

## PLANNING REPORT



PAC – March 18, 2026  
File No.: Z-7-2026, S-7-2026, P.R. No. 16/26

**To:** Planning Advisory Committee

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

**Proposal:** Rezoning and tentative plan of subdivision to permit 9 three storey apartment buildings with a total of 216 units

**Property:** **314-316, 348 & 402 Saint Mary's Street**  
**(PIDs 01488345, 01424258, 01424241, 75529065, 01422369, 01422419, 75549550, 01424233, 00000003)**

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**OWNERS:** 601557 NB Ltd. / New Brunswick Association of Metis & Non-Status Indians Inc.  
402 Saint Mary's Street / 320 Saint Mary's Street  
Fredericton, NB / Fredericton, NB  
E3A 8H5 / E3A 2S4

**APPLICANT:** Carle Developments Ltd. c/o Andy Buying  
8 Lydia Court  
Fredericton, NB, E3A 0B1

### **SITE INFORMATION:**

**Location:** East side of Saint Mary's Street between Maple Street and Two Nations Crossing

**Context:** Mix of non-residential and residential uses, office uses to the west and south, car sales to the north, and low-rise residential to the east

**Ward No:** 4

**Municipal Plan:** Established Neighbourhoods/Commercial Centres & Corridors

**Zoning:** Multi-Residential Zone Two (MR-2), Commercial Corridor Zone Two (COR-2), and Future Development (FD)

**Existing Land Use:** Vacant lands

**Previous Applications:** Z-31-2000, S-11-2004, V-19-2024

### **EXECUTIVE SUMMARY:**

The Applicant is proposing a phased residential development that would feature 9 three-storey apartment buildings with a total of 216 units, 66 units being affordable housing. The proposal includes several rezonings given the consolidated lot along with a tentative plan of subdivision for a future public street, which provides access to the site from Saint Mary's Street. Overall, the proposal meets the intent of the Municipal Plan and complies with the MR-2 zone standards. Staff support the application subject to terms and conditions.

## **APPLICATION:**

Carle Developments Ltd. has made application on property located at 314-316, 348 & 402 Saint Mary's Street for the following:

- Rezone portions of the property from:
  - Commercial Corridor Zone Two (COR-2) to Multi-Residential Zone Two (MR-2) (portion of PID 01488345, PID 00000003 and PID 75549550)
  - Multi-Residential Zone Two (MR-2) to Commercial Corridor Zone Two (COR-2) (portion of PID 01424258);
  - Future Development (FD) to Multi-Residential Zone Two (MR-2) (PID 01424241, PID 75529065, PID 01422369 and portion of PID 01422419); and,
- Tentative plan of subdivision to create a future public street;

to permit 9 three-storey apartment buildings with a total of 216 units.

## **PLANNING COMMENTS:**

Background:

- In 2000, 348 Saint Mary's Street (PID 01424258) was rezoned to R-6 Residential under the previous Zoning By-law Z-2 to permit the development of 108 apartment units in four buildings. In 2004, the terms and conditions of the original approval were amended based on a new site layout and the subdivision of the property as two separate parcels. The 2004 approval included two 30-unit apartment buildings on one lot and a 48-unit on the other lot. As part of that approval, there was a term and condition for a right-of-way agreement that provided for access over the reserved road to gain access out to Saint Mary's Street.
- This approval from 2004 was never advanced and the property has since sold. The current Applicant looks to advance a residential proposal on this property, along with additional property to the east that is currently zoned Future Development, and small portions as part of land swaps with adjacent COR-2 properties.

Proposal:

- The Applicant is proposing a phased residential development that would feature 9 three-storey apartment buildings with a total of 216 units (see Map II). The 9 three-storey apartment buildings would include the following details:
  - 3 buildings with 30 units each
  - 3 buildings with 24 units each
  - 3 buildings with 18 units each
  
  - 96 one-bedroom units
  - 114 two-bedroom units
  - 6 three-bedroom units
  
  - 150 market units
  - 66 affordable units (all 1 bedrooms through CMHC MLI Select Program) – these units would be distributed evenly through the 24 & 30 unit buildings with 11 affordable units in each.

- The Applicant has outlined three phases, which coincides with the phasing for the condominium:
  - Phase 1: Buildings 1 & 2
  - Phase 2: Buildings 3-6
  - Phase 3: Buildings 7-9
- Access to the development would come from Saint Mary's Street, in the location of a future public street, leading to a private driveway network for the development (see Map II). This driveway network provides a common corridor for the overall development and includes a sidewalk system for pedestrians to move through the site. The Applicant has worked with staff to build this network around a centralized common amenity space. The Applicant has outlined that this space would include central landscaped area, gazebo, benches, a community garden, and a small playground (see Map II).
- As part of the proposal, the Applicant would look to consolidate a number of PIDs to support a cohesive development scheme (see Map III). As part of this consolidation, it necessitates a number of rezonings beyond the existing property that is already zoned MR-2.
- The Applicant has outlined that the development would be in a phased bare-land condominium structure under provincial legislation. This structure is intended as a legal ownership, financing, and governance framework for the multi-building rental apartment community while keeping it as one consolidated lot from a functional perspective. All phases of the condominium would contribute to and share common elements such as the internal roads, parking areas, landscaping, and common amenity space. Staff would note that the condominium process is outside the typical planning approval process as it is governed by the Province.

#### Growth Strategy:

- The proposal is consistent with the Growth Strategy in terms of the Areas of Stability and Minor Change, which calls for modest forms of intensification at the edges of neighbourhoods and along main roads. The subject property is along Saint Mary's Street, which is a major arterial road, and this section has more of a commercial context rather than an established neighbourhood. The abutting lands on Saint Mary's Street also now permit greater residential intensification through workforce housing, which permits up to 6 storeys. The proposed three storey built form is compatible with the surrounding lands and is at the periphery of more established neighbourhoods to the east and south.

#### Municipal Plan:

- The subject property is primarily designated Established Neighbourhood in the Municipal Plan, which permits a full range of residential dwelling types. Staff would note that small portions of the subject property, those part of a proposed land swap, are technically designated Commercial Centres and Corridors, being those shown as blue on Map I. As per section 4.2 of the Municipal Plan, the land use designations are intended to be approximate, except where they coincide with roads or other clearly defined physical features. Where general compliance with Municipal Plan policies is maintained, minor boundary adjustments to the land use designations shall not require a Municipal Plan amendment. Accordingly, the land part of the land swap that is designated Commercial Centres and Corridors does not require a plan amendment.

- Lands within the Established Neighbourhood designation are expected to evolve slowly over time, accommodating new development that is compatible with the general character of these areas. However, in some instances, more significant intensification may be permitted at the edges of neighbourhoods and along arterial and collector roads. The subject property is located on Saint Mary's Street, which is a major arterial road, and very much at the periphery of more established low-rise residential areas to the east and south. Consequently, more significant intensification would be considered appropriate for the subject property. Staff would add that a significant portion of the property is already zoned MR-2 and has an existing multi-residential approval in place.
- The Established Neighbourhood designation contains the following relevant policies:
  - *2.2.1(15) The City shall support the stability of Established Neighbourhoods by:*
    - *iii Routing higher volume traffic along arterial and collector roads;*
    - *vii Requiring that new or infill development be compatible with adjacent properties.*
  - *2.2.1(18) To maintain the stability of residential neighbourhoods, while allowing for incremental change through sensitive new development and redevelopment, new development will respect and reinforce the existing pattern, scale, and character of the Established Neighbourhoods, by ensuring that:*
    - *ii. Building design is compatible with the surrounding area and contributes positively to the neighbourhood;*
    - *iii. Adequate servicing, road infrastructure, and other municipal services be readily and efficiently provided; and,*
    - *iv. Healthy, mature trees are protected wherever feasible.*
  - *2.2.1(19) Infill development should be appropriately scaled and oriented with the primary entrance facing the public street.*
  - *2.2.1(20) Where a rezoning or zoning by-law amendment is required for a new mid- or high-rise residential use in an Established Neighborhood, proposals shall:*
    - *i. Locate at the periphery of neighbourhoods and along arterial and collector roads;*
    - *ii. 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;*
    - *iii. Incorporate underground parking facilities, where appropriate;*
    - *iv. Provide for adequate on-site landscaping, buffering, amenity space, parking, and garbage pickup and recycling services;*
    - *v. Be adjacent to or in close proximity to an existing or planned public transit route;*
    - *vi. Be adjacent to or in close proximity to parks, open spaces and/or other community facilities, services and amenities, and employment zones; and,*
    - *vii. Provide high-quality building design that contributes positively to the City's urban form.*

Overall, the proposed development meets the intent of the Municipal Plan by providing:

- Appropriately scaled infill development with access to a major arterial road;
- This inclusion of affordable housing in close proximity to public transit; and,
- Adequate on-site landscaping, buffering, and amenity space.

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)	Standard Density 161m <sup>2</sup> /unit 28,264m <sup>2</sup> /161m <sup>2</sup> = 175 units max  Affordable Housing Density Bonus 66 affordable housing units x 45m <sup>2</sup> = 2,970m <sup>2</sup> 150 market rate units x 161m <sup>2</sup> = 24,150m <sup>2</sup> Total Area Required = 27,120m <sup>2</sup>	28,264m <sup>2</sup> 216 units
Lot Frontage (min)	34m	23.4m*
Lot Depth (min)	30m	~227m
Lot Coverage (max)	35% (9,892.4m <sup>2</sup> )	21% (5,940m <sup>2</sup> )
Landscaped Area (min)	35% (9,892.4m <sup>2</sup> )	40% (11,297m <sup>2</sup> )
Building Setbacks (min)		
Front (Saint Mary's Street)	3m	30m
Side (west)	3m	7.8m
Side (east)	3m	10.3m
Rear	7.5m	18m
Building Height	14m	10.7m
Vehicle Parking (min)	1-BR unit: 1 sp 2-BR unit: 1.5 sp 3-BR unit: 1.75 sp  96-1BR units = 96 sp 114-2BR units = 171 sp 6-3BR units = 10.5 sp 30% Parking Reduction: Affordable Housing (-19.8sp) Total Parking Spaces Required = 258 sp	263 spaces
Bicycle Parking (min)	0.3 sp/unit 216 units x 0.3 sp = 65 sp total	65 spaces

\* Deficient lot frontage is existing and already received a variance as part of V-19-2024

The proposal complies with the standards of the MR-2 zone and no variances are required based on the submitted proposal.

### Parking, Landscaping & Common Amenity Space:

- Given the size of the property (28,264 square metres or 6.98 acres), there is ample space to provide adequate parking and landscaping. The Applicant has noted that no underground parking is proposed to ensure the project is cost efficient and affordable. With the surrounding non-residential uses, staff would emphasize the importance of landscaping and buffering on the site, along with the need for outdoor common amenity space to provide a livable and enjoyable residential environment. As shown on Map II, enhanced landscaping would be provided around the stormwater attenuation ponds as you enter the site. In the middle of the site is a common amenity space which is a focal point for the project and provides critical amenity space for the future residents of this community. The Applicant has outlined that this space would include a gazebo, benches, and community gardens. The Applicant has also identified a small playground area on the western side of the site. With the amount of parking on the site, the Applicant has also included a pedestrian network through the site for future residents to access the common amenity space, and out to Saint Mary's Street.
- With the surrounding non-residential uses along Saint Mary's Street along with the residential on Highland Ave, as part of a final landscape plan, staff would be looking to ensure that adequate screening and buffering, through a combination of fencing and landscaping, is provided. Particular emphasis would be placed on fencing and landscaping around the eastern, western, and northerly property lines and around the parking areas.

