

**Southeast Planning Review and Adjustment Committee /  
Comité de révision de la planification de la Commission du Sud-Est**

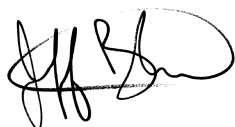
**Staff Report / Rapport du personnel**

**Subject / Objet :** new street recommendation

**File number / Numéro du fichier** 21-2034

**From / De :**

**Reviewed by / Révisé par :**




Jeff Boudreau  
Development Officer / Agent d'aménagement

Phil Robichaud  
Planner / Urbaniste

**General Information / Information générale**

**Applicant / Requéant :**

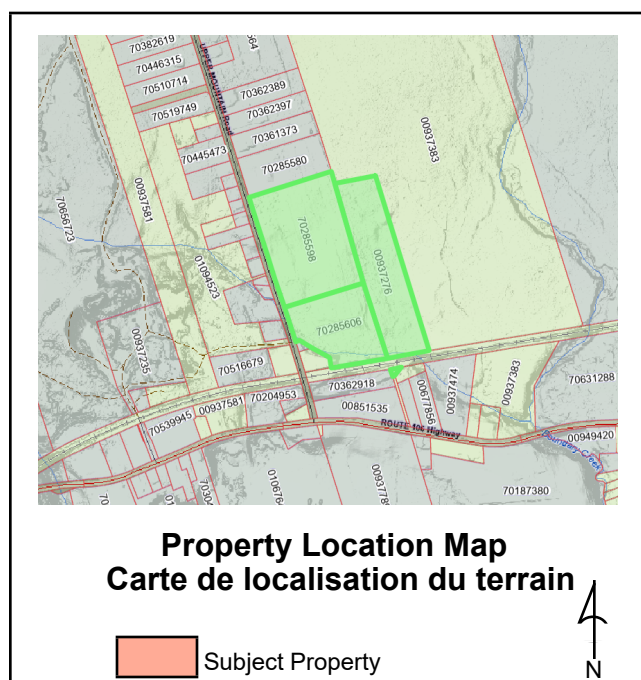
Karl Wilson

**Landowner / Propriétaire :**

**Proposal / Demande :**

Recommendation to the Minister to create two new public streets (Langton lane and Roland Drive,) /

*Recommandation au ministre pour deux nouvelles rues publiques (Langton et Roland).*



**Site Information / Information du site**

**PID / NID:** 70285598, 00937276, 70285606

**Lot Size / Grandeur du lot:** 43 acres +/-

**Location / Endroit :**

salisbury (boundary creek)

**Current Use / Usage présent :**

vacant / farmland

**Zoning / Zonage :**

R

**Future Land Use / Usage futur :**

n/a / s.o.

**Surrounding Use & Zoning / Usage des environs & Zonage :**

Rural Area zone, Resources development zone, Agricultural zone. / *Zone rurale, zone développement des ressources, zone agriculture.*

**Municipal Servicing / Services municipaux:**

private well & septic / *puits privé et septique*

**Access-Egress / Accès/Sortie :** Front Mountain Rd. & Rt 106

## **Policies / Politiques**

Westmorland Albert Rural Plan / *Plan rural de Westmorland-Albert*

2 g) To guide residential growth in a sustainable way that maximizes infrastructure use by directing new development to existing residential nodes; / *Orienter la croissance résidentielle d'une manière durable qui optimise l'utilisation des infrastructures en axant les nouveaux développements sur les nœuds résidentiels existants;*

3.1 b) It is a policy to recognize established residential nodes and zone them as Residential (R) / *Il est établi comme principe de reconnaître les nœuds résidentiels établis et d'en faire des zones résidentielles (R).*

## **Zoning and/or Subdivision Regulation / Réglementations de zonage et/ou de lotissement**

**5(4)** In arriving at a decision regarding a recommendation with respect to the location of streets in a proposed subdivision, the commission shall give consideration to; / *Avant de statuer sur une recommandation relative à l'emplacement des rues d'un lotissement proposé, la commission de services régionaux doit*

- (a) the topography of the land, / tenir compte de la topographie du terrain,*
- (b) the provision of lots suitable for the intended use, / veiller à la création de lots qui puissent servir à la destination qui leur est attribuée,*
- (c) street intersections and interceptions being as nearly as possible at right angles, / s'assurer que les intersections de rues sont perpendiculaires dans la mesure du possible,*
- (d) the provision of convenient access to the proposed subdivision and to lots within it, and / prendre les mesures nécessaires pour assurer un accès aisé au lotissement proposé et aux lots qu'il comporte, et*
- (e) the convenient further subdividing of the land or adjoining land. / prendre les mesures nécessaires pour rendre aisé le lotissement ultérieur du terrain visé ou des terrains attenants.*

