

## PLANNING REPORT



PAC – April 15, 2026  
File No.: Z-9-26, V-8-26, P.R. No. 19/26

**To:** Planning Advisory Committee

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

**Proposal:** Rezoning and variances to permit two stacked townhouse buildings with 13 units total

**Property:** **925-929 Union Street**  
**(PIDs 75486639 & 75486621)**

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**OWNER:** 628701 N.B. Ltd.  
5-830 Hanwell Road  
Fredericton, NB, E3B 6A2

**APPLICANT:** Colpitts Developments  
5-830 Hanwell Road  
Fredericton, NB, E3B 6A2

### **SITE INFORMATION:**

**Location:** Northeast corner of Union Street and Station Road

**Context:** Mix of residential land uses to the north and east, Picaroons and the Bill Thorpe Walking Bridge to the west, Nashwaak Trail to the south

**Ward No:** 6

**Municipal Plan:** North Core

**Zoning:** Residential Zone One (R-1), Residential Zone Four (R-4), Multi-Residential Zone Three (MR-3)

**Existing Land Use:** Vacant Land

**Previous Applications:** P.R. 27/10

### **EXECUTIVE SUMMARY:**

The Applicant is proposing to consolidate the two vacant lots and construct two stacked townhouse buildings, one with 6 units and the other with 7 units for a total of 13 units. To facilitate the proposed development, a rezoning to Multi-Residential Zone Two (MR-2) is required along with several variances to the lot area, setback abutting a public street (Station Road), and side yard setback. Staff are of the opinion that the proposed rezoning and variances are appropriate for the development of the land. Overall, the proposal meets the intent of the Growth Strategy, Municipal Plan, and Union Street Area Secondary Municipal Plan, and represents a prime infill opportunity along Union Street within the North Core. Accordingly, staff support the application subject to terms and conditions.

## **APPLICATION:**

Colpitts Developments had made application on property located at 925-929 Union Street for the following:

- Rezone property from Residential Zone One (R-1), Residential Zone Four (R-4), and Multi-Residential Zone Three (MR-3) to Multi-Residential Zone Two (MR-2);
- 307.83m<sup>2</sup> lot area variance to permit two additional dwelling units;
- 1.51m setback variance from a property line abutting a public street (Station Road); and,
- 2.15m side yard setback variance,

to permit two stacked townhouse buildings with 13 units total.

## **PLANNING COMMENTS:**

Proposal:

- The Applicant is proposing to consolidate the two vacant lots and construct two stacked townhouse buildings, one with 6 units and the other with 7 units for a total of 13 units. The 6 unit stacked townhouse would be on the southern portion of the property at the corner of Union Street and Station Road, while the 7 unit stacked townhouse would be on the northern portion of the property (see Map II). This configuration with two buildings has been driven by the location of municipal water and sanitary sewer services that run through the middle of the site, which is encumbered by a municipal services easement (shown as the blue dashed line on Map II). All 13 units would be 1-bedroom units as seen on the attached floor plans (see Maps VI and VII). For reference, a stacked townhouse is defined under Zoning By-law Z-5 as *“a building containing 3 or more dwelling units located wholly or partially above one another where each dwelling unit has a separate entrance with direct access to grade”*.
- Access to the development would be from an existing driveway off Union Street with parking along the side of each building. 13 vehicle parking spaces are proposed for the development, representing 1 space per unit. The site plan as shown on Map II includes pedestrian walkways from the buildings to the existing sidewalk on Union Street along with bicycle parking. This property is well positioned in terms of active transportation and transit with the Nashwaak Trail and Bill Thorpe Walking Bridge being right across the street and there is a bus stop (14N/15S) just two lots over in front of 911 Union Street.
- The proposed building design as seen on the conceptual renderings in Maps III, IV, and V, looks to give the appearance of two single detached dwellings from the street, contributing to the existing character and rhythm along Union Street. The Applicant has noted that the proposed buildings feature a mix of materials, stone and high-quality vinyl siding that look to complement the abutting newer housing stock.
- Staff would note that most of the property is around 8.5 metres geodetic elevation. Subsection 4.1(8) of *Zoning By-law Z-5* outlines that *“no development of any habitable space shall be permitted in any zone unless the minimum geodetic elevation of the top of any floor is at least nine (9) metres”*. The Applicant is aware of this requirement and will be working with their engineering consultant to bring the necessary portions of the property up to the minimum 9 metre geodetic elevation.

#### Growth Strategy:

- The subject property is located within the Urban Core (being the North Core portion), which is a designated growth area. Residential intensification in the Urban Core will mostly take the form of apartment buildings, mixed-use buildings and townhouse developments that are compatible with their surroundings. Greater density and the proximity of day-to-day destinations will also support greater use of public transit and encourage cycling and walking. As more growth happens within the built-up city, the less undeveloped, unserviced land is required for growth. The Growth Strategy recognizes that there is a significant amount of vacant or underutilized land within the Urban Core. The subject property is a smaller site but is underutilized and represents a prime infill opportunity for residential intensification and is optimally located to support greater use of public transit, cycling, and walking.

