

BY-LAW NO P-14-36

A BY-LAW TO ADOPT THE SHEDIAC
MUNICIPAL DEVELOPMENT PLAN

In accordance with the powers vested in it by the Community Planning Act of New Brunswick, Chapter C-12, R.S.N.B. (1973), the Council of the Town of Shediac, duly assembled enacts as follows:

1. This by-law may be cited as the "**Shediac Municipal Plan**".
2. The Municipal Development Plan for the Town of Shediac has been passed.
3. The document entitled "Municipal Development Plan", prepared by the Beaubassin Planning Commission, dated February 15, 2011 and the following Schedules make up the Municipal Development Plan as described in Section 2:
 - Schedule A - Map entitled "Land use"
 - Schedule B - Map entitled "Map of Streets and future Streets"
 - Schedule C - Map entitled "Map of Wellfield Protected Areas"
 - Schedule E - Five-year Capital Budget
4. By-law No. 08-36A entitled "Municipal Plan for the Town of Shediac" and its amendments are hereby repealed.
5. This by-law comes into force on the date it is filed in the Westmorland County Registry Office.

FIRST READING (by title) this the 14th day of April 2014
SECOND READING (by title) this the 14th day of April 2014
IN ITS ENTIRETY this the 28th day of April 2014
THIRD READING (by title) AND PASSED this the 28th day of April 2014

ORDAINED AND PASSED on

April 28, 2014

Jacques LeBlanc, Mayor

Gilles Belleau, Clerk

APPROVED
pursuant to s. 69
Community Planning Act

APPROUVÉ
En application de l'article 69
loi sur l'urbanisme

for - Minister / pour le / la Ministre
Environment and Local Government
Environnement et Gouvernements locaux

le 5 mai 2014
Date

BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

1. Introduction

The Municipal Development Plan for the Town of Shediac is an official document passed in Council which lists the needs, objectives, and guiding policies and proposals in terms of land use. Its primary goal is to steer the growth of the municipality for years to come.



The enforcement of this plan is governed by the *Community Planning Act* of the Province of New Brunswick. The guiding policies stem from the conclusions of a preliminary study carried out in June of 2008, discussions with the Shediac Municipal Development Plan Review Committee, local stakeholders and several studies that were compiled in the last few years. The preliminary study provided data on the economy, the population, land use, community facilities, infrastructure, and municipal services.

The plan is a guide that is designed to assist in the development of the town for the next twenty years and it may be reviewed in its entirety after five years. The main objective is to stimulate growth in an orderly fashion for the benefit of all citizens of the Town of Shediac and the surrounding areas. Local stakeholders will be driven in the same direction, creating land use projects according to common goals. The plan is an attempt to create a functional framework, and land development will be influenced by a philosophy of growth and sustainable development.



In summary, the plan will attempt to establish an operational framework for development, where multiple urban functions can coexist as seamlessly as possible and for the community's best interest. Moreover, to ensure intelligent growth, certain elements will exceed the organizational space based on the physical features, and will be designed to achieve sustainable equilibrium between socioeconomic growth, physical development, and environmental protection.

Paragraph 23(3) of New Brunswick's *Community Planning Act* stipulates: "The zones into which the municipality is proposed to be divided by the zoning by-law shall be delineated on a map or plan attached to and forming part of the municipal plan." Stemming from urban trends of New Urbanism and Smart Growth, these zones will be adapted to the *SmartCode* model. The plan divides the municipality territory into fourteen boroughs, each serving a distinct urban function or a group of compatible functions.

In summary, we would be making a mistake if we designed a municipal development plan as a final product for the planning process. It must be flexible and adapt to changes. It is a tool that will allow our community to focus on clear goals.



2. *A new plan: a new vision*

The vision that the Municipality of Shediac wishes to carry out through this municipal development plan is unarguably the most innovative in the Province in terms of the development of a municipal plan based on the New Urbanism and Smart Growth doctrines.

New Urbanism and Smart Growth are schools of thought that reconsider the way to effectively manage city growth. They also promote and control growth in order to create a strong economy, foster a firmly-rooted feeling of belonging within a community and foster a healthy environment. The main guidelines of these two currents translate into attaining better pedestrian access in boroughs, better connectivity within the urban grid, a variety of uses and social classes at a city scale, a mix in housing topology, quality architectural designs and an improved urban design, a traditional structure within the different boroughs, better access to alternative methods of transportation, and urban reinsertion. In this respect, all elements should subscribe to fostering sustainable development.

In order to bind the guidelines of New Urbanism and Smart Growth to the municipal plan, this document includes the *SmartCode* performance criteria. Stemming from New Urbanism and Smart Growth, the *SmartCode* was followed to promote the health, safety, and wellbeing of the town and its citizens by including environmental protection, land conservation, energy conservation and conservation of natural resources. Furthermore, this concept tries to reduce traffic and street congestion by favouring alternative and sustainable transportation, always taking into account the proper and effective management of public funds. Similarly, the *SmartCode*'s mandate was to reduce urban sprawl, preserve the built and cultural heritage, and improve the environment. These elements are the goals that need to be reached our land development, goals that have been included in this plan for future generations.



3. Planning concepts

The following section describes the main concepts, goals, and policies for the Town of Shediac's Municipal development plan as it relates to town planning. This being said, carrying these components out fosters the implementation of an overarching vision in land development. This is how the concepts reflect the community values in terms of development, and therefore establish the structure for the plan's goals and policies. In doing this, the first goal for this plan should be to favour the development goals geared to stimulate economic, social, and environmental development throughout the entire municipality territory in a way that will foster sustainable development.

The municipal development plan's goals are the product of discussions between the municipal plan committee and local stakeholders, analyzing all available literature (different studies related to New Urbanism, Smart Growth and the *SmartCode*), as well as several territory visits. As for the policies, these are statements of priorities that the municipality has adopted on any point related to land development. All developments must follow these policies and respect the community philosophy related to development, growth, and public safety. Finally, it is important to highlight that these goals and policies have been passed by Council in order to guide decision-making related to land development for years to come.



3.1 Statement of main concepts

A healthy community: The Town of Shediac recognizes that in order to have a healthy community, it must ensure that there is, at the centre of it all, a full array of public and private services, facilities, and infrastructure in the areas of arts and culture, parks and public spaces, green connections, emergency services (fire department and RCMP), health, education, social needs, etc. The goal of this distribution of services, facilities, and infrastructure is to meet current and future needs of community residents.

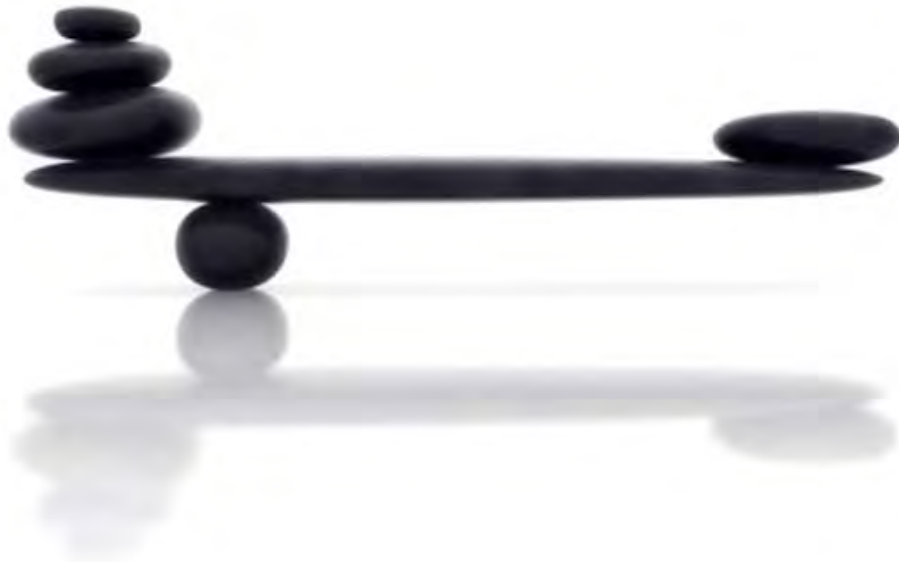
A healthy economy: The municipal development plan is a strategic document intended to guide community growth and development. Despite the fact that it mainly focuses on physical developments within the Town (buildings, facilities, infrastructure, etc.), the plan has an indirect and important plan focussed on community socio-economical development. Indeed, by framing the ground use and establishing goals to maintain and grow infrastructure networks, the municipal development plan manages the functional framework that supports economic activity. Therefore, it is important for a community to support its plan in order to focus its economic development programs.

Responsible development: To obtain optimal results in terms of growth and development, it is essential for the relationship between the physical development and socio-economical developments to be proactive and bidirectional. This means that the municipal development plan cannot be used to its full potential if it neglects socio-economical programs and will therefore not achieve its full potential if it isn't supported by the development plan.



Responsible consumption: It is important that land development, when it comes to housing, commerce, employment, community services, and municipal infrastructures, be planned in a viable and orderly fashion. A shortcoming in one of these aspects can lead to several undesirable consequences to the community residents. Therefore, it is essential to address each one of these aspects adequately and to guarantee their constant, perfect control.

A healthy environment: The Town of Shediac recognizes that the environmental philosophy that needs to be adopted is to find a balance between conservation, the protection of natural environments and the development of the Town of Shediac. The same applies to wellfields for municipal wells, where their protection is fundamental to guarantee quality drinking water.



3.2 Goals and policies

3.2.1 Sustainable development

Goal The goal in achieving a sustained development is to plan a land development in an orderly and efficient manner, whether it is for residential, commercial or institutional uses, including the promotion of responsible investments in the procurement of municipal services. Municipal services are essential supports for the abovementioned uses, and are also keys factors in improving residents' quality of life.

Finally, the goal is to improve a community's well-being on a social, economical, and environmental standpoint by proper planning within a territory.

Sustainable development is a concept that originated in 1987, in the *World Commission on Environment and Development's Brundtland Report*.¹ In this report, sustainable development is defined as a "development that meets the needs of the present without compromising the ability of future generations to meet their own needs".

¹ The Brundtland Report, *Our Common Future: World Commission on Environment and Development*, 1987.

Policies

1. Council's policy is to combine land development policies with urban trends such as New Urbanism, Smart Growth and *Smart Code*;
2. Council's policy is to encourage compact developments that group a mix of residential, commercial, and institutional uses;
3. Council's policy is to favour developments that are adequately serviced by municipal services and that are environmentally friendly;
4. Council's policy is to encourage both the arrival of new businesses on its land, and the expansion of existing businesses, in order to create new job opportunities for the residents of Shédiac, which would allow them to work in their own community.



3.2.2 Housing and residential boroughs

Goal Residential development is one of the main land uses in a town. The Town of Shediac has a relatively diversified, young, and healthy household demographic. The plan's goal, in terms of housing and residential neighbourhoods, is to ease the dwelling supply for residents by providing an array of dwellings with different prices, surface areas, locations, and professions. Furthermore, the town is trying to give neighbourhoods a sense of identity and lifestyle within each borough, as well as foster connectivity within the different boroughs. Therefore, it is important to protect the residential character of boroughs. The increased concentration and larger mix of people in some boroughs will have repercussions on how they look and function. Therefore, it is necessary to regulate these opportunities for denser, mixed communities in order to minimize any negative impacts on existing residential uses.

There is a population increase in Shediac. At the same time, there is a tendency towards an aging population, an increase in single-parent families and people living alone, as well as a decrease in the average number of people per household. These tendencies will bring new needs and challenges in terms of housing, so we need the proper tools to adapt to this reality.

Policies related to housing

1. Council's policy is to promote a wide array of housing categories.
2. Council's policy is to allow, within the municipality, a variety of housing options that meet the needs of a diverse population, subject to Section 39 of the Act.
3. Council's policy is to encourage the construction of affordable housing close to



the main arteries, where there is a variety of uses.

4. Council's policy is to promote the maintenance and contribution of dwelling units for people with different income levels in every neighbourhood unit, as long as they are compatible with those units.
5. Council's policy is to frame the land occupation density according to each residential sector.
6. Council's policy is to consider rezoning and sub-division requests for small residential lots, as appropriate.
7. Council's policy is to consider preparing a density bonus program for developments that will offer community facilities, affordable housing, or that will meet high environmental performance criteria.

Policies related to residential boroughs

1. Council's policy is to favour opportunities for boroughs to have adequate commercial and municipal services, within or near these boroughs, so that residents won't need their vehicle to benefit from these services.
2. Council's policy is to instil a neighbourhood feel in boroughs through better streets, signalling, urban grid and urban design.
3. Council's policy is to make sure that boroughs have buffer zones in order to minimize the impacts from non residential uses through appropriate zoning provisions.
4. Council's policy is to encourage home occupations/businesses, which will improve the residential look in boroughs.
5. Council's policy is to make sure that new multi-unit dwellings meet the design criteria so that they can be in harmony with the borough's defined features.



3.2.3 Economic development

Goal A vibrant economy is a key ingredient for a community to fully achieve its potential. This being said, a healthy community is a community where you can live, work, shop, have fun, etc. without having to leave it. A strong economy is essential to attract new residents, tourists, and new job-creating businesses. Therefore, the goal is to foster opportunities in the commercial, industrial, and institutional sectors in order to offer municipality residents a diversified economy that will translate into an improved quality of life.

Policies

1. Municipal council's policy is to promote the socio-economical development of the Town of Shediac.
2. Municipal council's policy is to encourage the successful completion of all projects based on economic development in commercial, industrial, and institutional sectors, keeping in mind the preservation of residents' quality of life and the environment.
3. Council's policy is to promote a balanced economy, encouraging a wide array of commercial, industrial, and institutional uses.
4. Council's policy is to maximize returns on investments related to municipal infrastructures.
5. Council's policy is to allow home occupations/businesses, making sure that the residential nature of residential boroughs is preserved.



3.2.4 Commercial sectors and uses

Goal Commercial development is probably the most prominent element to consider in determining the outcome of an urban community. Generally, urban activities are attracted by business and service centres. It is also thanks to a well-established business centre that a municipality defines its outreach within a region. A municipality's goal is to distribute commercial services throughout its territory in a way that will be adapted to the needs of a region, town, neighbourhood, and different communities of interest. Accessibility to commercial sectors is a key factor that contributes to meeting a local population's needs.

The Town recognizes the advantages of concentrating the largest part of its commercial activities, professional services, and financial services in the downtown core. In fact, this provides functional space organization to all citizens who only need to go to one place to meet all of their needs. Consequently, there would be less traffic, travel time would be reduced, and residents could benefit from a wide array of choices. Similarly, every business will benefit from its ability to attract others and take advantage of common services. Finally, this type of layout will guarantee a larger regional outreach within the municipality, and consequently, will attract more investments. Moreover, it would avoid an over-distribution of private and public investments.

Policies

1. Council's policy is to recognize that historically, the Town of Shédiac had quickly established a firmly-rooted business centre and currently, the Town of Shédiac is revealing itself to be a second-tier regional service hub.
2. Council's policy is to correctly frame commercial activities.
3. Council's policy is to recognize the downtown area as the heart of commercial activity within the municipality.



