

## PLANNING REPORT



PAC – Dec 8, 2021  
File No.: Z-44/2021, P.R. No. 98/21

**To:** Planning Advisory Committee  
**From:** Dallas Gillis, Senior Planner  
**Proposal:** Amendment to Terms and Conditions to revise building designs and increase the number of dwelling units for a multi-unit development  
**Property:** 54 - 62 Sarahs Lane (PID 01502434)

---

**OWNER:** Cordova Realty (rebranded to Thrive Properties) c/o Kaitlyn Lacelle  
128 Highfield Street  
Moncton NB E1C 5N7

**APPLICANT:** Same

### **SITE INFORMATION:**

**Location:** West side of Sarahs Lane, adjacent to Morning Gate subdivision to the south and currently undeveloped portions of the High Point Neighborhood to the west.

**Context:** Vacant R-2 zoned land to the west, single detached dwellings to the north, a townhouse and semi-detached dwellings to the east and townhouses to the south.

**Ward No:** 12

**Municipal Plan:** Established Neighbourhood

**Zoning:** MR-2

**Existing Land Use:** Vacant lot

**Previous Applications:** P.R. No.45/05, P.R. No. 165/05 P.R. No. 141/06

### **EXECUTIVE SUMMARY:**

This application proposes four, four-storey multi-unit buildings, each containing 74 units (296 total) with underground and surface parking. The buildings are organized around an interior courtyard, with 0.6km of trails throughout the site and amenities such as community garden. The subject property was rezoned in 2005 to permit a multi-unit development and the associated by-law Z-2.462 is still in effect which limits the development to four buildings, each containing 40 units (160 total). While the current proposal has some similarities to the approved site plan, the proposed increase to 296 total units is well beyond what was originally approved. Staff also have some concern with the proposed intensification and impact on residents of Sarahs Lane. The proponent held a community meeting and one on one engagement sessions and have taken the feedback of surrounding property owners and residents into account by adding fencing, relocating the community garden and shifting the development slightly to respect the existing mature vegetation. The Transportation Engineer has reviewed the proposal and traffic impact study submitted by the applicant and has stated that while there are known issues with traffic, specifically the Patience Lane and Prospect Street intersection, the 134 additional units is unlikely to create any additional issues. On balance, Staff feel the application represents a quality development and the added density will help with housing availability and affordability challenges. Additionally, the development represents less density than would be permitted as of right under the current zoning. Therefore, staff support this application.

## **APPLICATION:**

Thrive Properties c/o Kaitlyn Lacelle has made application on property located at 54-62 Sarahs Lane to amend previously approved terms and conditions of By-Law No. Z-2.462, to permit four buildings containing a total of 296 dwelling units and revised building design.

## **PLANNING COMMENTS:**

### Background:

- The subject property was rezoned in 2005, under previous Zoning By-Law Z-2, from R-2 and R-5 to R-6 and OS. That application also included lands surrounding the site, which have since been developed with single detached dwellings, semi-detached dwellings and townhouses, in accordance with the original approval. Five, three-storey multi-unit buildings with 175 total units were approved for the subject property in the original approval. In 2006, the terms and conditions of the approval were amended, to permit a change to four buildings of 40 units each, with a variance in height to permit a building height of 16m. When Zoning By-Law Z-5 replaced Zoning By-Law Z-2, the zoning of the property changed to MR-2 and EOS as there was no longer an R-6 or OS Zone. While the proposed development is permitted under the MR-2 Zone; the previous By-Law Z-2.462, and the attached terms and conditions, which were subsequently amended in 2006 remain intact. This is why the relevant terms and conditions of the previous approval need to be amended to permit the proposed development.
- As term and condition “a)” of By-Law Z-2.462 stated “the final site plan meet all development meet all the standards of the R-6 Zone, and be substantially in accordance with Map III attached to P.R. 141/2006 (attached as Map V) to the satisfaction of the Development Officer. Detailed parking and landscaping plan be provide to the satisfaction of the Development Officer prior to a building permit being issued” and term and condition “c)” stated: “Final design of apartment building be substantially in accordance with Map IV attached to PR 141/2006” (attached as Map VI), those terms and conditions are proposed to be amended to reflect the current proposal. As the remainder of the area covered under the previous approval has been developed, there is no need to amend the other remaining terms and conditions.

### Proposal:

- The subject property is adjacent to the Morning Gate Subdivision to the south, and the High Point Subdivision to the west, and has an area of 5.43 hectares with 34m of frontage along Sarah’s Lane. The majority of the site’s perimeter is lined with mature vegetation, in which the proponents intend to preserve as much as possible. The site is predominantly zoned MR-2, with a portion at the north zoned EOS, as shown on Map I. As shown on the site plan, no buildings are proposed within the EOS zone, only trails, landscaping and a stormwater attenuation pod.
- The subject property is enclosed by a townhouse and semi-detached dwellings to the east, with predominantly R-3 zoning and one MR-2 property, townhouses to the south under MR-2 zoning, vacant R-2 zoned land in the High Point Subdivision to the west, and single detached dwellings along Anderson Street to the North. However, there is a substantial separation along the north of the site with the EOS zoning.
- The applicant is proposing a multi-unit development of four, four-storey apartment buildings, with 74 units in each building (296 in total) as shown on Map II. While final elevations and floor plans have not yet been developed, the site plan shown on Map II, and conceptual elevations and renderings shown on Maps III an IV, show a high quality building design, centered around and internal courtyard, with 0.6km of trails throughout the development and landscaping amenities, including a community garden.
- Access will be gained from a driveway off Sarahs Lane at the east of the site as shown on Map II. Around the perimeter of the site is a 7.0m driveway, with perpendicular surface parking spaces provided along it. There is emergency access provided at the south of the site,

connecting to Sarahs Lane, which can also serve as an active transportation connection, providing access to the future Park in High Point Ridge as the area develops.

- The proponent held a community meeting onsite on November 3<sup>rd</sup>, 2021 and one-on-one engagement sessions. The applicants have indicated that feedback has been addressed by adding fencing, relocating the community garden, and shifting the development slightly to the west to respect the existing mature vegetation abutting the properties along Sarahs lane to the east.

#### Growth Strategy:

- The project must be evaluated in the context of the Fredericton Growth Strategy which aims to create a more compact, efficient, and sustainable city over time with complete communities containing a variety of housing options that are less car oriented. This requires optimizing both the use of land in existing and planned development areas and the infrastructure that services the land, before expanding the City's footprint and building new infrastructure. Building more compact communities with a mix of housing densities is way to use land efficiently.
- The subject property is within the identified area of growth surrounding the Bishop- High Point New Neighborhood. The goal for these areas is an average of 35 units/net hectare. This is to be accomplished by requiring the right mixture of building types and densities. The proposal for the subject property represents 55/units' hectare. Given the existing single, semi, and townhouse building forms, higher density installments, as proposed, are important to reach the overall targets. The Growth Strategy also notes how important community gathering places are in this context. This proposal provides area for gathering on site, such as a community garden for use of both residents of the development and members of the community.

