

TOWN OF SHEDIAC BACKGROUND STUDY



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Introduction

The Local Governments Establishment Regulation effective January 1st 2023 conserved the town of Shediac while annexing adjacent unincorporated areas. The Local Service Districts of Scoudouc, Scoudouc Road, Shediac Cape and Pointe-du Chêne were amalgamated into the Town of Shediac. These amalgamations serve to enhance the efficiency and efficacy of services and infrastructure.

Amalgamations and boundary adjustments mean Shediac's territory is now regulated by multiple legacy by-laws. To further enhance benefits associated with the amalgamation, a municipal plan establishing a set of cohesive policies and proposals for the territories and a zoning by-law upholding said policies are to be created.

This document provides a basis for preparing a new municipal plan through coverage of the economy, finances, resources, demographic change, land use, municipal services and facilities including transportation facilities. These in addition to other topics covered below provide an understanding of the economic, social and physical conditions of Shediac that will enable its new plan to fulfill the public interest.





History & Governance

History of Shediac

The Town of Shediac derives its name from the Mi'kmaq name Jedaick, which signifies “running far in”, referring to the inward turn of the coastline. The oldest map indicating its name was created in 1685 by missionary Emmanuel Jumeau which had the Shediac River labelled “R. Chediac”. Pre-contact, Shediac was a terminus for portage routes between the Northumberland Strait and the Petitcodiac and Memramcook Rivers. Numerous copper artifacts dating to the late woodland period have been found on Skull Island, pointing to an exchange of resources with the Bay of Fundy where copper fragments occur naturally along the shoreline.

The first recorded European settlement dates to 1749, when a log storehouse for military purposes and a small collection of dwellings were constructed. Shediac was evaluated as one of the possible sites for what would eventually become Fort Beauséjour yet instead grew into a supply hub for French military efforts in the region. English settlement in Shediac began in 1785 through a five-thousand acre grant with stipulations for land clearance purchased by William Hanington, who would later open its first general store at the turn of the 19th century to serve the growing population.

The first road connecting Shediac and Moncton was constructed in the 1830s, replacing an informal trail network. Throughout the 19th century, Shediac's economy began to diversify, encompassing shipbuilding, a flour mill, multiple sawmills and



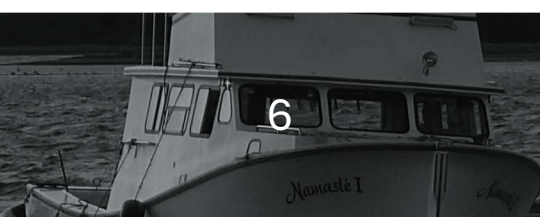


the exchange of freight. The first train service between Shediac and Moncton opened in 1857 and passenger service would continue until 1959.

RCAF Station Scoudouc was established as a relief landing field and repair depot in 1940, however the base completely closed in 1965. The infrastructure left by the airfield would serve as the basis for the modern industrial park.

Route 15, a four-lane Arterial Highway connecting Shediac and Greater Moncton opened in 1973, opening the possibility for Shediac to become a bedroom community and grow its population. Since becoming incorporated as a town in 1903, Shediac has also grown in territory by consolidating surrounding areas with some of the most recent annexations occurring in 2012, 2016 and 2023.

Today, the residents of Shediac can reconnect with the past through its historical sites. The Pascal Poirier Historic House offers visitors the chance to experience a reconstruction of the typical 19th century Acadian home in addition to learning about the first Acadian senator. Standing before the Pascal Poirier House, reliefs carved into the History Tree of Acadians evoke 400 years of history. Nearby, the Old Train Station Museum hosts a collection of artifacts from nearly a century of rail service.





Regional Context

The Town of Shediac is situated in the northeast corner of the Westmorland County and is the fourth-largest community in New Brunswick's Southeast region. Being approximately 25 minutes from Greater Moncton via Route 15 has led to historic attempts at developing the town into a bedroom community, and many Shediac residents commute to Greater Moncton for employment. However, Shediac is itself a local centre of industrial and public sector employment. Furthermore, with its coastline and recreational facilities, Shediac is a major leisure destination for residents of Greater Moncton and beyond. The town remains a hub for northward and eastward highway travel, with Route 11 splitting from Shediac towards Miramichi and Route 15 heading east towards the TransCanada Highway and Prince Edward Island.

Local Governance

The Town of Shediac is comprised of 4 Wards established under the Local Governments Establishment Regulation. Ward 1 encompasses the core of Shediac, Chapman Corner and forested areas north of the Scoudouc River. Ward 1 is also the only ward to be represented by multiple councillors, having a total of 6 councillors. The uninhabited Shediac Island in addition to the former LSD of Shediac Cape makeup Ward 3. The former LSD of Pointe-du-Chêne was directly converted into Ward 2. Ward 4 encompasses a section of the former Scoudouc Road LSD in addition to a small, ceded portion of the former Rural Community of Beaubassin Est. Across the 4 wards there is a total of 9 councillors and a mayor, who convene for regular meetings every two weeks.



2025-2027 Strategic Plan

As a coastal community, Shediac seeks to align development along four strategic pillars: *Environment*, *Lifestyle*, *Development*, and *Operational Excellence*. The Municipal Plan and its land use policies will play a part in guiding Shediac's development along these four pillars.



Environment

The Town places strong emphasis on sustainable growth, the protection of natural areas, and climate resilience. Such objectives require alignment with the municipal plan to prioritize sustainable development, protect natural assets and support climate resilience. Shediac has also outlined its priorities to adopt a climate change adaptation strategy with its partners and to become Canada's first Net Zero community by 2035.

Lifestyle

Shediac has laid out its vision of being an inclusive coastal community. The Town will maintain and improve its recreational assets that enhance lifestyles, in addition to expanding the breadth of cultural events and venues on offer. Beyond play, Shediac will also ensure the current and future needs of its residents are met. Such needs include a range of housing types, a public transportation system, accessible healthcare services and educational offerings, in addition to ensuring public safety.





Each of these aforementioned priorities lend themselves to prioritizing a vibrant downtown. Leveraging its unique assets and strategic location to enhance Shediac's quality of life are the basis for attracting tourists and future residents.

Development

Underpinning all other development, the development of infrastructure itself is a priority for Shediac. Shediac plans to leverage the Scoudouc Industrial Park as a unique asset to facilitate industrial development. This in combination with other assets are being leveraged to attract new businesses. Finally, Shediac is prioritizing the attraction of workers that enable existing and new businesses to thrive.

Operational Excellence

The Town is ensuring municipal services are sufficiently resourced to deliver returns to taxpayers. Good governance and fiscal responsibility that optimize public resources are to be paired with effective communications and marketing between the Town and stakeholders.



Natural Environment

Watersheds

Shediac is traversed by several watercourses that flow towards its harbour, each comprising one of Shediac's multiple watersheds. The most significant is the Scoudouc River, which has its source west of the Scoudouc Road and meanders eastward through several wetlands before veering south after crossing to the eastern side of the Scoudouc Road. The second most significant watercourse is Bateman's Brook, a tributary of the Shediac River, the latter of which lies just beyond the Town boundaries. These watercourses are part of the Shediac Bay Watershed. In addition, parts of Shediac's southern inland territories drain southwards into the Petitcodiac watershed and eastwards into the Bear Creek subwatershed, part of the Cap-Acadie Watershed

Showcase: Shediac Bay Association

The Shediac Bay Watershed Association (SBWA) has monitored and protected water quality in the Bay of Shediac and its watershed since its inception in 1999. The Shediac Bay Watershed encompasses 419.1 square kilometres and expands beyond Shediac's Boundary in multiple directions.

Beyond the scientific role of habitat monitoring and restoration, The Association also plays an educative role, publishing materials that inform residents on the importance of the Watershed, its ecosystems, and how to limit one's impact.





Sensitive Areas

Pointe-du-Chêne, which is host to a wharf, marina, cottages and the renowned Parlee Beach is a low-lying area exposed to natural hazards, namely flooding and erosion caused by hurricanes. These have caused damage to coastal structures including the wharf and marina. In order to reduce the risk of natural hazards from translating into natural disasters that could threaten residents, their property and infrastructure in Pointe-du-Chêne, the area stands to benefit from climate adaptation planning. There is the potential to reduce erosion impacting Parlee Beach and Pointe-du-Chêne by leveraging natural asset management such as dune improvement and shoreline planting. Parlee Beach, already an asset to be protected due to its importance for local tourism, offers the potential to shield Pointe-du-Chêne from the impacts of climate change.

Across Shediac's coastline, the sea level rise zone identifies areas at risk of storm surge based on sea level rise scenarios and prescribes measures to prevent property damage. Under the Beaubassin West Rural Plan, the Environmental Risk zone minimizes degradation to and protects property owners from provincially identified wetlands and watercourses. To supplement provincially identified wetlands and watercourses, an inland flooding zone based on 1:100 year flood probability and terrain elevation has been identified to more accurately account for pluvial and fluvial flooding scenarios.

Spanning the Isthmus of Chignecto means Shediac serves as a corridor for the migration of moose between New Brunswick and Nova Scotia. The forests and wetlands between Shediac and Dieppe offer migration routes that ensure genetic diversity and climate adaptation for respective moose populations. However, the



continuity of this migration route is under threat by human settlement patterns. Route 15 and Route 132 each cut across the isthmus, with the latter being host to residential and rural development.