4. Council's policy is to reinforce the downtown's image as a vibrant community sector that promotes residential densification by encouraging the establishment of institutional and municipal services, as well as by promoting cultural, artistic, and recreational uses.
5. Council's policy is to implement urban design guidelines in the downtown core and in other commercial boroughs so as to highlight its features, attract new businesses and sustain its economic viability.
6. Council's policy is to encourage continued growth in commercial developments in the Town of Shediac.
7. Council's policy is to support businesses in the tourism industry.
8. Council's policy is for every new commercial and institutional development to contribute to the improvement of municipal services such as roads, sidewalks, bicycle paths, and hiking trails.
9. Council's policy is to consider localizing businesses with a regional outreach and that need large parking lots close to Highway 15 and/or Highway 11, or close to the municipality's main arteries, such as Ohio Road and Main Street, up to the intersection with Cornwall Road.
10. Council's policy is to encourage businesses servicing a local population or a population in a borough to be located within those boroughs and within the downtown area.
11. Council's policy is to encourage new buildings within the downtown area to be at least two storeys high, and to incorporate a mix of offices, businesses and/or dwelling units.
12. Council's policy is to permit the development of high density multi-unit family dwellings close to the downtown area and commercial centres that will include commercial spaces on the ground floor that will meet their residents' daily needs.
13. Council's policy is to create a campground zone exclusively for campgrounds.



3.2.5 Industrial uses

Goal Since 1994, the Town of Shediac has had an industrial sector on its territory. It has traditionally been located South of Highway 15. Despite the fact that zoning allows light industries, no business has ever been established on that side of town. The fact that municipal services were nonexistent and that there are well-established industrial parks close to Shediac, partly explains why there was an absence of industrial development in the area.

Despite the establishment of municipal services in the area formerly zoned as light industrial, the development of this type of use seems inappropriate within the municipality given the heavy investments in infrastructure in the Scoudouc Industrial Park located near Shediac.

Policies

1. Council's policy is to consider an industrial use on land located South of Highway 15, subject to Section 39 of the *Community Planning Act*.
2. Council's policy is to be selective in terms of the type of industry, its location, and the operational conditions that will have to be met.
3. Subject to Section 39 of the *Community Planning Act*, Council must encourage the establishment of low-polluting industries.
4. Council's policy is to maintain a transition zone around industrial uses.



3.2.6 Institutional uses

Goal By concentrating institutional services (community facilities) in the downtown core, it is possible to increase their reach and maximise the use of municipal infrastructure. This sector is easily accessible and can therefore service a larger proportion of the population wanting to take advantage of these services.

Policies

1. Council's policy is to encourage the protection, conservation, and improvement of existing facilities and institutions.
2. Council's policy is to encourage the establishment of new facilities close to existing ones.
3. Council's policy is to set measures that will protect neighbouring residential uses from nuisances created by these facilities.
4. Council's policy is to study current needs for cemeteries and crematoria and their future expansion.



3.2.7 Parks, green spaces and ecological sectors

Goal Generally speaking, this designation is given to natural environments as well as specific places in the community that are used for passive and active recreational activities. These areas include important elements from the natural landscape. They encompass urban parks, hiking paths, wooded areas, natural conservation zones, as well as open spaces. These sectors serve two purposes: to protect ecosystems and to provide the community with rest areas as well as activity areas that generate a healthy lifestyle. The goal for these ecological areas, parks, and green spaces within the municipality is to protect natural environments by providing residents parks and green spaces throughout the entire territory, and to serve as connections between public spaces.

The community recognizes that the land development philosophy to adopt is to find a balance between conservation of natural spaces and economic development within the municipality. The shoreline occupies an important place in the municipal plan due to its importance as an eco-systemic, economic, recreation-tourism and socio-cultural perspective. In addition to shoreline ecosystems, certain sectors will be designated as conservation zones given their use and/or role in protecting the residents' quality of life. Amongst other things, municipal wellfields and streams (and banks) drain the municipal territory. These sectors are also protected by provincial laws.



Policies related to the environment

1. Council's policy is to protect sensitive natural areas by controlling, with the help of the Department of the Environment, development in these areas.
2. Council's policy is to protect natural habitats in highly sensitive environmental areas by forbidding all development in these areas.
3. Council's policy is to work jointly with provincial and federal departments to guarantee proper management of natural environments in the municipality.
4. Council's policy is to encourage the establishment of public and pedestrian access to the coastal zone of Shediac Bay, as well as the riparian area of Scoudouc River.
5. Council's policy is to consider the implementation of guidelines within the zoning, sub-division, and construction by-laws that will minimize the impacts of new development on the environment.
6. Council's policy is to promote the conservation and planting of trees by passing a by-law specifically aimed at plant/vegetation conservation.
7. Council's policy is to impose landscaping standards, through the conservation and the planting of trees and vegetation, in every new major residential, commercial, and institutional development project.
8. Council's policy is to support and participate in programs geared towards improving air and water quality.
9. Council's policy is to support initiatives from the Shediac Bay Watershed Association.
10. Council's policy is to study the possibility of installing windmills through Section 39 of the *Community Planning Act*.
11. Council's policy is to consider the installation of wood doctors through Section 39 of the *Community Planning Act*.
12. Council's policy is to study the possibility of installing a geothermal heating system through Section 39 of the *Community Planning Act*.



Policies related to parks and green spaces

13. Council's policy is to assure that the development of parks and green spaces in the municipality follows a hierarchical order in accordance with the population the municipality services and the level of street fittings in that area.
14. Council's policy is to develop a master plan related to parks and green spaces within the municipality.
15. Council's policy is to improve the hiking/bicycle path network in order to create a connectivity between the hiking/bike path network, parks, and green spaces within the municipality.
16. Council's policy is to create a main municipal park.
17. Council's policy is to consider the route taken by "Sentier de l'Étoile" when it comes time to develop an urban park.
18. Council's policy is to create a development along Shediac Bay in order to maintain a public space for the community.



3.2.8 Climate change

Goal Climate change is a global issue that has repercussions throughout the entire planet. Shediac has coastal zones and recognizes that they are vulnerable to sea-level rise.

Erosion's natural evolution on the coast is accelerated by sea-level rise because of global warming, which is caused by the production of greenhouse gases. This phenomenon causes the coastal area to disappear and endangers a very important area that affects many stakeholders, such as property owners and governments, which is why it is important to consider this factor in infrastructure development. This accelerated natural erosion often contradicts the behaviour of people living in this area; therefore, the development choices on a vulnerable territory become very challenging for local populations. The municipality's goal is to acquire tools that will reduce the impacts that will have negative effects on climate change.

Policies related to climate change

1. Council's policy is to monitor new developments with regards to climate change.
2. Council's policy is to fight against factors and elements that accelerate climate change.
3. Council's policy is to protect municipal and private developments from the consequences related to climate change and sea-level rise.
4. Council's policy is to define a flood-prone zone, based on science, on a zoning map and superimposing it on appropriate zones.
5. Council's policy is for any new development located in the flood-prone zone be adapted to mitigate the effects of sea-level rise.
6. Council's policy is to participate in local and regional studies, exercises and discussions dealing with climate change.
7. Council's policy is to analyse development designs and to talk to developers in order to make them aware of the concept of a sustainable community.



3.2.9 Energy conservation and solid waste management

Goal The municipality's goal is to become a leader in energy conservation and solid waste reduction. Overconsumption and polluting human-induced activities are directly related to the increase in greenhouse gases. The consequence of these greenhouse gases is the acceleration of climate change. The municipality wants to set the example by adopting an action plan based on the municipal action guide for climate protection from the Federation of Canadian Municipalities (FCM) to reduce its greenhouse gases.

Policies related to municipal facilities

1. Council's policy is to encourage energy-efficient improvements in buildings and municipal facilities, as well as establishing guidelines for sustainable buildings and facilities.
2. Council's policy is to undertake social awareness campaigns in terms of energy conservation, climate, and solid waste management.
3. Council's policy is to equip traffic lights with light emitting diodes (LED) and street lights with more efficient devices.
4. Council's policy is to implement a water conservation program.
5. Council's policy is to prohibit private wells within the Urban Growth Boundary.
6. Council's policy is to set up a tree-planting program.
7. Council's policy is to recycle the municipal vehicle fleet with more energy-efficient vehicles.
8. Council's policy is to continue its participation in the composting program in partnership with the Westmorland-Albert Solid Waste Commission.
9. Council's policy is to support and encourage local energy-efficient initiatives in commercial and residential sectors.
10. Council's policy is to improve and maintain the network of hiking trails and bicycle paths within the municipality in order to promote alternative methods of transportation.



3.2.10 Municipal services (infrastructure, health and emergency services) and public utilities/ facilities

Goal Municipal services are incredibly important for the proper functioning of a municipality. They are necessary supports for human activity. They are also key elements to improve the quality of life. A shortcoming in any of these elements could lead to a wide range of consequences, such as the temporary loss of the use of one's property, to the dire consequence of loss of life. Therefore, the goal is to address each one of these elements adequately and guarantee continuous perfect control.

Infrastructure encompasses transportation networks (roads and bicycle paths), as well as potable water and wastewater systems, solid waste management, etc. Emergency services encompass the police department, fire department, and ambulance services. In terms of public utilities/facilities, this encompasses equipment for electrical distribution, telephone lines, cable television, road lighting, as well as all the street fittings. These elements support modern day human activity and give a unique cachet to each community.

Policies related to road transport and alternative methods of transportation, as well as public utilities/ facilities

1. Council's policy is to improve the entire road network for users such as pedestrians, bicycles, and motor vehicles.
2. Council's policy is to examine the possibility of working closely with other regional municipalities and concerned departments to develop an efficient regional plan for public transportation.
3. Council's policy is to build residential roads on a human scale thereby minimizing the impact of vehicles on these arteries.
4. Council's policy is to introduce "traffic calming" methods in residential arteries in order to secure waterfronts.



5. Council's policy is to assure that all new arteries will accommodate pedestrians by improving the safety and the look of these arteries where it is economically feasible; with the addition of sidewalks, proper signage, human scale lighting, rows of trees and curbs.
6. Council's policy is to promote opportunities for alternative methods of transportation, such as walking and cycling, by planning a network of pedestrian trails and bicycle paths that connect residential sectors to parks, green spaces, as well as the main commercial and institutional sectors throughout the municipality.
7. Council's policy is to install bicycle racks at strategic areas throughout town.
8. Council's policy is to set up community parking lots in strategic locations throughout town for carpooling purposes.
9. Council's policy is to assure that there is public facilities in each sector of town, keeping the surrounding areas in mind.
10. Council's policy is to require a cost benefit analysis, provided by the applicant, demonstrating the proposed development's long term financial benefit to the municipality when developing or rezoning land outside the Urban Growth Boundary.
11. The Map of Streets and Future Streets (Schedule-B) shall be referred to during the subdivision and development review process to guide the approval of new road locations in the town and to safeguard the location of future roads.

Policies related to water supply, sewer systems, storm sewer systems, and drainage

12. Council's policy is to ensure the delivery of quality drinking water to residents serviced by municipal water.
13. Council's policy is to regulate and enforce the permitted uses in Wellfield Protected Areas.



14. Council's policy is to consider the establishment of a municipal water conservation program.
15. Council's policy is to maintain and/or improve current and future storm sewer systems, making sure that they will minimize environmental impacts.
16. Council's policy is to explore new sustainable ways to manage storm sewers and drainage systems by increasing the amount of permeable surfaces and by improving surface water management at sites.
17. Council's policy is to work conjointly with the provincial government to develop regulations related to development in flood-prone areas.
18. Council's policy is to allow new development in flood-prone zones on the condition that they take the necessary measures to adapt to climate change.
19. Council's policy is to maintain an efficient sewer system designed to meet the new development needs, while minimizing environmentally harmful impacts.
20. Council's policy is to work jointly with the Greater Shediac Sewage Commission in its efforts to service certain priority sectors.
21. Council's policy is to establish an Urban Growth Boundary based on the theoretical limits of lands which may be serviced by municipal water and the areas in which council wants to direct development.
22. Council's policy, prior to any expansion of the Urban Growth Boundary, is to have the capacity of the existing sanitary collection, water distribution and stormwater system assessed.
23. Council's policy is to require a cost benefit analysis, provided by the applicant, demonstrating the proposed development's long term financial benefit to the municipality when developing or rezoning land outside the Urban Growth Boundary.



Policies related to health and safety

- 24. Council's policy is to work with the Royal Canadian Mounted Police (RCMP) to meet the community's security needs and continuously adapt to population growth.
- 25. Council's policy is to make sure that the local fire department offers top-quality emergency services by guaranteeing that it has the necessary equipment for its operations.
- 26. Council's policy is to assure that health and first-aid services are efficient at the community level.
- 27. Council's policy is to assure that all of the town's boroughs are well-served by the police, fire, and emergency departments.
- 28. Council's policy is to update the municipality's Emergency Measures Plan.



3.2.11 Urban design

Goal Urban design has a very complex scope. In fact, the purpose of urban design is to build compatible relationships between human beings, their daily activities, and the natural and developed environment. Generally speaking, the goal of these actions will be to introduce a more harmonious planning approach focused on producing an environment built on a more human scale that will allow all users to better enjoy the spaces.² This way, the plan's goal is to guarantee that new development will improve urban design, buildings' physical appearances, public spaces, as well as the relationships at street level in order to improve the town's appearance as a whole.

² Vaillancourt, André, Sokoloff, Béatrice, *La pratique du design urbain en Amérique du nord*, GIUM, Montreal Quebec, 1989, p. 13.

Policies

1. Council's policy is to encourage all new residential, commercial, and institutional development to follow the general provisions in terms of design, as shown in the zoning by-law.
2. Council's policy is to assure that all new development in the downtown core are in accordance with the CC zone guidelines that are part of the zoning by-law.
3. Council's policy is to favour the insertion of buildings in boroughs that will improve the boroughs' appearance thanks to its design.
4. Council's policy is to protect and showcase interesting visual perspectives.
5. Council's policy is to assure that the provisions of the sub-division and zoning by-laws emphasize top quality urban design.
6. Council's policy is to improve the main artery's appearance, function and safety through good designs of sidewalks, signage, tree planting, and urban fittings.
7. Council's policy is to support community gardens.
8. Council's policy is to preserve the town's architectural and cultural heritage for current and future generations, and to assure that this heritage is just as important for giving the community a sense of identity as it is for drawing tourists to our shores.



4. *Complementary development tools*

The municipality of Shediac pays special attention to its development according to the needs of its citizens, tourists, and even some regional stakeholders. As a second-tier regional hub, the Town of Shediac has seen a steady growth. Competition is very intense in the region due to the presence of large urban hubs such as Moncton and Dieppe. Therefore, it is essential to be able to adapt to different demands and to evolve according to the community's needs. Furthermore, there is also the fact that it is impossible to predict every single demand related to municipal development plans.

In order to meet the community's needs and expectations, the Town of Shediac wants to equip itself with the tools that will allow it to meet the developers' needs without compromising our citizens' quality of life. Integrated development projects, development schemes and incentive programs are some of the tools that will be used by Council to structure and adapt to less traditional development demands.