#### Municipal Plan:

- The Property is designated Established Neighborhood in the Imagine Fredericton Municipal Plan. Lands within the Established Neighborhood designation are not expected to receive significant intensification but rather to evolve slowly by accommodating development that is complimentary and compatible with the general character of the area. The Municipal Plan contains the following policies for Established Neighbourhoods:
  - Section 2.2.1 (17) Lands within the Established Neighbourhoods Designation may include a full range of residential dwelling types, community facilities, parks and open space, institutional uses and neighbourhood-supporting uses intended to serve residents, such as local retail and service commercial uses.
  - Section 2.2.1(18) The City shall support the stability of Established Neighbourhoods by:
    - i. Encouraging the maintenance of the existing housing stock;
    - ii. Discouraging the encroachment of incompatible uses;
    - iii. Routing higher volume traffic along arterial and collector roads;
    - iv. Maintaining community services and facilities at a scale appropriate for the neighbourhood;
    - v. Encouraging the relocation of existing incompatible uses;
    - vi. Enforcing by-laws to ensure acceptable maintenance and occupancy standards; and,
    - vii. Requiring that new or infill development be compatible with adjacent properties.
  - Section 2.2.1 (21) 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:

- i. Any new lots are consistent with the lot pattern in the neighbourhood;
  - 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 whenever feasible.
- Section 2.21 (22) Infill development should be appropriately scaled and oriented with the primary entrance facing the public street.
  - Section 2.21 (23) Where a rezoning or zoning by-law amendment is required for a new mid- or high-rise residential use in an Established Neighbourhood, 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.

As the proposal is permitted under the current zoning, the use is compatible with the surrounding area and represents the mixture of building types and density needed to make complete communities and accommodate the anticipated population growth efficiently within the existing serviced areas. The development is not at the periphery of the neighborhood and will route higher volume traffic through Sarahs Lane, which is not consistent with some elements of the above noted policy. Notwithstanding, this layout was approved in the original development, and the question now is whether the additional density proposed is appropriate for the area. In that regard, to support the additional density the development has more than the required landscape area, and has mature vegetation surrounding the site that is intended to be maintained where possible and enhanced where needed with additional fencing. The layout provides for ample buffering and setbacks. There is a transit stop on Patience Lane, located approximately 210m from the entrance of the subject property. With regards to proximity to parks, open spaces and amenities, there is land set aside for a park less than 500m away and the site itself provides area for recreation and trails and amenities. The applicants intend to have at least 50% of the parking provided underground, anticipating 51 spaces within each building. Staff view the proposal as a high-quality design.

Overall, the proposed development conforms to the above noted policies of the Imagine Fredericton Municipal Plan, with the noted specific exceptions. With development of this nature added to the neighbourhood, it represents the variety in building forms and densities required to meet the objectives of the Municipal Plan.

#### Zoning By-Law:

- The proposed development relates to the MR-2 Zoning, as follows:

Standards	Required	Provided	Conformance
Lot Area (anticipates density bonus for > 50% underground parking)	41,440m <sup>2</sup>	54,321m <sup>2</sup>	OK
Lot Coverage (Max)	35%	16%	OK
Landscape Area (Min)	35%	58%	OK
Lot Frontage (Min)	34m	34m	OK
<b>Building Setbacks</b> (min)			
Front	6m	69.43m (>30m from the lots on Sarah's Lane)	OK
South Side	4m	28.47m	OK
West side (Abutting R-2)	7.5m	28.44m	OK
North Side	4m	74.53m	OK

#### Parking:

- As shown on Map II, the site will have a mixture of surface and underground parking. While the underground parking density bonus would not be needed, the applicant has indicated they intend for at least 50% of the required parking to be underground, and they have noted that they anticipate 65% of the units to be two bedroom units, and 35% one bedroom, although floor plans have not yet been developed. With that anticipated breakdown the required parking would be as follows:
  - 192 two-bedroom units x 1.5 sp req = 288,
  - 104 one-bedroom units x 1 sp req = 104
- 392 total spaces would be required, based on the anticipated breakdown. The site plan shows 204 underground and 258 surface spaces for a total of 462 spaces. Staff are confident that the required parking can be met on site, but a detailed parking and landscaping plan will be required with the building permit.

#### Building Design:

- While final building elevations have not been submitted with the application, the conceptual elevations and renderings as shown on Maps III and IV show an attractive building design with mixture of quality materials and finishes along the façade. The recessed balconies provide the required offsets along the long walls of the building. The applicants have used a three material and colour pattern, a design element intended to help decrease the massing by giving the appearance of a three-storey building. The original proposal contained a traditional peaked roof, whereas the current design has lowered the roofline to reduce the overall height and massing.
- A building height variance was approved for the site in 2006, which allowed a building height of 16m. The proposed buildings exceed the max height of 14m in the MR-2 Zone by 1.6m but is under the 16m permitted by the previous variance.

- The proposed new terms and conditions will give the Development Officer the ability to ensure final building design meets the all design requirements of the MR-2 zone, including necessary variation in the buildings, while being consistent with the quality of design submitted with this application, as shown on Map III.

#### Landscaping:

- The proposal exceeds the minimum required landscaped area, providing landscaping on 58% of the property, including a community garden. Despite the proposed increase in units and required parking, the applicants have indicated that the current proposal reduces paved surfaces on the site by 12% from the original approval. The proponents stated goal is to create a park like setting with 0.6km of trails through the landscaping and amenity spaces on site, as shown on Maps II, III and IV, for use by residents and the community as a whole. In addition, the development is preserving as much of the existing vegetation as possible, with emphasis on preserving the mature vegetation that screens the site from the abutting low-rise residential properties. Concerns of impacts to the existing mature trees at the east of the site abutting properties along Sarahs Lane, prompted the proponents to shift the entire development to the west in order respond to the concerns expressed and preserve the integrity of the existing tree line in that location. The shift will result in the loss of mature vegetation to the west of the site, however there will still be a strip of existing vegetation to provide some screening, as shown on Map II.