6(4) Where a proposed subdivision is not to be serviced by a sewer system for public use, every lot or other parcel of land therein shall have and contain / *Lorsqu'un lotissement proposé n'est pas desservi par un réseau public d'égouts, chaque lot ou autre parcelle de terrain doit avoir*

- (a) a width of at least fifty-four metres, / une largeur minimale de cinquante-quatre mètres*
- (b) a depth of at least thirty-eight metres, and / une profondeur minimale de trente-huit mètres, et*
- (c) an area of at least four thousand square metres. / une superficie minimale de quatre mille mètres carrés.*

## **Internal Consultation & External Consultation / Consultations internes et externes**

Staff consulted with DELG, DTI, and CN / *Le personnel a consulté le MEGL et le MTI et CN*

## **Discussion**

In September of 2021 an application was received for the Boundary Creek Estates Subdivision. The plan was submitted to the Department of Environment, Transportation, and CN Rail for comments. / *Une demande a été reçue en septembre 2021 pour le lotissement Boundary Creek Estates. Le plan a été soumis au ministère de l'Environnement, au ministère des Transports et CN pour des commentaires.*

While waiting for comments, the Westmorland-Albert Rural Area Rural Plan was being considered and a development freeze was imposed until the rural plan was registered. Now that the rural plan is registered, the land is zoned residential, and all comments were received the plan can be presented to the Planning Review and Adjustment Committee. / *En attendant des commentaires, le Plan Rural de Westmorland-Albert a été à l'étude et un arrêt sur l'aménagement a été imposé jusqu'à ce que le plan rural soit enregistré. Maintenant que le plan rural est enregistré, le terrain est situé dans la zone Résidentielle, et tous les commentaires ont été reçus. Par conséquent, le plan peut être présenté au Comité de révision de la planification.*

Department of Transportation has reviewed the plan and has accepted the proposed layout. / *Le ministère des Transports a examiné le plan et a accepté la configuration proposée.*

The Department of Environment has confirmed that no environmental impact assessment is required, though a comprehensive water study is required and any recommendations from the department implemented prior to final plan endorsement. There is also a watercourse which is the south boundary of the lands. / *Le ministère de l'Environnement a confirmé qu'aucune étude d'impact sur l'environnement n'est requise, mais une étude d'eau approfondie est requise et toute recommandation du ministère doit être mise en œuvre avant l'approbation du plan final. Il existe également un cours d'eau au sud de la limite des terres.*

Finally, this is a particular consideration as the land abuts a rail corridor to the south. CN has recommended specific restrictions including fences and a berm, as well as notification to purchasers. / *Finalemment, il faut porter une attention particulière, car le terrain est attenant à un corridor ferroviaire vers le sud. CN a recommandé des restrictions précises, incluant des clôtures et une berme, et un avis aux acheteurs.*

### **Public Notice / Avis public**

n/a / S.O.

### **Legal Authority / Autorité légale**

87(1)

If a subdivision plan of land in a rural community that has not made a by-law under section 10 of the Local Governance Act with respect to the service of roads and streets provides for the laying out of public or future streets or a subdivision plan of land not in a municipality provides for the laying out of public or future streets, approval of the plan by the development officer shall not be given until the plan has been assented to by the Minister of Transportation and Infrastructure. / *Lorsque le plan de lotissement d'un terrain situé dans une communauté rurale qui n'a pas pris d'arrêté relativement à la voirie en vertu de l'article 10 de la Loi sur la gouvernance locale prévoit le tracé de rues publiques ou futures ou lorsque le plan de lotissement d'un terrain non situé dans une municipalité prévoit un tel tracé, son approbation émanant de l'agent d'aménagement ne peut être accordée tant que le plan n'a pas reçu l'assentiment du ministre des Transports et de l'Infrastructure.*

87(2)

The assent of the Minister of Transportation and Infrastructure under this section shall not be given until, (a) the regional service commission or the advisory committee, as the case may be, has recommended the location of the streets referred to in subsection (1) or (1.1) to the Minister of Transportation and Infrastructure; / *Le ministre des Transports et de l'Infrastructure ne peut donner son assentiment prévu au présent article tant que n'ont pas été remplies les conditions suivantes :*  
*a) la commission de services régionaux ou le comité consultatif, selon le cas, recommande au ministre des Transports et de l'Infrastructure l'emplacement des rues visées au paragraphe (1) ou (1.1);*

### **Recommendation / Recommandation**

Staff respectfully recommends that the Southeast Planning Review and Adjustment Committee recommend to the minister the location of the public and future streets as shown on the Boundary Creek Estates subdivision/ *Le personnel recommande respectueusement que le Comité de révision de la planification du Sud-Est recommande au ministre l'emplacement des nouvelles rues publiques et futures, comme montré sur le plan de lotissement Boundary Creek Estates.*

