

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

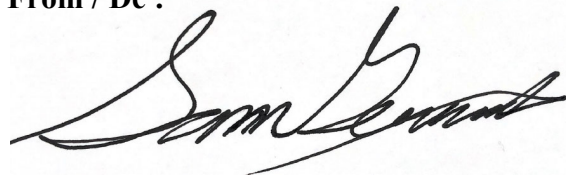
Wednesday, August 26, 2026 / Le mercredi 26 août, 2026

Staff Report / Rapport du personnel

Subject / Objet: Addition of new residential zone: Residential Mix and rezoning of Twilight Sunrise

File Number/ Numéro du fichier : 26-0987

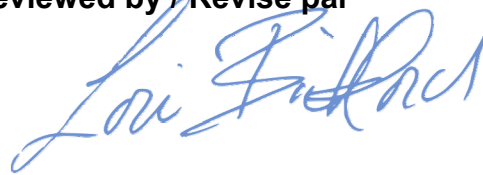
From / De :



Sam Gerrand

Planner / Agent d'aménagement

Reviewed by / Révisé par



Lori Bickford

Planning Manager/Planner / Gestionnaire de

General Information / Information générale

Applicant / Requéant :

Austin Henderson

Landowner / Propriétaire :

Proposal / Demande :

Text amendment to the Municipal Plan and Zoning By-law to add a new residential zone: Residential Mix.

Rezoning of the proposed Sunrise and Twilight subdivision (PID 01089606 and 70568167) to the Residential Mix zone to accommodate a mix of single unit, two-unit, and multiple unit dwellings totaling 80 residential units. / *Modification de texte au Plan municipal et à l'Arrêté de zonage afin d'ajouter une nouvelle zone résidentielle : résidentielle mixte. Rezoning du lotissement proposé, Sunrise and Twilight (NID 01089606 et 70568167) à la zone résidentielle mixte afin d'accueillir une diversité d'habitations.*

Site Information / Information du site

PID / NID: 01089606, 70568167

Lot Size / Grandeur du lot: 9.5 hectares (23.5 acres)

Location / Endroit :

Sunrise and Twilight Avenue, Town of Salisbury / Village de Salisbury

Current Use / Usage présent :

Vacant

Zoning / Zonage :

Residential Serviced

Future Land Use / Usage futur :

Residential

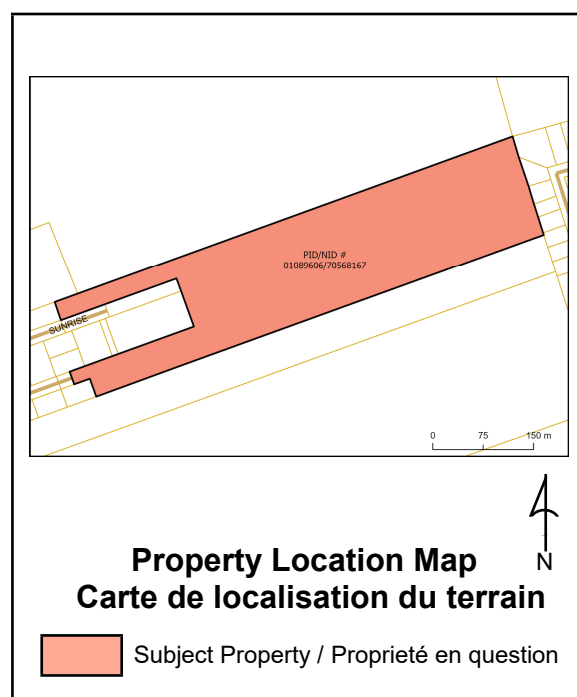
Surrounding Use & Zoning / Usage des environs & Zonage :

Residential Serviced and Rural Area

Municipal Servicing / Services municipaux:

Municipal Servicing is available from Sunrise and Twilight Avenues. Private wells are proposed for water services.

Access-Egress / Accès-Sortie :



Access is provided from Sunrise and Twilight Avenue. The Subdivision is also proposed to connect to Karen Court

Policies / Politiques

STATEMENTS OF PUBLIC INTEREST / DÉCLARATIONS D'INTÉRÊTS PUBLICS

SP1 Promote efficient development and land use patterns that are in the best interest of the Province, local governments and residents in the long term / *Favoriser l'aménagement efficace et les modes d'utilisation des terres qui sont dans l'intérêt supérieur à long terme de la province, de ses gouvernements locaux et de ses résidents.*

SP2 Promote a range of housing options such as size, type, density, and design / *Favoriser l'utilisation d'une gamme d'options relatives aux logements, notamment en ce qui trait à la taille, au type, à la densité et à la conception de ceux-ci dans l'ensemble des communautés.*

MUNICIPAL PLAN / PLAN MUNICIPAL

Section 3 Serviceable Boundary / Article 3 Limite de desserte

Policy 3.3 - It is a policy of Council to encourage an orderly and cost-effective approach to development by encouraging development to take place within the Serviceable Boundary in the following manner: /

Principe 3.3 : *Il est établi comme principe du Conseil d'encourager une approche ordonnée et rentable en matière d'aménagement en encourageant l'aménagement à l'intérieur de la limite de desserte de la manière suivante :*

- a) through rehabilitation and revitalization of existing building stock in the built-up areas; / *Par la réhabilitation et la revitalisation du parc immobilier existant dans les secteurs bâtis ;*
- b) in-filling of existing vacant lands within existing developments; / *Par le comblement des terrains vacants existants au sein des aménagements existants ;*
- c) directing new developments within the existing piped serviced areas; / *En orientant les nouveaux aménagements vers les secteurs existants desservis par des réseaux de canalisations ;*
- d) directing new developments in the areas most efficiently serviceable; and / *En orientant les nouveaux aménagements vers les secteurs pouvant être desservis le plus efficacement ;*
- e) directing new residential development adjacent to existing development. / *En orientant les nouveaux aménagements résidentiels adjacents aux aménagements existants.*

Section 4.7 Residential Designation (R) / Article 4.7 Désignation résidentielle

The overall objectives in the residential designation are to provide a residential mix reflective of the current and future needs, and to encourage flexibility of the housing stock by providing opportunities for occupants to age in place and while continuing to reflect their rural lifestyle. / *Les objectifs globaux de la désignation résidentielle sont d'offrir une diversité résidentielle réflexive des besoins actuels et futurs, ainsi que d'encourager la flexibilité du parc de logements en offrant aux occupants les occasions de vieillir chez eux, tout en continuant de refléter leur mode de vie rural.*

Policy 4.7.1 - It is a policy to designate sufficient residential land on the Future Land Use map (Schedule A) to accommodate the demand for future residential development within the Serviceable Boundary of the Town. / **Principe 4.7.1** *Il est établi comme principe de désigner suffisamment de terrains résidentiels sur la carte de l'utilisation future des terres (annexe A) afin de répondre à la demande future en matière d'aménagement résidentiel à l'intérieur de la limite de desserte de la ville.*

Policy 4.7.2 - It is a policy that existing residential areas within the Town are zoned Residential Serviced (RS) to protect residential uses and provide adequate reserve lands to assure future growth within the Serviceable Boundary of the Town. / **Principe 4.7.2** *Il est établi comme principe que des secteurs résidentiels existants de la ville soient zonés résidentiel desservi afin de protéger les usages résidentiels et de prévoir suffisamment de terrains de réserve pour assurer la croissance future à l'intérieur de la limite de desserte de la ville.*

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

PART 5 - Residential Serviced (RS) Zone / PARTIE 5 - Zone résidentielle desservie

5.1 Permitted Uses / Usages permis

Any land, building or structure may be used for the purpose of, and for no other purpose: / *Tout terrain, bâtiment ou construction peut être utilisé aux fins suivantes, et à aucune autre fin :*

a) One of the following main uses: / *L'un des usages principaux suivants :*

i) single unit dwelling / *habitation unifamiliale*

ii) two unit dwelling / *habitation bifamiliale*

iii) semi-detached dwelling / *maison jumelée*

iv) park, passive recreation use / *parc, usage récréatif passif*

Internal Consultation & External Consultation / Consultations internes et externes

The application was reviewed by Plan 360 planning staff and Town of Salisbury Municipal Staff.

Additionally, the project was reviewed by the following provincial departments: / *La demande a été examinée par le personnel de planification de Plan360 ainsi que par le personnel municipal de la ville de Salisbury. En outre, le projet a été examiné par les ministères provinciaux suivants :*

Environmental Impact Assessment / Étude d'impact sur l'environnement

This project has already gone through an EIA review and is subject to the conditions of the Certificate of Determination (COD), therefore there is no specific comments that I have regarding the rezoning. / *Le présent projet a déjà fait l'objet d'un examen dans le cadre de l'étude d'impact sur l'environnement et est assujéti aux conditions du certificat de décision. Par conséquent, je n'ai aucun commentaire précis concernant le présent rezonage.*

Archaeology and Heritage / Archéologie et patrimoine

Archaeology and Heritage's comments are the same as in the EIA Certification of Determination / *Les commentaires provenant d'Archéologie et patrimoine sont les mêmes que ceux figurant dans le certificat de décision de l'étude d'impact sur l'environnement.*

Environmental Science and Climate Change / Sciences de l'environnement et changements climatiques

-Ensure sewer lines remain functional and do not create any leakage into the immediate environment during extreme rainfall events, that are projected to increase in frequency and intensity in the future. / *Veiller à ce que les conduites d'égout demeurent fonctionnelles et n'engendrent pas des fuites dans l'environnement immédiat lors d'épisodes de précipitation extrêmes, dont la fréquence et l'intensité devraient augmenter à l'avenir.*

-Ensure stormwater infrastructure is properly sized, remains functional, and will not impact the immediate environment during extreme rainfall events, that are projected to increase in frequency and intensity in the future. / *Veiller à ce que les infrastructures de gestion des eaux pluviales soient de dimensions adéquates, demeurent fonctionnelles et n'aient aucune incidence sur l'environnement immédiat lors d'épisodes de précipitations extrêmes, dont la fréquence et l'intensité devraient augmenter à l'avenir.*

-Ensure well water is not at risk to projected future flood elevations or saturated soil conditions associated with projected flood elevations, stormwater, or other hazards related to overland flooding. / *Veiller à ce que l'eau des puits ne soit pas exposée à des risques liés aux niveaux d'inondation futurs prévus ou aux conditions de saturation du sol associées aux niveaux d'inondation prévus, aux eaux pluviales ou à d'autres dangers liés aux inondations de surface.*

-To reduce exposure to extreme heat days above 30 and 35 Degrees Celsius, which are projected to increase across New Brunswick. It is recommended that residential units are equipped with proper air conditioning capability. / *Afin de réduire l'exposition aux journées de chaleur extrême dépassant 30 °C et 35 °C, dont la fréquence devrait augmenter partout au Nouveau-Brunswick, il est recommandé que les unités résidentielles soient dotées d'un système de climatisation adéquat.*

Healthy Environments (Drinking Water) / Milieux sains (eau potable)