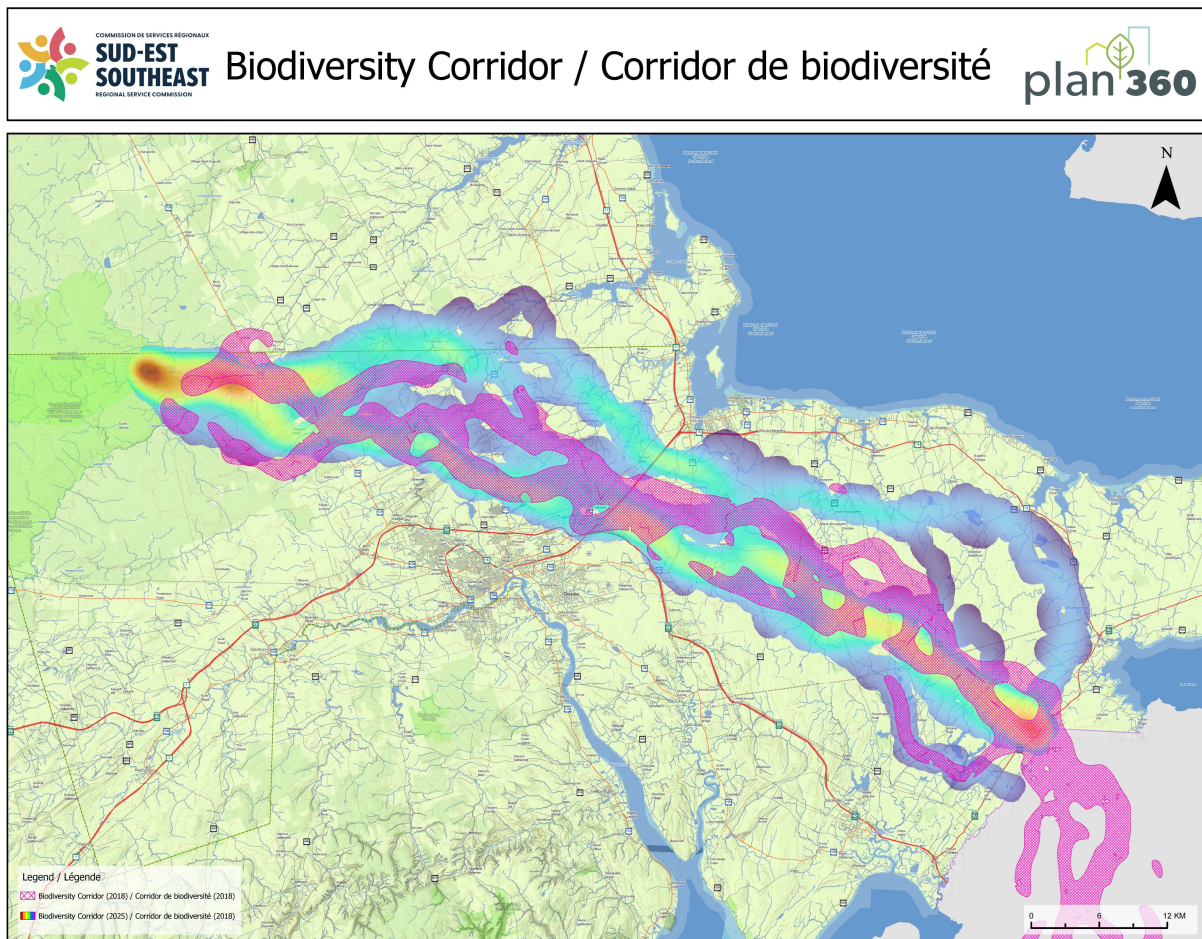


Figure 2. Biodiversity Corridor

Climate

The nearest weather station for Shediac is the Greater Moncton Roméo LeBlanc International Airport. According to the 1991-2020 climate normals recorded by Environment and Natural Resources, the coldest month of the year is January, with an average daily temperature of -8.4 °C. The warmest month of the year is July with a daily average of 19.3 °C.



Climate Change Projections

Climate change will have ongoing impacts on the Town of Shediac. In order to adapt and ensure Shediac's livability, climate change estimates offer the ability to plan ahead. According to a high emissions scenario calculated by ClimateData.ca, a collaboration between Environment and Climate Change Canada and several research institutes, Shediac can expect the following changes:

	1971-2000	2051-2080
<i>Annual Average Temperature</i>	5.7 °C	10.5 °C
<i>Hottest Day</i>	31.2 °C	37.5 °C
<i>Average Annual Precipitation</i>	1114 mm	1270mm
<i>Max 1-day total precipitation</i>	53 mm	64 mm
<i>Number of days where the Humidex exceeds 30</i>	18 days	68 days
<i>Frost days</i>	162 days	108 days

Table 1. Climate change projections for Shediac in 2051-2080.

According to the 2019 Changing Climate Report and its 2022 update, Shediac may expect the following outcomes:

Changes in temperature

An increase in warm extremes and decrease in cold extremes will mean an increased risk of heat waves and fires. This is expected to result in later first frosts in the fall and earlier last frosts in the spring. Similarly, the number of rain days is expected to increase while snow days will decrease.



Water cycle extremes

Increased evaporation due to warmer temperatures will bring increases to the annual average precipitation and increased precipitation during rainfall events. This is expected to in turn increase the frequency and severity of pluvial flooding. The exact impact of increased precipitation on fluvial flooding caused by melting winter snow is not yet understood, however spring flooding is expected to occur earlier in the year. Plan 360 has modelled areas prone to inland flooding following the 1:100-year flood probability for the year 2100, which will serve as the basis for decision-making that protects properties and infrastructure from water cycle extremes.

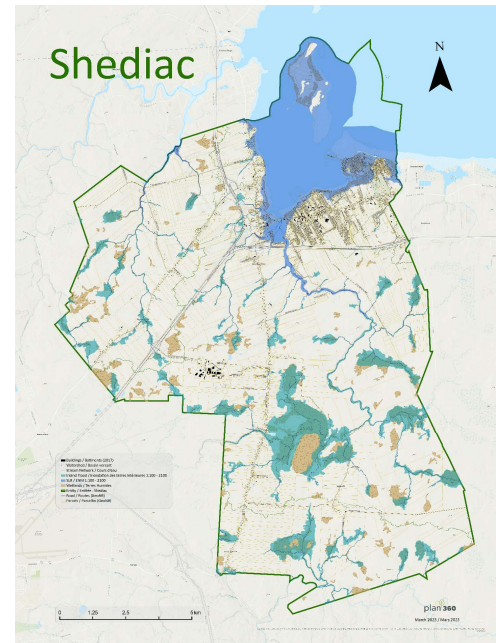


Figure 3 - Inland Flooding & Sea Level Rise Map

Altered freshwater availability

Due to earlier snow melt, groundwater sources are expected to be refilled earlier in the year with implications for water availability during drier summer months. Annual streamflow is expected to increase in New Brunswick, however this is projected to be marked significantly decreasing minimum flows and increased maximum flows.

Sea level rise

Under a very-high emission scenario, ocean levels are expected to rise by 0.77 m by 2100 and upwards of 7 m by 2300. Atlantic Canada is expected to be more severely affected than other coastal regions due to the landmass either sinking or remaining level relative to the present sea level. In the absence of adaptation measures,





Shediac will be increasingly vulnerable to high-water events including storm surges and waves. Adapting to sea level rise requires adequate zoning mechanisms modeled on the 1:100-year flood probability for 2100.

Marine heatwaves

With damaging effects to the marine ecosystem, marine heatwaves are defined as prolonged periods of elevated near-surface temperature in the water.

Showcase: Net Zero Initiative

Playing its part in mitigating climate change, Shediac has laid out a plan to become Canada's first net-zero community by 2035. This initiative has received a combined total of \$232,585 in Federal and Provincial support from the Atlantic Opportunities Energy Agency and Regional Development Corporation respectively. These funds are to aid in the long-term identification and implementation of decarbonization pathways. The Shediac Smart Energy Community Project is one example of a project contributing to Shediac's Net Zero goal while demonstrating the innovative resolve required to make Shediac a net-zero community. It oversaw the creation of NB

Power's first grid-connected solar farm and renovated two public buildings to be New Brunswick's first net zero rated buildings from the Canada Green Building Council.





Demographics

Demographic analyses form the basis of sound planning. They determine what type of housing, transportation options and public services will be required. As Shediac has only recently had its boundaries changed due to the reform, there has been difficulty obtaining comparable data between 2016 and 2021. Any census data comparisons between 2016 and 2021 are completed using the nearest approximation of census tract boundaries to those representing modern governance boundaries.

Population

Shediac has boasted impressive population growth over the past decade. Within the pre-reform boundaries of the Town of Shediac, the population grew by 13.1% since 2016. Within Shediac Parish representing the rural areas, the population grew 7.4% since 2016. Together under the post-reform boundaries, the Town of Shediac had 10670 residents under the 2021 census.

Immigration

Immigration levels in Shediac are consistent with trends across New Brunswick. The share of immigrants in Shediac is slightly lower having stood at 5% in the last census whilst comprising 6% of the total provincial population. However, when comparing recent immigration to the total share of immigrants, Shediac matched the provincial rate. Thirty-six percent of all immigrants arrived between 2016 and 2021 in both Shediac and New Brunswick. While the last census of population with data specific to Shediac was conducted in 2021, Statistics Canada's demographic estimates for 2022, 2023 & 2024 point to accelerated population growth in the Province of New Brunswick.



At a glance: Immigration in Shediac	
Number of Immigrants (Since 1980)	495
Number of Immigrants arriving between 2016 & 2021	180
Number of Non-permanent residents	175

Table 2. Immigrants in Shediac.

Immigration numbers do not account for those without citizenship or permanent residency, of which there are 175 individuals who may instead be residing with study or work permits. This can nonetheless be a pathway towards citizenship or permanent residency. Census data on pre-admission experience reveals 170 of Shediac's immigrants arrived with work permits only, or 34% of the total immigrant population.

