



City of Dieppe

Urban Growth Strategy



Final Report

October 2025

Prepared by

UPLAND

ENGLOBE 

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Table of Contents

1.	Background Review	1
1.1	Introduction	2
1.2	Growth Context: the City and its Citizens	4
1.2.1	Project Area Geography and Physical Features	4
1.2.2	Demographic Profile	6
1.2.3	Real Estate Profile	7
1.3	Growth Projections	9
1.3.1	Rationale	9
1.3.2	Low Residential Growth Projection	10
1.3.3	Medium Residential Growth Projection	11
1.3.4	High Residential Growth Projection	12
1.3.5	Synopsis and Dwelling Projections	13
1.3.6	Commercial Real Estate Growth	15
1.4	Conclusion	17
2.	Public Consultation Summary	19
2.1	Engagement Activities	20
2.2	Feedback Themes	21
2.3	Guiding Principles	24
3.	Growth Scenarios	26
3.1	How to build growth scenarios	27
3.2	Hypothetical Growth Scenarios	30
3.3	Scenario evaluation workshop	40
3.4	Preferred Growth Scenario	42
4.	Development Fact Sheets	45
	Purpose and Rationale	46
	Fact Sheet Glossary	47
4.1	Place Champlain - Paul Street	49
4.2	Downtown Dieppe	52
4.3	Industrial Park	55
4.4	YQM Airport	57
4.5	Painsec Greenbelt	60
4.6	Meadow Brook - Calhoun	62
4.7	Greater Lakeburn	64
4.8	East End Champlain Street	66
4.9	Central Dieppe Boulevard	68
4.10	Business Park	71
4.11	Uptown	74
4.12	Gauvin Road	76
4.13	Amirault - Petitcodiac River	79
4.14	Chartersville - Saint-Anselme	82
4.15	Golf Street	85

4.16	Dieppe Boulevard - Antonine-Maillet	88
4.17	Dieppe Boulevard Extension	91
4.18	Dover	94
5.	Implementation	96
5.1	Summary and Recommendations	97
5.2	Sanitary Sewer Recommendations	98
5.2.1	System Summary	98
5.2.2	Babineau Creek Drainage Basin	100
5.2.3	Fox Creek Drainage Basin	102
5.2.4	Melanson Road Drainage Basin	103
5.2.5	Virginia Street Drainage Basin	104
5.3	Water System Recommendations	105
5.3.1	System Summary	105
5.3.2	Impacts Based on Final Growth Scenario	108
5.4	Storm Water System Recommendations	110
5.4.1	System Summary	110
5.4.2	Outlook	111
5.5	Transportation	112
5.5.1	System Summary	112
5.5.2	Road Network	112
5.5.3	Parking	114
5.5.4	Active Transportation	115
5.5.5	Transit	117
5.5.6	Airport	119
5.5.7	Goods Movement	119
5.6	How to use this Strategy	120
5.6.1	Role of the Urban Growth Strategy	120
5.7	Policy Recommendations	121
5.7.1	City Planning Document Review	121
5.7.2	Urban Design Parameters	122
5.7.3	Affordable Housing and Living	123
5.7.4	Open Space Planning	124
5.7.5	Civic Life Needs	126
5.7.6	Transportation Policies	126
5.7.7	Fire Protection	127
5.7.8	Development Charges	127
5.7.9	Water + Sewer Plan Updates	128
Appendix A	Background Report	
Appendix B	Sample Block Portraits	
Appendix C	Urban Design Forms Engagement Summary	

1. Background Review



1.1 Introduction

Growth Context in Dieppe

Dieppe, located in southeastern New Brunswick, is a growing city known for its dynamic economy and strategic location. Situated within the Greater Moncton Area, Dieppe forms a part of one of the three main urban centers in the province, along with the neighbouring City of Moncton and Town of Riverview. The city's close proximity to the Petitcodiac River has historically influenced its development and continues to shape its geography.

The Maritime provinces are in a situation that has not been seen for decades: they are growing fast. As one of New Brunswick's three main urban centers, Dieppe, Moncton and Riverview are naturally at the heart of this growth.

Dieppe has experienced consistent and significant population growth, with a 10.8% increase in the last two census years, making it one of the fastest-growing municipalities in the province. This has resulted in new residential neighbourhoods, commercial centers, and industrial parks to accommodate the increased activity.

A recent housing study projects that Dieppe will need an additional 4,300 housing units over the next ten years, indicating that this trend is expected to continue. This demographic growth will also be accompanied by an increase in commercial and industrial space in the city.



Figure 1: Construction site on Amirault Street.

Importance of Good Growth Policies

Growth is currently an experienced reality in the City of Dieppe. The question is: what type of growth should occur and what form of growth will best serve Dieppe's residents in the long term?

In an ideal situation, a neighborhood should pay a fair share of taxes that support the infrastructure needed to serve the same area. This concerns both ongoing maintenance and the replacement of infrastructure at the end of its useful life. A neighborhood can also make an additional contribution to municipal services such as libraries or sports facilities, if funds remain.

Urban form affects not only municipal finances, but also the wellbeing of residents. Areas that accommodate many different uses in a compact setting are not only more fiscally efficient, they also make residents wealthier, healthier and happier. New neighborhoods have to meet many different expectations: they have to provide pleasant places to live in, create environments where residents can thrive and satisfy many basic needs such as shopping, services, mobility and recreation.

All of this needs to occur in a manner that makes prudent use of natural resources. The less natural landscape is used for urban settlement, the more area can be retained for natural floodproofing, stormwater management, and an ecological balance within the urban landscape.

Growth Strategy Rationale

Dieppe has firmly established itself as the fourth-largest city in New Brunswick through decades of rapid growth, a growth which continues unabated and needs to be managed. This Urban Growth Strategy will serve as a foundational policy document to guide and shape that growth. The strategy is not a legal document regulated by the *NB Community Planning Act*. It is situated at a strategic level of the City's policy making, intended to provide a strategic direction for all future planning documents prepared by the City.

This urban growth strategy will serve as the key document guiding the distribution of growth in Dieppe, aiming to implement a sustainable growth model for the entire city. However, practical limits on growth through infill construction necessitate the creation of a new urban areas near the southern City boundary. This plan is intended to be the focal point for medium-term urban expansion, establishing the groundwork for a new, dynamic, and sustainable area of the city for future generations.

All this is considered in the context of the recent reform of municipal government, which vastly expanded the City's footprint, especially in areas near the Trans-Canada Highway.

This Urban Growth Strategy is based on a thorough data analysis performed as part of the **Background Report, which forms Appendix A** to this strategy document. The background report contains a vast collection of relevant information about the past and current situation in Dieppe with regard to geography, infrastructure and socioeconomic framework conditions. Some key characteristics of the city are summarized in the following section 'The City and its Citizens'. However, please refer to the background report for the full situation analysis that this urban growth strategy was based on.

1.2 Growth Context: the City and its Citizens

1.2.1 Project Area Geography and Physical Features

GEOGRAPHY

Dieppe lies just east of Moncton, the largest city of New Brunswick. It is conveniently close to Prince Edward Island (PEI), with the Confederation Bridge connecting the two provinces just a 1-hour drive (90 km) away. Additionally, the Nova Scotia border is only a 30-minute drive (44 km) from the City. Dieppe's strategic geographical location and its proximity to other Atlantic provinces make it a key player in regional connectivity.

Dieppe's terrain is relatively flat, which has facilitated its urban development. The landscape includes a mix of residential and commercial areas, industrial parks, and open spaces. The presence of the Petitcodiac River along the western boundary of Dieppe is a characteristic natural landmark providing scenic waterfront views and opportunities for outdoor recreational activities. Additionally, the surrounding rural areas feature a combination of forests and agricultural land, offering a balance between urban and natural environments. The Background Report (Appendix A) analyzes the geography of the area in more detail and reviews implications for urban growth stemming from elevations of land, risks of flooding, grading of terrain, presence of wetlands and the current composition of land uses.

The Greater Moncton Romeo LeBlanc International Airport (YQM) is located in Dieppe, just east of the city center. It is a significant transportation hub for the region, providing both domestic and international flights. Its proximity to the urban core of Dieppe and the Greater Moncton area makes it a vital asset for local businesses, tourism, and residents.



Figure 2: Terrain of Dieppe visible on a stretch of Melanson Road.

