



PLANNING STAFF REPORT

SUBJECT: Temporary Use Request – Temporary Fire Hall – 401 Rennie Rd.,
Miramichi, NB (PID 40117376)

MEETING DATE: Tuesday, April 21st, 2026

AGENDA ITEM: 2026-3-1

The City of Miramichi has submitted a Temporary Use Request application to authorize a temporary “Fire Hall” on the property identified as PID 40117376, located at 401 Rennie Road, within the “Single-Unit Dwelling (R-1)” Zone. A “Fire Hall” is not a permitted use in this zone.

Pursuant to Section 53(2)(i)(i) of the *Community Planning Act*, and Section 2.9.4 of the City of Miramichi Zoning By-law (By-law No. 110), the Planning Review and Adjustment Committee (PRAC) may “authorize for a temporary period not exceeding one year a development otherwise prohibited by the by-law”.

In addition to its decision on the Temporary Use Request and dimensional variance, staff are also requesting that the PRAC consider an additional resolution expressing its recommendation respecting any further planning approvals that may be appropriate beyond the temporary approval period.

CONTENTS

Application Overview & Proposed Use2

Legislative Context.....5

Planning Considerations.....6

Municipal Plan6

Zoning By-law Regulations8

Fire Service Coverage Considerations..... 11

Development Services Staff Assessment..... 12

Neighbourhood Character & Impact 13

Views of the Public 14
 Department and Agency Comments..... 14
 Staff Recommendation 16
 Attachments..... 17

Application Overview & Proposed Use

Table 1: Property Information and Application Overview

Property Owner	City of Miramichi
Applicant	City of Miramichi – Department of Engineering
PID / PAN	<ul style="list-style-type: none"> • PID 40117376 – GMSC Interactive Zoning Map • PAN 02749058 – SNB Property Assessment Online <ul style="list-style-type: none"> ○ Contains Subject property & PID 40116915
Property Area (per Service NB)	1226 m ² (0.3 acres) (as per ServiceNB)
Access	Existing ~9m wide access
Frontage	~33m
Servicing	Municipal sewer and water services available.
Current Zoning	“Single-Unit Dwelling (R-1)”
Future Land Use (Schedule A)	“Residential”
Residential Hierarchy (Schedule B)	“Single-Unit Residential Area”
Existing Use	Vacant - former location of Water Tower
Proposed Uses	Temporary “Fire Hall” (including office trailer, vehicle storage/garage structure, and associated parking and site works).
Context	Single-unit residential area. ~1km northeast of KGH Regional Commercial Area.

The City of Miramichi’s Department of Engineering is seeking PRAC approval to operate a temporary fire station on the subject property located at 401 Rennie Road, identified as PID 40117376, for the duration of the planned closures of the Centennial Bridge, beginning April 6th, 2026. The intent of this temporary fire hall will ensure that adequate emergency services are provided on northeast side of the City while the bridge is closed to traffic. The southwest side of the city will continue to be serviced by the existing station in Chatham.

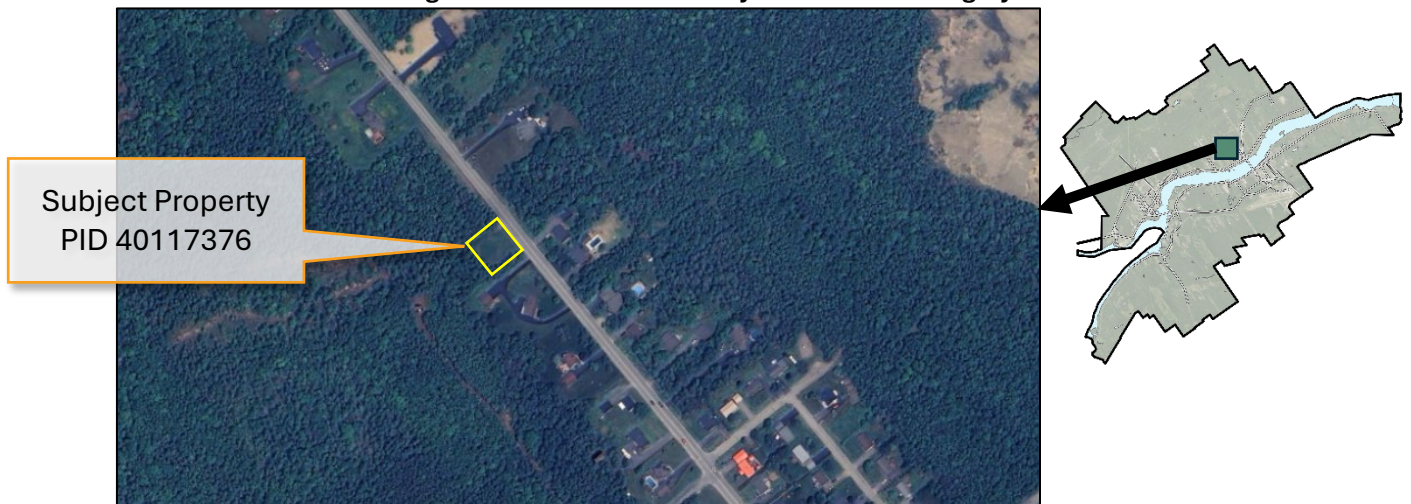
The temporary fire hall is intended to operate only during periods when the bridge is fully closed and is not proposed as a permanent use. Following the full reopening of the bridge, the City has indicated that the property will revert to a residential (vacant) state for future development in accordance with the R-1 Zone.

Agenda item: 2026-3-1

The proposed development includes a portable garage structure intended to house emergency vehicles, an 18.3m x 3.45m office trailer, a gravel driveway and parking area for staff, site grading, and a swale to manage drainage runoff. Based on discussions with the City Engineer, the garage structure may be excluded from the final design.

As a “Fire Hall” is not a permitted use in the “Single-Unit Dwelling (R-1)” Zone, the City has applied for a Temporary Use Request to authorize the use for a period of 12 months. Given the anticipated duration of the Centennial Bridge closures, additional planning approvals (such as a rezoning or other amendment to the by-law) will be required to permit the continued use of the property beyond that period. The Temporary Use Request has been pursued to allow for a more timely approval in response to the urgent need to maintain adequate fire services on the northeast side of the City.

Figure 1: Location within City and Satellite Imagery



Note: Property located in Dougastown on Rennie Road, Northwest of the KGH Regional Commercial Area.
Source: Google Earth (2026)

Figure 2: Oblique Aerial View of Subject Property

Subject Property
PID 40117376



Note: Imagery from 2016, looking west at subject property. Former water tower shown on property.

It is important to acknowledge that this fire hall has already been partially installed (excluding the garage structure) and is currently in operation (see site photos in Attachment 4). This work proceeded prior to receiving PRAC Authorization and prior to obtaining the required development and building permits.

The City Engineer provided the following explanation:

The current site was approved by the Fire Chief February 13, 2026, the city received the proposal to design a site plan on February 19, 2026, and proceeded as quick as possible to get this application submitted [submitted March 15, 2026]. The intent was not to by-pass PRAC/proper zoning procedures, however it was determined by Mark Buckingham (Director of Engineering) to prioritize Public Safety to get the infrastructure in place prior to the closure of NBDTI's Centennial Bridge. If adjustments are required, the city will work to rectify issues.