Top Places of Immigrant Birth (1980-2021)

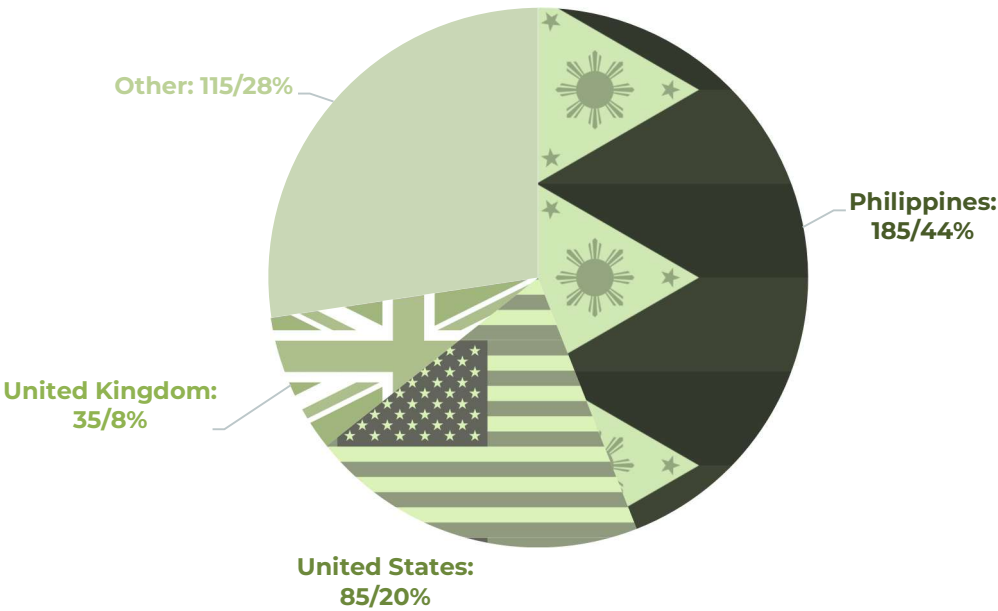


Figure 4. Top places of immigrant birth.





Education

Regarding the level of education of adults aged 25-54 years, Shediac is comparable to the Province as a whole and even more favourable in certain respects. It has a slightly smaller share of residents with only a high school diploma or below, with the difference being made up by having a 4% higher share of individuals having a postsecondary certificate below the bachelor's level. In terms of individuals with a bachelor's degree, Shediac's statistics are identical to the province. Graduate degrees are marginally less common, with Master's and Doctorate degrees being 1% and 0.5% lower than the provincial average. Overall, education statistics suggests Shediac has a talented workforce benefiting from a diverse set of post-secondary competencies.

<i>Highest level of education (aged 25-54 years)</i>	<i>Shediac</i>	<i>NB</i>
<i>No certificate, diploma or degree</i>	10%	11%
<i>High School Diploma</i>	27%	29%
<i>Postsecondary Certificate/Diploma Below Bachelor Level</i>	41%	37%
<i>Bachelor's Degree</i>	16%	16%
<i>Other Certificate/Diploma Above Bachelor Level</i>	2%	2%
<i>Master's</i>	4%	5%
<i>Doctorate</i>	0.5%	1%

Table 3. Level of education amongst individuals aged 25-54 years.

Language

Shediac is a francophone community, with 60.64% of residents having French as their first official language and 39.12% of the population having English as a first language. The share of Shediac residents who speak neither English nor French as a first language is comparable to that of the province, with each having 0.24% and 0.22% of residents respectively.



Income

Income data from Shediac paints a positive picture, having slightly less income inequality and fewer low-income households than the Province at large. The total median income for all income-reporting adults in 2020 was \$39,900. While Shediac households earn slightly more when compared to New Brunswick, the lower incomes of 1-person households and single parent economic families suggests that Shediac must still plan for accommodating vulnerable households.

<i>Median total income of households in 2020 (\$)</i>		
<i>Household Size</i>	<i>Shediac</i>	<i>NB</i>
<i>1 person</i>	\$ 33,200	\$ 35,600
<i>2 persons or more</i>	\$ 93,000	\$ 88,000

Table 4. Median income of households.

Compared the provincial median income, there appears to be a bifurcation between 1-person and 2+-person households even as the average household size in Shediac is slightly smaller. Households with 2 persons or more earned \$5,000 in excess compared to the provincial median income. Conversely, single-person households in Shediac earned \$2,400 less than the provincial median income.

<i>Median Total Income of Economic Families in 2020 (\$)</i>	<i>Shediac</i>	<i>NB</i>
<i>Couple-only economic families</i>	\$ 82,000	\$ 79,000
<i>Couple-with-children economic families</i>	\$ 132,000	\$ 120,000
<i>One-parent economic families</i>	\$ 57,600	\$ 58,800

Table 5. Median income of economic families.

When observing households classified as economic families, similar inequalities persist between smaller and larger households. Couples and couples with children in Shediac earned more compared to the provincial median, while one-parent households earned \$1200 less. This suggests one-parent households, who have



historically been a greater risk of poverty compared to other family types may be facing vulnerabilities.

	<i>Shediac</i>	<i>NB</i>
<i>Gini Index</i>	0.437	0.45

Table 6. *Gini index.*

The Gini Index is the most common measure of income inequality, whereby 0 would represent an equal distribution among households while 1 would mean a single household holds all the income. Compared against the Province, Shediac's Gini Index suggests that inequality within Shediac is slightly less pronounced than the total distribution of incomes across New Brunswick. This remains unfavourable compared to Canada as a whole, where the Gini Index was 0.281 in 2020. Aiding positive reporting on income inequality is the fact that Shediac's proportion of households being classified as low income is 1.7% lower than New Brunswick's total population. However, the share of residents falling below the low-income cutoff again remains considerably above the 2020 national rate of 9.1%. This difference between provinces should be treated with caution due to differences in the cost of living.

	<i>Shediac</i>	<i>NB</i>
<i>Low-income prevalence among private households</i>	12.6%	14.3%

Table 7. *Low-income prevalence.*





Housing

Household Characteristics

The average 2021 household size in Shediac was 2.1, slightly smaller than New Brunswick's average of 2.3 persons per household. Compared to the total provincial share, there is a higher share of 1- and 2-bedroom households, standing at 32% and 42% at the time of census data collection. These respective figures are each 2 and 3 percent higher than the provincial share of household types. Accordingly, there are fewer 3, 4 and 5-person households with each being 2%, 3% and 1% lower than the total provincial share of households respectively.

<i>Private households by household size in Shediac</i>	<i>Number</i>	<i>Share of Households</i>
<i>Total - 100% data</i>	4720	100%
<i>1 person</i>	1510	32%
<i>2 persons</i>	1965	42%
<i>3 persons</i>	595	13%
<i>4 persons</i>	465	10%
<i>5 or more persons</i>	185	4%

Table 8. Households by size.

Unit Mix

The 2021 Census reveals Shediac's housing mix to be typical for a Town with moderate density. The share of units in an apartment building that has fewer than 5 storeys stood at 18%, leading the total provincial share of 15% by 3 points. Likewise, the share of housing units in an apartment building with 5 or more storeys was recorded to be 3%, two percentage points ahead of the provincial share of a single percent. In a similar vein, the share of units in a semi-detached house lead the provincial share by a single percentage point at 5%. Conversely, the share of units in a single detached house was recorded to be 66%, slightly below New Brunswick's total of 68%. The densest dissemination area in Shediac has 1 encompasses the area





north of Main Street between Weldon and Tipperary streets and was recorded to have 1454 residents per square kilometre in 2021.

<i>Occupied private dwellings by structural type in Shediac</i>	<i>Number</i>	<i>Share of Housing Stock</i>
<i>Total – 100% data</i>	4715	100%
<i>Single-detached house</i>	3095	66%
<i>Semi-detached house</i>	215	5%
<i>Row house</i>	100	2%
<i>Apartment or flat in a duplex</i>	115	2%
<i>Apartment in a building that has fewer than five storeys</i>	870	18%
<i>Apartment in a building that has five or more storeys</i>	155	3%
<i>Other single-attached house</i>	5	0%
<i>Movable dwelling</i>	165	3%

Table 9. Dwellings by structural type.

Housing Needs

Two reports detailing housing needs in Shediac were recently composed. The first was completed August 17, 2023 by Turner Drake & Partners Ltd. using the Housing Needs Assessment Tool as part of the application for the Housing Accelerator Fund. While the total share of households living in core housing need decreased to stand at 5% based on the 2021 census, a higher share of renter households lived in core housing need or a state of deep unaffordability at 10% & 7% respectively. The 2023 report also noted an increase in households living in inadequate and unsuitable conditions. It was found that the greatest affordable housing deficit was among single-person low-income households. Projections at the time estimated that the demand for housing and ensuing deficits would grow, particularly among seniors. However, demographic trends have cooled since the publication of the 2023 report.



		Total	Owner	Renter
Total Households		4,885	3,535	1,355
Households living in Core Housing Need	Households	250	125	135
	Change since 2026	-41%	-15%	-52%
	Share of households	5%	4%	10%
Households living in deep unaffordability	Households	200	95	95
	Change since 2016	-6%	0%	-15%
	Share of households	4%	3%	7%

Table 10. Housing needs assessment.

The second report was completed for the entire Southeast Regional Service Commission's territory in April of 2024 and accounts for the decline in international and interprovincial migration. Despite the decline in population growth cooling the demand for housing, the report projects supply gaps are expected to persist due to the long-term nature of construction.