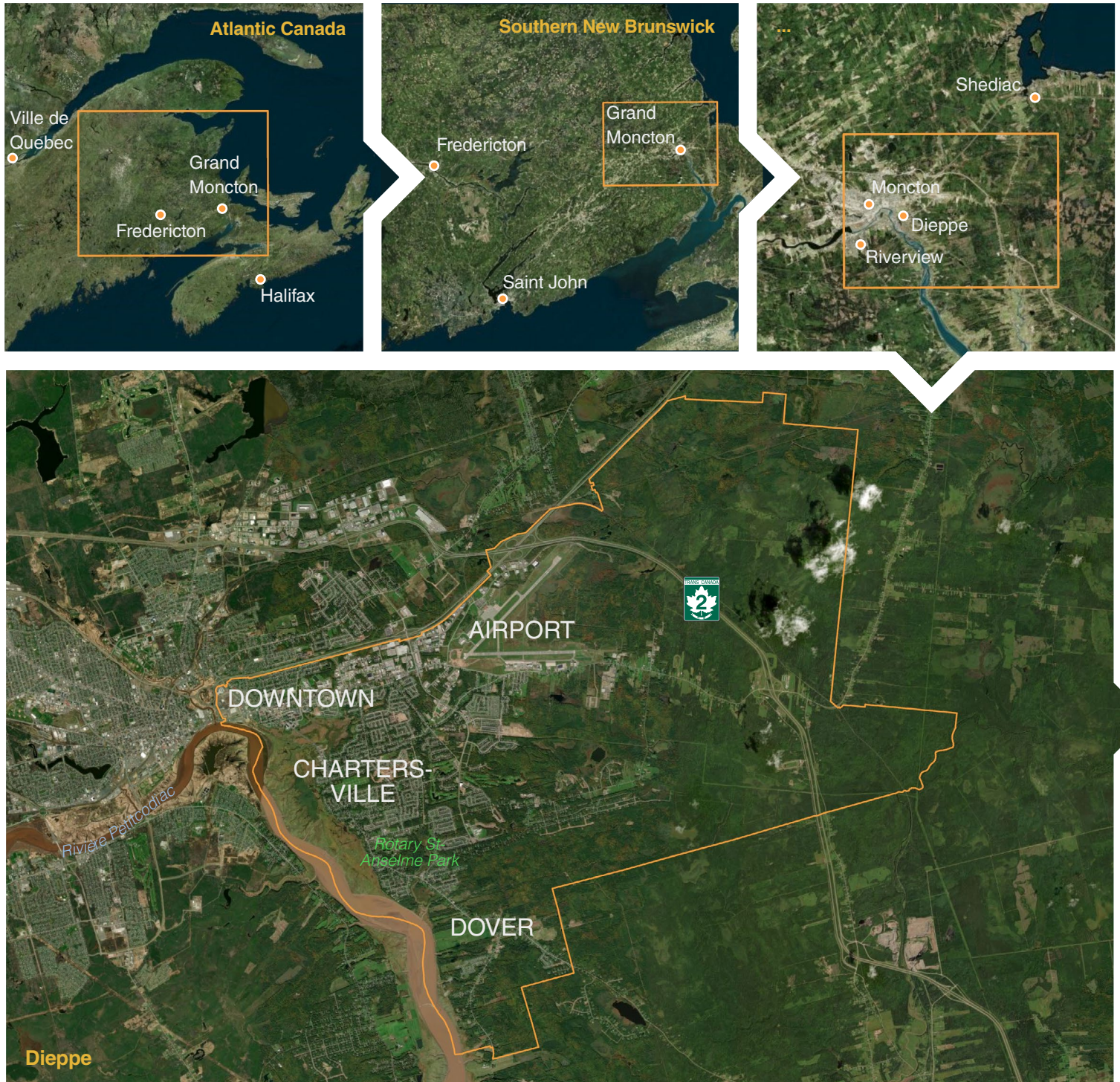


Figure 3: Geographic location of Dieppe

1.2.2 Demographic Profile

Between the Census years of 2001 and 2021, Dieppe's population approximately doubled from 14,951 residents to 28,114, continuing a consistent pattern of growth observed since the 1990s. Within the last four years, the population exceeded 34,000.

This trend is closely linked to immigration, with the proportion of immigrants rising from 3.1% in 2011 to 9.7% in 2021. Similarly, the share of visible minorities more than doubled during that period, signaling increased diversity. Language dynamics are also shifting; the proportion of residents with French as a mother tongue has decreased from 75.5% in 2001 to 63.9% in 2021, reflecting the linguistic impact of broader demographic changes.

Dieppe's age structure sets it apart from many other Atlantic Canadian communities: over half of its population is under 40, and the working-age group (15–64 years) remains large. However, growth is now most prominent among residents aged 35 to 54, suggesting an aging trend is emerging. The median age in Dieppe was 40.8 in 2021, younger than the provincial median of 46.8, highlighting its continued appeal to younger residents and families. The city has become an attractive spot for younger generations, which can be attributed to a number of factors.

Household data further illustrates how Dieppe is evolving. Between 2016 and 2021, the number of households grew by 13%—a higher rate than the Greater Moncton Region (9%) and the province (6%). Much of this growth occurred in older age groups, particularly among renters aged 65+, where households increased by nearly 70%.

The growing share of renters (30.5% in 2021) suggests a shift in housing demand and lifestyle preferences, likely influenced by affordability and aging trends. Non-family households and childless couples are becoming more

common, while households with children, though still prominent, are increasing at a slower rate. These trends point to the need for diverse housing types and services to accommodate varying household structures and life stages.

Population densities are highest in the northwestern part of the city, with most developed areas showing densities between 10 and 40 residents per hectare. While density has generally increased across the city, some established low-density neighborhoods have experienced a decline due to aging populations and smaller household sizes. For detailed tables, maps, and comparisons with regional and provincial data, see the Background Report in Appendix A.

	Total Population	% Change (from previous census)
1991	10,463	+ 16.0%
1996	11,659	+ 11.4%
2001	14,951	+25.1%
2006	18,565	+27.2%
2011	23,310	+25.6%
2016	25,384	+8.9%
2021	28,114	+ 10.8%
2024	34,247	+21.8%

Table 1: Dieppe total population and population change, 1991-2021

1.2.3 Real Estate Profile

The housing stock in Dieppe is dominated by single-detached dwellings, especially in low-density suburban neighborhoods. Recent years have seen a steady increase in apartment construction, indicating a gradual diversification in housing types. This trend aligns with changing household characteristics, including smaller family sizes, increased demand for rental options, and an aging population. However, there still appears to be a mismatch between residential housing needs and supply. Close to two thirds of households in Dieppe are made up of single and two-person households. On the supply side, half of the building stock is still made up of single-unit dwellings. This means that despite recent trends for smaller housing units, a large share of owners and tenants still pay housing expenses for more space than they necessarily need.

Type of Dwelling	Housholds in Dwelling Type	% of total households
Single-detached house	5,580	48.2%
Semi-detached house	1,690	14.6%
Row house	855	7.4%
Apartment or flat in a duplex	590	5.1%
Apartment in a building that has fewer than five storeys	2,375	20.5%
Apartment in a building that has five or more storeys	100	0.9%
Other single-attached house	30	0.3%
Movable dwelling	350	3.0%
Total Households in 2021	11,570	100%

Table 2: Dieppe dwelling characteristics in 2021



Figure 4: Diverse housing types co-existing side by side in Dieppe.

Household Size	Number of households	% of total households
1 person	2,930	25.3%
2 persons	4,425	38.2%
3 persons	1,855	16.0%
4 persons	1,720	14.9%
5 or more persons	640	5.5%
Total Households in 2021	11,570	100%

Table 3: Dieppe household sizes in 2021

Recent data shows a strong demand for multi-unit housing types, driven by both population growth and a shift toward rental and more affordable housing formats. Ownership patterns show a mix of private and institutional holdings, with larger undeveloped tracts of land concentrated in the city's eastern and newly annexed areas.

The residential real estate market in Dieppe is relatively young, with many housing units constructed since 2000. Despite this, a large share of new units are rental apartments, with rental housing starts and occupancy rates both increasing. As of the most recent data, average rents remain moderate but are rising, while vacancy rates have remained low, indicating tight rental market conditions.

In the commercial sector, development has traditionally clustered along arterial routes and around major retail hubs like Champlain Place. However, future growth is expected to expand into emerging corridors, particularly near the Dieppe Boulevard extension and airport industrial areas. Overall, the city is in a strong position to accommodate projected growth, provided it continues to support a range of housing options and leverages its available land supply. Detailed breakdowns of unit types, age, rent levels, and land valuations are available in Appendix A – Background Report.