**subject to the following conditions: / soumis aux conditions suivantes :**

1. A satisfactory soils report be submitted to the development officer prior to final plan endorsement. / *Un*

*rapport d'évaluation des sols satisfaisant doit être soumis à l'agent de développement avant l'approbation finale du plan.*

2. The development officer shall not approve the final subdivision plan until all conditions as outlined by the Provincial Department of Transportation and Infrastructure, in a letter from Mr. Paul Lightfoot to Mr. Jeff Boudreau dated June 28, 2023 have been satisfied. / *L'agent de développement devra s'abstenir d'approuver le plan final de la subdivision avant que toutes les conditions énumérées par le ministère provincial des Transports et de l'Infrastructure dans une lettre de M. Paul Lightfoot à M. Jeff Boudreau en date du 28 juin 2023 soient satisfaites.*

3. Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1. / *La marge de retrait sécuritaire des bâtiments habitables par rapport de l'emprise ferroviaire soit un minimum de 30 mètres, en liaison avec une berme de sécurité. La berme de sécurité doit être adjacente et parallèle à l'emprise ferroviaire avec des retours aux extrémités à 2,5 mètres au-dessus du niveau du sol à la limite de propriété, et avec des pentes latérales qui ne dépasse pas 2,5 à 1.*

(Note: The project proposes a 30m and plus setback and the safety berm may be compensated by the water course if it can be demonstrated that its depth and side slopes are similar to the recommended berm characteristics.) / *(À noter : le projet propose une marge de retrait de 30 mètres et plus, et la berme de sécurité peut être compensé par le cours d'eau s'il peut être démontré que sa profondeur et ses pentes latérales sont similaires aux caractéristiques de la berme recommandée.)*

4. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way: / *La clause suivante doit être introduite dans toutes les ententes de développement, les offres d'achat et les ententes d'achat, de vente, ou de location de chaque unité d'habitation à l'intérieur de 300 mètres de l'emprise ferroviaire :*

“Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.” / *«Avertissement : La Compagnie des chemins de fer nationaux du Canada ou ses ayants droit ou ses ayants cause, a (ou ont) une emprise à moins de 300 mètres de la terre faisant l'objet des présents. Il peut y avoir des modifications ou des expansions des installations ferroviaires sur cette emprise à l'avenir, y compris la possibilité que la compagnie ou ses ayants droit ou ses ayants cause, comme indiqués ci-dessus, puissent étendre leurs activités, ce qui pourrait affecter le milieu de vie des résidents du voisinage, nonobstant l'inclusion de toute mesure d'atténuation du bruit et des vibrations dans la conception de l'aménagement et des habitations individuelles. La Compagnie des chemins de fer nationaux du Canada ne sera pas responsable des plaintes ou des réclamations résultant de l'utilisation de ces installations ou de ces activités qui se déroulent sur, au-dessus ou en dessous de l'emprise susmentionnée. »*

**Note:** This report was written in\_ and translated to a bilingual document. Where a conflict exists between the two languages, the language the report was written shall prevail. / **Note:** *ce rapport a été rédigé en et traduit en version bilingue. En cas de conflit entre les deux langues, la langue dans laquelle le rapport a été rédigé a préséance.*

## Jeff Boudreau

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**From:** Ashkan Matlabi <Ashkan.Matlabi@cn.ca> on behalf of Proximity <proximity@cn.ca>  
**Sent:** October 4, 2021 11:23 PM  
**To:** Jeff Boudreau  
**Subject:** 2021-10-04\_CN\_RES\_Upper Mountain Road\_proposed new subdivision adjacent to existing rail line  
**Attachments:** 21300SDT.pdf

Hello Jeff,

Thank you for consulting CN on the application mentioned in subject. CN has concerns of developing/densifying residential uses abutting our railway right-of-way. Development of sensitive uses in proximity to railway operations cultivates an environment in which land use incompatibility issues are exacerbated. CN's guidelines reinforce the safety and well-being of any existing and future occupants of the area. Please refer to CN's guidelines for the development of sensitive uses in proximity to railways. These policies have been developed by the Railway Association of Canada and the Federation of Canadian Municipalities.