#### Engineering and Operations

##### Services

- This development had received previous PAC approval and in 2006 the developer at the time had started installing some of the pipes for municipal services. Record drawings were not submitted and incorporating any of this infrastructure will need to be verified by the developer's consultant. Municipal services are to be provided to the satisfaction of the Director of Engineering & Operations, and all construction is to have full-time inspection by the developer's consultant with record drawings provided at completion. All municipal and stormwater infrastructure on the property will be private. Backflow preventers and storm oil-grit separators are required.
- A complete storm water management plan (SWMP) is to be provided by the consultant. The SWMP is to include but not be limited to management and attenuation of surface water, major water flows, and the connection to the City storm system, all in conformance with the City's Stormwater Infrastructure Guidelines.
- Public Utility Easements (PUE), all underground electrical / power conduit, and stormwater ponds are to be located/designed to the satisfaction of the Director of Engineering & Operations
- The existing terms and conditions regarding access, servicing and the requirement of storm water management plan, all to the satisfaction of the Director of Engineering and Operations, provide the authority for Staff to ensure these matters are appropriately addressed.

##### Traffic

- The proposed increase in units of the development was examined as part of a traffic study submitted by the developer's consultant that evaluated the impacts to the adjacent street network as well as the major access to the development (Patience Lane/Prospect Street). The study evaluated the impacts based on current traffic volumes and projected volumes and came to the conclusion that the proposed number of additional units from this development would not adversely impact the surrounding street network, including Patience Lane /Prospect Street. The Traffic Engineer has reviewed the traffic study and is in agreement with the findings.

- Engineering and Operations Staff are aware of the residents' concerns regarding the Patience Lane/Prospect Street intersection, from this development and other developments that rely on the intersection. The City is actively exploring options to address current traffic issues in the area and will continue to monitor the area as it develops.

**Analysis:**

- Overall, Staff feel the application represents a quality proposal that improves upon the previous design and addresses the change in the market conditions and the need for additional housing supply. The applicants have addressed comments and concerns expressed to them in their self-directed community consultation, and while Staff acknowledge the concerns with traffic and specific intersections, the intersection will be examined regardless of this proposal. The layout of the site allows for ample setbacks, and the location of semi-detached dwellings and townhouses around the periphery provide the type of transition and variety of building form encouraged by the Municipal Plan and Growth Strategy. In addition, adding density where it can be sensitively integrated within existing serviced areas is integral to the managing growth in the manner laid out in the Growth Strategy. Other than the building height variance obtained in the original approval, the proposed development meets the requirements of the current MR-2 zoning, and actually represents less units than what would be typically permitted on a MR-2 lot of this size.
- Staff are concerned with the routing of traffic through Sarahs Lane, and that neighborhood residents expected a development of 160 units. That being said, this proposal is being brought forward in a process that allows for community feedback, and many of the concerns expressed are not in relation to the design elements of the development, or impact to the local streets, but the existing issues at the Patience Lane/Prospect Street intersection. As indicated in the Traffic Impact Study prepared by the proponent's consultant and re-reinforced by comments of the Traffic Engineer, the increase in units proposed in this application is not going to adversely impact the current situation, which is actively being considered by the Department of Engineering and Operations, regardless of this proposal. In fact, this general area is one of the New Neighborhood Growth Areas (Bishop-High Point) identified in the Imagine Fredericton Municipal Plan. Therefore, Staff support this application.

**RECOMMENDATION:**

It is recommended that the application submitted by Thrive Properties, c/o Kaitlyn Lacelle, on property located at 54-62 Sarahs Lane to amend previously approved terms and conditions of By-Law No. Z-2.462, to permit four buildings containing a total of 296 dwelling units and revised building design, be approved by repealing and replacing terms and conditions (a) and (c) with the following:

"(a) The final site plan for the apartment buildings on Lot 05-104 be substantially in accordance with Map II attached to PR No. 98/21 to the satisfaction of the Development Officer. Detailed parking and landscaping plans be provided to the satisfaction of the Development Officer prior to a building permit being issued." and

"(c) Final design of apartment buildings on lot 05-104 be generally in accordance with Map III attached to P.R. 98/21 to the satisfaction of the Development Officer."

Prepared by:

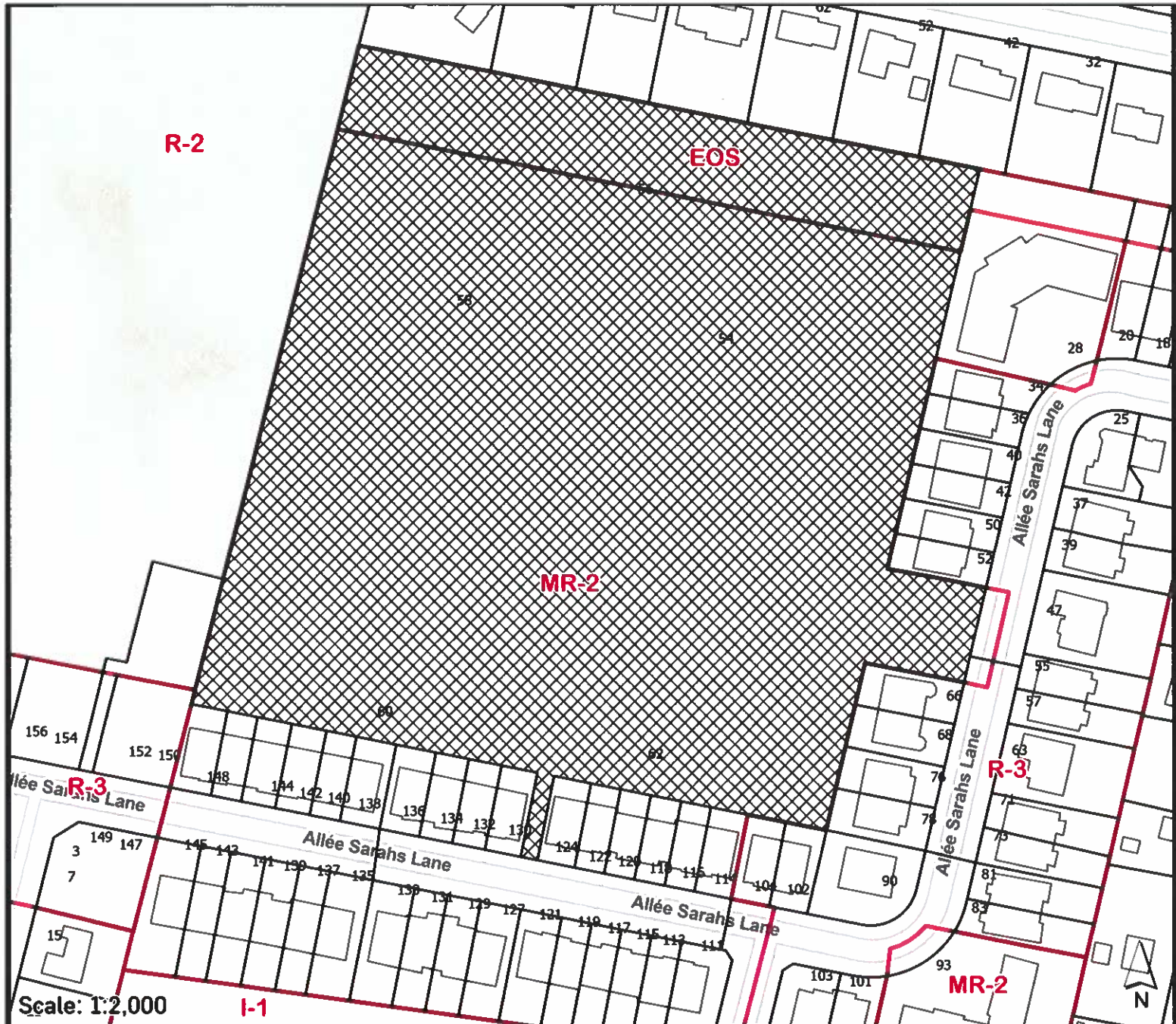


Dallas Gillis, MCIP  
Senior Planner, Community Planning

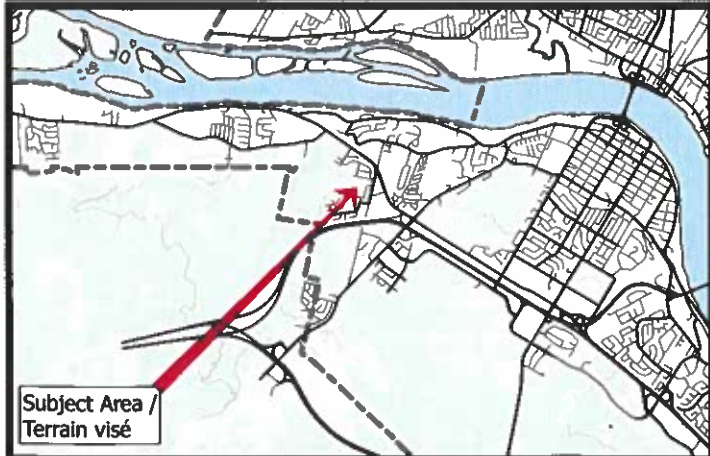
Approved by:



Marcello Battilana, MCIP  
Manager, Community Planning



Scale: 1:2,000



Subject Area / Terrain visé



Subject Property / Propriété Visé

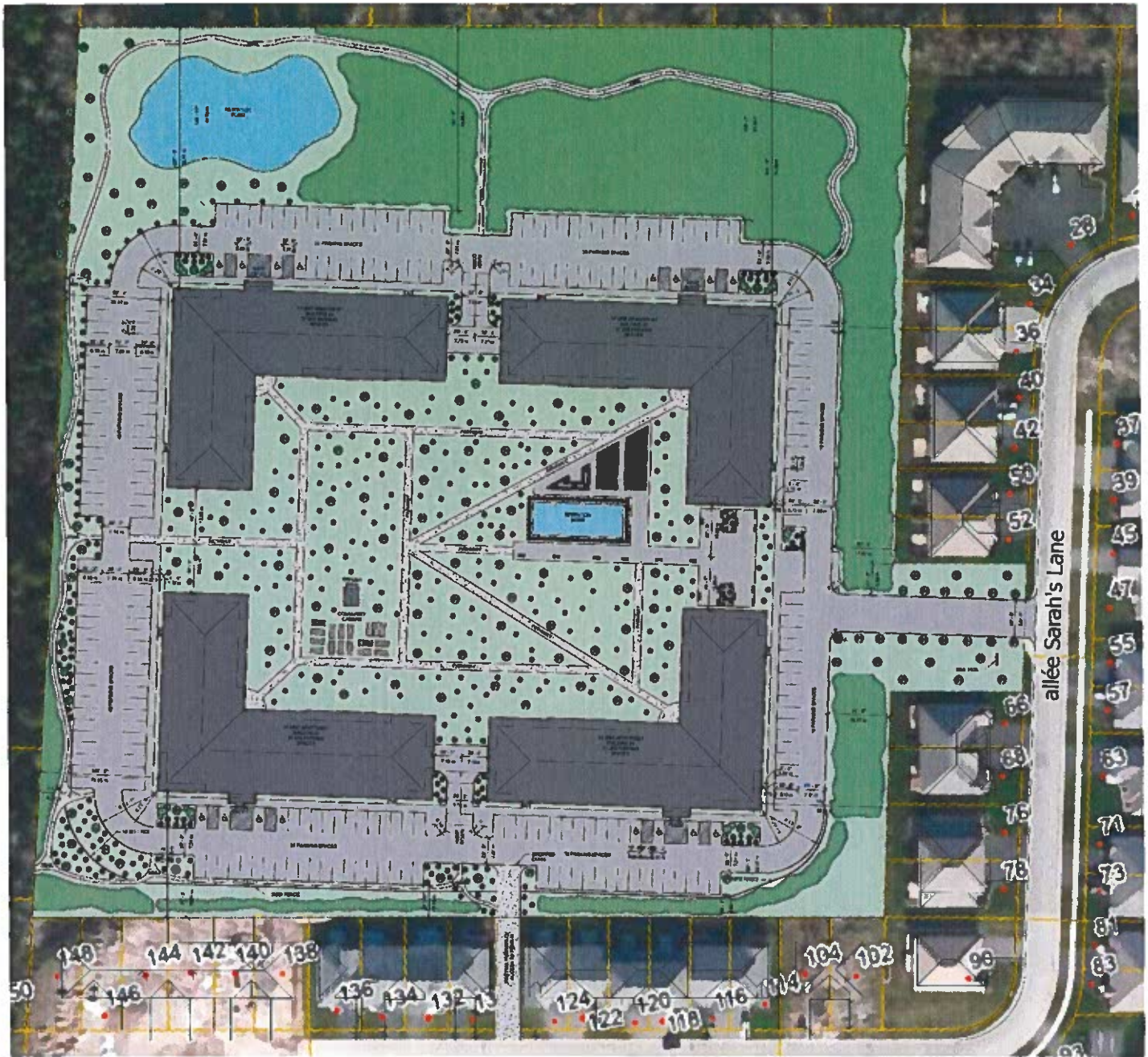
Amend the terms and conditions of a previous approval to permit a proposed development of four multi-unit apartment buildings with a total of 296 units.