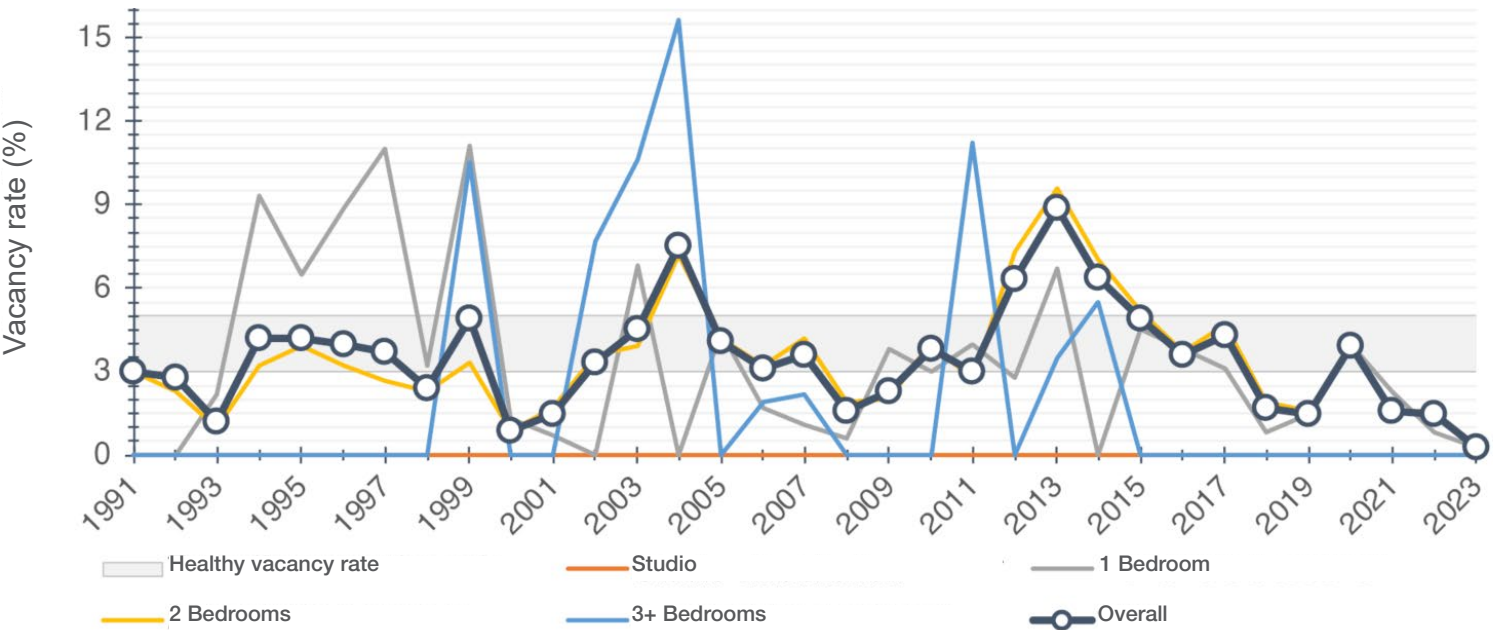


Figure 5: Vacancy Rate by Type of Residential Unit

1.3 Growth Projections

1.3.1 Rationale

The expected future growth for Dieppe was estimated based on national and provincial population projections from Statistics Canada. Dieppe's share of recent population growth, and how this share has changed, was determined based on past actual data from the 2016 and 2021 censuses, as updated to the recently revised municipal boundary. Applying these relationships to various projection scenarios released by Statistics Canada in June 2024, three long-range projections of future population for Dieppe were generated, reflecting Low, Medium, and High growth scenarios.

Briefly, the differences between scenarios involve optimistic or pessimistic combinations of assumptions around demographic trends such as future birth and mortality rates. However, the most influential factor related to population change is migration. All scenarios anticipate the same pattern of in-migration from elsewhere in Canada; a continuation of the elevated rates observed in recent years, transitioning back to the long-term average by 2033. Therefore, the biggest difference between scenarios is a matter of whether low, medium, or high rates of international immigration and large non-permanent resident populations are achieved.



Figure 6: Recently constructed multi-unit dwelling on Dieppe Boulevard

1.3.2 Low Residential Growth Projection

	2021	2026	2031	2036	2041	2046	2051	2056
Total	28,970	35,780	40,715	45,060	48,960	52,245	55,405	58,695
Overall change	N/A	+24%	+14%	+11%	+9%	+7%	+6%	+6%
0 to 14	4,910	5,555	5,590	5,455	5,290	5,310	5,390	5,445
15 to 24	3,280	4,370	5,295	5,925	6,330	6,475	6,730	7,305
25 to 34	3,800	5,010	5,445	5,845	6,370	6,670	6,760	6,670
35 to 44	4,475	5,905	6,995	7,965	8,520	9,135	10,000	10,585
45 to 54	4,025	4,925	6,000	7,215	8,525	9,515	10,160	11,255
55 to 64	3,610	3,855	4,005	4,450	5,115	5,905	6,655	6,980
65 to 74	2,920	3,440	3,805	3,740	3,615	3,790	4,150	4,555
75 to 84	1,425	2,135	2,880	3,545	4,105	4,215	4,280	4,690
85+	535	585	700	920	1,090	1,230	1,280	1,210

Table 4: Projected Population by Census Year (Low Scenario)

The low scenario for projected population growth anticipates Dieppe growing at an average of 15% per 5-year census period. The overall projected growth in population by 2056 is approximately 103% to 58,695 – just over double the reported population in the 2021 Census. The most growth is expected for those aged 75 to 84, with an average increase

of approximately 33% per census period. The number of people aged 45 to 54 is the second highest, with an expected average increase of 26% per census period.

1.3.3 Medium Residential Growth Projection

	2021	2026	2031	2036	2041	2046	2051	2056
Total	28,970	36,180	41,845	47,185	52,445	57,410	62,475	67,920
Overall change	N/A	25%	16%	13%	11%	9%	9%	9%
0 to 14	4,910	5,640	5,900	6,085	6,285	6,560	6,855	7,090
15 to 24	3,280	4,440	5,450	6,200	6,860	7,515	8,320	9,420
25 to 34	3,800	5,100	5,645	6,160	6,815	7,285	7,675	8,095
35 to 44	4,475	5,975	7,205	8,375	9,175	10,035	11,110	11,920
45 to 54	4,025	4,955	6,105	7,460	8,995	10,305	11,330	12,790
55 to 64	3,610	3,865	4,035	4,510	5,245	6,150	7,080	7,660
65 to 74	2,920	3,460	3,850	3,805	3,695	3,890	4,280	4,735
75 to 84	1,425	2,150	2,930	3,625	4,220	4,350	4,435	4,880
85+	535	595	725	965	1,155	1,320	1,390	1,330

Table 5: Projected Population by Census Year (Medium Scenario)

The medium growth scenario for projected population estimated Dieppe's average growth at 19% per 5-year-census period. The overall projected growth in population in 2056 is approximately 134% over 2021 levels, or a total of 67,920. This scenario follows similar trends to the previous

one, with the highest growth being expected among those aged 75 to 84 with an average increase of approximately 35% per census period. Again, the second highest growth is expected in those aged 45 to 54 years old, with an expected average increase of 31% per census period.

1.3.4 High Residential Growth Projection

	2021	2026	2031	2036	2041	2046	2051	2056
Total	28,970	36,660	43,150	49,730	56,755	63,990	71,740	80,310
Overall change	N/A	27%	18%	15%	14%	13%	12%	12%
0 to 14	4,910	5,750	6,290	6,885	7,580	8,285	8,990	9,605
15 to 24	3,280	4,520	5,630	6,545	7,555	8,875	10,445	12,355
25 to 34	3,800	5,215	5,895	6,555	7,410	8,110	8,875	9,915
35 to 44	4,475	6,075	7,475	8,910	10,025	11,205	12,585	13,730
45 to 54	4,025	4,990	6,215	7,725	9,525	11,255	12,795	14,785
55 to 64	3,610	3,870	4,055	4,565	5,380	6,415	7,580	8,500
65 to 74	2,920	3,470	3,875	3,845	3,740	3,965	4,400	4,930
75 to 84	1,425	2,165	2,965	3,690	4,310	4,460	4,560	5,030
85+	535	605	750	1,010	1,230	1,420	1,510	1,460

Table 6: Projected Population by Census Year (High Scenario)

The high growth scenario for Dieppe's future population expects average growth at 25% per 5-year census period. The overall projected growth in population is approximately 177% to 80,310 in 2056. Of the three scenarios provided, the high projection scenario offers the starkest differences. In the high projection scenario, the 15-to-24-year-old age

cohort is expected to experience the highest increase of approximately 40% per census period. Following that, are the 45-to-54-, and 75-to-84-year-old age cohorts which are projected to increase by an average of 38% and 36%, respectively, per census period.

1.3.5 Synopsis and Dwelling Projections

The three growth scenarios, compared below, suggest that by 2056, Dieppe's population could increase to between 58,700 and 80,310. The medium scenario can be considered the "most likely" outcome of the three. It points to a population of roughly 68,000 by 2056, an increase of 38,950 people over Dieppe's 2021 population.

Expectations of future population growth and its age-structure can be turned into an expectation of the residential dwellings needed to house it. This is done by applying the relationships by which Dieppe's population has organized itself into households in the recent past to each population projection, and accounting for the typical proportion of Dieppe's housing supply that is required to provide slack in

the housing system, and accommodate those not reflected in Census population data, such as post-secondary students.

Across all three scenarios, Table 7 shows the additional dwelling unit demand created in each 5-year projection interval, as well as the total dwelling demand that corresponds to the total population for each given year. Based on the three growth scenarios, by 2056 Dieppe may need to build an additional 15,340 to 23,205 dwelling units over 2021 levels, with 18,785 units being the Medium outcome.

