

BY-LAW NO. 109	ARRÊTÉ N° 109
CITY OF MIRAMICHI MUNICIPAL PLAN BY-LAW	ARRÊTÉ CONCERNANT LE PLAN MUNICIPAL DE LA VILLE DE MIRAMICHI
Under the authority vested in it by the <i>Community Planning Act, 2017, c.19</i> , the Municipal Council of the City of Miramichi, duly convened, enacts as follows:	En vertu des pouvoirs que lui confère la <i>Loi sur l'urbanisme, 2017, chap. 19</i> , le conseil de la Ville de Miramichi, régulièrement réuni, édicte ce qui suit :
1. This by-law may be cited as the "City of Miramichi Municipal Plan."	1. Le présent arrêté peut être ainsi désignée : « Plan municipal de la Ville de Miramichi ».
2. The City of Miramichi Municipal Plan sets out policies and outlines proposals designed to guide, control, and encourage the orderly economic, social, and physical development of the municipality.	2. Le Plan municipal de la Ville de Miramichi énonce des principes et expose des propositions visant à orienter, à régir et à encourager, de façon ordonnée, le développement économique et social ainsi que l'aménagement physique de la municipalité.
3. The document entitled "City of Miramichi Municipal Plan", attached hereto as Schedule "1", constitutes the Municipal Plan referred to in subsection 2 above.	3. Le document intitulé « Plan municipal de la Ville de Miramichi », ci-joint en annexe 1, constitue le plan municipal mentionné au paragraphe 2 ci-dessus.
4. By-law No. 90 entitled "City of Miramichi Municipal Development Plan By-Law", enacted on April 16, 2012, and all amendments thereto is hereby repealed.	4. Sont abrogés l'arrêté n° 90 intitulé « Arrêté portant adoption du plan municipal d'aménagement de la Ville de Miramichi », édicté le 16 avril 2012, et l'ensemble de ses modifications.
5. This by-law comes into effect on the date of its filing in the Land Registry Office.	5. Le présent arrêté prend effet au moment de son dépôt au bureau d'enregistrement des biens-fonds.
FIRST READING (by title): July 23, 2020	PREMIÈRE LECTURE (par titre) : le 23 juillet 2020
SECOND READING (by title): September 29, 2020	DEUXIÈME LECTURE (par titre) : le 29 septembre 2020
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AND ENACTED : September 29, 2020	ÉDICTION : le 29 septembre 2020

This instrument purports to be a copy of the original registered or filed in the

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Nathaniel
County Registry Office
New Brunswick

Nathaniel
Nouveau-Brunswick

2020-11-09
date/date

4066 4931
number/numéro

[Signature]
MAYOR/MAIRE

Rhonda Ridley
CITY CLERK / SECRÉTAIRE MUNICIPALE

APPROVED
Pursuant to the
Community Planning Act

APPROUVÉ
En application de la
loi sur l'urbanisme

[Signature]
For - Minister / pour le/la Ministre
Local Government and Governance Reform
Gouvernements Locaux et de la Réforme de la gouvernance locale

October 30, 2020
Date



MY MIRAMICHI

Municipal Plan
By-law No. 109





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Brian Bowes, Bonnie Coughlan,
Matt Ellsworth, and Wendy Wilson



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CANADIAN INSTITUTE OF PLANNERS CERTIFICATION

I certify that I am a planner as defined in the Regional Service Delivery Act and that this Municipal Plan has been prepared in accordance with the requirements of the *Community Planning Act*.

GREATER MIRAMICHI REGIONAL SERVICE COMMISSION
Services d'aménagement *Planning Services*
COMMISSION DE SERVICES RÉGIONAUX DU GRAND MIRAMICHI





SECTION 1: INTRODUCTION

(A) Title



CPA, Part 3,
Division C,
pgs. 21-32

Under the legislative requirements set out in Part 3, Division C of the *Community Planning Act* (herein referred to as “the Act” or “CPA”), the City of Miramichi (the City) hereby adopts the “My Miramichi” City of Miramichi Municipal Plan (the Plan).

This Plan repeals and replaces By-law No. 90, the City of Miramichi Municipal Development Plan By-law, adopted in 2012, and all subsequent amendments thereto (By-laws No. 90-1 to 90-14).

(B) Interpretation

The following sections and the Future Land Use Map constitute the legally effective parts of the My Miramichi Plan. In this Plan:

- “City” shall mean the City of Miramichi.
- “Council” shall mean the Council of the City of Miramichi.
- “CPA” and “the Act” shall mean the *Community Planning Act*.
- “GMRSC” shall mean the Greater Miramichi Regional Service Commission.
- “the Plan” shall mean the City of Miramichi Municipal Plan.
- “Planning Services” shall mean the Greater Miramichi Regional Service Commission – Planning Services.
- “PRAC” shall mean the Planning Review and Adjustment Committee.

(C) Plan Structure

The Plan is organized as follows:

- Sections 1 and 2 introduce the My Miramichi Plan, its purpose, the context for its vision, and the overall strategy for managing the anticipated growth and development of Miramichi into the year 2030.
- Section 3 addresses how the Plan will be implemented.
- Sections 4 to 13 contain the goals, policies, and proposals related to land use themes and designations identified on the Future Land Use Map.




Regulation 85-6,
Section 5.1(2),
pgs. 3-8

(D) Area of Coverage

The statements of policy and proposals set out in this Municipal Plan apply to the City of





Miramichi's municipal boundary as established under the Municipalities Act, Regulation 85-6, Section 5.1(2), continued in force under Section 196(a)(viii) of the Local Governance Act.

(E) What is the “My Miramichi” Plan?

This document and its schedules constitute the Municipal Plan for the City of Miramichi.

The Plan serves as Council's comprehensive policy document for managing growth and development within the City over the 10-year planning period representing 2020 through to 2030.

The Plan has been prepared in accordance with Part 3, Division C of the Act, which outlines the required content for Municipal Plans, including policies to address:

- The development and use of land;
- Conservation and improvements to the physical environment;
- Pollution control and abatement;
- Land for public purposes;
- Communication, utility, and transportation systems; and,
- Municipal services and facilities.

Pursuant to Section 24(2)(b) of the Act, the Plan's policies and proposals are based on findings of a written background report in addition to land use surveys, consultation with municipal and provincial departments, and extensive public engagement.

While this Plan itself is primarily focused on land use, it also encompasses social, economic, and environmental themes within the goals, policies, and proposals presented in each section of the Plan.

(F) Goals, Policies, and Proposals

For clarification, where identified, goals describe the desired outcomes (or in other words, what Council hopes to achieve) through the Plan's policies and proposals and other implementation tools such as the Zoning By-law.

Policies are general statements that indicate the intent of Council with respect to various issues.

Proposal is a technical term prescribed by the Act to describe detailed statements that advise of the actions and approaches to be taken to implement the policies.

As pointed out in Section 27 of the Act, the adoption of the Municipal Plan will not commit the City (or the Province) to undertake a proposal suggested or outlined in the Plan, but, in the case of the City, shall prevent the undertaking of a development in any manner inconsistent with a proposal or policy outlined.



(G) How the Plan Guides Development

Pursuant to the *Act*, the Municipal Plan guides the development of two important “enabling” City by-laws: the Zoning By-law and Subdivision By-law. These By-laws are the main regulatory instruments used to implement the Plan’s policies.

The Zoning By-law identifies areas, or zones, of the City for different kinds of development. Each zone is associated with a different set of rules for the kinds of uses and activities that are permitted to occur and how properties can be developed. The Zoning By-law also contains the rules for development that apply to properties throughout the entire City, regardless of the zone. These City-wide applied rules are referred to as “general provisions”.

To implement the policies and proposals of the Municipal Plan, the Subdivision By-law prescribes the standards for the creation of lots during the subdivision approval process.

The Act requires that both the Zoning By-law and Subdivision By-law be consistent with the Municipal Plan. As the overarching policy document, when there is an inconsistency between the Zoning or Subdivision By-law and the Municipal Plan, the Municipal Plan prevails (*CPA* Section 28).


The Plan also relies on an ever-expanding inventory of other City of Miramichi administrative plans and documents, which are accepted or adopted separately, to guide and manage upcoming changes in the community, including but not limited to the City’s:

- Building By-law;
- Mini and Mobile Home Park By-law;
- Heritage Preservation Areas By-law;
- Active Transportation Master Plan;
- Strategic Plan;
- Downtowns Revitalization Master Plan; and,
- Climate Change Adaption Plan.

Throughout this Plan, these documents and others may be referred to by way of a specific policy or proposal.

(H) How the Plan was Prepared

The City’s previous Plan came into force and effect on July 16, 2012. The 2012 Plan proposed to conduct



a thorough review of the Plan at least every seven (7) years. To accomplish the goal of completing the Plan Review in 2020, the Greater Miramichi Regional Service Commission (GMRSC) (the provider of the City’s land use planning service) initiated a comprehensive review of the 2012 Plan in late 2018. A council-appointed Plan Review Committee was established to provide input and recommendations to the GMRSC throughout the Plan Review. This review included background research and analysis summarized in a background report in accordance with Section 24(2)(b) of the *Act*. It also included a City-wide land use survey, consultation with provincial and municipal departments, and extensive public engagement which included the following components:

- A project website, mymiramichiplan.com, which served as the dedicated public portal for the project.
- An online survey, which received input from almost 150 respondents.
- A public open house in Miramichi East in April 2019 and in Miramichi West in May 2019 which provided opportunities for residents to review information about the City and participate in discussions about its future.
- A My Miramichi t-shirt promotion and contest.
- An online interactive web-map for users to identify issues and opportunities in the City.
- A project with students at Dr. Losier Middle School and North & South Esk Regional High School.
- A focus group meeting with community groups.
- Meetings with local developers and business owners to discuss future developments in the City.
- Placing public notices in/on local news, radio, and digital display to advertise meetings and invite citizen input.
- Submitting referrals/consulting with City departments and provincial government departments.

(I) Amendment and Future Plan Review

Although the Plan is long-term in outlook, the Plan should be thoroughly reviewed a minimum of every ten (10) years (i.e. the next planning period should represent the years 2030-2040). Periodic amendments to this document will be required and must be undertaken with consultation and due process as outlined in the *Act* for Municipal Plan amendments.

The My Miramichi Plan must serve as a living document be reviewed and amended as required to ensure that it remains current and is responsive to changes in the City’s economy, population, and demand for development.







SECTION 2: VISION, GUIDING PRINCIPLES, AND DEVELOPMENT STRATEGY

(A) Achieving a Vision for Miramichi

“Miramichi – a beacon for economic prosperity, heritage and diversity” is the City’s vision outlined in its Strategic Plan (2014). Expanding on this vision, the My Miramichi Plan’s vision that has emerged through the review and update of the 2012 Plan is:

“Into the year 2030, Miramichi will continue building its economy, quality of life, and identity as a progressive, inclusive, prosperous, safe, active, and healthy community. We take pride in our common-sense solutions to challenges that strengthen our sense of community, foster and encourage economic development, respect the natural environment, and endorse the principles of sustainability. We strive to ensure that land use and community development occurs in a strategic, balanced, context-sensitive, smart, and equitable manner while acknowledging, understanding, and respecting the City’s rural nature, values, and expectations. Within this context, living and doing business in the City will be a conscious and deliberate choice due to its social cohesion, desirability, and high-quality of life”.

(B) Strategic Values Alignment

The Municipal Plan’s policies, proposals, and therefore interpretation is intended to align with the values set out in the City’s Strategic Plan which guide and inform the actions of the City:

Accountability	Acknowledging and assuming responsibility for recommendations, decisions, and actions.
Integrity	Modeling a culture of truthfulness, sincerity, transparency, and fairness.
Leadership	Motivating and inspiring by demonstrating qualities that foster responsible decision making.
Respect	Valuing diversity and ensuring inclusiveness.
Stewardship	Ensuring that citizens receive optimal value for their tax paying investment in Miramichi through responsible planning and management of resources.
Teamwork	Working together toward common goals, through co-operation, collaboration, and partnership.
Transparency	Providing consistent and transparent policies and practices.



The City’s Strategic Plan contains four strategic areas that reflect the priorities of Council, citizens, and other stakeholders. The Municipal Plan’s policies and proposals are aligned with these strategic areas:

Economic Development	Strengthening our economic base by diversifying and building upon Miramichi’s competitive strengths to create a positive environment for business investment.
Community Services and Culture	Enhancing community quality of life and supporting our natural and cultural heritage.
Municipal Governance	Providing leadership for the delivery of City services that fulfill the needs of our community, and opportunities to engage the public in making the City of Miramichi a better place.
Infrastructure	Continuing to invest in the City’s infrastructure in a manner that meets current community needs and responds to future challenges.


(C) Key Themes Guiding Development to 2030

The Plan’s vision outlined in Subsection (A) reflects five (5) themes that emerged from the Plan review process that will be used to guide development of the City into the year 2030:

1. Rural City, urban assets;
2. Active transportation;
3. Housing diversity and affordability;
4. Downtown revitalization; and,
5. Climate change and environmental stewardship.

Rural City, Urban Assets

Miramichi looks and feels like a rural city. As an amalgamated community, combined patterns of historical settlement along the River have resulted in an overall sprawling and low-density City. While being the largest City in northern New Brunswick in geographic area (second in the Province), Miramichi has the lowest population density of all cities in the Province. Living in Miramichi is often a conscious choice due to the rural residential lifestyle it offers: vast expanses of natural areas, little to no traffic, and peace and quiet in one’s own backyard are just a few of the benefits. There is a great sense of community in Miramichi. While so, a rural City like Miramichi is not without its challenges. The perceived lack of avenues for employment, entertainment, and amenities dissuade some from choosing a rural lifestyle and are recognized by Council and City residents as



challenges to attracting and retaining young families and business investment in Miramichi.

This Plan intends to recognize and preserve the existing rural character of Miramichi by maintaining rural land use and development standards but also acknowledge the need for an overall development strategy that reduces the occurrence of urban sprawl and ribbon development in the rural, unserved areas of the municipality, while directing new development to serviced areas and strategic areas of the City with high levels of amenity, such as the Downtown Districts, fully serviced industrial parks, regional commercial area, and numerous residential neighbourhoods with mixed-density infill opportunities.

The City's overall development policy will give priority to maximizing the use of existing City water and sewer systems before approving developments that require new infrastructure, unless the full development costs are paid by developers or are part of an integrated development consisting of a combination of uses of land, buildings, and structures. In addition to the developers paying the full costs of new infrastructure, Council may make a By-law that provides for the imposition and payment of a development charge in respect of land that is to be developed or subdivided to offset the costs of infrastructure renewal in the future (CPA Division G, page 81).

Active Transportation (AT)


The way in which Miramichi has and continues to develop plays an important role in the health and well-being of its residents. AT is any form of human powered transportation and includes walking, cycling, running, skiing, and paddling. Municipal investment in active transportation infrastructure has the potential to benefit Miramichiers, neighbourhoods, and the City by contributing to improvements in public health, increasing efficiencies for transportation, mitigating environmental impacts of vehicular infrastructure, local and regional economic stimulus, and enhanced community development.

The City's Active Transportation Master Plan (2011) positioned Miramichi behind other New Brunswick cities in terms of having a well-developed active transportation network. The City's growth pattern, along both sides of the Miramichi River, has led to a long, linear settlement pattern that is not immediately conducive to an easily walkable or bikeable system. Without clear direction, focus, and investment, it is easy for development of the AT network to become eclipsed within the scope of other municipal priorities, a case which further feeds into the car dependence of the community. Into 2030, the City will re-prioritize active transportation within this context to move forward towards implementation of active transportation infrastructure projects and initiatives that will ultimately support the health and well-being of Miramichiers.

Housing Diversity and Affordability

Another challenge that Miramichi will face over the planning period is the need for the City to position itself as an age-friendly and inclusive community: a place where people of all ages and backgrounds can live, work, and play. To support the attraction of young families, students, newcomers, and business investment, there needs to be a range of housing options available with enough retail, entertainment, and services to supply local needs. Keeping Miramichiers home for shopping, services, entertainment, and recreation will contribute to the self-sufficiency and sustainability of the City.

There is a surplus of lands available for residential development within the City. Prior to 2020, provincial



property assessment information showed that more than one fourth of residentially assessed properties in the City were vacant or undeveloped. Into 2030, the City will work to achieve targeted residential infill that is efficient and cost-effective and that maximises existing infrastructure, services, parks, and recreation opportunities. Within established residential areas, the City will promote and encourage increasing the diversity of housing options to allow for a wider range of dwelling types and living situations, such as apartments, semi-detached dwellings, and mini-homes. Into 2030, the Downtown Districts will extend the offer of the local housing market to provide medium and high-density residential options.

While demand for single detached dwellings is expected to remain strong, increasing demand for smaller dwelling units can be anticipated over the planning period, particularly when considering the proportion of the population that will reach retirement age and older over the next decade. As Miramichiers age, smaller and affordable housing becomes more desirable and the need for accessibility to healthcare services increases. The long-term affordability of housing in Miramichi is a challenge that this Plan addresses by promoting housing type diversity within existing residential areas and by making housing projects eligible for fee waivers when affordable housing units are included.

Downtown Revitalization

As a product of two former Towns (and other communities), Miramichi is now a single civic entity with two different downtown centres. While each downtown has a unique identity, they play similar roles as regional business, cultural, historically industrial centres, and as civic focal points on their respective side of the River. Government and professional offices, specialty retail stores, and mid-size retail chains are concentrated in these downtown core areas. The downtowns have a relatively high-density of development, are pedestrian-oriented, and provide parking on the public road as well as in public and private parking lots. The downtowns are preferred locations for commercial activities such as hotels, places of entertainment, and restaurants and provide opportunity and facilities for community interaction and gatherings for social and cultural activities.


The City's Downtowns Revitalization Master Plans, prepared in conjunction with this Municipal Plan, establishes guiding principles for the development of the City's two Downtowns and places an emphasis on the downtowns being places for people to live within walking distances to various social assets like coffee shops, libraries, pubs, grocery stores, as well as public squares and parks.

The importance of the City's downtowns cannot be understated for both economic and cultural reasons. Historically formed as environments that maximized the use of waterfront and adjacent lands, the Downtown Districts are walkable city-centre environments.

Into 2030, the City will strategically position the Chatham and Newcastle Downtowns for continued economic and cultural development to reinforce these areas as destinations for a vibrant and complementary mix of retail, restaurants, institutions, offices, recreation, residences, and accommodations.

Climate Change and Environmental Stewardship

Much like most of New Brunswick, Miramichi's summers are becoming warmer, extreme storms and power outages are occurring more frequently, and coastal, low-lying areas are increasingly vulnerable to flooding. Sea level



rise and storm surge flooding is recognized by the Province of New Brunswick as a high-risk impact of climate change for the City of Miramichi that has potential to cause public safety concerns, loss of power and essential services such as wastewater collection, as well as damage to private and public infrastructure. The riverfront of Miramichi's Downtown Districts are particularly vulnerable to flooding due to their topography, relatively high-density form of development, and coastal build-out.