While staff acknowledge the overarching public safety rationale for advancing the development, proceeding prior to obtaining the necessary approvals is not consistent with the standard planning and permitting process. This creates a challenging context for staff and PRAC's review, as the development is already operational.

Approval of this application should not be interpreted as endorsement of the process undertaken, but rather as a decision based on the planning merits of the proposal, its temporary nature, and the need to maintain emergency service levels. Notwithstanding

Agenda item: 2026-3-1

these circumstances, staff recommend that PRAC exercise its full authority in considering the application and any associated conditions of approval.

Legislative Context

Planning departments can receive requests from applicants who would like to have a short-term development that is not a permitted use in a zoning by-law or the zoning provisions within a rural plan or zoning regulation.

Zoning provisions list permitted uses of land, buildings or structures for a designated zone. As such, the list of permitted uses may not accommodate all possible uses. The *Community Planning Act* recognizes this by providing a process for the consideration and approval of other types of uses that are seasonal or of a temporary nature.

A Temporary Use Request is requested when a proposed use is not permitted in the applicable zone and temporary authorization is sought by the applicant. In this case, the proposed use is a “Fire Hall”, which is not a permitted use in the “Single-Unit Dwelling (R-1)” Zone.

Pursuant to Section 53(2)(i)(i) of the *Community Planning Act* and Section 2.9.4 of the City of Miramichi Zoning By-law (By-law No. 110), the PRAC may authorize a temporary use for a period not exceeding one year. This approval may be granted once, and a second time only where it is accompanied by rezoning application that Council has resolved to consider.

The Development Officer also has the authority to approve Temporary Use Requests through authority delegated to them by the PRAC, pursuant to Section 53(2)(j) of the *Community Planning Act* and Section 2.8.10 of the City’s Zoning By-law. In this case, the application has been brought forward to the PRAC, in accordance with Section 2.8.2 of the Zoning By-law, to ensure appropriate oversight given the nature and location of the proposal.

Neither the *Community Planning Act*, nor the City’s Zoning By-law specify criteria for evaluating Temporary Use Requests. The Department of Environment and Local Government has a [guideline document](#), outlining suggested process for this approval, which is consistent with staff procedures for this file, but it contains no specific assessment criteria. In practice, staff assess Temporary Use Requests based on potential land use impacts and alignment with the Municipal Plan, balanced against the temporary nature of the proposed use. Temporary Use Requests are typically recommended in situations where:

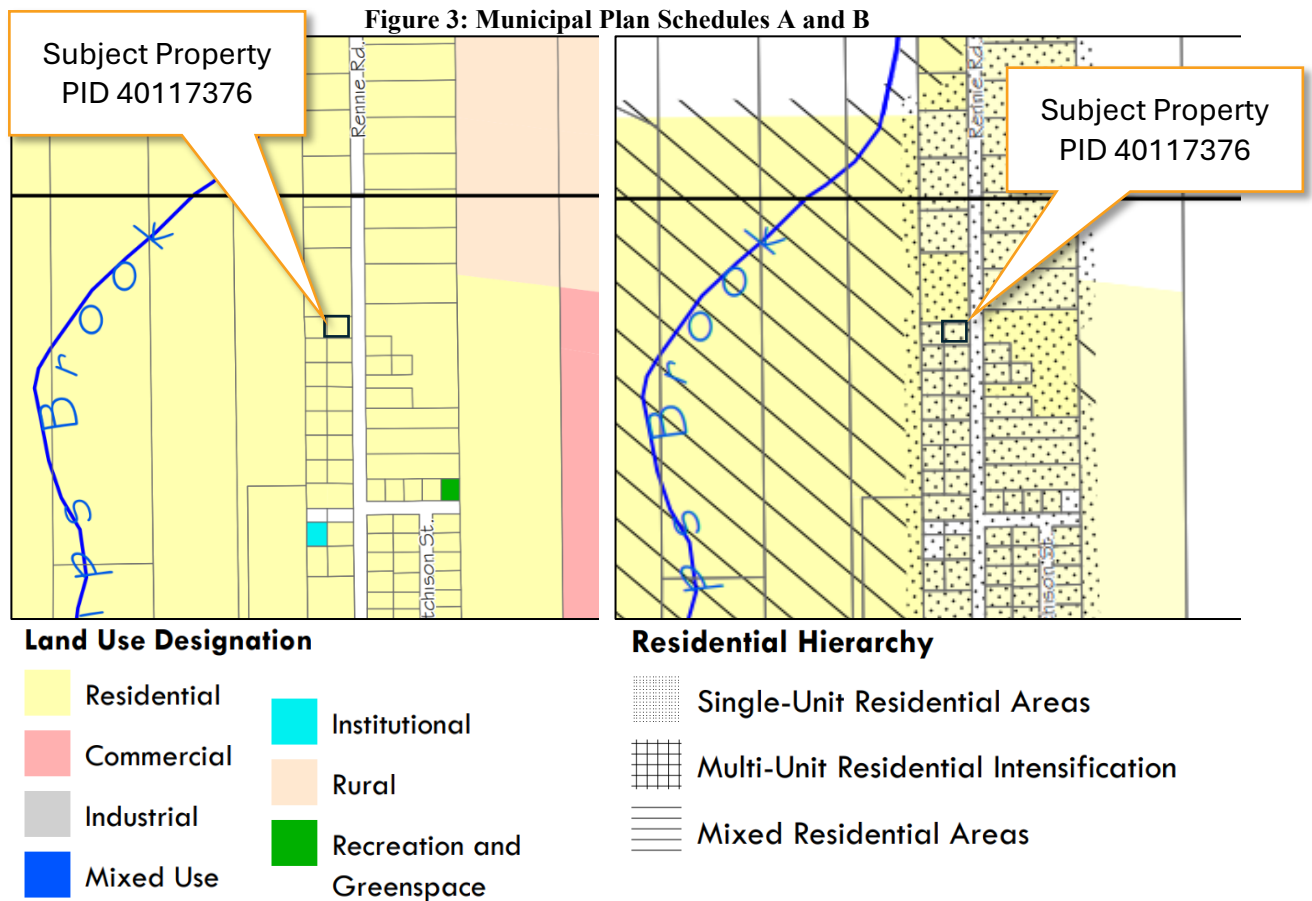
1. The use is temporary and/or moveable in nature, and may be discontinued at the end of the approval period;
2. The use is time-sensitive and will be followed by additional planning approvals (e.g., rezoning or a use variance); or
3. The approval is required to support phased development.

This application is considered time sensitive due to its direct connection to maintaining emergency service levels during the planned bridge closure, which forms the basis for staff’s recommendation to proceed through the Temporary Use Request process.

Planning Considerations

The Municipal Plan (By-law No. 109) sets out Miramichi City Council's long-term policies and proposals to guide future land use and development within the Municipality. It serves as a framework for decision-making by City Council, municipal departments, GMSC – Development Services, PRAC, and the community.