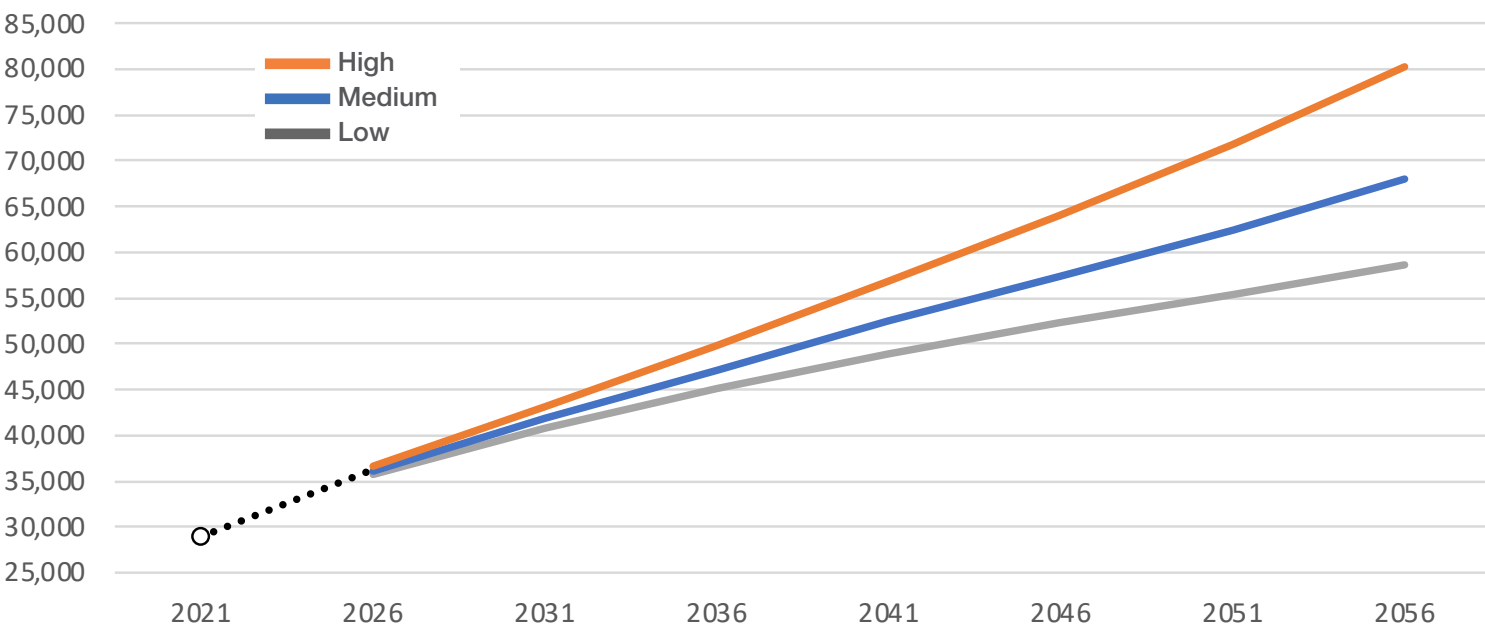


Figure 7: Population Projection by Scenario

	Low		Medium		High	
	Additional need	Total need	Additional need	Total need	Additional need	Total need
2021 (Baseline)	-	12,470	-	12,470	-	12,470
2026	3,085	15,555	3,235	15,705	3,400	15,870
2031	2,475	18,030	2,725	18,430	2,995	18,865
2036	2,355	20,385	2,690	21,120	3,090	21,955
2041	2,205	22,590	2,665	23,785	3,255	25,210
2046	1,835	24,425	2,435	26,220	3,215	28,425
2051	1,680	26,105	2,430	28,650	3,415	31,840
2056	1,705	27,810	2,605	31,255	3,835	35,675
Total	15,340	-	18,785	-	23,205	-

Table 7: Projected Residential Housing by Scenario



Figure 8: Home construction on Melanie Street

1.3.6 Commercial Real Estate Growth

In addition to residential dwellings, a growing population both requires and supports additional commercial building space. By comparing the timeline of commercial development to historical data for population over the same time period, ratios were calculated that relate growth in population to growth in commercial development over the last 25 years. Making the assumption that these ratios will hold steady into the future, the population growth scenarios noted above can be used to create corresponding projections of the quantity of commercial space that may need to be added to Dieppe.

For this analysis, a small selection of properties was excluded from the calculation of space ratios. These were specific, regional-scale industrial properties whose existence is not exclusively related to the population of Dieppe. As a result, these projections reflect a baseline expectation of development relative to Dieppe's anticipated population trends. Major commercial or industrial projects that serve a wider regional or provincial market are not readily predictable over a long timeframe, and are considered additional to these projections.

	Commercial	Industrial	Office	Retail
2026	349,685	301,497	136,857	137,711
2031	624,438	542,050	246,050	245,913
2036	883,428	791,979	359,499	347,907
2041	1,138,538	1,048,940	476,140	448,373
2046	1,379,340	1,295,060	587,860	543,204
2051	1,624,993	1,542,645	700,245	639,946
2056	1,889,075	1,798,727	816,487	743,945
Annual Average	53,974	51,392	23,328	21,256

Table 8: Analysis of Housing Demand Compared to 2023 Housing Needs Assessment

Depending on the type of commercial use, projected growth is calculated from different components of the expected future population. Commercial and retail uses tend to be driven by local customers, and are therefore related to overall population. Office and industrial uses typically rely on wider or more distant markets for their revenue, but are dependent on the local workforce and are therefore related to the working age (15 to 64 years old) population only. Renovation of older office and industrial space has been far more common than in commercial and retail, so ratios for these categories have been calculated based on newly constructed space only.

Long-term projections of commercial development demand are less reliable than residential, due to the greater impact of changing technology, business practices, and consumer behavior over time. Given this added uncertainty, and considering the potential for commercial development in Dieppe that is not influenced by local population alone, projections were generated based on the Medium Scenario for population growth only, shown in Table 8. This provides a point of guidance for future expectations around which actual outcomes could vary significantly.

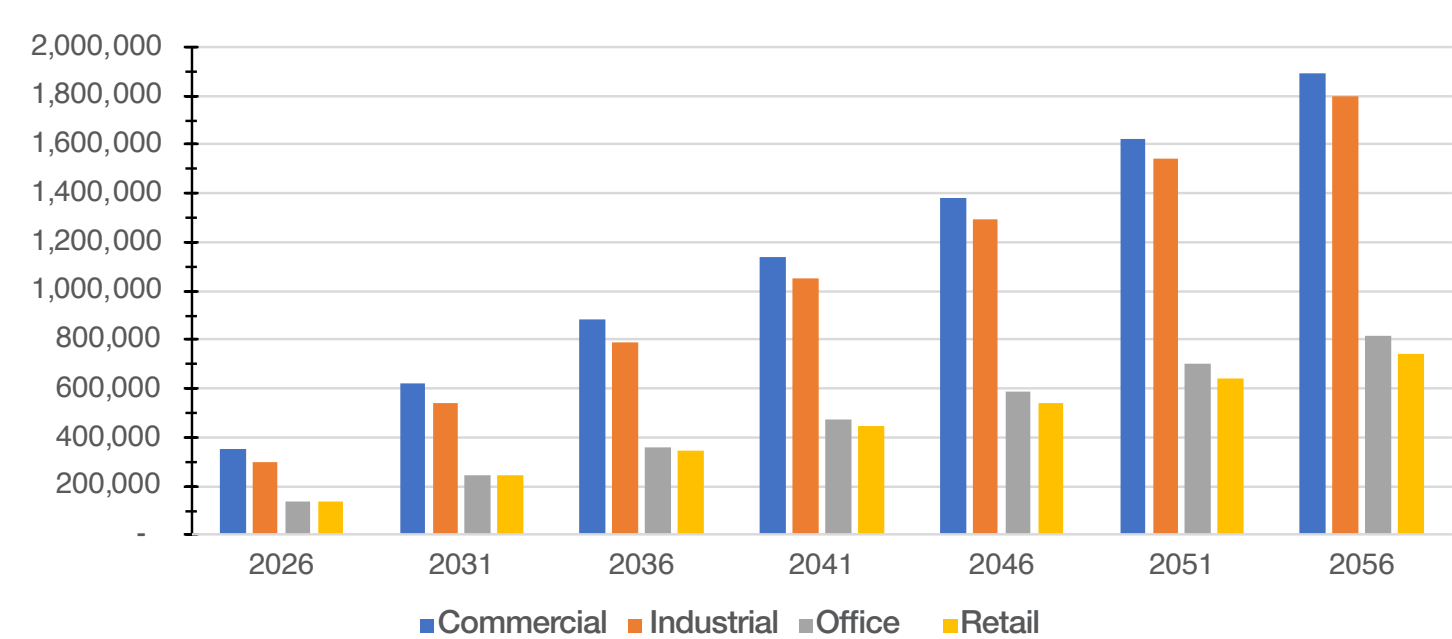


Figure 9: Additional Floor Area (ft²) projected after 2021

1.4 Conclusion

Dieppe is a rapidly growing city in New Brunswick's largest urban area. While the growth pattern of the city has been going on for decades, projections based on the overall context suggest that is not even close to reaching its full potential yet. In fact, it is highly likely that the City will double its current population of approx. 34,000 within the next 30 years.

Does this mean that the footprint of the City of Dieppe will also need to double its size by that time, or will other forms of urban development lead to a more compact footprint in the future? This is one of the questions that the Growth Strategy project is intended to answer by evaluating different options and approaches.

Up to this point, Dieppe has been increasing its population base without major growing pains. Population densities across the urban area are fairly homogenous and have

created neighbourhoods of distinct character. As the number of residents grew, the City expanded in layers of development that reach out into the south-east from City Hall. The growth of the overall population base was utilized to rejuvenate the downtown which provides most basic needs of citizens in Dieppe.

Until recently, virtually all new developments were within a 20-minute biking distance from the downtown and easily accessible to most residents through the well-developed active transportation network of the city. However, as Dieppe keeps growing towards the south-east, the distances to the downtown get longer and new approaches to land use planning become necessary to ensure a equitable distribution of amenities across the city.



Figure 10: Section of Downtown Dieppe.

Another recent change is brought about through a transition of predominant dwelling types. While Dieppe was traditionally a suburban community characterized by single detached homes, recent construction focuses almost entirely on townhouse and multi-unit development. This leads increasingly to clashing of urban structures, especially at interfaces where different development types meet. However, this is not only a matter of preference, but also related to market needs. In the medium population growth scenario presented in this document, the segment of population aged 75 and older is projected to quadruple by 2056, while the overall population 'merely' doubles. It is clear that these kind of shifts in housing demands cannot be responded to by maintaining current development patterns.



Figure 11: Recent housing subdivisions in Dieppe.



Figure 12: Paul Street in Dieppe.