CN encourages the municipality to pursue the implementation of the following criteria as conditions of an eventual project approval:

1. Safety setback of habitable buildings from the railway rights-of-way to be a minimum of 30 metres in conjunction with a safety berm. The safety berm shall be adjoining and parallel to the railway rights-of-way with returns at the ends, 2.5 meters above grade at the property line, with side slopes not steeper than 2.5 to 1. *(Note: The project proposes a 30m and plus setback and the safety berm may be compensated by the water course if it can be demonstrated that its depth and side slopes are similar to the recommended berm characteristics.)*
2. The Owner shall install and maintain a chain link fence of minimum 1.83 meter height on the mutual property line.
3. The Owner shall engage a consultant to undertake an analysis of noise. At a minimum, a noise attenuation barrier shall be adjoining and parallel to the railway rights-of-way, having returns at the ends, and a minimum total height of 5.5 metres above top-of-rail. Acoustic fence to be constructed without openings and of a durable material weighing not less than 20 kg. per square metre of surface area. Subject to the review of the noise report, the Railway may consider other measures recommended by an approved Noise Consultant.
4. Ground-borne vibration transmission to be evaluated in a report through site testing to determine if dwellings within 75 meters of the railway rights-of-way will be impacted by vibration conditions in excess of 0.14 mm/sec RMS between 4 Hz and 200 Hz. The monitoring system should be capable of measuring frequencies between 4 Hz and 200 Hz,  $\pm 3$  dB with an RMS averaging time constant of 1 second. If in excess, isolation measures will be required to ensure living areas do not exceed 0.14 mm/sec RMS on and above the first floor of the dwelling.
5. The following clause should be inserted in all development agreements, offers to purchase, and agreements of Purchase and Sale or Lease of each dwelling unit within 300m of the railway right-of-way:

"Warning: Canadian National Railway Company or its assigns or successors in interest has or have a rights-of-way within 300 metres from the land the subject hereof. There may be alterations to or expansions of the railway facilities on such rights-of-way in the future including the possibility that the railway or its assigns or successors as aforesaid may expand its operations, which expansion may affect the living environment of the

residents in the vicinity, notwithstanding the inclusion of any noise and vibration attenuating measures in the design of the development and individual dwelling(s). CNR will not be responsible for any complaints or claims arising from use of such facilities and/or operations on, over or under the aforesaid rights-of-way.”

6. The storm water management facility must be designed to control the storm water runoff to pre-development conditions and accordingly have no impacts on CN right of way, including ditches, culverts and tracks. Any proposed alterations to the existing drainage pattern affecting railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
7. The Owner shall through restrictive covenants to be registered on title and all agreements of purchase and sale or lease provide notice to the public that the safety berm, fencing and vibration isolation measures implemented are not to be tampered with or altered and further that the Owner shall have sole responsibility for and shall maintain these measures to the satisfaction of CN.
8. The Owner shall be required to grant CN an environmental easement for operational noise and vibration emissions, registered against the subject property in favour of CN.

CN anticipates the opportunity to review a detailed site plan, a N&V study and a storm water management report taking into consideration the CN development guidelines.

Thank you and don't hesitate to contact me for any questions.

Best regards

**Ashkan Matlabi**, Urb. OUQ. MBA

Urbaniste sénior / Senior Planner (CN Proximity)  
Planning, Landscape Architecture and Urban Design  
Urbanisme, architecture de paysage et design urbain



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## Jeff Boudreau

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**From:** Doucet, Pierre (ELG/EGL) <Pierre.Doucet@gnb.ca>  
**Sent:** March 29, 2022 2:13 PM  
**To:** Jeff Boudreau; Souma, Gerard (ELG/EGL)  
**Cc:** Bourque, Zachary (ELG/EGL); Bower, Jason (ELG/EGL); Foreman, Brittany (ELG/EGL)  
**Subject:** RE: Boundary Creek Estates

Hi Jeff,

Thanks for providing the additional information below. Based on the fact that there is not enough physical space to develop more than 50 lots as part of this residential development, and on the other information already provided regarding this project, it is not considered to be an undertaking as per any of the items of *Schedule A* of the *Environmental Impact Assessment (EIA) Regulation*, therefore it does not need to be registered for an EIA review. Should the project description change, or for any future projects related to this property, please consult with the Department of Environment and Local Government's (ELG) EIA Branch in order to determine if an EIA is required, as any EIA requirement will be determined on a case-by-case basis. Please note that this decision related to EIA requirements is based on the current regulatory context. Should the project not proceed within one year from the date of this decision, the proponent must contact the EIA Branch to confirm any assessment requirements. Any other applicable authorizations must still be obtained prior to undertaking this project.

Please note that these comments are solely related to EIA requirements and have no impact on the concerns raised by Gerard in his email below.

Please don't hesitate to contact me if you have any questions or would like to further discuss the EIA review process.