Integrated Development: Council's policy is to assure that any land and any building or structure that is constructed, erected, modified and used within this type of sector are developed and used in accordance with the proposal set out in an agreement or a resolution passed by Council pursuant to Section 39 of the *Community Planning Act*.

Development Schemes: Council's policy is to assure that any land and any building or structure that is constructed, erected, modified and used within this type of sector are developed and used in accordance with the proposal outlined therein and pursuant to Section 32 of the *Community Planning Act*.

Incentive program for residential development: Council's policy is to promote sustainable residential development within the municipality by encouraging development on existing lots or on new properties that are serviced by water, storm sewer, and separate sewer systems.



5. *Related municipal plans*

To be efficient, the municipal development plan must be able to adapt to other plans of the municipality in order to assure that the community will develop in a logical manner. Therefore, as the municipality adopts new related plans, the municipal development plan will be amended and the related plan will be inserted.

Strategic plan: This is a plan that sets up the town's long-term goals in terms of development, financial stability, community planning, protection services, infrastructure, etc.



6. Division of Boroughs

6.1 The notion of boroughs

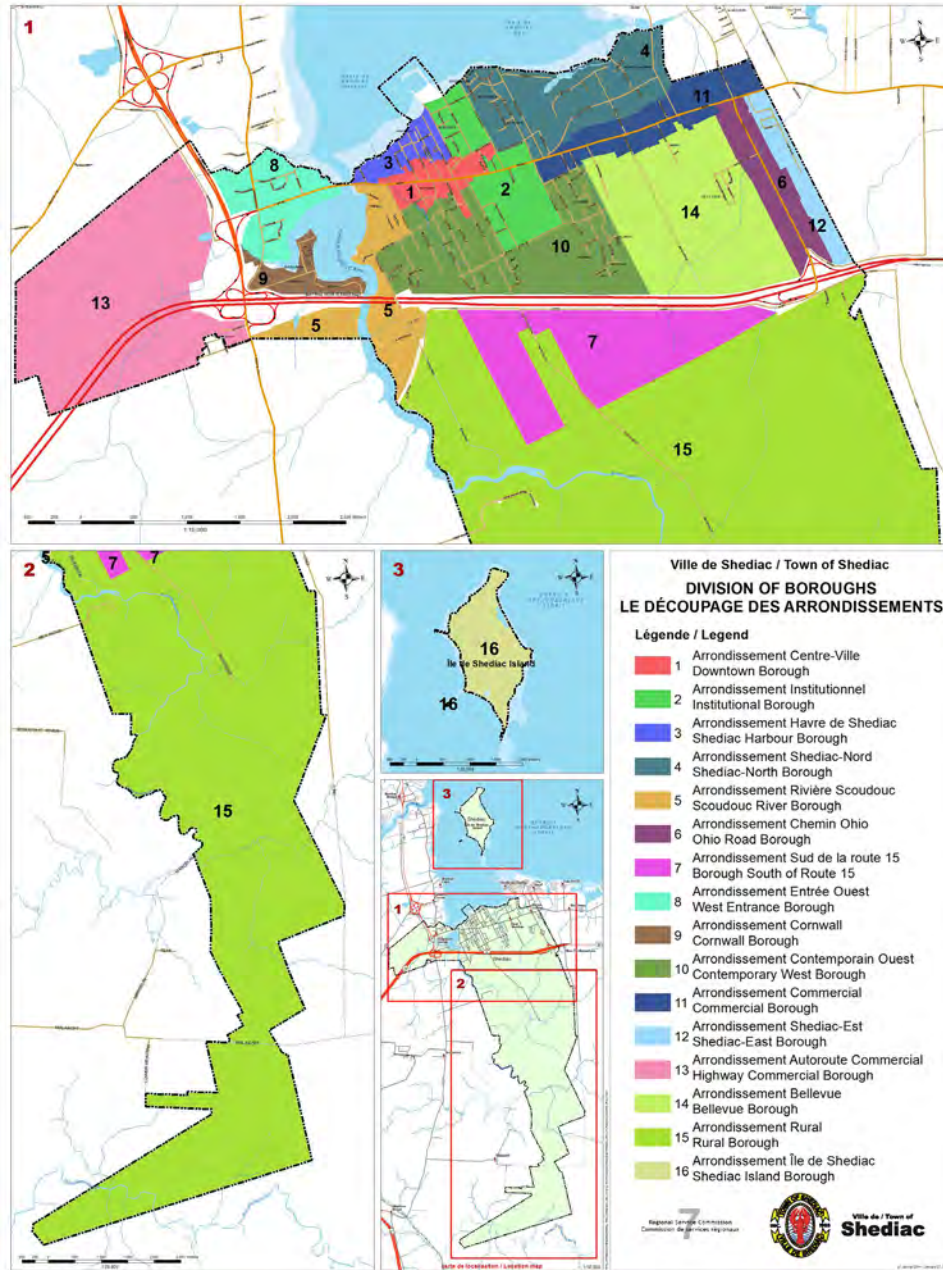
The main goal of creating boroughs within the municipality is to reinforce the structural effects of such districts and to promote community spirit and a sense of belonging among the people who reside in them. In principle, these boroughs have been apportioned according to a set of characteristics, such as natural elements, type of use, architecture, the period of construction for certain buildings and sub-divisions, and street fittings. To facilitate this demarcation, several visits were carried out within the territory. During these visits, an elaborate diagnosis of the different boroughs was made, enabling us to home in on the current situation of each one.

A total of sixteen boroughs were identified in the municipality. These will be introduced in more detail in the next section of this document with appropriate maps and data. These will highlight each borough with their main characteristics; identify their particular features and give a quick overview of their dynamics, as well as define the development concept in each borough. In other words, the development concept is a vision that the municipality and its citizens want to instil in each one of the sixteen boroughs to manage land use and this for the next twenty years. This vision is supported by the proposals set forth that allow the implementation of development concepts within the boroughs.

This long-term vision will only become a reality if the municipality surrounds itself with development tools that are able to define the needs of each borough and regulate the permitted uses. Amongst these development tools, the division of the municipality into different zones, as advocated in the *SmartCode* doctrine, represents an effective way to spatially organize the different uses and the land density on the municipality's territory.



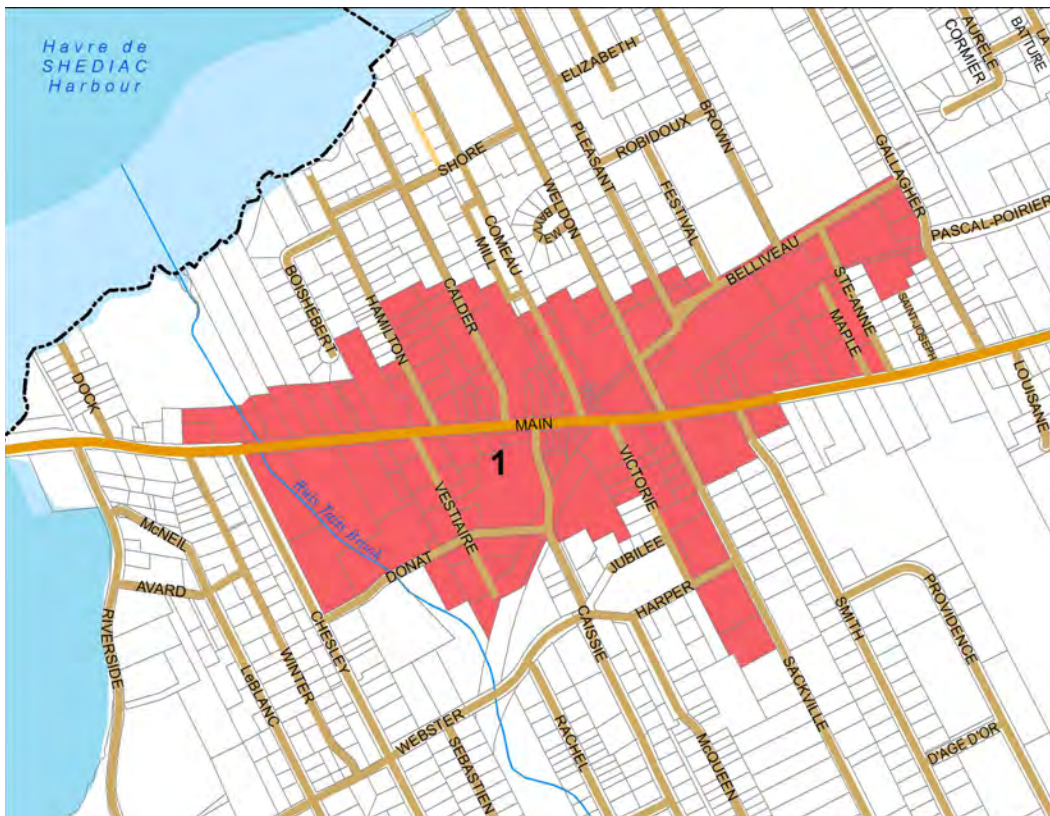
7. Boroughs of the Town of Shediac



BY-LAW NO. P-14-36
 MUNICIPAL DEVELOPMENT PLAN



7.1 Downtown Burrough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.1.1 Development concept:

The *Downtown* borough is the historical centre of the Town of Shédiac. In fact, in the writings of H.F. Walling, a description in 1872 indicates that there is already a commercial density of more than twenty businesses. Unfortunately, this borough fell victim to fire at least fifteen times between 1871 and 1954.

The eastern gateway to the downtown core features Pascal Poirier Park, the only green space in the downtown area, as well as the principal employer in the town (DSS). The western gateway to the downtown core is demarcated by the Town Hall.

The downtown area is the focal point and historical hub of a city. Downtown Shédiac is no exception to the rule. The municipality of Shédiac has the advantage of already having a firmly-rooted downtown core that is carved in history. The concentration of people and wide array of uses give this part of town attributes that are likely to attract new investments to this borough, as well as in adjoining areas.

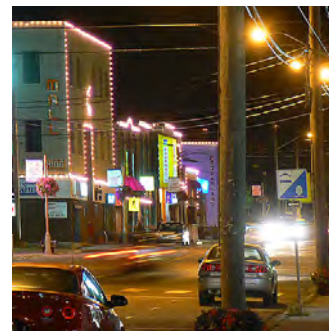
Given that traditional ground control tools, such as zoning, are especially efficient in managing the distribution of urban functions in a quantitative way (height, volume, setback, density, built environment, etc.), it is essential for the Town of Shédiac to establish guidelines related to urban design for its downtown core in order to resolve zoning deficiencies related to the compatibility between its people, their daily activities and the natural and built environments.

The implementation of these guidelines is twice as important, since we have recently discovered some weaknesses within the downtown area that could



easily be mitigated using these guidelines. Consequently, this would enhance the downtown's image. In fact, we noticed that there is very little or no homogeneity in terms of construction materials and the buildings' colour scheme. Furthermore, the presence of a wind energy network, lighting strictly designed for vehicles, as well as disparate signage are all elements that deserve our undivided attention in order for this borough to be a more user-friendly location.

In order for a downtown area to be bustling at every hour of the day, it is essential to increase the concentration of people in this part of town and in the surrounding residential areas. These residents are the ones who bring life to the downtown core when the workforce leaves their place of employment to return home. Similarly, it is important to concentrate activities that generate social and cultural exchanges in the downtown area. By grouping these main activities into the same sector, it will promote an increase in social exchanges and, consequently, it will make the area more secure by having this continuous presence.



7.1.2 Proposals related to the Downtown borough:

1. It is proposed to adopt a master development plan for the downtown area during the first two years after passing the Town of Shediac's Municipal Development Plan. This master plan will consist of listing a series of guidelines related to, amongst other things, signage, construction materials, and building colour schemes, street fittings, landscaping, parking standards, traffic problems, urban forestry programs, etc.
2. It is proposed that Council enforce, by means of the zoning by-law, urban design and landscaping standards, as well as insure that nuisances to surrounding boroughs be mitigated.
3. It is proposed to invite developers to take advantage of concepts related to the conservation design philosophy in their development.
4. It is proposed to promote a higher concentration of people through a wide array of uses, denser lot coverage, as well as higher permitted heights for buildings.
5. It is proposed to adapt municipal regulations to allow building and structure developments that will meet the specific requirements of people with special needs (i.e. access ramps in yards, parking spaces for people with reduced mobility, etc.).
6. It is proposed to take into account the current and future needs of the population in terms of housing within this borough by encouraging a mix of housing typology.
7. It is proposed to encourage the establishment of affordable housing and housing for people with reduced mobility along roadways where there are mixed uses.
8. It is proposed to maintain and improve pedestrian networks in order to promote connections between different businesses, institutional facilities, and boroughs.

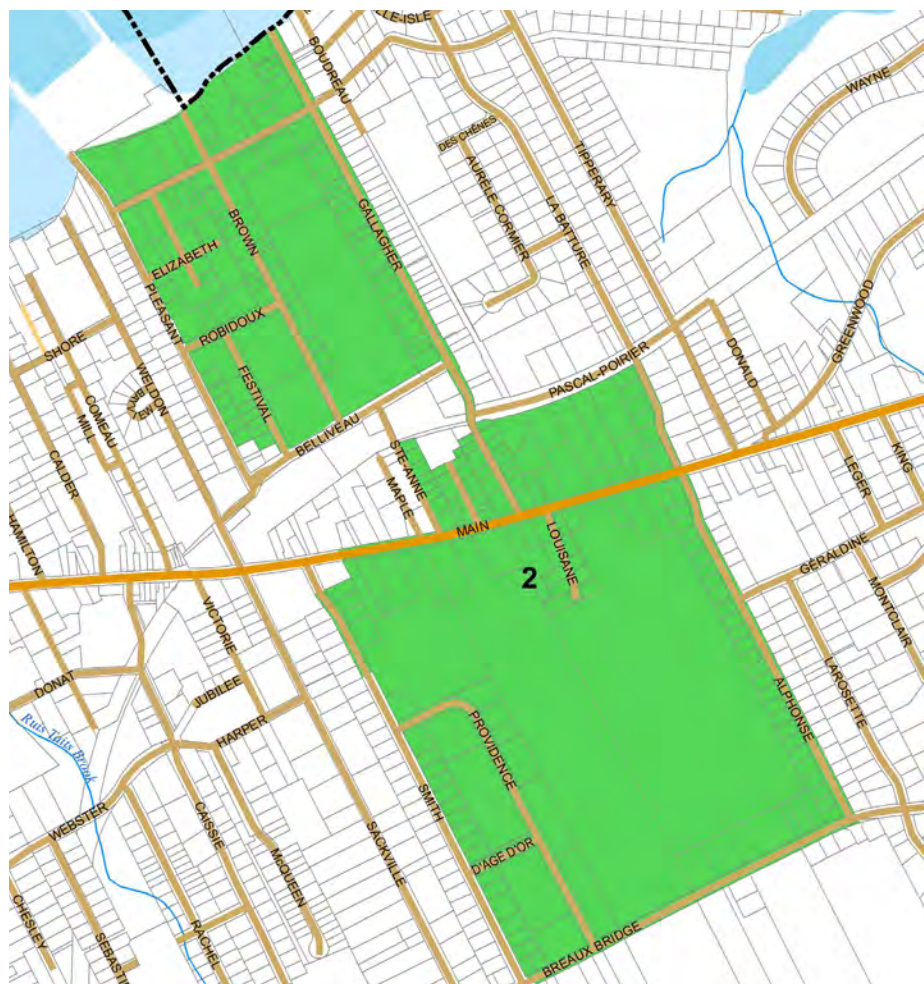


9. It is proposed to encourage multiple uses for land and facilities located in this borough in order to promote and maximize resource utilization.
10. It is proposed that public parking lots be the preferred choice, as long as it does not interfere with neighbouring real estate properties.
11. It is proposed to maintain an appropriate number of parking spaces in the downtown area without causing an overconsumption of this vital space to interact with local stakeholders.
12. It is proposed to increase activities and marketing around Pascal Poirier Park in order to showcase the community's vitality.
13. It is proposed to develop complementary recreational products to what is already provided at Pascal Poirier Park in order to diversify recreational activities in this green space.