Housing Development

Reinforcing the need for a renewed plan, housing development in Shediac has recently been marked by a significant shift towards multi-unit dwellings. For several years, the share of units contained within multi-unit and semi-detached dwellings has outweighed the number of single dwelling units. This trend towards multi-unit dwellings intensified in 2024. From 2014 to 2019, the number of permits issued for new residential construction gradually declined. Residential development surged between 2019 and 2021 due to pandemic-derived demographic trends. The number of permits issued between 2021 and 2023 slumped before rebounding with



a greater emphasis on multi-unit development in 2024. Overall development trended downwards in 2025, with the ratio of structural types remaining similar.

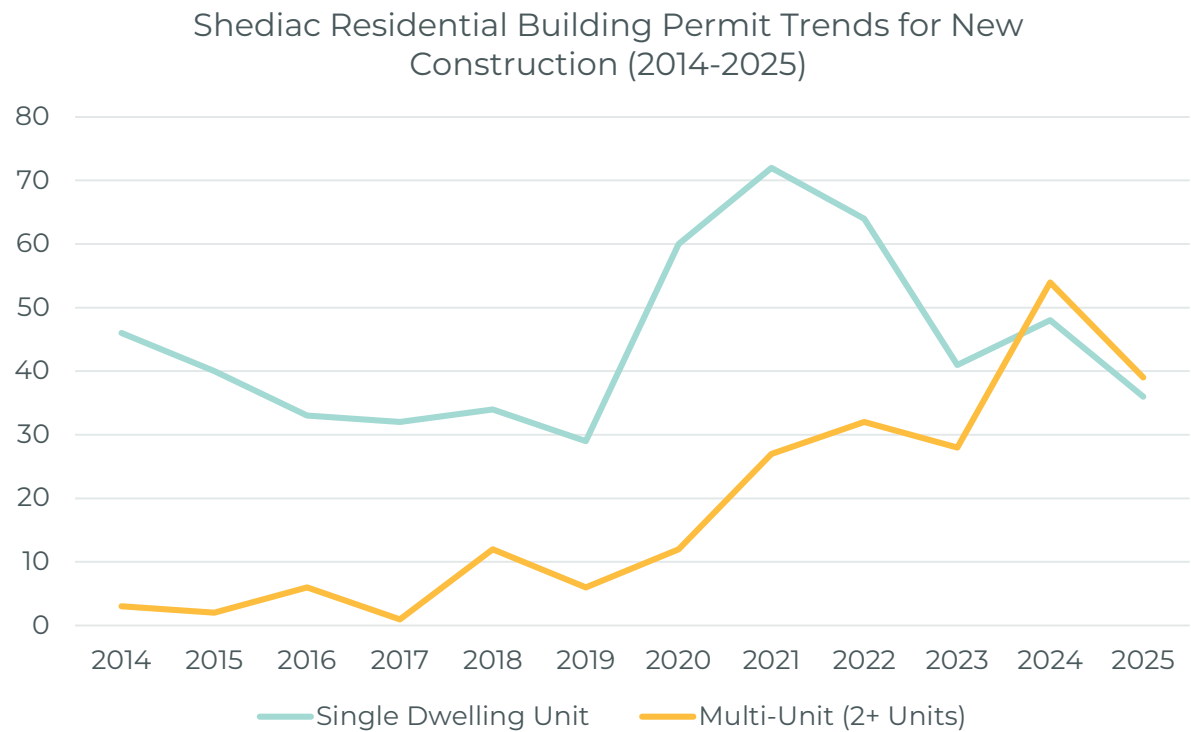


Figure 5. Residential building permits trends.

New Residential Construction Permits in Shediac (2014-2025)		
Year	Single Dwelling Unit	Multi-Unit (2+ Units)
2014	46	3
2015	40	2
2016	33	6
2017	32	1
2018	34	12
2019	29	6
2020	60	12
2021	72	27
2022	64	32
2023	41	28
2024	48	54
2025	36	39

Table 11. New residential construction.



Year	2023	2024	2025
<i>Projected New Households</i>	337	216	156
<i>Units permitted by Plan360</i>	347	284	225
<i>Housing surplus</i>	3%	27%	36%

Table 12 - Housing Needs (Projected New Households) vs. Units Permitted by Plan360

When narrowing the focus to the number of units provided, Shediac exceeded the number of units that were required according to Saillant's 2024 housing needs analysis through both 2024 & 2025. The projected new households and associated needs are based on the middle/baseline scenario prior to Federal immigration cuts, meaning Shediac's rate of construction likely outpaced population growth even more significantly than these numbers suggest.



Economy

Development

The issuance of development permits for new construction has trended upwards in line with Shediac's growing population. When narrowing the scope to permits indicating sites of employment, there is an uptick in commercial applications following the pandemic and ensuing population growth. Part of this sudden increase may have been businesses catching up after there having not been a single commercial permit in 2021 in the wake of the pandemic. Institutional and industrial permits are fewer and far between, with the number of permits being difficult to correlate to specific trends. The number of industrial and institutional permits peaked in 2016 and 2017 respectively.

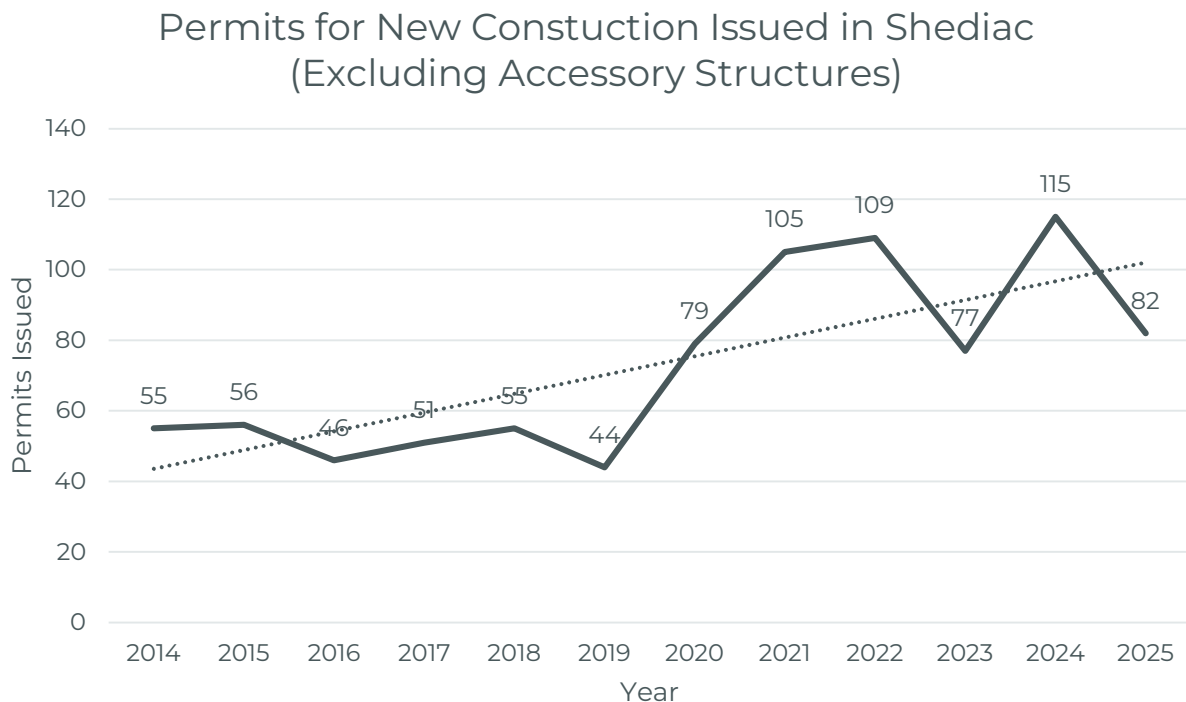


Figure 6. Permits for new construction.



New Building Permits Related to Employment and Services in Shediac (2014-2025)

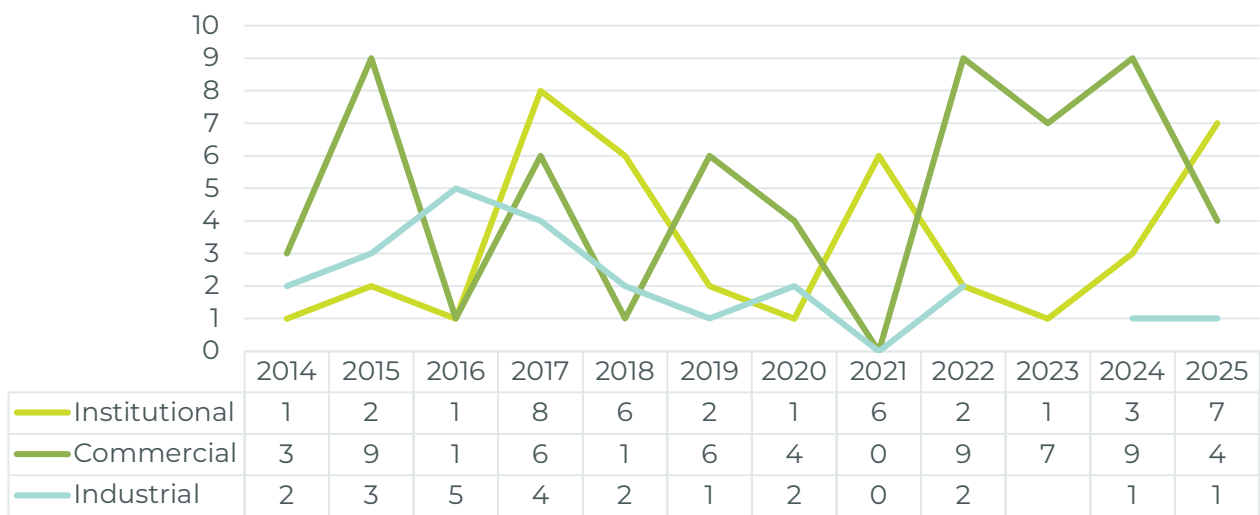


Figure 7. Permits for employers and services.