This Plan acknowledges that climate change into the planning period (2030) and over the coming years will have a significant impact on the built and natural environment. The Plan incorporates the predicted trends of sea level rise and increased flood frequency and intensity to guide land use decisions by way of floodplain definitions and flood level forecasts. The challenge for Miramichi over the next ten years will be responding to major weather events and adapting infrastructure and operations to a changing climate.

(D) Growth Strategy

The previous Municipal Plan used an urban growth boundary, a type of “smart growth” planning, to direct an overall development strategy for the City. Based on municipal water and sewer infrastructure availability, the growth boundary in 2012 represented the extent of where development was encouraged to occur. Over the last planning period, the strategy resulted in a geographically-broad pattern of new development and economic expansion.

This Plan is intended to direct development through a planning strategy that promotes mixed use, compact form, infill development, street connectivity, and an enhanced public realm. This strategy represents a change in the use of a growth boundary as the overarching directive for land use and development to a community identity/value-based approach.

To implement the strategy, growth and development will be directed as follows:

- The City will focus on achieving build-out of the City's under-occupied residential subdivisions, primarily with single-detached dwelling developments, but with options for designs that incorporate small, multi-unit housing forms and good quality design.
- The City will move into a downtown development leadership role and focus on the downtowns by improving pedestrian access and comfort, visual amenity through streetscaping, and promoting urban design principles in new development and redevelopment of existing properties.
- Create a recreation hub in the Regional Commercial Area just west of Douglastown Boulevard centred around the proposed Miramichi Wellness Multiplex. Recreation-supportive amenities, transit, and public institutions should support this area. The City will make investment in this area to create a central community focus or “hub”.
- Low-density residential infill development along existing rural streets will continue to occur and provide rural residential living environments. Development will continue to consist of large residential lots, with greater emphasis placed on the preservation of tree cover and, where applicable, water quality of watercourses and



wetlands through conservation design development.


- New development and redevelopment along the City’s riverfront will include appropriate adaption and mitigation measures to maintain a high quality of life and community sustainability. Residential development below the 4.6m geodetic (CGVD28) elevation will be required to incorporate climate change adaption measures like floodproofing.
- Develop active transportation infrastructure to ensure good accessibility and connectivity (i.e. a network) between residential areas and commercial developments through sidewalks, bike paths, and the recreation trail system. Private investment in active transportation may be facilitated through the collection of development charges on land that is to be developed or subdivided.
- Provide and integrate high-quality housing for lower-income earners.
- Industrial uses will be directed and encouraged to locate in planned and serviced industrial parks and/or sites.
- A wider range of medium and high-density residential and commercial uses will be permitted in traditionally institutional areas where there is existing or potential for an integrated or inter-related range of uses.

Goals

1. To create the best possible physical environment in which existing and future residents and businesses can pursue their economic and social activities in keeping with the principles of sustainable development and economic viability.
2. To recognize and provide for the changing demographics of and the socioeconomic conditions affecting the population base.
3. To sustain the community at its current (and eventually higher) levels of population and skilled workforce including retention of young people, families, and newcomers.

Objectives

1. To create a pleasant, safe, and convenient living environment.
2. To achieve a development and growth pattern that results in the orderly and economical sustainable provision of facilities, infrastructure, and services.
3. To maximize the benefits and minimize the impacts associated with focusing and diversifying the local economy.
4. To accommodate development recognizing and respecting the need to minimize impacts on the natural environment.
5. To retain the positive attributes of the rural traditions and heritage character of the community, while adapting to ever-changing economic, social, and environmental circumstances.

- 
6. To ensure appropriate provision of enough land to accommodate future demand for various uses in a manner which provides convenient and efficient movement between places of residence, work, and play and assures compatibility between uses and minimization of land use conflicts.
 7. To ensure efficient and economical development by encouraging more compact forms of development through the provision of a mixture of development densities and the use of municipal services as a tool to steer development.
 8. To ensure the equitable provision of community facilities and services to as many areas and residents of the City as is economically feasible.
 9. To maintain a balance within the City between the traditional rural character and lifestyle still retained in some areas, with the urban amenities that are being increasingly demanded by residents and businesses.
 10. To limit opportunities for low-density rural unserved development.

Policies

It is a policy of Council to:

1. Enhance the City's image as a pleasant community in which to live and do business by sustaining the quality of and promoting its residential, commercial, recreational, and community facilities and infrastructure as well as its natural and heritage resources.
2. Pursue a more compact development pattern which will facilitate economical provision and operation of infrastructure and community services and facilities, resulting in a more efficient and sustainable delivery of a good range of quality services to the community.
3. Through other land use, housing, and development policies, encourage a more concentrated distribution of population to sustain and ensure continued future viability of the provision of basic municipal infrastructure and recreational and other community facilities and programs.
4. Endeavour to maintain a relatively low tax rate to make independent small business sustainable, to grow local entrepreneurs and to offer a competitive advantage as a location for business and investment.
5. Continue to pursue the provision of modern urban uses, services, and amenities for the benefit of residents and the local economy, and in compatibility with the City's heritage and environmental components and with financial sustainability and efficiency constraints.
6. Ensure all future development is respectful of the desires of residents to preserve and protect the natural environment.
7. Encourage more diversity in housing types to retain and attract newcomers, young families, working people, and people participating in education and training programs, as well as providing for the expanding population of retired, seniors, and aged residents.



(E) Efficient, Compatible Development

Policies

1. It is a policy of Council to ensure that general growth and development is cost effective, compatible, and environmentally sound by:
 - a. Encouraging concentration of new growth in areas that are adequately serviced and properly planned;
 - b. Encouraging development in areas which would be contiguous to, or infilling between, existing built-up areas;
 - c. Encouraging higher density and more compact forms of development in the areas identified for more concentrated development and that can be supported by the existing servicing systems;
 - d. Requiring commercial, industrial, and institutional uses to be physically separated from residential areas by means of adequate separation distances or by incorporating buffer areas as outlined in the Zoning By-law for the particular zone;
 - e. Discouraging development in physically unsuitable or environmentally sensitive areas such as sites which are marshy, subject to flooding, excessively steep or otherwise unsuitable by virtue of their soil or topographic conditions; and,
 - f. Ensuring unserviced development meets all statutory and regulatory requirements of the provincial government, as well as meeting other policies of this Plan with respect to provision of water and sewage disposal services.



(F) Development Peripheral to City Boundaries

Policies

1. Regarding development in the peripheral areas adjacent to the City, it is a policy of Council:
 - a. To work with the Provincial Government, GMRSC, and representatives of other communities and organizations to achieve a beneficial pattern of land use and an effective transportation network in the region, in recognition of the strong transportation, economic, and social linkages between the City and the surrounding region.
 - b. That development which is to occur in the vicinity of City boundaries be encouraged to be compatible and integrated with existing and proposed land uses, the transportation network, and environmental features on both sides of the City boundary.
 - c. To strongly encourage the Provincial Government to ensure that development occurring in unincorporated areas:
 - i. Is economically and environmentally sustainable; and,
 - ii. Does not unduly impede the population and economic growth of the City.





SECTION 3: ADMINISTRATION AND IMPLEMENTATION

Preamble

The My Miramichi Plan sets out a clear course for the City over the planning period. The Plan is the policy document that guides decision making for growth, development, and investment within the City. Over the course of implementing the Plan, the City intends that future by-laws align and support the goals of the Plan.

In accordance with the *Community Planning Act*, the adoption of this Municipal Plan does not commit Council to undertake any of the projects or actions contained herein. However, Council cannot take any action within the scope of this Plan which would, in any manner, be inconsistent with or at variance with the Plan.

There are no restrictions on the measures which Council may investigate to implement the Municipal Plan. In addition to specific by-laws and regulations, Council may encourage or direct the adoption of administrative procedures to implement the policies of this Plan more effectively.

This Municipal Plan shall be implemented by means of powers conferred upon Council and the GMRSC by the *Community Planning Act*, the *Local Governance Act*, and such other provincial legislation as may be applicable.

In addition to employing specific implementation measures, it is the intention of Council to maintain an ongoing monitoring and planning process through the services of the GMRSC and such other committees or agencies as Council shall from time to time choose.

The Zoning By-law has been updated to be compatible with the Municipal Plan policies and Future Land Use Map. The two main purposes of zoning are to protect existing uses from infringement by incompatible development (i.e. maintain and protect property values) and, more importantly, to use zoning as a short-term tool to steer growth in the directions indicated in the Municipal Plan.

It is not intended that all lands shall be pre-zoned for specific uses. Rather, in order to give Council a greater degree of control, the Municipal Plan provides that some land uses are considered only as amendments to the Zoning By-law or in certain instances pursuant to the imposition of terms and conditions. Such amendments and the imposition of terms and conditions shall only be considered if they meet the policies found within this Plan.

In updating the Zoning By-law to conform with this Plan, legal non-conforming uses which currently exist, and which upon adoption of this Plan do not conform to the designated uses on the Zoning Map, will generally be permitted to continue as non-conforming uses, in accordance with Section 60 of the *Community Planning Act*.

The Subdivision By-law will also be updated to be compatible with the Municipal Plan policies, in order to regulate the form and type of subdivision within the City, and clarify the developer's responsibilities with respect to the construction of roads, lots, services, utilities, and the dedication of land for public purposes.

The Building By-law prescribes standards for the building, locating or relocating, demolishing, altering, repairing,



or replacing of a building or structure and has been updated to be compatible with the Municipal Plan policies.

It is important to educate and involve Miramichiers in matters related to the planning of their community, particularly regarding approval and amendments of this Plan and to the enactment and amendments to the zoning, subdivision, and building regulations designed to implement the Plan.

Note that although the Plan is structured by sections, the Plan should be interpreted in its entirety with particular emphasis placed on the Key Themes Guiding Development to 2030 and Growth Strategy.

(A) General

Goal

To ensure that all future development is carried out within the general intent of the policies of the Municipal Plan in a fair, open, efficient, financially, and environmentally responsible manner.

Policies

It is a policy of Council to:

1. Adopt and actively enforce appropriate by-laws to implement the Municipal Plan.
2. Encourage private development within the scope of the Municipal Plan.
3. Encourage the participation of the public in the implementation of the Municipal Plan.

Proposals

It is a proposal of Council to:

1. Amend and enforce zoning, subdivision, and building by-laws and other regulations as described in this Plan to implement the Municipal Plan.
2. Recognize the legitimate development aspirations of land owners and developers as applications are made, provided they do not conflict with the objectives and the general intent of the policies of this Plan.
3. Take advantage of opportunities to further educate and involve the public in matters related to the planning of their community. This is especially relevant to the approval and amendment of this Plan and to the enactment and amendments to the zoning, subdivision, and building regulations designed to implement the Municipal Plan.



(B) Plan Review & Amendment

Preamble

Plan implementation is a continuous process, and there may be a need to change the Municipal Plan as the assumptions on which it is based change in the light of new trends, changing technology, economic changes, or new community attitudes. The *Community Planning Act* allows Council to set the frequency for review of its Municipal Plan. Also, since the Municipal Plan is an expression of the goals of the people, periodic Plan review provides an opportunity for participation and involvement on the part of the public.

Under Section 117 of the *Community Planning Act*, amendments require the same public participation and ministerial approval as does the adoption of the Municipal Plan itself. The participation of citizens in Plan implementation is invaluable and can result in the following:

- Giving residents a real sense of effective participation in planning for their own future and the future of their community; and,
- Creating a forum for mutual education so citizens and the Council can learn from listening to each other.

Amendments to the Municipal Plan and Future Land Use Map may be made at any time. Amendments are required where:

- Any major policy intent is to be changed;
- A zoning amendment would violate the Future Land Use Map;
- When new serviced areas are created or when the municipal water and sewer systems become accessible on land that was not previously serviced;
- Detailed secondary plans or development schemes are desired to be incorporated into this Plan;
- A Provincial policy is released that requires a change in policy by the City; and/or
- Studies have been undertaken which contain recommendations or policies which should be incorporated into the Municipal Plan.

Proposals

It is a proposal of Council:

1. To conduct a thorough review of the Municipal Plan at least every ten (10) years to ascertain the need for Plan amendments.
2. To ensure the existing Future Land Use Map is updated as changes result from rezoning approvals and Municipal Plan amendments.
3. To take advantage of opportunities to involve Miramichiers in the planning or decision-making process with respect to the future development of the community.



Policy

It is a policy of Council:


1. To acknowledge that the limits of the land use designations shown on the Future Land Use Map are approximate with the exception of the limits that coincide with well defined routes or other physical elements. Where general compliance with the Plan's policies can be assured, it is not necessary to amend the Plan to make minor adjustments to the set limits.

(C) Zoning By-Law

Proposals

It is a proposal of Council:

1. To ensure that the Zoning By-law is updated to be compatible with and to implement the Municipal Plan;
2. To, in considering amendments to the Zoning By-law and/or the imposition of terms and conditions as part of a Section 59 "Specific Proposal" rezoning and in addition to all other criteria as set out in various policies of this Plan, have regard to the following matters:
 - a. That the proposal is in conformance with the intent of this Plan and with the requirements of other relevant City by-laws;
 - b. That the proposal is consistent with the vision, guiding principles, and development strategy established in Section 2 of this Plan;
 - c. Suitability of the proposed site in terms of soils, topography, geology, location of water courses and wetlands, as well as proximity to other environmental features;
 - d. The natural capability of the land to support various uses. This does not mean that development cannot occur on certain lands, since the owner or developer may be willing to invest in measures to overcome constraints such as flooding, organic soils, rock, high water table, etc.;
 - e. That the proposal meets all necessary consideration in respect of public health and safety;
 - f. That the site design meets all fire protection and access considerations;
 - g. That controls are placed on the proposed development so as to reduce the conflict with any other adjacent or nearby uses by reason of the type of use, the height, bulk and lot coverage of any proposed building, traffic generation, access to and from the site and parking, open storage, signs, and any other relevant matter of planning concern. This could include provision for buffering, landscaping, screening, signage, parking, and access control to reduce potential incompatibility with adjacent land uses or traffic arteries;

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- h. When dealing with specific development applications, Council may consider utilizing Section 58 and/or 59 of the *Community Planning Act* which permits it to attach reasonable terms and conditions; and,
 - i. That the proposal is not premature or inappropriate by reason of:
 - i. The financial capability of the City to absorb any costs relating to the development;
 - ii. The adequacy of water and sewer services to accommodate the proposed development or, if in an unserviced area, the adequacy of the physical site conditions for private on-site water and sewer systems;
 - iii. The adequacy of the public road network in or adjacent to the development;
 - iv. The potential for the contamination of water courses or the creation of erosion or sedimentation;
 - v. The adequacy and proximity of school, recreation, and other community facilities; or
 - vi. The potential for damage.

(D) Non-Conforming Uses

Preamble


In adopting the new Zoning By-law to implement this Plan, it is the intent of Council to minimize the number of non-conforming uses. Those uses which currently exist, and which upon adoption of this Plan do not conform to the designated uses on the Zoning Map, will be permitted to continue as non-conforming uses (under Section 60 of the *Community Planning Act*). However, the non-conforming use must cease and any redevelopment must conform to the Municipal Plan if:

- Such use is discontinued for a consecutive period of ten months or such further period that the PRAC considers fit; or
- Greater than half the building or structure (exclusive of foundation) has been damaged, unless the PRAC agrees that it should be rebuilt.

Policies

It is a policy of Council:

1. That any land use already existing at the time this Plan is approved that does not conform to the land use designations shown on the Future Land Use Map and which subsequently becomes non-conforming in the Zoning By-law, will be permitted to continue.
2. That, if a building or structure containing a legal non-conforming use is damaged to the extent of at least half of the whole building or structure (exclusive of foundation) or if it is discontinued for a consecutive period of 10 months, then any reuse must conform to the Plan and Zoning By-law unless permitted by the PRAC.

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3. To encourage the relocation of non-conforming uses to appropriately designate and planned sites.
 4. Notwithstanding the foregoing policies (1) through (3), to impose conditions as per Section 61(1) of the *Community Planning Act* to minimize land use conflicts with existing non-conforming uses that contain on-going viable enterprises and its surrounding development.

(E) Subdivision By-Law

Preamble

The Subdivision By-Law regulates the form and type of subdivision within the City. It establishes the developer's responsibilities with respect to the construction of roads, lots, services, utilities, and for the dedication of land for public purposes.

Proposals

It is a proposal of Council:

1. To ensure that the Subdivision By-law is updated, in order to be compatible with and to implement the Municipal Plan and Zoning By-law.

(F) Land for Public Purposes

Land for public purposes means land, other than streets, for the recreational or other use or enjoyment of the public.

Proposals

It is a proposal of Council:

1. Through the City's Subdivision By-law, that the developers of all subdivisions will dedicate to the municipality, in accordance with the provisions of the *Community Planning Act*:
 - a. Ten (10) percent of the land subdivided (exclusive of roads) for public use;
 - b. The land dedicated shall be in a location acceptable to Council;
 - c. Where appropriate, consideration shall be given to opportunities to acquire land to complement the establishment of a trails/greenspace system in the City; and,
 - d. In lieu of land, Council may decide that eight percent of the market value of the land (at the time of application) is to be provided and the money thus obtained shall be reserved for the acquisition or development of other lands for public purposes.



(G) Building By-Law

Preamble

The Building By-law prescribes standards for the building, locating or relocating, demolishing, altering, structurally altering, repairing, or replacing of a building or structure.

Proposals

It is a proposal of Council:

1. To ensure that the Building By-law is updated, to be compatible with and to implement the Municipal Plan and Zoning By-law.

(H) Development Charge By-law

Policies

It is a policy of Council:

1. That Council make a Development Charge By-law that provides for the imposition and payment of a development charge in respect of land that is to be developed or subdivided to off-set the costs of infrastructure renewal in the future.

(I) Lands for Public Use

Policies


It is a policy of Council:

1. That, wherever the reservation of private land for public use is mentioned in this Plan, it is with the understanding that it will be the intention of Council to acquire the use of such land through outright purchase, through public dedication via the subdivision process or through negotiation and agreements with the owners of such lands. In the interim, such designated land shall be zoned in a category which ensures protection of the affected land for its long term intended use (as recommended in this Plan).

(J) Capital Works Program

Preamble

A capital works program sets relative priorities for capital expenditures to acquire and/or develop municipal services such as roads, sewage treatment plants, water supply and distribution systems, parks, recreation facilities, and public buildings. A capital works program helps identify a phased sequence of projects and expenditures that is financially feasible for the City to undertake. This program can then be used by Council to



assist in the preparation of its annual budget. The capital works program should be updated on an on-going basis to address changing circumstances, emerging service needs, and regulatory requirements.

Proposals

It is a proposal of Council:

1. To have a long-term Capital Works Program prepared and updated annually, to set relative priorities for capital expenditures to acquire, dispose of and/or develop municipal services including but not limited to roads, sewage treatment plants, water supply and distribution systems, parks, recreation facilities, and public buildings.
2. To ensure that the Capital Works Program be updated, in order to be compatible with and to implement the Municipal Plan.
3. As part of the City's Capital Works Program, to support preparation, maintenance, and implementation of a 5-year Capital Works Budget for capital expenditures for municipal infrastructure, facilities, land, and buildings.