I have reviewed the rezoning request for properties PID 01089606 and 70568167 and the attached materials. Given the conditions included in the Certificate of Determination, and provided that the private wells are drilled in accordance with the construction and setback requirements outlined in NB Regulation 90-79 Water Well Regulation – Clean Water Act, we have no concerns from a drinking water source protection perspective. / *J'ai examiné la demande de rezonage visant les propriétés portant les NID 01089606 et 70568167 ainsi que les documents ci-joints. Compte tenu des conditions énoncées dans le certificat de décision, et pourvu que les puits privés soient forés conformément aux exigences de construction et de retrait prévues dans le Règlement du Nouveau-Brunswick 90-79 sur les puits d'eau pris en vertu de la Loi sur l'assainissement de l'eau, nous n'avons aucune préoccupation du point de vue de la protection des sources d'eau potable.*

Department of Transportation and Infrastructure / Ministère des Transports et de l'Infrastructure

No comments / *Aucun commentaire*

Authorizations Branch

No comments / *Aucun commentaire*

Watercourse and Wetland Alteration (WAWA) Modification d'un cours d'eau ou d'une terre humide (MCETH)

Comments from WAWA sought clarification that the area of disturbed wetlands would be within the tolerances of the EIA process. The Town of Salisbury confirmed that the EIA conditions will be followed in the development of the property, including the acceptable area of disturbance to existing wetlands. / *Les commentaires du MCETH visaient à obtenir des précisions afin de confirmer que la superficie des terres humides perturbées demeurerait dans les limites permises dans le cadre du processus d'EIE. La ville de Salisbury a confirmé que les conditions de l'EIE seront respectées lors de l'aménagement de la propriété, notamment la superficie acceptable de perturbation des terres humides existantes.*

Discussion

BACKGROUND / CONTEXTE

The Town of Salisbury has undertaken preliminary steps to develop a residential subdivision on Town owned land off Fredericton Road. The proposal, which would involve a mix of low-rise residential uses, would connect the existing Karen Court (Hilltop Subdivision) and Sunrise and Twilight Avenue areas. The current proposal includes 16 single unit dwellings, 6 two unit dwellings (duplexes), 11 multiple unit dwellings (townhouses) for a total of 80 residential units. / *La ville de Salisbury a mené des étapes préliminaires afin d'aménager un lotissement résidentiel sur des terrains appartenant à la Ville, situés près du chemin Fredericton. La proposition, qui comprendrait une diversité d'usages résidentiels de faible hauteur, relierait la cour Karen existante (lotissement Hilltop) aux secteurs des avenues Sunrise et Twilight. La proposition actuelle comprend 16 habitations unifamiliales, 6 habitations bifamiliales (duplex) et 11 habitations multifamiliales (maisons en rangée), pour un total de 80 unités résidentielles.*

The intention of the project is to support development of new affordable housing in the community and is supported by partnership with the Housing Hub of New Brunswick and the Lions Villa. The Town has

undertaken feasibility studies for the development and is now prepared to consider amending the Municipal Plan and Zoning By-law to accommodate the development. / *L'objectif du projet est de soutenir l'aménagement de nouveaux logements abordables dans la communauté. Le projet est appuyé par un partenariat avec le Réseau de logements du Nouveau-Brunswick et Lions Villa. La Ville a entrepris des études de faisabilité pour l'aménagement et est maintenant préparée afin de considérer la modification du Plan municipal et de l'Arrêté de zonage afin de permettre l'aménagement proposé.*

TEXT AMENDMENTS TO CREATE NEW RESIDENTIAL MIX (RM) ZONE / MODIFICATIONS DE TEXTE AFIN DE CRÉER UNE NOUVELLE ZONE RÉSIDENTIELLE MIXTE

The current zoning of the property, Residential Serviced (RS), does not permit the use of townhouses (multiple unit dwellings) as proposed in the project. While multiple unit dwellings are permitted elsewhere in the Town through the Town Center and Residential Neighborhood Service (RNS) Zones, these zones are not deemed to be appropriate for the subject property. The Town Center zone is a contiguous area in the traditional core of the former village and includes regulations specific to that area, including allowing a wider range of commercial, residential, and institutional uses than would be appropriate at the subject property. The Residential Neighborhood Serviced Zone is intended to permit a mixture of commercial business and residential uses along Route 112 and to form a corridor linking the highway commercial node at the TransCanada Highway and the Town Center. As the subject property is outside of this corridor, it is not within the intention of the Municipal Plan for council to consider a rezoning to this zone. Finally, adding a multiple unit dwelling use to the Residential Serviced zone (current zoning of the property) would allow this use in most existing single and two unit residential neighborhoods in the Town which is not desirable to increase density without proper analysis. Therefore, Council is considering the creation of a new Residential Mix (RM) zone to accommodate the proposal and future projects of a similar nature. / *Le zonage actuel de la propriété, résidentiel desservi, ne permet pas l'usage des maisons en rangée (habitations multifamiliales), tel qu'il est proposé dans le cadre du projet. Bien que les habitations multifamiliales soient permises ailleurs dans la ville dans les zones centre-ville et services résidentiels de quartier, ces zones ne sont pas jugées appropriées pour la propriété en question. La zone centre-ville constitue une aire contiguë située dans le centre traditionnel de l'ancien village et comprend des dispositions propres à ce secteur, y compris la permission d'une gamme plus vaste d'usages commerciaux, résidentiels et institutionnels que ce qui serait approprié à la propriété en question. La zone services résidentiel de quartier est destinée à permettre une combinaison d'usages commerciaux et résidentiels le long de la route 112 et à former un corridor reliant le pôle commercial routier situé à la route Transcanadienne au centre-ville. Étant donné que la propriété en question est située à l'extérieur de ce corridor, un rezonage à cette zone ne serait pas conforme à l'intention du Plan municipal. Enfin, l'ajout de l'usage d'habitation multifamiliale à la zone résidentiel desservi (zonage actuel de la propriété) permettrait cet usage dans la majorité des quartiers résidentiels existants composés d'habitations unifamiliales et bifamiliales de la ville. Il n'est pas souhaitable pour augmenter la densité sans analyse adéquate. Donc, le Conseil considère la création d'une nouvelle zone résidentielle mixte afin de permettre la proposition ainsi que de futurs projets de nature semblable.*

The intention of the new Residential Mix (RM) zone would be to provide a zone that could accommodate a wider variety of residential uses to occur outside of the Town Center and the commercial corridor along Route 112. By providing a mix of residential uses such as single unit dwellings, two unit dwellings, and multiple unit dwellings within a single zone, new neighborhoods would be encouraged to provide more diverse housing options and potentially allow developers (or in this case the Town) an opportunity to respond to changing market demands. This could include opportunities for new housing to support an aging demographic and aging in place as well as more affordable housing options. As existing residential areas are already primarily zoned Residential Serviced, the new Residential Mix zone would not have an effect on the permitted uses of existing neighborhoods and could only be considered in undeveloped areas through a rezoning process and approved on a case-by-case basis by Council. / *L'intention de la nouvelle zone résidentielle mixte serait d'offrir une zone pouvant accueillir une plus grande diversité d'usages résidentiels à l'extérieur du centre-ville et du corridor commercial le long de la route 112. En permettant une diversité d'usages résidentiels, comme des habitations unifamiliales, bifamiliales et multifamiliales, au sein d'une même zone, les nouveaux quartiers seraient encouragés à offrir une plus grande diversité d'options de logement et pourraient permettre aux promoteurs (ou dans le présent cas, à la Ville) de répondre aux demandes du marché changeantes. Cela pourrait inclure de nouvelles possibilités de nouveau logement pour soutenir une démographique vieillissante et de vieillir en place, ainsi que plus d'options de logement abordable. Étant donné que les secteurs résidentiels existants sont déjà*

principalement dans la zone résidentielle desservie, la nouvelle zone résidentielle mixte n'aura aucune incidence sur les usages permis dans les quartiers existants et ne pourrait être envisagée que dans les secteurs non aménagés, dans le cadre d'un processus de rezonage et sous réserve de l'approbation du Conseil au cas par cas.

In addition to creating the RM zone, the proposed amendments to the Municipal Plan also provide policy guidance for Council when considering future rezoning requests to the RM zone. The proposed municipal plan policy would only allow developments of a larger scale (5 ha or larger), which involve public streets and appropriate transportation connectivity, as well as a mix of residential uses. Additionally, when Council is evaluating new proposals to rezone to the RM zone, they will need to consider the following elements: drainage, buffering from adjacent properties, impact on drinking water, proximity to resource based uses, provision of community amenity space, and the provision of a diversity of housing types within the proposal. / *En plus de créer la zone résidentielle mixte, les modifications proposées au Plan municipal fournissent également des orientations au Conseil lorsqu'il examine de futures demandes de rezonage à cette zone. Le principe proposé du Plan municipal permettrait uniquement les aménagements de plus grande envergure (5 ha ou plus) qui comprennent des rues publiques, une connectivité adéquate du réseau de transport ainsi qu'une diversité d'usages résidentiels. De plus, lorsque le Conseil évalue de nouvelles propositions de rezonage à la zone résidentielle mixte, il doit tenir compte des éléments suivants : le drainage, les zones tampons par rapport aux propriétés adjacentes, l'incidence sur l'eau potable, la proximité des usages liés à l'exploitation des ressources, la mise à disposition d'espaces communautaires et la diversité des types de logements proposés.*

REZONING REQUEST FOR TWILIGHT AND SUNRISE AVENUES / DEMANDE DE REZONAGE POUR LES AVENUES TWILIGHT ET SUNRISE

The subject property is between Sunrise Avenue, and Karen Court and would involve a public road to connect these neighborhoods. Increased connectivity between neighborhoods is generally viewed as a positive impact as it can improve mobility and transportation options. The main access to the property would from Fredericton Road, via Sunrise and Twilight Avenue. A traffic study is underway to understand the traffic impacts of the development. / *La propriété en question est située entre l'avenue Sunrise et la cour Karen, et le projet comprendrait une rue publique reliant ces quartiers. Une connectivité accrue entre les quartiers est généralement considérée comme un avantage, puisqu'elle peut améliorer les options de mobilité et de transport. L'accès principal à la propriété se ferait depuis le chemin Fredericton, par les avenues Sunrise et Twilight. Une étude de circulation est en cours afin d'évaluer les répercussions du projet sur la circulation.*

The project would have access to municipal sewer services but would require private wells to service the development. A Water Source Supply Assessment has been completed for the proposed development and indicates that there is adequate water quantity and quality to support the development at the site. The report notes that wells needed to support this project are not anticipated to have a negative impact on existing domestic wells in the area. Preliminary feasibility of a stormwater management system has also been investigated. Preliminary plans include an engineered wetland that would help to manage stormwater on the site. The Province of New Brunswick has completed an Environmental Impact Assessment (EIA) for the project, which includes both the proposed wells and the engineered wetland and has issued a certificate of determination to proceed with the project. This means that the EIA process is completed and imposes conditions for the development of the property. These conditions include requirements such as submission of an Environmental Management Plan, compliance with Species at Risk regulations, compliance with Migratory Birds Regulations, Wetland Compensation, wetland monitoring, and requirements that drinking water is tested and meets New Brunswick Drinking Water Guidelines. / *Le projet aurait accès aux services municipaux d'égout, mais nécessiterait des puits privés pour l'alimentation en eau. Une évaluation de l'approvisionnement en eau a été réalisée pour l'aménagement proposé et indique que la quantité et la qualité de l'eau sont suffisantes pour permettre l'aménagement du site. Le rapport indique que les puits nécessaires au projet ne devraient pas avoir d'incidence négative sur les puits domestiques existants dans le secteur. La faisabilité préliminaire d'un système de gestion des eaux pluviales a également été étudiée. Les plans préliminaires comprennent une terre humide aménagée qui contribuerait à la gestion des eaux pluviales sur le site. La province du Nouveau-Brunswick a réalisé une étude d'impact sur l'environnement (EIE) pour le projet, laquelle comprend les puits proposés et la terre humide aménagée, et a délivré un certificat de décision autorisant la poursuite du projet. Cela signifie que le processus d'EIE est terminé et que des conditions sont imposées pour l'aménagement de la propriété. Ces conditions comprennent*

notamment la soumission d'un plan de gestion environnementale, le respect de la réglementation relative aux espèces en péril, le respect du Règlement sur les oiseaux migrateurs, la compensation des terres humides, la surveillance des terres humides ainsi que l'obligation d'analyser l'eau potable et de veiller à ce qu'elle respecte les lignes directrices du Nouveau-Brunswick en matière d'eau potable.