Tax Base Growth

The long-term fiscal sustainability of development is largely dictated by its contribution towards the tax base. This helps pay for the infrastructure needed to accommodate development, in addition to sustaining the maintenance of infrastructure for future generations. Development that contributes to the tax base while requiring minimal new infrastructure is most desirable, as it minimizes the cost of maintaining said infrastructure while drawing from a larger pot. In this sense, infill and suburban development

with smaller lot sizes are more desirable compared to exurban sprawl. Shediac's

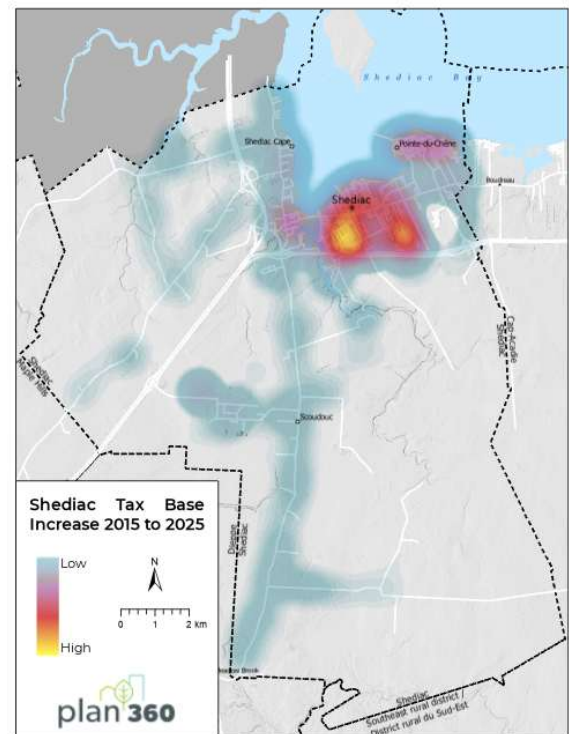


Figure 8. Geographical distribution of tax base increase.



development patterns broadly exemplify this theory; the bulk of high-valued construction has occurred north of Route 15 as either infill or immediate extensions to the urban fringe.

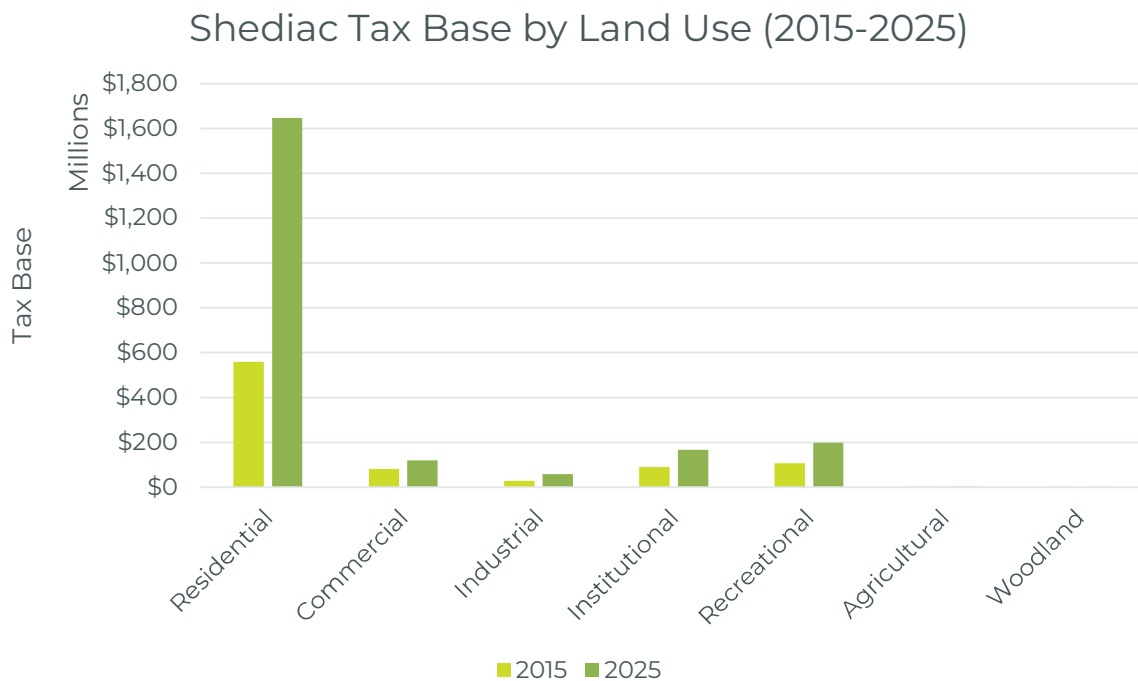


Figure 9. Tax base by land use.

A spike in the output of residential development has had an outsized effect on increases to the municipal tax base (Figure 7). The residential tax base increased by 177% between 2015-2025 despite the number of dwellings increasing only by 44% over that same period. The towering difference between these two figures can be attributed to the increasing share of multi-unit dwellings, with a few outlying high density, high value developments significantly increasing the overall value (Figures 8 & 9). This concentration illustrates why the value of permits and the number of units created are more effective measures of development than the number of permits.



While vulnerable coastal areas were host to some development, it was of considerably lower value with few new units created.

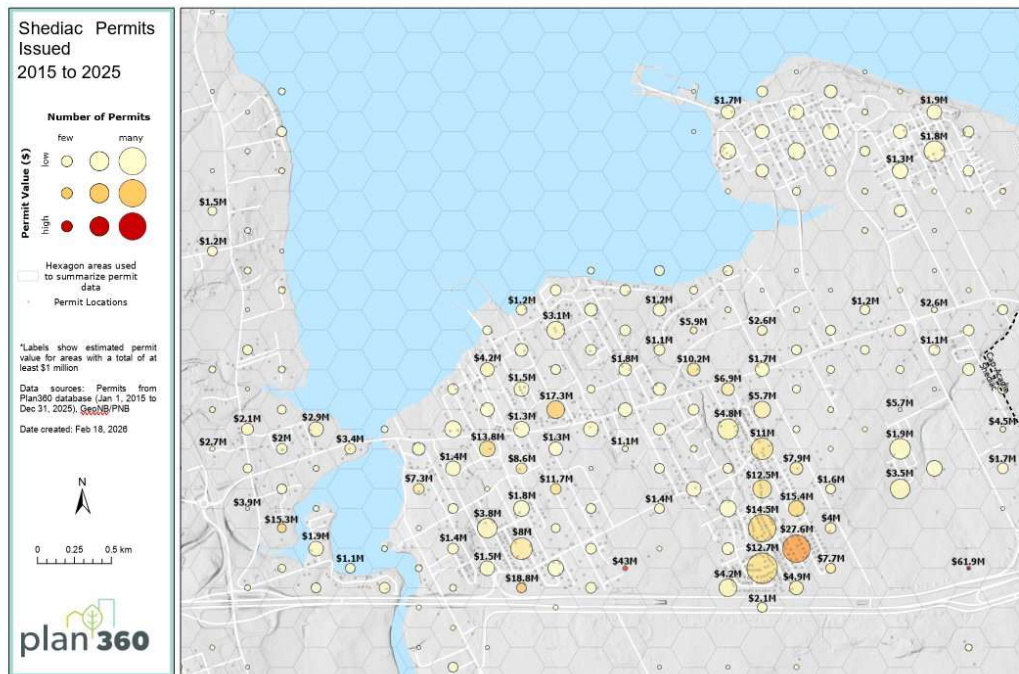


Figure 10. Number and geographic distribution of permits sorted by value.

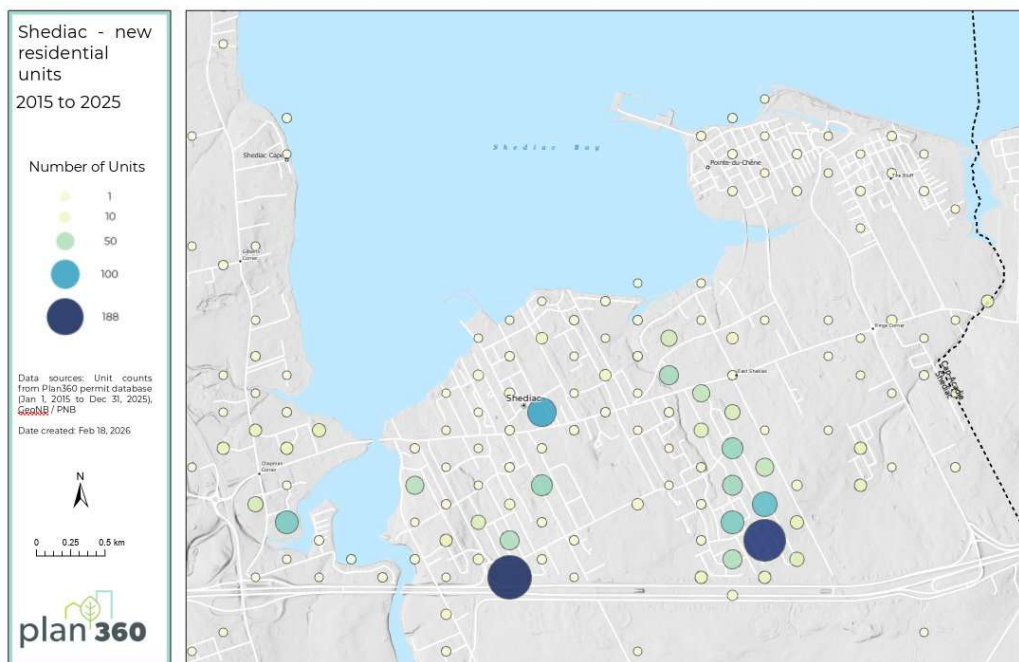


Figure 11. Number and geographic distribution of new units created.