The Zoning By-law (By-law No. 110) regulates the use of land in conformity with the Municipal Plan. It defines specific zones and establishes permitted uses and development standards within those zones.



Municipal Plan

The property is designated under Schedule A: Future Land Use Map as “Residential” and under Schedule B: Residential Hierarchy and Designations, as a “Single-Unit Residential Area” (Figure 3). These designations determine the applicable Municipal Plan Policies for

Agenda item: 2026-3-1

the subject property, which largely support and limit development to low density residential uses on this property. While they do not explicitly contemplate emergency service uses in these areas, they also do not prohibit them.

Below is a summary of relevant goals, policies and proposals in the Municipal Plan:

Table 2: Supporting and Conflicting Municipal Plan Policies

<i>Supporting Goals/Policies/Proposals</i>	<i>Conflicting Goals/Policies/Proposals</i>
Section 11(A)(3) Goal 3 “To provide the best possible fire protection services within the City.”	Section 11(G)(3) Proposal 3 “Provide separation distances, landscape buffering and/or physical screening on City-owned properties, where operational activities and storage of materials and equipment could negatively affect neighbouring properties by creating noise, dust, odours, vibrations, light pollution, loss of privacy, stormwater run-off, or other nuisance factors.”

There are limited policies in the Municipal Plan that directly address the proposed use. However, the Plan broadly supports the provision and strengthening of emergency services while also emphasizing the need to mitigate potential impacts of municipal operations on adjacent residential uses, particularly in established neighbourhoods.

Fire Services have indicated their intention to limit the use of sirens and emergency lighting to situations where they are operationally required. In combination with conditions respecting site lighting and screening, staff are of the opinion that nuisance impacts associated with the temporary fire hall can be reasonably mitigated.

The site benefits from having existing tree coverage around the boundary of the property, providing natural buffering to adjacent uses. Further supplementing this buffering for adjacent uses with screening provided at the front of the property could be appropriate and supported by the City’s Municipal Plan.

Stormwater run-off will be managed through a proposed swale encircling the filled area. Staff are satisfied at this stage of review that the proposed drainage approach is sufficient to mitigate impacts on neighbouring properties. It is noted that the City, as both the proponent and the authority responsible for municipal drainage considerations, has reviewed and confirmed the adequacy of the proposed approach.

Zoning By-law Regulations

The subject property is zoned “Single-Unit Dwelling (R-1)” and a “Fire Hall” is not a permitted use in the zone but could be temporarily permitted through a Temporary Use Request.

The property is located in proximity to a range of zones, although the majority of the zoning on Rennie Road is “Single-Unit Dwelling (R-1)”, except for some vacant “Residential Low Density (R-2)” zoning nearby and some vacant medium density zoning approximately 500m southeast.

Figure 4: Zoning By-law Schedule A

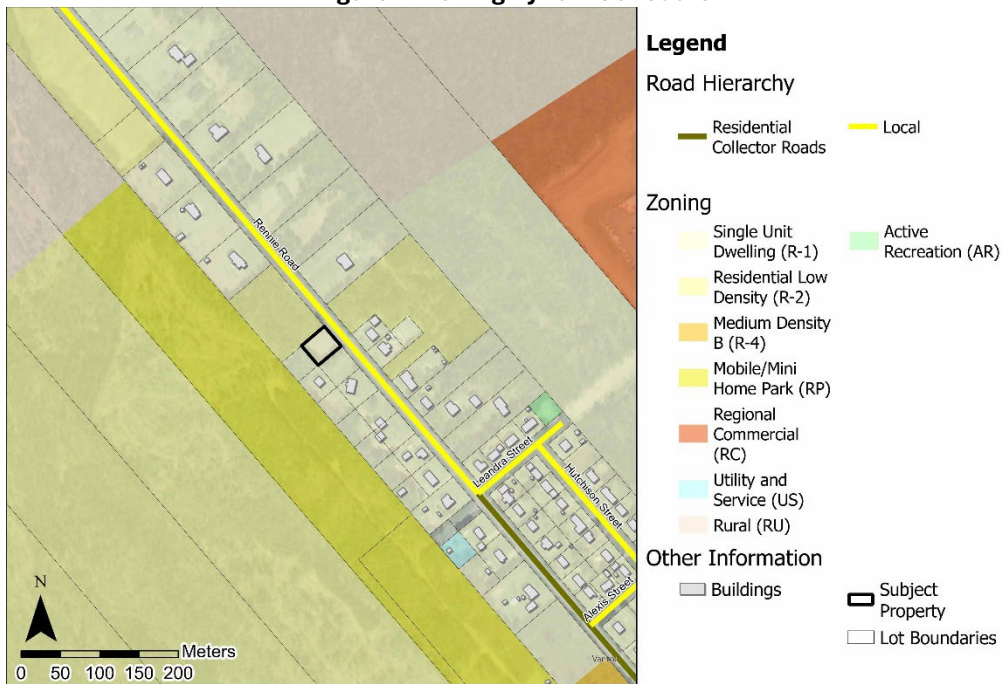


Table 3: Permitted Main Uses in R-1 Zone

Category	Uses
a. Permitted Main Uses	i. park ii. single-unit dwelling

A “Fire Hall” is an undefined use in the Zoning By-law and is therefore interpreted in accordance with Section 1.1 of the By-law, where a term is undefined, its meaning is to be based on the Community Planning Act, other relevant provision legislation, or the common meaning of the term in its planning context.

Agenda item: 2026-3-1

Accordingly, a “Fire Hall” is understood to be a facility operated by fire services staff, storing equipment and vehicles for the purpose of fire fighting, fire safety and related emergency services. A “Fire Hall” is permitted in the following zones:

- General Commercial (GC);
- Highway Commercial (HC);
- Downtown District (DT); and
- Institutional (IN);

These zones represent areas where the City has explicitly contemplated and permitted the location of fire halls.

The proposed site plan shows general conformity with the Zoning By-law development standards for this use and zone, with 3 exceptions and one unknown variable, summarized below:

Table 4: Notable Standards

Category	Requirements	Proposed	Conformity
6.1.2(1) a. Minimum lot area (lot creation*)	540m ²	1226m ² (as per ServiceNB)	☑
b. Minimum lot frontage (lot creation*)	18m	~33m	☑
c. Minimum lot depth (lot creation*)	30m	~38m	☑
d. Minimum front yard (Streetline Setback)	7.6m	2.761m (as per surveyed measurements provided by Department of Engineering)	☒
e. Minimum side yard	2.4m	~4m	☑
f. Minimum rear yard	6.1m	~6.1m	☑
g. Maximum lot coverage	40%	~20% (as shown on site plan. Actual lot coverage will be slightly larger with shipping container)	☑
h. Maximum Height	9.5m (~2.5 to 3 stories)	Height of garage unknown	☑

Agenda item: 2026-3-1

		These structures do not tend to exceed 9m in height.	
i. Maximum parking/vehicle movement lot coverage	25%	~20%	<input checked="" type="checkbox"/>
3.4.10(2)	Shipping containers not permitted in the R-1 zone	Shipping container present at rear of the property (not shown on site plan)	<input checked="" type="checkbox"/>
3.1.9(5)(b)(ii) Lot line setback for accessory buildings	3m or half the height of the building, whichever is greater (Height of garage unknown)	~4.1m	?
4.2.1 (1) Minimum Parking stalls	3 stalls	4 stalls (shown on site plan)	<input checked="" type="checkbox"/>
4.2.5(1)	Excluding Single- and two-unit dwellings, no parking is permitted in the front yard in a residential zone		<input checked="" type="checkbox"/>

Note: *Lot creation standards are not a requirement of development, but they are provided here for context.