### Building Design:

- With the number of proposed buildings on the same site, the Applicant has worked with staff to provide a variety of conceptual building elevations and renderings as seen on Maps IV-VIII & Maps XII-XIII. It should be recognized that these elevations and 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. Overall, the building designs provide a variety of colours and materials and look include different architecture features, rooflines, and entrance coverings.
- As there are 9 apartment buildings in total, particularly emphasis would be placed on the standard required under the MR-2 zone which outlines: *"where there are multiple buildings on a lot, no more than two buildings shall appear the same with regard to overall design, architectural features, exterior building finish materials and colours"*. In staff's view, the Applicant has made an effort to meet the intent of this standard and would work with staff at the permit stage to refine the design further.
- While there is limited frontage directly on Saint Mary's Street, the proposed buildings have been oriented to address the driveway down the centre of the site and include pedestrian connections from the main entrance. For Buildings 1 & 2 facing the future public street, staff would look to work with the Applicant to ensure that these façade frame and address that future frontage.

#### Tentative Plan of Subdivision:

- In addition to the rezoning, the proposal includes a tentative plan of subdivision to create a future public street (see Map III). This would establish the intent for a public street to be constructed in the future. Until the future public street is established, the Applicant would construct an access road to their development along with an associated sidewalk connection. An easement would be required over the access road until the future public street is formalized as public right-of-way. The details of this arrangement for the access road in relation to the future public street would be detailed within a Section 131 Development Agreement.

#### Servicing:

- The Applicant's consultant has provided a servicing memo that reviews the water, sanitary sewer and storm sewer servicing for the proposed development.
- With respect to the water servicing, the property straddles the North Low and North High-pressure zone. The frontage of the proposed development lot is currently only serviced by the North Low-pressure Zone. If the proposed buildings in the upper area of the development are connected to the North Low, they will require pumps to provide adequate pressure. The memo proposes that the service main for the site be installed through an adjacent property to the North High-pressure zone along St Mary's Street.
- The memo has indicated that the sanitary sewer will be connected to St Mary's Street. The memo also describes some existing capacity challenges provided at the full buildout of the proposed development exacerbated by the other anticipated developments along the sanitary sewer catchment. The capacity issues have been identified in the planned capital projects along St Mary's Street, with the planned projects increasing the sizing of the sanitary mains to provide the capacity for the anticipated development.
- The proposed development location provides some stormwater management challenges as outlined in the memo. There is no storm sewer system available for connection along the frontage of the applicant's proposed development on St Mary's Street. There is a potential connection available on Highland Avenue, however, the land required to access the main is not currently owned by the applicant or the City. The applicant is responsible to ensure that they have agreements and/ or easements in place to connect to the storm system on Highland Avenue. The applicant's consultant would also be responsible to complete a stormwater management and grading plan for the entire development and ensure there are no downstream impacts.
- There is a transmission power line that transects the property between proposed buildings 1-2 and 3-4. Any changes in grading shall be communicated with NB Power Transmission to ensure that the elevations and use meet their easement and clearance criteria.

## Traffic:

- A traffic memo was supplied by the applicant to provide estimated trip volumes for the development to help city staff understand the traffic impacts of the development. The proposed development is anticipated to generate 62 trips out of the development during the morning peak hour and 52 trips during the evening peak hour. This trip volume can be accommodated at the entrance to St Mary's due to the existing shared left turn lane. The greater network impact on all the proposed density along St Mary's was modeled as part of the overall traffic study and the trip volume that is estimated within the expected traffic volumes for the site and surrounding intersections.
- There is currently no sidewalk along the eastern side of St Mary's street. It is in the City's long-term plans to install that sidewalk connecting Maple Street to the existing sidewalk to the north. Given the proposed site density, the developer will be required to provide sidewalk from their development to St Mary's Street and to install an appropriate crossing (likely an RRFB style crosswalk) to the sidewalk on the western side of the street.
- The applicant indicates that an existing access agreement exists from the Northern portion of the property to Highland Avenue. They have proposed that this agreement be utilized to provide an emergency access road to the development.

## **RECOMMENDATION:**

1. It is recommended that the application submitted by Carle Developments Ltd. on property located at 314-316, 348 & 402 Saint Mary's Street to rezone portions of the property from:
  - Commercial Corridor Zone Two (COR-2) to Multi-Residential Zone Two (MR-2) (portion of PID 01488345, PID 00000003 and PID 75549550)
  - Multi-Residential Zone Two (MR-2) to Commercial Corridor Zone Two (COR-2) (portion of PID 01424258); and,
  - Future Development (FD) to Multi-Residential Zone Two (PID 01424241, PID 75529065, PID 01422369 and portion of PID 01422419);

to permit 9 three-storey apartment buildings with a total of 216 units. be approved subject to the following terms and conditions:

- a) The site be developed generally in accordance with Map II attached to P.R. 16/26 to the satisfaction of the Development Officer;
- b) Final building design be generally in accordance with Maps IV, V, VI, VI, XII, and XIII attached to P.R. 16/26, with the inclusion of a variety of architectural features, exterior building finish materials and colours to ensure that no more than two buildings appear the same;
- c) A final landscape and parking plan be provided, including the provision of pedestrian walkways, common amenity space, and enhanced landscaping around the stormwater management ponds as generally shown on Map II attached to P.R. 16/26, as well as landscaping and fencing between parking areas and the western, eastern, and northern

property lines, to the satisfaction of the Development Officer prior to the issuance of a building permit;

- d) Servicing, access, lot grading, and stormwater management to be provided to the satisfaction of the Director of Engineering & Operations. The entire site design is to be completed prior to the first building permit approval.
- e) All design, construction, and inspection 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) An easement will be required over the storm sewer servicing proposed to Highland Avenue. Any easements or agreements are to be located/designed to the satisfaction of the Director of Engineering & Operations and granted gratuitously to the relevant authorities.
- g) The Applicant shall enter into a Section 131 Development Agreement with the City to address the access road and sidewalk connection along the future public street to the satisfaction of the Development Officer and Director of Engineering & Operations; and,
- h) The Applicant and/or their Consultant are to participate in a design start-up meeting with Engineering staff upon approval of this application.

2. It is recommended that the tentative plan of subdivision to create a future public street be forwarded to City Council with a recommendation that the location of the future public street as shown on Map III attached to P.R. 16/26 be approved.

### **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 generally in accordance with Map III attached to P.R. 16/26 to the satisfaction of the Development Officer.

Prepared by:

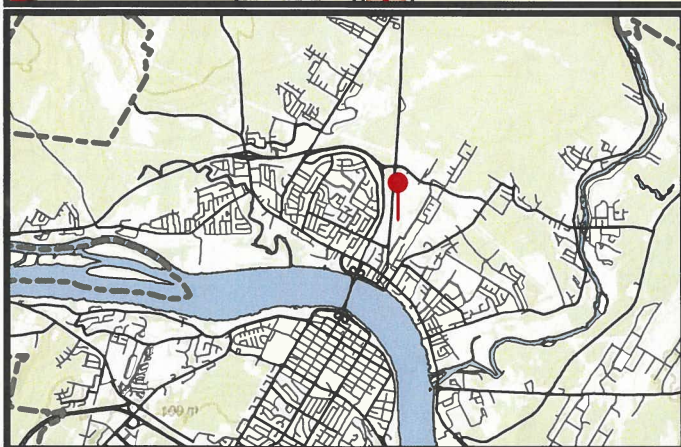
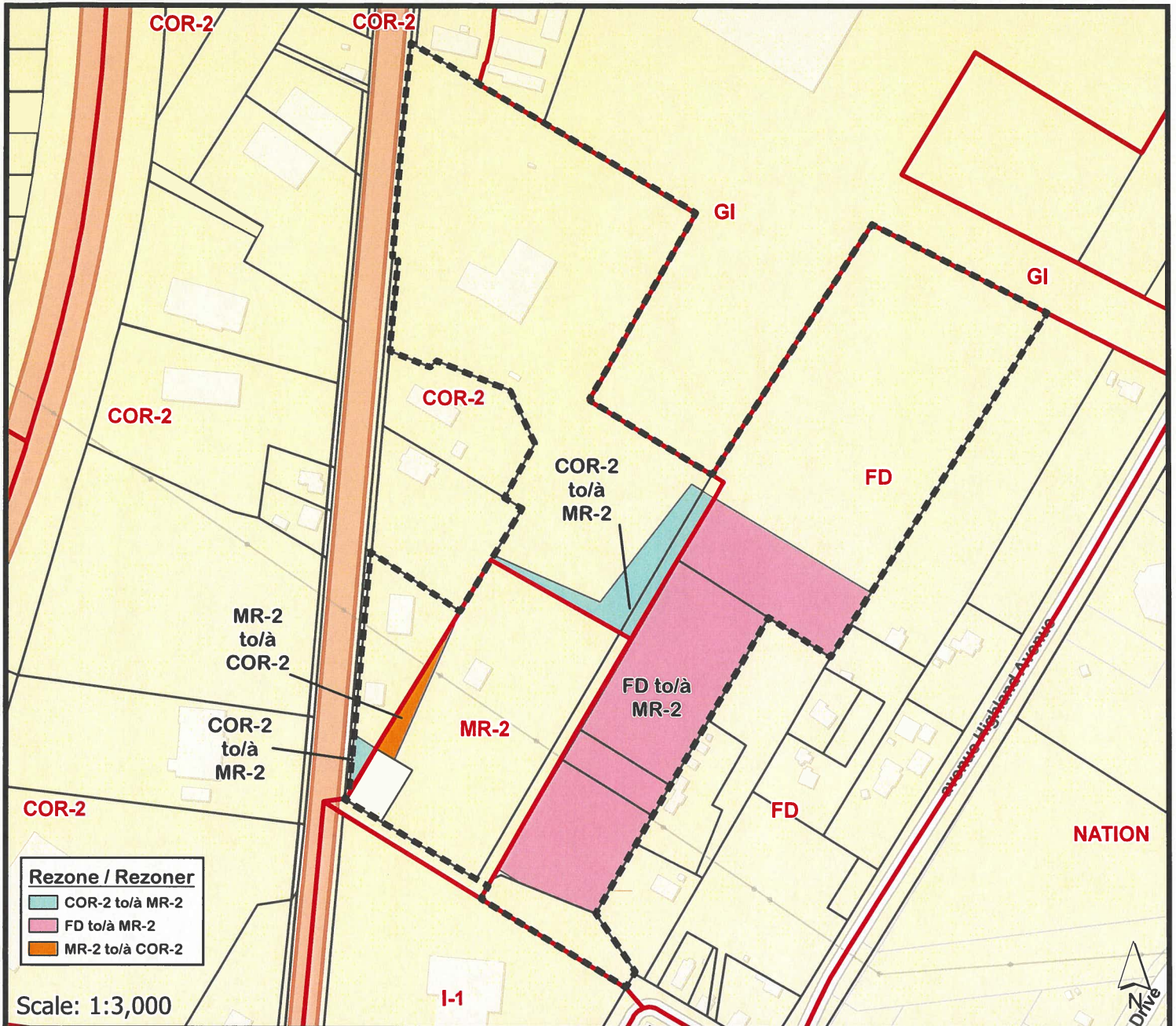