(K) Integration of Regional Services

Preamble

Although the authority of the Municipal Plan is limited to the City, there are many planning issues that transcend the City's boundary. The City of Miramichi provides for resource development, manufacturing, commerce, services, transportation, land uses, police protection, firefighting services, recreation, social health services, educational and other activities within the City itself and operates as part of a larger network comprising the Greater Miramichi Region.

Policies

It is a policy of Council:

1. To liaise with the Provincial Government and the Federal Government and their agencies, the First Nations, and surrounding Local Service Districts in order to devise effective land use and development patterns and to help coordinate the delivery and support of common facilities including major highways, the airport, railways, ports, and wharves as well as other regional services.



(L) Administrative Processes

Preamble

Effective Plan administration requires development review and approval processes that are straightforward, consistent, transparent, and efficient.

Policies

It is a policy of Council:

1. To support the GMRSC in continual improvements to administrative processes to ensure the Plan and Zoning By-law are administered effectively and in accordance with the policies of the Plan.





SECTION 4: RESIDENTIAL

(A) Preamble

The “Residential” land use designation is applied to existing residential areas and vacant lands in the City that are available for future residential development. Residential land uses in Miramichi vary widely. Outside of the City’s downtown cores and their periphery, most residential uses are low-density, single family dwellings. “Ribbon development” is common in these areas, with residential developments of varying scales branching out from major streets in sporadic fashion. The City’s settlement pattern has historically been affected by the nature of the river (development has occurred horizontally up and down the river for water access) and the amalgamated nature of historically separate communities in the region.

Medium-sized multi-unit apartment buildings are common in the City, mostly within the built-up neighbourhoods of Chatham, Newcastle, and Douglastown. Many are stand-alone developments with large parking and landscaped areas, while others are more mixed use and incorporate ground-floor commercial uses in the Downtown Districts. Smaller, multi-unit complexes infill single and two-unit residential uses within existing low-density areas throughout the City.

Through the Plan Review consultations, what we have heard indicates that there is an increasing desire to shift from Miramichi’s traditional form of single-unit type housing to allow for a wider range of housing types, prices, and living situations. While demand for single-unit dwellings is expected to remain strong, increasing demand for smaller dwelling units is expected, particularly when considering the proportion of the City’s population that will reach retirement age over the next decade.

Housing can be described as the bedrock of the livable community Miramichi is striving to build. Our community is aging, and it is important that the City’s residents can safely and affordably stay in the neighbourhoods they call home. For housing to be affordable, housing costs should not exceed 30% of the gross monthly income of a household. Council can support affordable housing by encouraging a range of housing forms, types, designs, and densities and encouraging the efforts of NB Housing, Retirement Miramichi Inc., Habitat for Humanity, and other non-profit housing groups.

The specific zones, the breakdown of uses as permitted, accessory, or conditional and the specific requirements pertaining to each shall be detailed in the Zoning By-law. Within the residential land use designation, a variety of land use zones are established to reflect existing residential uses and to enable a range of housing forms, densities, tenures, and mix of uses to occur.

(B) Goal

To have an adequate supply of residential land designated to accommodate a mix of high-quality housing to meet the diverse needs of the present and future population.



(C) Policies

It is a policy of Council to:

1. Monitor the land supply for housing across the City, to ensure it is adequate and meets the housing needs of all residents.
2. Encourage the provision of student housing opportunities near the NBCC Miramichi Campus.
3. Encourage infilling and consolidation and growth of subdivisions in areas where investment in infrastructure and community facilities have already been made by the City.
4. Encourage a mixture of housing types and prices within the City.
5. Provide for the acceptable location of higher density forms of housing.
6. Encourage an adequate supply of affordable housing.
7. Provide for the location of mini- and “tiny-homes” in appropriate locations.
8. Provide a good quality residential environment through good site and subdivision design and through provision of a high standard of municipal services.
9. Encourage the retention of heritage homes of architectural or historic significance.
10. Encourage the maintenance and appearance of properties.
11. Seek ways to limit low-density residential development in unserved areas.

(D) Residential Designation Classification and Land Use Zones

The overall classification of residential areas within the City anticipated in this Municipal Plan includes:

- Multi-Unit Residential Intensification Areas;
- Mixed Residential Areas;
- Single-Unit Residential Areas;
- Low-Density Residential Areas, and
- Rural Residential Areas

The purpose of the residential classification is to generally define residential development areas, as shown on the Schedule B Map, and direct future housing development within these areas accordingly.



Policies


It is a policy of Council:

1. That Multi-Unit Residential Intensification Areas be recognized as the most suitable location for medium- and high-density residential development.
2. That Mixed Residential Areas be recognized as suitable locations for infill consisting of duplex, semi-detached, small multi-unit, and rowhouse dwellings.
3. That Single-Unit Residential Areas be recognized as areas of concentrated residential development characterized by a predominance of single-unit housing.
4. That Low-Density and Rural Residential Areas that have limited or no municipal water or sanitary service available to them and shall be recognized as the least suitable locations for medium- and high-density residential development. These areas are best suited for low-density residential development patterns characterized by larger building lots and building setbacks.

Proposals

In the area designated “Residential” on the Future Land Use Map, it is a proposal of Council:

1. To permit the following range of uses subject to the relevant provisions of this Municipal Plan and the Zoning By-law:
 - a. To recognize the low-density pattern of development characterized by larger lots and building setbacks.
 - b. To recognize existing neighborhoods of predominately single-unit dwellings.
 - c. To recognize existing and proposed high-density developments characterized by multi-unit residential buildings, duplexes, semi-detached, and rowhouses.
 - d. To recognize and provide opportunities for low-density, rural residential development, where piped municipal services are minimal or not planned.
 - e. Low-density residential uses consisting of single, two, three- and four-unit dwellings with a maximum density of approximately 20 units per hectare;
 - f. Medium-density residential uses such as five or more-unit dwellings, row houses and walk-up apartment buildings with a maximum density of approximately 30 units per hectare and subject to the requirements of Proposals 1(F) (1) and (2);
 - g. High-density residential uses such as large apartment buildings or other concentrations of dwelling units where the density exceeds approximately 30 units per hectare and subject to Proposals 1(F)(1) and (2);
 - h. Mini-homes subject to Proposal 1(G);

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- i. “Tiny-homes” subject to Proposal 1(H);
 - j. Community placement residential facilities subject to Proposal 1(I);
 - k. Neighbourhood daycare facilities subject to Proposal 1(J);
 - l. Garden suites subject to Proposal 1(K);
 - m. Accessory dwelling units subject to Proposal 1(L);
 - n. Home-based tourist accommodation subject to Proposal 1(M);
 - o. Neighbourhood commercial uses subject to Proposal 1(N);
 - p. Home businesses subject to Proposal 1(O);
 - q. Affordable housing subject to Proposal 1(P); and,
 - r. Parks or playgrounds.

(E) Low Density Residential in Rural Area

Residential sprawl and unserviced rural residential cluster developments are associated with a number of negative environmental outcomes, but affordability, privacy, enjoyment of the City’s rural character, and resident’s acceptance/preference with commuting via personal vehicle have contributed to where low-density residential development has occurred and where there continues to be demand.

Proposals

It is a proposal of Council:

1. To encourage a more efficient land use pattern and cost-effective provisions of public services (schools, road maintenance, emergency services response, etc.).

(F) Medium and High-Density Residential

There are advantages and synergies that can be achieved of by locating higher-density, multi-unit forms of housing in the City’s Downtown Districts and peripheral areas (e.g. creating density, reducing reliance on cars, increasing foot traffic for the benefit of existing establishments).



Proposals

It is a proposal of Council:

1. To encourage and support developers in providing alternatives to traditional single-family development including various types of medium and high-density dwellings, in order to achieve a variety in housing mix and price, to better meet the needs of seniors, empty nesters, young couples and young working people.
2. In the areas designated “Residential” on the Future Land Use Map and that are not in a zone that permits “low-density mixed” or medium or high-density uses, that any new higher density uses (5 or more units), whether new units or conversion of existing residential development, only be permitted as an amendment to the Zoning By-law and subject to consideration of the following guidelines:
 - a. That the development be located on, or near, a designated arterial or collector road, so that higher traffic generated will not pass through lower density residential roads;
 - b. That the lot size, yard requirements, building height, number of units, landscaping provisions, and parking requirements be subject to the conditions as outlined in the Zoning By-law;
 - c. That the development be in locations where all necessary water and sewer services, parks and recreation services, schools and other community facilities and protective services can readily and adequately be provided;
 - d. That the development incorporates site design features that adequately address such matters as safe access, buffering and landscaping, site grading, stormwater management, and the aesthetic impact of the development;
 - e. That the amendment application includes the submission of a site plan and building perspective or elevation views;
 - f. That within a high-density apartment building, commercial uses may be permitted providing that such uses are located on the ground floor or basement of the building;
 - g. That high-density residential development may be permitted in areas adjacent to the downtown areas and either separate from or combined with commercial activities. A satisfactory residential environment and adequate facilities within the building should be provided for the residents of the building; and,
 - h. Some waterfront areas are particularly suitable for redevelopment for medium and high-density residential uses, particularly those located outside of areas susceptible to future sea level rise and storm surges.



(G) Mini-Homes

It is a proposal of Council that mini-homes be permitted as follows:

1. In areas designated “Residential” on the Future Land Use Map:
 - a. On land already zoned for mini-home parks or mini-home subdivisions;
 - b. On individual lots zoned as “Residential Mixed Low-Density” on the Zoning Map, subject to provisions required by the Zoning By-law; or
 - c. As an amendment to the Zoning By-law.
2. In areas designated “Rural” on the Future Land Use Map on individual lots in accordance with the requirements of Section 13 (Rural).

(H) “Tiny-Homes”

Existing and potential homeowners are increasingly aware of, and curious about “tiny-homes” as a housing option. Tiny-homes are built in many shapes and sizes, with the one common element being a small living space. The tiny house movement promotes financial prudence, eco-friendly choices, shared community experiences, and a shift in consumerism-driven mindsets.

It is a proposal of Council that tiny-homes be permitted as follows:

1. On land zoned for mini-home parks or mini-home subdivisions;
2. In areas designated “Rural” on the Future Land Use Map on individual lots in accordance with the requirements of Section 13 (Rural);
3. As an amendment to the Zoning By-law; and,
4. Subject to provisions required by the Zoning and Building By-law.



(I) Community Placement Residential Facilities

It is a policy of Council to:

1. Encourage the provision of housing for people with special needs, including senior citizens, group homes, and shelters, to integrate into appropriate residential areas of the City, near transit routes, community facilities, and other needed services.

It is a proposal of Council

1. That community placement residential facilities will be permitted in some areas designated “Residential” on the Future Land Use Map, only as subject to relevant provisions of the Zoning By-law.

(J) Daycare Facilities

In the area designated “Residential” on the Future Land Use Map, it is a proposal of Council that:

1. Licensed small-scale, in-home neighbourhood daycares will be permitted as accessory uses in residential zones, subject to relevant provisions of the Zoning By-law.

(K) Garden Suites

1. It is a proposal of Council to permit garden suites within areas designated as “Residential” and “Rural” on the Future Land Use Map as a secondary use on any lot containing a single-unit dwelling or mini-home, provided the proposed garden suite:
 - a. Meets all the provisions required by the Zoning By-law;
 - b. Is intended to accommodate family member(s) of the owner or occupant; and,
 - c. Is intended to be temporary until such time as it is no longer required by the tenant.



(L) Accessory Dwelling Units (ADUs)

1. It is a proposal of Council to permit accessory dwelling units within some areas designated as “Residential” and “Commercial” on the Future Land Use Map, subject to appropriate requirements as set out in the Zoning By-law and compliance with the Building By-law.

(M) Home-Based Tourist Accommodations

1. It is a proposal of Council that home-based tourist accommodations, such as bed and breakfasts, will be permitted in areas designated “Residential” and “Rural” on the Future Land Use Map, only as accessory uses, subject to relevant provisions of the Zoning By-law.

(N) Neighbourhood Commercial Uses

1. It is a proposal of Council that commercial uses which serve local neighbourhood needs be permitted within some areas designated “Residential”, “Commercial”, and “Rural” on the Future Land Use Map, subject to appropriate requirements as set out in the Zoning By-law.

(O) Home Businesses


1. It is a proposal of Council that home businesses will be permitted within the areas designated “Residential” and “Rural” on the Future Land Use Map, subject to the provisions as outlined in the Zoning By-law.

(P) Affordable Housing

Affordable housing is primarily the responsibility of the Provincial and Federal Government; however, the City will support the provision of affordable housing whenever possible.

It is a policy of Council to:

1. Encourage the location of affordable housing in areas near shopping, community facilities, and existing or potential public transit routes and as infill within existing neighbourhoods.
2. Encourage housing providers to build affordable housing using available incentives when possible, such as tax rebates, grants, or subsidies.

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3. Subject development applications involving an affordable housing component to provisions of the Zoning and Building By-law regarding development incentives for the inclusion of affordable units.

It is a proposal of Council to:

1. Pursue the opportunity to partner with other levels of government and interested agencies to develop a housing strategy for the City to ensure an adequate supply of affordable housing is available in appropriate locations and integrated with existing housing.
2. Seek opportunities to develop pilot projects in collaboration with local housing groups and community organizations which target priority housing needs.
3. Work with housing agencies to monitor affordable housing development to ensure there is an adequate supply, tenure, and range of quality affording housing.

(Q) Barrier-Free Housing

Council encourages barrier-free design in a range of housing unit types throughout the community.

1. It is a proposal of Council to work with the provincial government to develop regulations for barrier-free development that consider the unique constraints associated with mixed-use development, small scale residential projects, and renovation within existing building stock.

(R) Maintenance and Appearance

It is a policy of Council to:

1. Encourage the maintenance of a high standard of housing;
2. Discourage the physical deterioration of property and the accumulation of garbage, lumber, derelict automobiles, and other unsightly objects in the yards; and,
3. Endeavour to persuade the owner to upgrade the property where any individual property is found to be in substandard condition. If negotiations fail, then Council may pursue the issue in accordance with Part 13 of the Local Governance Act relating to dangerous or unsightly premises.





SECTION 5: HEALTH AND COMMUNITY DESIGN

Preamble

There is a growing body of evidence that supports the relationship between land use planning decisions, community design, and the determinants of health.

Public trail networks are a recreation asset for the community and provide effective and safe means of linking residents to neighbourhoods, schools, recreation facilities and greenspaces, and community gathering places. Greenspace and trails create opportunities for an active lifestyle. Trails in particular enhance recreation for a range of age groups as they offer opportunities for activities such as walking, cycling, cross country skiing, and snow shoeing. The potential for year-round activities for those of all ages and abilities is present through trail infrastructure, both formal and informal, and they allow for linkages between neighbourhoods and various land uses throughout the City.

Formal, purpose-built active recreation spaces are common and well-used throughout the City. While these facilities provide space for deliberate activities aimed at increasing the health of community members, informal spaces are also important. Passive recreation facilities, including both formal and informal greenspaces and trails, are important for increasing the access of all community members to recreation opportunities. These land uses exist across the City on both public and private properties, and should be recognized for their contribution to community well-being.

(A) General

Goals

1. To ensure the availability of the broadest range of recreation opportunities for City residents, consistent with available resources and responsive to needs and interests of citizens.
2. To support and promote a “community wellness” approach to recreation, rather than a “facilities-focused” approach.
3. To encourage development of linkages between greenspace, recreation facilities, and community-gathering places.
4. To encourage provision of recreation services that are available and accessible to all residents of the community.



(B) Recreation Needs

Policies

It is a policy of Council to:

1. Encourage clustering of recreational facilities in locations that foster:
 - a. Maximum use by all ages;
 - b. Greater community interaction; and,
 - c. Reduced overall operational and maintenance costs.

Proposals

It is a proposal of Council:

1. Support and oversee the completion of a city-wide recreation assessment study with a “City-as-a- whole” focus and a broad scope of what constitutes recreation (i.e. not limited to traditional sports).
2. Through stakeholder partnerships, review what recreational programs and services are currently available in the community and determine where additions can be made.
3. To rationalize the provision of recreation opportunities through programs and facilities, making targets for upgrading or development, and implementing standards and procedures for operating efficiency and safety of users.
4. When considering the future disposition of City-owned properties, to consult with existing interested organizations and user groups to determine if there are any existing or potential future recreational and/or greenspace needs or opportunities in the area for which the parcel under consideration may be used.
5. To support preparation, maintenance, and implementation of a 5-year Capital Works Budget for recreation facilities, parks and trails, and municipal land and buildings.



(C) Gathering Places & Trail Linkages

Policies

1. It is a policy of Council to maintain and encourage further development of a public trail network in the City.

Proposals

It is a proposal of Council:

1. To undertake a comprehensive trail network study to identify opportunities to create a city-wide trail network that connects community amenities, recreational facilities, parks, residential neighbourhoods, and commercial areas. Developing a trail network along the River should be a main consideration.
2. To encourage use of linear or ribbon open spaces, utility corridors, municipal services easements and rights-of-way, buffer zones, abandoned right-of-ways, and conservation areas to link the component parts of the greenspace–recreation facilities system.
3. Encourage public and private development of sidewalks, trails, and pedestrian paths to enhance the safety of pedestrians and non-motorized transportation (e.g. bicycles, strollers, scooters) to schools and shopping and to expand access to recreation and exploration of the City.
4. To preserve and secure public access to land required for municipal parks and trails (greenways) system and location of major recreation facilities through land ownership and alternative methods such as community stewardship, leasing, cooperative partnerships with the private sector, non-profit organizations, and local, regional, and provincial recreation user groups.
5. To address the interface between public and private property in a manner that maximizes access, visibility, recreational potential, and environmental objectives.
6. To encourage and promote, through its own resources or that of volunteers, service clubs and private land owners, the establishment, expansion, and stewardship of trails.
7. To support an update of the Active Transportation Master Plan for the City.
8. To support co-ordination of the development and best use of community resources through the establishment of appropriate mechanisms that stimulate joint planning, information exchange, and program evaluation among all community providers of recreation services and facilities.
9. To explore alternative transportation solutions for program/facility users who do not have independent travel means.
10. To facilitate and support community-based management and delivery of recreation programs and facilities and recreational greenspace assets.



(D) Land Use Designations

Proposals

It is a proposal of Council:

1. To encourage and support the development of a variety of recreation facilities such as arenas, public swimming pools, active trails, greenspace uses, playgrounds, and sports fields, in accordance with other policies of this Plan and within the provisions included in the Zoning By-law, on the lands designated as “Recreation and Greenspace” on the Future Land Use Map and subsequently zoned “Active Recreation” on the Zoning Map.
2. To generally reserve and protect lands designated as “Recreation and Greenspace” on the Future Land Use Map, and subsequently zoned as “Passive Recreation” or “Conservation Area” on the Zoning Map, to serve as:
 - a. Passive recreation areas;
 - b. Left primarily undisturbed to fulfill their naturally intended function and to be enjoyed for their aesthetic appeal; and,
 - c. In some cases where suitable, for complimentary recreational, natural, or cultural interpretation, or tourism uses.
3. To restrict development in the certain areas within the lands designated “Conservation Area” by:
 - a. Zoning the areas as “Conservation Area”;
 - b. Employing Section 53(2)(h) of the *Community Planning Act* which prohibits building when the site is marshy, subject to flooding, excessively steep or unsuitable for development because of soil conditions or topography;
 - c. Outright purchase of the property or through negotiation or agreement with the owner; or,
 - d. Obtaining the property as part of the public land dedication requirement under the Subdivision By-law.