Modifier les modalités d'une approbation antérieure pour permettre l'aménagement proposé de quatre immeubles d'appartements à logements multiples d'un total de 296 logements.



Community Planning  
Planification urbaine

Map \ carte # I  
File \ fiche: PR-98-2021  
Date \ date: décembre \ December 8, 2021  
Subject \ sujet: allée 54-62 Sarahs Lane  
Thrive Properties  
c/o Kaitlyn Lacelle



allée Sarah's Lane

Proposal to amend the terms and conditions of a previous approval to permit a proposed revised development of four multi-unit apartment buildings with the total number of units increasing from 160 to 296.

Proposition de modification les modalités d'une approbation antérieure pour permettre l'aménagement révisé proposé de quatre immeubles d'appartements à logements multiples, le nombre total de logements passant de 160 à 296.

### Site Plan / Plan du site



Community Planning  
Planification urbaine

Map \ carte # II

File \ fiche: PR-98-2021

Date \ date: décembre \ December 8, 2021

Subject \ sujet: allée 54-62 Sarahs Lane

Thrive Properties  
c/o Kaitlyn Lacelle



**Northwest / Nord - Ouest**



**Building concept / Concept de bâtiment**



**Building concept / Concept de bâtiment**

**Conceptual Elevations / Conceptuel**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # III  
File \ fiche: PR-98-2021  
Date \ date: décembre \ December 8, 2021  
Subject \sujet: allée 54-62 Sarahs Lane  
Thrive Properties  
c/o Kaitlyn Lacelle

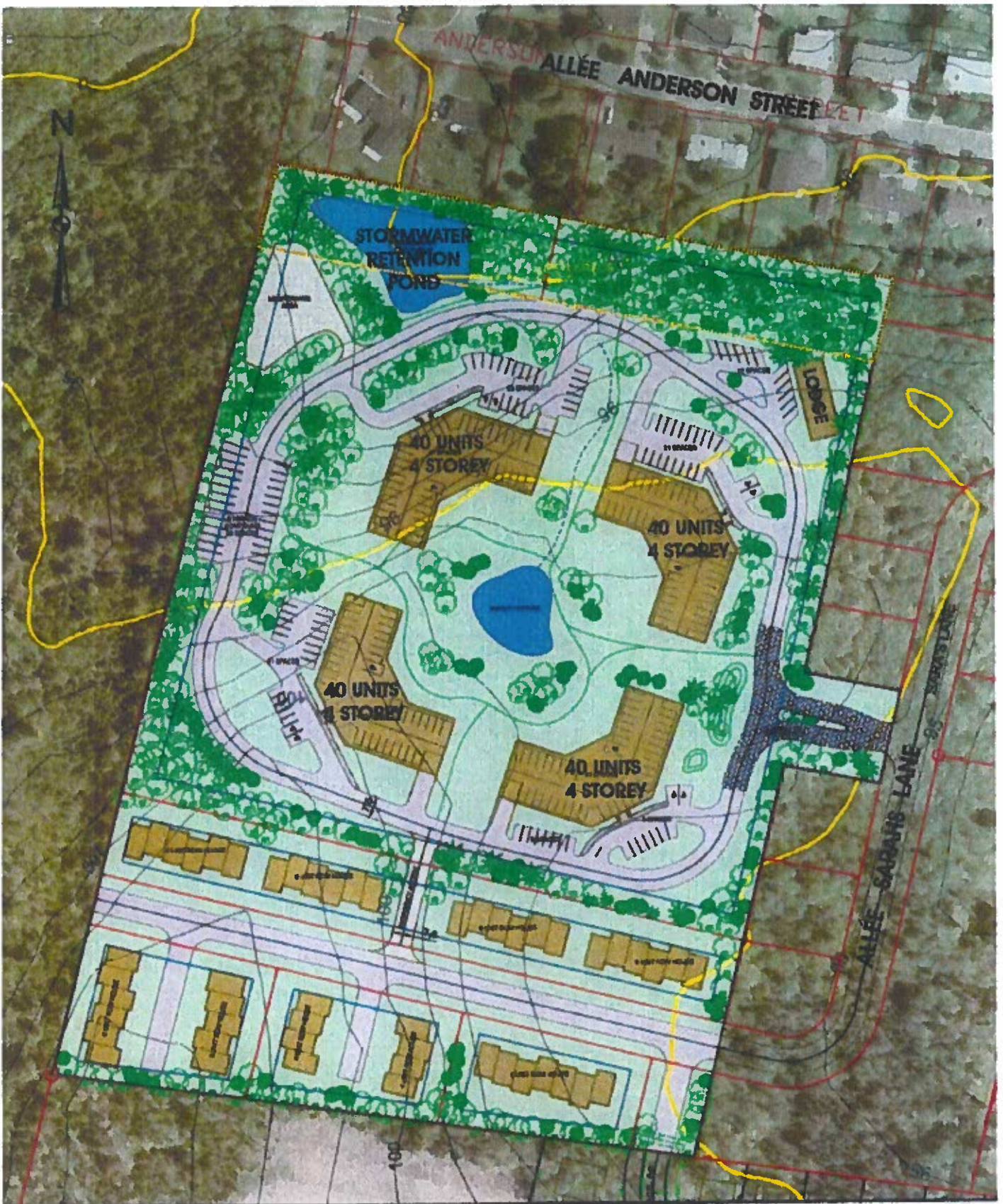


**Conceptual / Conceptuel**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # IV  
File \ fiche: PR-98-2021  
Date \ date: décembre \ December 8, 2021  
Subject \ sujet: allée 54-62 Sarahs Lane  
Thrive Properties  
c/o Kaitlyn Lacelle



**Site Plan - Previous Approval / Plan du site - Approbation précédente**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # V

File \ fiche: PR-98-2021

Date \ date: décembre \ December 8, 2021

Subject \ sujet: allée 54-62 Sarahs Lane

Thrive Properties  
c/o Kaitlyn Lacelle

## *Condominiums Development*



Illustrated by  
**CCI** Computerized Commercial Illustration  
Artist Rendering  
(For Illustration Purposes Only)

**Building Concept - Previous Approval / Concept du bâtiment - Approbation précédente**

**Fredericton**

Community Planning  
Planification urbaine

Map \ carte # VI  
File \ fiche: PR-98-2021  
Date \ date: décembre \ December 8, 2021  
Subject \ sujet: allée 54-62 Sarahs Lane  
Thrive Properties  
c/o Kaitlyn Lacelle

**Brown-Snook, Julie**

---

**From:** clriles@rogers.com  
**Sent:** Wednesday, December 1, 2021 8:33 PM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** File 2/44/2021 PR 98/21 Sarah Lane

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.