SUMMARY / RÉSUMÉ

While the zoning of the property needs to be changed to accommodate the proposed mix of residential uses (single dwelling units, two unit dwellings and multiple unit dwellings) the land use designation and current zoning of the property is residential and within the Urban Growth Boundary. In general, planning staff are of the opinion this is an appropriate area for continued residential development and note that it is the slightly higher density mix of residential uses (i.e. multiple unit dwellings (6 units) that triggers this by-law amendment. If the proposal was for only single and two-unit dwellings a rezoning application would not be required. However, staff see value in diversifying the Town's housing stock by providing a mix of residential uses and more affordable options. The Town of Salisbury Municipal Plan states that: */ Bien que le zonage de la propriété doive être modifié afin de permettre la diversité proposée d'usages résidentiels (habitations unifamiliales, bifamiliales et multifamiliales), la désignation de l'utilisation du territoire et le zonage actuel de la propriété sont résidentiels et se situent à l'intérieur de la limite de croissance urbaine. De manière générale, le personnel de planification est d'avis qu'il s'agit d'un secteur approprié pour la poursuite de l'aménagement résidentiel et souligne que c'est la diversité légèrement plus dense des usages résidentiels, soit les habitations multifamiliales de six unités, qui nécessite la présente modification de l'arrêté. Si la proposition ne comprenait que des habitations unifamiliales et bifamiliales, une demande de rezonage ne serait pas requise. Cependant, le personnel reconnaît l'intérêt de diversifier le parc de logements de la ville en offrant une diversité d'usages résidentiels et davantage d'options abordables. Le Plan municipal de la ville de Salisbury énonce ce qui suit :*

"...the majority of housing remains in single dwelling units and mini homes. Given projections showing a rapidly increasing elderly population in New Brunswick communities (85 years and above), it will be important for Salisbury to work towards developing housing options to suit this demographic." (Section 4.7) / « ... la majorité des logements demeure constituée d'habitations unifamiliales et de maisons mobiles. Étant donné les projections montrant une augmentation rapide de la population âgée dans les collectivités du Nouveau-Brunswick (85 ans et plus), il sera important pour Salisbury de travailler à l'élaboration d'options de logement adaptées à ce groupe démographique. » (article 4.7)

The proposed amendments are within the intent of the Municipal Plan and desirable for the provision of more diverse and affordable housing in Salisbury. */ Les modifications proposées sont conformes à l'intention du Plan municipal et sont souhaitables afin d'offrir des logements plus diversifiés et abordables à Salisbury.*

Legal Authority / Autorité légale

The Planning Review and Adjustment Committee receive their authority to make their views regarding the by-laws through the following sections of the Community Planning Act: */ Le Comité de révision de la planification doit avoir le pouvoir de faire connaître ses opinions au sujet de l'arrêté par l'entremise des articles suivants de la Loi sur l'urbanisme :*

"110(1) Before making a by-law under this Act, a council shall request in writing the written views of the advisory committee or regional service commission on */ Avant de prendre un arrêté en vertu de la présente loi, le conseil demande par écrit au comité consultatif ou à la commission de services régionaux de lui donner son avis écrit :*

(a) a proposed by-law in respect of which the views have not been given previously, */ sur tout projet d'arrêté relativement auquel aucun avis n'a été donné auparavant;"*

Recommendation / Recommandation

Staff recommend that the Southeast Planning Review and Adjustment Committee RECOMMEND to the Town of Salisbury Council that the proposed by-law amendments, By-law 16-2, 17-3 and 17-4, to amend the Municipal Plan by adding a residential zone, Residential Mix (RM), and associated policy for future rezoning requests, as well as the addition of the Residential Mix (RM) zone to the Zoning By law and the rezoning of PID 01089606 and 70568167 to the RM zone subject to terms and conditions imposed in a resolution be approved. / *Le personnel recommande que le Comité de révision de la planification du Sud-Est RECOMMANDE au conseil de la ville de Salisbury d'approuver les modifications proposées aux arrêtés 16-2, 17-3 et 17-4, afin de modifier le Plan municipal en ajoutant une zone résidentielle, résidentielle mixte et de la politique connexe applicable aux futures demandes de rezonage, ainsi que l'ajout de la zone résidentielle mixte à l'Arrêté de zonage et le rezonage des NID 01089606 et 70568167 à la zone résidentielle mixte, sous réserve des modalités et conditions imposées par résolution.*

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.*

By-law No 16-2
A By-law to Amend By-law No. 16
Town of Salisbury Municipal Plan

The Council of the Town of Salisbury under the authority vested in it by Section 24 and in accordance with Section 111 of the *Community Planning Act*, SNB 2017, c.19 amends By-law No. 16, the Town of Salisbury Municipal Plan and enacts as follows:

1. By-law No. 16, the Town of Salisbury Municipal Plan, is amended by the addition of the following subsections to Section 4.7 Residential Designation (R):

4.7.13. It is a policy that Council create a Residential Mix (RM) zone within the Serviceable Boundary to recognize changing housing needs by permitting residential developments that incorporate a mixture of housing types such as single unit dwellings, accessory dwelling units, two-unit dwellings and multiple unit dwellings.

4.7.14 It is a policy that when considering proposals to rezone properties to the Residential Mix Zone the following shall be considered:

- a) That the proposal shall include public streets and a vision for the development of a residential subdivision at the neighborhood scale, where the total area of the development is larger than 5 ha.
- b) That a diversity of housing types are provided within the proposed development.
- c) Impact on drinking water supplies
- d) Proximity to existing resource-based uses
- e) Provision of community amenity space
- f) Drainage
- g) Road network connectivity
- h) Buffering from abutting properties in the development

Read a first time this ____ day of ____, 2026.

Read a second time this ____ day of ____, 2026.

Read a third time and passed this _____ day of _____, 2026.

Mayor

Clerk

**SOLEMN DECLARATION
TOWN OF SALISBURY MUNICIPAL PLAN NO. 16-2**

I, Dianne Ayles, of the Town of Salisbury, in the County of Westmorland and the Province of New Brunswick, Clerk, DO SOLEMNLY DECLARE;

1. THAT I am the Clerk of the Town of Salisbury, a Municipal Corporation, and have personal knowledge of the facts herein declared;
2. THAT the requirements of Sections 110 and 111 of the *Community Planning Act* have been complied with in respect to By-law No 16-2, A By-law to Amend By-law No 16 The Town of Salisbury Municipal Plan, which was passed by the common Council of the Town of Salisbury on _____;

AND, I make this solemn declaration conscientiously believing it to be true, and knowing that it is of the same force and effect as if made under oath and by virtue of the *Evidence Act*.

Declared before me at the _____)
_____, County of _____)
_____ and Province of _____)
New Brunswick, this _____ day _____)
Of _____, A.D., 2026. _____)

Clerk

Commissioner of Oaths

By-law No 17-3
A By-law to Amend By-law No. 17
Town of Salisbury Zoning By-law

The Council of the Town of Salisbury under the authority vested in it by Section 53 of the *Community Planning Act*, SNB 2017, c.19 amends By-law No. 17, the Town of Salisbury Zoning By-law and enacts as follows:

1. By-law No 17, the Town of Salisbury Zoning By-law, is amended by the addition of the following Section, Part 22 – Residential Mix (RM) Zone:

PART 22 – RESIDENTIAL MIX (RM) ZONE

22.1 Permitted Uses

Any land, building or structure may be used for the purpose of, and for no other purpose:

- a) One of the following main uses:
 - i) single unit dwelling
 - ii) two-unit dwelling
 - iii) semi-detached dwelling
 - iv) multiple unit dwelling (up to a maximum of 6 units)
 - v) residential care facility
 - vi) recreational use
 - vii) institutional use
 - viii) park, passive recreation use
- b) One of the following secondary uses in conjunction with a permitted single unit dwelling:
 - i) bed and breakfast/tourist home
 - ii) neighbourhood daycare
 - iii) home-based business subject to section 3.23b)
 - iv) attached accessory dwelling unit subject to section 3.32
- c) Any accessory building or structure, subject to the requirements of section 3.8, which is incidental to the main use of the land, building or structure if such main use is permitted by this subsection.

22.2 Zone Requirements

- a) Any permitted use, or new lot, in the Residential Mix zone shall comply with the following regulations:

Residential Mix (RM) Zone	Single Unit Dwelling	Two Unit Dwelling, Residential Care Facilities, Institutional & Recreation Uses	Semi-detached Dwelling	Multiple Unit Dwelling
Minimum Lot Area	1207.7 m ² (12,999.68 ft ²)	1363 m ² (14,671.3 ft ²)	681.5 m ² (7,335.6 ft ²)	1545 m ² (16630.4 ft ²)+ 102m ² (1,097.9 ft ²)/ dwelling unit over 4
Minimum Lot Frontage	30.5 m (100 ft)	30.5 m (100 ft)	15.25 m (50 ft)	36 m (118 ft) + 1.5 m (4.9 ft)/dwelling unit over 4
Minimum Front or Flankage Yard	12 m (39.3 ft)	12 m (39.3 ft)	12 m (39.3 ft)	12 m (39.3 ft)
Minimum Side Yard One side	3 m (9.8 ft)	3 m (9.8 ft)	3 m (9.8 ft)	4.6 m (15 ft) or ½ height of the main building (the greater of)
Other side	1.2 m (4 ft)	1.2 m (4 ft)	0 m (common wall)	4.6 m (15 ft) or ½ height of the main building (the greater of)
Maximum building height	11 m (36 ft)	11 m (36 ft)	11 m (36 ft)	11 m (36 ft)
Maximum Lot Coverage	50%	50%	50%	50%

- Furthermore, By-law No 17, the Town of Salisbury Zoning By-law, is amended by adding the Residential Mix (RM) Zone following Residential Neighbourhood Service (RS) to the Residential Designation in the Table: **Town of Salisbury Zones** within Part 4 - Zone Classifications.
- Furthermore, By-law No 17, the Town of Salisbury Zoning By-law, is amended to consider the new Residential Mix zone by repealing Section 3.6 One Dwelling Per Lot and REPLACING it with the following:

Section 3.6 One Dwelling Per Lot

No developer shall construct more than one dwelling on a lot in the Residential Serviced, **Residential Mix** or the Rural or Rural Residential zones. More than one dwelling on a lot shall be permitted in the Town Centre, Residential Neighbourhood Service or Dwelling Group zones provided that:

- a) the number of combined units does not exceed the maximum number set in the zone;
- b) the minimum zone requirements are complied with; and
- c) the dwellings maintain a minimum separation distance of 3.0 metres (10 feet).