(E) Subdivision of Land – Dedication for Recreation Purposes

Proposals

It is a proposal of Council:

1. To ensure that, in accordance with its Subdivision By-law and with Section 75(1)(f) of the *Community Planning Act*, all subdivision of land which results in the creation of new public roads will be accompanied by public dedication of ten percent of the area subdivided (exclusive of public roads).
2. To ensure that the land so dedicated per (1) above is capable of being developed for recreational purposes, including pedestrian-oriented trails and greenways.
3. Where land dedication per (2) and (3) above is not practical or where land is not needed for recreational purposes, to collect cash in lieu of land and the money so collected shall be used for the purpose of acquisition or development of land for public purposes.





SECTION 6: COMMERCIAL

(A) General

Goals

1. To be a regional centre for retail, commercial, social, and government services for Northeast New Brunswick.
2. To provide an environment that is supportive of commercial development and expansion.
3. To provide land in appropriate locations to meet the commercial needs of City residents, businesses, and investors.

Policies


It is a policy of Council to:

1. Facilitate commercial development to provide employment, shopping, and service opportunities in the City.
2. Encourage the intensification and enhancement of the Downtown Districts.
3. Provide for compatible neighbourhood commercial development to adequately serve the needs of neighbourhood residents.
4. Encourage appropriate development on the limited supply of serviced land immediately adjacent to inter-municipal transportation routes.
5. Provide safe and suitable areas for commercial development catering to vehicle-oriented service/retail businesses and needs of the travelling public.
6. Provide the opportunity for residents to pursue home businesses that are compatible with their respective residential environment.
7. Strongly encourage reuse and renewal of existing commercial buildings and serviced locations.

(B) Commercial Designation and Hierarchy

Preamble

The Municipal Plan recognizes the City's downtowns as the primary centres of business, government, social, and



cultural activity while also providing for suitable nodes of economic and community activity in other locations of the City.


The overall hierarchy of commercial areas within the City anticipated in this Plan includes:

- Downtown District areas
- Regional Commercial area
- Secondary Commercial areas
- Isolated Existing Commercial uses

Policies

It is a policy of Council:

1. Within the area designated “Commercial” on the Future Land Use Map, to permit a variety of commercial uses in accordance with other policies and proposals of this Plan and in locations as identified on the Zoning Map.
2. To encourage the development of all commercial areas to be well-defined with an efficient pattern and density of land use. As a general principle, linear or ribbon commercial development shall be discouraged outside of the designated commercial areas on the Future Land Use Map.
3. To consider future expansion of designated Commercial areas in accordance with the following criteria:
 - a. The proposed development is consistent with the intended function of the subject commercial area;
 - b. The proposed development is compatible with surrounding land use;
 - c. Council may consider utilizing Sections 58, 59, and 131 of the *Community Planning Act* in considering specific proposals which permits it to attach reasonable terms and condition; and,
 - d. That the proposed development is not premature or inappropriate by reason of:
 - i. The financial capability of the City to absorb any costs relating to the development;
 - ii. The adequacy of water and sewer services to accommodate the proposed development or, if in an unserved area, the adequacy of the physical site conditions for private on-site water and sewer systems;
 - iii. The adequacy of capacity of the public road network in or adjacent to the proposed development to accommodate any increase in traffic and impacts on public transit;

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- iv. The potential for negative impact on watercourses and wetlands, municipal wellfield protection areas, or the creation of erosion or sedimentation; and/or
 - v. The suitability of the proposed site in terms of soils, topography, geology, location of water courses and wetlands, as well as proximity to other environmental features.

(C) Downtown Districts

Preamble


Areas identified as a Downtown District will have City-wide economic, social, and cultural significance. Government and professional offices, specialty retail stores, and mid-size retail chains are concentrated in these areas. Downtown District areas have a relatively high-density of development, are pedestrian-oriented and provide parking on the public road as well as in public and private parking lots. They are often preferred locations for commercial activities such as hotels, places of entertainment, and restaurants and provide opportunity and facilities for community interaction and gatherings for social and cultural activities.

This Plan encourages medium and high-density housing within the Downtown Districts as a way to bring vibrancy and increase the duration and frequency of pedestrian activity in the area. Residential uses on upper floors of commercial buildings and medium and high-density residential buildings will be encouraged within the Downtown Districts. Such residential uses within the Downtowns expand the range of housing choices available within the City and provide opportunities for independent living close to shopping, services, and some recreational amenities which is not reliant on vehicle transportation.

Policies

It is a policy of Council:


1. Within the Downtown District areas, that the uses and site development standards established by the provisions of Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.
2. That the Downtown Districts are areas of City-wide economic, social, and cultural significance, and the Downtown Districts function as the major focal points of business and professional offices, specialty retail uses, and social and cultural facilities and activities.
3. To encourage and promote the Downtown Districts as a location for mixed-use commercial residential buildings and stand-alone medium and high-density residential development, that complements these areas as economic-social-cultural “hubs” of the City.
4. To implement Zoning By-law regulations to ensure that the scale, height, density, and form of development in the Downtown District is compatible with the overall character of the Downtown District areas.

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5. For the Downtown District, the Zoning By-law will establish provisions for streetscape uniformity by allowing development with:
 - a. Up to 100% lot coverage;
 - b. No building setback requirements;
 - c. No landscaping provisions;
 - d. Residential use of upper floors; and,
 - e. No on-site parking (or cash-in-lieu) required
 6. Support the year-round walkability of the Downtown Districts, giving priority to pedestrian routes and facilities.
 7. To explore options to enhance the downtowns' resilience to climate change.
 8. To consider incorporating the Downtown Revitalization Master Plans as a detailed secondary plan or development scheme to this Plan.
 9. To consider the establishment of urban design guidelines for the Downtown Districts.

Proposals

It is a proposal of Council to:

1. Encourage and support efforts by business and community groups, developers, and business owners towards implementation of:
 - a. Sensitive infill development;
 - b. Property acquisition to achieve parcel sizes and configuration conducive to sustainable commercial redevelopment;
 - c. Pedestrian linkages to waterfront, trails, community gathering places and parking lots;
 - d. Improved visual appearance of buildings and property;
 - e. View corridors to greenspaces and to the Miramichi River;
 - f. Residential use of upper storey(s) of commercial buildings; and,
 - g. Adequate parking lots and loading facilities.

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2. Encourage retention and expansion of residential housing on the upper levels of existing commercial buildings and within the Downtown District areas.
 3. Conserve or create essential viewplanes in order to ensure visual and/or corridor links to important cultural landmarks and landscapes.
 4. Encourage downtown businesses to enhance the pedestrian realm through façade improvement incentives.
 5. Support the creation of new downtown street corridors that generate new development opportunities.
 6. Engage an expert to provide viable physical climate change adaptation measures (particularly the reduction of flood risk) to the downtowns including:
 - a. Creation of a raised flood barrier to protect the eastern section of Downtown Newcastle;
 - b. Raising low elevation land to at the present mall site in Downtown Chatham;
 - c. Flood resilient future land uses;
 - d. Flood resilient building practices; and,
 - e. Employment of ecosystem services to mitigate flood risk.
 7. Explore the establishment of a system of licenses, permits, or approvals for sidewalk cafes, sidewalk retail, mobile vending, awnings, and canopies extending past property lines into the public right-of-way.

(D) Regional Commercial Area

Preamble

The City's Regional Commercial Area is an area of concentrated commercial development located outside of the Downtown District areas. The Regional Commercial Area is characterized by a predominance of regionally significant retail uses, especially large-scale national chain stores and regional shopping centres, complemented by a mix of other services catering to shoppers, such as restaurants and entertainment venues. Extensive on-site, privately-owned parking surrounds low-rise commercial buildings with very large floor area. Out-pad commercial buildings are also characteristic. Buildings may resemble a warehouse in architectural style and site access is strongly oriented towards vehicle rather than pedestrian traffic. However, the activities are mainly in-person transaction businesses, not goods distribution centres or single-purpose storage facilities. Higher-density residential uses are encouraged in proximity to primary commercial areas and particularly where they take advantage of riverfront locations.



Policies


It is a policy of Council:

1. Within the Regional Commercial Area, that the uses and site development standards established by the provisions of the Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.
2. To establish a Regional Commercial Area for the purposes of accommodating the City's major concentration of commercial growth and development occurring outside the Downtown Districts. The Regional Commercial Area is of regional significance for retail and an appropriate mix of other commercial service, regional entertainment uses, and waterfront-oriented higher-density housing.
3. For the area south of King George Highway between Centennial Bridge and Phillips Brook, that development, to the greatest extent possible, be sensitive to and take advantage of the proximity of the Miramichi River, including through provision of greenspace and/or public walking trails immediately adjacent to the shoreline and scenic views of the River and of the Centennial Bridge. A Regional Commercial Riverfront Trail is shown on Schedule D to this Municipal Plan.
4. For the Regional Commercial Area, the Zoning By-law will establish provisions for development regarding:
 - a. Building setbacks;
 - b. Provision of on-site parking and loading with on-site vehicular movement access and management;
 - c. Landscaping adjacent to public roads;
 - d. Landscaping to screen and buffer impacts of parking lots;
 - e. Screening and buffering of adjacent existing residential uses or zones;
 - f. Public road/driveway access restrictions; and,
 - g. Off-site impacts of traffic generation of a development and provisions to reduce negative impacts.

Proposals

It is a proposal of Council to:

1. Locate a future Miramichi Wellness Multiplex in the City's Regional Commercial Area. Mixed-use development will expand northward in this area, but only as build out to the south is completed. New areas will be opened up as demand warrants, and in a manner that extends growth northward in a progressive, sequential manner.
2. Improve the quality of the pedestrian linkages connecting nearby residential neighbourhoods west of the Centennial Bridge to the Regional Commercial Area (i.e. the Regional Commercial Riverfront Trail). Council may pursue opportunities to acquire privately owned land in this area to carry out this proposal.

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3. Update the 2001 and 2009 Regional Commercial Area traffic impact studies commissioned by the City with the intent of evaluating adherence to earlier recommendations, to suggest updated standards regarding driveway design elements and driveway rationalization along King George Highway, and the extension of Allan Street to undeveloped Regional Commercial lands.
 4. To extend a road from the intersection of the ramps on Douglastown Boulevard, west to intersect with Allan Street.

(E) Secondary Commercial Areas


Preamble

A Secondary Commercial Area is characterized by vehicle-oriented community shopping plazas, and groupings of stand-alone businesses of a local scale. Such areas are located along inter-city routes where the businesses are “drive-by”-oriented to serve the travelling motorists, and provide vehicle-oriented products sales/services and convenience services such as drive-thru restaurants to visitors and to the local community.

Policies

It is a policy of Council:

1. Within the Secondary Commercial Areas, that the uses and site development standards established by the provisions of Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.
2. To establish Secondary Commercial Areas for the purposes of acknowledging where there is a mix of retail/service uses along the streetscape and to allow a variety of similar uses which are compatible with the surrounding land uses and scale of adjacent development.
3. To recognize the potential for land uses supporting “drive-by” convenience for travelling motorists and equipment/vehicle-oriented sales/service:
 - a. Along the existing location of Route 11 between the intersection with King Street and the City’s south boundary;
 - b. Along King George Highway between Kearney Street and Oxford Brook; and,
 - c. In Chatham Head, proximate to the Regional Hospital and Losier Hall.
4. For Secondary Commercial Areas, the Zoning By-law will require development with:
 - a. Building setbacks;
 - b. Provision of on-site parking and loading with on-site vehicular movement access and management;

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- c. Landscaping adjacent to public roads;
 - d. Screening and buffering of adjacent existing low-density residential uses; and,
 - e. Public road/driveway access restrictions.

Proposals

It is a proposal of Council:

1. To improve the quality of the pedestrian linkages connecting nearby residential roads to the Secondary Commercial Areas, specifically for:
 - a. Miramichi Mall/Dalton Avenue/King George Highway intersection area; and,
 - b. The area of King George Highway between Carroll Street and Phillips Brook, including Douglastown Plaza.
2. To have special site design requirements in the Zoning By-law to guide development of vehicle-oriented businesses aimed at maximizing efficiency and safety of access to adjacent public streets and on-site traffic flows.

(F) Isolated Existing Commercial Uses

Preamble

There are many commercial businesses that are either isolated from the downtowns and commercial nodes or do not fit neatly within the commercial hierarchy described in the above sections of the Municipal Plan. The reason for their establishment covers a wide spectrum.

Some were originally family-run businesses operated on the property where the original proprietor resided. Others were adjacent to railroads that no longer exist. Still others developed along corners or at intersections that have been eclipsed in importance in the road network hierarchy. They still survive at these sites because of the tenacity of the proprietor, the reputation of the service provided, or the commodity sold. Their commonality is that they were generally established in good faith prior to the existence of any formal municipal land use planning document that attempted to impose a certain order to the urban landscape.

It is not the intent of this Plan to presume that they have no future at their present location or that other similar business uses may not succeed at these sites as successors. Their longevity merits acknowledgment. Policy direction sanctions the legitimacy of these existing businesses and allows for flexibility in the range of possible optional uses for their conversion into other types of similar sales/service developments, provided the scale and scope of the new development has no more potentially negative impact than the existing uses.



Policies

It is a policy of Council to:

1. Within the Isolated Existing Commercial Areas, that the uses and site development standards established by the provisions of Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.
2. Acknowledge other commercial uses located on sites isolated from other related or similar commercial uses, “scattered” throughout the community, and located outside downtowns and primary and secondary commercial areas, as permitted uses:
 - a. At the existing scale and location; and,
 - b. With the on-site parking spaces available.
3. Within isolated existing commercial areas, that a range of commercial uses be allowed in order to accommodate modest addition to existing uses, or re-use and redevelopment, provided negative impacts on adjacent property and public roads can be minimized through site planning (i.e. Development Permit process) for any such re-use/redevelopment.

(G) Home Business

Proposals

It is a proposal of Council to:

1. Allow home businesses, where the business:
 - a. Will not generate traffic of a nature or volume that would be incompatible with the existing neighbourhood;
 - b. Is of a scale compatible with the neighbourhood in which it is located;
 - c. Is secondary to the primary use as a residential dwelling;
 - d. Is wholly contained within a main building or an accessory building; and,
 - e. Is compatible with low-density residential uses in terms of appearance and impacts.
2. Make provision for home business uses in Residential and Rural zones, as appropriate, in the Zoning By-law.





SECTION 7: ECONOMIC DEVELOPMENT

Preamble

Miramichi has transitioned from a resource-based economy towards a more diversified economy that contains more government services, expanded retail, tourism, education services, and industrial manufacturing. Over the planning period, Miramichi will continue to attract new businesses and see existing businesses be retained and expanded which will result in increases in opportunity for local employment.


(A) General

Goals

1. To diversify the local economy.
2. To attract and retain business, investment, and employment opportunities.
3. To create an attractive and safe community to live, work, and visit.
4. To provide a good standard of and efficient distribution of infrastructure, amenities, and services.
5. To encourage increases to the tax base for the City.
6. Encourage new development in compact, sustainable built forms to minimize municipal service delivery cost, thereby maximizing the tax base and minimizing municipal expenditures.
7. Identify other forms of revenue generation other than the dependence on property tax.

Objectives

1. To promote a positive image of the City as a friendly, generous, compassionate, and inclusive community with a people-oriented pace of life and a personal relationship with the River, the forests, and the overall natural environment.
2. As elected leaders and staff employed to serve the community, the City as an organization is to project and foster confidence and optimism about the economic health and outlook for the Miramichi community.
3. To encourage and support diversification and growth of the local economy.
4. To pursue a comprehensive economic development strategy for the City.
5. To encourage creation of more high-wage year-round employment.
6. To encourage strengthening of resource-based business sectors.

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7. To encourage and support efforts to establish the City as the retail/service hub of Northeast New Brunswick.
 8. To support the commercial and tourism sectors to attract greater employment in, and visitation to, the community.
 9. To pursue and support efforts to improve the local and regional transportation infrastructure including highway, rail, port, and air facilities and services.
 10. To pursue improvements to municipal services and utilities to further support economic development while also protecting the natural environment.
 11. To retain and attract residents and businesses by providing and encouraging services, amenities, and an atmosphere that contribute to a good quality of life.

Policies

It is a policy of Council to:

1. Pursue a proactive and aggressive energetic approach to economic development through the various policies which follow.
2. Attract new business and to sustain and expand existing business and industry and to invest in resources to encourage the attraction and retention of a skilled workforce and high growth businesses.
3. Consider a variety of economic development tools or incentives that support the policies of this Plan.

(B) Working Together

Policies

It is a policy of Council to:

1. Build and maintain strong relationships with various economic development and tourism partners.
2. Support continued co-operation with Federal and Provincial governments on projects and programs that are beneficial to the City and the Greater Miramichi Region.
3. Maintain effective and positive working relationships with organizations and decision-makers in the public, private, and voluntary sectors.



(C) Training and Adaptability

Policies

It is a policy of Council to:

1. Support continued work with the New Brunswick Community College and other adult educational service providers to identify and initiate programs that prepare graduates to assume positions in the new economy as well as addressing the skills required by local and regional industries.
2. Encourage the retraining of workers employed in the traditional resource industries so they are better able to assume positions in other sectors.
3. Support efforts to strengthen and enhance the traditional resource-based industries by encouraging economic activities through value-added opportunities, embracing the application and integration of new technology within the resource sectors, identification of new markets, and encouraging on-going education, training, and networking within industry and with related business activities.

(D) Entrepreneurism & Small Business

Policies

It is a policy of Council to:

1. Support and encourage entrepreneurs, small businesses, and home-based businesses, provided there are sufficient controls to ensure that such uses do not negatively impact the residential neighbourhoods and rural areas in which they are located.
2. Work with and support the downtown business associations and the Greater Miramichi Chamber of Commerce in their efforts to further redevelop, retain, expand, and improve the downtown business districts.
3. Celebrate dynamism, innovation, and achievement in the business community and support activities that foster and recognize entrepreneurism in the local community and particularly by young people.
4. Welcome newcomers in the community, and support newcomers in their orientation to the heritage, character, and amenities and services. Newcomers and new ideas are assets to fostering the Miramichi's diversity and creativity.
5. Support and encourage co-operation with francophone businesses and organizations to further develop bilingual capacity and market such capacity as an asset for providing services to the Greater Miramichi Region.