I was very impressed with the presentation this company gave. Took the time to knock on doors that border this construction.

I support this . Just want to ensure a proper fence is installed as they told us, and maintained.

Clyde Riles  
144 Sarahs Lane

Sent from my iPad

Patrick Belding, 19 Day St, Fredericton, NB, E3B 7E1

November 30<sup>th</sup>, 2021

City of Fredericton, Planning Advisory Committee

Re: PR-87-2021

54-62 Sarahs Lane

Thrive Properties

To Whom It May Concern:

As a Day Street resident for 32 years, we have stood witness to the immense growth of what was once a single small neighbourhood. In 1989 the area contained less than 60 single family residences, today it is home to approximately 376 single family dwellings/townhouses, a sizeable seniors retirement complex, and a place of worship. Additionally, 54-62 Sarahs lane will mark 11 four-story apartment buildings in the subdivision. Further residential development is already underway on High Point Ridge, and we can expect this wave of growth to continue to the foreseeable future.

Despite expansion, the area road infrastructure has remained largely unchanged. Poor oversight given to traffic flow with thousands of residents/visitors sharing a singular left-hand turning lane from Patience Lane to Prospect Street when exiting the subdivision. This left-hand turn must be completed across two lanes of highway-speed traffic without the aid of lights and due to the proximity to the river, is often done in thick fog conditions. In the past six months, at least two major collisions have taken place here forcing the closure of the roadway. School buses also must take this arduous route.

Area residents understand that due to our proximity to the city center, further expansion will continue. However, we ask for your immediate attention in resolving the matter of unsafe traffic egress and that you delay zoning approval of further multi-unit development until the safety of the roadway can be amended. We cannot continue to pile on further traffic to what is already a hazardous intersection.

Thank you for your time and consideration.

-Patrick Belding, Concerned Resident

## Brown-Snook, Julie

---

**From:** David Dennis <davidlldennis@gmail.com>  
**Sent:** Monday, November 29, 2021 5:59 PM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** PAC Participation - PID 01502434

*Sarahs Lane*

**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.**

Hello,

I'd like to participate in the upcoming PAC meeting for December 8th for the Morning Gate amendment.

I'd also like to submit the following comments for the record:

"I am quite happy to have larger development in my neighbourhood and the plans provided look like they include quality green spaces. I am excited to be involved in a growing and vibrant mixed use community.

However, my concern is traffic on the Provincial Highway, Prospect Street West and the City owned Patience Lane.

There have already been numerous accidents at this intersection. Many Morning Gate residents have brought our concerns over this intersection to various parties including our MLA Domenic Cardy, our city Counsellor Henri Mallet and city staff.

The addition of 296 units would greatly increase the already dangerous amount of traffic. This is almost double the existing plan.

I would ask that approval to increase the number of units is contingent on the City of Fredericton and the Government of New Brunswick agreeing to build a traffic circle at Prospect Street West and Rainsford Lane/Duncan's Lane.

If there is no change to the traffic flow of the neighbourhood the city should decline the amendment."

Sincerely,

David Dennis

## Brown-Snook, Julie

---

**From:** Jim Drover <jimd rover@yahoo.ca>  
**Sent:** Wednesday, December 1, 2021 12:46 PM  
**To:** PLANNING AND DEVELOPMENT  
**Cc:** Mayor's Office; henri.mallett@fredericton.ca  
**Subject:** Development Proposal PR 98/21

**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.**

Re.Property 54, 56,58,60,& 62 Sarahs Lane

We are submitting our opposition to the development of 296 apartments on the property at 54 to 62 Sarahs Lane. This original development was approved for 160 units and they are requesting this to be increased by 85 % to the 296. This increase will definitely impact the area including traffic , infrastructure of services, noise, and not be appropriate for the existing residential development of private homes.

We purchased our home knowing the previous owner of this land had approval for 160 unit project. This is a huge change from that development.

The present traffic situation is unacceptable for this area with only 2 exits accessing a very busy road. There have been a number of serious accidents with the present population and more apartments here and being built on Patience Lane will add to this problem. Our safety is a major concern.

In addition we question the ability of the present infrastructure of water and sewer to handle the increase of units and surface water run off from the increased use of pavement for this project. Will the required upgrades to infrastructure be completed prior to any construction of buildings ? Also will the size of the project allow to retain the buffer of trees presently bordering this land.

We hope that all these issues will be considered when making your decision. We and many other residents have enjoyed living in our residential neighbourhood and this proposed project will make a significant change.

Thanking you in advance for your consideration.

Jim & Cheryl Drover  
73 Sarahs Lane  
Fredericton

## Brown-Snook, Julie

---

**From:** Robert Chase <chaserobert001@gmail.com>  
**Sent:** Wednesday, December 1, 2021 1:23 PM  
**To:** PLANNING AND DEVELOPMENT  
**Cc:** Henri Mallet  
**Subject:** Re: Amendment to Terms and Conditions 54, 56, 58, 60 and 62 Sarahs Lane

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.

Would you kindly acknowledge receipt off this email.

Sent from my iPad

> On Nov 29, 2021, at 11:56 AM, Robert Chase <chaserobert001@gmail.com> wrote:

>

> I am a property owner located at 34 Sarah's Lane and adjacent to the proposed development. I object to the proposed amendment for the following reasons:

>

> - when I purchased my home I was aware that the adjacent land was zoned for multi unit buildings and accepted this would happen at some point. The decision to purchase was based on the then approved size of 160 units. The proposed amendment would see the size nearly double. This will significantly change the flavour of the neighbourhood which is see as a quiet, senior occupied, low density area.

>

> -Sarahs Lane in recent years has become the preferred route for all construction traffic headed in and out of the Morningate subdivision. Much of this traffic travels in excess of the speed limits. The level of traffic and speed has already created difficulties for residents and will be greatly aggravated with the addition of 296 more housing units. With only one access point to the subject property, all this traffic will land on Sarahs Lane. If the project is to proceed in any fashion, serious consideration must be given to address volume and speed. Another access from the property that would access Highpoint should be a condition of approval.

>

> Your consideration of my representation will be appreciated. While I believe the proponent, Thrive Properties, have every intention to construct a quality product and cohabitate responsibly the sheer size of the project will impact seriously on current residents who all purchased forever homes in the good faith contained in the city's previous approval.

>

> Please confirm receipt of this email.