Fredrick Van Rooyen, RPP, MCIP  
Senior Planner, Community Planning

Approved by:



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



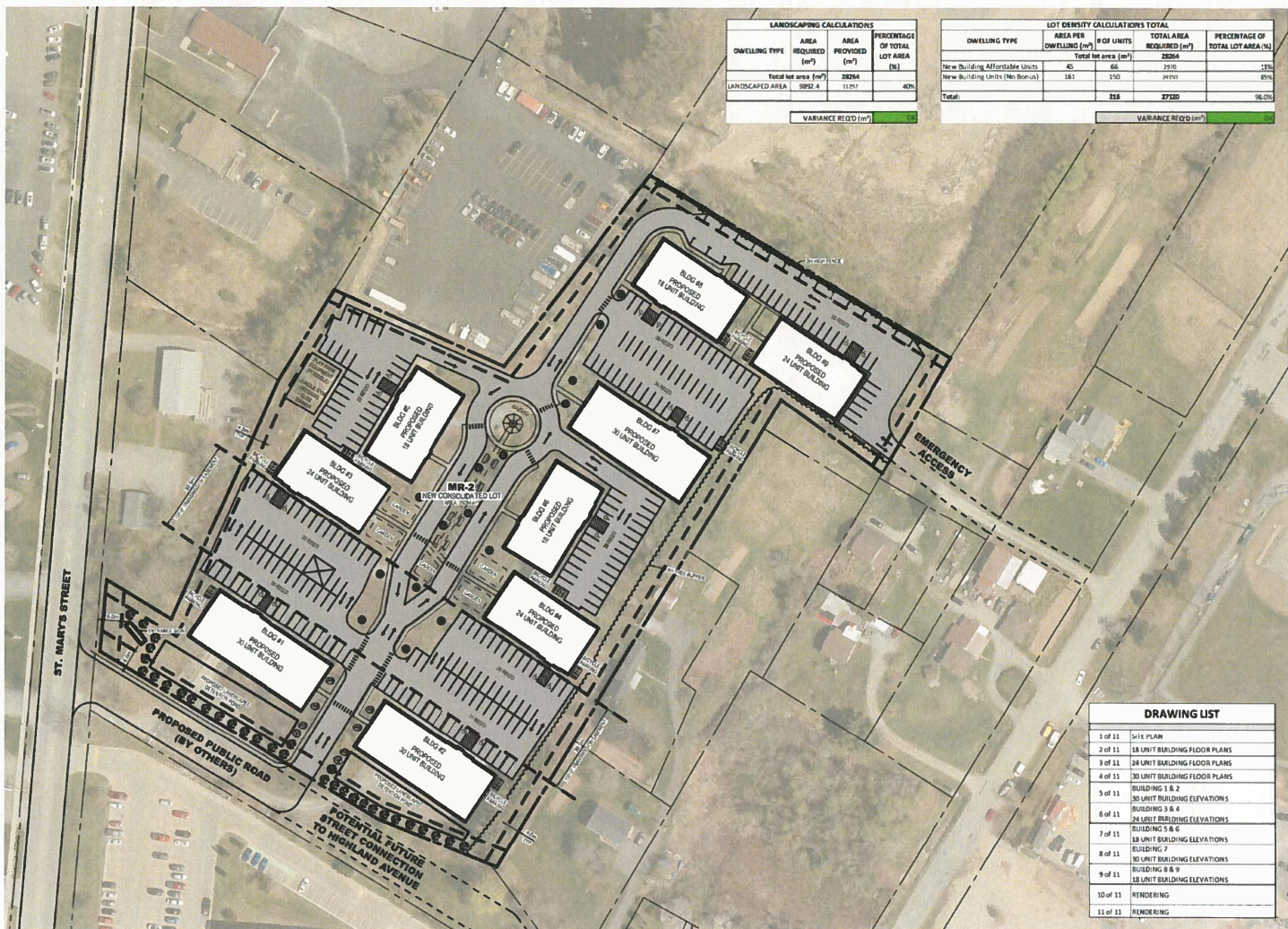
**Subject Properties / Propriétés Visé**

Rezoning portions of property from: COR-2 to MR-2 (portion of PID 01488345, 00000003, and PID 75549550), MR-2 to COR-2 (portion of PID 01424258), and FD to MR-2 (PID 01424241, PID 75529065, PID 01422369 and a portion of PID 01422419 ). Tentative plan of subdivision for a future public street to permit 9 three-storey apartment buildings with a total of 216 units. / Rezoner des parties du terrain comme suit : de COR-2 à MR-2 (portion du NID 01488345, 00000003 et du NID 75549550), de MR-2 à COR-2 (portion du NID 01424258), et de FD à MR-2 (NID 01424241, NID 75529065, NID 01422369 et une portion du NID 01422419). Plan provisoire de lotissement visant à créer une future rue publique afin de permettre l'aménagement de 9 immeubles d'appartements de trois étages totalisant 216 unités.



Community Planning  
Planification urbaine

Map \ carte # I  
File \ fiche: PR-16-2026  
Date \ date: mars \ March 18, 2026  
Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



Rezone portions of property from: COR-2 to MR-2 (portion of PID 01488345, 00000003, and PID 75549550), MR-2 to COR-2 (portion of PID 01424258), and FD to MR-2 (PID 01424241, PID 75529065, PID 01422369 and a portion of PID 01422419 ). Tentative plan of subdivision for a future public street to permit 9 three-storey apartment buildings with a total of 216 units.

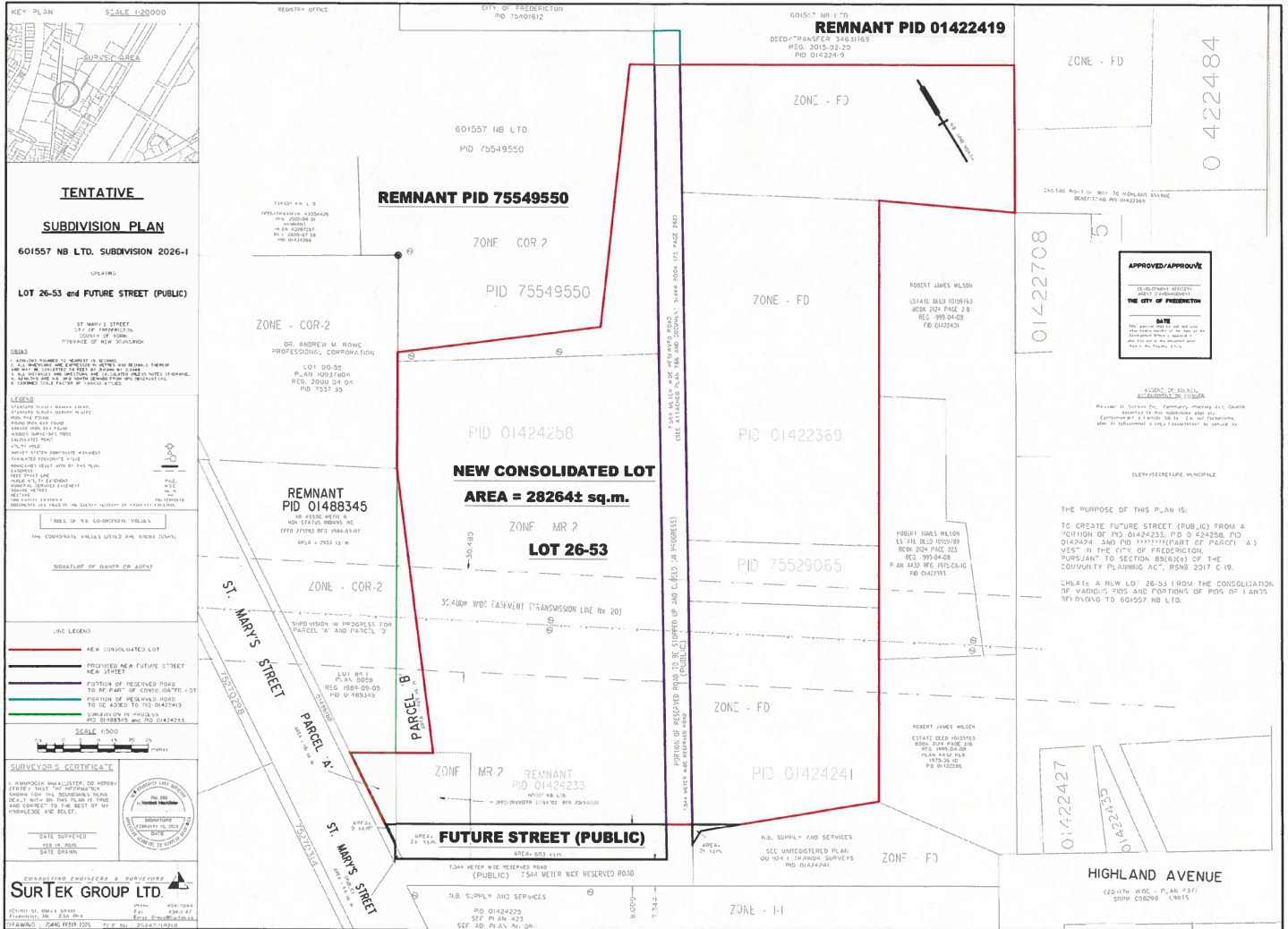
Rezoner des parties du terrain comme suit : de COR-2 à MR-2 (portion du NID 01488345, 00000003 et du NID 75549550), de MR-2 à COR-2 (portion du NID 01424258), et de FD à MR-2 (NID 01424241, NID 75529065, NID 01422369 et une portion du NID 01422419). Plan provisoire de lotissement visant à créer une future rue publique afin de permettre l'aménagement de 9 immeubles d'appartements de trois étages totalisant 216 unités.