(E) Tourism

Policies

It is a policy of Council to:


1. Promote and encourage greater tourist visitation to the City through support of its tourist attractions, waterfront developments, trail systems, community events and festivals, recreational and cultural attractions as well as through protection of its natural resources and environment and aesthetically-pleasing appearance throughout the community.
2. Build and maintain relationships with tourism businesses in strategic markets, including consumer, snowmobile, cruise ship, motor coach, meeting, conventions, and sport tourism.
3. Work cooperatively with the provincial government departments responsible for tourism and recreation, tourism associations, other municipalities, local industry, community groups, and other partners:
 - a. To develop, expand, and promote community assets which have potential as recreation and tourism attractions;
 - b. To maximize results of tourism marketing programs and initiatives; and,
 - c. To continue to encourage the development and expansion of regional tourism attractions and events.
4. Encourage and support local entrepreneurs and the Miramichi River Tourism Association (MRTA) in further enhancing and developing the tourism products offered.
5. Communicate to the local tourism industry the importance of provincial standards of quality assurance.

(F) Quality of Life

Policies

It is a policy of Council to:

1. Maintain and improve livability within the City by supporting: people-gathering places; a clean environment; an attractive, well designed and maintained and clean appearance of the built environment; safety; ecologically-responsible use of resources; and, convenient mobility for young families, for seniors, and lower-income people.
2. Promote co-operation and efficient use of resources in provision of a wide range of community amenities, facilities, and events that bring people together. These policies are articulated further in Section 5 (Health and Community Design) of this Plan.

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3. Provide guidance and support for community-managed recreation/cultures/tourism initiatives that have economic benefits (e.g. snowmobile trail development, festivals, and sports tournaments).
 4. Strongly encourage operation of buildings, facilities, and land used for community-gathering, recreation, conferences and trade show, business and/or education, to accommodate multiple user groups and to maximize their capacity. Where such facilities and lands are clustered together, Council encourages co-operation among the operators and user groups to attract and support larger-scale events and initiatives that require integrated, simultaneous use of a number and variety of facilities.

(G) Culture and Heritage

Policies

It is a policy of Council to:

1. Continue to encourage the development and expansion of the many cultural festivals and community events, in recognition of their value to tourism as well as to the quality of life, pride, and spirit of Miramichi.
2. Encourage retention and enhancement of buildings, structures and areas of special historical significance that were the homes or businesses of community leaders and other significant persons, or were significant and unique community gathering places, in recognition of their value to tourism as well as to the quality of life, the aesthetic attractiveness, pride, and spirit of the community.

(H) Mobility and Connectivity

Policies

It is a policy of Council to:

1. Encourage and support the development, expansion, and improvement of its transportation networks including its local and regional highway network, its rail system, its airport, and its ports. These policies are articulated further in Section 9 (Transportation) of this Plan.
2. Support Miramichi Transit in providing an efficient public transit system. These policies are articulated further in Section 9 (Transportation) of this Plan.
3. Support community wellness through provision of and support for:
 - a. Existing trails and the identification of other potential trails to create a comprehensive trail system;
 - b. Sidewalk maintenance and development;
 - c. Compact, pedestrian-friendly areas;

- d. Opportunities for use in commercial developments; and,
- e. Public transit.

These policies are articulated further in Section 9 (Transportation) and Section 5 (Health and Community Design) of this Plan.

(I) Welcoming Sustainable Development

Policies

It is a policy of Council to:

1. Encourage and support on-going efficient provision of its municipal infrastructure to an appropriate standard, including roads, water systems, wastewater systems and storm drainage services. These policies are articulated further in Section 12 (Municipal Services) of this Plan.
2. Develop a long-term planning approach to development to ensure projects are sustainable and implemented in a manner which maximize benefits and returns to the City.
3. Encourage City of Miramichi, community agencies, businesses and the community-at-large to create a climate that is friendly and responsive to new development and redevelopment that positively contributes to the goals set out in this Plan.
4. Strive to maintain a relatively low tax rate to enhance the City's competitive position as a location for business and investment.

(J) Valued Resource Lands

Preamble

The Future Land Use Map designates a large portion of the City as "Rural". This area essentially lies outside that portion of the City where it is intended to provide municipal services (such as water and sewer) for urban-related uses soon. Resource lands are important and need protection from encroachment by urban uses while at the same time retaining the flexibility for land owners to develop limited residential and business activities.

Policies

1. It is the policy of Council to permit resource-related uses such as agriculture, forestry, and aggregate extraction in keeping with the more detailed policies pertaining to these activities outlined in Section 13 (Rural).



(K) Importance of Visual Appearance

Proposals

It is a proposal of Council to:


1. Protect and enhance the visual appearance of the City through the preservation and enhancement of the natural and built environment by means of the following measures:
 - a. Preserving wetlands, marshes, stream valley slopes, and other environmentally sensitive areas;
 - b. Protecting and preserving existing trees and shrubs and promoting a tree planting program along public roads and roads;
 - c. Maintaining and landscaping public buildings and lands;
 - d. Encouraging the maintenance and enhancement of the commercial areas, especially the downtown areas and commercial areas which are more visible to tourists and visitors;
 - e. Consider the adoption of urban design guidelines for certain areas of the city, particularly the Downtown District cores and waterfront areas;
 - f. Encouraging the maintenance and enhancement of the industrial parks and areas;
 - g. Encouraging the Province and the downtown associations to provide appropriate (size, type, color) directional signage for visitors and tourists and controlling the use of portable signs in the City in accordance with signage requirements in the Zoning By-law; and,
 - h. Requiring the provision of buffer areas (landscaped open space, buffers, strips of trees or shrubs and architectural screening such as walls or fences) around commercial or industrial uses, parking lots or other visually unpleasant grounds or buildings as required in other policies and proposals of this Plan and by the implementing Zoning By-law.

(L) Brownfield Redevelopment

Preamble

Commercial and industrial buildings and properties that are under-utilized or vacant represent economic development opportunities for the community.

Remediation of contaminated sites is an issue between the owner of the affected properties and the Department of the Environment and Local Government, which has responsibility for regulating the remediation of such sites. Many of these sites, especially those in central or developed areas, represent a lost opportunity for redevelopment.



On the other hand, there are significant opportunities associated with the redevelopment of brownfield sites associated with former inactive industrial properties. Whereas many of these sites have road, rail and in some cases water access, they are well located for future development, many also include industrial scale infrastructure that would enable reuse for other industrial/commercial uses.

Policies

It is a policy of Council to:

1. Strongly encourage and support the redevelopment of brownfield sites as a priority economic development activity, where such redevelopment:
 - a. Is for land uses as anticipated by this Plan on the Future Land Use Map;
 - b. Can be readily supported by existing municipal infrastructure such as public water and sewerage collection;
 - c. Has appropriate access and proximity to designated collector or higher-level public roads and other transportation infrastructure; and,
 - d. The property is of adequate size with suitable topography and physical site conditions to support the proposed land use, in general accordance with the provisions established in the Zoning By-law.

Proposals

It is a proposal of Council to:

1. Encourage assembly of land to facilitate the redevelopment of brownfield sites and existing commercial areas and industrial sites, especially within the Downtown Districts;
2. Participate in land assembly, through property purchase and/or other means, at Council's discretion, to facilitate and support strategically-important redevelopment of brownfield sites; and,
3. Encourage the preparation of detailed land use planning and studies of large brownfield areas to maximize the potential for economic development opportunities.







SECTION 8: ENVIRONMENT

(A) General

Goal

To maintain the City's high air and water quality, protect its many natural wet and forested areas, and respond to the climate impacts we are already experiencing and those projected to occur.

Policies

It is a policy of Council to:

1. Preserve and enhance the natural and built environment.
2. Ensure protection of the City's groundwater resources.
3. Preserve and enhance environmentally sensitive areas such as coastal areas, beaches, floodplains, watercourses, and areas of sensitive habitat for flora and fauna.
4. Encourage energy conservation.
5. Encourage renewable and environmentally responsible power generation.
6. Adapt and implement measures to mitigate against the anticipated impacts of climate change.

Proposals

It is a proposal of Council:

1. To protect the natural environment, in general, and environmentally sensitive sites and areas, in particular, by managing the land use resources within the City in the manner designated on the Future Land Use Map, including but not limited to:
 - the Miramichi River
 - Black Brook
 - Oxford Brook
 - French Fort Brook
 - Carding Mill Brook
 - Mill Cove Brook
 - Hutchinson Brook
2. To protect and enhance the visual appearance of the City through the preservation of wetlands, marshes, stream valley slopes, and other environmentally sensitive areas.



(B) Climate Change

It is anticipated that climate change over the coming years will have significant impacts on the built and natural environments. The City of Miramichi will not be immune from these global changes. As such, it is important that the City initiate proactive initiatives directed at the mitigation and adaptation of the causes and results of climate change. As a riverfront city, the issue of climate change must be considered in the planning and development of the municipality.

Some of the anticipated changes for Miramichi are:


- The 1:100-year return period storm surge for Miramichi will be 3.2m by 2050 and 4.6m by 2100. The increased frequency of storm surge flooding may result in damages to wharves and docks, trail/road washout, flooded infrastructure, power outages, property loss, well water contamination, increased probability of ice jams, damage to properties and homes, and environmental disruption of coastal habitats.
- Increased variability in ice river processes upstream and changes to ecosystems and sediment transport processes and a decline in sea-ice coverage and stability which is expected to impact recreational activities such as ice fishing and snowmobiling.
- An increase in the frequency of extreme rainfall events and total annual precipitation and a total decrease in snow cover which has bearing on vegetation growth, agriculture, groundwater recharge, and flooding.
- A 6 deg C average temperature increase by the end of the century resulting in increased energy use in residential, commercial, and recreational buildings as the need for cooling is increased, the promotion of invasive species that are heat loving (such as ticks), lower water levels as groundwater table and surface water lowers, heat stress to vulnerable populations, biological growth and presence of algae in surface water, fishing bans for cold water fish species like Atlantic Salmon, increase risk of wildfire, and low flow conditions in sewers causing low turnover and septic conditions.

Policies

It is a policy of Council to:

1. Promote a culture of thinking about climate change resiliency.
2. Develop effective zoning practices that incorporate planning principles that consider climate change impacts, introduce adaptation measures, and reduce greenhouse gas emissions.
3. Accept the delineations of:
 - a) 2.9m geodetic (CGVD28) elevation as the year 2100 future high water level;
 - b) 3.2m geodetic (CGVD28) elevation as the year 2050 1:100-year return storm surge; and,
 - c) 4.6m geodetic (CGVD28) elevation as the year 2100 1:100-year storm surge

as determined by the 2019 Climate Change Adaptation Plan.

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4. Establish the Flood Overlay zone and apply it to lands between the 0m and 4.6m geodetic (CGVD28) elevation.
 5. For lands within the Flood Overlay, apply the regulations and requirements of the underlying zone to any development.
 6. Allow development in the Flood Overlay, provided that all habitable rooms in new buildings are flood resilient in accordance with the policies of this Plan and the Zoning By-law.
 7. Not permit the establishment of institutional land uses, such as health facilities, senior citizen housing, community placement residential facilities, and other activities that have a prevailing safety consideration in areas that are exposed to flood risk.
 8. Where requested by the City Engineer, require that a grading and stormwater drainage plan be submitted as part of any new large development.

Proposals

It is a proposal of Council to:

1. Continue to monitor and accumulate the most recent data and information on the anticipated impacts of climate change and to introduce proactive, adaptive, and mitigative measures.
2. Develop a stormwater management design manual for property owners and developers that will describe and provide detailed design specifications for recommended stormwater management techniques.

(C) Riverfront

It is a proposal of Council:

1. To seek to acquire lands adjacent to the Miramichi River to:
 - a. Protect the river banks;
 - b. Allow for impacts of sea level rise and potential flooding;
 - c. Facilitate public access; and,
 - d. Where feasible, enable the creation of a linear trail system along the river, particularly the Regional Commercial Riverfront Trail.



(D) Municipal Groundwater Protection

Preamble

The protection of sources of public drinking water supplies has been, and will continue to be, one of the biggest environmental issues faced by the municipality. The City has 17 active municipal groundwater wells located throughout the City which provide potable water. Some of these wells are older, located in the developed areas, and may be nearing the end of their usefulness. Seven (7) of these wells are protected under the New Brunswick Wellfield Protected Area Designation Order – Clean Water Act.

The Wellfield Protected Area Designation Order poses limitations on both existing and proposed land uses and activities with respect to the type and amount of chemicals stored on site. In order to ensure that the wellfield is protected as much as possible from contamination, the areas identified as “Zone A” (the areas closest to the actual wellhead), should be owned and controlled by the municipality. Ownership of these highly sensitive areas is likely the best means to ensure their protection for years to come. Policies and proposals for the municipal water system including wellfield protection, are included in Section 12 (Municipal Services) of this Plan.

Proposals

It is a proposal of Council:


1. To protect all active wells supplying potable water to the City’s municipal water system, in accordance with the policies as established in Section 12 (Municipal Services) of this Plan.
2. For inactive or abandoned municipal wells, to seek to lift protection under the Order.
3. To encourage the remediation of “brownfield sites” to safeguard the quality of groundwater supply for the municipal water system, as well as to open these properties for future economic development opportunities.

(E) Rural Groundwater Protection

Preamble

There is a considerable amount of the City that is not served by a municipal water system. These areas are served by individual wells for their potable water supply. It is in the interest of the municipality and the individual property owners to protect this vital resource. Unlike municipal wellfields, individual wells do not have individual well fields or recharge areas. Each property is a recharge area for its own well and probably for the wells on neighbouring properties. The spill of a potentially contaminating chemical on any property has the potential to contaminate neighboring wells.

In the interests of ensuring good quantity and quality of drinking water for property owners in the unserved portions of the City, Planning Services has developed and City Council has accepted a set of “Water Supply



Assessment Guidelines”. The guidelines require the submission of a water supply assessment report, prepared by a qualified hydrogeologist or professional engineer with all tentative subdivision applications for 10 or more lots (including the remnant) serviced by individual private wells

Proposals

It is a proposal of Council:

1. To undertake a protection program aimed at all residents and businesses in areas of the City serviced by means of individual wells.
2. To encourage the remediation of “brownfield sites” in the areas not served by the municipal water system to safeguard groundwater quality as well as to open these properties for future economic development opportunities.
3. That all future subdivisions (meeting the criteria for 10 or more lots) serviced by individual private wells be assessed in accordance with Planning Services’ “Water Supply Assessment Guidelines”.

(F) Water Conservation

Preamble

The City of Miramichi has been very proactive in water conservation measures, such as a water metering. This should continue by including all new development served by the municipal water system.

Proposals

It is a proposal of Council to:


1. Undertake a public education program encouraging residents to conserve water and continue with such measures as water metering.
2. Limit water use, especially during dry periods when wells are likely to be lowered. This would include limiting activities such as watering lawns, washing cars, and filling pools.

(G) Conservation Areas

Preamble

The Province, through the Department of Environment and Local Government and under the Clean Water Act, has a Watercourse and Wetland Alteration Regulation. The Regulation applies to all watercourses and wetlands in the City of Miramichi, including the Miramichi River in the section upstream from the Morrissy Bridge.

The City’s 2012 Plan designated land within 30 metres of the bank of a watercourse or wetland (to which the



Provincial Regulation applies) as “Conservation Area” on the Future Land Use Plan and zoned it “Conservation Area” in the Zoning By-law. Most of the Conservation Area boundaries in the 2012 Plan were carried over from the City’s early Plans from 1998 and 2001, and initially established based on aerial imagery interpretation of a static shot of the feature in time.

The reality is that watercourses and wetlands are dynamic systems, as the energy of a water is always at work sustaining and re-establishing equilibrium conditions. The beds, banks, sides, and shorelines of watercourses change as do water table saturation levels in a wetland.

The resulting Conservation Areas made up 4% of the City’s designated land mass in the 2012 Plan. These designations have been known to limit or constrain development that could have been designed in a way to be harmonious with nature.

This Plan proposes an alternative approach to the traditional method of designating Conservation Areas by permitting development when it is ensured by the Department of Environment and Local Government that the potential effects of a watercourse or wetland alteration are adequately considered at the design stage and that construction occurs in an environmentally acceptable method. This approach removes a layer of regulation to the already multi-layered development approval process.

There are currently no Provincial regulations with respect to coastal zone areas and floodplains. The City has however undertaken and approved a Climate Change Adaptation Plan which recommended:

1. Restricting alterations to existing properties located below elevation 2.9m that could increase flood damage.
2. Prohibiting construction of new buildings below 4.6m unless the project is located within a “special policy areas” (SPA), where development below 4.6m elevation can proceed if flood proofing or protection measures are incorporated.

This Municipal Plan contains provisions that intend to assist with protecting coastal, riverfront, watercourse, wetland, and floodplain areas.

Policies

It is a policy of Council:

1. To establish the Watercourse and Wetland (WAWA) Overlay zone and apply it to features identified in the NB Department of Environment and Local Government WAWA Reference Map (latest version).
2. For lands within the Watercourse and Wetland Overlay zone, apply the regulations and requirements of the underlying zone to any development.
3. To, where applicable, require as part of a development approval, the submission of a Watercourse and Wetland Alteration (WAWA) Permit or exemption.



Proposals


It is a proposal of Council:

1. That the GMRSC ensure that the location of existing watercourses and wetlands be accurately identified on all proposed plans for subdivision and development.
2. To encourage and, where possible, partner with the Miramichi River Environmental Assessment Committee (MREAC) in its efforts to improve water quality and general environmental quality in the Miramichi region.
3. For watercourses and wetlands:
 - a. That Planning Services ensure that any development within 30 metres of the bank of a watercourse or wetland is referred to the Provincial Department of Environment and Local Government for review and approval under the Watercourse and Wetland Alteration Regulation before being approved by Planning Services.
 - b. That PRAC employ CPA Section 53(2)(h) to protect watercourses and wetlands when the site is marshy, subject to flooding, excessively steep or unsuitable for development because of soil conditions or topography.

(H) Energy

It is a proposal of Council:

1. Reduce energy and water consumption and minimize waste using clean, renewable energy, and alternative “smart” infrastructure technologies in the City’s municipal infrastructure system. The City shall also minimize energy consumption by:
 - a. Promoting a compact urban form;
 - b. Maximizing the use of existing infrastructure;
 - c. Encouraging the adaptive reuse of existing buildings, particularly heritage buildings, where feasible;
 - d. Encouraging mixed-use development and complete neighbourhoods;
 - e. Encouraging the use of landscaping options that will reduce the energy consumption of buildings and sites;
 - f. Promoting building orientation and design that incorporate energy conservation features; and,
 - g. Promoting walking, cycling, and the use of public transit.

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2. Encourage the orientation of streets, lot layout, and building design with southerly exposures to optimize opportunities for active or passive solar space heating and water heating.
 3. Encourage greater energy efficiency in the planning, design, and construction of development.
 4. To encourage energy conservation through implementation of policies and proposals in other sections of this Plan which encourage more compact and efficient development as well as working with suppliers of electric power and natural gas.
 5. To continue to implement energy conservation initiatives related to municipal owned buildings and infrastructure, such as the introduction of LED signalized traffic lights, energy efficient street-lighting, computerized metering of water, and other means to improve energy efficiency.
 6. To actively participate and promote energy conservation efforts, including renewable energy mechanisms within the community such as, but not limited to, wind power, solar panels, geothermal power as well as building design and orientation.