>

> Thank you

>

> Robert Chase

>

> Sent from my iPad

## Brown-Snook, Julie

---

**From:** Stephanie and Dave Coffin <coffinsd@gmail.com>  
**Sent:** Wednesday, December 1, 2021 9:39 AM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** Opposition of an application

Sarah's Lane

**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.**

We are submitting comments opposed to an application of permitting a development of multi-unit buildings which has been revised from 160 units to 296.

The original Developer had put forth the construction of four multi-unit buildings ,with a total of 160 units. This was quite acceptable to our neighbourhood and nearby residents. We moved here in 2008 with the assumption of that plan .Never assume !

Developers seem to be changing g hands left right and center.Neil Farm Land is now looking at construction of apartment buildings .Hanson construction has now built three ( or in the process of ) apartment buildings directing behind beautiful homes that have lost their view!The exit out of patience lane is a nightmare now! Just wait until all of Hanson's apartments and the intended apartments behind Sarah's lane are completed .There is only one exit there for all residents!

There are two issues. One,in that many high density apartment buildings behind Sarah's Lane will create havoc for motorists. The traffic exiting onto Sarah's lane and then onto the highway at the end of Patience lane will be overwhelming especially for elderly seniors that live in this area .Two ,the sewer and water system in the area where the units are intended to be built are perhaps not to scale with a higher number of units ;and water runoff down to Sarah's lane could be affected .

We live at 52 Sarah's lane and the amount of foot and vehicle traffic will be doubled if this higher number of units is allowed .

Most of us at the lower end of Sarah's Lane moved here 14 years ago to enjoy a quiet lifestyle . Of course ,nothing goes as planned .School buses go by without any students on them or on this street this,construction trucks take our street to construct houses in Morninggate ,however we do like it here and having a 296 multi -unit development behind our street will certainly turn this area in to well,something else!

Talked to many elderly neighbours on our street .We all feel the same way and many have not even heard from our councillor Henri Maillet .

Sincerely Stephanie Coffin

## Brown-Snook, Julie

---

**From:** Karen MacFarlane <mmlmacfa@hotmail.com>  
**Sent:** Tuesday, November 30, 2021 2:08 PM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** New Development off Sarahs Lane

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.

Good afternoon,

We have no objection to the new development, by Thrive Properties, in our neighborhood.

However, we have great concern re traffic on Prospect Street West and Patience Lane.

We already have three new apartment buildings built, or being built, on Patience Lane plus this proposed new four buildings off of Sarahs Lane plus all the new apartment buildings being built on High Point Ridge.

The new development on High Point Ridge has one way access in and out and no left turn on to Prospect Street West.

ALL traffic in this area must come to Patience Lane to turn left on to Prospect Street West. Turning left requires crossing three lanes of traffic! VERY difficult for school buses heading to school in the morning.

We have had several traffic accidents at Patience Lane and Prospect West. Most traffic does not follow the speed limit of 70 on Prospect and come up very quickly to Patience Lane. Fog, tall weeds in summer and snow banks in winter make it very difficult to see coming out to the intersection at Patience Lane and Prospect West.

We feel the city needs to do a traffic study before granting an amendment to build that many more units in this area. A traffic circle or traffic lights need to be built at intersection of Patience Lane and Prospect Street West before a major accident happens there.

Karen & LLOYD MacFarlane

Sent from my iPad

## Brown-Snook, Julie

---

**From:** steve whitenect <whitenectds@icloud.com>  
**Sent:** Tuesday, November 30, 2021 11:43 AM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** Property 54,56,58,60&62 Sarahs Lane PID 01502434

**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.**

Dear Sir

I have concerns regarding traffic onto Sarahs Lane from the apartment property and Hugh concerns for the increased traffic onto Prospect Street from this area. The original permit for 160 units was worrisome. The increase of 136 units more, will mean a lot of cars getting into and out of, the narrow area of Sarahs Lane. This is high density now and cars are just squeezing by. How will we manage with increase of almost 300 units?

I also have concerns at the mouth of Sarahs Lane where people stop their cars to pick up mail, on both sides of the Lane. Is there plans to change mailbox locations?

During construction what options are there for heavy truck traffic? What are the plans to minimize noise, dust and debris?

We would like to be included in the PAC meeting on December 8th. Please forward the link.

Thank you

Dianne & Steven Whitenect  
132 Sarahs Lane  
whitenectds@gmail.com  
506-478-3694

## Brown-Snook, Julie

---

**From:** karle scott <karlefcott@gmail.com>  
**Sent:** Monday, November 29, 2021 1:04 PM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** Thrive Properties *Saraha Lane*

**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.**

I would like to make 2 comments in regards to the Thrive Properties request to amend the terms and conditions of their previous approval to go from 160 units to 296 units.

My first concern relates to the issue of additional traffic that would occur due to the additional units. At the present time there are traffic issues with merging onto Prospect Street with a particular issue with traffic trying go west on Prospect street from Patience Lane. Unless new traffic arrangements are made, this will be an area of grave concern.

My second issue deals with water flow from this new development. Due to climate change effects and the likelihood of increased rainfall amounts, what factors/consideration has been given to mitigate any flooding that may result to the existing dwellings on Saraha lane?

Thank you for your attention to my concerns.

Karle & Shirley Scott  
68 Saraha Lane

## Brown-Snook, Julie

---

**From:** Robert Chase <chaserobert001@gmail.com>  
**Sent:** Monday, November 29, 2021 11:57 AM  
**To:** PLANNING AND DEVELOPMENT  
**Cc:** Henri Mallet  
**Subject:** Amendment to Terms and Conditions 54, 56, 58, 60 and 62 Sarahs Lane

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.

I am a property owner located at 34 Sarah's Lane and adjacent to the proposed development. I object to the proposed amendment for the following reasons:

- when I purchased my home I was aware that the adjacent land was zoned for multi unit buildings and accepted this would happen at some point. The decision to purchase was based on the then approved size of 160 units. The proposed amendment would see the size nearly double. This will significantly change the flavour of the neighbourhood which is see as a quiet, senior occupied, low density area.

-Sarahs Lane in recent years has become the preferred route for all construction traffic headed in and out of the Morningate subdivision. Much of this traffic travels in excess of the speed limits. The level of traffic and speed has already created difficulties for residents and will be greatly aggravated with the addition of 296 more housing units. With only one access point to the subject property, all this traffic will land on Sarahs Lane. If the project is to proceed in any fashion, serious consideration must be given to address volume and speed. Another access from the property that would access Highpoint should be a condition of approval.

Your consideration of my representation will be appreciated. While I believe the proponent, Thrive Properties, have every intention to construct a quality product and cohabitate responsibly the sheer size of the project will impact seriously on current residents who all purchased forever homes in the good faith contained in the city's previous approval.

Please confirm receipt of this email.