7.2 Institutional Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.2.1 Development concept:

The *Institutional* borough is devoted to community service for the town's population. This sector is geographically situated at the centre of town. Older streets such as Pleasant and Gallagher extend all the way to the bay, whereas the new Breaux Bridge Street frames this sector. Within this sector we find churches, a home for senior citizens, schools with playgrounds, etc. This borough is also a privileged area for health care facilities, such as clinics and other related services. Other than community services, this borough also contains historical buildings, such as the Pascal Poirier historical house and other such old buildings, especially on the northern side of Main Street.

The *Institutional* borough showcases very interesting characteristics that must be taken into account in the borough's development concept. The central location of this borough within the municipality gives it an undeniable advantage. Located close to the downtown core, this borough has the distinctive feature of being home to a mix of residential, commercial, and institutional uses. Furthermore, it has a medium density lot surface area. Indeed, it is within this borough that one would find the largest concentration of multi-unit dwellings. Among other major buildings, there are also two schools, such as Mgr-François-Bourgeois Elementary School (kindergarten to Grade 8) and Louis J Robichaud High School (Grades 9 to 12). The Shediac Regional Medical Centre, the Public Works and Service Canada building, the Public Service Pension Centre, as well as seniors' homes, a church, and the arena.

We must take advantage of the central location and mix of uses within the Institutional borough. This concentration of people and mix of uses must be encouraged in order to minimize costs for new infrastructures. Furthermore,



this concentration of people and mixed uses reduces travel time, increases accessibility for people with reduced mobility, and minimizes vehicle use.

In another connection, the Institutional borough offers very few public parks and open spaces. It would be wise for the municipality to further investment into these facilities, as parks and green areas are excellent gathering places that promote human exchanges, as well as make the community more dynamic. The added concentration of people contributes to a decrease in green spaces in residential areas. It is therefore important to make up for this loss by adding parks and green spaces for outdoor activities for residents who live in this borough, as well as for the people who work in it. Furthermore, particular attention should be given to the needs of elderly people who live in this borough.

7.2.2 Proposals related to the Institutional borough:

1. It is proposed to promote a higher concentration through a mix of uses, lot coverage, as well as main buildings' permitted heights in comparison to other boroughs.
2. It is proposed to adapt municipal regulations in order to allocate building and structure developments that will meet the specific requirements of people with special needs (i.e. access ramps in yards, parking spaces for people with reduced mobility, etc.).
3. It is proposed to factor in current and future needs of the population in terms of housing within this borough by encouraging mixed uses in the housing topology.
4. It is proposed to encourage the establishment of affordable housing and housing for people with reduced mobility next to roads where there are mixed uses.
5. It is proposed to invite developers to take advantage of concepts related to



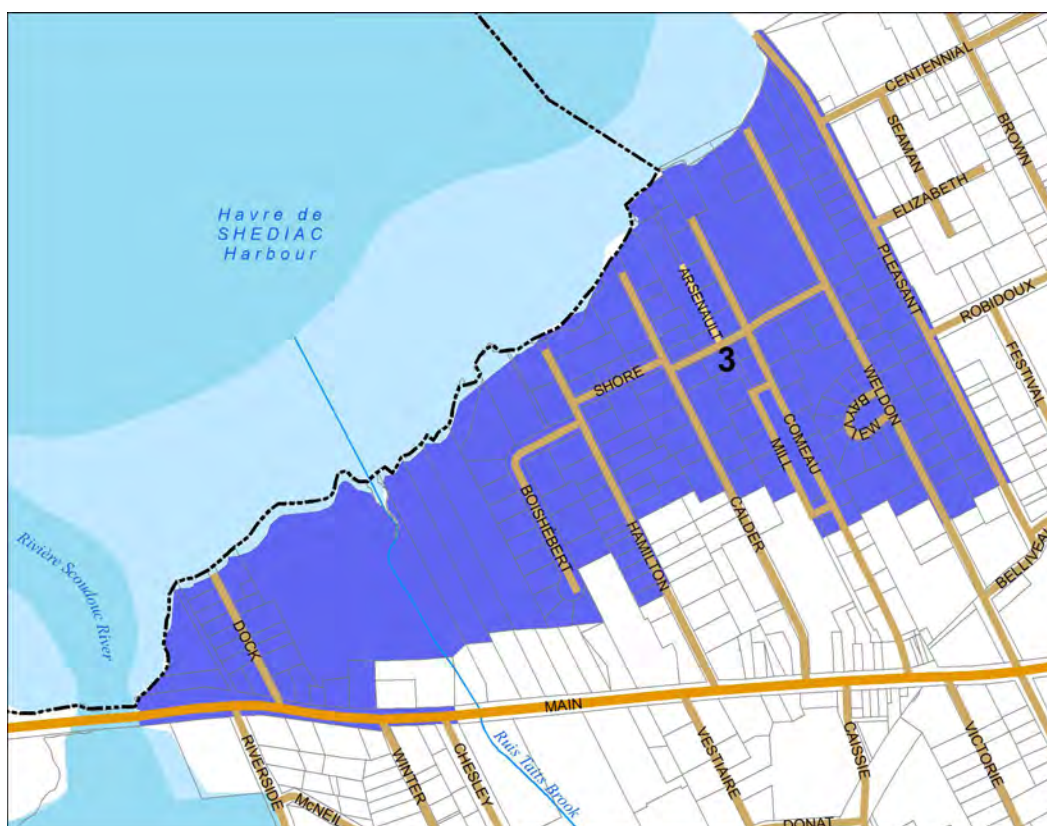
the conservation design philosophy in their development.

6. It is proposed to upkeep and improve pedestrian networks in order to promote connections between different businesses, institutional facilities, and boroughs.
7. It is proposed to encourage multiple uses for land and facilities located in this borough in order to promote and maximize resource utilization to its full potential.
8. It is proposed that certain neighbourhood or service businesses serving pedestrians and the local population be permitted along Main Street.
9. It is proposed to pay close attention to the requirements of people with special needs (the elderly, handicapped people, and groups needing to live in subsidized housing).
10. It is proposed to acquire new land for parks and green spaces in order to meet the residents' needs, as well as the needs of the entire Shediac population (community gardens, dog parks, etc.).
11. It is proposed to ensure that equipment, social services and health facilities are available, accessible, and maintained.
12. It is proposed to maintain current cemeteries and assess future needs according to the requests that will be submitted.
13. It is proposed that new developments located in the flood-prone zone be adapted to the effects of sea-level rise.
14. It is proposed to develop a public park on land located next to the marina and along the coastline.





7.3 Shediac Harbour Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.3.1 Development concept:

The *Shediac Harbour* borough is one of the prime residential jewels of the downtown area. Some dwellings date back to the first half of the 20th century. The urban framework is very different from other residential boroughs in town. In fact, setbacks from the roadway are practically nonexistent thus limiting the possibilities for new development and renovations. In fact, we have noticed that in the last few years people have developed a keen interest in building their homes on the waterfront along Shediac Harbour.

The *Shediac Harbour* borough is mainly a residential area compartmentalized by the Shediac Harbour to the north and the *Downtown* borough to the south. Even though the most represented housing typology in the sector consists of single family dwellings, there are also a few two-family dwellings and multi-unit dwellings. Furthermore, the geographic location of this borough is excellent, with a well-serviced roadway network leading to the central boroughs such as *Downtown* borough and the *Institutional* borough.

Given that this borough developed around the downtown core, the housing stock is largely older than in other primarily residential boroughs. In fact, the urban grid confirms this statement with smaller lots and reduced setbacks. This being said, this borough has limited vacant land for developing new dwellings.



In that respect, new residential developments will result in urban reintegration of vacant land and gentrification of this sector. The municipality must be able to provide different types of housing in order to meet the needs of an aging population (smaller dwelling units, less expensive housing, etc.).

In conclusion, the waterfront characteristics of this borough must be considered when any type of development is undertaken, given the vulnerability of coastal zones as a consequence of sea-level rise.



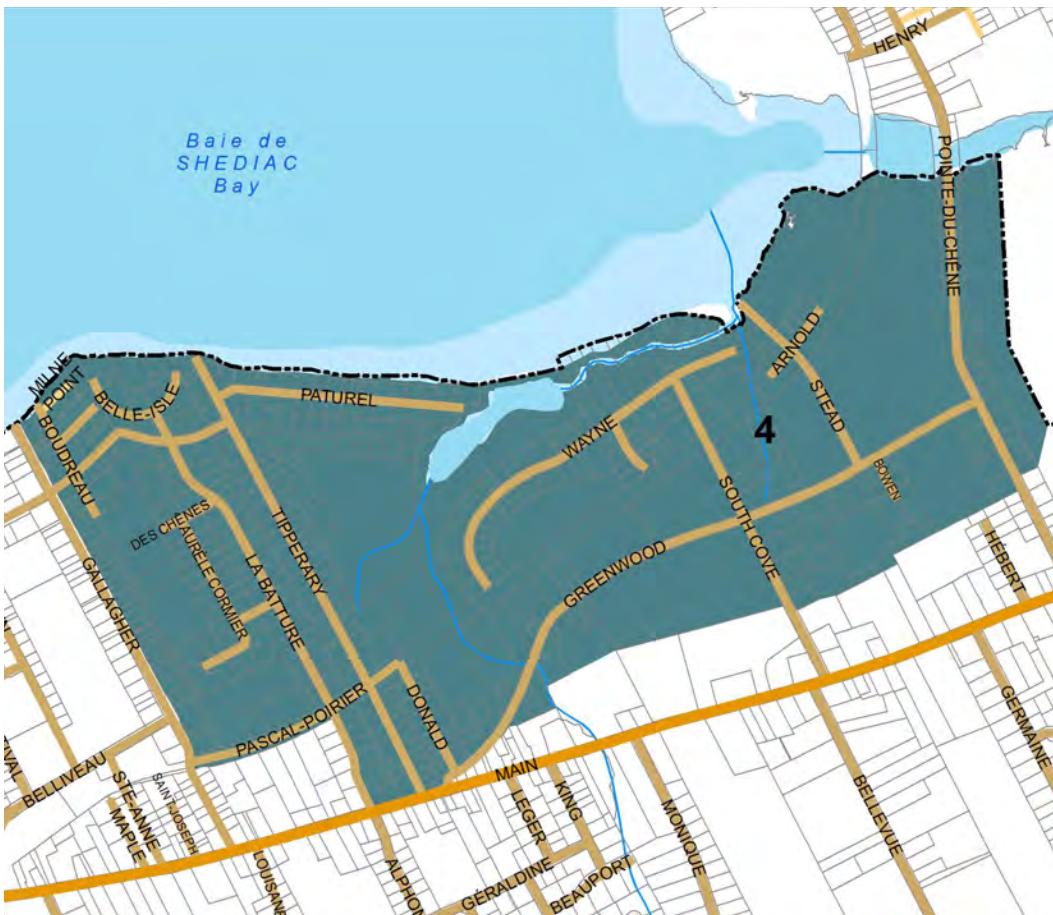
7.3.2 Proposals related to the *Shediac Harbour* borough:

1. It is proposed to maintain the integrity of the existing neighbourhood residential units.
2. It is proposed to require that all new development that differs in use or density from what already exists consider the needs of the neighbourhood or its distinctive features.
3. It is proposed to allow new residential developments that are in harmony with the borough's distinctive features as it relates to the urban framework.
4. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a residential development with a concentration of people that differs from the density that currently exists in this borough
5. It is proposed to maintain a transition zone between the variable densities of residential developments.
6. It is proposed to establish a mechanism that will encourage developers to use existing lots, and to promote the creation of new lots close to those that have already been developed.
7. It is proposed to encourage the development of interconnected neighbourhoods, built to human scale.
8. It is proposed that each neighbourhood unit can access commercial and institutional sectors with very little travel time.
9. It is proposed to improve pedestrian traffic within the borough with proper signalling, as well as connected pedestrians walkways and trails.
10. It is proposed to encourage the establishment of public accesses for pedestrians to the shoreline of Shediac Bay, as well as developing accesses for motor vehicles.
11. It is proposed that new developments located in the flood-prone zone be adapted in order to mitigate the effects of sea-level rise.





7.4 Shédiac-North Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.4.1 Development concept:

The *Shediac-North* borough is a mainly residential sector, built in a different era, which explains the heterogeneity of the sector. New developments are located north of the old railroad bed (Pascal Poirier Street), especially on Wayne Street, Aurele Cormier Street, and La Batture Street. Pascal Poirier Street and Greenwood Drive are the two main roads in this borough. In fact, many large lots abut on these two major roadways. It is important to note that a golf course is situated in this sector.

Despite being a mainly residential sector, *Shediac-North* has the particularity of having a mix of housing topology. As previously mentioned, this borough is criss-crossed by the old railroad bed which was developed into a beautiful bicycle path. The bike path would be the catalyst to new residential development that will likely occur in this sector. As the town's main residential borough, it is well situated. It also has an efficient roadway network that service other boroughs, such as the *Downtown*, *Institutional* and *Commercial* boroughs. However, this sector has no mixed uses, that in harmony with the residential use, would equip the borough with a neighbourhood feel and would significantly reduce travel time for the residents of *Shediac-North*.

There are several vacant lots that would be ideal for new multi-unit dwelling developments. Most of them would be off Greenwood Drive, so it would be in the town's best interest to allow the introduction of multi-unit dwellings with the possibility of having neighbourhood businesses set up on the ground floor. In this way, the town would be able to guarantee that the diverse types of dwellings meet the needs of the aging population (less expensive, smaller dwelling units, etc.).

Finally, future developments will have to take into account the pros and cons as it relates to climate change in the coastal area of this borough.



7.4.2 Proposals related to the Shediac-North borough:

1. It is proposed to maintain the integrity of existing neighbourhood residential units.
2. It is proposed to demand that all new developments that differ in use or concentration from what already exists consider the neighbourhood's needs or distinctive features.
3. It is proposed to allow new residential developments that are in harmony with the borough's distinctive features as it relates to the urban framework.
4. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a residential development with a concentration of people that differs from the density that currently exists in this borough.
5. It is proposed to maintain a transition zone between different density sizes in residential developments.
6. It is proposed to encourage the insertion of urban development on vacant lots by creating low-density residential uses in the borough's northern region.
7. It is proposed to establish a mechanism that will encourage developers to use existing lots, and to promote the creation of new lots close to those that have already been developed.
8. It is proposed to encourage the development of interconnected neighbourhoods, built to human scale.
9. It is proposed that each neighbourhood unit can access commercial and institutional sectors with very little travel time.
10. It is proposed to improve pedestrian traffic within the borough with proper signalling, as well as connected pedestrian walkways and trails.
11. It is proposed to encourage the establishment of public accesses for pedestrians to the shoreline of Shediac Bay, as well as developing accesses for motor vehicles.