Thanks again,

**Pierre Doucet**

*Environmental Impact Assessment Specialist/Specialiste des études d'impact sur l'environnement*

*Environmental Impact Assessment Branch/Direction des Études d'impact sur l'environnement*

*New Brunswick Department of Environment and Local Government/Ministère de l'Environnement et des Gouvernements locaux du Nouveau-Brunswick*

*Tel: 506-457-6757*

*Fax: 506-453-2627*

File No. : 78-B-1111

June 28, 2023

Mr. Jeff Boudreau  
Regional Service Commission 7  
Moncton Office, Terminal Plaza  
1234 Main Street, Unit 200  
Moncton, NB E1C 1H7

Subject: Tentative Boundary Creek Estates Subdivision, Parish of Moncton, Westmorland County.

Dear Mr. Boudreau,

The location of the proposed street(s) shown on the tentative subdivision plan mentioned above are acceptable to the Department of Transportation and Infrastructure.

When the Regional Service Commission 7 recommends the proposed public street(s) to the Minister of Transportation and Infrastructure and the Development Officer approves the tentative plan, then the proposed public street(s) will then be acceptable to the Department of Transportation and Infrastructure when the following conditions are met:

- The developer is required to submit a street design including a plan and profile and cross sections showing top and bottom of foreslopes and backslopes, direction of ditch flow, pipe sizes, Local Government Services Easements and street right-of-way width for the proposed streets. The design drawings must be prepared and stamped by a registered Professional Engineer of New Brunswick and submitted to the Department prior to the Minister signing the final plan.
- The drainage system shall be designed to consider the drainage basin as a whole and must accommodate not only runoff water from the subdivision area but also, where applicable, the system shall be designed to accommodate the runoff water from those areas adjacent to and upstream from the subdivision itself, as well as its effects on lands downstream. It is the developer's responsibility to determine how the run-off water from the lots and the proposed public streets will be carried away to ensure that it does not have a negative effect on the proposed lots and the existing properties in the area. A detailed drainage report must accompany the drainage plan in order to evaluate the drainage pattern. Where environmental permits are required, copies should be forwarded to the Department of Transportation and Infrastructure. Prior to the Minister signing the final plan, stamped copies of the engineered drainage study and design shall be forwarded to the Department.
- The proposed street name(s) must be submitted to the Department of Public Safety NB 911 Services Section and approved to ensure compliance with the NB 911 Civic Addressing Standards. The street name approval must be forwarded to this Department before the Minister can approve the final subdivision plan.

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- The developer will be required to pay the Department of Transportation and Infrastructure for the costs of the supply and installation of all the traffic control signs that are required along the new streets in this subdivision. The District Transportation Engineer will determine the number of signs and their associated cost.
- The developer shall construct the proposed street(s) to meet or exceed the provincial standards specified in the "**Minimum Standards for the Construction of Subdivision Roads and Streets.**". The Standard can be viewed on the Internet sites [www2.gnb.ca/content/gnb/en/departments/dti/publications.html](http://www2.gnb.ca/content/gnb/en/departments/dti/publications.html) or [www2.gnb.ca/content/gnb/fr/ministeres/mti/publications.html](http://www2.gnb.ca/content/gnb/fr/ministeres/mti/publications.html) or at the Property Services Branch, Department of Transportation and Infrastructure in Fredericton. The developer will be required to construct the street(s) to the top of the subbase including ditching, cross-culverts, and any turnaround area before the Minister of Transportation and Infrastructure will accept a surety for any remaining construction work. The grade on the new street(s) shall not exceed the maximum allowable grade of 8% and the grade on the turning area shall not exceed the maximum allowable grade of 3%. The normal street construction season is from June 1 to November 30. Street construction work performed during the off-season must be pre-approved by the District Transportation Engineer.
- The developer shall provide "Local Government Services Easements" with a 10-m minimum width for all drainage ditches crossing the proposed lots and the remnant property that are intended to drain water to and away from the street ditches in the proposed development. The minimum grade for drainage ditches is 1.0%.
- The developer will have the option of being directly responsible for the chip sealing or having the work performed by the Department of Transportation and Infrastructure. In either case, the developer will be required to deposit a surety with the Department of Transportation and Infrastructure for the costs associated with the chip sealing of the proposed new street. The chip sealing will be performed to the specifications established by the Department of Transportation and Infrastructure.
- The right-of-way limits at the proposed street intersection(s) shall be laid out as shown on "Figure A10" of the Minimum Standards.
- A suitable turning area must be constructed at the end of any temporary dead-end street created by developing the subdivision proposal in phases. The temporary turnaround must meet the requirements shown in "Figures A4 or A5" of the Minimum Standards.
- The right-of-way limits of the proposed street(s) must be properly posted with standard survey markers to identify the property to be vested in the Crown as (a) public street(s).
- Additional street right-of-way allowance will be necessary where the topography of the land or the soil type requires extra width for deeper or wider ditches. The street right-of-way may have to be widened to more than the minimum 24 metres in some areas to ensure that the ditch and the backslope/foreslope are within the area to be vested in the Crown as a public street. The additional street right-of-way width will be necessary for future street maintenance activities. Standard survey markers shall not be placed in the ditches.