The site plan shows the mobile office having a 1m streetline setback, although the actual installed location is surveyed and confirmed at a streetline setback of 2.8m, representing a 4.8m variance to the regular 7.6m standard. In addition, parking is also provided in the required front yard, directly abutting the property line, which is not permitted in a residential zone for this use. Site visits by staff reveal that a shipping container is present on-site but not shown on the site plan. Shipping containers are regulated as accessory buildings under the Zoning By-law and not permitted in the R-1 zone. While these represent deviations from the Zoning By-law, they should be considered in the context of the temporary nature of the development and the operational requirements of the proposed use.

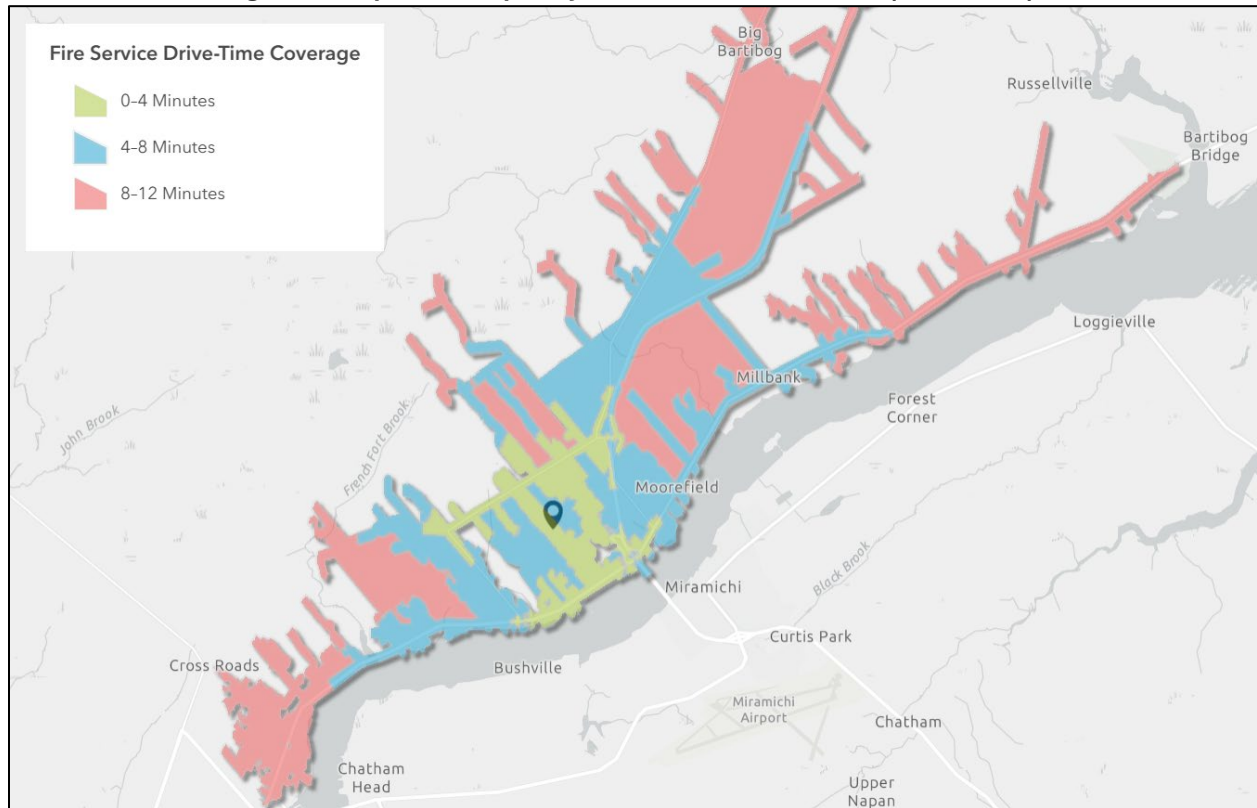
Without elevations provided for the garage structure, no accessory building setback can be calculated in accordance with Section 3.1.9(5)(b)(ii) of the Zoning By-law. Staff believe the height of the building could be up to 9m, making the required setback 4.5m, exceeding the setback proposed of 4m. This matter can be addressed at the development permit stage, where additional information will be required.

Fire Service Coverage Considerations

To provide additional context to the proposed temporary fire station, Development Services completed a high-level fire service coverage analysis using drive-time mapping.

While not a standard component of Development Services review, this analysis reflects the application of the Commission’s internal GIS and planning tools to better understand service delivery implications. The analysis illustrates the geographic area that can be serviced from the proposed station based on estimated travel times along the road network.

Figure 5: Proposed Temporary Fire Station Service Area (Drive-Time)



Note: Drive-time areas are generalized estimates based on typical road conditions and posted speeds. They are not indicative of actual emergency response times, operational service levels, or jurisdictional service coverage. Portions of the mapped area extend beyond the City of Miramichi and are shown for contextual purposes only.

Service coverage from the proposed station is illustrated in Figure 5 using three travel time bands: 0–4 minutes, 4–8 minutes, and 8–12 minutes. These bands are consistent with commonly referenced industry benchmarks, including guidance from the National Fire Protection Association (NFPA), while recognizing that Commission staff are not aware of an adopted response time standard for the City.

Agenda item: 2026-3-1

The mapping demonstrates the approximate service area of the proposed temporary station and provides a visual representation of how surrounding areas may be accessed under typical driving conditions. The analysis is intended to support a general understanding of service reach and does not account for emergency response factors such as reduced travel times under lights and sirens or variations in turnout time.

While this analysis has been prepared to support the Committee's consideration of the current application, it also highlights the value of incorporating this type of analysis earlier in project planning to inform site selection and broader service planning discussions.

Development Services Staff Assessment

Staff find that, while the process leading to this application has not followed the typical approval sequence, the proposed temporary use is in conformity with the intent of the City of Miramichi Municipal Plan. The Municipal Plan provides guidance for how municipal buildings should be developed to mitigate land use impacts which should be reflected in the conditions of approval.

The proposed development requires relief from certain Zoning By-law standards, most notably the reduced front yard setback and the provision of parking within the required front yard but also the use and installation of a storage container. These represent deviations from the typical development pattern in the R-1 Zone and introduce potential impacts that warrant consideration. Staff identify impacts of such variances as:

1. Safety (risk of vehicle collision with the structure);
2. Potential interference with road maintenance activities;
3. Potential interference with snow clearing and roadside snow storage;
4. Potential impacts to sightlines for vehicles exiting the property;
5. Inconsistent with the established neighbourhood pattern of development.

Based on the information provided, including comments from the City's Department of Engineering, staff are satisfied that impacts related to safety, maintenance, snow clearing, and sightlines can be appropriately mitigated. While the development remains inconsistent with the typical residential form, this impact is moderated by the temporary nature of the use.