#### Municipal Plan:

- The property is designated North Core within the Municipal Plan. Lands within the North Core designation are intended to continue to transition from a suburban to more urban built forms as new development occurs. The Municipal Plan includes the following relevant policies for the North Core:
  - *2.2.1(8) Encourage appropriately scaled infill and redevelopment along Union Street, including mid- and high-rise residential development...*
  - *2.2.1(9) Prior to adoption of a new Union Street Secondary Municipal Plan, a new mid- or high-rise building design should comply with the Main Street Built Form Design Guidelines, as appropriate.*

#### Union Street Area Secondary Municipal Plan:

- The subject property is designated Residential in the Union Street Area Secondary Municipal Plan, which contains the following relevant policies:
  - *3(1) Council shall seek to ensure that areas designated as residential shall be predominantly used for residential purposes.*
  - *3(3) Council shall encourage infill residential development, which is compatible with the surrounding residential development.*
  - *3(5) High to medium density residential development will be directed towards the major arterials with the intent of maintaining predominately low-density housing in the interior of the neighbourhoods.*

#### Main Street Built Form Design Guidelines:

- As outlined in the Municipal Plan, prior to the adoption of a new Union Street Secondary Municipal Plan, new mid- or high-rise building design should comply with the Main Street Built Form Design Guidelines, as appropriate. Staff would note that as the proposed buildings are less than 3 storeys in height, they are considered low-rise and not technically subject to the built form design guidelines. Nonetheless, the guidelines provide a good reference point to encourage a high-quality design and built form for the proposal.

- Siting and Orientation: *to create a sense of continuous buildings along the street edge, the primary street wall will be located at a built-to line at or close to the front property line.*
  - Both proposed buildings would be right at the built-to line along Union Street (minimum 6m under the MR-2 zone) and the proposed 6 unit stacked townhouse facing Station Road has been brought closer to the street to help address the street and frame the corner.
- Ground Level Design: *active uses should be placed directly adjacent to the street edge (i.e. retail/restaurants, common lobby entrances, offices, etc.), buildings should be oriented to address the street with clearly defined primary entry points fronting on the street with easy access to the sidewalk, emphasize entrances through architectural treatments and provide weather protection through canopies, awnings or recesses, and the façade of the ground floor should primarily be transparent through glazing.*
  - The proposed buildings have been oriented to address Union Street with clearly defined primary entries that feature a canopy treatment and direct connection to the sidewalk. Particular care has been given to the corner treatment for the 6 unit stacked townhouse with the canopy treatment wrapping around the corner and having a door face the Station Road frontage.
- Height and Massing: *street wall heights should be no less than 2 storeys and no taller than 4 storeys.*
  - This guideline is more applicable to mid- or high-rise buildings, but this proposal still provides a minimum 2 storeys and gives the appearance of two single detached dwellings which positively contributes to the existing character and rhythm along Union Street.
- Façade Design: *buildings should be designed to articulate a distinct base, middle, and top through step backs, projections, materials, textures and/or detailing.*
  - The proposed buildings have a clear ground floor defined by the canopy above, the façade features a number of recesses and projections, and the roofline includes several gables to define the top and provide visual interest.
- Materials and Finishes: *building materials should be chosen for their functional and aesthetic quality and exterior finishes should exhibit quality of workmanship, longevity, sustainability and ease of maintenance. Contemporary materials, or traditional materials utilized in a contemporary way, are encouraged.*
  - The proposed buildings feature a mix of stone and high-quality vinyl siding. While vinyl siding is generally discouraged, the Applicant has noted that is a higher quality product that has been used on their other nearby developments.

- Servicing, Access, and Parking: *Vehicular access to buildings and properties, adequate parking, and appropriate screening are all necessary in considering the overall site design to minimize their impact on the public realm and pedestrians.*
  - The proposed site plan looks to have the buildings closer to the street, with pedestrian connections to the sidewalk, and parking on the side of each building interior to the site. This layout helps create a more pedestrian friendly environment that positively contributes to the public realm.

Overall, the proposed development meets the intent of the Municipal Plan and Union Street Area Secondary Municipal Plan by providing:

- Appropriately scaled infill development that is compatible with surrounding residential development;
- Residential intensification within the North Core on a minor arterial road that is right next to transit services, the Nashwaak Trail, and Bill Thorpe Walking Bridge; and,
- A building design that positively contributes to the City's urban form through its thoughtful siting and architectural quality.