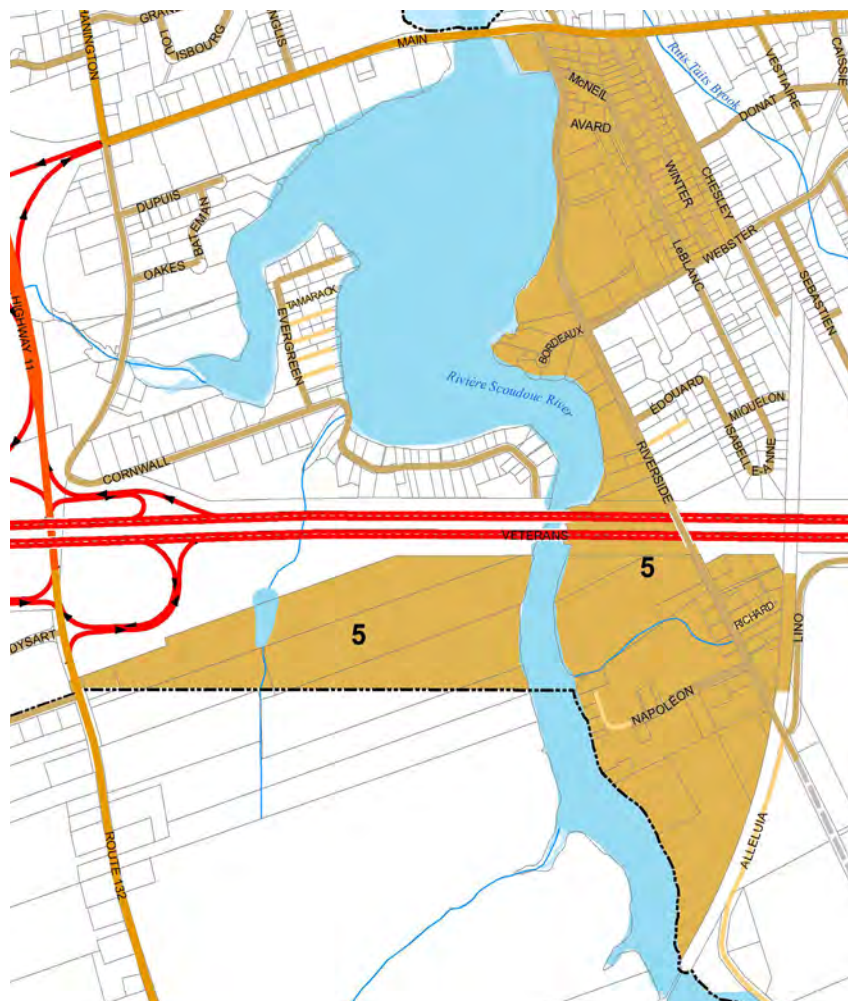


12. It is proposed to minimize the environmental footprint.
13. It is proposed to preserve the borough's tranquility by maximizing the presence of community parks.
14. It is proposed that new developments located in the flood-prone zone be adapted to mitigate the effects of sea-level rise.





7.5 Scoudouc River Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.5.1 Development concept:

Highway 15 divides the *Scoudouc River* borough into two sectors. This borough, being mostly residential, has a very unique history. Among other things, you will find the Webster Estate, one of the town's architectural icons and the remains of the Smith quarry, one of the first stone quarries in New Brunswick.

Despite the historical character of some of the residences, there are also buildings from the different construction periods in this borough. In fact, the main centre for residential development lies within this borough. The physical barriers, such as the Scoudouc River, Highway 15 and the old railroad bed encourage sensible developments that will facilitate the permeability and connectivity of the urban framework, both within and without the borough.

Furthermore, there are several vacant lots that are ideal for new multi-unit dwelling developments. Most of these are adjacent to Riverside Drive and South of Highway 15. To that end, the new residential developments shall result in an urban reinsertion of existing vacant land. Considering distance and infrastructure costs, new developments south of Highway 15 shall have to be set out as medium to high density in order to maximize infrastructure extensions. Finally, the town will endeavour to provide a third interchange off Highway 15 in order to channel traffic to the residential boroughs in this part of town, and also alleviate traffic congestion in the town's main arteries and boroughs.



7.5.2 Proposals related to the *Scoudouc River* borough:

1. It is proposed to maintain the integrity of existing neighbourhood residential units.
2. It is proposed to require that all new development that differs in use or density from what already exists consider the needs of the neighbourhood or its distinctive features.
3. It is proposed to allow new residential developments that are in harmony with the borough's distinctive features as it relates to the urban framework.
4. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a residential development with a concentration of people that differs from the density that currently exists in this borough.
5. It is proposed to maintain a transition zone between the variable densities of residential developments.
6. It is proposed to encourage new residential developments North of Highway 15.
7. It is proposed to encourage urban integration and development of vacant land with low density residential uses in the northern part of the borough.
8. It is proposed to establish a mechanism that will encourage developers to use existing lots, and to promote the creation of new lots close to those that have already been developed.
9. It is proposed to encourage the development of interconnected neighbourhoods, built to human scale.
10. It is proposed that each neighbourhood unit can access commercial and institutional sectors with very little travel time.
11. It is proposed to improve pedestrian traffic within the borough with proper signalling, as well as connected pedestrian walkways and paths.
12. It is proposed that all new developments be serviced by the municipal water supply and the sanitary sewer system.

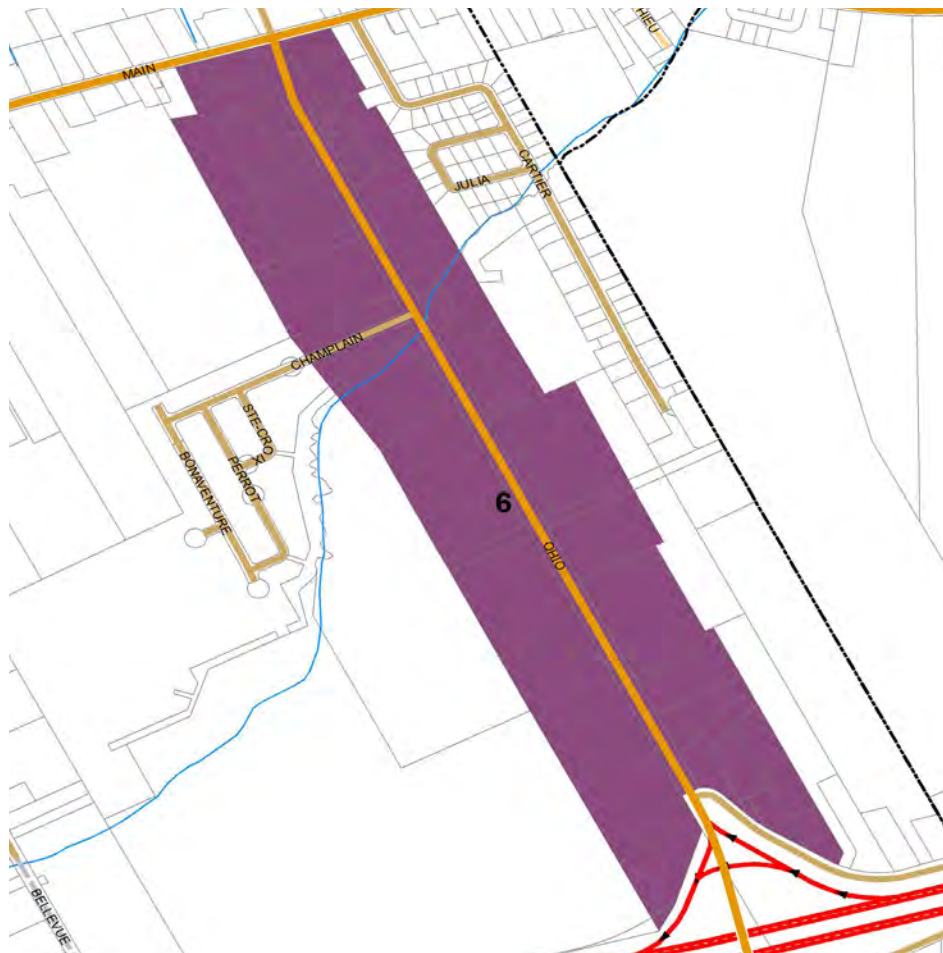


13. It is proposed to encourage the establishment of public pedestrian accesses to the shoreline of the Scoudouc River, as well as developing accesses for motor vehicles.
14. It is proposed to preserve the borough's tranquility by maximizing the presence of community parks.
15. It is proposed that new developments located in the flood-prone zone be adapted to mitigate the effects of sea-level rise.
16. It is proposed to create a main urban park that will service the entire community all along the Scoudouc River.





7.6 Ohio Road Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.6.1 Development concept:

The *Ohio Road* borough is another main artery of the Town of Shediac. In fact, this artery ensures the joining of Main Street, at the intersection of Parlee Beach Road, and Highway 15. The heavy flow of traffic on Ohio Road has prompted businesses to set up shop on the outskirts of town. The local detachment of the RCMP is also located on Ohio Road. Given this fact, we anticipate that there is a great potential for commercial development in this sector in the next few years. A more permissive commercial zoning would further favour development. However, development on a section of Ohio Road is constraint due to a lack of services, such as water and sewer.

Ohio Road is the gateway to the Town of Shediac. Consequently, this borough has the potential for highway commercial development, despite the presence of some single family dwellings in the northern part of the borough, as well as a mini home park. In fact, this type of development requires a large area of land to allow for the construction of big box stores, to accommodate a secure access to the highway, enough space to allow delivery trucks to manoeuvre, and finally, enough parking to meet the needs of a clientele in transit.

Another not inconsiderable advantage of this borough is that the section south of Ohio Road is not developed very much. This will make it easier for the integration of new businesses and it would allow for the establishment of development guidelines, in order to minimize potential nuisances attributed to this type of development on neighbouring residential sectors. This being said, there is a great potential for commercial development over the next few years in this sector.



7.6.2 Proposals related to the Ohio Road borough:

1. It is proposed to avoid the scattering of mini homes and modular homes by grouping them together in the existing mini home park.
2. It is proposed that mini home parks be fitted out in such a way that they are functional, well serviced, and integrated into the urban framework in order to allow their development without hampering the expansion of existing infrastructure and new businesses that will be grafted to the borough.
3. It is proposed that all new developments be serviced by the municipal water system and the sanitary sewer system.
4. It is proposed to promote the expansion of the potable water system and the wastewater system in order to stimulate economic growth within this borough.
5. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a commercial development in this borough.
6. It is proposed to promote the diversification of commercial uses in order to create a hub of economic development.
7. It is proposed that the town develops design standards in order to guarantee that businesses will be well-integrated into this environment.
8. It is proposed to maintain a transition zone around developments with uses that are not commercial and those with neighbouring uses.
9. It is proposed to beautify the gateway into town from Highway 15 with landscaping that highlights Shediac's history and its people.
10. It is proposed to group freestanding and directional signs into a single sign.

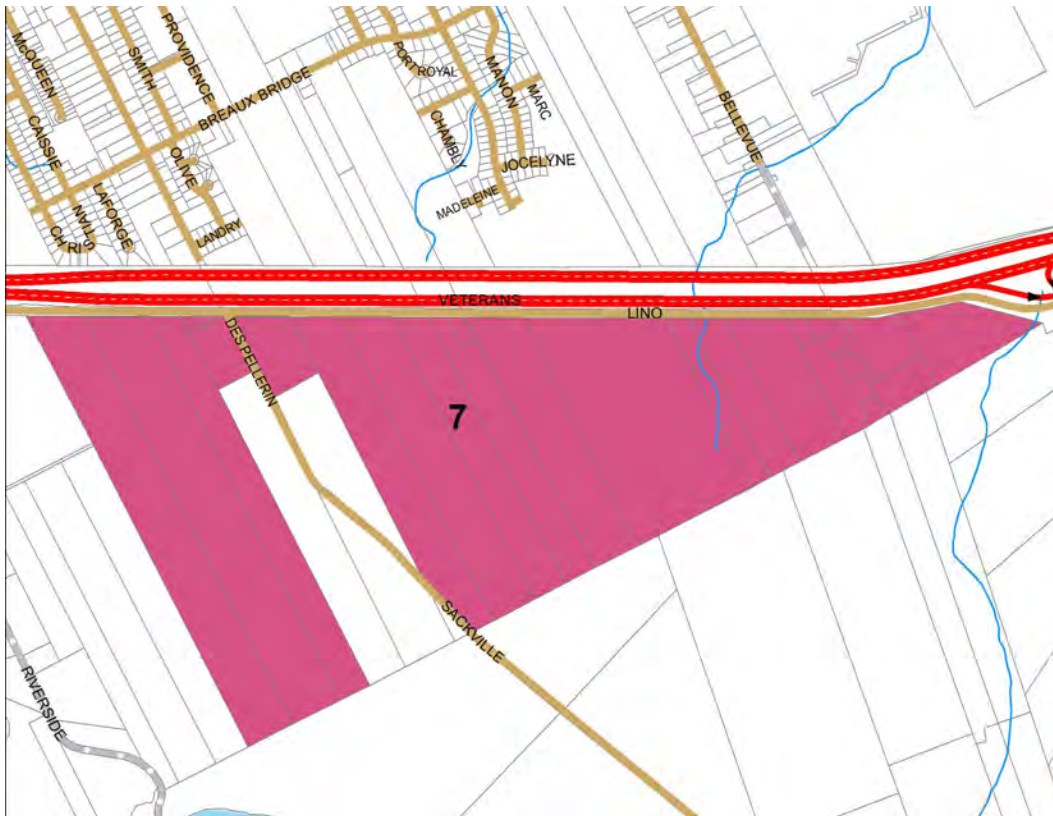


11. It is proposed to prohibit signs that create a danger or a nuisance to traffic or that impair the field of vision for drivers or that obstruct or interfere with municipal maintenance vehicles.
12. It is proposed that signs be attractive, well-kept and safe.
13. It is proposed to work with business owners to set aesthetic and architectural criteria for signs, concentrating their efforts on quality rather than quantity.
14. It is proposed that people be made aware that signs must be in the province's two official languages.





7.7 Borough South of Route 15



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.7.1 Development concept:

The South of Highway 15 borough has traditionally been defined as an industrial zone. However, there hasn't been any initiative from the municipality to develop an industrial park in this part of town. It is important to note that portions of this sector is not serviced by the water and sewer systems, which greatly limits any type of development. Furthermore, the appeal of industrial parks in neighbouring municipalities like Moncton, Dieppe, as well as the Scoudouc Local Service District, leads us to believe that this borough should be reserved for a different vocation. Finally, let us mention the presence of a new correction centre in this borough.