In this context and recognizing the time-limited nature of the proposal, staff are of the opinion that the requested variances can be considered reasonable and appropriate.

With respect to the potential variance related to the accessory building setback, additional information will be required at the development permit stage. Should a variance be necessary, it may be considered by the Development Officer in accordance with the Zoning By-law.

Other Development Services Comments

Optional Resolution

Development Services staff are requesting that the PRAC consider an additional and optional resolution recommending the preferred approach for any future approval: a rezoning or a Zoning By-law text amendment. A text amendment to the Zoning By-law could enable emergency services more broadly across zones (either as-of-right or subject to conditions), as opposed to a rezoning, which would change the zoning of a specific property (e.g., from R-1 to Institutional). This resolution is intended to provide direction to the City on next steps and does not replace any formal “views” or decisions required under the planning process.

The circumstances of this application highlight a potential limitation within the current Zoning By-law in accommodating time-sensitive emergency servicing needs. By comparison, the Zoning By-law currently permits utilities in all zones (as per Section 2.1.2.1) and there may be similar reasons for allowing emergency services in all zones.

Consistent with the assessment above, staff are of the opinion that the land use impacts on these emergency services are generally low and could be mitigated through development standards consistent with those identified in Section 11(G)(3) Proposal 3 of the Municipal Plan. The provision of safety services is a necessity for all neighbourhoods, and the zoning by-law should compliment this need.

Delegation of Temporary Use Authority

The Development Officer’s authority to approve Temporary Use Requests is not granted directly by the *Community Planning Act* but is rather delegated by the PRAC pursuant to the Act. The most recent delegation of this authority was in PRAC resolution 2013-3-005 on March 18th, 2013. While this delegation has been relied upon by staff to date, this application provides an opportunity to note that such delegations should be reviewed and reaffirmed periodically to support transparency and good governance practices. The PRAC should anticipate this item on a future agenda for consideration.

Neighbourhood Character & Impact

The subject property is located on Rennie Road in Douglastown, approximately 1km northeast of the Regional Commercial Area on King George Highway. Most properties in proximity to the development on Rennie Road contain single-unit dwellings or are otherwise vacant.

The introduction of a fire hall in this context represents a departure from the established residential character and may result in nuisance impacts, including noise, lighting, and reduced privacy for adjacent properties. While these impacts cannot be entirely eliminated, staff are of the opinion that they can be reasonably mitigated through the application of appropriate conditions of approval, including controls on lighting, screening, and operational practices.

Views of the Public

A notice letter was mailed to 10 unique owners of properties in proximity to the proposed “Fire Hall” on March 19th, 2026, which is standard operating procedure for all applications requiring PRAC approval. At the discretion of the Planning Director, the radius used to select properties to be notified was increased from 30m to 100m from the boundary of the subject property in accordance with the PRAC By-law and Operating Procedures.

As of the date of this report, two emails have been received from residents expressing concerns over the proposed Fire Hall (Attachment 3). Concerns expressed include:

1. The length of time the fire hall will be operating;
2. Nuisance impacts of the fire hall (noise, light, privacy);
3. Impact to private property value; and
4. Procedural concerns regarding work conducted prior to approval;

These concerns have been considered as part of staff’s review and have informed the recommended conditions of approval, particularly with respect to mitigating nuisance impacts and clarifying the temporary nature of the use.

Department and Agency Comments

Partnering departments and agencies were consulted over the course of staff’s review, including the City of Miramichi’s departments of Engineering, Public Works and Fire Services, and the Department of Environment (Wellfield Protection Branch).

Engineering and Public Works

The City of Miramichi’s Director of Engineering commented on behalf of their department and the department of Public works, detailing the site selection process. Alternative sites were assessed including municipal properties (PIDs 40555690 and 40120123) which were deemed inadequate by Fire Services assessment and counter to planned City initiatives. Private properties were considered for lease, but nothing was approved by Fire Services.

Besides site selection, the department confirmed that a small extension was completed recently to municipal sewer services to provide sewer connection on the subject property. No comments were received regarding drainage; however, development services staff are satisfied that the proposed swale is adequate at this stage of review.

Pertaining to the requested dimensional variances and impacts highlighted by staff, Engineering provided the following assessment:

1. “Safety (risk of vehicle collision with the building); With 7.760 m between the edge of trailer and curb line, as well as Rennie Road a posted 50km/hr, we expect this to be low risk, However, the city will install concrete barricades to provide an

Agenda item: 2026-3-1

additional safety buffer in case a vehicle does go over the curb towards the structure.

2. Road maintenance; will be completed when the asphalt/concrete plants can provide the material. Engineering will monitor its condition during use of the site.
3. Snow clearing; With 7.760 m between the edge of trailer and curb line and have the ability to work with the contractor who clears the snow (contract with City of Miramichi), we do not anticipate snow clearing to be an issue. If we received significant amounts of snow and it becomes an issue, the city will haul snow to ensure the trailer is not compromised.
4. Sightlines for vehicles exiting the property; Sightlines around the trees bordering the property, as well as the structure are low risk. The city will install new signage to warn vehicles coming from both sides of Rennie Road that Fire Trucks are exiting the property, to provide additional safety mitigation. Correspondence will also be sent to the Fire Department for regular reminders to exit the property with caution for the duration of its use, whether they are in a personal or work vehicle.”

Fire Services

The Deputy Fire Chief responded to the circulation providing clarifications and comments. He noted the need for this station to maintain “the fire department’s current level of service for the anticipated delays from the main fire stations”. The Fire hall will be a “scaled-down operational base”, containing “one firetruck, one support vehicle and POVs (privately owned vehicles), while closed to the public may host other fire apparatus from our other stations and or other emergency agencies. Possible storage units for vehicles and/or equipment”. The facility will be staffed and operated 24/7.

To mitigate concerns about the impact of sirens and emergency lights on the surrounding neighbourhood, he indicated that staff will avoid “operating their lights and sirens with few exceptions”.

Department of Environment – Wellfield Protection Branch

The Wellfield Protection Officer noted that the proposed fire hall is within Zone C of a Protected Wellfield, and that safety services are permitted in that zone. She indicated that an exemption to the wellfield protection order may be required to permit of the storage of petroleum products or firefighting foams, or the use of backup generators. Development Services Staff recommend that an exemption application be submitted.

Building Services

The GMSC Building Services Manager commented that both the Garage/Shelter and the Office Trailer *require permitting*. He clarified that “Where [these structures] are intended to be on site for more than 28 days, the [Building Code Administration] Act cannot consider them temporary. Two separate building permits will be required, one for the Garage/Shelter and one for the office trailer.”

Agenda item: 2026-3-1

Specific building requirements include stamped structural drawings and HVAC drawings for the garage, and CSA certification and ramp drawings for the Mobile Office trailer.