Read a first time this ____ day of ____, 2026.

Read a second time this ____ day of ____, 2026.

Read a third time and passed this ____ day of ____, 2026.

Mayor

Clerk

Sunrise Avenue and Twilight Avenue,
Salisbury
PID 01089606 and 70568167

By-law No 17-4
A By-law to Amend By-law No. 17
Town of Salisbury Zoning By-law

The Council of the Town of Salisbury under the authority vested in it by Section 53 and in accordance with Section 59 of the *Community Planning Act*, SNB 2017, c.19 amends By-law No. 17, the Town of Salisbury Zoning By-law and enacts as follows:

1. By-law No 17, the Town of Salisbury Zoning By-law is amended by changing the zoning as shown on the Zoning Map Schedule A of the Town of Salisbury Zoning By-law, for the properties identified as PID 01089606 and 70568167 as shown on Schedule “A-1” attached hereto and forming part hereof, from Residential Services (RS) to Residential Mix (RM) subject to the conditions imposed in schedule B, attached hereto and forming part hereof, the Resolution registered against the property.

Read a first time this ____ day of ____, 2026.

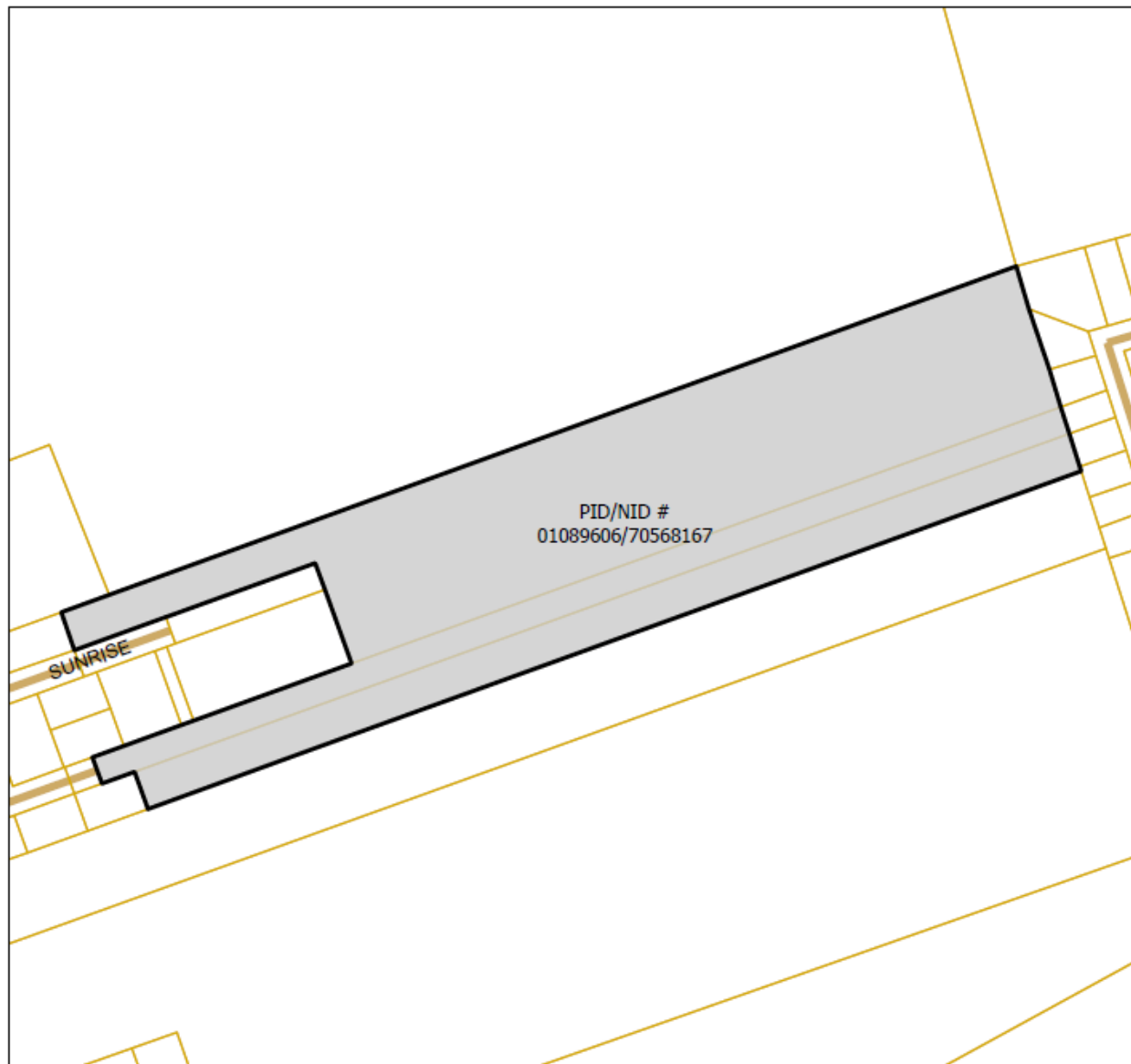
Read a second time this ____ day of ____, 2026.

Read a third time and passed this _____ day of _____, 2026.

Mayor

Clerk

Schedule/Annexe A-1
Salisbury
ZONING MAP / CARTE DE ZONAGE
Date: 2026-01-05



Legend



Residential Serviced (RS) to Residential Mix (RM) / Résidentielle desservie (DR) à Résidentielle mixte (MR)



0 100 200 m

Schedule B

RESOLUTION

Parcel Identifier # 01089606 and 70568167

WHEREAS The Town of Salisbury is the owner of the properties known as PIDs 01089606 and 70568167, in Salisbury, NB and as shown on Schedule A (hereafter called the “property”);

AND WHEREAS the Town of Salisbury has rezoned the property from Residential Services (RS) to Residential Mix (RM) under By-law No. 17-4, A By-law to Amend By-law No 17 the Town of Salisbury Zoning By-law passed on **DATE** subject to terms and conditions imposed in the resolution;

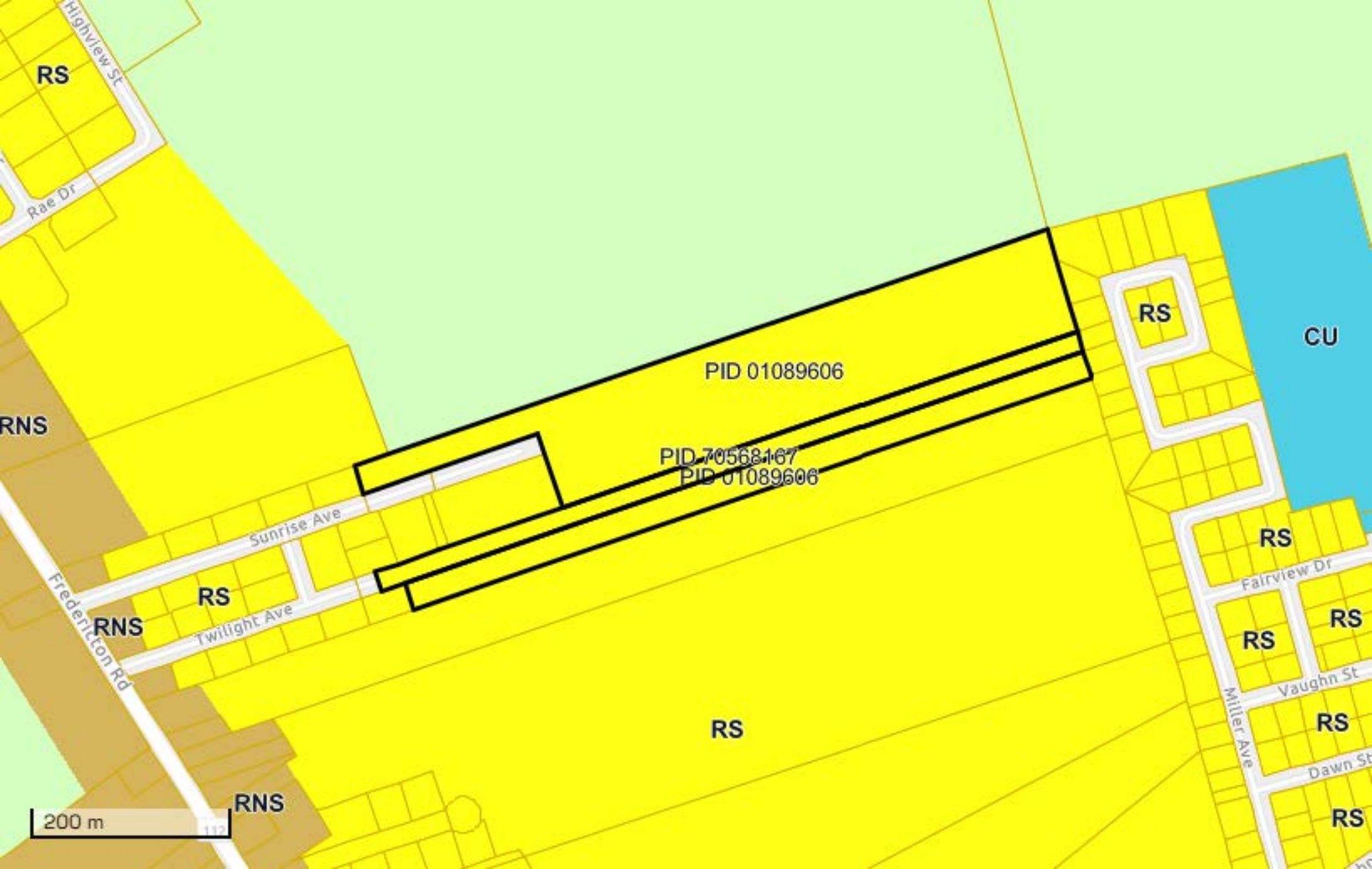
BE IT RESOLVED that the Town of Salisbury, pursuant to Section 59 of the Community Planning Act, SNB 2017, c.19, imposes the following terms and conditions on the rezoning:

1. That development of the property shall be consistent with the site layout as shown on the attached site plan.
2. That development of the property shall be limited to a maximum of 85 residential units.