Overall it is clear that based on the projected rate of growth, some expansion of the urban footprint will be needed for the City of Dieppe. The question is however: how much of that growth needs to consume natural landscapes and require extensions of all municipal services? Alternatively, to what extent can some of that growth be accommodated closer to existing areas by changing the approach to urban development in the long-term. The Growth Strategy project will explore these questions and facilitate an informed discussions about the vision for Dieppe's future.

2. Public Consultation Summary



2.1 Engagement Activities

The initial public engagement on this Urban Growth Strategy took place from November 2024 to January 2025. The opportunity to engage in the process of this project was widely communicated through various channels such as the Dieppe MAG, print media at city hall, a section to this project dedicated on the municipal web site, social media, the radio and even billboard advertisements on the city's streets.

Engagement opportunities encompassed in-person events and digital media and included the following:

- + Two community open-house evenings at City Hall
- + One online community open house hosted through a video call
- + Pop up sessions in various locations of the City:
 - Dieppe Farmers' Market
 - Aquatic Centre
 - CCNB
 - Café-causerie (at the Pavillon Rotary)
 - École Mathieu-Martin
- + An online engagement platform including:
 - Project information for download
 - A public survey
 - A business survey
 - An interactive map

Over the course of the engagement, the project team counted 1,191 interactions with the public. While some residents may have chosen more than one channel of communication to give their feedback, it can be assumed that more than 1,000 residents were engaged in this project. This number does not include residents that reviewed information online but chose not to engage.

Engagement Activity	# of interactions	# of comments	# of map comments
Dieppe Farmer's Market	53	1	25
Aquatic Centre	24	1	13
Cafe Causerie	15	0	4
École Mathieu-Martin	60	6	0
CCNB	40	2	19
Community Event (Dec 4th, 2024)	16	2	10
Community Event (Dec 5th, 2024)	4	0	14
Online Open House (Dec 12th)	4	15	0
Online platform (Survey + Map)	975	143	2
	1,191	170	87

Table 9: Engagement activities by the numbers



Figure 13: A public billboard on Paul Street advertising the project.

2.2 Feedback Themes

The public feedback on Dieppe's Urban Growth Strategy highlighted the following five key themes:

Appreciation for Nature

Many residents value green spaces, parks, and trees, stressing the importance of preserving old trees and increasing vegetation.

Proximity to nature is mentioned as one of the top reasons why residents like to live in Dieppe, and most of them really

appreciate the availability of trails, parks and other outdoor recreation amenities. Most residents would like to see these amenities further developed, with increased coverage across neighbourhoods and better access to these features.

Environmental Concerns

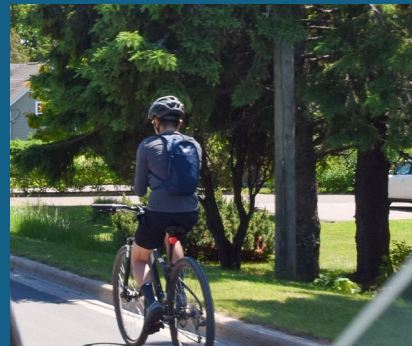
There are concerns about the loss of natural areas for urban development. Preservation of existing natural spaces and the creation of new natural amenities is top of mind in Dieppe. For example, 88% of survey respondents indicated that



Nature



Environment



Infrastructure



Housing



Culture + Community

Figure 14: Main feedback themes.



Figure 15: One of the community events at City Hall

they are in favour of using municipal funds for ecosystem preservation, or that they may be if they received additional information.

Transportation and Infrastructure

Closely related to the previous points is the call for more convenient active transportation options. Residents would like to use trails not only for recreational purposes but also for daily mobility needs. However, a large share of the population perceives the active transportation network to be too fragmented and inefficient.

Current transportation patterns are seen as inefficient. The vast majority of commutes in Dieppe occurs in personal vehicles, and often with just 1-2 persons in a car. With the rapid growth that Dieppe is experiencing, this results in increasing traffic congestion.

Improved active transportation options are seen as the primary solution to this problem. Better transit options have also been requested by a large share of residents, and were a very common topic in all in-person engagements. About one quarter of survey respondents also believe that widening roads or building more roads could solve the traffic issues in the City.

When asked about infrastructure, residents also frequently mention services provided by the Province of New Brunswick or by private businesses. It was a recurring theme that residents feel underserved by key sectors like healthcare, entertainment, and dining options. Concerns about insufficient infrastructure to support the city's growth also included schools.

Housing

The lack of diverse and affordable housing options have been some of the most-frequently mentioned themes and create significant concern in the community. Although it has to be noted that residents were asked directly about the top priorities for a growth strategy, the housing topic was seen as a little less important than subjects related to nature and infrastructure. Nevertheless, the lack of housing availability is still something experienced by many residents, especially searching for housing that meets the citizens' needs.

Housing preferences follow societal trends and the demand for smaller units is growing. However, ownership is still important to residents of Dieppe: the favorite type of dwellings seem to be small or tiny homes, followed by townhouses and condominiums. The latter category is not common yet in Dieppe, but there seems to be a clear interest in these types of units based on survey responses and in-person engagement.

Cultural Identity and Community Connection

Residents of Dieppe value community life and their cultural roots. There is a desire to maintain Dieppe's Acadian and francophone identity while integrating newcomers.

Places to live and experience community life are important to residents. As the population grows, there is also a growing concern that today's facilities are not sufficient to cover everyone's needs.

It was frequently mentioned that Dieppe's downtown is not sufficient as the only community hub in the city, and that vibrant little centres should be distributed throughout the neighbourhoods. Some areas of Dieppe experience "amenity deserts," and it is perceived as important to ensure access to essential services within walking distance. Places such as Dieppe Boulevard and the area between Fox Creek and Dover Road were mentioned as candidate spaces for new mixed-use neighborhoods to foster social interaction and vibrant community life.

Residents ask for more public spaces for socializing, with more places to eat, socialize, and create vibrant neighborhood experiences, with calls for patios and public spaces to promote community interaction.

2.3 Guiding Principles

Translating public engagement results into growth principles ensures that the city's Urban Growth Strategy aligns with the needs, priorities, and values of the community. It reflects what residents care about most by directly integrating their feedback into actionable guidelines.

Growth principles derived from public feedback provide a strategic framework for decision-making, guiding sustainable and inclusive development. This process not only creates a strategy grounded in real experiences but also fosters trust and transparency by demonstrating that public input is being heard and acted upon.

Based on the analysis of the public response to this project, a list of principles can be established as the foundation for future growth management in the City of Dieppe:

- + Balance Urban Growth with Sustainability
- + Expand Affordable and Diverse Housing Options
- + Improve Mobility Options
- + Protect Natural Assets
- + Empower Community Life



BALANCE GROWTH



DIVERSE HOUSING



MOBILITY OPTIONS



NATURAL ASSETS



COMMUNITY LIFE

These recommendations provide a comprehensive framework for Dieppe's Urban Growth Strategy, addressing public concerns while fostering sustainable, inclusive growth.



Balance Growth

Limit urban sprawl by promoting densification in existing neighborhoods while protecting green spaces.

Ensure developments align with infrastructure capacity to support growth without compromising quality of life.



Expand Diverse Housing Options

Focus on providing affordable housing for families, students, and low-income residents.

Encourage mixed-use developments and energy-efficient housing to enhance accessibility and sustainability.



Improve Mobility Options

Expand public transit options, improve bus frequency, and enhance connectivity between neighborhoods.

Invest in safe cycling infrastructure, pedestrian-friendly areas, and well-maintained active transportation routes.



Protect Natural Assets

Prioritize the protection of existing green spaces, forests, and parks.

Integrate more recreational and nature-based spaces into urban planning to enhance residents' quality of life.



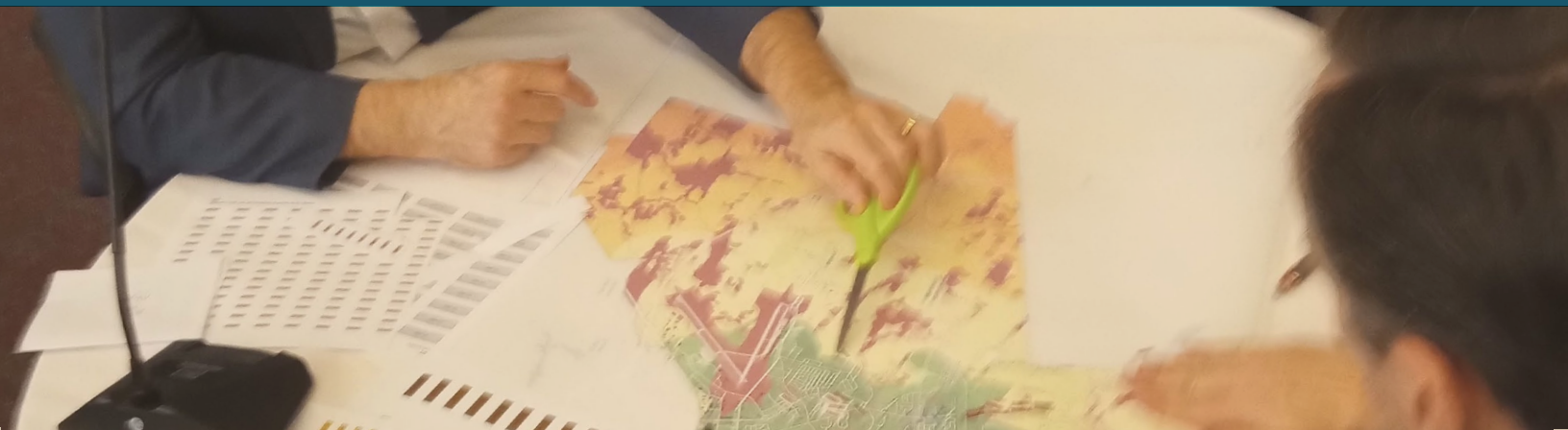
Empower Community Life

Foster the Francophone and Acadian heritage of Dieppe while promoting cultural inclusivity.

