ November 15, 2023  
Subject \ sujet: promenade Manhattan Drive  
Colpitts Developments  
c/o Craig McElroy



# Manhattan Drive

**Murray, Elizabeth**

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**From:** Elizabeth Radford <eradford43@gmail.com>  
**Sent:** Wednesday, November 15, 2023 11:23 AM  
**To:** PLANNING AND DEVELOPMENT  
**Cc:** Elizabeth Radford  
**Subject:** Proposal: Rezoning, Variance and tentative Plan of subdivision on Manhattan Drive

You don't often get email from eradford43@gmail.com. [Learn why this is important](#)

**External email:**

**Do not follow instructions, click links, open attachments, forward or respond to the email unless you recognize the sender and know the content is safe.**

To whom it May Concern,

Comments as requested for PAC meeting November 15th

The Park condominiums at 700 Cliffe St is my home. Access to Cliffe St is from Manhattan Drive. I object to the scale of this proposed development and the negative impact on the neighbourhood.

At the present time, there are three large multi unit residential buildings under construction on Manhattan Drive that surround our property. Turning onto Cliffe Street from Manhattan is limited by the amount of traffic on Cliffe Street. The construction of nine more multi unit residences plus the three under development will increase congestion and traffic on Manhattan Drive exponentially.

Manhattan Drive is a dead end Street. There are no timelines for future road development. A traffic light or round about to improve traffic flow for hundreds of cars from this development has not been included in this plan.

This development needs to be reconsidered to either scale it back, add a street for alternate access, or include plans to facilitate access to Cliffe Street.

Sincerely,  
Elizabeth W. Radford  
700 Cliffe St