Thank you

Robert Chase

Sent from my iPad

## Brown-Snook, Julie

---

**From:** Peter and Noella Pike <petpike@nb.sympatico.ca>  
**Sent:** Tuesday, November 30, 2021 1:48 PM  
**To:** PLANNING AND DEVELOPMENT  
**Cc:** Mayor's Office; henri.mallett@fredericton.ca  
**Subject:** Planning Advisory Committee Meeting - 8 December 2021 - File:2/44/2021 - PR: 98/21

**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.**

Property: 54, 56, 58, 60 & 62 Sarahs Lane  
Applicant: Thrive Properties c/o Kaitlyn Lacelle  
Proposal: Amendment of Terms and Conditions

We believe that prior to any further major development being started in this area that the topic of traffic flow must be addressed.

There have been a number of accidents on the Prospect Street and Patience Lane area in recent months. This hazard will most likely increase as population density increases in the areas of Sarahs Lane, Morning Gate, and High Point with the development of more apartment buildings and housing. Traffic control and solutions should be in place prior to further development and not be done after the fact. It would be less problematic to do the necessary road work prior to additional traffic instead of attempting to do the work within the higher traffic flow, a hazard both to the workers and the public.

The project title: Prospect Street West Connectivity Improvements (traffic roundabout), on Drawing No. 2001758-1P-C01, should proceed prior to any further development to the areas of Sarahs Lane, Patience Lane, High Point, and Morning Gate. Let us err on the side of safety in this matter please.

We **do NOT support** the proposed amendment of Terms and Conditions for 52 to 64 Sarahs Lane construction, unless the above areas of concern are addressed prior to the construction. This area can not support the additional 296 units with the current traffic flow/congestion.

Peter and Noella Pike  
Residents  
76 Sarahs Lane  
Fredericton, NB E3B0G8

## Brown-Snook, Julie

---

**From:** Peter and Noella Pike <petpike@nb.sympatico.ca>  
**Sent:** Sunday, November 28, 2021 2:08 PM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** Planning Advisory Committee Meeting - 8 December 2021 - File: 2/44/2021 PR: 98/21  
**Importance:** High

**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.**

Property: 54, 56, 58, 60 & 62 Sarahs Lane  
Applicant: Thrive Properties c/o Kaitlyn Lacelle  
Proposal: Amendment of Terms and Conditions

Background: The applicant has applied to amend the terms and conditions to permit the development increase from 160 total units to 296 total units.

My concern with the change in development plan is what effect this will have on both waste water through sewer infrastructure plus the potential increase in water runoff.

1) The number of units is an 85% increase which would almost directly present the same for the amount of water used and also water placed back into the drainage infrastructure, is the planned system or one in place adequate to support this change?

2) The revised building surface area and revised paved surface area appears to be greater than the initial plan. Surely this would mean a potential for increased runoff following and during wet periods. Has this potential impact been considered to mitigate the effects on homes in the immediate area?

The reason for these concerns being raised now is to prevent the potential for situations such as recently encountered in both British Columbia and Newfoundland with overland flooding. It is hoped that planning is in place to avoid similar situations in Fredericton, prior to new construction, instead of dealing with the aftermath.

Thank you for your consideration.

Peter B Pike  
Resident  
76 Sarahs Lane  
Fredericton, NB E3B0G8  
[petpike@nb.sympatico.ca](mailto:petpike@nb.sympatico.ca)

## Brown-Snook, Julie

---

**From:** wayne macdonald <waymac52@gmail.com>  
**Sent:** Thursday, December 2, 2021 12:08 PM  
**To:** PLANNING AND DEVELOPMENT  
**Subject:** Amendment of Terms and Conditions

*Sarahs Lane*

### 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.

As per the document recently received by mail from the City of Fredericton in the matter of the Neighbourhood Notification development proposal, specifically an Amendment of Terms and Conditions to the property on Sarahs Lane, PID 01502434, File: Z/44/2021, PR:98/21;Planner Dallas Gillis, for the application to amend the the terms and conditions of previous approval, which permitted a development of four multi-unit buildings of 160 total units to permit a revised development of four multi unit buildings of 296 units, I wish to state my OPPOSITION to the proposed amendment.

This proposal represents a 70% increase in units in the same land area, with the same access road to Sarahs Lane, between units 66 and 52 Sarahs Lane.

Speaking with Mr. Erik de Jong, Director of Development and Tenant Relations for the applicant, he indicated, there would be underground parking, but one space per unit and multiple parking spaces around the entire complex for visitors, and based on experience with similar properties, many tenants have two vehicles. Therefore, with nearly 400 units, some of which will have two vehicles, the increase of traffic on Sarahs Lane and Morning Gate as many residents will take that route to access Patience Lane, presents a dangerous outflow onto Sarahs Lane and on Morning Gate. Continued approval of development in this area has led to a substantial increase of traffic already.

This community has many citizens of all ages, walking on sidewalks, biking on the streets and children walking or biking. Streets have to be crossed without crosswalks, and increased traffic flow of this magnitude presents an unacceptable risk.

In addition, a well known situation exists of a dangerous connection with Patience and Prospect East. Accidents have occurred at this intersection. It is the only way to turn left onto Prospect East for Sarahs Lane, Barcroft St., Morning Gate, the Anderson St. neighbourhood and the High Point neighbourhood. This latter area has two large apartment units about to open and two more apartment units being built, and now acres of land have been bared and construction is starting for more units of some type. This is a planning error that should have been corrected long ago, but now the ask is to increase units to an already approved number.

I have heard a traffic circle is in the planning stages for the Patience/Propect connection, but I have not seen any official announcement or communication from the province, city or by our Councillor on this. Even, so, it will be a very busy circle with sight lines coming up Prospect into the city hampered by the elevation approaching any such traffic flow device. It makes no sense to add 136 units with many having more than one vehicle to the situation. However, a person in the neighbourhood received a reply this intersection did not make the priority list for this year and traffic control ? speed control is the best solution. Well that has not worked or even ben obvious in that regard.

With the number of units proposed and vehicular traffic resulting, noise impact must also be considered. Looking at the artist rendition of the development, overhead view, where will snow be moved to from the street and parking spaces around the units. There is no room on this graphic to place it.

This request has many drawbacks, some dangerous in nature, and these design changes that will magnify the negative impacts of the request.

The Planning Committee must consider the impacts from all aspects and not allow more cramming of people into small spaces, adding to existing problems and creating new ones in a section of the City, currently affected by overgrowth of development, and poor street maintenance summer and winter with the current traffic load.

Sincerely

Wayne MacDonald

135 Sarahs Lane