ATTACHED SITE PLAN



Commissioner of Oaths



RS

Rae Dr

Highview St

PID 01089606

PID 70568167
PID 01089606

Sunrise Ave

RS

RNS

Fredericton Rd

Twilight Ave

RNS

200 m

CU

RS

RS

Fairview Dr

RS

RS

Vaughn St

RS

Dawn St

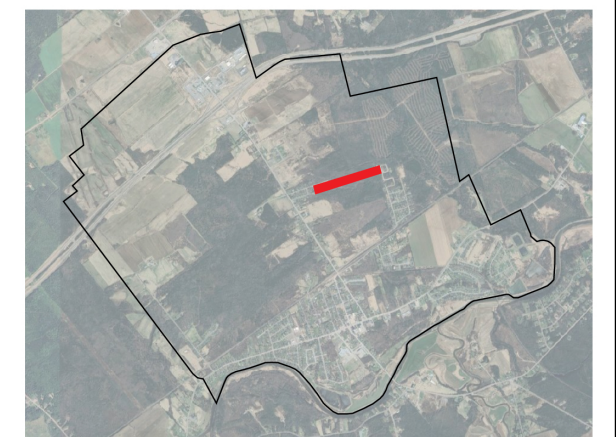
RS

Miller Ave



- SF 1 Unit (Small)
- SF 1 Unit
- Duplex
- Townhouse 4 Units
- Lions Villa 4 Units
- Lions Villa 6 Units

 City Boundary
 Project Location



Prepared by DD on 2026-06-29

6041965

1

Title
Sunrise / Twilight Subdivision Concept

DRAFT

August 14, 2026

Town of Salisbury
56 Douglas Street
Salisbury, NB, E4J 3E3
Attention: Austin Henderson

Subject: Twilight Subdivision Traffic Review
Englobe reference: 02512036.000

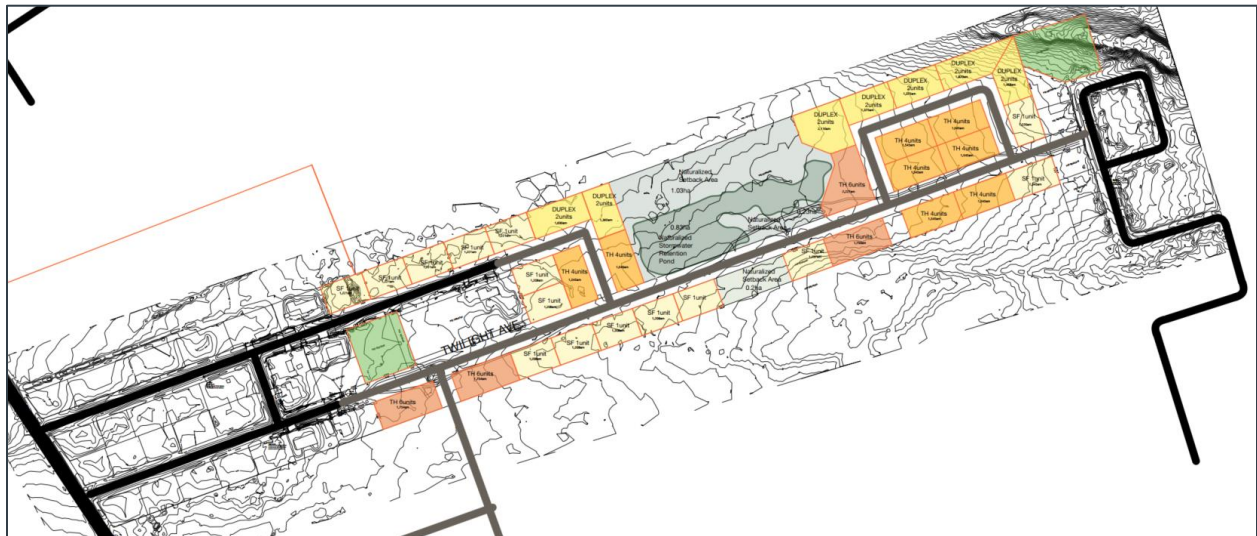
The Town of Salisbury provided our team with a development plan for the Twilight Subdivision, last revised in February 2025. The subdivision would be an extension of Twilight Ave. and Sunrise Ave. that adds 15 single detached homes, 17 duplex units, and 56 townhouse units (85 units total) to the existing neighbourhood of 24 single detached homes. Further revisions of the plan may reduce the number of units but 85 is the maximum permitted number by Ministerial Determination under the Environmental Impact Assessment Act, so an analysis using 85 units represents the maximum traffic impact for the site.

The proposed study area is shown in Figure 1 and the subdivision plan is shown in Figure 2, with the full plan attached in Appendix A.

Figure 1: Study Area



Figure 2: Proposed Development



The Town engaged Englobe Corp. to review the impacts of expanding the Twilight Subdivision. The scope of this review included:

- Determining the existing traffic volumes at the study area intersections
- Estimating the traffic generated by the proposed development
- Analysing the impact of the added development traffic on the study area intersections
- Reviewing other local traffic impacts to be addressed

1 Existing Traffic Volumes

The existing traffic in the area is a combination of the traffic that accesses the 24 single detached homes along Twilight Ave. and Sunrise Ave. and the background traffic that travels past these roadways on Fredericton Rd.

In parallel to this study, our team was conducting a traffic review of Fredericton Rd. in the vicinity of Route 2 and the Irving Big Stop during peak summer conditions. We used the peak summer AM and PM traffic volumes from the intersection of Fredericton Rd. and Shadowave Dr. in that study to estimate the traffic on Fredericton Rd. near the subdivision.

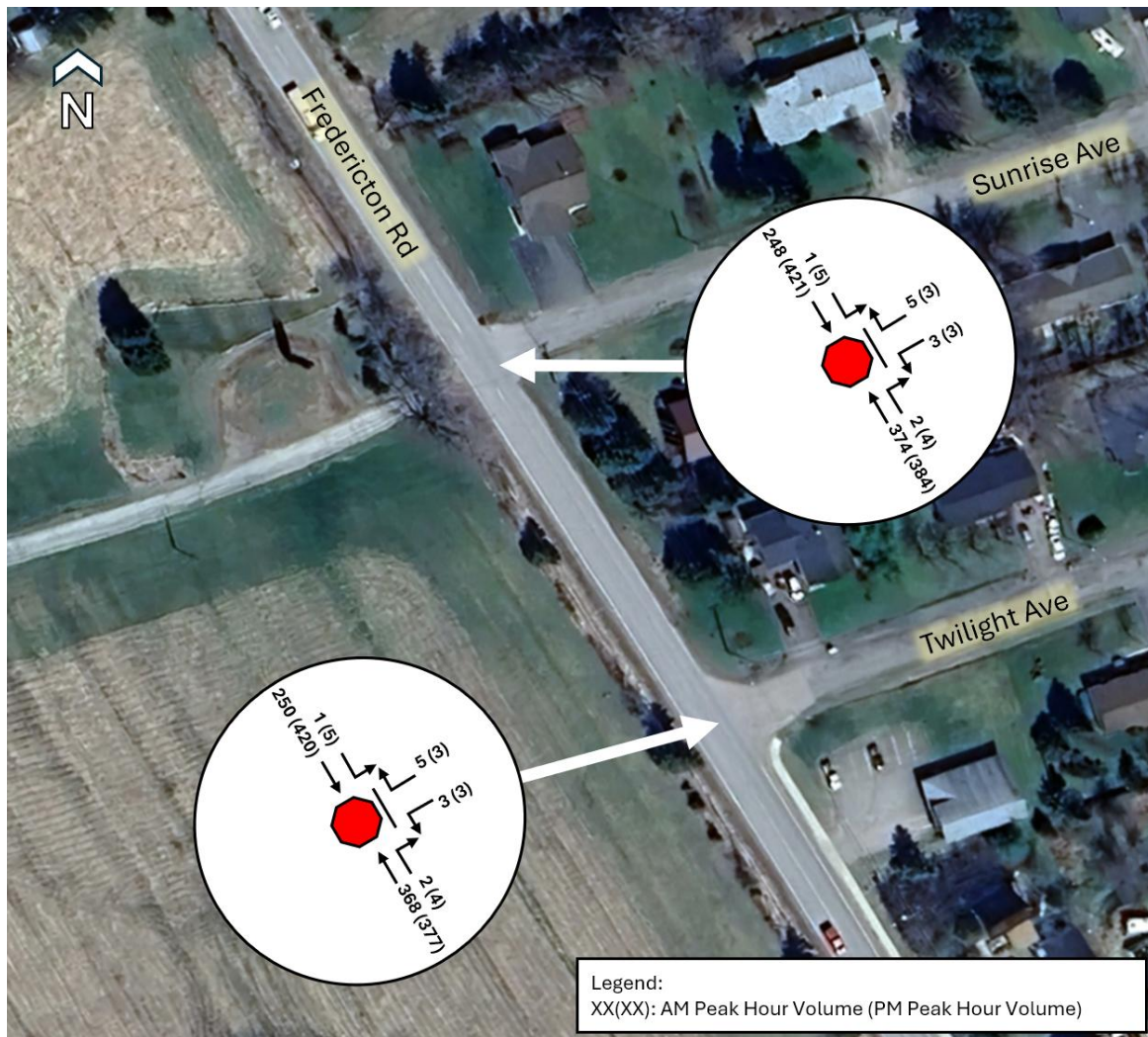
To estimate the existing traffic coming into and out of the existing single-family homes, we used the data available in the ITE Trip Generation Manual 11th Edition (Online). This manual provides aggregated estimates for peak period and daily trip totals for numerous land uses. The number of trips estimates for the existing home are summarized in Table 1.

Table 1: ITE Trip Generation Summary - Existing Homes

Building Type	ITE Code	Units	AM Peak			PM Peak			Daily Total
			In	Out	Total	In	Out	Total	
Single-Family Detached Housing	210	24	5	12	17	14	8	22	226

It was assumed that the above traffic was evenly split between Twilight Ave. and Sunrise Ave. and trip patterns to/from Fredericton Rd. were based on the existing traffic flow patterns on the roadway. The existing traffic at the intersections of Twilight Ave. and Sunrise Ave. with Fredericton Rd. are shown in Figure 3.