Staff Recommendation

The Development Officer recommends that the PRAC adopt the following decisions as three separate resolutions:

Temporary Use - Approval

“Pursuant to Section 53(2)(i)(i) of the *Community Planning Act*, and Section 2.9.4 of the City of Miramichi Zoning By-law (By-law No. 110), the City of Miramichi Planning Review and Adjustment Committee (PRAC) *authorizes* the proposed Temporary Use of a “Fire Hall” on the property identified by PID 40117376, located at 401 Rennie Road, Miramichi, for a period of 12 months, ending on April 21, 2027, subject to the following terms and conditions:

1. That the appropriate development permit and building permit applications be submitted for the proposed “Fire Hall” and associated buildings and structures;
2. That illumination of and on the premises (excluding any emergency lighting) be directed downward and away from any adjacent properties, in accordance with Section 3.4.11 of the Zoning By-law;
3. That, except where operationally required, the use of emergency lighting and sirens be limited within an approximate 100m radius of the subject property;
4. That screening be provided or retained along the side property boundaries in accordance with Section 3.1.19 of the Zoning By-law, to the satisfaction of the Development Officer, to mitigate noise and lighting impacts on adjacent properties.
5. That on-site parking and operational areas be clearly delineated to distinguish between staff parking and emergency service vehicle areas, to the satisfaction of the Development Officer;
6. That signage be installed identifying the use as a temporary fire hall, to the satisfaction of the Development Officer;
7. That site features required by these approval conditions be shown or otherwise noted on the site plan submitted as part of permitting for this project, to the satisfaction of the Development Officer.
8. That any traffic barrier proposed on-site be shown on the site plan submitted as part of permitting for this project, to the satisfaction of the Development Officer.
9. That, at the end of the 12 month period, the use shall be discontinued unless authorized through additional planning approvals;”

Additional Condition for PRAC consideration

10. “That the frontage of the property be improved with landscaping elements, to the satisfaction of the Development Officer, including vegetation, screening or other treatments, to enhance the streetscape and buffer the use from the public right-of-way.”

Agenda item: 2026-3-1

- and -

Dimensional Variance - Approval

“Pursuant to Section 55(1)(b) of the *Community Planning Act*, the City of Miramichi Planning Review and Adjustment Committee approves the following Variances to the required standards of the City of Miramichi Zoning By-law (By-law No. 110) on the property identified by PID 40117376, located at 401 Rennie Road, Miramichi:

1. A variance to Section 3.1.4 of 4.8m to the standard 7.6m streetline setback be approved to permit a 2.8m streetline setback;
2. A variance to Section 4.2.5(1) to permit parking in the required front yard;
3. A variance to Section 3.4.10(2) to permit the installation of a shipping container.

Besides the above Dimensional Variances, additional variances, including a variance to Section 3.4.10(2) as identified in the staff report, may be considered and approved by the Development Officer pursuant to Section 55(2) of the *Community Planning Act*.”

- and -

Recommendation to Pursue Text Amendment

“The Planning Review and Adjustment Committee (PRAC) recommends that the City pursue a text amendment to the Zoning By-law to permit emergency and safety service uses in all zones as-of-right, subject to use-specific development standards.”