The geographic location of this borough appears to be an ideal location for a non-polluting industrial development, as well as for large institutional facilities requiring large lots and generating heavy highway traffic. Bordering Highway 15, this borough's radius is undeniably desirable for businesses wanting to take advantage of this high-traffic provincial artery. Furthermore, Highway 15 creates a buffer zone that isolates developments with special fittings that could cause a nuisance to other mainly residential boroughs. Given the partial absence of municipal infrastructure in this area, it is essential that the town carefully study the economic impact of each new development proposal in this borough in order to maximize municipal infrastructure costs.



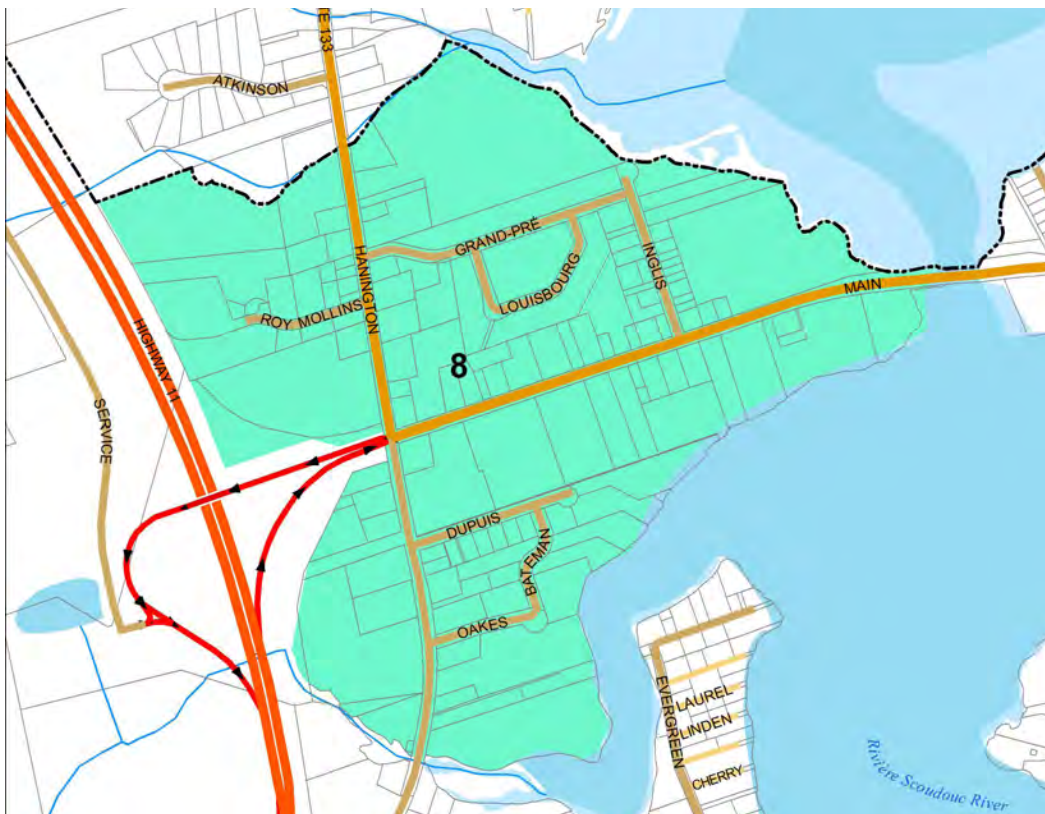
7.7.2 Proposals related to the *South of Highway 15* borough:

1. It is proposed to list and assess different potential scenarios in terms of commercial development with the help of local stakeholders and/or a consultant.
2. It is proposed to develop a comprehensive plan for this borough to extend municipal infrastructure such as future roads, water and sewer systems.
3. It is proposed to consider low-polluting light industry uses in this borough in accordance with Section 39 of the Community Planning Act.
4. It is proposed to develop a strategy that will allow us to choose the direction of commercial development in this region.
5. It is proposed that the town develop design standards to ensure that new developments will be integrated into the immediate environment.
6. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing any development in this borough.
7. It is proposed to maintain a transition zone between the Rural Area borough and this borough in order to keep different options open to future development of the Rural Area borough.
8. It is proposed to group freestanding and directional signs into a single sign.
9. It is proposed to prohibit signs that create a danger or a nuisance to traffic or that impair the field of vision of drivers or that obstruct or interfere with municipal maintenance vehicles.
10. It is proposed that signs be attractive, be well-kept, and safe.
11. It is proposed to work with business owners to set aesthetic and architectural criteria for signs, concentrating their efforts on quality rather than quantity.
12. It is proposed that people be made aware that signs must be in the province's two official languages.





7.8 Western Gateway Borough



7.8.1 Development concept:

The *Western Gateway* borough is definitely a sector that has seen and that will continue to see its share of large developments in the next few years. This section of town is characterized by several of the key elements of *Smart Growth*. Influenced by its proximity to Highways 11 and 15, there is a mix of uses and social classes, as well as a mix of housing topology. In fact, you will find single family dwellings, two family dwellings, multi unit dwellings, and mini homes in this borough. This wide array of uses, classes and types of dwellings are key indicators of an increasing concentration of people in this borough.

It is important to take advantage of the borough's location in order to provide essential services to the people of Shédiac, and to benefit from the town's regional advantage (proximity to Highways 11 and 15).

7.8.2 Proposals related to the *Western Gateway* borough:

1. It is proposed to maintain the integrity of existing neighbourhood residential units.
2. It is proposed to consider current and future population needs in terms of housing.
3. It is proposed to encourage the construction of affordable housing close to those arteries that benefit from a mix of uses.
4. It is proposed to have flexibility with developments so that council can support less traditional residential projects that include different types of housing or that group several uses.
5. It is proposed to promote medium density developments by favouring housing on upper floors and a mix of uses, especially along Main Street and Hanington Road.
6. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a residential and commercial development in this borough.



7. It is proposed to promote the diversification of commercial uses in this borough in order to create a dynamic area that will attract people because of their accessibility.
8. It is proposed that council ensure that commercial uses do not have a negative impact on the quality of life of the residents in this borough by enforcing the zoning by-law and imposing urban design and landscaping standards.
9. It is proposed that the town develop design standards to guarantee a proper integration of various uses in this environment.
10. It is proposed to maintain a transition zone around commercial uses in order to minimize nuisances to other types of uses.
11. It is proposed to beautify the gateway into town from Highway 11 with landscaping that highlights Shediac's history and its people.
12. It is proposed to group freestanding and directional signs into a single sign.
13. It is proposed to prohibit signs that create a danger or a nuisance to traffic or that impair the field of vision of drivers or that obstruct or interfere with municipal maintenance vehicles.
14. It is proposed that signs be attractive, be well-kept and safe.
15. It is proposed to work with business owners to set aesthetic and architectural criteria for signs, concentrating their efforts on quality rather than quantity.
16. It is proposed that people be made aware that signs should be in the province's two official languages.
17. It is proposed to adapt municipal regulations that will allow buildings and constructions that specifically meet the needs of people with special needs.
18. It is proposed to promote the maintenance and expansion of green areas and public spaces.
19. It is proposed to pay a particular attention to parks and green spaces that could be used all year long.
20. It is proposed that new developments located in the flood-prone zone be adapted to mitigate the effects of sea-level rise.





7.9 Cornwall Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.9.1 Development concept:

The *Cornwall* borough has the distinctive feature of being strictly a residential area, and the presence of a vacation home in this borough gives it a unique cachet. The vacation home is located on the headland surrounded by the Scoudouc River. Cottages, built some time ago, are installed along 6 private lanes, as well as along the river bank. The rest of this territory consists mainly of permanent homes, developed and built at different times.

The uniqueness of this residential borough within the municipality which stands out because of its coastal waters, cannot be underestimated. That is why it is so important to preserve the complementary and/or uniformity of residential developments in this borough.

7.9.2 Proposals related to the *Cornwall* borough:

1. It is proposed to maintain the integrity of existing neighbourhood residential units.
2. It is proposed to keep the borough's density low in order to maintain the neighbourhood's slower pace, dedicated to families, and where there is an abundance of green space.
3. It is proposed to encourage pedestrian and public accesses along the Scoudouc River.
4. It is proposed to promote the extension of the potable water supply and the sanitary sewer system in order to stimulate the borough's economic expansion.
5. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a residential development with a different density than what already exists in this borough.



6. It is proposed that the town develop design standards to ensure that new residential developments are properly integrated into the existing environment.
7. It is proposed to maintain a transition zone between different density residential developments.
8. It is proposed to work with developers to set aesthetic and architectural criteria for residential developments.
9. It is proposed to establish a mechanism that will encourage developers to use existing lots and to promote the creation of new lots close to those existing lots that have already been developed.
10. It is proposed to encourage the development of interconnected neighbourhoods, built to human scale.
11. It is proposed that each neighbourhood unit have access to commercial sectors with relatively short travel times.
12. It is proposed to improve pedestrian traffic within the borough with proper signalling, as well as connected pedestrian walkways and trails.
13. It is proposed that all new constructions and/or new sub-divisions have access to the municipal water supply and the public sewer system.
14. It is proposed that new developments located in the flood-prone zone be adapted to mitigate the effects of sea-level rise.



7.10.1 Development concept:

The *Contemporary West* borough is defined by its new residential sub-divisions that follow the same framework as the older residential sectors just south, towards Highway 15. The tendency seems to lean towards low-density residential developments with single-family dwellings. Furthermore, it is important to note that about a third of the borough's surface area consists of vacant land. These vacant lands represent a great opportunity to develop intelligent growth methods that could be integrated into the neighbouring borough, which is the *Bellevue* borough.

Strong residential expansion is foreseen for this borough in the coming years. It is therefore essential to thoroughly understand the strengths and weaknesses of this borough. The town must take advantage of the existing urban framework to maintain a connectivity with other boroughs, thus easing displacements and promote local meeting places (parks, green spaces, etc.). To accomplish this, it is essential to bring more recreational developments to the forefront in order to improve the quality of life for residents.



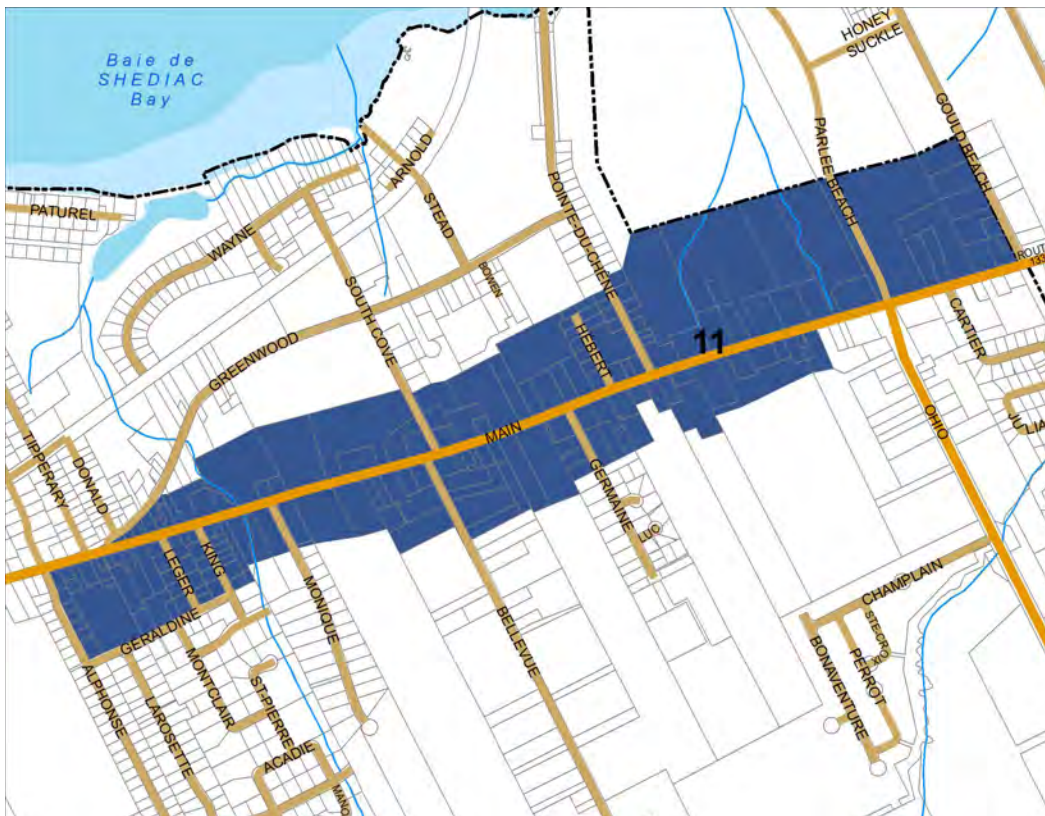
7.10.2 Proposals related to the *Contemporary West* borough:

1. It is proposed to maintain the integrity of existing neighbourhood residential units.
2. It is proposed to promote the expansion of the municipal water supply and the sanitary sewer system order to stimulate the borough's economic growth.
3. It is proposed to require that a site plan be designed to optimise land use, thus creating a built environment that is enjoyable and efficient, before authorizing a residential development with a different density than what already exists in this borough.
4. It is proposed that the town develop design standards to ensure that new residential developments are properly integrated into the environment.
5. It is proposed to maintain a transition zone between different density residential developments.
6. It is proposed to work with developers to set aesthetic and architectural criteria for residential developments.
7. It is proposed to establish a mechanism that will encourage developers to use existing lots and to promote the creation of new lots close to the existing lots that have already been developed.
8. It is proposed to encourage the development of interconnected neighbourhoods, built to human scale.
9. It is proposed that each neighbouring unit is guaranteed access to commercial sectors with relatively short travel times.
10. It is proposed to take advantage of the bicycle path and to highlight the value of a possible expansion.
11. It is proposed to improve pedestrian traffic within the borough with proper signalling, as well as connected pedestrian walkways and trails.
12. It is proposed to construct new sidewalks according to Council's priorities, based on available resources and citizens' needs. The construction of sidewalks would depend on the amount of traffic that travel the roads.
13. It is proposed that all new constructions and/or new sub-divisions have access to the municipal water supply and the sanitary sewer system.





7.11 Commercial Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.11.1 Development concept:

The *Commercial* borough is demarcated by the section of Main Street that is chiefly characterized by its roadside businesses. Some of the main components that carve out the landscape of the *Commercial* borough are large parking areas fitted out in the front of businesses, drive-thru services and signs that attract the motoring public. There are also several houses in this sector that could be converted into a business venture in the future. Despite the mix of commercial and residential uses, there is a clear separation between the buildings used for each respective type of use.

The presence of several vacant lots, the wide array of uses in this sector, sidewalks and a good roadway system are all assets that give this borough a strong development potential. However, despite these assets, this borough shows some weaknesses that must be taken into account when policies are drafted. In fact, at this time, the borough is basically designed for vehicular traffic. Subsequently, the area around Main Street is not very appealing for pedestrians.