Zoning By-law:

The proposal complies with the standards of the Multi-Residential Zone Two (MR-2) as follows:

<b>Standard</b>	<b>Required</b>	<b>Provided</b>
Density (Lot Area/Unit)	161m <sup>2</sup> /unit 1,785.17m <sup>2</sup> /161m <sup>2</sup> = 11 units max 13 units proposed x 161m <sup>2</sup> = 2,093m <sup>2</sup> required	<b>1,785.17m<sup>2</sup> *</b> <b>13 units</b>
Lot Frontage (min)	34m	34m
Lot Depth (min)	30m	42m
Lot Coverage (max)	35% (m <sup>2</sup> )	24.5% (436.99m <sup>2</sup> )
Landscaped Area (min)	35% (m <sup>2</sup> )	47.7% (852.85m <sup>2</sup> )
Building Setbacks (min)		
Abutting Station Road	6m	<b>4.49m*</b>
Abutting Union Street	6m	6.04m
Side (north)	4m	<b>1.85m*</b>
Rear (east)	7.5m	22.9m
Building Height	14m	~6.4m
Vehicle Parking (min) (Area 1)	1-BR unit: 0.75 sp/unit 13-1BR units = 10 sp total	13 spaces
Bicycle Parking (min)	0.3 sp/unit 13 units x 0.3 sp = 4 sp total	4 spaces

\* variance required

The subject property complies with all applicable zoning standards, except for the lot area, the setback abutting Station Road, and the side yard setback (north).

#### Lot Area Variance:

- The Applicant is proposing a 307.83m<sup>2</sup> lot area variance as part of the application. This lot area variance would translate to 2 additional units beyond what is permitted under the standard density calculation (from 11 units to 13 units). Staff would consider the proposed lot area variance appropriate given the policy framework that calls for residential intensification, the inclusion of smaller one-bedroom units that would be intended to be more affordable, and with the proposed building complying with the majority of the other zoning standards including lot coverage and parking.

#### Setback Variances:

- The Applicant is proposing two setback variances as part of the application. First being a 1.51m setback variance from a property line abutting a public street (Station Road). This variance helps bring the 6 unit stacked townhouse closer to the corner, giving the building more prominence. By pushing the building closer to Station Road, it also supports a more functional parking area to ensure an adequate driveway aisle width and parking space length. This siting and orientation is very much encouraged in the built form design guidelines and a welcomed adjustment in staff's view.
- The second setback variance is a 2.15m side yard setback variance. This is applicable for the 7 unit stacked townhouse on the northern side of the property. This variance is primarily being driven by the location of the municipal services easement as it tapers towards the rear of the property, reducing the amount of depth to support a functional floor area for the units. Staff would note that the minimum 4m side yard setback is applicable as there is more than one building on the lot, whereas the minimum is only 3m if there is one building on a lot. With the proposed side yard setback being 1.85m, this setback would be comparable to the existing low-rise zoning (minimum 1.8m). As the MR-2 zone permits greater height (14m or generally 4 storeys), the standard 4m setback has been established to recognize that maximum potential. Given that the proposed stacked townhouse is only 2 storeys in height, it would be comparable to the height permitted for a single detached or semi-detached within a low-rise zone. As such, staff consider the 1.85m side yard setback appropriate with the proposed height. Recognizing that there could be a future single detached dwelling abutting this development to the north, within the terms and conditions staff are recommending that the Applicant look to minimize the number of windows facing the side property line to the north (acknowledging that there are minimum requirements under the Building Code) along with fencing and/or landscaping to provide some additional screening, particularly at grade.

### Access and Servicing:

- The proposed development utilizes the existing driveway, which is located where there is an existing left-turn pocket for Station Road. The left-turn pocket is beneficial to Union Street traffic and the development as it provides a space for left turning vehicles to wait to turn left without delaying through traffic. The proposed development is small in scale and is not anticipated to have any impacts on Union Street traffic.
- From a servicing perspective, water and sanitary sewer servicing was installed through civic 925 and 929 Union Street, along with a municipal services easement of varying width. This municipal services easement runs down the middle of the property and has impacted the location of the proposed buildings to ensure they are located outside the easement.
- There is an existing private storm line running along the eastern and southern sides of the property. The 1500mm diameter storm pipe was installed with the adjacent Colpitts development and provides attenuation. A private services easement will be required.
- Stormwater management and lot grading will be required to ensure that adjacent properties and the receiving storm system are not negatively impacted by development.

### **RECOMMENDATION:**

It is recommended that the application submitted by Colpitts Developments on property located at 925-929 Union Street for the following:

- Rezone property from Residential Zone One (R-1), Residential Zone Four (R-4), and Multi-Residential Zone Three (MR-3) to Multi-Residential Zone Two (MR-2);
- 307.83m<sup>2</sup> lot area variance to permit two additional dwelling units;
- 1.51m setback variance from a property line abutting a public street (Station Road); and,
- 2.15m side yard setback variance,

to permit two stacked townhouse buildings with 13 units total, be approved subject to the following terms and conditions:

- a) The site be developed generally in accordance with Map II attached to P.R. 19/26 to the satisfaction of the Development Officer;
- b) Final building design be generally in accordance with Maps III, IV, and V, attached to P.R. 19/26, with the intent of minimizing the number of windows on the 7 unit stacked townhouse abutting the side property line, to the satisfaction of the Development Officer;
- c) A final landscape and parking plan, including fencing and/or landscaping between the 7 unit stacked townhouse and the abutting side property line to provide additional screening, be provided to the satisfaction of the Development Officer prior to the issuance of a building permit;
- d) No development of any habitable space shall be permitted unless the minimum geodetic elevation of the top of any floor is at least nine (9) metres;

- e) Access, servicing, lot grading, and stormwater management plans shall be to the satisfaction of the Director of Engineering & Operations prior to the issuance of a building permit;
- f) All easements shall be located and designed to the satisfaction of the Director of Engineering & Operations and registered prior to the issuance of a building permit;
- g) Electrical site servicing shall be shown on the site plan at the time of building permit application;
- h) Record drawings shall be prepared by a Professional Engineering and are required at completion of the project; and,
- i) The Applicant and/or their Consultant shall participate in a design start-up meeting with Engineering staff upon approval of this application.

Prepared by:

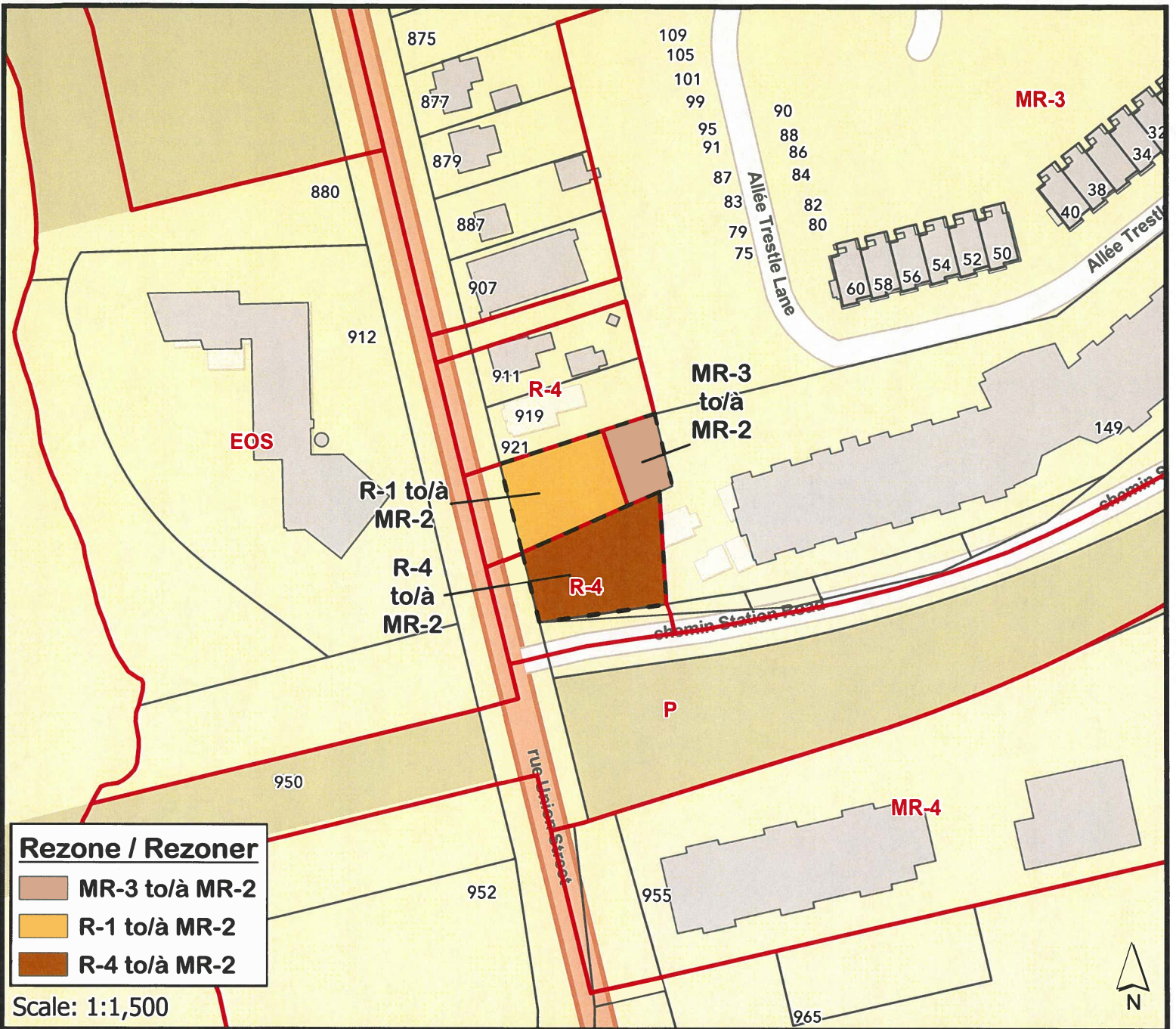


Fredrick Van Rooyen, RPP, MCIP  
Senior Planner, Community Planning

Approved by:



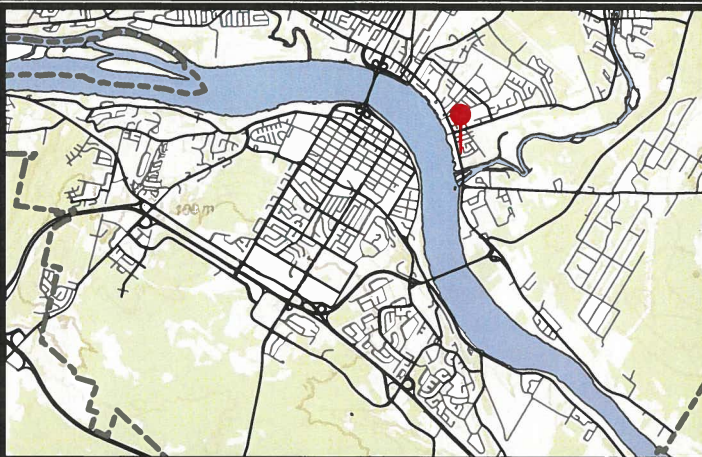
Marcello Battilana, RPP, MCIP  
Assistant Director, Planning & Development



**Rezone / Rezoner**

- MR-3 to/à MR-2
- R-1 to/à MR-2
- R-4 to/à MR-2

Scale: 1:1,500



**Subject Properties / Propriétés Visé**

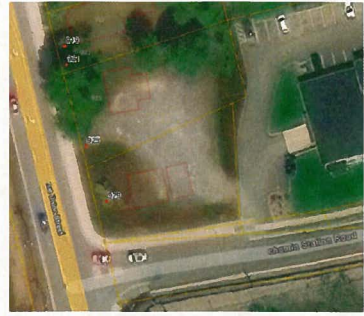
Rezone property from R-1, R-4, and MR-3 to MR-2; 307.83m<sup>2</sup> lot area variance to permit two additional dwelling units, 1.51m setback variance from a property line abutting a public street (Station Road), and a 2.15m side yard setback variance, to permit two stacked townhouse buildings with 13 units total.

Modifier le zonage de la propriété de R-1, R-4 et MR-3 à MR-2. Dérogation de 307,83 m<sup>2</sup> à la superficie du lot afin de permettre deux logements supplémentaires; Dérogation de 0,56 m à la marge de recul le long d'une rue publique (chemin Station). Dérogation de 2,15 m à la marge de recul latérale. Afin de permettre la construction de deux bâtiments superposés en bande totalisant 13 logements.