Program Evaluation: Existing Planning Documents

Since the adoption of the Shediac Municipal Plan in 2014 and the Beaubassin West Rural Plan in 2016, the planning framework has required frequent alteration. A total of 89 amendments and 200 variances have been granted to accommodate development. An amendment is a formal change to an existing plan or by-law that modifies its policies, maps, or regulations to address new circumstances or correct issues. A variance is a formal approval that allows a property to deviate from specific zoning by-law requirements where strict compliance would be unreasonable, while still maintaining the overall intent of the plan and by-law.

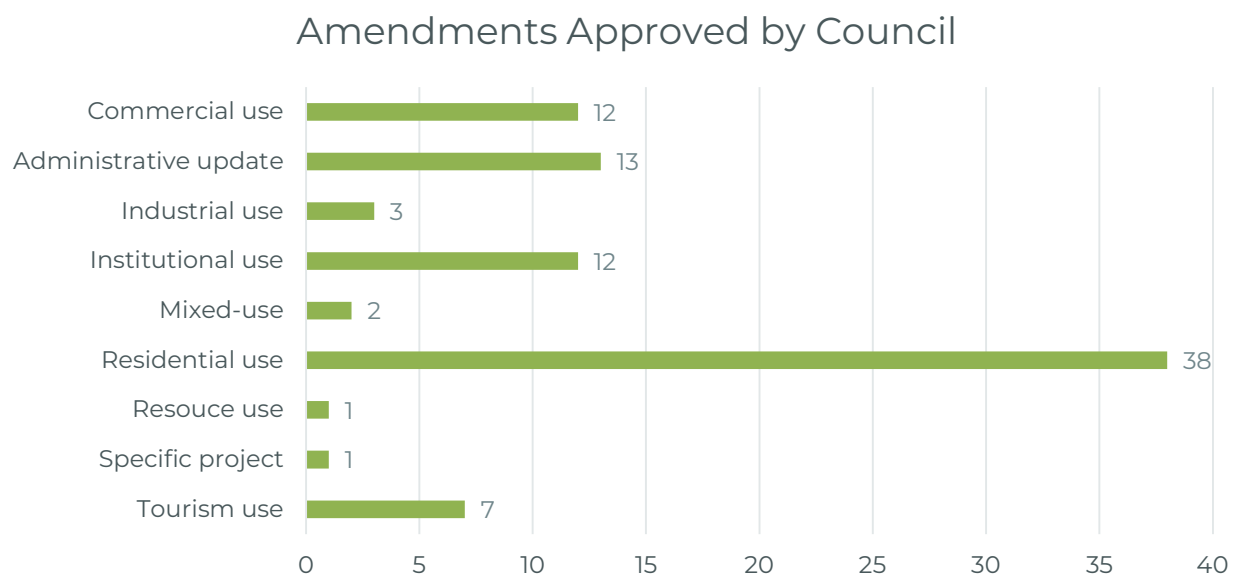


Figure 12. Amendments Approved by Council.



Approved Variances

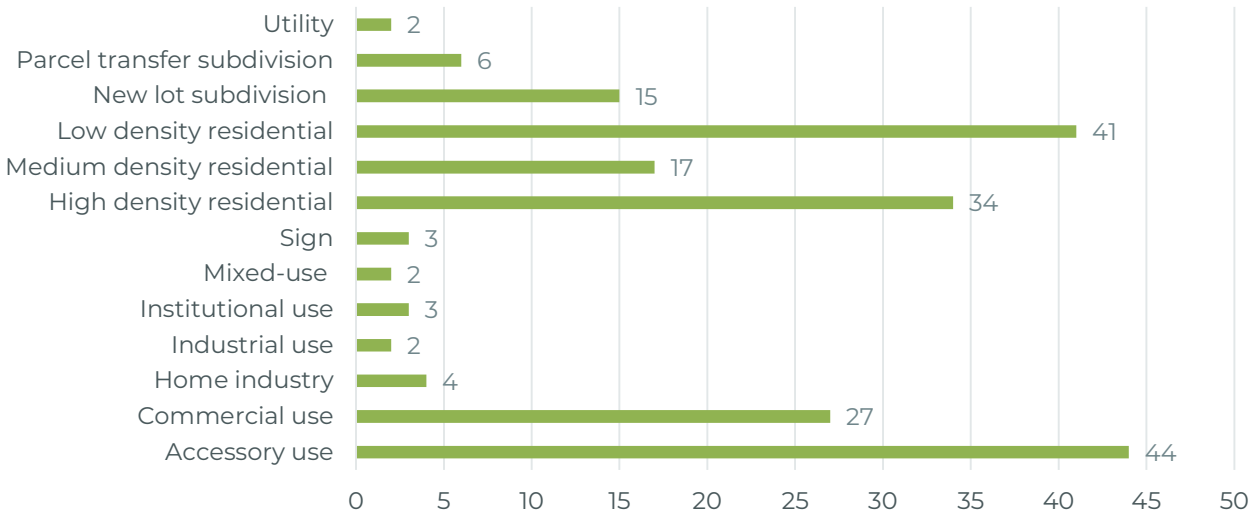


Figure 13. Approved Variances.

Amendments have commonly been used to increase residential density, allow single-unit dwellings in higher-density zones, alter permitted commercial uses along main corridors, and enable most new institutional projects such as schools.

Variances have often been required for the development of accessory buildings on existing low-density lots that cannot meet current standards. Regarding commercial and high-density residential development, there are recurring issues related to access, parking, and urban design. These applications are gradually reshaping the role and configuration of these areas, often without a clear overarching framework.

The volume and types of amendments and variances indicate a mismatch between current plans and development trends. As a result, the planning framework is increasingly reactive rather than proactive. This trend is expected to continue due to increased residential density, additional demand for commercial and institutional uses, particularly along key corridors and near new infrastructure. Recent applications also highlight ongoing challenges in integrating higher-density





development within established lower-density neighbourhoods. This points to a gap in the current planning framework, particularly in terms of built form, transitions, and design guidelines.

Overall, the analysis shows that the current planning documents are becoming outdated. They do not fully reflect current development trends, infrastructure investments, or the Town's strategic priorities. The preparation of a new municipal plan provides an opportunity to better align land use policies with growth trends, reduce the reliance on amendments and variances, in addition to clarifying expectations for density and built form. This will help establish a more proactive and consistent planning framework to guide Shediac's future growth.



Commercial Landscape

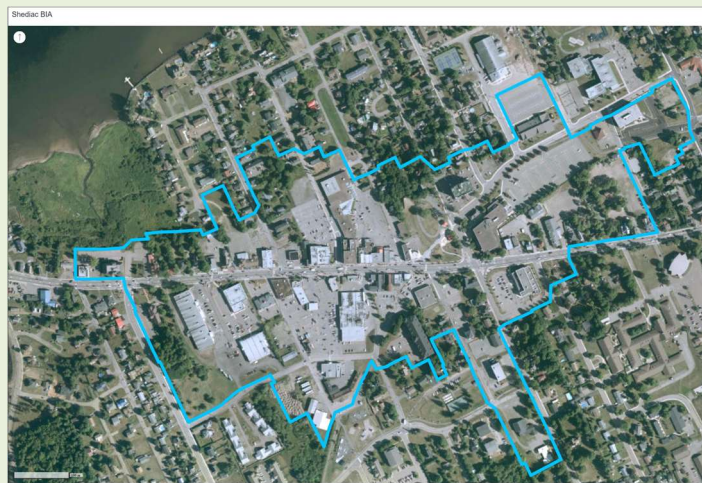
Shediac's Main Street Borough is host to wide range of gastronomic and retail options that are easily accessible by foot. Recent streetscaping has enhanced the downtown shopping experience through curb extensions, benches and vegetation. While this area offers much in the way of experiential retail, many core necessities are also situated along Main Street.

These include multiple pharmacies, banks, medical and professional services and a grocery store.



Showcase: Shediac BIA

Centre-ville Shediac Downtown Inc. is the corporation responsible for administering the Business Improvement Area (BIA) spanning from Chelsey Street to Ste-Anne Street that encompasses over 135 businesses and offices. The purpose of the BIA is to assemble businesses and non-residential property owners into a governing board, enabling them to lead initiatives that make Main Street a favourable environment for investment.



Moving further east along Main Street, the retail mix transitions to a suburban commercial landscape characterized by takeout restaurants and commercial uses that require larger lot sizes. Similar suburban commercial uses of may also be found on the western edge of main street at the entrance to Shediac in Chapman corner. Finally, there are two clusters of tourism-oriented commercial uses. The first is clustered around the Centre Homarus at the entrance of the town while the Pointe-du-Chêne wharf hosts a selection of local gastronomic and tourist experiences. Outside the town boundaries, a variety of home occupations have taken root along the Scoudouc Road.

Labour Force

The participation rate for Shediac's total population aged 15 and over according to the 2021 census was 57%, with 5090 members of the working aged population of 8905 participating in the workforce. This is 3% below the provincial participation rate and may partially explained by 29% of Shediac's workforce being above 55 years old and aging out of the workforce, which is predicted to be a growing challenge. The unemployment rate in Shediac was nearly identical to the provincial rate, standing at 10.4% and 10.3% respectively.