Create vibrant community hubs, walkable neighborhoods, and public spaces to encourage social interaction and community pride.

Address gaps in recreational facilities, and essential services, and local amenities.

3. Growth Scenarios



3.1 How to build growth scenarios

The earlier background analysis included several population growth projections that ranged from total population numbers of 58,695 to 80,310 by 2056. In other words, the projections foresee between 29,725 and 51,340 added residents between the Census years of 2021 and 2056. The question is how much additional urban footprint will need to be allocated to absorb this additional population.

The main purpose this scenario planning application is to show how the projected number of added population can be accommodated, and which implications varying growth patterns may have for infrastructure, municipal finances and the character of urban environments thus created.

The growth scenarios therefore need to satisfy two basic requirements: first they need to show a realistic development vision that includes elements typical for the City of Dieppe, and second, the growth of the city must be portrayed in a way that allows for analysis of various metrics.

In order to achieve both of these requirements, the methodology for scenario planning in this document takes the following approach: across the city, existing areas that are typical for a certain type of development were identified. Each of these areas is bounded by streets from all sides, which means that they align with Dissemination Blocks as defined by Census Canada, and have assigned population and dwelling values during each Census.

Since these blocks represent a sample of a certain type of urban fabric, they are called 'sample bocks' in the remainder of this document. In total, 21 of such sample blocks were identified within the following three categories:

- + Low-Density Residential
- + Mid-Density Residential
- + Mixed-Use

For each of the sample blocks, information on population and dwelling counts was derived from the 2021 Census, while assessment data from dwellings was provided by the City of Dieppe for the year of 2024. Due to the slight discrepancy between the census and assessments years, a visual survey and building permit analysis was performed to ensure that no substantial development has occurred in any of the blocks between the time of the census and property assessments. Where new development has occurred, the population numbers for the relevant block were estimated based on the amount of residential units created.

The next two pages show the following:

- + a map with the locations of all selected sample blocks
- + one exemplary portraits of sample block 'B4' to illustrate the range of data that was compiled for each of the blocks.

The full portraits of all 21 blocks can be found in Appendix B.

	Symbol	Description
Low-density Residential	A1	Tiny Lots - 130m Block
	A2	Small Lots - 150 m block
	A3	Small lots - 250m block
	A4	Small lots - 435 m block
	A5	Large lots - 225m block
	A6	Large Lots - 400m Block
	D1	Exurban
	D2	Tiny Home Development - Long Block
	D3	Tiny Home Development - Short Block
Mid-Density	B1	Mid-Density TH and Semi - 315m block
	B2	Mid-Density TH and Semi - 135m block
	B3	Mid-Density Condo Compound
	B4	Mid-Density Townhouse - 175m block
	C1	Mid- Density Mixed Density
Mixed-Use	C2	High Density Residential
	M1	Traditional Mixed Use - Long Block
	M2	Traditional Mixed Use - Short Block
	M3	Mixed Use with High-Rise Infill
	M4	High Density Mixed-Use
	E1	Entrepreneurial Block
	I1	Industrial

Table 10: Categories of sample blocks utilized for growth scenarios

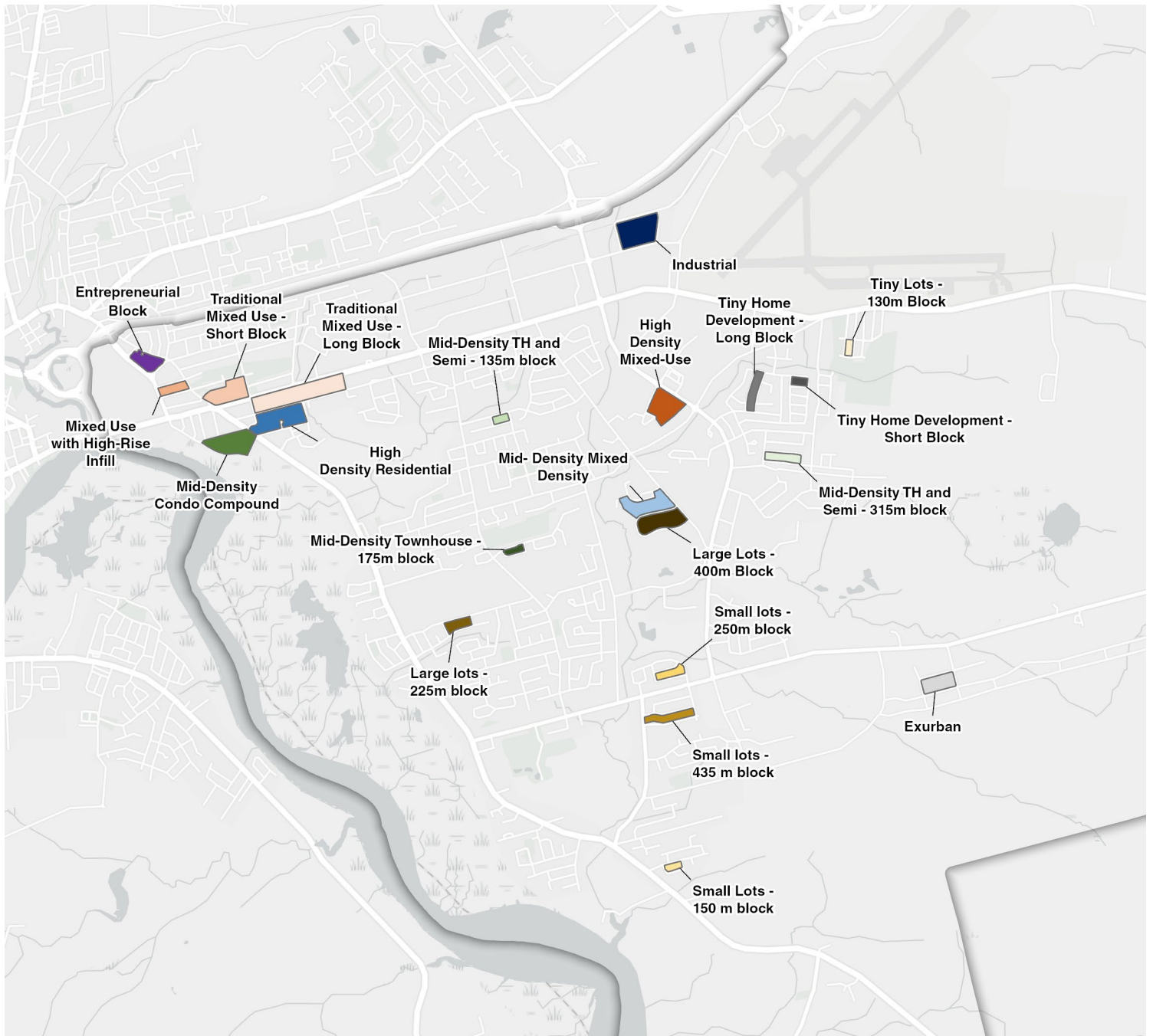
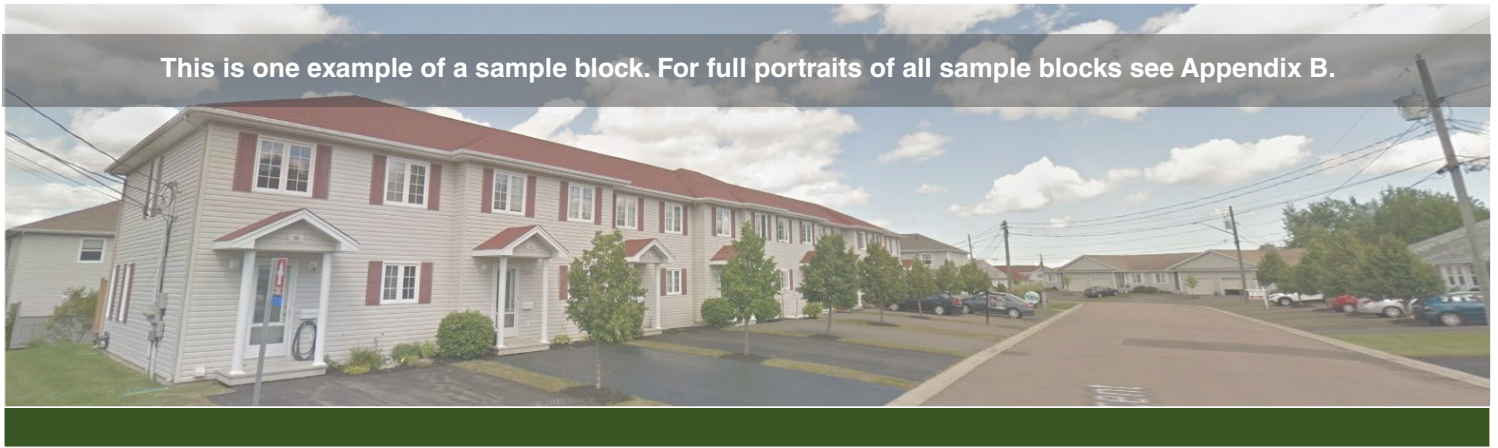


Figure 16: Locations of sample blocks representing a certain type of urban fabric.