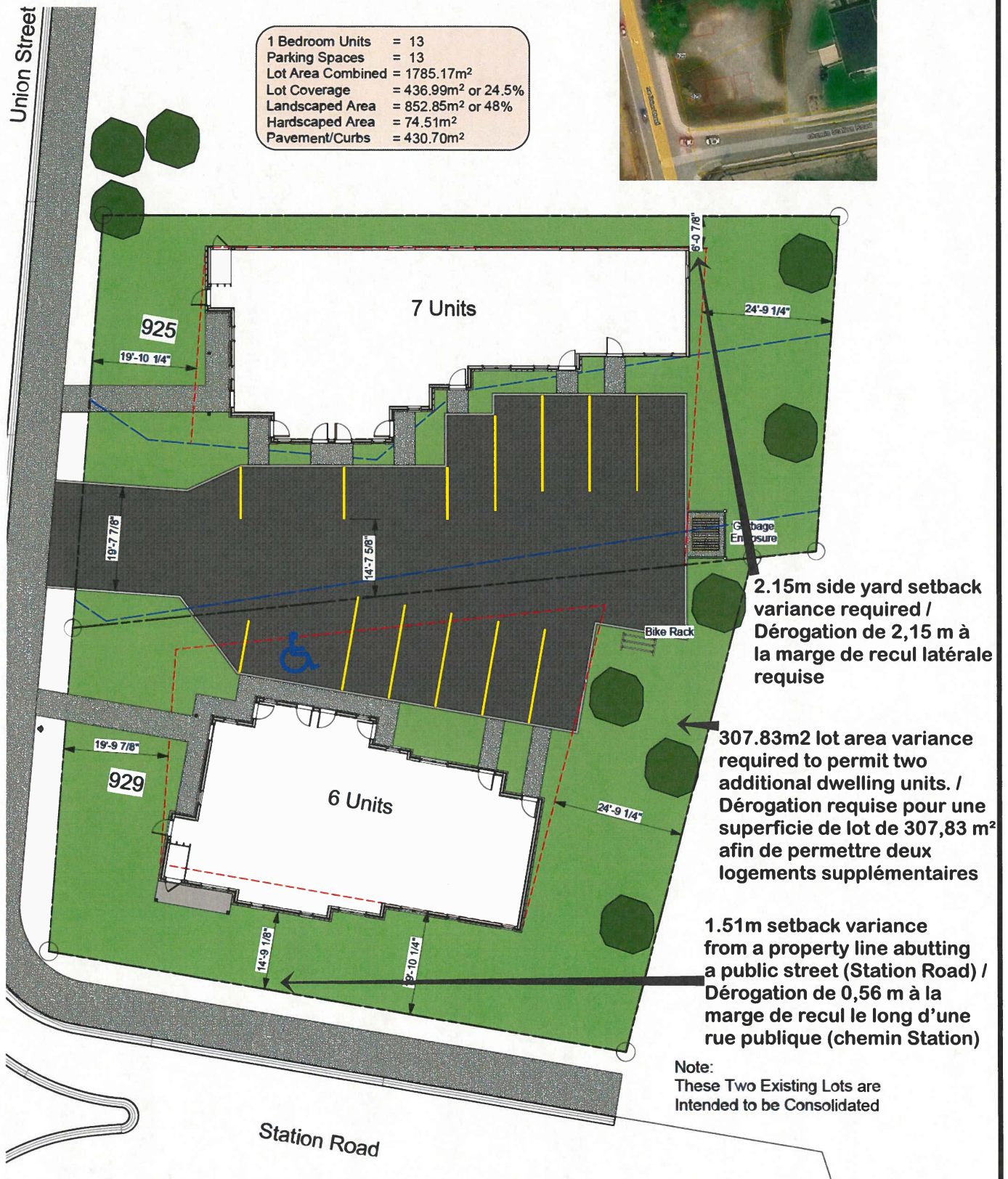


Community Planning  
Planification urbaine

Map \ carte # I  
File \ fiche: PR-19-2026  
Date \ date: avril \ April 15, 2026  
Subject \ sujet: 925-929 rue Union Street  
Colpitts Developments  
c/o Craig McElroy



1 Bedroom Units	= 13
Parking Spaces	= 13
Lot Area Combined	= 1785.17m <sup>2</sup>
Lot Coverage	= 436.99m <sup>2</sup> or 24.5%
Landscaped Area	= 852.85m <sup>2</sup> or 48%
Hardscaped Area	= 74.51m <sup>2</sup>
Pavement/Curbs	= 430.70m <sup>2</sup>



**Site Plan / Plan du Site**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # II

File \ fiche: PR-19-2026

Date \ date: avril \ April 15, 2026

Subject \ sujet: 925-929 rue Union Street  
Colpitts Developments  
c/o Craig McElroy



**South ( Union Street) / Sud (rue Union)**



**Union Street (Looking West) / rue Union (Vue vers l'ouest)**

**Conceptual Renderings / Rendus conceptuels**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # III

File \ fiche: PR-19-2026

Date \ date: avril \ April 15, 2026

Subject \ sujet: 925-929 rue Union Street  
Colpitts Developments  
c/o Craig McElroy



**6 Unit Building / Bâtiment de 6 unités**



**7 Unit Building / Bâtiment de 7 unités**

**Conceptual Renderings / Rendus conceptuels**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # IV

File \ fiche: PR-19-2026

Date \ date: avril \ April 15, 2026

Subject \sujet: 925-929 rue Union Street  
Colpitts Developments  
c/o Craig McElroy