According to the Shediac 2035 report commissioned by the Economic Development Division of the Southeast Regional Service Commission and prepared by Jupia Consultants Inc., some of Shediac's larger industries are attracting people to work in



the municipality. While 13% of Shediac's residents work in manufacturing, 22% of those who work in Shediac are employed in manufacturing. To a lesser extent the same may be observed for accommodation and food services, an industry in which 6% of Shediac's residents work despite it comprising 9% of Shediac's workforce. Due to the geographic variability of construction, an inverse relationship may be seen in the construction industry, where 8% of Shediac's residents work in construction yet within the local workforce this number stands at only 3%.

<i>Industry:</i>	<i>Live in Shediac</i>		<i>Work in Shediac</i>	
	<i>Employment</i>	<i>% of Total</i>	<i>Employment</i>	<i>% of Total</i>
<i>Accommodation and food services</i>	375	6%	620	9%
<i>Administrative and support</i>	265	4%	150	2%
<i>Construction</i>	480	8%	230	3%
<i>Educational services</i>	310	5%	330	5%
<i>Finance and insurance</i>	245	4%	360	5%
<i>Healthcare and social assistance</i>	850	14%	910	13%
<i>Manufacturing</i>	690	11%	1510	21%
<i>Other</i>	810	13%	690	10%
<i>Personal services</i>	270	4%	270	4%
<i>Professional, scientific and technical services</i>	275	4%	240	3%
<i>Public administration</i>	840	13%	920	13%
<i>Retail trade</i>	560	9%	640	9%
<i>Transportation and warehousing</i>	310	5%	240	3%
<i>Total</i>	6280		7110	

Table 13. Labour force.

Industries

Shediac plays a significant role in processing seafood and wood products for export and has boasted growth among employers that exceeds rates seen across the



Southeast Region. Shediac saw an 8% increase in employer business establishments between 2015 and 2023 while this measure contracted in New Brunswick by 2%.



The top industry by revenue in Shediac is food manufacturing, which brings \$313 million in revenue annually, more than double Federal Government public administration, the second top revenue generating industry.

Manufacturing as a whole is also the fastest growing industry by employment in Shediac, with 539 new jobs created between 2014 and

2024. This latter sector encompasses 3 of the top 5 industries by revenue which are food manufacturing in addition to wood product and furniture manufacturing. Most industry facilities are located within the Scoudouc Industrial Park, including Knocean Foods, Ocean Pier, Eastern Sea Products, West-Wood Industries and Anotec Manufacturing Inc. A major exception within the urban limits is found on western Main Street, where Glenwood Kitchen Ltd. also produces cabinets exported across North America.

Beyond public administration at both Federal and Provincial levels also playing an important role in Shediac's Economy as the second and fourth highest revenue generating industries respectively, significant growth occurred in the healthcare, finance in addition to accommodation and food services.



Agriculture

According to the 2021 Census of Agriculture, the agricultural use generating the most revenue in the agricultural region encompassing Shediac is dairy cattle and milk products. In that vein, field crops harvested in the region chiefly consist of hay, with some corn for silage also being harvested. Beyond the importance of cattle to Shediac's agricultural revenues, this focus on feed-oriented crops is partially explained by site suitability maps provided by the Department of Agriculture, Aquaculture and Fisheries. The lands within Shediac are rated as being poor for cool-weather crops such as potatoes, grains and small fruit yet are designated as having the best potential for corn and soy.

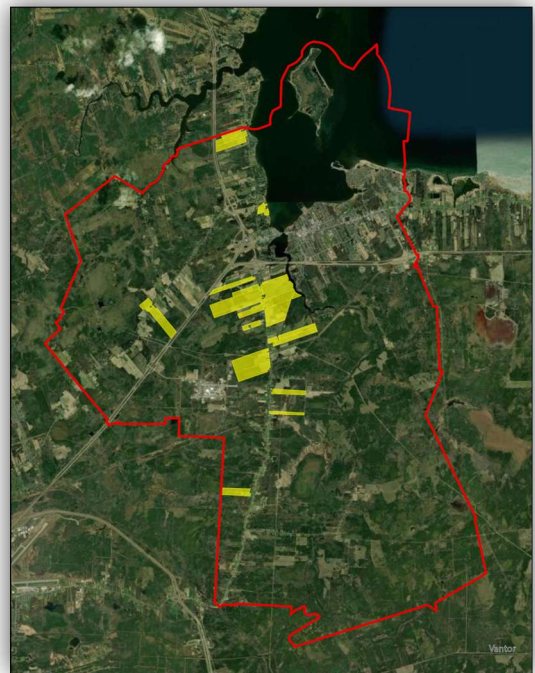


Figure 14 - Farm Land Identification Program (FLIP) lands (in yellow).





Infrastructure

Public Sewerage

Two studies pertaining to sewerage systems in the Town of Shediac were completed by Englobe Corp. for the Greater Shediac Sewerage Commission in 2023. The Sanitary Trunk Sewer Pre-Design Study and Report completed in May 2023 evaluates options for extending coverage of Shediac's sewerage system to newly developable lands. The Infiltration and Inflow Study – 2023 Phase completed in June 2023 reviews wastewater flow data and how the wastewater system responds to different flows under dry weather and rainfall events.

There is a total of 16 sewersheds in the town of Shediac. Wastewater is directed towards the wastewater treatment facility near the coast at Chemin Cap Brule via a combination of gravity sewers and forcemains. According to the Infiltration and Inflow Study, numerous sampled sites showed rainfall derived infiltration and inflow levels that were above the acceptable Atlantic Canada Wastewater guidelines. To reduce surcharging risks, the Greater Shediac Sewerage Commission is committed to reducing inflow & infiltration which takes up existing capacity.

The Trunkline is a new sewer line planned to extend northeast from Route 15 towards the wastewater treatment facility. This project will relieve existing sewage capacity and extend services supportive of a mix of housing types and commercial uses to the Ohio Road and Bellevue boroughs.

Stormwater

A comprehensive storm water study completed by Englobe in 2025 provided a list of recommendations form stormwater infrastructure upgrades based on the assessed conditions of Shediac's existing stormwater management system combined with a





hydraulic analysis. The town has made significant investments into its stormwater system in recent years, with the total asset inventory including over 65.5km of storm sewers.

The study identified impacts new development would have on downstream stormwater infrastructure. Of note, the Breaux Bridge extension project was predicted to have significant downstream impacts necessitating upgrades to stormwater infrastructure on Main Street and South Cove Road.

With 12 of 27 assessed culverts identified as having unacceptable surcharging levels, several recommendations taking climate change projections into account were made. A total of 40 improvement recommendations were made to address deficiencies among storm sewers, major drains, culverts and maintenance. It was also recommended that Shediac install Inlet control devices, which help better regulate storm water and preserve sewer system capacity, on all catch basin inlets. Finally, an inspection program and accompanying form template were developed to supplement the Town's existing stormwater infrastructure preventative maintenance program.

Public Water

There is a total of 8 wellfield protected areas in the Town of Shediac that cover most of the lands south of main street. One wellfield extending from the intersection of Rachel and Webster Streets is protected under the clean water act that maintains limitations on chemical storage and land use activities with the goal of maintaining water quality and availability.





Shediac's population growth has implications for water demand and the need for water system upgrades. The average daily water consumption rate per capita was 410 litres, which is towards the higher end of acceptable guidelines. Upgrades to the water distribution system will be required if future development is to be accommodated. These include extending watermains, constructing a new storage tank, upgrading existing booster pumps, and creating new water supply wells where required.





Transportation

Route 15 provides direct southbound access to Dieppe, Moncton and Riverview. The Greater Moncton Roméo Leblanc International Airport is approximately 15 minutes from the Shediac Town Hall. Route 11 splits from Route 15 immediately northwest of Shediac and serves as the principal northward arterial highway until Miramichi.

Collector Route 132 provides an additional north-south connection between Shediac and Dieppe, in addition to being host to rural and agricultural land uses.

Shediac's growing population has accentuated pressures upon its transportation infrastructure, requiring investment to bolster the capacity and connectivity of its road network. The Route 11 and Route 15 Intersection Project by NB Department of Transportation and Infrastructure streamlined the connection between these two highways and created a roundabout in 2016. The 2025 Shediac Transportation Master Plan projects that traffic volumes along Route 15 are to increase 1.1% per year onwards to 2044.

According to the 2025 Transportation Master Plan, there are several areas requiring improvements to road infrastructure. To fulfill these requirements, several key infrastructure projects are envisioned from now until 2044. These include upgrading local roads into collector roads, extending and adding capacity to existing roads, in addition to implementing traffic calming measures.

The extension of Breaux Bridge Road is an ongoing project with major implications for development and circulation. Bridging the gap between Bellevue Heights Street and Ohio Road, the extended Breaux Bridge Road will create an additional east-west





artery and open new lands serviced by the Trunkline extension to residential development.

Following up on recommendations from the Transportation Master Plan, new eastbound ramps are planned for the southern side of Route 15, opposite Chelsey Street. It is expected that this system of ramps would accommodate 25% of the traffic that typically comes through Main Street; the congestion management provided by the new interchange avoids costly upgrades to the latter. This additional connection would open new possibilities for development south of Route 15.

Development Charge By-law

The intent behind development charges is to ensure that growth can pay for growth. Development charges are paid by developers to partially cover the costs of developing new infrastructure required to accommodate new development. Rather than being a simple tax, development charges can have mutual benefits between municipalities and developers, as it can unlock lands that otherwise would not have been available to be developed. As opposed to the contributions laid out in the current subdivision by-law, development charges are intended for when the benefits of infrastructure extend over a wider area. Under this arrangement, eligible capital costs are calculated on a per-unit basis. As of 2026, council has adopted a development charge framework, now active in areas unlocked for development by the new Breau Bridge Extension.





Active Transportation

Active transportation plays an important role in reducing congestion and automobile dependence, mitigating climate change, and promoting resident health.

With regards to active transportation, Shediac's infrastructure is rapidly evolving to keep pace with an increased focus on outdoor recreation and climate mitigation.