Mr. Jeff Boudreau  
June 28, 2023  
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- The street(s) shall be constructed so that there are acceptable sight distances at all driveway accesses and street intersections as per 4.3.7 of the Minimum Standards.
- The turn(s) along the proposed street(s) shall be designed as curves as specified in "Section 5.2.1" of the Minimum Standards. The back-to-back curves shall be separated by a minimum tangent length of 15 m as specified in the Urban Supplement to the Geometric Design Guide for Canadian Roads produced by the Transportation Association of Canada.

It is the responsibility of people building, upgrading, or repairing highway facilities to ensure that the environment is protected and that legislative requirements are met. It is important to prevent erosion and sedimentation from occurring by having erosion and sediment control measures in place before and during roadway construction and maintenance.

The District Transportation Engineer must be notified prior to the beginning of the street construction work, as periodic inspections will be carried out during construction to assess construction methods and/or additional engineering requirements.

It should be noted that a draft copy of the final plan must be sent to both the Regional Services Commission and the Department of Transportation and Infrastructure, Property Services Branch in Fredericton, for final inspection before the registration plan is prepared and sent to the Development Officer. The Development Officer will forward the final plan to the Department of Transportation and Infrastructure for the assent of the Minister of Transportation and Infrastructure.

**Please give a copy of this letter to the developer and the surveyor.**

Sincerely,

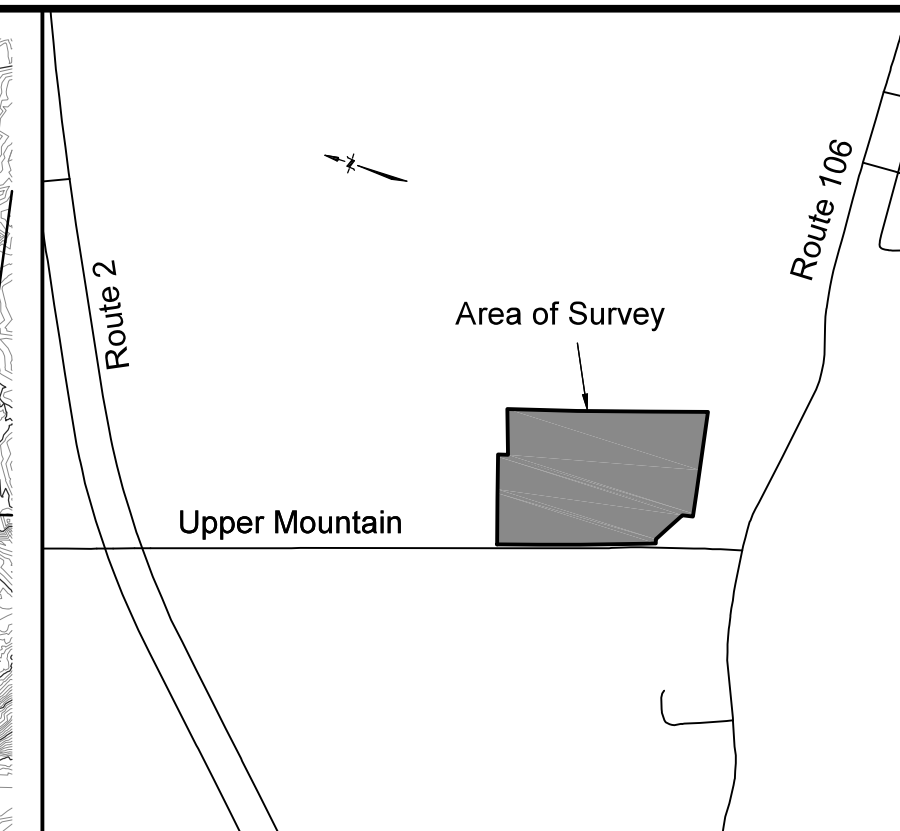
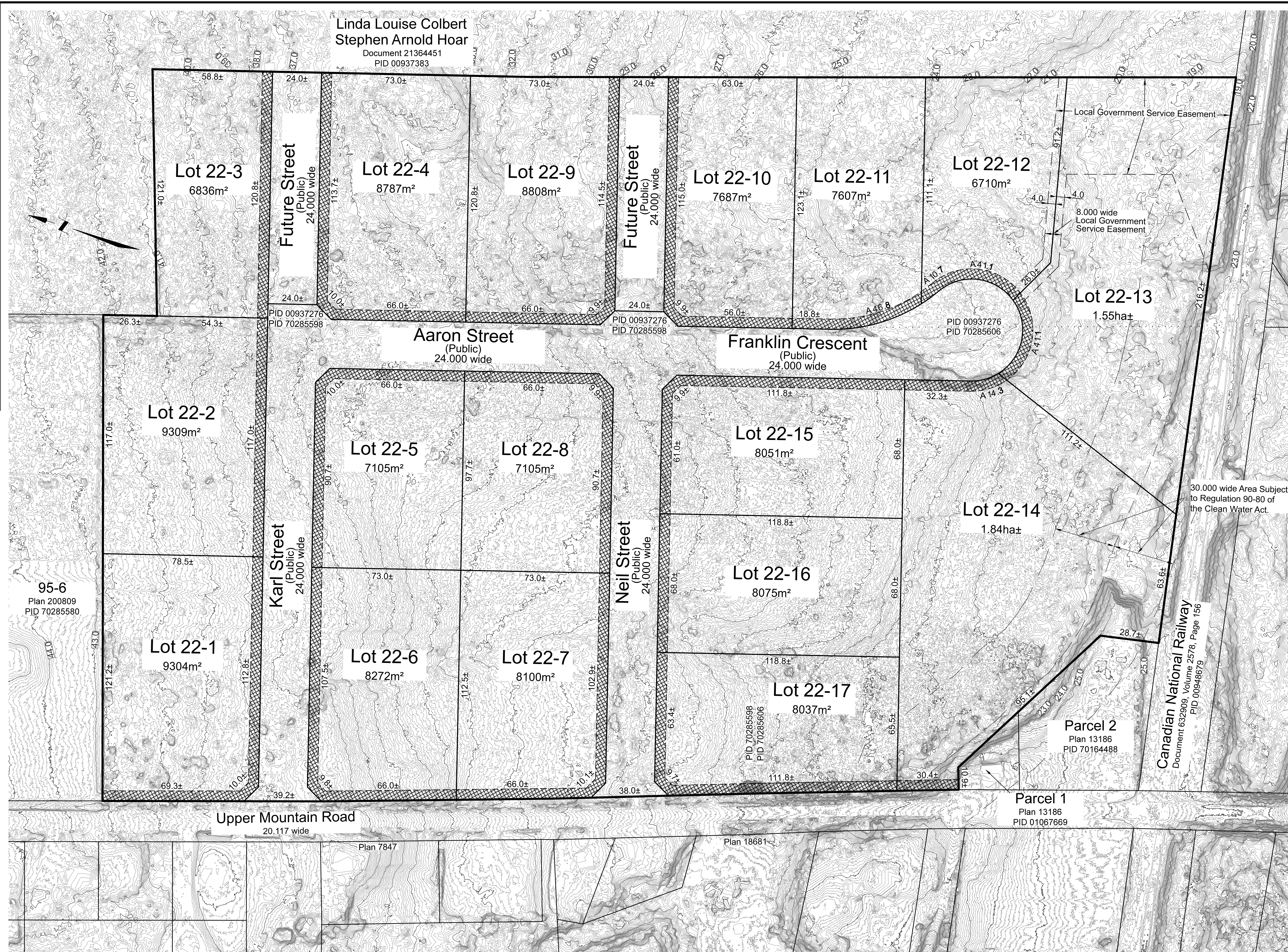