**6 Unit Building (Station Road) / Bâtiment de 6 unités (chemin Station)**

**Conceptual Renderings / Rendus conceptuels**

**Fredericton**

Community Planning  
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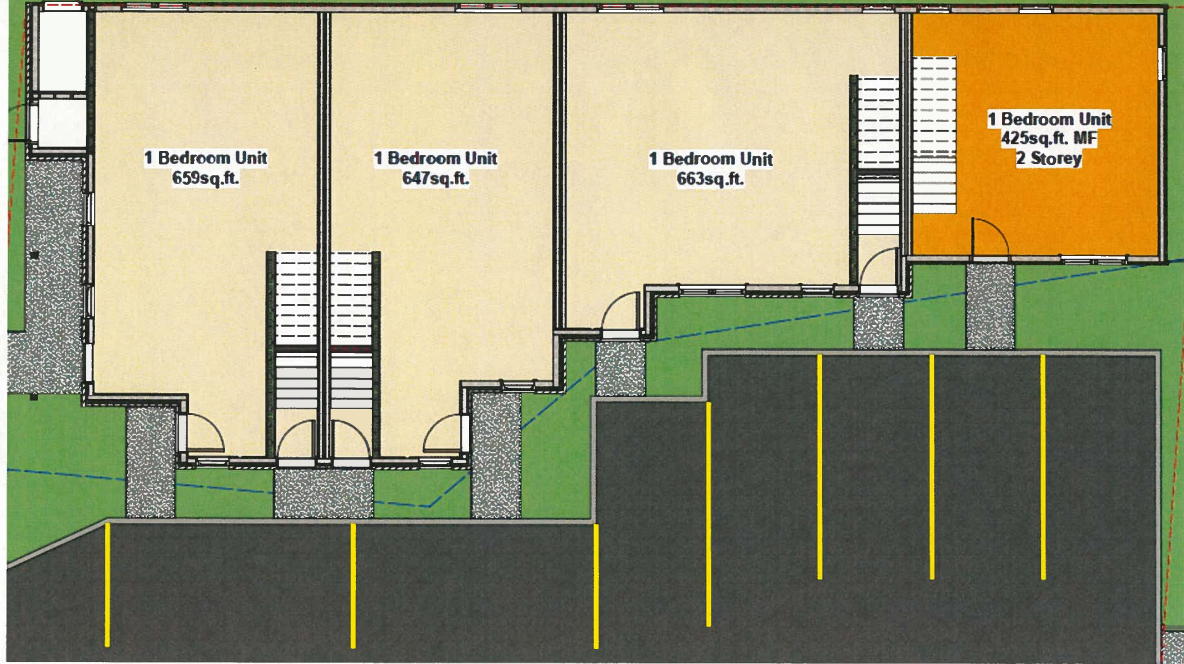
Map \ carte # V

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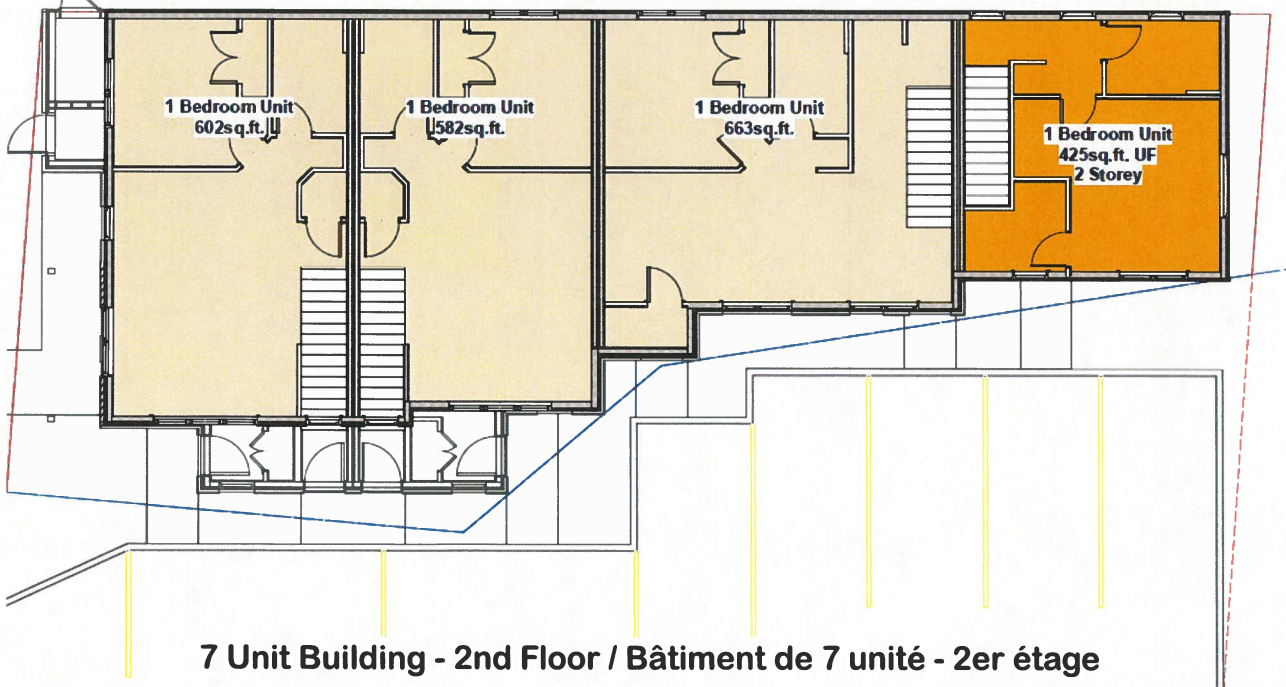
Subject \ sujet: 925-929 rue Union Street  
Colpitts Developments  
c/o Craig McElroy