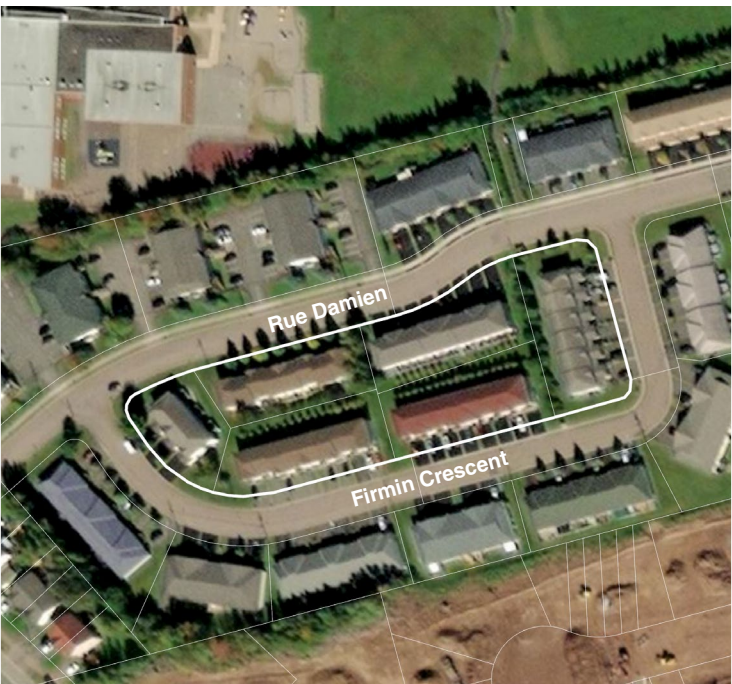
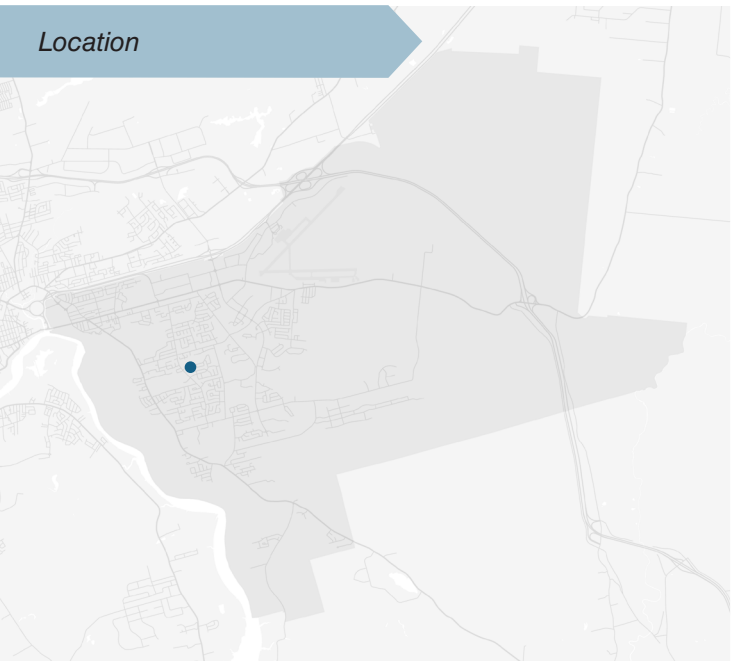
This is one example of a sample block. For full portraits of all sample blocks see Appendix B.



B4

Mid-Density Townhouse - 175m Block

Block Profile		Assessment	\$4,176,600
Located outside the city core but close to recreational and institutional amenities, this block features large lots with five multi-family townhouses on wide streets with sidewalks.		Current Tax Levy	\$108,765
		Max Building Height (m)	9
		Road Length (m)	252
Population	77	Average Lot Coverage (%)	37
Population Density	56.6		
Dwelling Units	40		



3.2 Hypothetical Growth Scenarios

Approach to scenarios

The sample blocks were utilized two build two alternative growth scenarios. These initial scenarios do not represent any policy decisions, but are simply two illustrative examples of what shapes urban growth could possibly take. They are intentionally showing two contrasting approaches in order to highlight the relationship between policy decisions and potential effects on the urban fabric.

The growth scenarios are tailored to two population numbers expected to be reached by 2056: totals of 67,920 or 80,310 residents. These figures represent the medium and high growth scenarios, respectively.

The low population growth projection was not considered since the most recent population estimates for 2024 show that population growth has even further accelerated and it

appears that by the 2026 Census, the population of Dieppe will even exceed the growth trajectory painted by the high projection. While this trend may moderate over time, the low population projection does not seem likely enough to be considered in this scenario planning routine.

An overview of projected population numbers by 2056 are shown below for both scenarios, as well as one table with only additional residents (i.e. growth) represented.

In order to determine where there are suitable lands to fill the sample blocks from the previous section in the urban area of Dieppe, a land suitability analysis was applied. The following pages show the different types of land suitability considerations that were taken into account for the scenario creation.

Total population of the City of Dieppe by projection type

	2021	2026	2031	2036	2041	2046	2051	2056
Low	28 970	35 780	40 715	45 060	48 960	52 245	55 405	58 695
Medium	28 970	36 180	41 845	47 185	52 445	57 410	62 475	67 920
High	28 970	36 660	43 150	49 730	56 755	63 990	71 740	80 310

Total population growth in the City of Dieppe by projection type

	2021	2026	2031	2036	2041	2046	2051	2056
Low	0	6 810	11 745	16 090	19 990	23 275	26 435	29 725
Medium	0	7 210	12 875	18 215	23 475	28 440	33 505	38 950
High	0	7 690	14 180	20 760	27 785	35 020	42 770	51 340

Table 11: Details of population growth projections

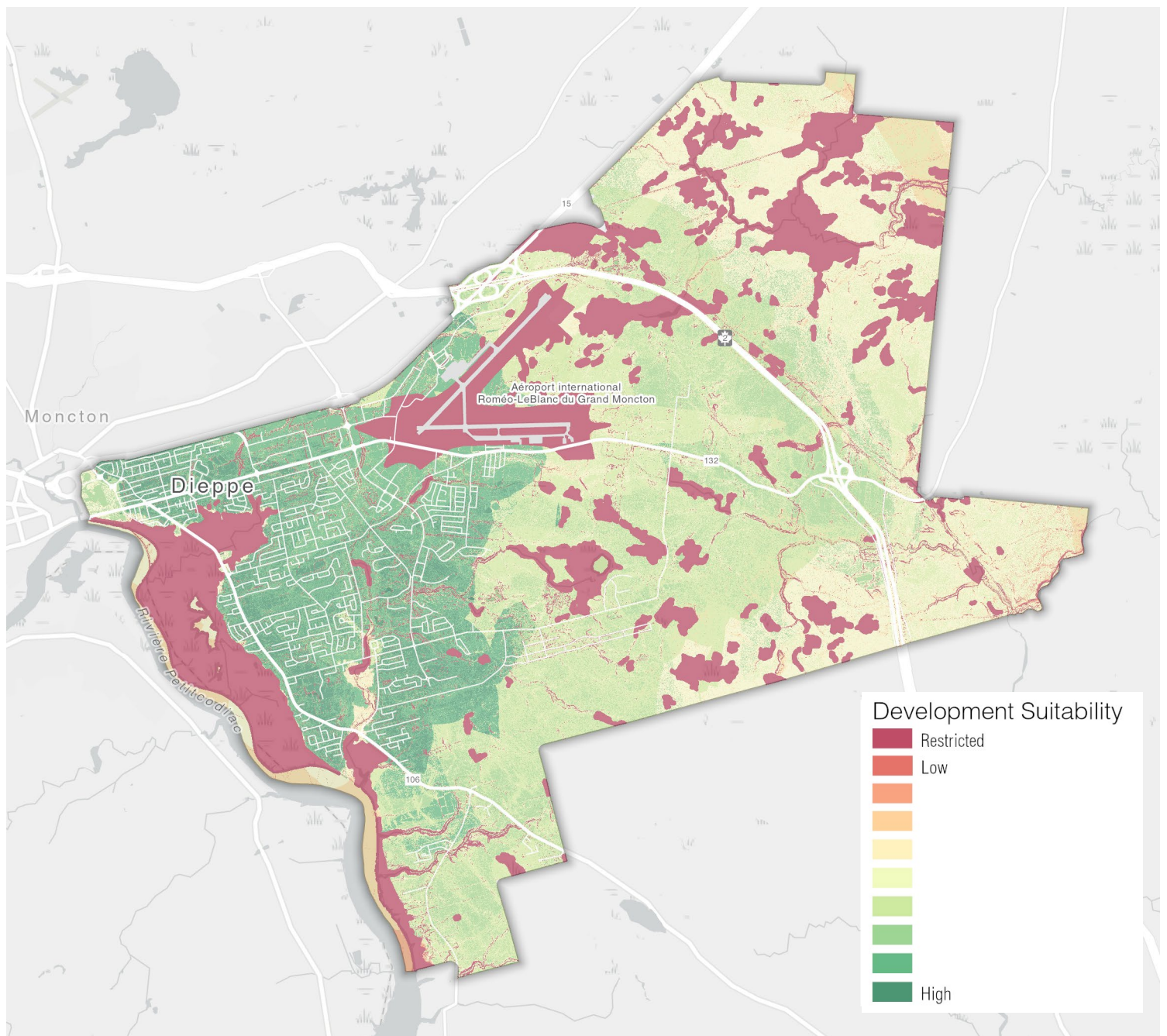


Figure 17: Display of suitability of land for residential development based on a 60% weighting of physical factors.