Figure 3: Existing Traffic Volumes



2 Development Traffic Volumes

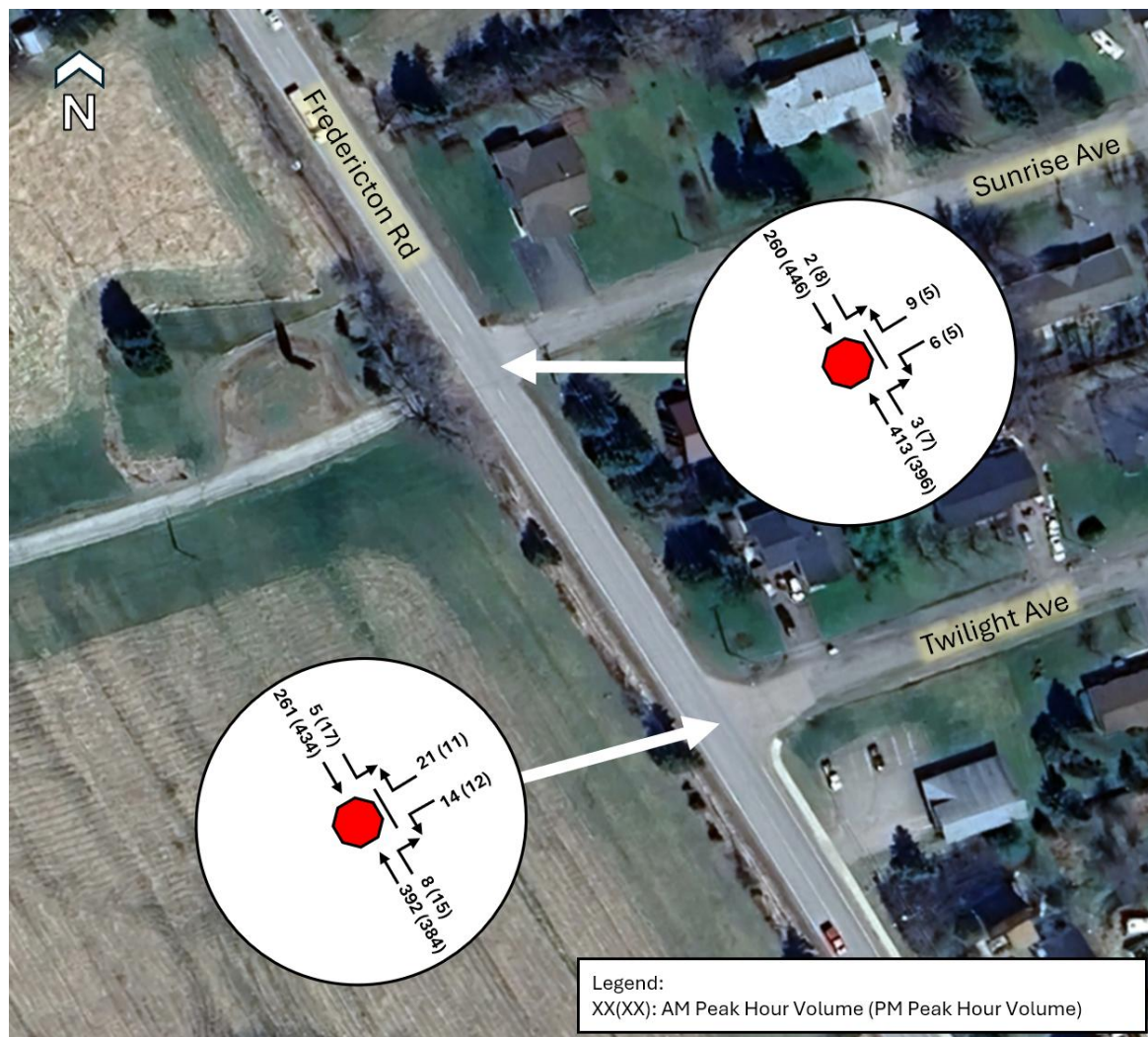
Estimating the future traffic of the proposed subdivision was also completed using the ITE Trip Generation Manual 11th Edition (Online). The number of trips estimates for the proposed units are summarized in Table 2.

Table 2: ITE Trip Generation Summary - Proposed Development

Building Type	ITE Code	Units	AM Peak			PM Peak			Daily Total
			In	Out	Total	In	Out	Total	
Duplex	215	14	2	5	7	4	3	7	101
Townhouse	215	56	7	20	27	16	12	28	403
Single-Family Detached Housing	210	15	3	8	11	9	5	14	141
Total	-	85	12	33	45	29	20	49	645

Based on the number of units along the roads in the subdivision, it was assumed that 20% of the traffic would use Sunrise Ave. while the remaining 80% would use Twilight Ave. Patterns to/from Fredericton Rd. were assumed based on the existing traffic flow patterns on the roadway, as in the prior section. This results in future traffic as shown in Figure 4. In total, the proposed development would nearly quadruple the traffic volumes for the subdivision; however, the daily volumes would only be on the order of **629 vehicles per day on Twilight Ave.** and **242 vehicles per day on Sunrise Ave.**

Figure 4: Future Traffic Volumes



3 Level of Service Analysis

A model of the intersections of Twilight Ave. and Sunrise Ave. with Fredericton Rd. was created in Synchro 11 to evaluate how they perform under the peak summer traffic conditions both without and with the proposed development. The results are summarized in Table 3 in terms of Level of Service (LOS) grade, average delay for each approach, volume-to-capacity ratio, and 95th percentile queue length. As shown in the Table, the intersections operate well during the AM and PM peak periods during the summer peak traffic conditions, with the proposed development not having a significant impact on the LOS results. Detailed results can be found in Appendix B.

Table 3: Level of Service Analysis

Scenario	Intersection	Peak Period	Overall LOS // Delay (sec/veh)	Movement LOS // Average Delay (sec/veh) // [Volume to Capacity Ratio (v/c)] // 95th Percentile Queue (m)		
				Westbound	Northbound	Southbound
Existing	Fredericton Rd @ Sunrise Ave	AM	LOS A 0.2	B 11.8 [0.01] <1	Free Flow [0.24] <1	A 0.0 [0.00] <1
		PM	LOS A 0.2	B 13.7 [0.01] <1	Free Flow [0.25] <1	A 0.1 [0.00] <1
	Fredericton Rd @ Twilight Ave	AM	LOS A 0.2	B 11.8 [0.01] <1	Free Flow [0.24] <1	A 0.0 [0.00] <1
		PM	LOS A 0.2	B 13.6 [0.01] <1	Free Flow [0.24] <1	A 0.1 [0.00] <1
Future	Fredericton Rd @ Sunrise Ave	AM	LOS A 0.3	B 12.6 [0.03] <1	Free Flow [0.27] <1	A 0.1 [0.00] <1
		PM	LOS A 0.3	B 14.3 [0.03] <1	Free Flow [0.26] <1	A 0.2 [0.01] <1
	Fredericton Rd @ Twilight Ave	AM	LOS A 0.7	B 12.7 [0.08] 2	Free Flow [0.26] <1	A 0.2 [0.00] <1
		PM	LOS A 0.6	B 14.8 [0.06] 2	Free Flow [0.25] <1	A 0.5 [0.02] <1

4 Local Traffic Impacts

As was noted previously, the proposed development would nearly quadruple the overall traffic in the subdivision, with daily traffic volumes on the order of **629 vehicles per day on Twilight Ave.** and **242 vehicles per day on Sunrise Ave.** While the increased volume of traffic will be noticeable for existing

residents, it will still be well within the normal range for a “local road”. For example, the road classification system in the Town of Shediac defines a Local Road in either a Rural or Urban setting as having a daily traffic volume of under 2,000 vehicles per day. It is likely that connecting Twilight Ave. to Deepwood Ave. at the east end of the subdivision would draw some additional traffic through Twilight Ave.; however, there would be ample capacity on Twilight Ave. to take on this traffic while remaining a “local road”.

One potential concern for the area could be vehicle speeds on Twilight Ave. Some elements of the existing road environment should already work to maintain lower vehicle speeds, such as the modest pavement width with roadside ditches and suburban character, though when completed the 1-km straight, level roadway could be conducive to drivers travelling quickly to get from one end to the other.

Since the road character should help mitigate the potential of speeding, our recommendation would be to monitor speeds after construction to determine if any traffic calming is required. Traffic calming could take the form of speed humps, speed cushions, a mini-roundabout at the intersection of Twilight Ave. and Sunrise Ave., or other measures depending on the scale of the speeding.

5 Summary

In summary:

- The proposed subdivision will nearly quadruple the volume of vehicle traffic in the subdivision; however, traffic volumes will remain well within the range of what is acceptable for a local road
- The intersections of Twilight Ave. and Sunrise Ave. with Fredericton Rd. operate well during the AM and PM peak periods during the summer peak traffic conditions, with the proposed development not having a significant impact on the LOS results
- There is the potential for higher vehicle speeds on Twilight Ave. when completed due to the 1-km straight, level alignment. This should be monitored after construction to evaluate the need for traffic calming.

Yours very truly,

Englobe Corp.



Andrew Northmore, PhD, P.Eng., RSP1
Transportation Engineer

APPENDICES

Appendix A	Development Plan
Appendix B	Synchro Results



Revisions and publications log

REVISION No.	DATE	DESCRIPTION
0A	July 17, 2026	Draft submission
0B	August 7, 2026	Revised draft submission
0C	August 14, 2026	Final submission

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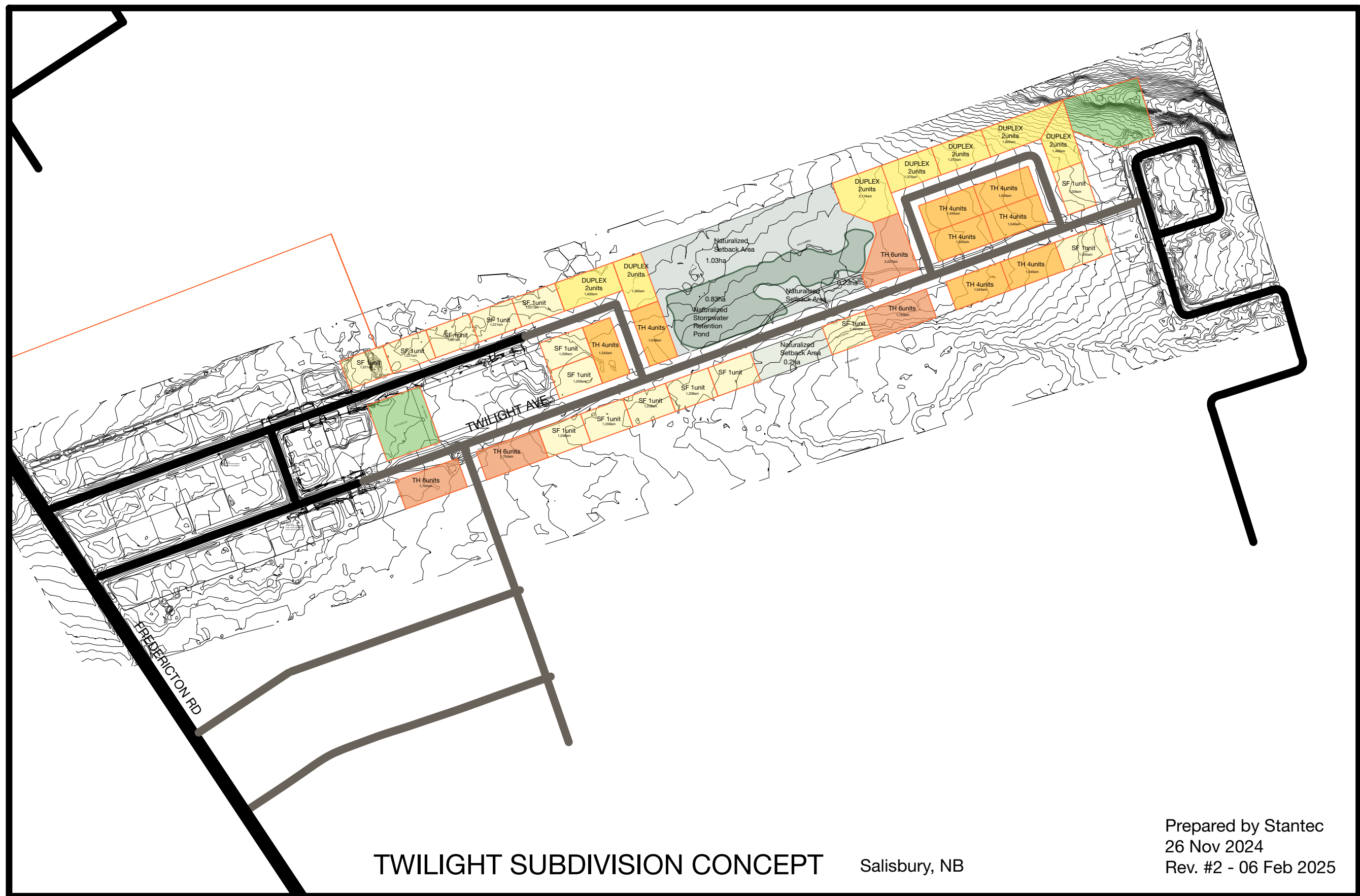
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Appendix A Development Plan