**Site Plan / Plan du Site**



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Map \ carte # II  
 File \ fiche: PR-16-2026  
 Date \ date: mars \ March 18, 2026  
 Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
 Carle Developments Ltd.  
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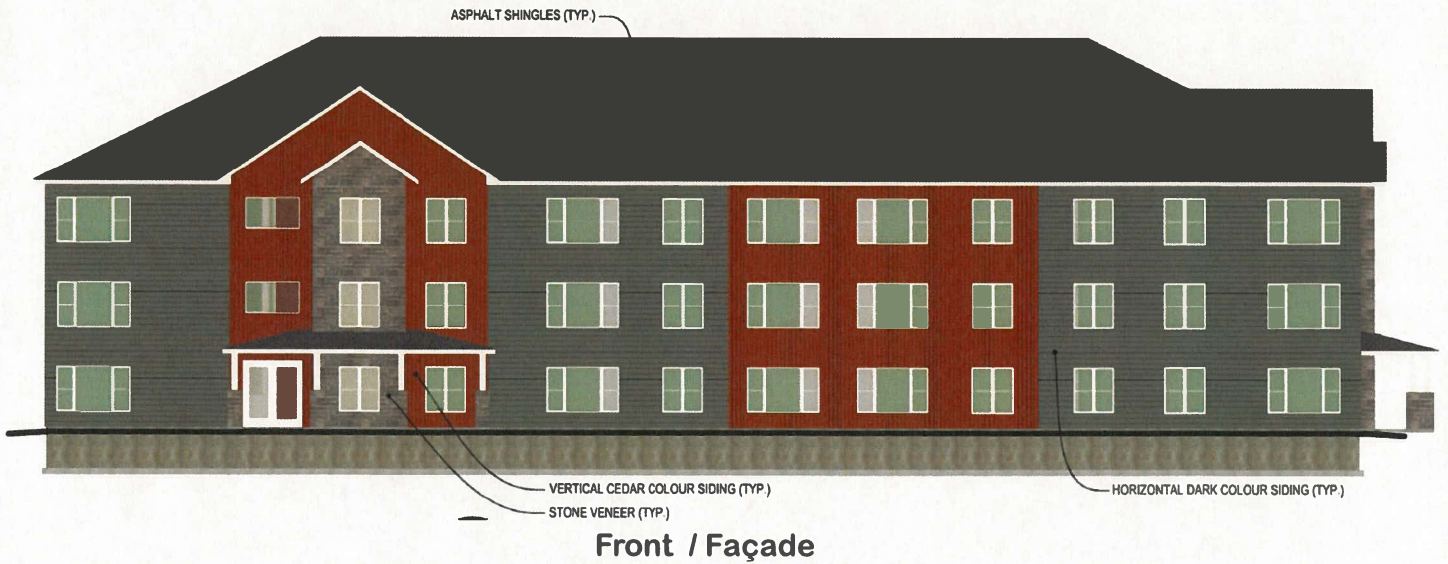


**Tentative Plan of Subdivision / Plan provisoire de lotissement**

Map \ carte # III  
 File \ fiche: PR-16-2026  
 Date \ date: mars \ March 18, 2026  
 Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
 Carle Developments Ltd.  
 c/o Andy Buying



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**Elevations - 30 Unit - Buildings 1 & 2 / Élévations – Immeuble de 30 unités – Bâtiments 1et 2**



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Map \ carte # IV  
File \ fiche: PR-16-2026  
Date \ date: mars \ March 18, 2026  
Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



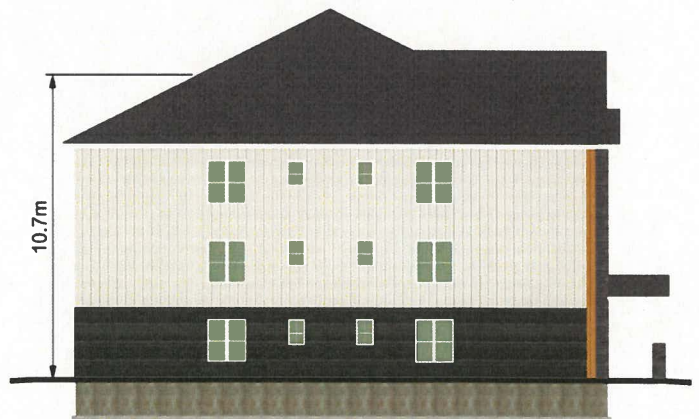
Front / Façade



Rear / Arrière



Right / Droite



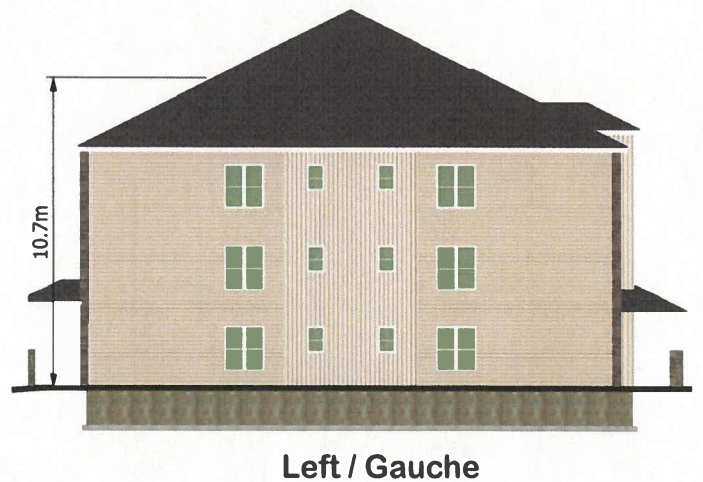
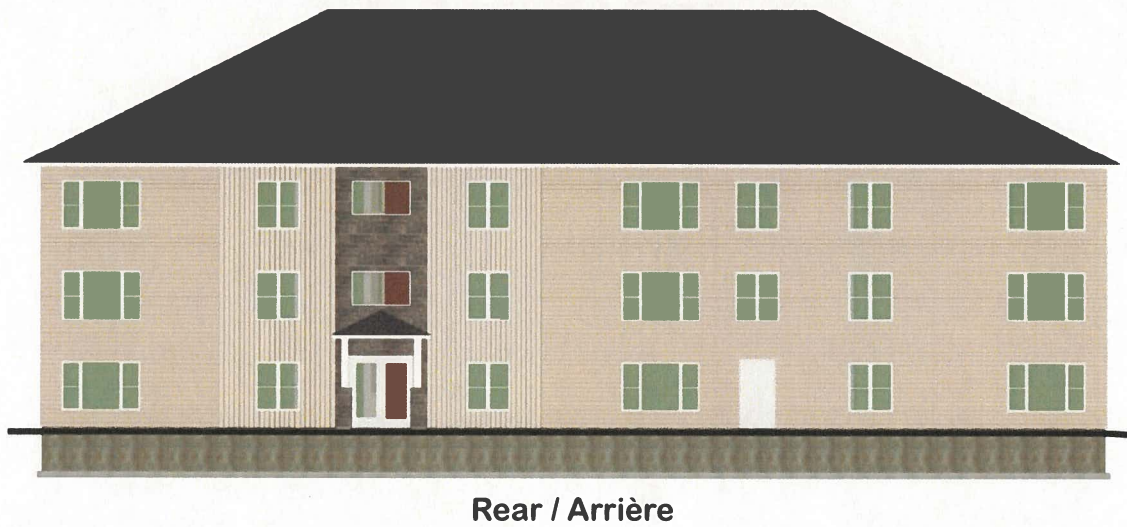
Left / Gauche

**Elevations - 24 Unit - Buildings 3 & 4 / Élévations – Immeuble de 24 unités – Bâtiments 3 et 4**



Community Planning  
Planification urbaine

Map \ carte # V  
File \ fiche: PR-16-2026  
Date \ date: mars \ March 18, 2026  
Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



**Elevations - 18 Unit - Buildings 5 & 6 / Élévations – Immeuble de 18 unités – Bâtiments 5 et 6**



Community Planning  
Planification urbaine

Map \ carte # VI  
File \ fiche: PR-16-2026  
Date \ date: mars \ March 18, 2026  
Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



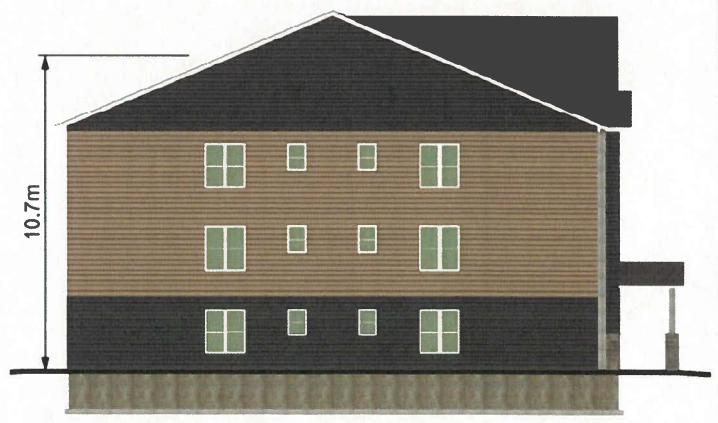
Front / Façade



Rear / Arrière



Right / Droite



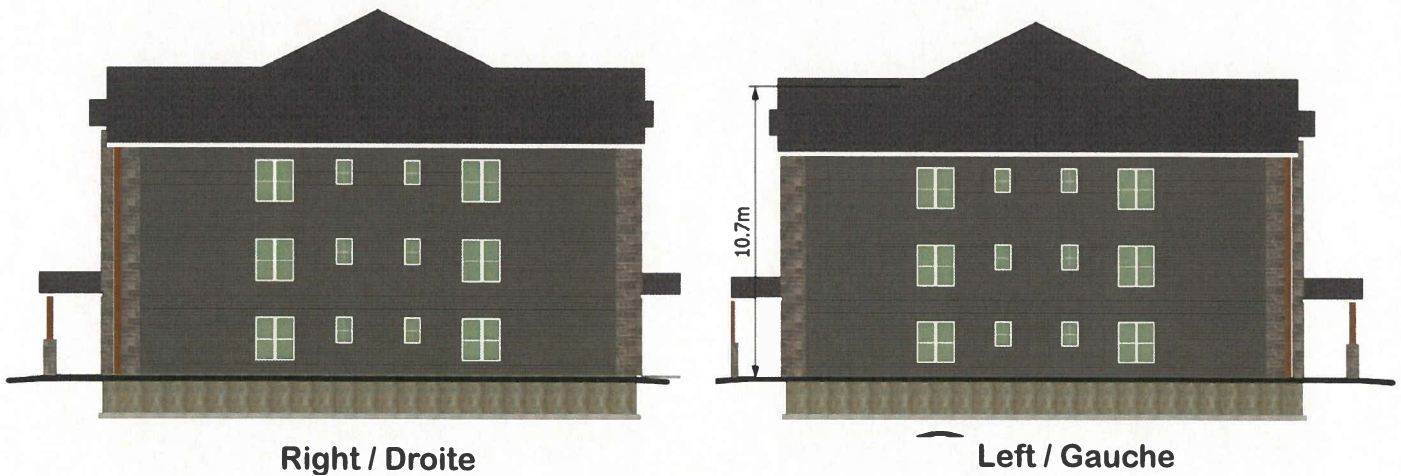
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**Elevations - 30 Unit - Building 7 / Élévations – Immeuble de 30 unités – Bâtiment 7**