7.11.2 Proposals related to the *Commercial* borough:

1. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a commercial development in this borough.
2. It is proposed to promote the diversification of commercial uses.
3. It is proposed to invite developers to explore concepts with a design philosophy related to conservation in their development.
4. It is proposed to encourage multiple uses for land and facilities located in this borough in order to promote and maximize the use of resources.
5. It is proposed that neighbourhood businesses and services catering to pedestrians and the local population be permitted on Main Street.
6. It is proposed that similar or compatible businesses be encouraged to regroup into mini-shopping centres with shared parking, entrances, and other public services.
7. It is proposed that the town develop design standards to ensure that businesses are properly integrated into the environment.
8. It is proposed to encourage multiple uses for land and facilities located in this area in order to promote and maximize the use of these properties.
9. It is proposed to maintain a certain amount of flexibility when it comes to development in this sector so that Council may support less traditional residential projects that include different housing types or that group several uses.

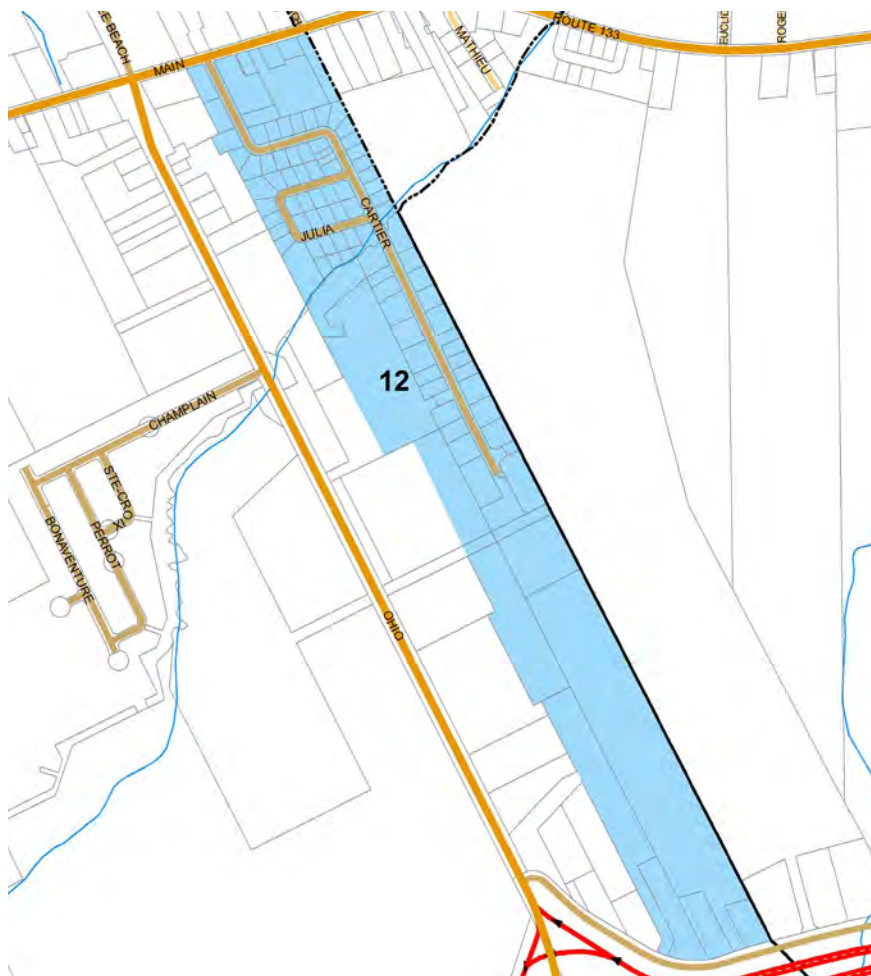


10. It is proposed to promote a larger density in this area by permitting more than one use per property, such as allowing the top floors of commercial buildings to be used as dwelling units.
11. It is proposed to establish a mechanism that would encourage developers to use existing lots.
12. It is proposed to regulate the number of signs per property.
13. It is proposed to prohibit signs that create a danger or a nuisance for traffic or that impair the field of vision of drivers or pedestrians or that obstruct or interfere with municipal maintenance vehicles.
14. It is proposed that signs be attractive, well-kept, and safe.
15. It is proposed to work with business owners to set aesthetic and architectural criteria for signs, concentrating their efforts on quality rather than quantity.
16. It is proposed that people be made aware that signs should be in the province's two official languages.
17. It is proposed to adapt municipal regulations in order to allow buildings and constructions that meet the specific needs of people with special needs (i.e. access ramps in yards, parking spaces for people with reduced mobility, etc.).
18. It is proposed to promote the maintenance and improvement of pedestrian paths to foster connexions between businesses, institutional facilities, and other boroughs.
19. It is proposed to examine each request for an access off Main Street by considering other viable options and guaranteeing the public safety.





7.12 Shediac-East Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.12.1 Development concept:

The *Shediac-East* borough is situated in an enviable location. Located between Main Street and Ohio Road, up to the eastern boundary of the municipality, this borough has no direct connection to any other mainly residential borough. Single-family dwellings are mainly featured in this area. Most dwellings were built in the '80s with a few exceptions lying south of Cartier Street. Close to half of this borough is not developed, which reads into a great potential for significant development. However, this sector is not serviced by the municipal water supply and the sanitary sewer system. This means that the absence of these services limits residential developments in this borough. In the event that municipal infrastructure extends to this area, it is essential that the method of development be done in such a way as to maximize infrastructure costs.

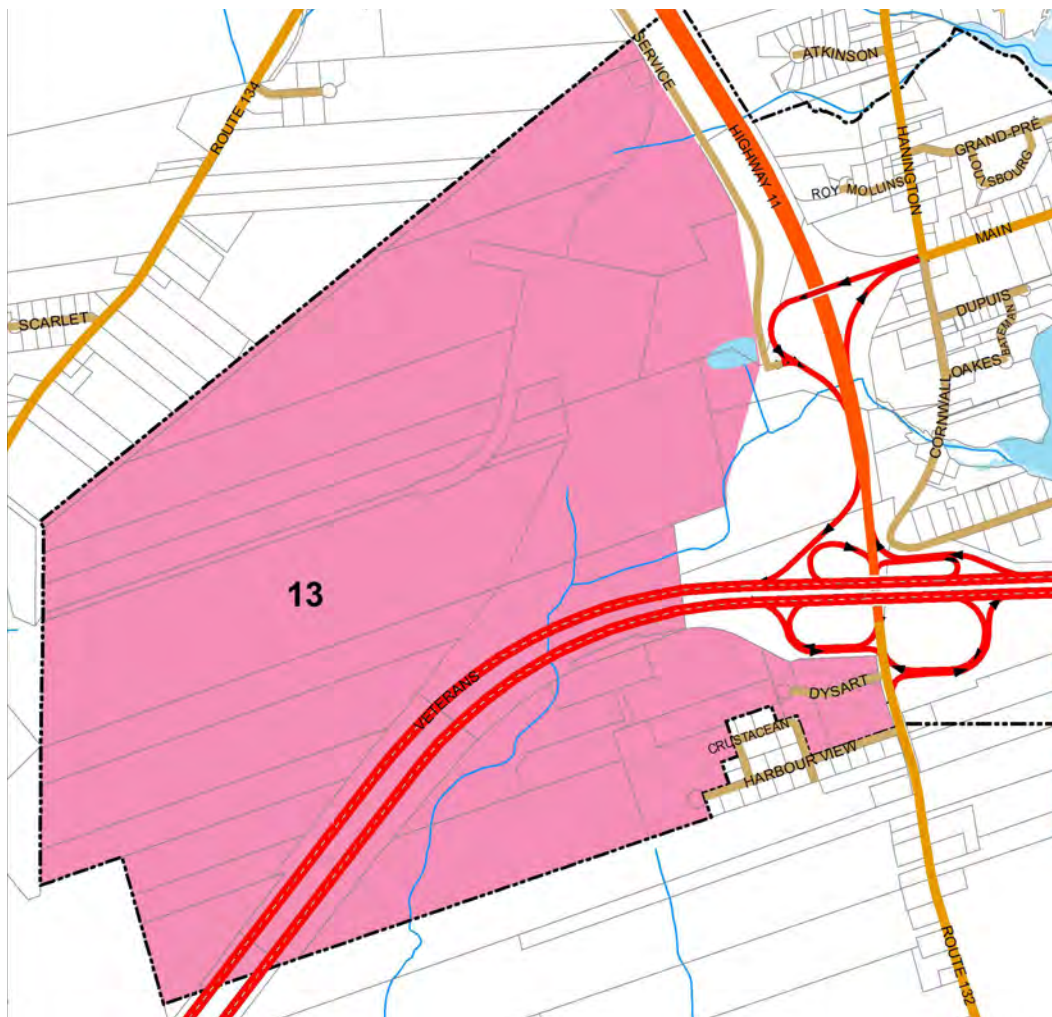
7.12.2 Proposals related to the *Shediac-East* borough:

1. It is proposed to maintain the integrity of existing neighbouring residential units.
2. It is proposed to promote the extension of potable water supply and the sanitary sewer system in order to stimulate economic growth in this area, if such expansion is affordable.
3. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a residential development that differs from single-family dwellings.
4. It is proposed to require that all new development where the use or density differs from what already exists take into account the neighbourhood's needs or specificities.
5. It is proposed to encourage the development of interconnected neighbourhoods, built to human scale.
6. It is proposed to open up this borough by promoting connectivity with other boroughs in Shediac.





7.13 Highway Commercial Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.13.1 Development concept:

Located at the intersection of Highways 15 and 11, the Highway Commercial borough is unique in that it was only annexed to the Town of Shediac in February of 2006 (south of highway 15) and 2013 (north of highway 15). Even though most of the land in this sector is vacant, it is anticipated that in the coming months and years, it is going to undergo major development revolving around the road network. In fact, this intersection is one of the most travelled in the province.

7.13.2 Proposals related to the Highway Commercial borough:

1. It is proposed to maximize this borough's commercial density while maintaining a residential component.
2. It is proposed that the town develop design standards in order to guarantee that businesses will be well-integrated into this environment.
3. It is proposed to maintain flexibility with developments so that council can support less traditional residential projects that include different types of housing or group several uses.
4. It is proposed to promote a higher density in order to ensure cost-effectiveness of infrastructure and to limit urban sprawl.
5. It is proposed to promote the diversification of commercial uses within the borough in order to attract people who, once there, can take advantage of a wide array of services without having to travel by car.
6. It is proposed to work with business owners in order to set up aesthetic and architectural standards for signs and buildings.
7. It is proposed to support businesses in the tourism industry.
8. It is proposed to make business owners aware that signs should be in the province's two official languages.
9. It is proposed to promote the extension of the potable water supply and the

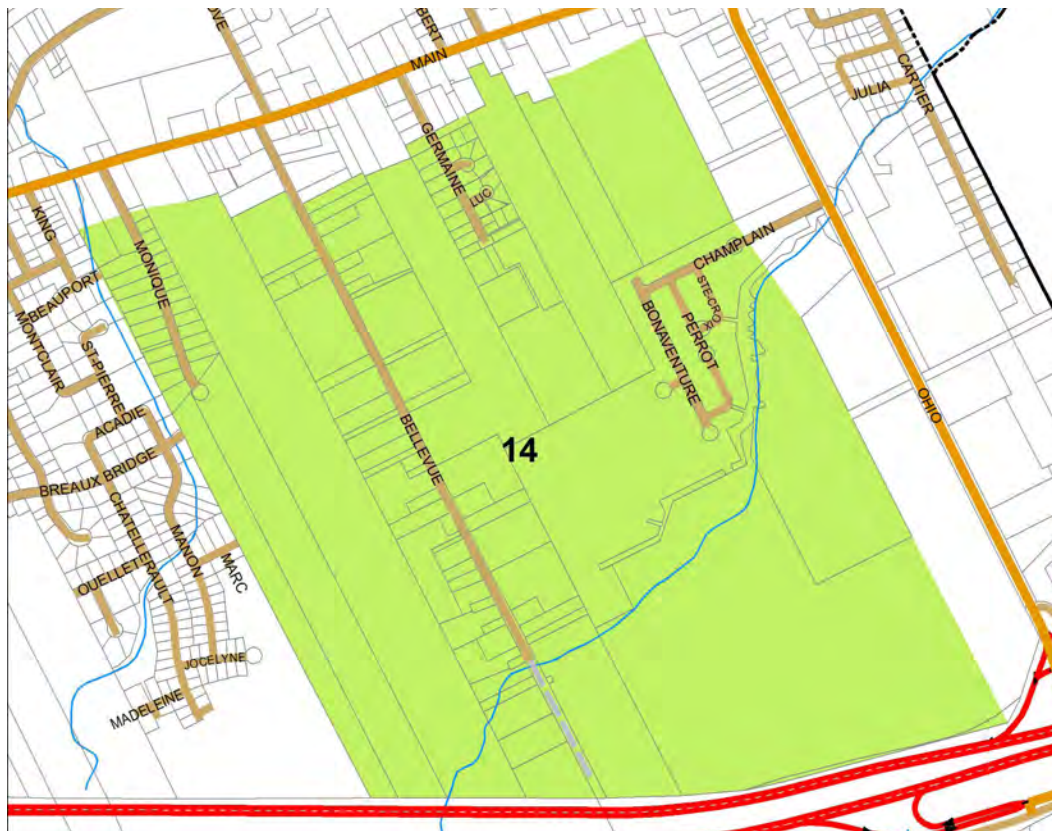


- sanitary sewer system in order to stimulate economic growth in this borough.
10. It is proposed to make sure that municipal services are adequately used in order to attract commercial developments.
 11. It is proposed to require that a site plan be designed to optimize land use, thus creating a built environment that is enjoyable and efficient, before authorizing a commercial development in this borough.
 12. It is proposed to promote a wide array of commercial uses to attract people to this area.
 13. It is proposed to group freestanding and directional signs into a single sign.





7.14 Bellevue Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.14.1 Development concept:

The *Bellevue* borough is characterized by the vast amount of vacant land. The borough's location makes it a prime sector for residential development. Among the enviable features that would be attractive for residential development, are the spectacular vistas overlooking Shediac Bay, with its islands and mature vegetation that enhances the environment's quality of life. Another advantage is that most of the territory has yet to be developed.

It is therefore in the municipality's best interest to use intelligent growth methods that will minimize the environmental footprint of new developments and maximize the profitability of the municipal infrastructures. A mix in housing typology should be permitted in this borough, as well as some neighbourhood businesses and home occupations.