Attachments

1. Property Location Map
 2. Applicant’s Site Plan
 3. Public Feedback
 4. Site Photos
-

Agenda item: 2026-3-1

Report Prepared On: Thursday, April 16, 2026

Prepared by:
Alex Hanes, MPI
Planner

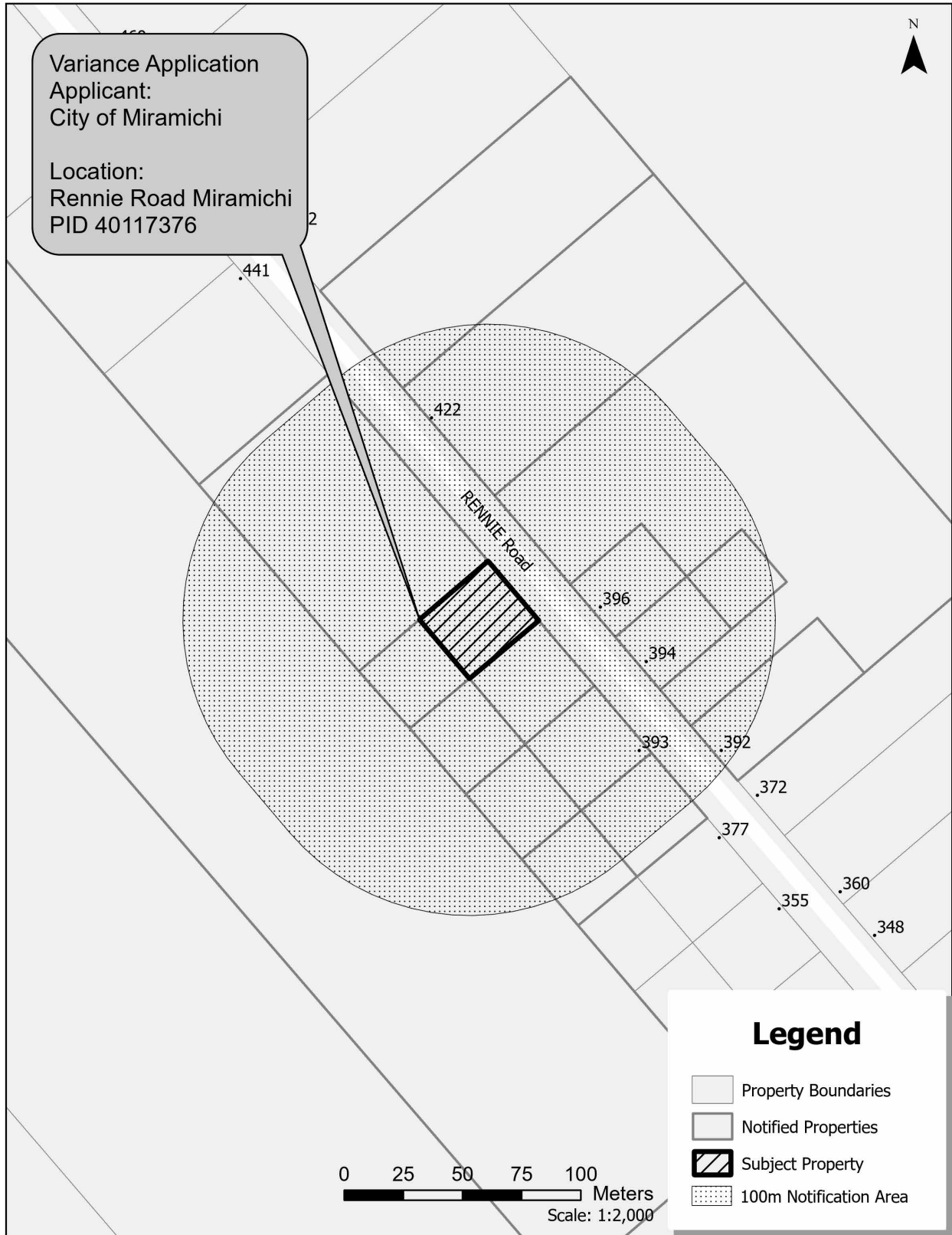
Alex Hanes

Reviewed by:
Justin Forbes, RPP, MCIP
Planning Director

Justin Forbes

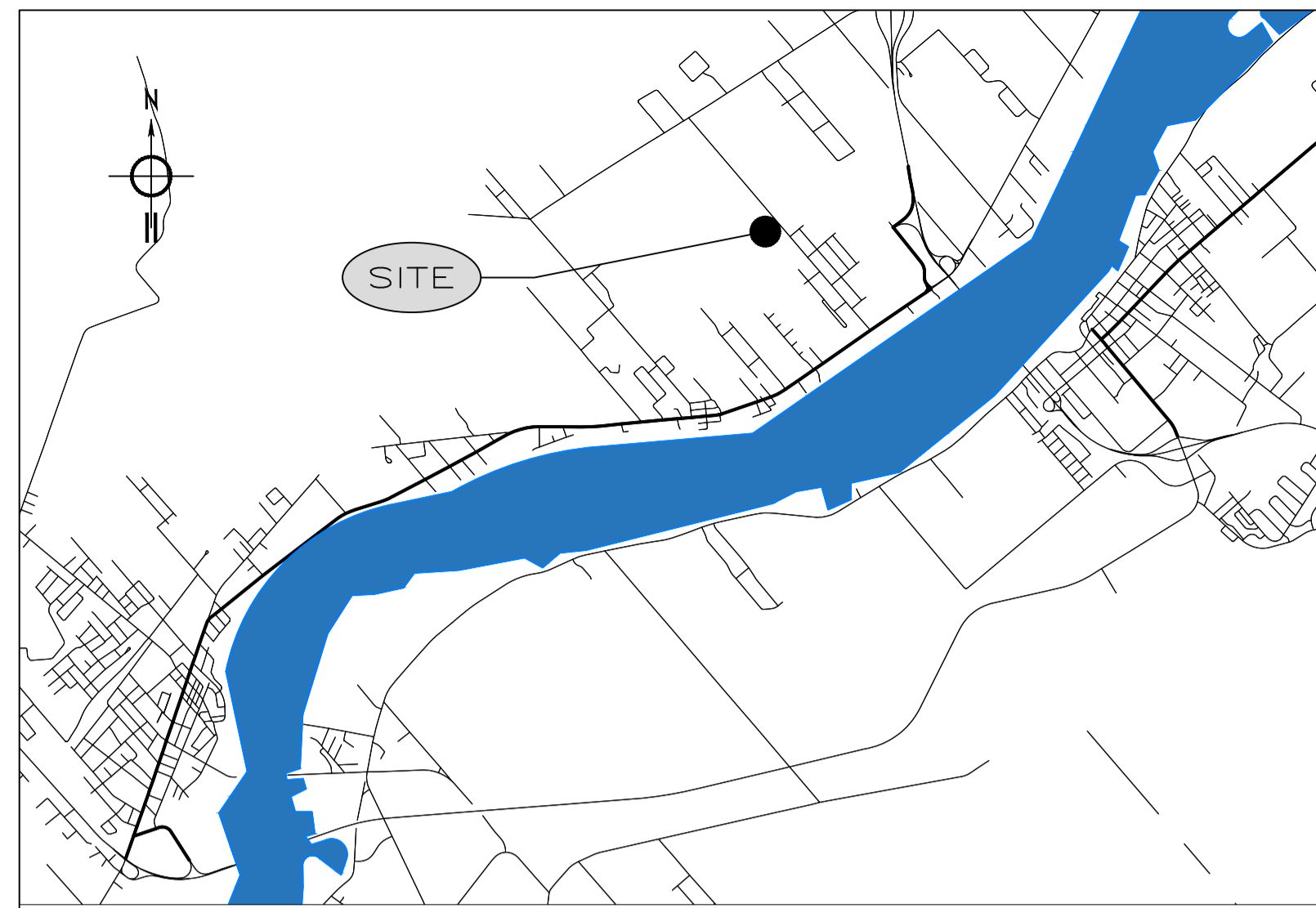


Attachment 1: Property Location Map

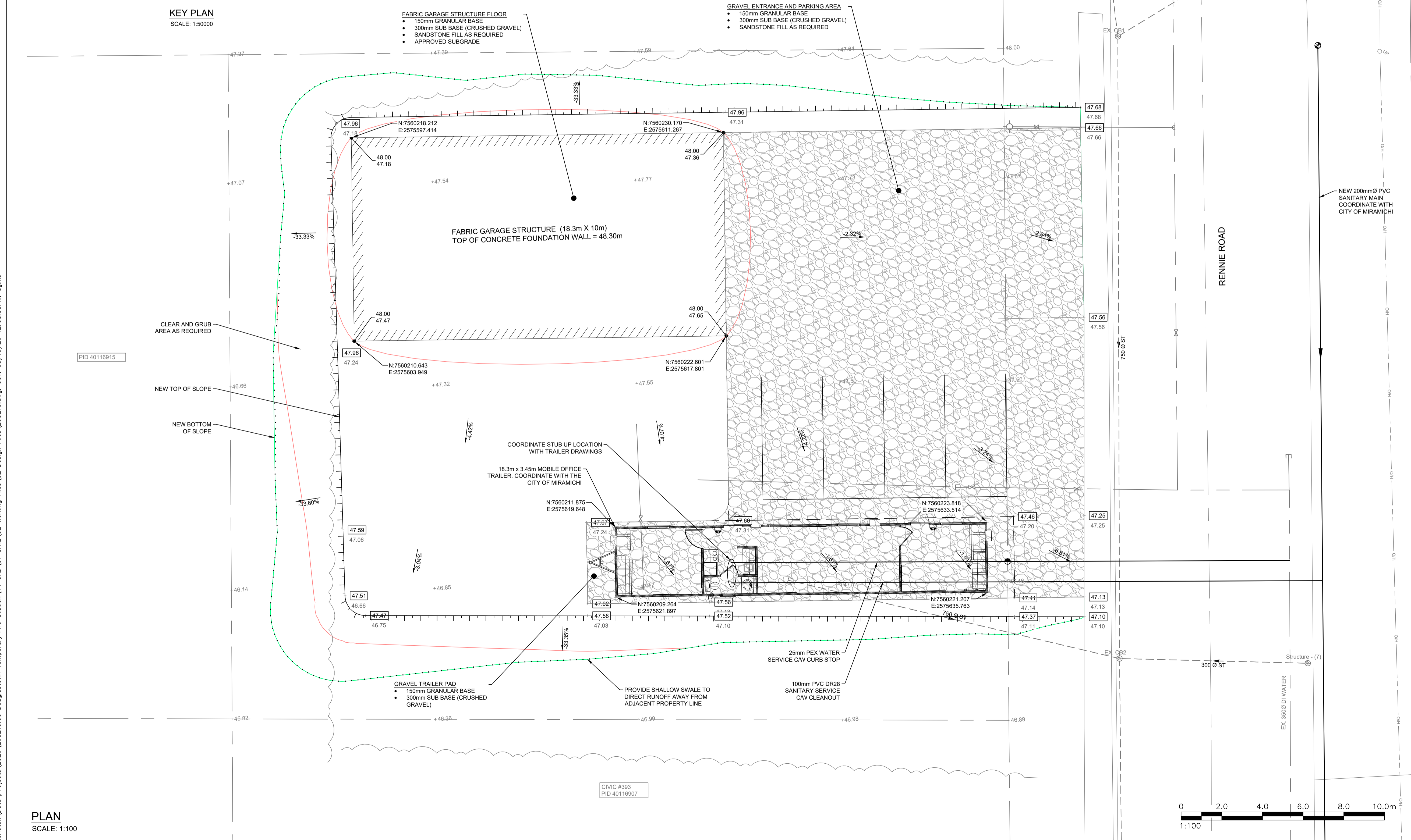


Sources: Greater Miramichi Regional Service Commission | Commission de services régionaux du Grand Miramichi; Service New Brunswick | Service Nouveau-Brunswick
Drawn by | tracé par Alex Hanes 2026-02-20.