(I) Wind Energy Conversion Systems

Preamble

The combination of volatile energy prices, emphasis on clean renewable energy, and reduced capital and operational cost associated with wind energy power generation, means the conditions are right for the inevitable development of large- and small-scale wind power systems in the City. As such, Council may be approached during the planning period to consider requests to locate wind turbines, at the residential – small scale to the larger commercial scale systems. Although Council supports the introduction of this abundant, renewable, and non-polluting resource, it must ensure that the impacts of such operations are limited and known prior to approvals. To minimize negative impacts, it is also important to understand the significant differences between the types and determine where they can be located.

Non-commercial wind energy systems allow home and business owners to generate electricity on-site. This on-site generation is used to offset the customer's own consumption and is commonly referred to as "net metering". This scale of wind energy production will be deemed as an accessory use to a main permitted use and would generally be permitted in all zones. To ensure safety and avoid conflicts with surrounding land uses, the Zoning By-law shall include provisions that regulate the scale, location, and set-back from adjacent property and structures.

Commercial scale or large-scale wind energy developments generally produce electricity to be fed directly into the power grid. Large-scale wind production is the result of many turbines clustered together to form a wind



farm, which spreads over many square kilometres of land. Portions of the area within the City of Miramichi have been identified as having some potential for the production of wind energy on this scale. The Local Governance Act (Section 112) has been amended to allow for all municipalities to generate electricity; this opens up the possibility of community-based wind energy projects. These types of projects and commercial scale projects that generate more than three-megawatts of power will trigger a Provincial Environmental Impact Assessment.

Policies

It is a policy of Council:

1. To permit on-site non-commercial wind energy systems if land use conflicts with adjacent land uses are minimized and are developed in accordance with specific provisions established in the Zoning By-law.
2. To provide standards and zoning provisions in the Zoning By-law to encourage wind energy systems and to alleviate concerns associated with this form of energy generation.
3. To permit commercial scale and community based wind energy systems within the municipality as conditional uses within the Rural and Industrial zones, subject to terms and conditions imposed by the PRAC and approval of an Environmental Impact Assessment from the Province of New Brunswick.





SECTION 9: TRANSPORTATION

This Section of the Municipal Plan focuses on seven (7) aspects of the City's road infrastructure:

- Development of a road network hierarchy;
- New and existing road infrastructure;
- Private accesses;
- Non-maintained roads;
- Analysis and completion of road network;
- King George Highway corridor; and,
- Active transportation.

Public transit, and inter-City air, port, and rail transportation infrastructure and services are also addressed in this section of the Plan.

(A) General

Goals

1. To provide a safe and efficient internal and external road transportation network.
2. To support the provision of air, water, bus, and rail transportation to serve the residents and businesses and visitors to the City.

Objectives

1. To ensure that all future public roads are designed and constructed in accordance with appropriate technical standards.
2. To encourage the Department of Transportation and Infrastructure to continue to maintain the Provincially designated highways in the City to the highest possible standard to provide for convenient and safe movement of vehicles and pedestrians through the community.
3. To upgrade and maintain existing roads to acceptable standards for right-of-way, surface condition, drainage, and safety considerations.
4. To provide for the safe movement of pedestrians, bicycles, and other non-motorized traffic.
5. To ensure provision of acceptable parking and loading areas in the City.
6. To discourage development on “Private Access” and on “Non-Maintained Roads”, except as provided for by Proposals 9(C)(1) through (4) and Proposals 9(D)(1) through (5), respectively.
7. To encourage and support the retention of access to quality air, rail, port, and bus service in the City.



(B) Road Network Hierarchy

Policies

It is a policy of Council:

1. That there be a network of primary and secondary regional routes, arterial, collector and local roads to meet the transportation needs of the City in the planning period, pursuant to Schedule “D” (Road Hierarchy and Designations) to this Plan and to the policies and proposals articulated in this Section.
2. For the purposes of this Plan, the following definitions shall apply:
 - a. **Primary Regional Routes:** Direct route from major urban concentrations in New Brunswick to the City via a controlled access or provincial trunk highway.
 - b. **Secondary Regional Routes:** Direct routes connecting the City to other population concentrations in New Brunswick.
 - c. **Major Arterials:** A road whose function is the movement of large volumes of all types of vehicular traffic at medium to high speeds. Arterials typically connect with collectors, arterials, primary, and secondary regional routes. The amount of direct access to adjacent development is limited on major arterial roads. Major arterials in the City may also be provincially designated as a collector highway (e.g. sections of King George Highway which were formerly part of Route 8).
 - d. **Minor Arterials:** A road whose function is the movement of large volumes of all types of vehicular traffic at medium to high speeds. Arterials typically connect with collectors, arterials, and secondary regional routes. The amount of direct access to adjacent development is limited on minor arterial roads.
 - e. **Commercial/Industrial Collectors:** A road whose function is to provide land access and traffic movement with equal importance. Collector roads typically carry traffic between local roads and arterial roads, with a significant portion of traffic being from commercial vehicles moving supplies and product to/from individual properties, as well as customer/client traffic to/from individual properties. Dividing the collector road classification into residential and industrial/commercial sub-groups provides for the definition of different geometric design features in consideration of significant truck volumes typical of industrial/commercial areas. These standards are outlined in the Geometric Design Guidelines for Canadian Roads.
 - f. **Residential Collectors:** A road whose function is to provide land access and traffic movement with equal importance. Collector roads typically carry traffic from individual residential properties between local and arterial roads.
 - g. **Local Roads:** A road whose major function is to provide direct land access to individual properties. Local roads are typically designed to carry low traffic volumes for short distances and normally connect to other local roads and collectors.

- h. Non-maintained Roads: There are several rough-surface, linear corridors located in the remote rural areas of the City that are designated as “Non-Maintained Roads”.


(C) Private Accesses

Proposals

It is a proposal of Council that:

1. A “Private Access” means a road right-of-way that provides access to a lot and has not been vested in the City of Miramichi or Minister of the Department of Transportation and Infrastructure.
2. The City will not provide snow removal services, maintain, repair, or upgrade a Private Access, except:
 - a. As necessary to secure access to maintain, construct or repair public infrastructure or facilities such as utilities, pumping stations, piped sewer, and water services; or
 - b. As may be approved by the Council or delegate in accordance with an operational policy for Private Access approved by the PRAC.
3. There be no further subdivision of land within the City where the sole access to a public road for proposed new lot(s) and/or remnant lot is by a Private Access, except for:
 - a. Private mini-home parks;
 - b. Condominium projects;
 - c. Municipal access to municipal services;
 - d. Telecommunications and utilities infrastructure; and,
 - e. Such access as may be approved by the PRAC as being advisable for the development of land, subject to such terms and conditions as the PRAC may impose.
4. For an existing lot:
 - a. Whose sole access to a public road is by a Private Access;
 - b. That does not have existing connection(s) to both municipal water and sanitary sewer services; and,
 - c. That is smaller than the applicable minimum lot size required by the Zoning By-law,

that the Zoning By-law discourage “over-development”, particularly such development that may pose immediate or longer-term risks to human health, safety of private wells and/or damage to watercourses,



wetlands, or the natural environment, by regulating the amount of total development permitted on such lot relative to the lot size. This regulation would apply to new development, expansion to existing development, and redevelopment/replacement of existing development.

5. To develop a Private Access operational policy to guide any maintenance, repair or construction activities on Private Accesses that are directly provided by or paid for by the City.

(D) Non-Maintained Roads

Proposals

It is a proposal of Council that:

1. A number of roads be designated as “Non-Maintained Roads” as shown on the Schedule D Map.
2. Although the “Non-Maintained Roads” right-of-ways may be retained by the City for potential future roads and services, they will not be upgraded to public road standards (which would permit development or require maintenance) by the City within the planning period.
3. The City will not provide snow removal services, maintain, repair, or upgrade a “Non-Maintained Road”, except:
 - a. As necessary to secure access to maintain, construct, or repair public infrastructure or facilities such as utilities, pumping stations, piped sewer, and water services; or
 - b. As may be approved by the Council or delegate in accordance with an operational policy for Non-Maintained Roads approved by Council.
4. There be no new development or expansion or redevelopment of existing development on property whose sole access is by a “Non-Maintained Roads” within the City except for:
 - a. Municipal access to municipal services;
 - b. Telecommunications and utilities infrastructure; or
 - c. Such access as may be approved by the PRAC as being advisable for the development of land, subject to such terms and conditions as the PRAC may impose.
5. Due to location and condition of access, a property whose sole access is by a designated “Non-Maintained Road” may receive limited or no emergency services.



(E) New & Existing Road Infrastructure

Policies


It is a policy of Council:

1. To ensure that all future roads, and reconstruction of existing roads to the greatest extent feasibly possible, are designed and constructed in accordance with the current versions of the Transportation Association of Canada design standards, the City of Miramichi Standard Municipal Specifications, and City of Miramichi Developer's Guidelines.
2. To ensure all future roads are designed and constructed as guided by Transportation Association of Canada design standards as per:
 - a. Geometric Design Guidelines for Canadian Roads; and,
 - b. Manual of Uniform Traffic Control Devices.
3. To ensure driveway access and on-site traffic movements conditions on private property do not interfere with safe and convenient operation of public roads, particularly with arterial and collector roads.
4. To improve the efficiency and safety of existing roads through construction standards, rebuilding, widening, on-going maintenance, etc. in accordance with priorities established through long-term capital planning including demand management.
5. To encourage, as a priority, future development/redevelopment that expands the connectivity between subdivisions.
6. To prevent on-road queuing for drive-thru businesses through development standards and proactively encouraging compliance.
7. To limit on-road unloading of vehicles serving commercial activities.
8. To support the construction of a northern bypass, provided that the bypass facilitates considerable access and connectivity to Primary and Secondary Regional Routes and Major Arterial Roads.

Proposals

It is a proposal of Council to:

1. Support the development of a Transportation Master Plan for the entire municipality.
2. Support preparation, maintenance, and implementation of a 5-year Capital Works Budget for roads and associated infrastructure.
3. Support preparation, maintenance, and implementation of a 15-year asphalt management technical plan.

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4. Conduct a review of the Standard Municipal Specifications and of the Developer's Guidelines, with attention to the semi-rural character of the City and financial viability of replacing and maintaining roads and associated infrastructure over the long term.
 5. Continue to communicate with the provincial Department of Transportation and Infrastructure (DTI) with respect to needed improvements, maintenance requirements and concerns on the provincially designated highways (Route 8, Route 11, Route 117, Route 118, and Route 126) within the City as well as the two regional roads (Route 425 and Route 430).
 6. Develop a traffic counting program which would provide information on vehicle volumes, vehicle types, and intersection approach turning movements, where specific problems and concerns warrant.
 7. Co-operate and collaborate on initiatives to educate the public about changes to roads and traffic control measures and about safe driving practices, particularly regarding controlled-access highways and bridge interchanges.
 8. Work with NB Power to provide appropriate street-lighting on City roads.
 9. Protect and enhance the visual appearance of the City through protecting existing trees and shrubs, where feasible, and promoting a tree planting program along public roads.

(F) Inter-Municipal Road Network

Proposals


1. It is a proposal of Council that the City continue to communicate with the provincial Department of Transportation and Infrastructure with respect to improvement of the inter-municipal road network, respecting Route 108 (Plaster Rock-Renous Highway).

(G) King George Highway Corridor

Proposals

It is a proposal of Council:

1. That new development and redevelopment, as much as reasonably possible, needing access to King George Highway adhere to the current versions of the Transportation Association of Canada design standards regarding driveway design elements and driveway rationalization.
2. That new commercial and multi-unit residential development adjacent to King George Highway be strongly encouraged to acquire and consolidate small existing properties in order to meet minimum lot size and lot depth necessary to provide safe and efficient parking, loading, and access.

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3. That the City actively endeavour to secure, retain, and reclaim where opportunity arises, the full width of the King George Highway right-of-way for public use.
 4. That the easterly section of King George Highway in the commercial area between Carroll Street and Douglastown Boulevard continue to be widened to four (4) lanes to accommodate high traffic volume and turning movements, in accordance with the recommendations of the ADI Group traffic studies and as opportunity and financial resources allow.

(H) Active Transportation

Preamble

Much pedestrian movement throughout the City occurs either on the road, most of which is not curbed, or by informal paths that occur within the undeveloped land between and around subdivisions. The advent of trail systems in many communities has increased awareness of the need to integrate pedestrian/bicycle considerations into the design of adjacent residential subdivisions and commercial developments, in addition to the traditional consideration of sidewalk provision. More focus has also been given to pedestrians/cyclists in recent years with the abandonment of rail lines and their reuse as pedestrian/cycling trails.

Providing for safe and amenable movement of non-vehicle traffic (walkers, runners, rollerblades, cyclists, child strollers and wagons, etc.) should be an important part of the transportation network within the City, and integrated into road network planning and management.

Policies


It shall be a policy of Council to:

1. Encourage urban design that promotes AT while ensuring good accessibility and connectivity between residential areas and commercial development through sidewalks, bike paths, and the recreational trails system.
2. Collaborate with private property owners and proponents to ensure connectivity of the active transportation network between the various residential and commercial areas, parks, and other major facilities and land uses.
3. Use the Pedestrian Crossing Control Manual published by the Transportation Association of Canada as the guide for establishing the location, signing, and type of crosswalk control on public roads.

Proposals

It shall be a proposal of Council to:

1. Encourage the Government of New Brunswick to provide safe paths for pedestrians and cyclists who cross provincial highways.

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2. Create safe, convenient traffic and passage conditions for pedestrians and cyclists based on the corridors identified and set out in the Active Transportation Master Plan and Downtowns Revitalization Master Plan.
 3. As part of the implementation of a pavement management system for Miramichi, to complete the data collection and analysis regarding the extent and condition of existing pedestrian facilities.
 4. To use and maintain, through regular inspections, the pedestrian facility management system to establish improvement priorities and to provide “priority” sidewalks as funding permits and opportunities arise (such as the constructing of water and sewer systems or the upgrading of roads).
 5. That the City give special consideration in locating new and upgrading existing pedestrian facilities in downtown areas, other business areas and in the vicinity of community facilities such as schools, educational facilities, churches, and recreation areas where the demand is greatest.
 6. To encourage and support the provision and expansion of the trail/walkway system within subdivisions as well as between various parts of the City.
 7. When subdivision applications are submitted for review or other opportunities arise in new development or redevelopment, to encourage provision of:
 - a. Sidewalks along collector roads through subdivisions; and,
 - b. Pedestrian pathways along rear lots and side lots that connect to sidewalks and adjacent trail systems.
 8. That the City give attention to provision of pavement markings and signage to warn motorists of the presence of pedestrian crossings.
 9. That, when upgrading roads including the placement and style of utility access hole and catch basin covers, the City consider cyclists and other non-motorized users.
 10. That the City consider enhancing the safety of pedestrians and non-motorized users at the French Fort Cove causeway portion of King George Highway and at the Morrison Cove causeway portion of Water Street.
 11. To give priority to locating pedestrian crosswalks at major intersections in proximity to community gathering places such as schools, recreation facilities, and shopping areas.
 12. To review and consider the provision of crossing guards at strategic locations in the vicinity of the schools.



(I) Public Transportation

Preamble

The City of Miramichi has established a public transit service. This entity is referred to as Miramichi Transit (formally, Miramichi Public Transit Commission Inc.). It has a fleet of seven busses operating on a defined route throughout the municipality. The City's population is relatively low on a per hectare basis, which presents challenges for the public transit system; this is coupled with a linear development pattern that follows along the Miramichi River and limited concentrated development between the former municipalities. To reduce the municipal subsidy to the transit service, it is reasonable to seek methods of improving the viability and growth potential of Miramichi Transit.

As arterial and collector roads are upgraded or added to the City's road network, the City should give consideration to incorporating public transit design considerations.

Public transit stops and bus shelters have been located strategically throughout the City. Miramichi Transit, in conjunction with the City, should continue to locate such shelters throughout the system.

Policies


It is a policy of Council:

1. To support Miramichi Transit in its strategic and long-term planning initiatives and the continued development of measures for improving transit service in the municipality.
2. To recognize public transit as an important component of the transportation network and to continue fiscal support for cost effective, convenient transit service linking major employment, institutional, commercial, and residential areas.
3. To consider adopting design standards for new roads to accommodate transit services.
4. To continue to encourage the location of bus shelters along major transit routes on a priority basis.

(J) Inter-Municipal Rail, Port, Bus Transportation

Preamble

Miramichi is served by one of the few remaining rail lines in the Province. This is an advantage for future economic development that other industrial centres in the Province do not have. Newcastle Industrial Park area is adjacent to the rail line and has the potential to be serviced if demand is warranted in the future. Freight rail is a critical mode of transportation for industries in Miramichi and it is a vital lifeline for the jobs and communities that rely on these industries.



VIA operates passenger services between Montreal and Halifax, providing service through Miramichi in each direction three days per week.

Port services are components of the City transportation infrastructure that enhance economic development potential and are important to businesses in the Miramichi Region.

Proposals

It is a proposal of Council:

1. To encourage, support, and promote the continuation of the present inter-municipal, provincial, and inter-provincial passenger and freight rail service.
2. To encourage and promote the maintenance and continued improvement of rail freight and passenger services to the City.

(K) Miramichi Airport

Goals

1. To support all forms of aviation services in the safest and most efficient manner.
2. To have the airport serve as a catalyst for social and economic development for the residents and businesses of the entire Greater Miramichi Region.