eNGLOBE



TWILIGHT SUBDIVISION CONCEPT

Salisbury, NB

Prepared by Stantec
26 Nov 2024
Rev. #2 - 06 Feb 2025

Appendix B Synchro Results



eNGLOBE

HCM Unsignalized Intersection Capacity Analysis

24: Fredericton Road & Sunrise Avenue

Existing AM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	5	374	2	1	248
Future Volume (Veh/h)	3	5	374	2	1	248
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	5	407	2	1	270
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	680	408			409	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	680	408			409	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	416	643			1150	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	409	271			
Volume Left	3	0	1			
Volume Right	5	2	0			
cSH	534	1700	1150			
Volume to Capacity	0.01	0.24	0.00			
Queue Length 95th (m)	0.4	0.0	0.0			
Control Delay (s)	11.8	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	11.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			29.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

26: Fredericton Road & Twilight Avenue

Existing AM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	5	368	2	1	250
Future Volume (Veh/h)	3	5	368	2	1	250
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	5	400	2	1	272
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	675	401			402	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	675	401			402	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	99			100	
cM capacity (veh/h)	419	649			1157	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	8	402	273			
Volume Left	3	0	1			
Volume Right	5	2	0			
cSH	538	1700	1157			
Volume to Capacity	0.01	0.24	0.00			
Queue Length 95th (m)	0.4	0.0	0.0			
Control Delay (s)	11.8	0.0	0.0			
Lane LOS	B		A			
Approach Delay (s)	11.8	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		29.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

24: Fredericton Road & Sunrise Avenue

Existing PM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	3	384	4	5	421
Future Volume (Veh/h)	3	3	384	4	5	421
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	417	4	5	458
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	887	419			421	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	887	419			421	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	313	634			1138	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	6	421	463			
Volume Left	3	0	5			
Volume Right	3	4	0			
cSH	419	1700	1138			
Volume to Capacity	0.01	0.25	0.00			
Queue Length 95th (m)	0.3	0.0	0.1			
Control Delay (s)	13.7	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	13.7	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		36.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

26: Fredericton Road & Twilight Avenue

Existing PM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	3	3	377	4	5	420
Future Volume (Veh/h)	3	3	377	4	5	420
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	3	3	410	4	5	457
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	879	412			414	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	879	412			414	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	99	100			100	
cM capacity (veh/h)	317	640			1145	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	6	414	462			
Volume Left	3	0	5			
Volume Right	3	4	0			
cSH	424	1700	1145			
Volume to Capacity	0.01	0.24	0.00			
Queue Length 95th (m)	0.3	0.0	0.1			
Control Delay (s)	13.6	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	13.6	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay		0.2				
Intersection Capacity Utilization		36.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

24: Fredericton Road & Sunrise Avenue

Final AM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	6	9	413	3	2	260
Future Volume (Veh/h)	6	9	413	3	2	260
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	10	449	3	2	283
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	738	450			452	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	738	450			452	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	98			100	
cM capacity (veh/h)	385	609			1109	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	17	452	285			
Volume Left	7	0	2			
Volume Right	10	3	0			
cSH	491	1700	1109			
Volume to Capacity	0.03	0.27	0.00			
Queue Length 95th (m)	0.9	0.0	0.0			
Control Delay (s)	12.6	0.0	0.1			
Lane LOS	B		A			
Approach Delay (s)	12.6	0.0	0.1			
Approach LOS	B					
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			31.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

26: Fredericton Road & Twilight Avenue

Final AM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	14	21	392	8	5	261
Future Volume (Veh/h)	14	21	392	8	5	261
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	15	23	426	9	5	284
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	724	430			435	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	724	430			435	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	96			100	
cM capacity (veh/h)	391	625			1125	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	38	435	289			
Volume Left	15	0	5			
Volume Right	23	9	0			
cSH	505	1700	1125			
Volume to Capacity	0.08	0.26	0.00			
Queue Length 95th (m)	1.9	0.0	0.1			
Control Delay (s)	12.7	0.0	0.2			
Lane LOS	B		A			
Approach Delay (s)	12.7	0.0	0.2			
Approach LOS	B					
Intersection Summary						
Average Delay		0.7				
Intersection Capacity Utilization		31.1%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

24: Fredericton Road & Sunrise Avenue

Final PM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	5	5	396	7	8	446
Future Volume (Veh/h)	5	5	396	7	8	446
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	5	5	430	8	9	485
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	937	434			438	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	937	434			438	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	98	99			99	
cM capacity (veh/h)	291	622			1122	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	10	438	494			
Volume Left	5	0	9			
Volume Right	5	8	0			
cSH	397	1700	1122			
Volume to Capacity	0.03	0.26	0.01			
Queue Length 95th (m)	0.6	0.0	0.2			
Control Delay (s)	14.3	0.0	0.2			
Lane LOS	B		A			
Approach Delay (s)	14.3	0.0	0.2			
Approach LOS	B					
Intersection Summary						
Average Delay		0.3				
Intersection Capacity Utilization		39.9%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

26: Fredericton Road & Twilight Avenue

Final PM
07-17-2026

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	12	11	384	15	17	434
Future Volume (Veh/h)	12	11	384	15	17	434
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	13	12	417	16	18	472
Pedestrians						
Lane Width (m)						
Walking Speed (m/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (m)						
pX, platoon unblocked						
vC, conflicting volume	933	425			433	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	933	425			433	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	96	98			98	
cM capacity (veh/h)	291	629			1127	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	25	433	490			
Volume Left	13	0	18			
Volume Right	12	16	0			
cSH	392	1700	1127			
Volume to Capacity	0.06	0.25	0.02			
Queue Length 95th (m)	1.6	0.0	0.4			
Control Delay (s)	14.8	0.0	0.5			
Lane LOS	B		A			
Approach Delay (s)	14.8	0.0	0.5			
Approach LOS	B					
Intersection Summary						
Average Delay			0.6			
Intersection Capacity Utilization			46.6%	ICU Level of Service		A
Analysis Period (min)			15			



LETTER OF INTENT

Entered into on this 22 day of Sept, 2025

BETWEEN:

SALISBURY, a municipal corporation, duly incorporated under and by virtue of the laws of New Brunswick with their head office located at 56 Douglas Street, Salisbury NB, E4J 3E3, hereinafter called the "Municipality" or the "Town", and

SALISBURY LIONS SENIOR CITIZENS COMPLEX INC., a Charitable Organization providing affordable housing at existing facilities, with the head office located at 79 Horsman Street, Salisbury NB, E4J 2H3, hereinafter called "the Lions Villa".

This Letter of Intent ("LOI") sets forth the preliminary understanding and intentions between the Town of Salisbury (the "Town") and Lions Villa Inc. ("Lions Villa") in relation to a proposed housing development on a 28-acre parcel of Town-owned land.

PROJECT OVERVIEW

The Town is currently exploring the feasibility of developing a 28-acre parcel of Town-owned land, located on PID 01089606 and PID 70568167, with support from the Housing Hub of New Brunswick. As part of this initiative, the Town has earmarked four (4) serviced lots for Lions Villa, with the intention that Lions Villa construct four (4) six-unit residential buildings to provide housing for the Salisbury community. Additional lots are subject to the interest of the Lions Villa and additional disposal of lots under the Town's applicable policies, at the discretion of Salisbury Town Council.

TOWN RESPONSIBILITIES

Subject to the availability of funding and environmental approvals, the Town intends to:

- Provide the serviced lots for \$1.00;
- Complete all civil works for the subdivision including: road construction, ditching, municipal sewer infrastructure, construction of stormwater retention pond, and electricity lines;
- Extend sewer laterals to the property line of the four lots designated for Lions Villa;



- Support the planning and funding application process, including collaboration with the Housing Hub of New Brunswick, to undertake this proposed project (being the overall development of the land and civil works);
- Undertake financial pro forma for the build-out of the subdivision, including information specific to the proposed six-unit buildings for the Lions Villa;
- Explore and advise, in a support capacity only, on potential construction options for Lions Villa, including but not necessarily limited to: working with modular construction companies for pricing, connecting the Villa with third-party contractors, including the construction of the Lions Villas as part of the Town's Request for Proposals for other parcels within the subdivision, etc., in consultation with the Lions Villa;
- Waive building permit fees under the Town's Residential Housing Incentive Program, provided that at least one (1) unit per building meets the affordability criteria outlined in the Town's program.

LIONS VILLA RESPONSIBILITIES

Subject to the availability of funding and environmental approvals and the Town fulfilling their obligations, the Lions Villa intends to:

- Construct four (4) six-unit residential buildings on the designated lots;
- Apply and secure financing and funding for the construction of the buildings;
- Own, manage, and rent the units, including responsibility for all associated operational costs (e.g., utilities, maintenance, property taxes, insurance);
- Be responsible for the provision of potable water to the buildings, through individual wells unless the existing test wells (used during the comprehensive water supply assessment) are confirmed suitable and available for use and/or unless the Town develops a communal water supply for the subdivision, at which point the properties will be subject to an annual utility fee for such service;
- Maintain responsibility for all elements of building construction and project management, with the Town acting in a supportive capacity only.

CONTINGENCIES

The project is contingent on, but not necessarily exclusively limited to, the following:

- Confirmation of overall project feasibility, including engineering, servicing, and environmental considerations;



- Approval through the New Brunswick Environmental Impact Assessment (EIA) process (Ministerial Determination);
- Execution of a formalized agreement at project approval, which shall also include anticipated timing and remedial steps if the lots provided for \$1 are not developed within the agreed-upon timeframe;
- Securing sufficient funding from appropriate provincial, federal, and/or other sources to proceed with civil works and development.

NON-BINDING INTENT

This LOI reflects the good faith intentions of both parties to collaborate on the potential project and does not constitute a legally binding agreement. The terms and responsibilities outlined herein are subject to further discussion, due diligence, and the execution of definitive agreements. The intent of this LOI is to reach a mutually agreeable path forward to signify mutual agreement in principle to respective funders.

NEXT STEPS

Both parties agree to continue working together in good faith to:

- Advance feasibility and funding assessments;
- Coordinate on planning and design matters as needed;
- Formalize terms through subsequent agreements if the project proceeds.