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Paul Lightfoot, P.Eng  
Rural Subdivisions Coordinator

c.c. Camilla Chown, Property Services Branch, NBDTI, sent via E-mail  
Vincent Rousell, District 3 (Moncton), sent via E-mail.  
Lisa Parsons, District 3 (Moncton), sent via E-mail.  
Aaron Chase, Property Services Branch, NBDTI, sent via E-mail

Approvals



- Key Plan**  
Scale = 1:20,000
- Legend**
- ⊙ SMS - Standard survey marker set
  - ⊙ SMF - Standard survey marker found
  - CALC - Calculated point
  - RIB - Round iron bar found
  - SQIB - Square iron bar found
  - IP - Iron pipe found
  - N Tabulated coordinate reference
- Lands dealt with by this plan  
 [Hatched Box] 5,000 wide Public Utility Easement

- Notes**
1. All computations performed and coordinates shown are based on the New Brunswick stereographic double projection and the NAD83(CSR) ellipsoid as realized by Service New Brunswick's Active Control System.
  2. All distances shown are in metres and are grid distances calculated using a combined scale factor utilizing geoid model CCG2013a.
  3. All directions are New Brunswick grid azimuths established using GNSS.
  4. Document and plan numbers referred to are those of the land titles or county registry office.
  5. Certification is not made as to legal title, being the domain of a lawyer, nor to the zoning & setback bylaws or regulations, being the domain of a Development Officer.
  6. Certification is not made as to covenants set out in the document(s) and the location of any underground services and/or fixtures permanent or otherwise.
  7. Peripheral information and adjacent owner information was derived from Service New Brunswick records unless otherwise noted.
  8. Field survey was completed in September, 2022.
  9. Survey markers not set at road deflections to avoid landowner confusion.