Policies

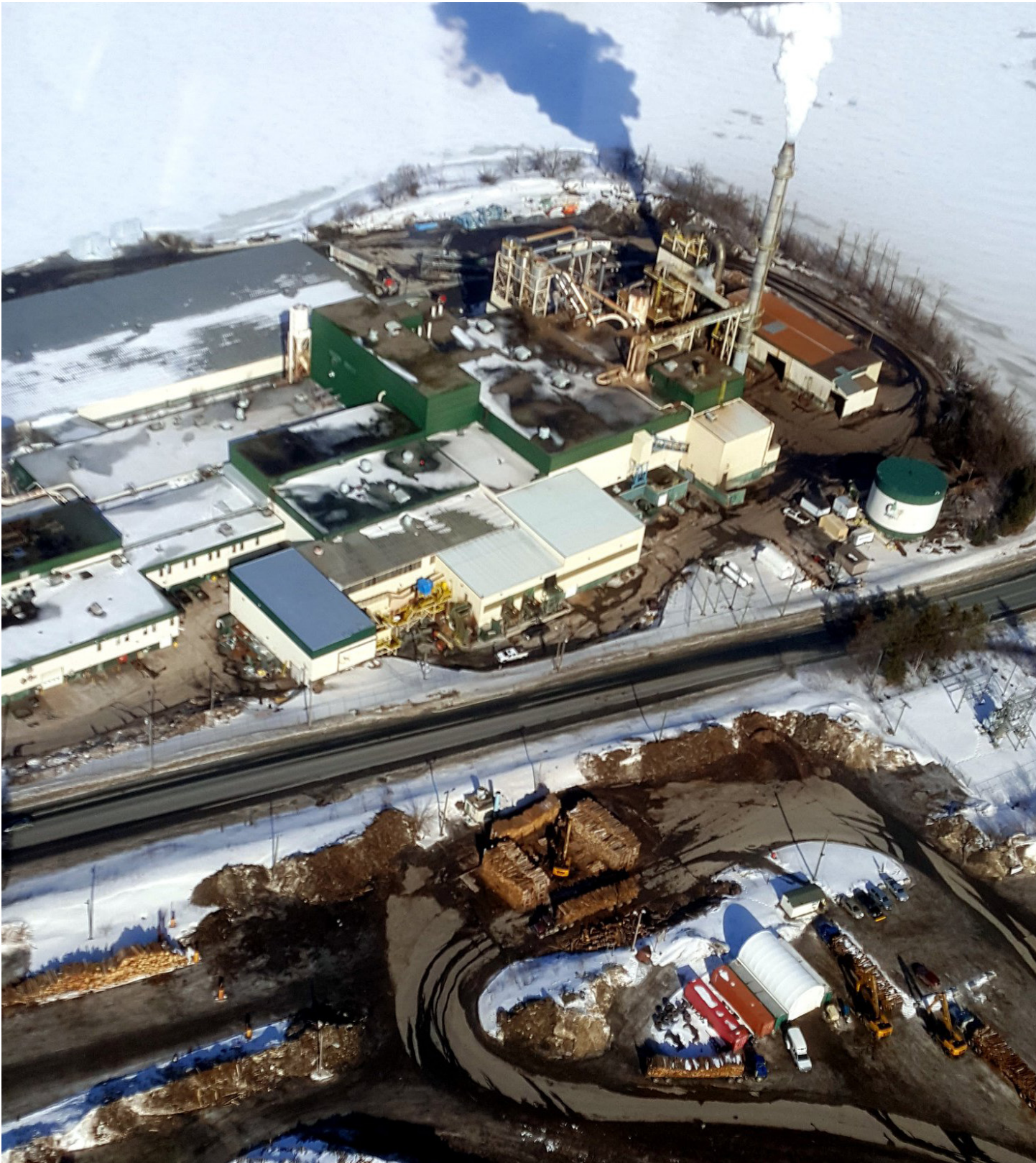
1. It is a policy of Council to encourage improvement of the airport infrastructure and services.

Proposals

It is a proposal of Council to:

1. Encourage the Airport Commission to enhance stakeholder relations and the airport's image, particularly with residents and the provincial government.
2. Encourage the Airport Commission to establish key strategic partnerships including government assistance for capital funding and marketing support.
3. Encourage and support the Airport Commission in attracting new aviation business and in encouraging growth of existing tenants.
4. Support development adjacent to the airport runway and terminal building as a premier aviation business park for both commercial aviation and non-aviation, airport-compatible development.
5. Identify, in conjunction with the Miramichi Airport Commission and the GMRSC, appropriate measures so as to protect the airport runway and its approaches from incompatible forms of development.







SECTION 10: INDUSTRIAL

(A) General

Goals

1. To attract and retain a diversity of industry.
2. To concentrate industry in adequately planned and serviced industrial parks and/or sites.
3. To develop and maintain quality business parks for light industry and business uses.
4. To encourage appropriate redevelopment and re-use of existing heavy industrial sites and facilities.
5. To ensure that industrial development in the vicinity of the Miramichi Airport is compatible with airport operations, federal government standards for airports, and with strategic opportunities identified by the Miramichi Airport Commission.

Policies

It is a policy of Council to:

1. Designate enough industrial land in appropriate locations on the Future Land Use Map to accommodate the anticipated demand for all required industrial development during the planning period.
2. Within the area designated “Industrial” on the Future Land Use Map, to permit business/light industrial, heavy industry, and airport-compatible business uses or other general or specialized industrial uses in accordance with other policies and proposals of this Plan and in locations as identified on the Zoning Map.
3. Recognize all legally zoned industrial uses existing at the time of adoption of this Plan on the Future Land Use Map and as permitted uses on the Zoning Map.
4. Encourage the development of all industrial areas to be well defined with an efficient pattern of land use and good access to transportation infrastructure and adequate municipal infrastructure. As a general principle, linear or ribbon industrial development shall be discouraged outside of the designated industrial areas on the Future Land Use Map.
5. Consider expansion of designated Industrial areas in accordance with the following criteria:
 - a. The proposal is consistent with the intended function of the subject industrial area;
 - b. The proposal is compatible with or can be made compatible with surrounding land use;


- c. Council may consider utilizing Sections 58, 59, and/or 131 of the *Community Planning Act* in considering specific proposed development which permits it to attach reasonable terms and condition; and,
 - d. That the proposed development is not premature or inappropriate by reason of:
 - i. The financial capability of the City to absorb any costs relating to the development;
 - ii. The adequacy of water and sewer services to accommodate the proposed development or, if in an unserviced area, the adequacy of the physical site conditions for private on-site water and sewer systems;
 - iii. The adequacy of capacity of the public road network in or adjacent to the proposal to accommodate any increase in traffic and/or in demand for public transit services;
 - iv. The potential for negative impact on watercourses and wetlands, municipal wellfield protection areas, or the creation of erosion or sedimentation; and/or,
 - v. The suitability of the proposed site in terms of soils, topography, geology, location of water courses and wetlands, as well as proximity to other environmental features.
6. Encourage relocation of industrial uses which are incompatible with:
- a. Protection of municipal wellfields;
 - b. Neighbouring watercourses, wetlands, and other environmentally sensitive areas;
 - c. Surrounding land uses; and,
 - d. Available access to appropriate transportation infrastructure.
7. Encourage the rehabilitation of brownfield sites, including contaminated former industrial lands, by purchasing land and pursuing funding through external government and agency grants, for potential strategic future sale by the City.

(B) Business/Light Industrial

Policies

It is a policy of Council:

1. Within the Business/Light Industrial areas, that the uses and site development standards established by the provisions of the Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.

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2. That the Business/Light Industrial areas are:
 - a. Intended to accommodate such uses as the following:
 - i. Light and medium manufacturing operations;
 - ii. Warehousing and storage;
 - iii. Commercial uses that support industry, such as wholesale and retail sales and services and training for construction, manufacturing, automotive and transport sectors;
 - iv. Vehicle fleet storage and maintenance;
 - v. Public facilities and utilities with needs similar to industry, such as large vehicle fleet storage and maintenance, and storage of construction-related raw materials and supplies; and,
 - vi. Similar light industrial uses.
 - b. Located where there is public road access to and near inter-municipal transportation routes and major arterial roads; and,
 - c. Ideally served by municipal sewer and water infrastructure.
 3. To implement provisions in the Zoning By-law that channel the more potentially obnoxious business/industrial uses and their ancillary uses away from:
 - a. The main traffic corridor;
 - b. Any business with landscaped open space; and,
 - c. The nearby residential neighbourhoods.
 4. To implement zoning regulations that impose setback requirements for outdoor ancillary uses to the main use, such as open storage and outdoor display of products, supplies and materials, to ensure that they are not in a prominent and plainly visible location in relation to the streetscape, unless it is clearly dedicated as a parking area for operable equipment or it is regulated by screening and buffering provisions.
 5. To implement provisions in the Zoning By-law that regulate the use and development in the Business/Light Industrial areas to uses and structures permitted in accordance with the provincial Wellfield Protection Regulation.




(C) Airport-Compatible Business

Policies

It is a policy of Council:

1. Within Airport-Compatible Business areas, that the uses and site development standards established by the provisions of the Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.
2. That the Airport-Compatible Business areas are:
 - a. Intended to accommodate such uses as the following:
 - i. Manufacturing operations;
 - ii. Warehousing and storage;
 - iii. Commercial uses that support industry and airport/aviation-related businesses;
 - iv. Vehicle fleet storage and maintenance;
 - v. Storage of raw materials and supplies;
 - vi. Public facilities and utilities with needs like industry, such as large vehicle fleet storage and maintenance, and storage of construction-related raw materials and supplies; and,
 - vii. Similar type uses.
 - b. Located near inter-municipal transportation routes and major arterial roads.
3. To implement provisions in the Zoning By-law that channel the potentially obnoxious uses away from:
 - a. The main traffic corridors; and,
 - b. The nearby residential neighbourhoods.
4. To implement regulations in the Zoning By-law that impose setback and screening requirements for outdoor ancillary uses, such as open storage and outdoor display of products, supplies, and materials. Such provisions will be particularly oriented towards achieving visually appealing standard of development along General Manson Way and from Maher Street.
5. To encourage the City of Miramichi's Department of Economic Development & Tourism, GMRSC, and business groups to heighten awareness of the importance of appearance and maintenance of buildings and land of Airport-Compatible Business uses.

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6. That new development within Airport-Compatible Business areas have direct access to a public road(s) or be consistent with the policies and proposals articulated in Section 9 (Transportation) of this Plan. Where such new development is of a scale or nature that the type(s) and/or volume of traffic generated by such development may affect the safety or efficiency of the Route 11 inter-municipal transportation corridor, a traffic impact study may be required prior to approval of the development.

(D) Isolated Existing Industrial Uses

Preamble

There are several isolated pockets of industrial development within the City. Where the industry is still operating and viable at these locations, or there is future potential for industrial redevelopment, Council is committed to supporting and sustaining such uses through land use policies and regulations.

Policies

It is a policy of Council:

1. That within isolated existing industrial areas identified on the Future Land Use Map, that the uses and site development standards established by the provisions of the Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.
2. That the Zoning By-law regulate the use and development of Isolated Existing Industry sites to:
 - a. Minimize impact to neighbouring properties; and,
 - b. Encourage re-use of existing older industrial buildings for new uses that are compatible with and have minimal impact on surrounding land uses and public infrastructure.

(E) Heavy Industry

Preamble

Heavy industrial land uses, up until recently, represented a large portion of the industrial landscape in Miramichi. This included lumber mills, of which the vast majority have been closed as of the mid-2000s. Other dominant heavy industries mostly left Miramichi in the later part of the 20th century. While these industries represented large employers for the City, local, national, and global economic shifts have forced communities like Miramichi to adapt their economy to meet new demands. While it is not anticipated that heavy industry will return to Miramichi in the numbers seen in the mid to late 20th century, the Municipal Plan should anticipate and welcome new types of heavy industries, should demand warrant, by providing appropriately designated lands that would be desirable for such activities.



Policies

It is a policy of Council:

1. Within Heavy Industry areas, that the uses and site development standards established by the provisions of Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.
2. That the Heavy Industry areas are:
 - a. Intended to accommodate uses of the following nature:
 - i. Large-scale heavy manufacturing and processing operations;
 - ii. Warehousing and storage;
 - iii. Industrial activities requiring extensive lay-down areas, extensive area for outside storage of raw material and product, and/or accommodation for large volumes of heavy equipment and industrial transport vehicles;
 - iv. Public facilities and utilities with needs and impacts like heavy industry, such solid waste disposal facilities, and sewage treatment facilities;
 - v. Obnoxious uses that may generate noise, odour, and/or airborne particulate; and,
 - vi. Similar type uses.
 - b. Located near inter-municipal transportation routes including major arterials, railways and/or port facilities.
3. That new Heavy Industry development have direct access to an arterial road(s) or industrial collector road(s) or be consistent with the policies and proposals articulated in Section 9 (Transportation) of this Plan. Where such new development is of a scale or nature that the type(s) and/or volume of traffic generated by such development may affect the safety or efficiency of the Route 11, Route 8, the King George Highway, Water Street or Wellington Street (Route 117), a traffic impact study may be required prior to approval of the development.
4. To implement provisions in the Zoning By-law that provide for separation distances and/or screening of the potentially obnoxious uses and unsightly ancillary uses away from:
 - a. The main traffic corridors; and,
 - b. Any nearby established residential neighbourhoods.



(F) Cannabis Production Facilities

Preamble

With the legalization of cannabis in 2018, the location of both retail and production facilities for cannabis is having an impact in New Brunswick communities, including Miramichi. Some of these impacts include odours, noise, safety, and security. Retail facilities presently managed by the province (i.e. Cannabis NB) have required standards in place for the location of these facilities, including setbacks from schools, daycares, and other land uses. Under the 2012 Plan, no policy existed for the location/siting of cannabis production facilities.

Policies

It is a policy of Council:

1. To only permit cannabis production facilities in industrial zones.
2. To, in considering amendments to the Zoning By-law and/or the imposition of terms and conditions as part of a Section 59 “Specific Proposal” rezoning for a cannabis production facility, and in addition to all other criteria as set out in various policies of this Plan, have regard to Section 3(C) Proposal 2 of this Plan.





SECTION 11: COMMUNITY FACILITIES AND SERVICES

Preamble

Generally, existing educational facilities, medical facilities, religious buildings, cemeteries, government, and civic buildings as well as other institutional uses defined in the Zoning By-law, are designated “Institutional” on the Future Land Use Map. No specific areas have been designated for future institutional uses since various municipal and government departments and private interest groups have their own specific criteria for locating their facilities within the community.

Education is one of the services that is the responsibility of the Provincial government and, in some respects, it is beyond the power of the municipality to affect education policy directly. However, there are measures that can be taken indirectly by the municipality that would support and encourage the retention of high-quality education services in the community. This will be reflected in the general policies which follow here in the context of the Municipal Plan.

Like education, health care is another service that is the principle responsibility of the Province and is difficult for the City to influence directly. However, there are ways to encourage and support the provision of quality health care and ambulance services within the community. This will be reflected in the general policies which follow here in the context of the Municipal Plan. With the large increase expected in the over 50 age groups, there will be increased pressures on the health care system over the planning period.

The City of Miramichi is served by a fire department that is staffed by full time and volunteer members. Development of any new buildings for fire protection services should be zoned appropriately, meet the site development requirements of that zone, in addition to other requirements that the fire department might have with respect to the existing distribution of land uses and acceptable response times to these various uses.

It is essential and beneficial for life and safety issues that protective services of fire and police are involved in the discussion and planning of new buildings and development.

(A) General

Goals

1. To provide all residents of the City with the opportunity to achieve the highest level of education and training possible.
2. To encourage and support the provision of quality health care services to the residents of the City.
3. To provide the best possible fire protection services within the City.

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4. To encourage and support the provision of the best possible police protection services within the City.

Policies

It is a policy of Council:

1. In the area designated “Institutional” on the Future Land Use Map, to permit the following range of uses subject to the relevant provisions of this Municipal Plan and the Zoning By-law:
 - a. Institutional uses consisting of land and facilities related to provision of police and corrections services, health care services, public schools and post-secondary education, cemeteries and crematoria, places for religious/spiritual and/or community assembly, transportation, and public water and sewer systems;
 - b. University and Community College uses consisting of land and facilities related to provision of post-secondary education services;
 - c. Mixed-uses consisting of land and facilities related where there is an existing or potential for an integrated or inter-related range of residential and institutional uses with limited small-scale related commercial uses such as retail stores, visitor accommodations, restaurants, and personal services; and,
 - d. Utility and service uses consisting of land and facilities owned or operated by the City or other levels of government and whose Institutional use is of a quasi-industrial nature, such as public works/road maintenance yards, sewage treatment facilities and utility transformer stations.
2. Within Institutional areas, that the uses and site development standards established by the provisions of the Zoning By-law be consistent with the policies outlined in this section and as identified on the Zoning Map.

Proposals

It is a proposal of Council:

1. That new Institutional uses (except for the “Rural” designation) will be permitted only as an amendment to the Municipal Plan and Zoning By-law and subject to consideration of the following conditions:
 - a. That the site is located on, or near, an arterial or collector road;
 - b. That adequate provision for any required pedestrian access has been incorporated;
 - c. That an adequate buffer, as required by the Zoning By-law, has been provided adjacent to any neighbouring residential uses; and,
 - d. That off-street parking has been provided in accordance with the Zoning By-law.



(B) Education

Policies

It is a policy of Council to:

1. Continue to support the retention and enhancement of the public-school system within the City.
2. Encourage the provision of adult education as well as general training and retraining programs to maximize employment opportunities for all residents of the City.
3. Continue to support training and education opportunities made available through the New Brunswick Community College and other post-secondary training, including university courses offered by various universities.

Proposals

It is a proposal of Council to:

1. Co-operate with local, district and provincial education officials to ensure the provision of the highest possible quality of school facilities and programs for its residents.
2. Encourage and support adult education and training classes and courses through use of existing school facilities, through Community College courses or through distance education courses offered by colleges and universities.
3. Encourage and facilitate the continued use of school facilities such as gymnasiums, sports fields, classrooms, and meeting facilities for community activities and adult education and training courses.

(C) Health Care

Proposals

It is a proposal of Council to:

1. Encourage and support the highest possible level of public and private health care facilities and programs to residents of the City.
2. Encourage and support the provision of quality ambulance services to residents of the City.



(D) Fire Protection and Prevention Services

Proposals

It is a proposal of Council to:

1. Consider the provision of the following priority items when considering future Fire Department budgets:
 - a. The provision of more full-time firefighters;
 - b. The need to recruit new and retain existing firefighter personnel;
 - c. Support for an improved training program to achieve and maintain professionalism and “best practices”;
 - d. Improvements to the Fire Department’s fire prevention program including an improved inspection program;
 - e. The need for fire hall facilities that meet design standards, operational requirements, and locational needs of a modern-day fire service; and,
 - f. Other priorities as identified in the Fire Department’s 5-Year Operational Plan.
2. Undertake fire flow analysis study(ies) for the purpose of identifying existing deficiencies in the water system for firefighting needs throughout the City. Because of the risks associated with such uses, priority should be given to areas with industrial, commercial, and institutional development.
3. Upgrade the municipal water system for fire protection in accordance with the recommendations of fire flow analysis studies, as opportunities arise and financial resources permit.
4. Examine the distribution of fire hydrants and ensure that existing deficient areas and new developments that occur have adequate fire protection, as opportunities present themselves and as financial resources allow. Because of the risks associated with such uses, priority should be given to areas with industrial, commercial, and institutional development.

(E) Police Services

Goal

To provide the highest standard of police service to preserve and enhance the quality of life for all the people of the City.



Policies

It is a policy of Council to:

1. Provide an effective, efficient, and ethical police service by empowering personnel to be innovative and creative, surpassing the policing standards.
2. Support personnel as the main resource and strength in providing the highest standard of police service delivery.
3. Establish services in partnership with the community.
4. Preserve and enhance the quality of life by ensuring the safety and security of all persons and property.
5. Respect the rights and freedoms of all people with sensitivity to the needs of victims, other users of police services and the pluralistic and linguistic character of the community.

Proposals

It is a proposal of Council to:

1. Consider the following police service needs when considering future Police Department budgets:
 - a. On-going compliance with NB Policing Standards;
 - b. Maintain Northern Alliance and encourage co-operation and integration of specialized resources with all other police services, to provide a full range of policing services in a cost-effective manner;
 - c. On-going training and maintenance of technical qualifications to ensure on-going preparedness to respond to emerging trends in crime;
 - d. On-going importance of community participation in identifying and responding to community safety and security priorities and challenges, and to maintaining a sense of safety; and,
 - e. The need for equipment to meet increased demands to police areas not accessible by vehicles, such as on the river, trails, and remote rural locations.