Attachment 2: Applicant's Site Plan



KEY PLAN
SCALE: 1:50000



PLAN
SCALE: 1:100

LEGEND		
PROPOSED	DESCRIPTION	EXISTING
---	PROPERTY LINE	---
—○—	SANITARY SEWER	—○—
—○—	STORM SEWER	—○—
—○—	UTILITY POLE	—○—
---	ROAD CENTRELINE	---
---	GRAVEL	---
---	TOP OF SLOPE	---
---	BOTTOM OF SLOPE	---
---	SILT FENCE	---
---	BUILDING	---
---	GRAVEL	---
---	EXISTING WATER BODY	---
---	SHRUB	---
---	TREE	---
---	SPOT ELEVATION	---
---	CONTOUR	---

- GENERAL NOTES**
- DIMENSIONS ARE IN METRES UNLESS NOTED OTHERWISE
 - ALL WORK TO BE COMPLETED IN ACCORDANCE WITH THE GENERAL SPECIFICATIONS FOR MUNICIPAL SERVICES IN THE CITY OF MIRAMICHI (LATEST EDITION)
 - THE CONTRACTOR SHALL CONTACT THE CITY OF MIRAMICHI PUBLIC WORKS, BELL-ALANT, ROGERS, AND NB POWER TO COORDINATE FIELD LOCATES OF SERVICES BEFORE STARTING CONSTRUCTION.
 - LOCATION OF EXISTING SERVICES, STRUCTURES AND BUILDINGS ARE APPROXIMATE ONLY. EXCAVATE TEST PITS TO CONFIRM LOCATIONS IN ADVANCE OF PIPELINE INSTALLATION.
 - ALL EXISTING INVERTS TO BE CONFIRMED PRIOR TO PIPE LAYING.
 - REINSTATE DISTURBED SURFACES WITH MATERIALS AND THICKNESSES TO MATCH EXISTING BUT IN NO CASE LESS THAN THE FOLLOWING:
PAVED STREETS
 - 38mm SURFACE ASPHALT TYPE D
 - 50mm BASE ASPHALT TYPE B
 - 150mm GRANULAR BASE CRUSHED ROCK (31.5mm)
 - 300mm SUBBASE CRUSHED ROCK (75mm)
 - CONCRETE CURB & GUTTER AND SIDEWALK**MATCH EXISTING ASPHALT SIDEWALK**
 - 50mm TYPE D ASPHALT
 - 150mm GRANULAR BASE CRUSHED ROCK (31.5mm)**LANDSCAPED SURFACES**
 - HYDROSEED
 - 150mm TOPSOIL**ASPHALT DRIVEWAYS**
 - 65mm TYPE D ASPHALT
 - 150mm GRANULAR BASE CRUSHED ROCK (31.5mm)
 - PROPERTY LINES ARE DERIVED FROM GEONB OPEN SOURCE DATA AND DO NOT REPRESENT LEGAL SURVEY INFORMATION.

NOT FOR CONSTRUCTION

No.	Description	Date	By
B	RE-ISSUED FOR REVIEW	2026/03/19	AHG
A	ISSUED FOR REVIEW	2026/03/06	SEM

Revision or Issue

**CITY OF MIRAMICHI
DOUGLASTOWN TEMPORARY
FIRE STATION**



SITE PLAN



CBCL No	Contract No	Date	Scale
243219		MAR 2026	AS NOTED

Designed	Drawn
SEM	SEM
Checked	Approved
AHG	
Sheet No	1 OF 1
Drawing No	

C01



Y:\Fredericton\Projects\2026\263219\00 Douglastown Temporary Fire Station\44 CAD\01 CIVIL\02 Working Files\02 Design Files\263219.dwg, C01, 03/19/26 12:08:55PM, ogilks

Attachment 3: Public Feedback

393 Rennie Road

From Daryl MacTavish <macmini1995@gmail.com>

Date Thu 3/26/2026 10:29 AM

To Alex Hanes <ahanes@gmsc.ca>

Morning Alex,

I own the land within 100 meters from the proposed variance.
Regarding the subject 393 Rennie Road, the plan is currently for one year.

The bridge closure is scheduled for two years. I am concerned that after another application to extend the variance is made, this may go on beyond two years existing in a residential area.

Is it possible to answer my concerns or should I attend your upcoming meeting?

With the Rennie road closure today it appears this project is commencing before your decision is rendered.

Thank You

Daryl J MacTavish

506-626-4604

macmini1995@gmail.com

Re: Temporary Use Variance, Rennie Road

From Judy Young <judedude396@gmail.com>

Date Thu 4/2/2026 11:26 AM

To Alex Hanes <ahanes@gmsc.ca>

Good morning,

This email is in response to correspondence dated March 19,2026 regarding temporary use variance for 393 Rennie Road, Miramichi.

My residential property is located at 396 Rennie Road, directly across from 393 Rennie Road.

Above and beyond the impact construction has had upon my property to date (lawn, driveway), and altering the landscape, I have questions and concerns as follows:

1. The purchase of our property in a residential neighborhood, and the elevated property taxes we pay to live on this residential property, are now impacted by the development of a service industry essentially in our front yard. Be it temporary, or not, this is not compatible infrastructure in a developed residential neighborhood. The anticipated noise and light pollution is of concern.
2. I would like to know what other locations were considered as a temporary site for this development; why was this lot chosen and were there better options outside of residential areas? I can think of several that would have provided access yet ample distance from homes.
3. I'm concerned about what happens next; although the scope of the bridge closure is predicted to last 2 years, this I suspect will be a moving target. Also, what happens during the "off" months when the bridge is not being worked on from December to April, will the temporary fire station cease to operate during these periods?
Given the amount of work that has been completed to date to prepare this lot for use (sewage, electrical, fill, etc) and the associated cost, I am concerned that this will become a permanent fixture for Fire Department or similar service.
4. Will my property taxes going forward during this variance be adjusted to reflect what I perceive will be a decrease of my property value with this industrial / service development?

Thank you for your anticipated response to my questions and concerns.

Sincerely
Judy Young

Note from Development Officer: Judy asked to clarify that comments were meant to pertain to 401 Rennie Road and not 396 Rennie Rd.

Attachment 4: Site Photos (taken 2026-04-15)

Photo 1: Subject Property Viewed from across the street



Note: A shipping container is visible at the rear of the property and is subject to permitting.

Photo 2: South side of property



Note: Sloping of the site resulting from fill placement is visible.