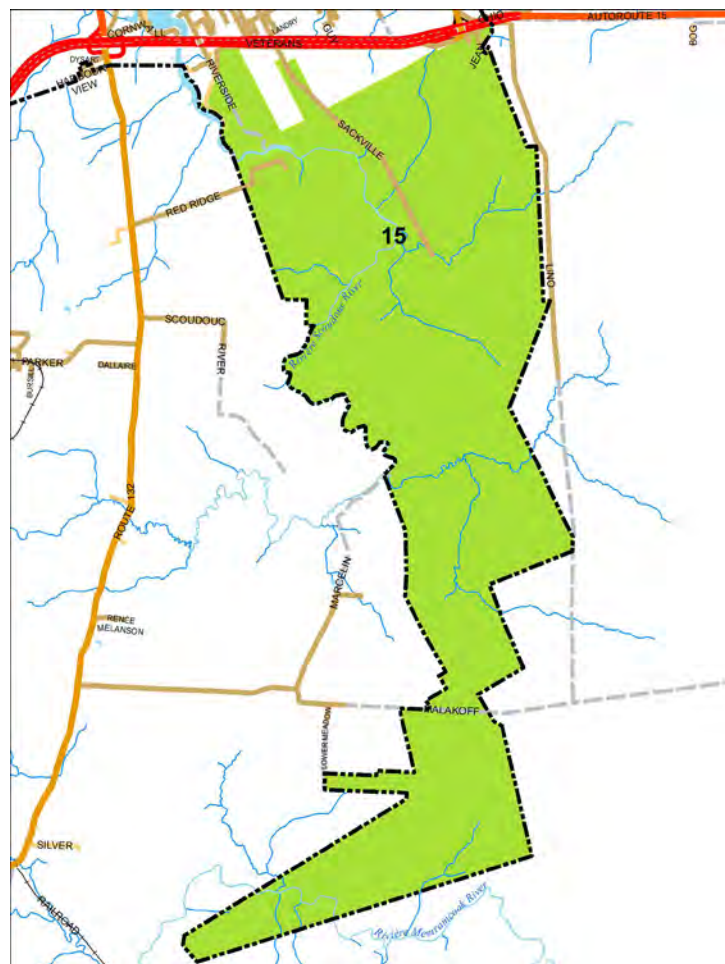
7.14.2 Proposals related to the *Bellevue* borough:

1. It is proposed to take into account the future needs of the population when establishing future neighbourhood units.
2. It is proposed to promote a higher density in this borough in order to make the infrastructures cost-effective and to limit urban sprawl.
3. It is proposed to minimize the impact of future developments on its natural characteristics.
4. It is proposed that the town establish design standards to guarantee that different housing typologies are in harmony with the surrounding area.
5. It is proposed to encourage the development of interconnected neighbourhoods, built to human scale.
6. It is proposed to establish mechanisms that will preserve enough reserve land for future developments of less traditional residential projects that include different types of housing.





7.15 Rural Shediac Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.15.1 Development concept:

Shediac's largest borough is situated between the Scoudouc Local Service District and the Rural Community of Beaubassin East. The remains of Sackville Road are still present but no longer connect Shediac to Sackville, at least not by automobile. The borough has for the most part remained undeveloped other than for its natural resources and the establishment of a few camps within the past few decades. Malakoff Street is primarily used for resource extraction and is often unpassable. The Des Peupliers Street is currently the only street within this borough that is built to a standard to accommodate automobiles. Des Peupliers Street was built as part of a residential subdivision along the Scoudouc River.

The *Shediac Rural* borough represents the majority of land annexed in 2013. This borough is not serviced by any municipal infrastructure other than what was mentioned in the above paragraph. The topography in the borough is such that extending municipal water and sewer services could entail high costs at the time of development. As such, it is important that a cost / benefit analysis be completed to ensure an adequate return on investment for the Municipality before developing this borough. The borough's rural character and distance from downtown justifies the Town of Shediac's desire to preserve this land from development.



7.15.2 Proposals related to *Shediac Rural* borough:

1. It is proposed to consider the future needs of the population and of the Municipality when establishing future neighbourhood.
2. It is proposed to promote a higher density through a rezoning in this borough in order to make the infrastructures cost-effective and to limit urban sprawl.
3. It is proposed to minimize the impact of future developments on the borough's natural characteristics.
4. It is proposed to permit traditional agriculture within this borough.
5. It is proposed to consider intensive agriculture and resource development through a rezoning to the Intensive Resource Development Zone.





7.16 Shediac Island Borough



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

7.16.1 Development concept:

Shediac Island has a rich history. First Nation archaeological remains indicate that Aboriginal People first started visiting the Island many years ago. Author Régis Brun's history book "Shediac" describes artifacts such as spears, arrowheads, knives, scrapers, hatchets and hammers to have been found on the island. Also found on the island was a pre-historic First Nation cemetery.

In 1767, W.F. Ganong (Brun, p. 14, 1994) produced one of the first cadastral maps for the Shediac region. At that time the island was primarily used for the production of hay and as pasture fields. Around 1863, the cadastral map shows some of the first property owners moving to the island. "At the beginning of this century, there was a ferry, dock, lighthouse, roads, houses, barns and a school: the island had about 20 families. In the 1930s and 1940s, many of the homes were abandoned while others were moved to the mainland..." (Brun, p.19, 1994).

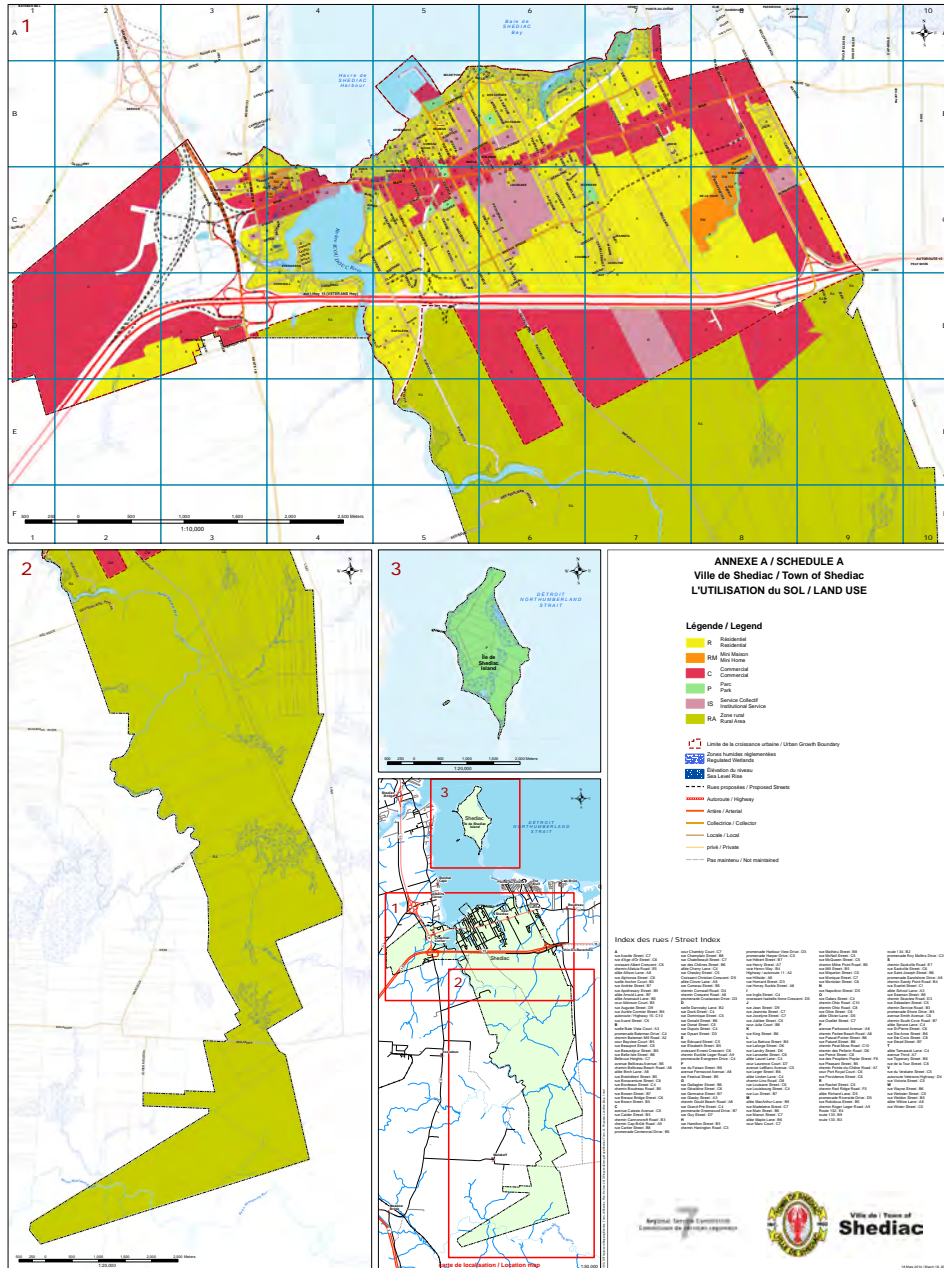
Today there exists no notable development on the island. The Island's historic links to the First Nations, the settlement by the Acadians and other Europeans in the 19th century makes the Island a unique place suitable for the development of an interpretation centre. Establishing an historical and/or archaeological interpretation centre presents an opportunity for the Town of Shediac to develop awareness of its heritage which in turn will contribute to the development of the Town's cultural and tourism sectors.

7.16.2 Proposals related to the *Shediac Island* borough:

1. It is proposed to preserve the ecological integrity of the island.
2. It is proposed to preserve the historical and archaeological integrity of the island.
3. It is proposed to encourage the creation of a master plan for the entire island.

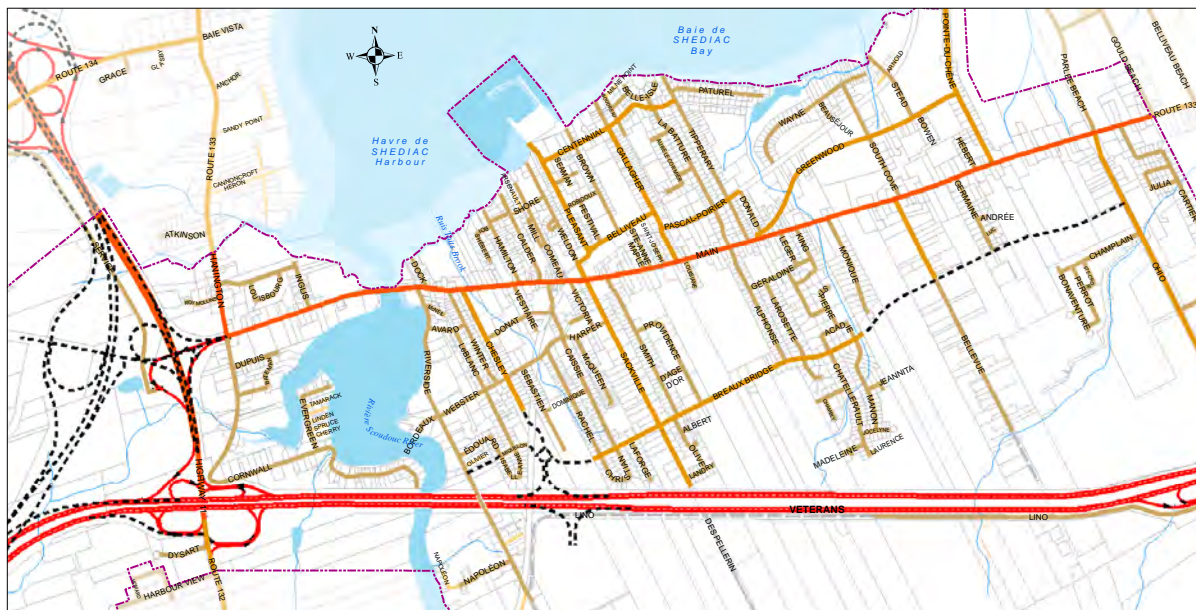


Schedule A:
Land Use Map



Schedule B:

Map of streets and future street



Légende / Legend

■ ■ ■ Rues proposées / Proposed Streets

 Autoroute / Highway

Artère / Arterial

Collectrice / Collecteur

— Locale / Local

Privé / Private

— — Pas maintenu / Not maintained

7
Regional Service Commission
Commission de services régionaux



Ville de / Town of
Shediac

ANNEXE / SCHEDULE "B"

Carte des rues et rues futures /
Map of Streets and Future Streets

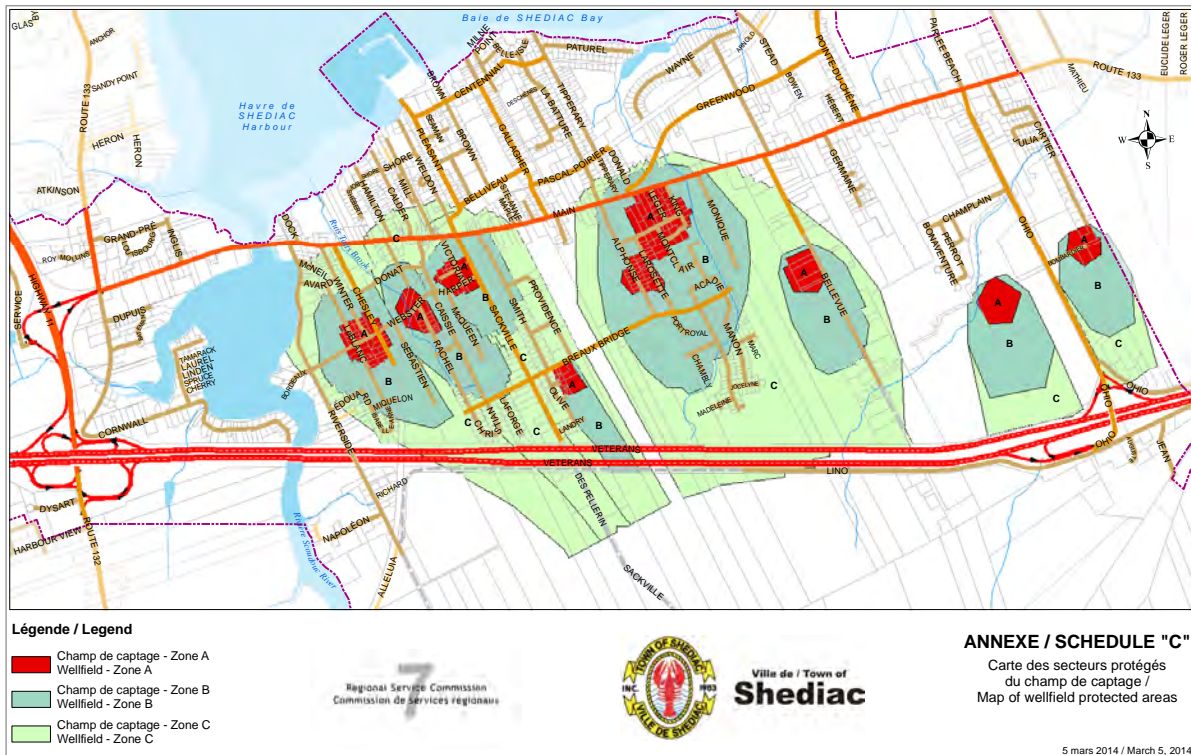
21 février 2014 / February 21, 2014



BY-LAW NO. P-14-36
MUNICIPAL DEVELOPMENT PLAN

Schedule C:

Wellfield Protected Areas Map



Schedule D:
FIVE-YEAR CAPITAL BUDGET

	2014	2015	2016	2017	2018
Public Works	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,500,000	\$ 1,600,000
Recreation & Tourism	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000	\$ 300,000
Environmental Development	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000	\$ 200,000
	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,000,000	\$ 2,100,000





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