(F) Emergency Measures Plan

Preamble

Under the provisions of the New Brunswick Emergency Measures Act, the Council in each municipality is responsible for dealing with emergencies within its administrative boundaries. The Act also requires that each municipality establish and maintain a municipal emergency organization and prepare and approve an emergency measures plan.



Proposals

1. It is a proposal of Council to ensure that the City's Emergency Measures Plan is updated on a regular basis and to integrate services of all emergency response organizations (i.e. fire, police, and ambulance as well as other relevant municipal departments and agencies).

(G) Municipal Buildings and Property

Preamble

The maintenance and landscaping of municipally-owned (or leased) properties and buildings sets an example to other public and private owners regarding visual appearance and image of the community.

Proposals

It is a proposal of Council to:

1. Maintain all municipal buildings and properties in a safe and attractive manner.
2. Enhance the visual appearance of the community through on-going maintenance of City-owned property, including landscaping features and protection of trees.
3. Provide separation distances, landscape buffering and/or physical screening on City-owned properties, where operational activities and storage of materials and equipment could negatively affect neighbouring properties by creating noise, dust, odours, vibrations, light pollution, loss of privacy, stormwater run-off, or other nuisance factors.
4. Upgrade and manage all municipal buildings to be as energy efficient as possible.







SECTION 12: MUNICIPAL SERVICES

Preamble

The City of Miramichi owns and operates a system of municipal infrastructure including water, wastewater (sanitary) sewer, and stormwater (drainage) systems. This includes 170 km of water piping (158 km of distribution, and 12 km of transmission piping), 237 km of sanitary sewer piping (193 km gravity fed, 21 km force-main, and 23 km lateral line piping), and 127 km of storm sewer piping.

The City has 17 active municipal groundwater wells located throughout the City which provide potable water. Some of these wells are older, located in the developed areas, and may be nearing the end of their usefulness. Seven (7) of these wells are protected under the New Brunswick Wellfield Protected Area Designation Order – Clean Water Act.

Piped sewage from the City flows by gravity to one of several treatment facilities before being released to the River. Active wastewater treatment facilities include the Northside Lagoon/Paul Hayes Treatment Plant/UV system in Newcastle, the Loggieville Lagoon, and the Southside Lagoon in Chatham. The City's sewer system includes a number of lift stations that pump wastewater through the system from low to high elevations in the City.

The City works with contractors to provide solid waste management services. The City also works with other utility providers to provide power, cable, and communication services to residents and businesses.


A large land area within the City is rural, primarily undeveloped, and relatively remote from the population and business nodes within the City nor is it served by piped infrastructure. In addition, a substantial area of the City is served by municipal sewer but not municipal water or stormwater systems. These areas of the City are serviced by individual wells and on-site septic tanks/disposal fields.

In accordance with Section 2 of the Plan (Vision, Guiding Principles, and Development Strategy), the Municipal Servicing provisions of the Municipal Plan encourages development to be directed to areas with existing infrastructure. This approach permits Council to invest in improvements to its aging infrastructure to better serve the majority of its residents. It will also encourage future development in serviced areas and thus add more users to help fund the ongoing operational and maintenance costs of the existing infrastructure systems.

(A) General

Objectives


1. To provide municipal services that meet the existing and future needs of the community and to maintain acceptable health and environmental standards, including a:
 - a. Water supply of good quality and of sufficient quantity and pressure;
 - b. Sanitary sewer system including treatment facilities; and,

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- c. Storm sewer system including stormwater management.
 2. To provide for solid waste collection and to encourage the principles of “reducing and reusing” before resorting to the recycling of solid waste.
 3. To ensure that a co-ordinated approach is taken in the planning, upgrading, and extension of municipal services and the planning and approval of new development.
 4. To work with other utility providers to provide for the necessary utilities to meet the requirements of City residents and businesses in a manner that minimizes conflicts with other land uses and the environment.

Policies

It is a policy of Council:

1. To encourage development in a planned and managed manner as outlined below.
2. That the serviceable area be defined generally as that area that can be serviced by gravity flow of wastewater services (no major pumping stations) and can be serviced from the existing water pressure system (i.e. with minimal investment in new reservoirs or wells to provide adequate supply and pressure). The City has no intention of extending municipal (piped) infrastructure to lands beyond the serviceable area within the planning period (2020-2030).
3. That municipal (piped) infrastructure may be extended into unserved areas, at the direction of Council and the Departments of Engineering and Public Works, only under the following circumstances:
 - a. The extension is warranted by special circumstances such as the existence of a serious health problem (related to unserved development), such as contaminated ground water sources and failure of on-site septic disposal systems.
4. That limited unserved development (individual wells and septic disposal systems) may be approved within the serviced area in accordance with the policies set out in Section 2 (Vision, Guiding Principles, and Development Strategy) and with other policies articulated elsewhere in this Plan as applicable. Any problems incurred with malfunctioning wells or private sewage treatment systems are to be rectified at the expense of the property owner.
5. To require that infrastructure costs associated with new subdivisions and infill developments are the responsibility of the developer/ property owner.
6. To require a developer/property owner to contribute towards or assume the full cost of off-site infrastructure upgrading required to facilitate the development proposal.
7. In areas of the City where:
 - a. Substantial new development or redevelopment is planned; and/or

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- b. Land is being assembled for the purposes of encouraging strategically-important redevelopment of an area,

Council at its discretion may make public investment and/or enter into agreements with private developers in the development of trunk service infrastructure to stimulate what Council deems to be strategically significant land development.

- 8. To pursue any available Provincial and/or Federal Government financial assistance in carrying out expansions and improvements to the water, sanitary sewer, and storm sewer systems.
- 9. To ensure that deficient components of the water, sanitary sewer, and storm sewer systems are replaced and/or upgraded as required and resources permit.
- 10. To ensure that reviews of proposed developments include an assessment of the impacts on the existing municipal infrastructure.
- 11. To prepare and annually update a five-year Capital Works Budget identifying projected expansions and improvements to municipal infrastructure.

(B) Water (and Municipal Wellfield Protection)

Preamble

The City has 17 active municipal groundwater wells located throughout the City which provide potable water. Some of these wells are older, located in the developed areas, and may be nearing the end of their usefulness. Seven (7) of these wells are protected under the New Brunswick Wellfield Protected Area Designation Order. The Order poses limitations on both existing and proposed land uses and activities with respect to the type and amount of chemicals stored on site. To ensure that the wellfield is protected as much as possible from contamination, the areas identified as “Zone A” (the areas closest to the actual wellhead), should be owned and controlled by the municipality. Ownership of these highly sensitive areas is likely the best means to ensure their protection for years to come. While water is generally treated at the source, a Water Treatment Plant is located in Newcastle and treats water from a number of wells in the vicinity.

Policies

It is a policy of Council to:

- 1. Ensure that a workable emergency water supply plan exists for the City.
- 2. Identify and safeguard a water supply suitable for the City’s long-term needs.
- 3. Ensure that every effort is made to avoid contamination of the City’s drinking water supply and to:

- a. Ensure that appropriate restrictions are imposed in connection with land use activities having potential for contamination, through the provincial wellfield designation program;
 - b. Control activities and chemicals having significant potential for contaminating aquifers;
 - c. Work with the Province of New Brunswick to establish hazardous goods routes which avoid the recharge area for the aquifers; and,
 - d. Actively encourage the relocation of potentially hazardous uses from the recharge area.
4. To require, as circumstances warrant, developers to contribute toward the cost of upgrading necessary infrastructure where fire flows are inadequate for specific developments.

Proposals

It is a proposal of Council:


1. To work with Department of the Environment and Local Government officials to pursue the formal adoption of the Wellfield Protection Strategy for all active wells supplying potable water to the City's municipal water system.
2. To work with the Department of Environment and Local Government to determine the roles, responsibilities, training, application, protocol, enforcement, funding, compensation, and mitigation related to implementing the Wellfield Protection Strategy.
3. To continue to undertake a comprehensive wellfield testing and rationalization study to identify which municipal wells are suitable for protection from a water quality and quantity perspective and from a future development perspective.
4. To consider providing incentives to relocate land uses that may pose a threat to the City's wellfields.
5. That the City continue to develop additional municipal wellfields in areas with suitable resources to increase the supply of potable water for the City as necessary, and to provide an alternate source of water.
6. That the City consider purchasing land identified as "Zone A" of the municipal wellfields for active municipal wells, as opportunity and financial resources permit.

(C) Wastewater (Sanitary Sewers)

Proposals

It is a proposal of Council to:

1. Ensure that all wastewater treatment facilities process wastewater in accordance with Department of Environment and Local Government standards.

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2. Ensure that improvements and expansions are undertaken to wastewater treatment facilities where required to accommodate the development of the City, pursuant to this Plan.
 3. Require, as circumstances warrant, developers to contribute toward the cost of upgrading wastewater infrastructure in order to accommodate proposed development.
 4. Ensure the approval of new development will be contingent upon available reserve capacity at the appropriate wastewater facility, in consultation with the City of Miramichi Departments of Engineering and Public Works.
 5. Monitor and manage wastewater pumping stations to maintain overall system capacity and efficiency.
 6. Continue with initiatives to monitor, control, and reduce infiltration and inflow into the wastewater system.

(D) Stormwater

Proposals

It is a proposal of Council to:

1. Develop a long-term stormwater management strategy for the City, including identification of areas in the City that will be provided with piped storm sewer systems.
2. Protect the water quality of local streams, rivers, and significant wetlands by ensuring that all necessary Provincial approvals, including setback regulations from watercourses and wetlands, have been obtained prior to the issuance of a building or development approvals.
3. Undertake periodic monitoring of the quality of the water entering the storm sewer system and appropriate compliance activities under applicable by-laws.
4. Ensure that the downstream effects on the stormwater system will be accounted for in the review of new projects, ideally in consultation between Planning Services and the City of Miramichi Departments of Engineering & Public Works.
5. Require, as circumstances warrant, developers to assume the cost of any necessary surface runoff and/or erosion remediation initiatives to ensure that the impact of stormwater generation on natural drainage courses, abutting properties, public roads, and municipal infrastructure is minimized.



(E) Development on Private Services

Preamble

There are unserved areas of the City where certain forms of development may be appropriate. Development in support of resource extraction, agricultural operations, and other low-density rural land uses could be desirable in unserved areas provided access, public health, and environmental concerns are addressed.

Policies

It is a policy of Council to:

1. Limit development of property not served by municipal infrastructure, to minimize the environmental and health risks and longer-term economic costs associated with such development.
2. Ensure that the subdivision of land for development not to be provided with municipal water and sewer services shall be developed in accordance with the standards as defined in the Zoning By-law.

(F) Solid Waste Disposal

Proposals

It is a proposal of Council to:

1. Work with GMRSC – Solid Waste Services to meet the current and long-term needs of the community for solid waste collection and disposal, recycling and composting services.
2. Actively examine means to reduce the costs to manage solid waste, including the possible establishment of a solid waste handling facility that will reduce the amount of waste hauled to the sanitary landfill and encourage recycling of materials and alternate means of disposal of waste.
3. Support innovative ways to reduce domestic waste production, including partnering with the GMRSC – Solid Waste Services to develop education materials and promotions.

(G) Power / Telephone

1. It is a proposal of Council that power lines and other facilities should generally be located to minimize aesthetic and environmental impacts. A standard practice of rear lot line servicing for above ground utilities should be implemented, where feasible.



(H) Communications Technology

Proposals

It is a proposal of Council:

1. To ensure that Miramichi benefits from good quality communications infrastructure, including internet, television, telephone, and mobile telephone infrastructure.
2. To provide the public with information and opportunities to participate in the dialogue surrounding the building of radiocommunication sites and antenna tower systems in Miramichi.
3. To investigate the development and implementation of a municipally-owned fibre optic broadband internet service, to better serve residential, commercial, institutional, and industrial properties and better provide residents, businesses, and institutions with affordable internet service that anticipates the capacity and speeds required for future use.





SECTION 13: RURAL

(A) Preamble

Urban sprawl and ribbon development in the rural areas of the municipality have created a low-density form of development that is costly to service and can conflict with traditional rural land uses. Additionally, the issue of the potential for the failure over time of on-site sewer systems, particularly on smaller lots, is an environmental and health concern.

The rural areas of the City should be maintained for agriculture, forestry, or other traditional rural uses characterized by a very low-density of population and buildings/development and by large lot sizes, preferably multiple acres. The rural areas should, as much as possible, remain natural. Any non-residential development should be agricultural or resource/land-dependent and be compatible with a quiet, country-style of life.

Residential development in the rural areas should relate to a rural lifestyle and as such, any new residential lots within rural areas should not be so small as to lose their rural characteristics or to compete with urban-sized lots located within the serviced area of the municipality.

It is preferred that new industrial uses be located in the designated industrial areas. However, those that require a rural location may also be acceptable.

(B) General

Goal

To provide for low-density rural uses in a manner that preserves rural character and lifestyle and that prevents residential sprawl outside of the City's urban areas.

Policies

It is a policy of Council to:


1. Protect undeveloped land within the City which are currently used, or have potential to be used, for rural uses such as agriculture, forestry, fishing, and natural resource uses.
2. Encourage sustainable development practices.
3. Minimize conflicts between rural and urban uses.
4. Permit rural landowners to have the flexibility to pursue limited residential and business activities.



Proposals

It is a proposal of Council:

1. That areas designated “Rural” on the Future Land Use Map be intended to accommodate the following:
 - a. Forestry;
 - b. Agriculture;
 - c. Natural resource uses, including extraction;
 - d. Residential uses, including residential-related uses as outlined in Proposals (E) to (J) in Section 4 (Residential);
 - e. Limited institutional uses;
 - f. Passive recreation uses and greenspace;
 - g. Tourism-commercial uses;
 - h. Breeding and/or other commercial enterprises related to the keeping of animals; and,
 - i. Similar type uses.
2. In recognition of the rural character and in keeping with the nature of existing uses in the vicinity, as defined and identified by the Zoning By-law.
3. To establish provisions in the Zoning By-law for the Rural areas which will permit the PRAC to consider, subject to terms and conditions, other resource- based development and uses, including but not limited to, topsoil removal, sod farming, commercial-scale wind power operations, and pits and quarries. Council shall instruct the PRAC to have regard for the imposition of terms and conditions that consider the following:
 - a. The adequacy of water and sewer services to accommodate the proposed development or, if in an unserviced area, the adequacy of the physical site conditions for private on-site water and sewer systems;
 - b. The adequacy of capacity of public road networks in or adjacent to the proposal to accommodate any increase in traffic and impacts on public transit;
 - c. The potential for negative impact on watercourses and wetlands, municipal wellfield protection areas, or the creation of erosion or sedimentation;
 - d. The suitability of the proposed site in terms of soils, topography, geology, location of water courses and wetlands, as well as proximity to other environmental features;

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- e. The storage of materials and equipment;
 - f. The rehabilitation of the site to a state suitable for redevelopment; and,
 - g. Any other matter related to the protection of the health, safety, and welfare of the general public.

(C) Residential Development within the Rural Designation

Preamble

The relative cost for the City and other public agencies to provide services such as roads, recreation facilities, access to public schools, solid waste collection, fire protection, and police services differs depending on the area or location within the City. In accordance with the planned approach to growth and development (outlined in Section 2 (Vision, Guiding Principles, and Development Strategy) of this Municipal Plan) that takes advantage of past investment in municipal infrastructure and provides for on-going operational efficiencies and cost-effectiveness in the provision of a wide range of public services, future residential development is strongly encouraged in serviced areas, rather than in unserved or higher-service-cost rural areas of the City.

In addition, residential development in the rural areas should relate to a rural lifestyle. Residents of designated “Rural” areas within the City receive a different level of access and convenience to some public services than experienced by residents of more densely-developed neighbourhoods. In addition, residents of designated “Rural” areas have some additional flexibility in how they may use their property and conversely must accommodate the impacts of a broader range of activities that may occur on neighbouring rural properties.

During the 2020-2030 planning period, it is not expected that City water, sewer, or storm servicing infrastructure will be expanded into areas designated as “Rural” by the Plan. The size of a residential lot in rural unserved areas has traditionally been determined by the requirement to accommodate an on-site septic system. Over time the lots tend to develop with a house, large accessory buildings, possibly pools and other associated uses. This limits the ability to locate a new on-site septic system in the event of the failure of a system. Consideration should be given to larger minimum lot sizes for unserved rural residential properties, to be more in keeping with the rural characteristics and provides more available land if an on-site system fails and needs to be replaced.

Policies

It is a policy of Council:

1. In the areas identified on the Zoning Map as “Rural” to permit future subdivision of land for residential use on unserved lots in accordance with the following:
 - a. With a minimum lot area as defined in the Zoning By-law; and,



- b. Has frontage on a public road or access as approved by Planning Services in accordance with Section 9 (Transportation).
2. To permit development on lots within the Rural designation that existed on the effective date of this Plan, provided that the proposed use is permitted by the Zoning By-law.



SCHEDULES

Schedule A: Future Land Use Map

Schedule B: Residential Hierarchy and Designations

Schedule C: Commercial Hierarchy and Designations

Schedule D: Road Hierarchy and Designations

Schedule E: 5-Year Capital Works Budget







Schedule B: Residential Hierarchy and Designations





Schedule C: Commercial Hierarchy and Designations





Schedule D: Road Hierarchy and Designations



Schedule E: 5-Year Capital Works Budget

FUND REQUIREMENTS OVER 5-YEAR PERIOD	
Department	Total
CWR	\$ 4,908,275
EDT	-
LIBRARIES	\$ 440,000
ENGINEERING	\$ 36,065,288
FINANCE	\$ 1,110,000
FIRE	\$ 270,000
POLICE	\$ 1,242,000
PUBLIC WORKS	\$ 3,355,000
VEHICLES	\$ 3,448,000
	\$ 50,838,563

Department	TOTAL FUNDING PER YEAR					
	2020	2021	2022	2023	2024	TOTAL
CWR	\$1,390,500	\$1,756,800	\$522,125	\$448,350	\$790,500	\$4,908,275
EDT	-	-	-	-	-	-
LIBRARIES	\$175,000	\$150,000	\$115,000	-	-	\$440,000
ENGINEERING	\$6,848,476	\$6,623,406	\$8,323,406	\$7,210,000	\$7,060,000	\$36,065,288
FINANCE	\$1,110,000	-	-	-	-	\$1,110,000
FIRE	\$120,000	\$50,000	\$50,000	\$50,000	-	\$270,000
POLICE	\$918,000	\$155,000	\$75,000	\$65,000	\$29,000	\$1,242,000
PUBLIC WORKS	\$1,425,000	\$350,000	\$500,000	\$500,000	\$580,000	\$3,355,000
VEHICLES	\$804,000	\$555,000	\$564,000	\$836,000	\$689,000	\$3,448,000
TOTAL	\$12,790,976	\$9,640,206	\$10,149,531	\$9,109,350	\$9,148,500	\$50,838,563

Council continues to pursue the funding for a Multiplex to replace decades old facilities whose costs of betterment are included in the CWR budgets.