Community Planning  
Planification urbaine

Map \ carte # VII  
 File \ fiche: PR-16-2026  
 Date \ date: mars \ March 18, 2026  
 Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
 Carle Developments Ltd.  
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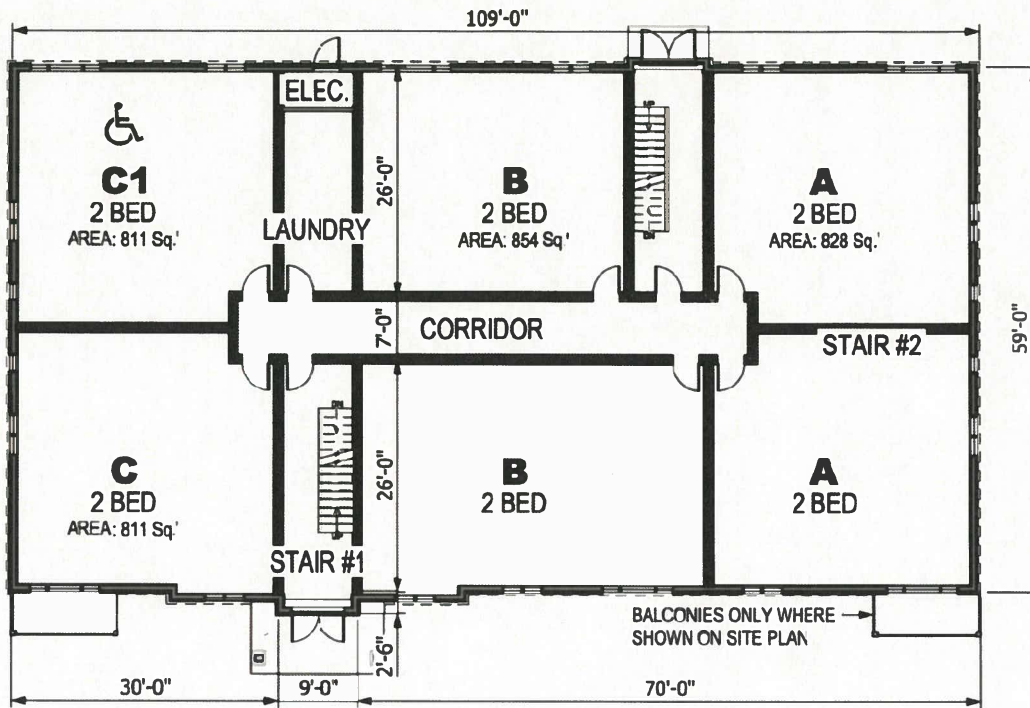


**Elevations - 18 Unit - Buildings 8 & 9 / Élévations – Immeuble de 18 unités – Bâtiments 8 et 9**

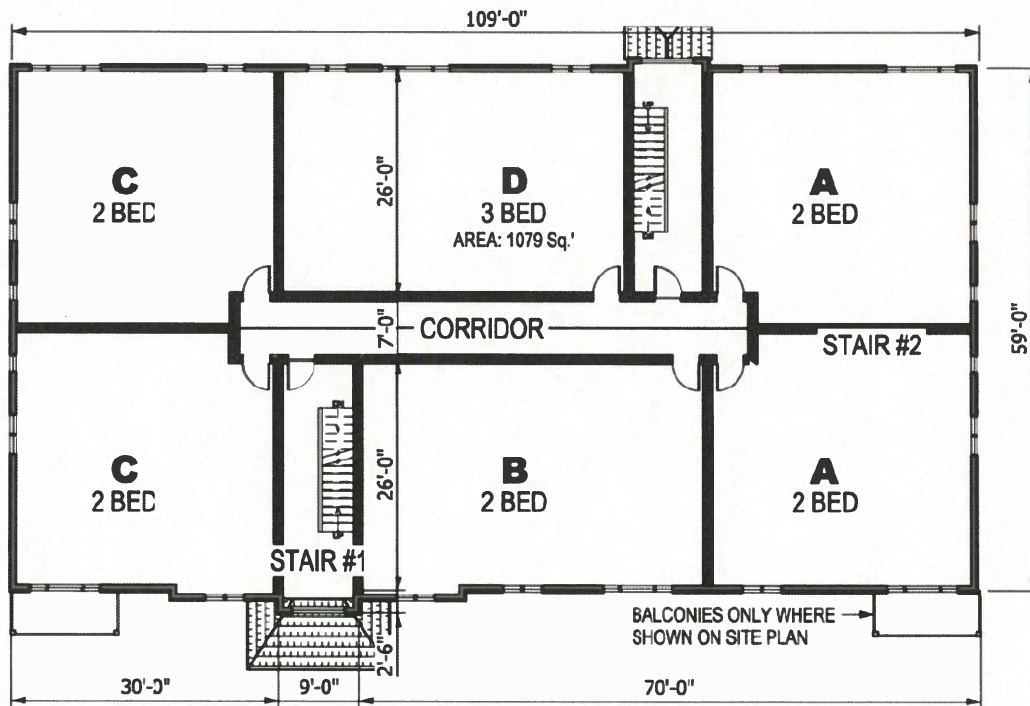


Community Planning  
Planification urbaine

Map \ carte # VIII  
File \ fiche: PR-16-2026  
Date \ date: mars \ March 18, 2026  
Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



1st Floor / 1er étage



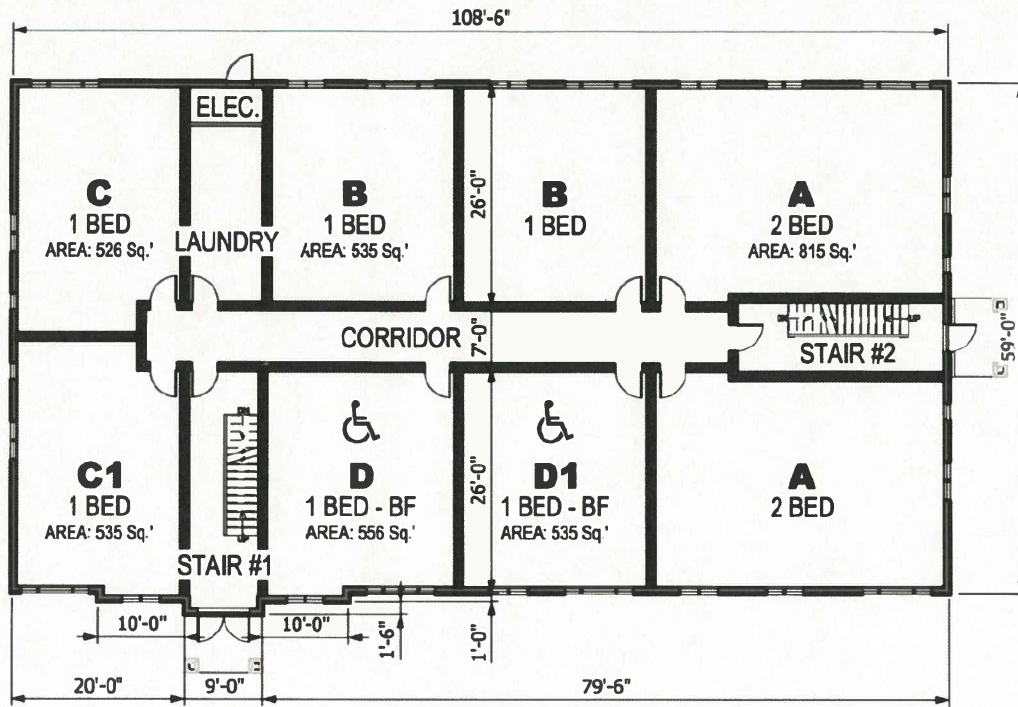
2 & 3 Floors / 2e et 3e étages

Floor Plans - 18 Unit / Plans d'étage - Immeuble de 18 unités

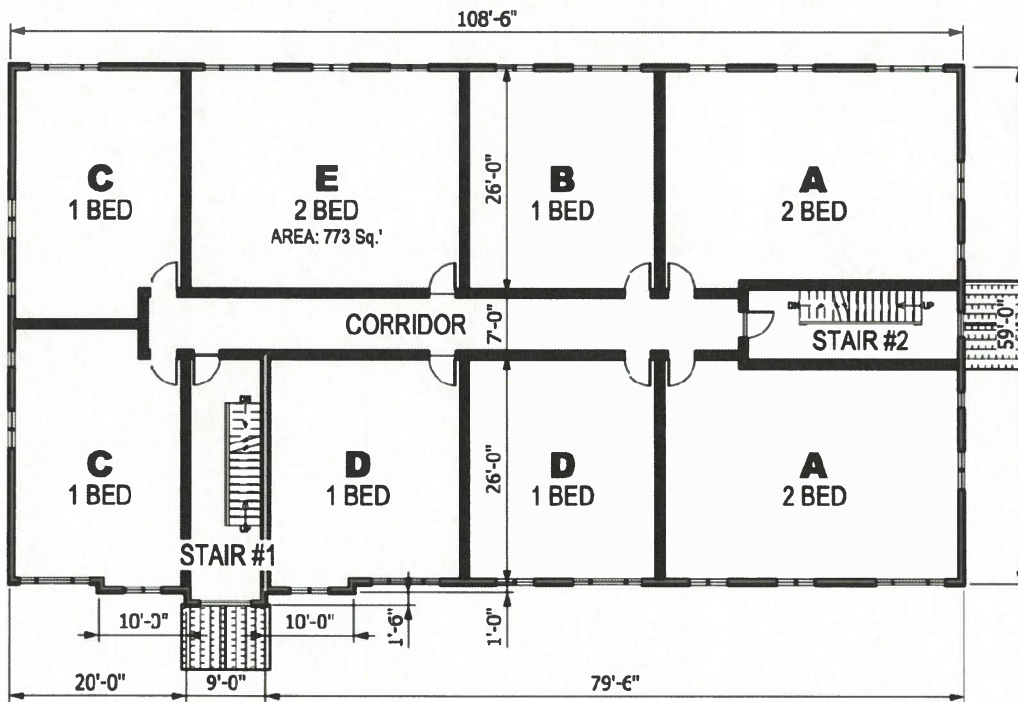


Community Planning  
Planification urbaine

Map \ carte # IX  
 File \ fiche: PR-16-2026  
 Date \ date: mars \ March 18, 2026  
 Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
 Carle Developments Ltd.  
 c/o Andy Buying