# 925 Union Street



7 Unit Building - 1st Floor / Bâtiment de 7 unité - 1er étage

# 925 Union Street - 2nd Storey



7 Unit Building - 2nd Floor / Bâtiment de 7 unité - 2er étage

## Floor Plans / Plans d'étage

**Fredericton**

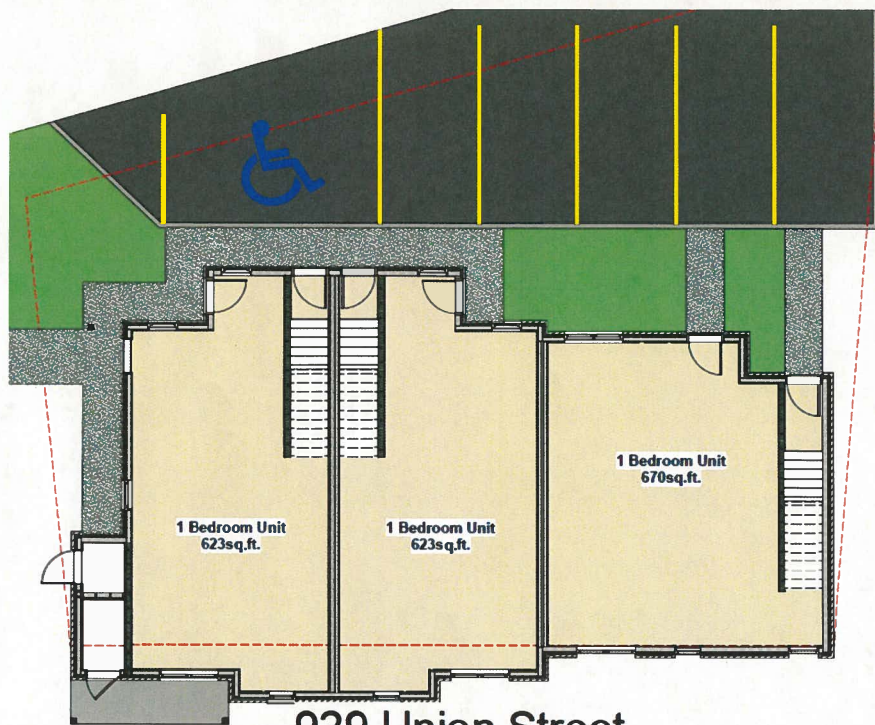
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Map \ carte # VI

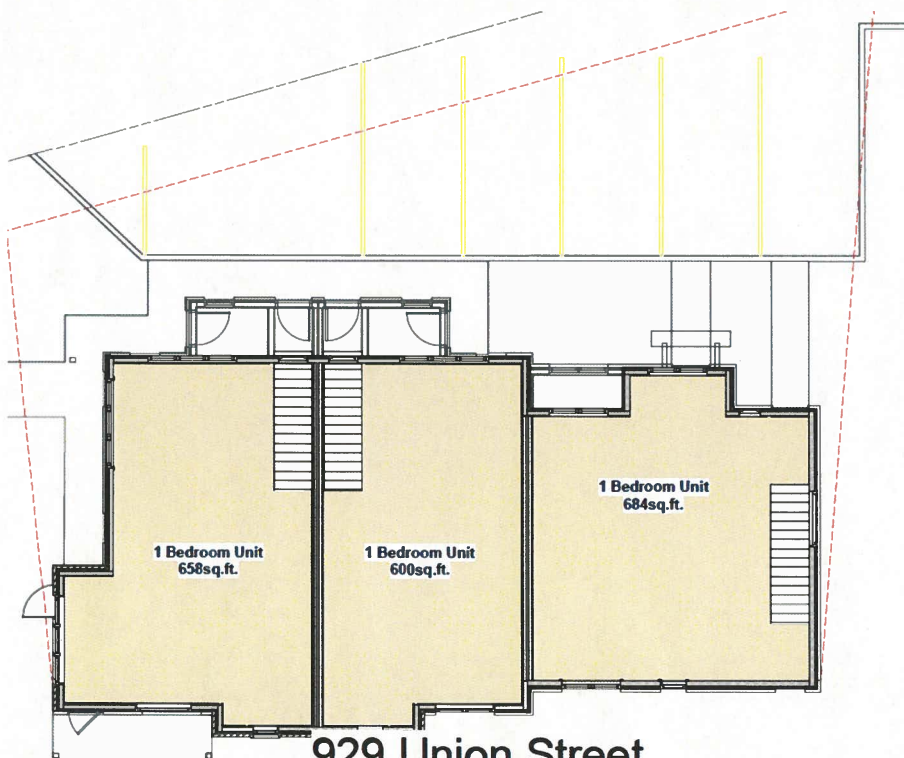
File \ fiche: PR-19-2026

Date \ date: avril \ April 15, 2026

Subject \ sujet: 925-929 rue Union Street  
Colpitts Developments  
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**929 Union Street**  
**6 Unit Building - 1st Floor / Bâtiment de 7 unité - 1er étage**



**929 Union Street**  
**6 Unit Building - 2nd Floor / Bâtiment de 6 unité - 2er étage**

**Floor Plans / Plans d'étage**

**Fredericton**

Community Planning  
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Map \ carte # VII

File \ fiche: PR-19-2026

Date \ date: avril \ April 15, 2026

Subject \ sujet: 925-929 rue Union Street  
 Colpitts Developments  
 c/o Craig McElroy