The 2025 Transportation Master Plan states there are 10 kilometers of trail-like facilities and 3km of sidewalks within the old town of Shediac boundaries that exclude Pointe-du-Chêne and Scoudouc. The multi-use trails extending to Pointe-du-Chêne and Parlee Beach and have amalgamated into Shediac, extending the trail network within the town of Shediac. The Shediac outdoor association additionally maintains a network of trails running along the northern bank of the Scoudouc River.

Narrow rights-of-way and competing priorities between different modes of transportation have implications for Shediac's active transportation network. High traffic volumes along arterial and collector roads mean protected facilities are recommended to be studied as a means of providing a buffer between different modes of transportation. While Main Street's reconfiguration has improved the pedestrian environment, there is a lack of space for dedicated bicycle facilities. It is thus recommended that bicycle traffic bypass Main Street through a combination of local roads mixed-use trails.



Showcase: Regional Trail

The Regional Trail Initiative is expected to significantly bolster the connectivity of Shediac's trail network while positively impacting resident health, tourism and property values. In addition to providing an asset to the residents of Shediac, this regional initiative will connect Shediac's trail network to active transportation between neighbouring municipalities and the wider region. A planned southbound bridge over the Scoudouc River will open Shediac to active transportation between greater Moncton and beyond.



Commuting Patterns

The Town of Shediac's commuting characteristics were recorded as 25% sample data in the 2021 census. 93% of Shediac residents commuted to work by personal vehicle, with 13% of those residents commuting as a passenger as opposed to a driver. Just under 4% of residents walked to work, and no significant number residents rode public transit. Whilst the percentage of residents who worked from home may have been inflated due to the ongoing COVID-19 pandemic at the time of data collection, roughly 20% of residents worked from home.

<i>Commute Time</i>	<i>% of Commuters</i>
<i>Less than 15 minutes</i>	42%
<i>15 to 29 minutes</i>	41%
<i>30 to 44 minutes</i>	15%
<i>More than 45 minutes</i>	2%

Table 14. Commute time.



Institutions

Schools

School Name	Grade Range	Language of Instruction	Additional Information
Monseigneur François Bourgeois School	K-8	FR	Located on Belliveau Avenue, the school is located near local recreational facilities and Federal Offices.
École Polyvalente Louis J. Robichaud	9-12	FR	Accessed from Main Street outside downtown, the school also hosts the Studio CEAM greenscreen and sports facilities.
Shediac Cape School	K-8	EN	While technically outside the Shediac boundary, it serves the town's anglophone population.
Ohio Rd. K-12 School	K-12	EN	Future school to relieve pressure from Shediac Cape while eliminating need to transport students to Moncton. To be situated at the intersection of Ohio Road & Route 15.

Table 15. List of schools.

Federal & Provincial

Facility	Organization	Additional Information
Government of Canada Pension Centre	PSPC	Two offices located on Belliveau Avenue; largest Federal employer in Shediac.
Shediac Service Canada Centre	ESDC	Accessed from Main Street within Mall Centre-Ville
Service New Brunswick (SNB)	SNB	Accessed from Main Street within Mall Centre-Ville
Southeast Regional Correctional Center	Justice & Public Safety	Provincial correctional institution opened in 2012.
Shediac Depot	DTI	A storage facility for road maintenance vehicles immediately off Route 11

Table 16. Major institutions.



Amenities

Shediac is dotted with multiple parks and recreational facilities, a step towards providing equitable access to green space and activities throughout the town.

Access to green space and recreational facilities is important for the mental and physical well being of residents, while helping foster social cohesion.

Parkland and Open Space

Pascal Poirier Park is Shediac's centermost park suitable for large events such as the regular Sunday market. Its facilities include a pavilion for performances, a splash pad and public washrooms.



Parlee Beach Provincial Park is the municipality's main draw that attracts over 400 000 visitors per year. In addition to the beach, the park encompasses several wooded walking trails linking Pointe-du-Chêne with the centre of Shediac.

Rotary Park is situated at the western entrance of Shediac immediately prior to crossing the Scoudouc river and is host to the renowned lobster statue.

John Lyons Park offers a seaside green space to residents with a walking trail and public washroom facilities.

Webster Park is an open green space along the banks of the Scoudouc River.

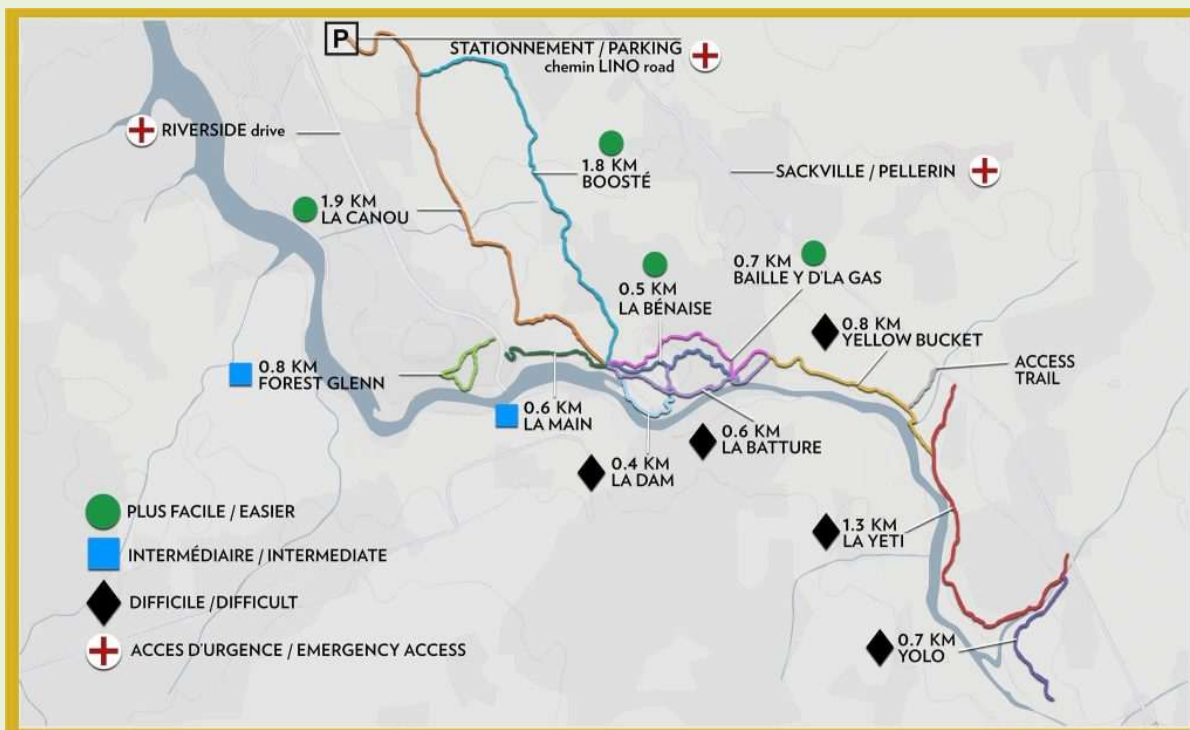
Veterans Park is a memorial green space that includes a cenotaph and benches.



Ourson Park provides a recreational green space accessible to newer residential areas in western Shediac. The park benefits its surrounding areas by providing playground equipment and a basketball court.

Showcase: APASOA

The Shediac Outdoors Association is a volunteer-led not-for-profit organization that maintains several hiking and mountain biking trails along the northern banks of the Scoudouc River south of Route 15. The APASOA takes the approach of developing non-motorized trails that maximize the protection of the natural environment and users.





Recreational Facilities

Albert (Barr) LeBlanc Sports Field includes two standard sized soccer fields, a softball field in and the George Gallant Sports Field, a 6-lane, 400m synthetic track,.

A Baseball Park and Multisport Surface are located along the centennial promenade between John Lyons Park and l'École MFB.

Centennial Park includes several facilities including a playground, a Dog Park and the Shediak Skatepark

The Community Garden located on Breaux Bridge Street is run by a group of volunteers and provides a source of food security and community cohesion.

Festival Arena has been Shediak's ice surface facility since its construction in 1971. The facility was expanded in 1995 and underwent major renovations in 2012. It provides a facility for use by the local schools and clubs. The large parking lot provides a space that may be adapted into Shediak's Festival Grounds that provide 134,000 square feet for outdoor community events.

The Shediak Multipurpose Centre faces the Festival Grounds and Festival Arena and provides a variety of indoor community facilities. These include bookable rooms for conferences, weddings, performances, workshops or private parties. Kitchen facilities are also bookable, and bar service can be provided. There is additionally an art gallery showcasing local talent.

Jubilee Park hosts pickleball courts, pétanque and horseshoe playing areas.

LeBlanc Avenue Playground provides a play area for local children.





Tennis Courts operated by the Shediac tennis club are located along Robidoux Street near the festival grounds.





Directing Future Development

The recent spike in development pressure upon Shediac has reinforced the necessity of optimizing future growth by directing it to areas with sufficient services. While the densification of downtown areas with the goal of developing complete communities is often considered a best practice for directing development, possibilities for densification in Shediac are limited. Bottlenecks caused by a lack of existing public infrastructure capacity and coverage render it unfeasible to encourage dense residential development towards Main Street. Consequentially, future development should take an urban form compatible with the Town character of Shediac by limiting height and density. Due to predominantly being served by private roads and being vulnerable to sea level rise, opportunities for development are inhibited in Pointe-du-Chêne. The lack of infrastructure heading south of Route 15 limits future growth in this direction as well. The primary focus for ongoing and future development are the lands between Bellevue Heights and the Ohio Road, where expanded utilities make development on new public roads possible.





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