1st Floor / 1er étage



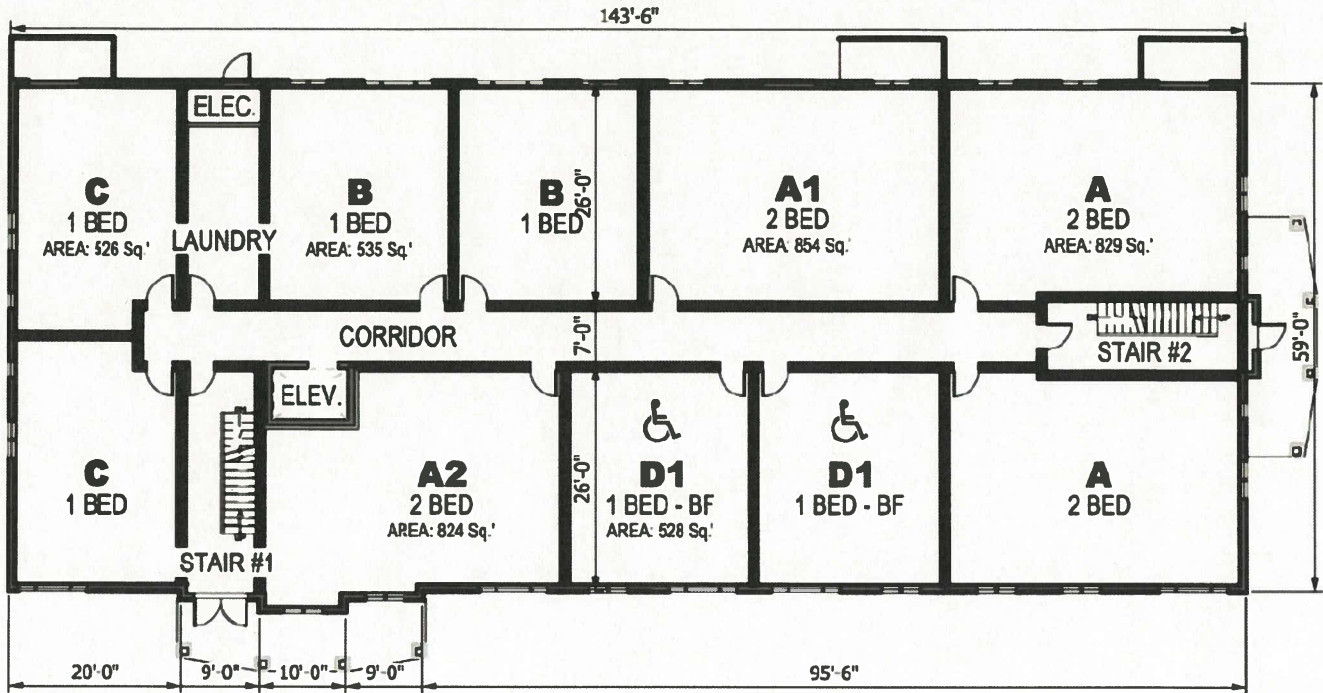
2 & 3 Floors / 2e et 3e étages

Floor Plans - 24 Unit / Plans d'étage - Immeuble de 24 unités

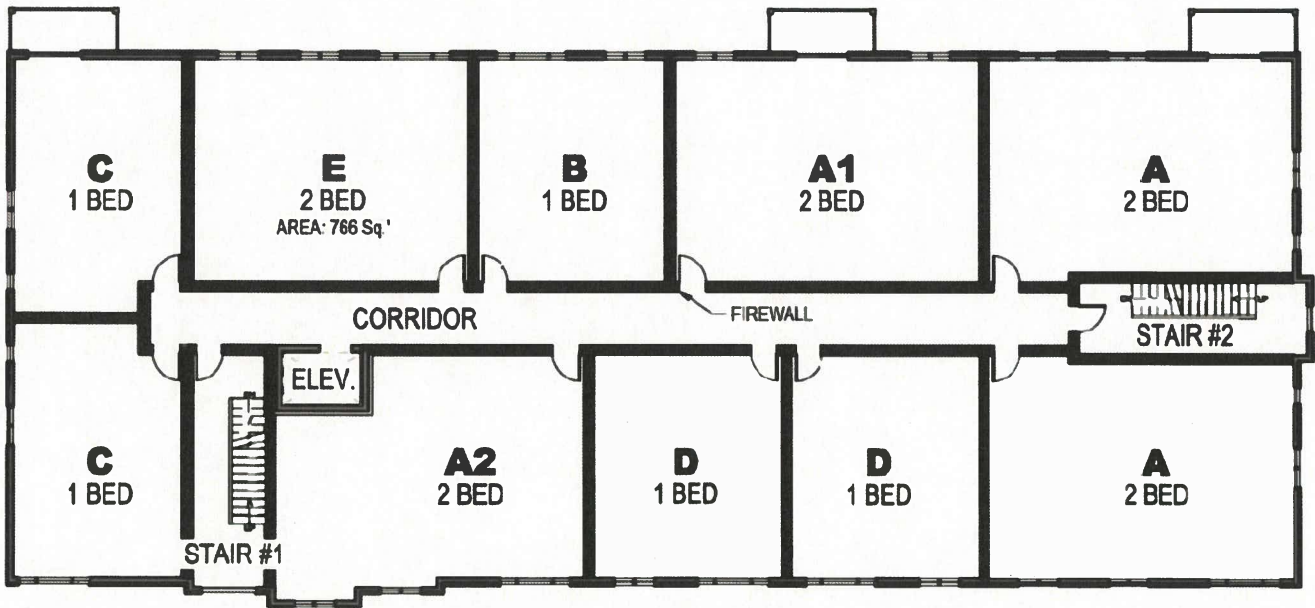


Community Planning  
Planification urbaine

Map \ carte # X  
File \ fiche: PR-16-2026  
Date \ date: mars \ March 18, 2026  
Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



1st Floor / 1er étage



2nd Floors / 2er étages

Floor Plans - 30 Unit / Plans d'étage - Immeuble de 30 unités



Community Planning  
Planification urbaine

Map \ carte # XI  
File \ fiche: PR-16-2026  
Date \ date: mars \ March 18, 2026  
Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



**Conceptual Renderings / Rendus conceptuels**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # XII

File \ fiche: PR-16-2026

Date \ date: mars \ March 18, 2026

Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



**Conceptual Renderings / Rendus conceptuels**

**Fredericton**

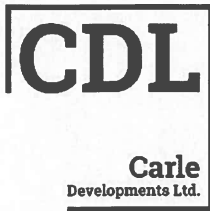
Community Planning  
Planification urbaine

Map \ carte # XIII

File \ fiche: PR-16-2026

Date \ date: mars \ March 18, 2026

Subject \ sujet: 314-316, 348 & 402 rue Saint Mary's Street  
Carle Developments Ltd.  
c/o Andy Buying



February 13, 2026

City of Fredericton  
Community Planning

Dear Members of the Planning and Advisory Committee,

**Re: Letter of Intent & Application for Rezoning and Tentative Plan of Subdivision at 314-316 & 348 Saint Mary's St., and Remnant Pieces of 402 Saint Mary's St. and 531 Highland Ave.**

Carle Developments Ltd. is pleased to submit this Letter of Intent in support of our proposed Waterview Apartments (772499 NB Ltd.) community at 314 Saint Mary's Street. This project is designed to help address Fredericton's housing needs through the delivery of 216 new purpose-built rental units, including 66 affordable one-bedroom apartments planned to align with CMHC MLI Select affordability criteria.

772499 NB Ltd. (dba Waterview Apartments) is envisioned as a complete and attractive residential community, with nine three-storey buildings, spaced thoughtfully across the site, with extensive green space and shared amenities to support long-term livability. We intend to build housing that is practical and affordable to construct, while still being clean, safe, durable, and beautiful, a community that both residents and the City of Fredericton can be proud of.

---

## 1) Project Overview Highlights

**Development – 216 apartment units.** The development will feature nine 3-storey buildings:

- 3 buildings with 30 units each
- 3 buildings with 24 units each
- 3 buildings with 18 units each

### Apartment Mix

The development will have the following mix of apartments.

- 96 - 1-Bedroom Suites
- 114 - 2-Bedroom Suites
- 6 - 3-Bedroom Suites

The mix of affordable and market units are as follows:

- 66 Affordable units (all 1-bedroom; meeting CMHC MLI Select criteria)
- 150 Market units
- Total: 216 units

8 Lydia Court  
Fredericton, New Brunswick  
E3A 0B1 Canada

Direct Line: (506) 238-4683  
andy@carleventures.com

## **Building Form**

All buildings are proposed as three-storey structures. The design approach is intentionally repeatable and cost-effective (including slab-on-grade construction and no elevators), while maintaining a strong architectural presence and a quality resident experience across the community. Importantly, no more than two buildings within the development will have the same exterior appearance. Architectural variety will be achieved through a mix of exterior finishes and colour palettes, as well as distinct entrance designs and detailing, to create a community that feels diverse and attractive throughout.

## **Community Features**

We've designed the buildings with thoughtful spacing to create both openness and privacy for residents. At the heart of the community, we're planning a central amenity area that will include:

- A central landscaped area with a gazebo and park benches for relaxation
- A community garden
- A small playground for families

(These features are detailed in the PAC package and site plan set.)

---

## **2) Affordable Housing Component (66 Units)**

Waterview Apartments will include 66 affordable one-bedroom apartments structured to meet CMHC's affordability housing criteria.

### **Distribution Throughout the Community**

We've designed the affordable units to be integrated throughout the development rather than concentrated in one or two buildings, which helps create a unified community feel:

- Affordable units are the 1-bedroom units located on the 1st and 2nd floors of buildings that contain 1-bedroom suites
  - 30-unit building: 11 affordable 1-beds (6 on 1st floor + 5 on 2nd)
  - 24-unit building: 11 affordable 1-beds (6 on 1st floor + 5 on 2nd)
  - 18-unit buildings: no 1-bed suites (therefore no affordable units)
- 

## **3) Land Assembly and Rezoning Framework**

### **Consolidated Land Base**

This application is advanced on a consolidated land base totalling approximately 28,264 ± m<sup>2</sup>, comprised of the following parcels, as shown on the enclosed survey plan:

- PID 01424233 – currently MR-2
- PID 01424258 – currently MR-2 (includes boundary adjustment/land swap corner pieces)
- PID 01424241 – currently FD (Future Development)
- PID 75529065 – currently FD
- PID 01422369 – currently FD
- PID 75549550 – remnant piece currently COR-2
- PID 01422419 – remnant piece currently FD

### **Rezoning Request (Waterview Apartments Lands)**

Carle Developments Ltd. respectfully requests that the lands forming the Waterview Apartments development area be rezoned to MR-2 (Multi-Residential 2) to enable one cohesive, integrated multi-residential community.

**Note on the Existing COR-2 Remnant (PID 75549550)**

A portion of the consolidated lands includes an existing COR-2 remnant area. This remnant is a narrow, currently underutilized sliver around the back parking/storage area of the adjacent commercial operation. It has no practical standalone commercial value, but it provides important space for internal circulation and site design given constraints on buildable area (including the power easement/no-build corridor). Including this area within the MR-2 rezoning supports coherent site planning and avoids leaving an “orphan” strip of land with no functional purpose.

---

**4) Land Swap and Related Zoning at 320 Saint Mary’s Street**

Waterview Apartments is being advanced alongside a coordinated land swap and boundary adjustment framework that supports future public infrastructure and clean boundary alignment.

**Parcels A & B – NB Assoc. of Metis and Non-Status Indians Inc.**

As part of the land swap involving the NB Assoc. of Métis and Non-Status Indians Inc., Parcel A (being added to our landholding) will require rezoning from COR-2 to MR-2. Accordingly, this application also includes Parcel B being rezoned from MR-2 to COR-2 to reflect its intended use within of their land. Please reference the attached Authorization Letter and accompanying map showing both parcels.

---

**5) One PID Application; Planned Phased Bare-Land Condominium Structure****Single Consolidated Parcel Submission**

This application is being advanced as one consolidated parcel/PID for rezoning and site planning purposes. The development is designed to function as one integrated residential rental community with unified design intent, internal circulation, servicing, landscaping, and shared amenities.

**Planned Phased Bare-Land Condominium Legal Structure (No Land Subdivision Requested)**

With this approval, we intend to register the development as a phased bare-land condominium structure under applicable provincial legislation. This structure is intended solely as a legal ownership, financing, and governance framework for the multi-building rental apartment community and does not represent a plan to create individual for-sale dwelling units.

Each condominium phase would generally correspond to a grouping of buildings within the overall community. All phases would contribute to and share common elements such as internal roads, parking areas, landscaping, stormwater infrastructure, and site services through standard condominium governance and cost-sharing mechanisms.

All condominium documentation and registrations would proceed through the appropriate statutory processes and would remain consistent with the approved site plan and any conditions of approval. No subdivision of the underlying parcel is being requested through this application.