- Purpose of Plan**
- To create 17 new residential lots.
  - To create 4 Public Streets.
  - To create Public Utility Easements.
  - To create a Local Government Service Easement.

Subdivision Plan  
**Boundary Creek Estates**  
 Upper Mountain Road  
 Boundary Creek, Moncton Parish  
 Westmorland County, NB

Scale = 1:1000

**Title Data**  
 PID 70285598  
 Owner: Laura E. Wilson, Crystal Wilson, Karl Wilson and Neil Wilson to Karl Wilson  
 Document 614612, Volume 2404, Page 353  
 Dated: November 10, 1995  
 Registered: 1995-11-22

**Title Data**  
 PID 70285606  
 Neil Franklin to Karl Anthony Wilson  
 Document 38790292  
 Dated: March 21, 2018  
 Registered: 2019-02-05

**Title Data**  
 PID 00937276  
 Marjorie Helen Gibson to Kenneth H. Gibson and Charlene Gibson  
 Document 630444, Volume 2556, Page 152  
 Dated: December 9, 1996  
 Registered: 1996-12-13

**Signature of Owners**

.....  
 Kenneth H. Gibson

.....  
 Charlene Gibson

**Signature of Owners**

.....  
 Karl Wilson

**Signature of Owners**

.....  
 Karl Anthony Wilson

**Local Government Services Easements**  
 These easements vest in the Province of New Brunswick pursuant to Section 87(6)(a) of the Community Planning Act and Regulation 84-217.

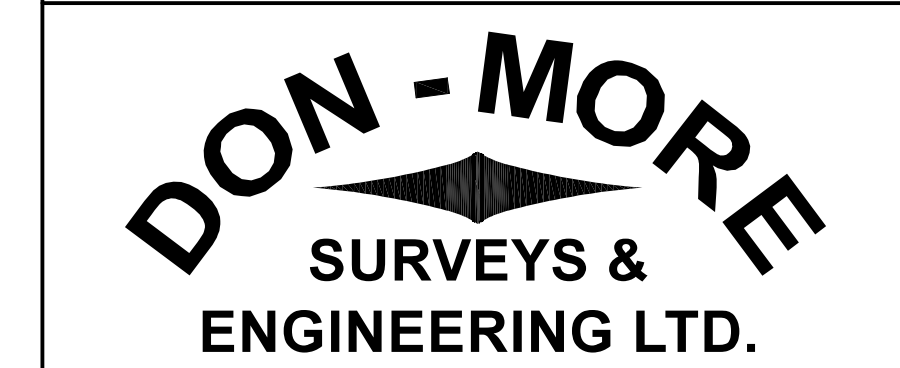
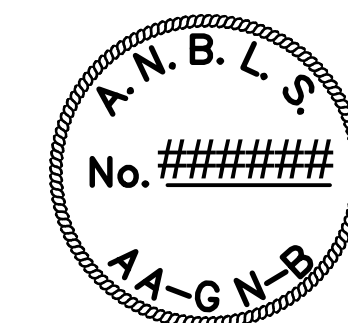
**Public Utility Easements**  
 Pursuant to Section 5 of the "Designated Easements Regulation" and Section 88(7)(b) of the Community Planning Act, the Public Utility Easements on the plan vest in New Brunswick Power Corporation, Bell Canada, and Rogers Communications Inc. with the filing of this plan.

**Public Streets**  
 These streets vest in the Province of New Brunswick pursuant to Section 87(5)(a) of the Community Planning Act.

**Future Streets**  
 These Future Streets vest in the Province of New Brunswick pursuant to Section 87(5)(b) of the Community Planning Act.

**Watercourse and Wetlands Alteration Regulation Note**  
 These areas may be subject to the Watercourse and Wetlands Alteration Regulation 90-80 of the Clean Water Act. Prior to undertaking any alteration in this area, contact the Department of Environment's Regional Office to determine potential regulatory requirements.

Areas identified as Regulated Wetlands or Provincially Significant Wetlands have been mapped using Service New Brunswick Digital Data, 2022 Version.



Dated: October 25, 2022  
**TENTATIVE**  
 GARRETT J. KEIRSTEAD, N.B.L.S. # 402

Dwg: 21300SDT3