The Town will keep the Lions Villa updated on timelines as the project progresses.

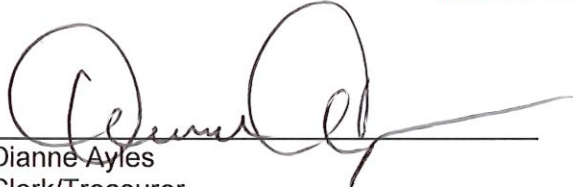
SIGNATURES:

On behalf of the Town:

Signed on this 22nd day of September, 2025 in Salisbury, New Brunswick:

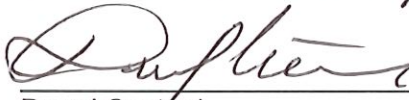
Robert Campbell
Mayor




Dianne Ayles
Clerk/Treasurer

On behalf of the LIONS VILLA:

Signed on this 07th day of Sept, 2025 in Salisbury, New Brunswick:


Darrel Coates*

**I have authority to bind the organization*

**CERTIFICATE OF DETERMINATION
CERTIFICAT DE DÉCISION**

**NEW BRUNSWICK ENVIRONMENTAL IMPACT ASSESSMENT REGULATION
RÈGLEMENT SUR LES ÉTUDES D'IMPACT SUR L'ENVIRONNEMENT DU NOUVEAU-BRUNSWICK**

**File Number / Numéro du dossier: 164301
EIA / EIE: 1613**

This Certificate of Determination to **PROCEED** is hereby issued to the following proponent:
*Ce Certificat de décision pour **PROCÉDER** est accordé au promoteur suivant:*

Town of Salisbury

Description of undertaking: Sunrise/Twilight Subdivision
Description de l'ouvrage:

Location of undertaking and PID: 01089606
Emplacement de l'ouvrage et NID:

Address of proponent: 56 Douglas Street
Adresse postale du promoteur: Salisbury New Brunswick
E4J 3E3 CA

Conditions of approval: **AS PER THE ATTACHED DOCUMENT "A"**
Conditions d'agrément: **DOCUMENT 'A' CI-JOINT**

Date of issue: February 11, 2026
Date d'émission: Le 11 février 2026

Recommended by: *Crystale Harty*
Recommandé par:

Director, Environmental Impact
Assessment Branch
*Directrice, Direction des études
d'impact sur l'environnement*

Environment and Local
Government
*Environnement et Gouvernements
locaux*

Determination by:
Décision par:



Minister of Environment and
Climate Change
*Ministre de l'Environnement et du
Changement climatique*

Environment and Local
Government
*Environnement et Gouvernements
locaux*

DOCUMENT “A”

MINISTER’S DETERMINATION / LA DÉCISION DU MINISTRE

CONDITIONS OF APPROVAL / CONDITIONS D’AGRÉMENT

Pursuant to *Regulation 87-83* under the *Clean Environment Act* /
En vertu du Règlement 87-83 de la Loi sur l’assainissement de l’environnement

February 11, 2026 / le 11 février, 2026

File Number / Numéro du dossier: 164301

EIA / EIE: 1613

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1. In accordance with section 6(6) of the *Environmental Impact Assessment Regulation – Clean Environment Act*, it has been determined that the undertaking may proceed following approval under all other applicable acts and regulations.
 2. Commencement of this undertaking must occur within three years of the date of this Determination. Commencement is defined as the start of project-related physical construction activities as identified during the Environmental Impact Assessment (EIA) review. Should commencement not be possible within this time period, the undertaking must be registered under the *Environmental Impact Assessment Regulation – Clean Environment Act* again, unless otherwise stated by the Minister of Environment and Climate Change.
 3. In the event the project is commenced (i.e., partially completed) and becomes inactive for a period of five years or more after commencement, the undertaking must be registered under the *Environmental Impact Assessment Regulation – Clean Environment Act* again, unless otherwise stated by the Minister of Environment and Climate Change.
 4. The proponent shall adhere to all obligations, commitments, monitoring, and mitigation measures presented in the EIA registration document dated April 9, 2025, as well as all those identified in subsequent correspondence during the registration review. In addition, the proponent shall submit a summary table detailing the status of each condition listed in this Determination to the Director, EIA Branch, Department of Environment and Local Government (DELG) every six months from the date of this Determination until such a time as all the conditions have been met or until it is deemed by the Director to be no longer required.
 5. Archaeological monitoring is required in areas identified as having elevated archaeological potential. Any project changes as a result of the monitoring must be provided for review and receive approval from the Director, EIA Branch, DELG. If it is suspected that remains of archaeological significance are discovered during construction, operation, maintenance, or during any other project-related activity, as per the New Brunswick *Heritage Conservation Act*, all activity shall be stopped near the find and the Archaeology and Heritage Branch, New Brunswick Department of Tourism, Heritage and Culture (THC), must be contacted immediately at (506) 453-2738 for further direction.
 6. An Environmental Management Plan (EMP) must be submitted to and approved by the



Director, EIA Branch, DELG, prior to the commencement of any project-related activities. The EMP must include, but not be limited to, project-specific mitigation as well as emergency response plans, spill response plans, site-specific re-fueling plans, a stormwater management plan, a surface water monitoring plan, and a wildlife response plan. The EMP must address safety and environmental protection measures committed to during the EIA review.

7. The proponent must ensure that all project activities are conducted in compliance with the federal and provincial *Species at Risk Acts* and associated regulations.
8. The proponent must ensure that all project activities are conducted in compliance with the *Migratory Birds Convention Act* and associated regulations.
9. The proponent must ensure there is no net increase in flow to the receiving watercourses that flow through infrastructure downstream of the development that is owned, controlled, and/or administered by the Department of Transportation and Infrastructure.
10. The hydrogeological assessment completed as part of the EIA review for this project evaluated the water usage for 15 single and 9 duplex residential lots as well as 10 multiplex lots. Development beyond these will need to be reviewed and approved by the Director, EIA Branch, DELG. Additional hydrogeological assessment will be required for any future phases.
11. In the event of a complaint by a neighbouring water user that the construction or operation of this water supply well has negatively impacted the quality or quantity of their private water supply, the proponent must investigate the complaint and notify DELG. If it is determined that the proponent is responsible for any negative impacts, the proponent will be required to provide a temporary water supply for short-term impacts, or to repair, remediate, or replace any permanently impacted well(s), which might include, but is not limited to, deepening a well or drilling a new well.
12. The water from communal and private water supply wells drilled for all potential phases of this development must meet the New Brunswick Drinking Water Guidelines before being used by homeowners or residents. For every well, treatment requirements to meet the New Brunswick Drinking Water Guidelines must be determined from the results of a potable water quality sample submitted to an accredited laboratory.
13. A statement must be included on all subdivision plans registered by the proponent for the Sunrise/Twilight Subdivision to inform potential homeowners of individual residential wells of the potential need for water treatment. This statement should advise all new homeowners that a potable water quality analysis (including general chemistry, trace metals, and microbiology) from an accredited laboratory should be completed prior to consumption to determine if any specific parameters require treatment, and that well water should be tested regularly to monitor for changes in water quality.
14. Wellhead protection measures must be implemented for each potable well that is drilled for this development. This includes having a locked, vermin-proof cap on the well, sloping the ground around the well away from the wellhead, and all wells must have casing that is fully grouted. Confirmation of the implementation of these measures must

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be provided to the Director, EIA Branch, DELG.

15. All communal wells drilled for all potential phases of this development must have a flow meter installed to monitor usage. All flowmeter data for the reporting period of January to December must be submitted annually to the Director, EIA Branch, DELG.
16. If usage within a communal drinking water system exceeds 50 m³/day at any time, the proponent will be required to apply for and obtain an Approval to Operate from the Authorizations Branch of DELG, pursuant to the *Water Quality Regulation – Clean Environment Act*.
17. Any test wells that will not be used for production or monitoring purposes must be decommissioned as per the current version of the DELG Guidelines for the Decommissioning (Abandonment) of Water Wells and Boreholes. Within three months from the date of this Determination, the proponent must submit to DELG a decommissioning plan for any wells that will not be used for production or monitoring. Should the proponent require an extension, a request must be submitted for review and receive approval from the Director, EIA Branch, DELG.
18. A Watercourse and Wetland Alteration (WAWA) permit must be obtained prior to any alterations taking place in or within 30 metres of a watercourse or wetland as per the *Watercourse and Wetland Alteration Regulation* (REG # 90-80) of the *Clean Water Act*. If an approval to construct/operate is required, the conditions of the WAWA permit may be included in the approval and must be strictly followed.
19. Wetland compensation at a 2:1 ratio must be provided for the areas of wetlands that will be permanently impacted within all delineated wetlands. A Wetland Compensation Plan must be submitted a minimum of three months prior to any alterations resulting in permanent wetland impacts, and must be approved by the Director, EIA Branch, DELG. Arrangements can be made through a Wetland Compensation Consultant who may be able to provide compensation on the proponent's behalf. WAWA Permit applications will be placed on hold until either a compensation plan or confirmation of payment to a Wetland Compensation Consultant is provided.
20. A Wetland Monitoring Plan (WMP) must be submitted a minimum of three months prior to any alterations resulting in permanent wetland impacts, and must be approved by the Director, EIA Branch, DELG. The WMP must describe the planned methodology for monitoring of potential residual impacts to the remaining wetland area, and its functions. Wetland Ecosystem Services Protocol for Atlantic Canada (WESP-AC) is the recommended wetland functional assessment methodology. In general, wetland monitoring programs are required to: establish baseline conditions through an initial delineation and functional assessment (i.e., WESP-AC); monitor wetland boundaries and functions that may have been affected over time since the commencement of the project (i.e., residual effects); and adaptively manage potential residual effects by proposing mitigation measures to address any changes if applicable.
21. Wetland Monitoring Reports (WMRs) must be submitted to and approved by the Director, EIA Branch, DELG, at each monitoring year (i.e., years 1, 3 and 5 from the date of the



onset of initial construction) to summarize methods and results. The WMRs should also provide a recommendation for next steps in the monitoring program. It should be noted that the wetland monitoring program is intended to be an adaptive management approach; therefore, monitoring plans, restoration, mitigation, compensation, etc. may be required to be adjusted, pending the results of the monitoring reports. Digital copies of the report must be submitted in PDF or Word format with accompanying GPS data and associated metadata/attribute data of the wetland boundaries for review and approval.

22. The registered subdivision plans for Sunrise/Twilight Subdivision, as well as the deeds for individual lots, must include information alerting potential landowners of the regulatory requirements for any alterations in or within 30 metres of a watercourse or a wetland.
23. In the event of the sale, lease, or any other conveyance or change of control of the property, or any portion thereof, the proponent must provide written acknowledgement from the lessee, controller, or purchaser confirming that they will comply with the conditions of this Determination to the Director, EIA Branch, DELG.
24. The proponent shall ensure that any proposed project modifications or future expansions are submitted to and approved by the Director, EIA Branch, DELG prior to implementing the changes. Additional conditions may be imposed by the Director, EIA Branch, DELG if subsequent phases/modifications are approved.
25. The proponent shall ensure that all developers, contractors, and operators associated with the project comply with the above requirements.

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