---

## 6) Phasing Plan (By Condo Phases)

The project is intended to be developed in three phases with construction starting over three years:

- **Phase 1:** Condo Phases 1 & 2, which include the first 2 buildings, plus basic infrastructure.
- **Phase 2:** Condo Phases 3 & 4, which includes the next 4 buildings.
- **Phase 3:** Condo Phase 5, which includes the last 3 buildings.

Phasing will be coordinated so that circulation, servicing, stormwater management, and amenities are delivered in a logical and functional manner as occupancy progresses.

---

## 7) Zoning Compliance (No Variances Requested)

This application is being advanced as one consolidated parcel for rezoning and site planning purposes. Based on the current concept plan for the consolidated lot, the proposed development meets the MR-2 zoning requirements for:

- **Density**
- **Landscaped area**
- **Parking**

Please reference the enclosed site plan and data chart calculations outlining the current density, landscape and parking requirements. No variances are being requested as part of this application.

The project is being advanced as a single parcel to ensure it is evaluated and delivered as a cohesive, integrated community with shared circulation, servicing, landscaping, and amenity planning.

---

## 8) Future Public Street Corridor (City-Built) – Tentative Plan of Subdivision

### Permanent Public Road (City-built)

The development concept anticipates a future public street connection between Saint Mary's Street and Highland Avenue, to be constructed by the City, consistent with the broader land swap framework and public infrastructure planning objectives. This is clearly illustrated on the site plan.

### Upper Highland Connection

Subject to confirming the legal right-of-way, the upper connection to Highland Avenue is intended for emergency access only. It will not function as a public access point.

---

## 9) Infrastructure and Servicing (CBCL Reference)

Stormwater management and water/sanitary servicing options for this development are addressed in the enclosed correspondence from Evan Embree of CBCL Limited, which speaks to:

- Stormwater management approach/options, and
- Water and sanitary servicing access options, including feasibility and coordination considerations.

This CBCL letter should be read as the primary technical support for the infrastructure components of this application.

---

## 10) Site Due Diligence (Geotechnical)

Carle Developments has completed a geotechnical investigation across the site with multiple test locations. Bedrock was generally encountered approximately 5–7 feet below grade across the property, reducing uncertainty and supporting predictable construction outcomes and infrastructure planning.

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## 11) Requested Approvals / PAC Support

Carle Developments Ltd. respectfully requests PAC's support for the following:

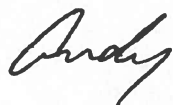
1. **Rezoning** of the Waterview Apartments consolidated lands to MR-2, to enable a cohesive multi-residential community.
  2. **Rezoning of Parcel A** (NB Assoc. of Métis and Non-Status Indians Inc. land swap) from MR-2 to COR-2.
  3. Support for the City's **Tentative Plan of Subdivision** process for the future public street corridor (City-built) connecting Saint Mary's Street to Highland Avenue, including the boundary adjustments required to implement that future street connection.
- 

## 12) Moving Forward Together

Waterview Apartments is a strong fit for Fredericton's planning objectives: it delivers significant new rental housing supply, genuine affordability options, and a well-designed integrated community with shared amenities and extensive green space. Something the residents of Waterview Apartments, and the entire community of Fredericton can be proud of for decades to come.

We appreciate the Committee's time and consideration and would welcome the opportunity to meet with City staff and PAC to review the proposal and answer any questions.

**Respectfully submitted,**



*Andy Buyting*, **President**  
Carle Developments Ltd.

March 11, 2026

Andrew Buyting  
Carle Developments Ltd.  
8 Lydia Court  
Killarney Road, NB E3A 0B1

Dear Mr. Buyting:

**RE: Waterview Apartments – Preliminary Servicing Review**

CBCL has completed a preliminary review of private municipal services (water, sanitary sewer and storm sewer) for your proposed development. The development will be located between St. Mary’s Street and Highland Avenue and will be comprised of 216 units in 9 apartment buildings spread out over 5 separate PIDs. Private services will be laid out as follows:

## Water and Sanitary

A sanitary sewer main will be extended from St. Mary’s Street through a future City R.O.W. to the south of the development and will be extended as private mains to the north through along the proposed private street to service each building. A peak sanitary flow of 8.75 L/s, which was calculated based on the ACWWA Wastewater Systems Guidelines (2022), from this development has been incorporated into the design of the planned municipal services upgrades on Saint Mary’s Street, which is being upsized from a 300 mm diameter main to a 375 mm main to accommodate current and future development flows. The public and private portions of the sanitary mains for this development will be designed in conformance with the latest edition of the City of Fredericton General Specifications for Municipal Services.

The water main connection will be further north on St. Mary’s Street in order to connect to the North High pressure zone. This connection will require an easement across privately owned property and the developer has been in discussion with the owner of Jim Gilbert’s auto dealership about bringing the water line across their property. We have estimated the conceptual water demands for this development in accordance with the ACWWA Water Supply Guidelines (2022):

**Table 1 - Conceptual Water Demand**

<b>Average Day Demand</b>	2.2 L/s
<b>Maximum Day Demand (2.75 x ADD)</b>	6.0 L/s
<b>Peak Hourly Demand (4.13 x ADD)</b>	9.0 L/s

Static pressures between 67 psi and 83 psi are expected based on the existing topography. An ideal pressure range for a municipal water system is between 40 and 80 psi so with this arrangement, it is not anticipated that any booster pumps will be required and the two southmost buildings will be on the borderline of requiring installation of pressure reducing valves. The sketch below shows the proposed water service connection location.

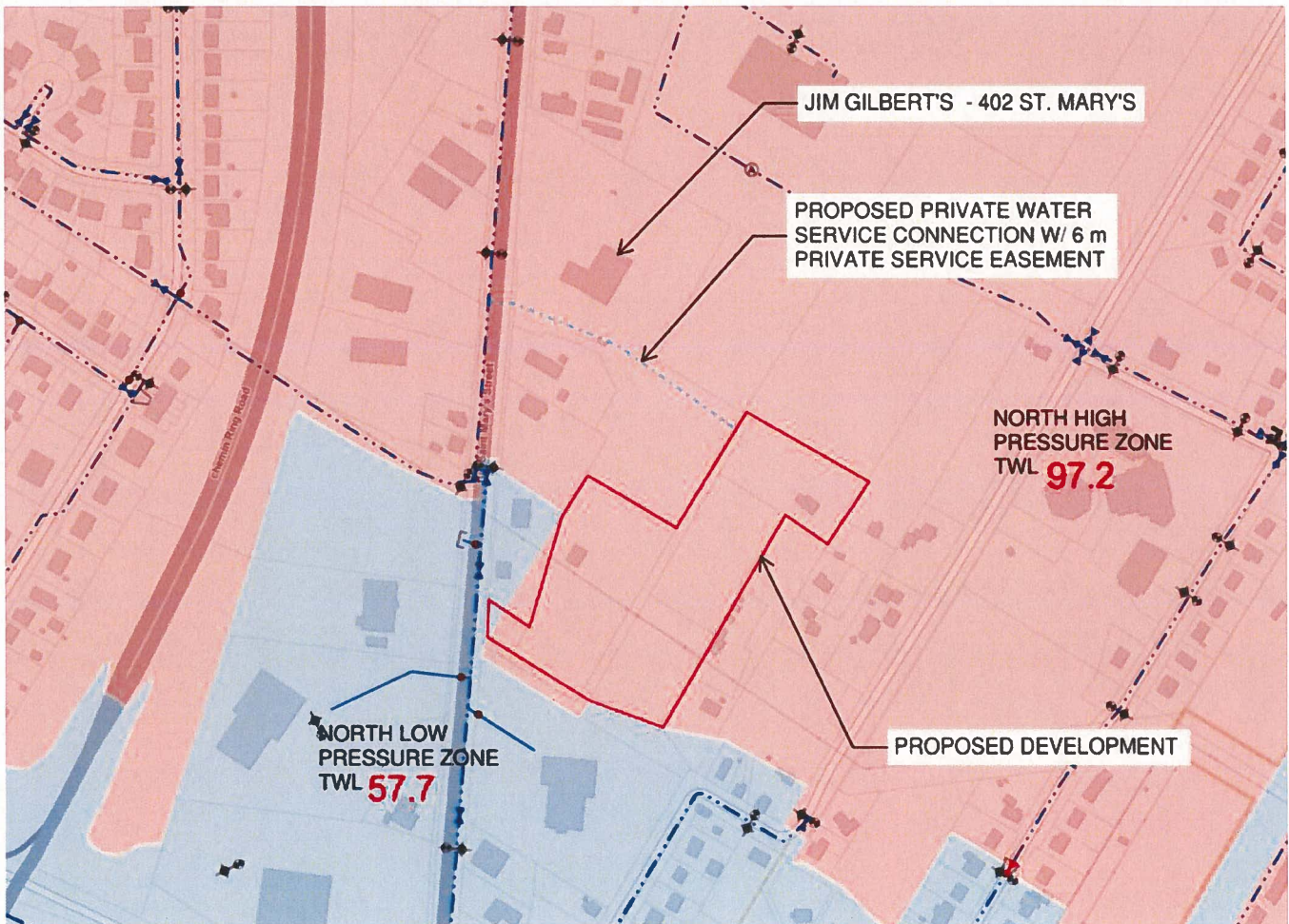


Figure 1 – Proposed Water Main Connection Sketch

## Storm Sewer and Drainage

Private storm sewer mains will be installed within the proposed private street to collect runoff from each apartment site as well as the private roadway itself. A landscaped private detention pond will be located at the south end of the site to attenuate flows in accordance with the 2008 Guidelines for Storm Water Infrastructure in the City of Fredericton. Additional detention will be provided on each apartment site if required to fully manage flows. The outlet from this development will be piped through an adjacent property to a manhole on the minor storm system

on Highland Avenue at invert elevation  $\pm 33.50$  m. An easement will be secured by the developer to access and maintenance of the storm outlet pipe as required. Major overland flows will follow the same drainage path as the minor system as the site currently slopes from north at an elevation around 48.5 m geodetic to south at an elevation around 37 m geodetic.

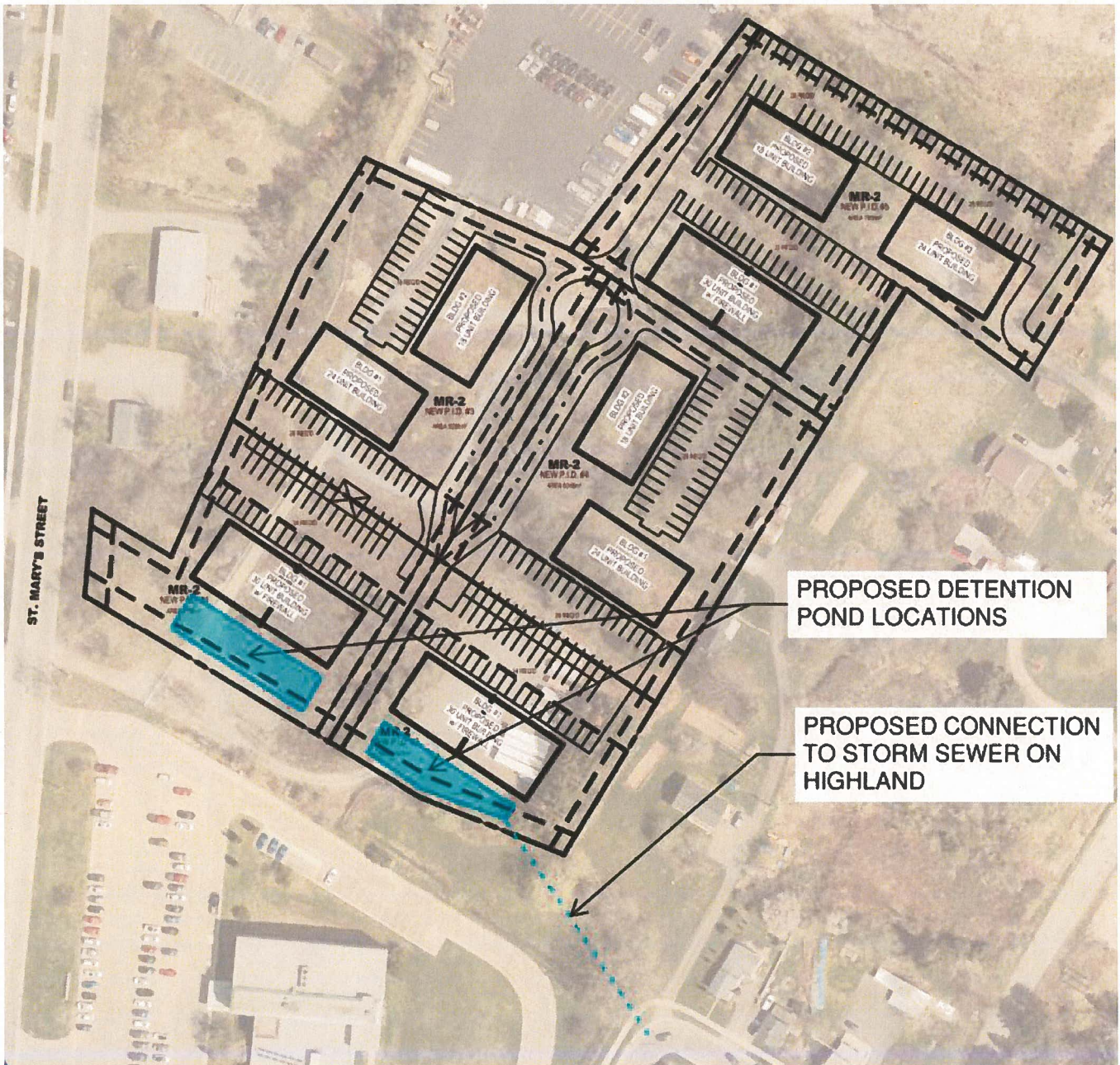


Figure 2 - Proposed storm sewer connection sketch

Andrew Buyting  
March 11, 2026

Preliminary storm water flows for pre-development and post-development conditions as well as the required detention volume to attenuate the flow are summarized in the table below:

**Table 2 - Preliminary Storm Water Flows and Detention Volume**

Overall catchment area	2.83 ha
Pre-development peak flow (1:10-yr)	0.14 m <sup>3</sup> /s
Post-development peak flow (1:100-yr + 20%)	1.23 m <sup>3</sup> /s
Required Detention Storage Volume	1320 m <sup>3</sup>

While the pond has not yet been designed, it is expected that the depth will be no more than 2 metres with maximum 3:1 side slopes. The pond surface will be grass with landscaped screening incorporated along the frontage of the public street.

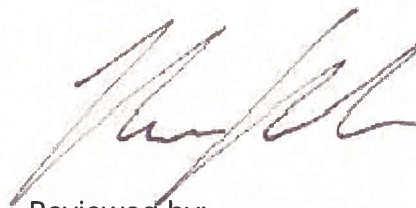
We trust that the information contained in this letter will satisfy the requirements of the City of Fredericton's Planning and Engineering departments and support approval of this development. If you require any additional information, please do not hesitate to contact us.

Yours very truly,

CBCL Limited



Prepared by:  
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Group Lead, Municipal - Fredericton  
Direct: 506-450-9441  
E-Mail: [eembree@cbcl.ca](mailto:eembree@cbcl.ca)



Reviewed by:  
Mark Kohler, P.Eng.  
Manager - Fredericton

Project No: 253334.00

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February 27, 2026

Andy Buyting  
 Carle Developments Ltd.  
 Email: [andy@carleventures.com](mailto:andy@carleventures.com)  
 Phone: (506) 238-4683

Dear Andy:

**RE: Traffic Impact Statement – Waterview Apartments, St. Mary’s Street**

CBCL Limited (CBCL) was engaged to complete Traffic Impact Statement for the proposed residential development located on St. Mary’s Street in Fredericton, NB. This study was completed in accordance with industry best practices.

Our understanding of the project, trip Generation analysis and conclusions are presented herein.

## Project Understanding

It is understood that the City of Fredericton (City) requires an analysis of the traffic introduced by the proposed development located on St. Mary’s Street in Fredericton, NB. The development will include 216 residential units over nine (9) apartment buildings, as summarized in **Table 1**, and illustrated in **Figure 1**.

**Table 1: Overall Development Schedule**

Building	Unit Count	Parking Spaces	Estimated Completion Year
1	30 Units	34 Stalls	2027
2	30 Units	34 Stalls	2027
3	24 Units	28 Stalls	2028
4	18 Units	28 Stalls	2028
5	24 Units	28 Stalls	2028
6	18 Units	28 Stalls	2028
7	30 Units	33 Stalls	2029
8	24 Units	28 Stalls	2029
9	18 Units	25 Stalls	2029

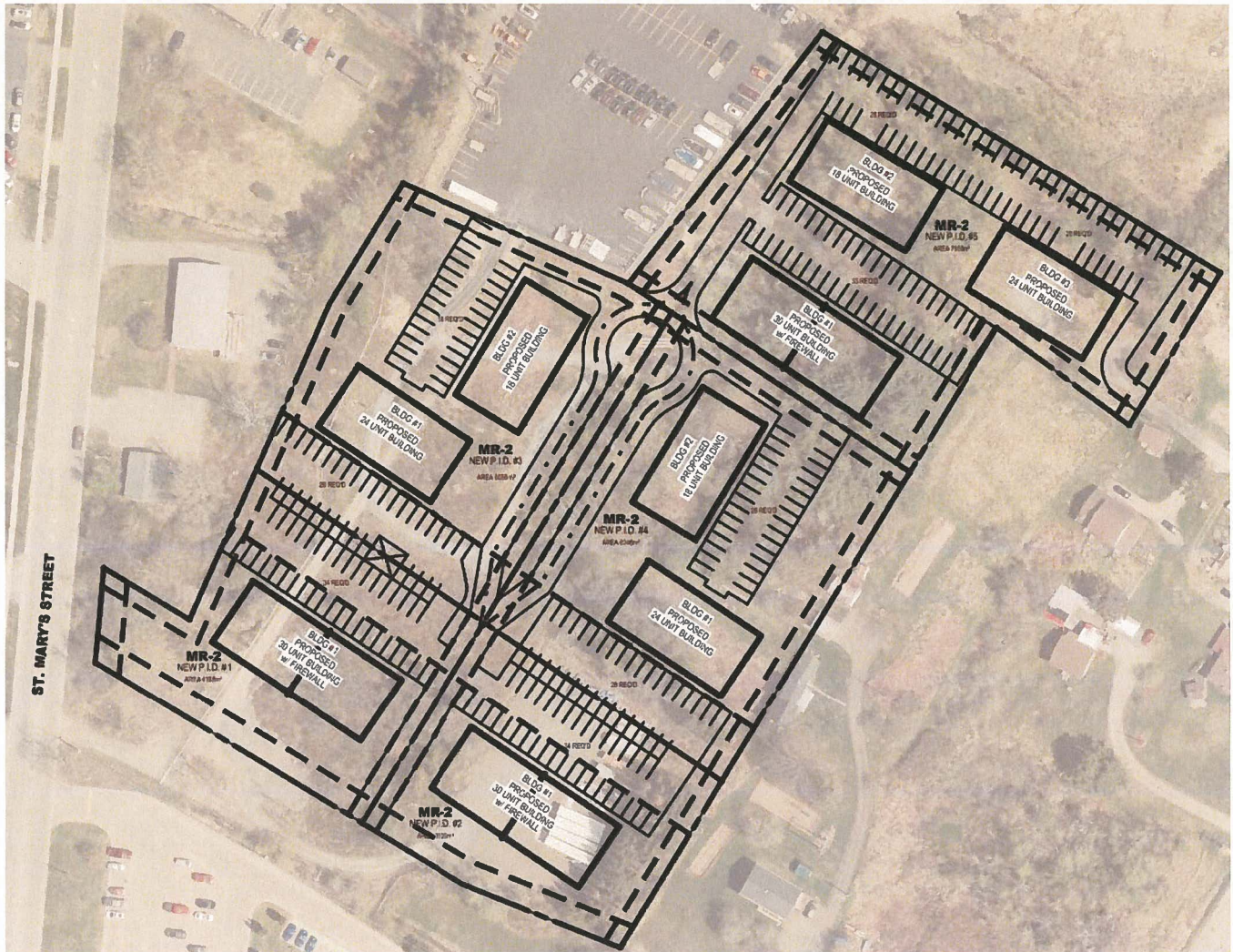


Figure 1 Proposed Site Plan (Image Courtesy of Advanced CAD Services Inc.)

## Trip Generation

New trips expected to be generated by the proposed development were estimated using trip generation rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual. Rates published in this manual are widely accepted by the traffic engineering community, as they are based on empirical data.

Land Use Code 221 for Multifamily Housing (Mid-Rise) was selected from ITE's Trip Generation Manual, as it was most reflective of the proposed land use, based on the planned number of units and storeys. The trip generation rates included all vehicular movements entering and exiting the site, and they were reviewed for both the weekday AM and PM peak hours of the adjacent road, as this would represent the peak traffic loading on the adjacent streets. The location setting for

“General Urban/Suburban” was selected as it generally reflects the setting of the site. The estimated number of new AM and PM peak hour trips based on the proposed number of dwelling units were determined and are summarized in **Table 2**.

**Table 2: Trip Generation Summary**

<i>ITE LU Code 221 - Multifamily Housing (Mid-Rise)</i>							
<b>216</b>	<b>Unit</b>	<b>Rate</b>	<b>Inbound</b>	<b>Outbound</b>	<b>Trips In</b>	<b>Trips Out</b>	<b>Total Trips</b>
	AM Peak Hour of Adj. Street Traffic	0.37	23%	77%	19	62	<b>81</b>
	PM Peak Hour of Adj. Street Traffic	0.39	61%	39%	52	33	<b>85</b>

**Based on the estimated trip generation for the proposed development, a total of 81 and 85 new trips are expected during the weekday AM and PM peak hours, respectively.**

Andy Buying  
February 27, 2026

## Closing

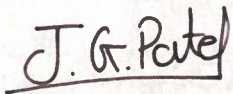
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Thank you for the opportunity to complete this Traffic Impact Statement for the proposed development on St. Mary's Street.

We trust this information satisfies your current requirements, but if you have any comments or questions that arise from the review, please reach out to us at your earliest convenience.

Yours very truly,

CBCL Limited



Prepared by:  
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Transportation Engineer-in-Training  
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Project No: 253334.01

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