Land Suitability Analysis

The land suitability model used in this analysis relied on the following considerations:

- + Physical factors (steepness of land, presence of wetlands and water, soil drainage, environmental damage to mature forests etc.)
- + Servicing factors (proximity to roads, water and sewer lines, sizing of nearby infrastructure)
- + Social Factors (proximity to recreational amenities, parks, trails etc.)

The map above shows the model results based on primarily physical factors. This results in the largest extent of area of land mapped as 'suitable', since it shows all locations where development would be theoretically feasible. The map also shows two areas of large tracts of wetlands to be avoided: east of the Trans Canada Highway and south of Exit 474.

Also to be noted is the impact of the airport noise east of the two runways.

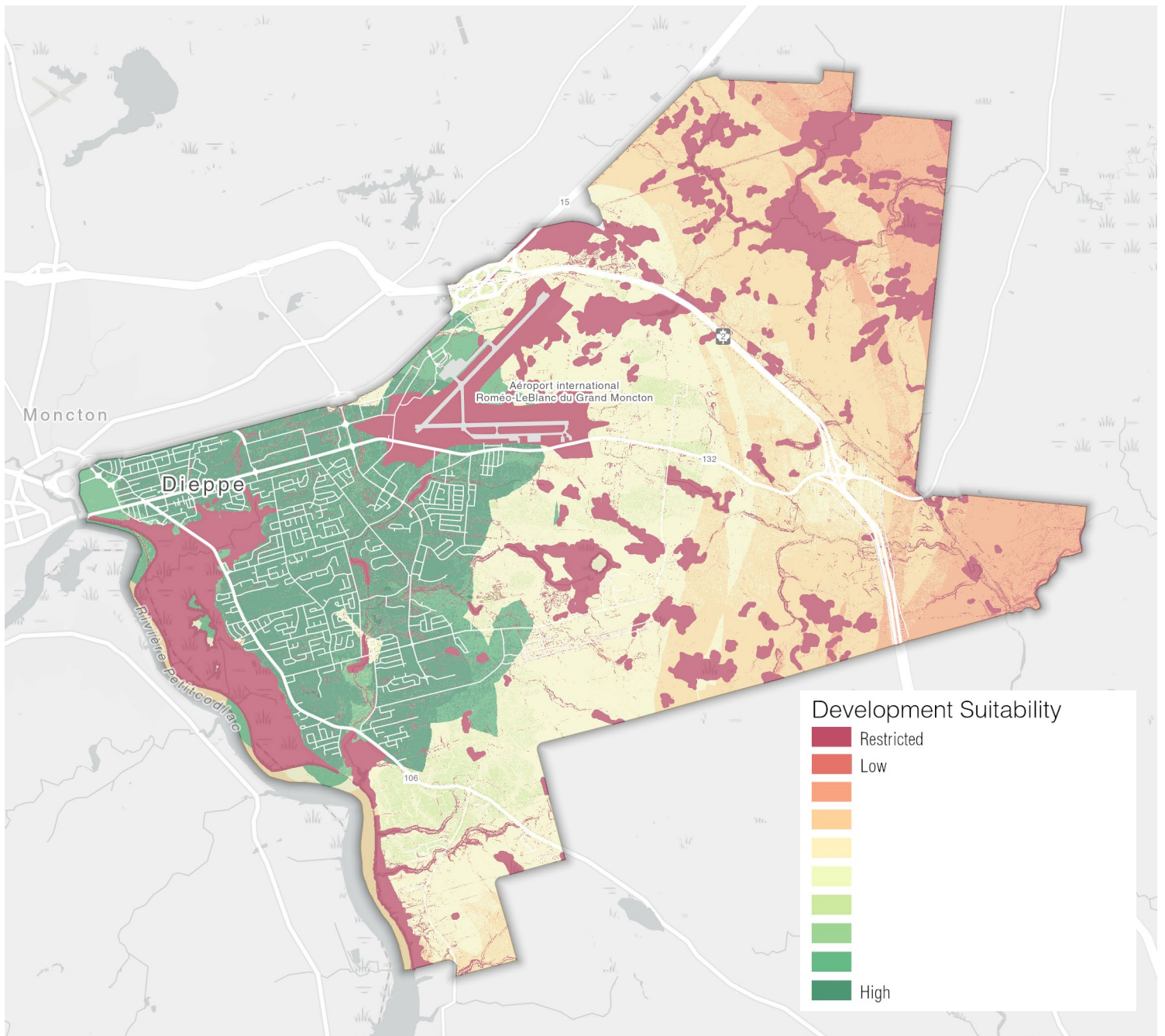


Figure 18: Display of suitability of land for residential development based on a 60% weighting of amenity factors.

This map is primarily based on social factors and does therefore represent the opposite of the previous map: it shows the smallest urban footprint suitable for development as compared to all other maps.

This is because the City's recreational amenities exist in fixed locations, and become less available for residents with in-

creasing distance from them. This can naturally be remedied by creating new recreational features within newly developed areas of the City, but there is a cost associated with the creation of such infrastructure.

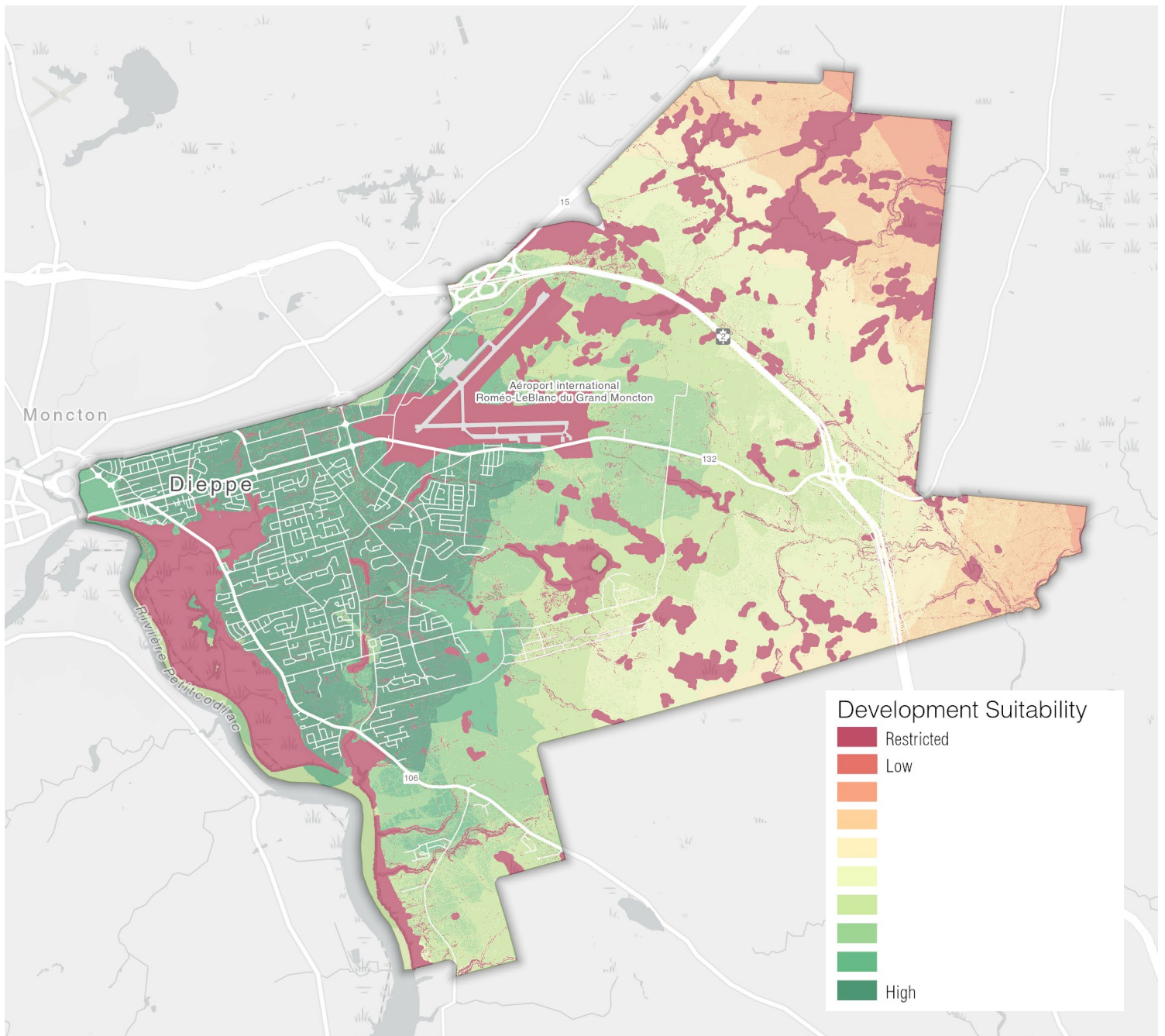


Figure 19: Display of suitability of land for residential development predominantly based on 60% of servicing factors.

This map shows the suitability of land in relation to servicing factors. The areas showing a high suitability are located close to large existing water and sewer pipes as well as streets that are generally capable of handling higher traffic volumes.

Consequently, there is a clear trend of decreasing land suitability with increasing distance from existing urbanized area. The location of emergency services also plays a role in this weighting of factors, which is why the area of the Dieppe Boulevard extension shows higher levels of suitability due to the recently installed fire station in that area.

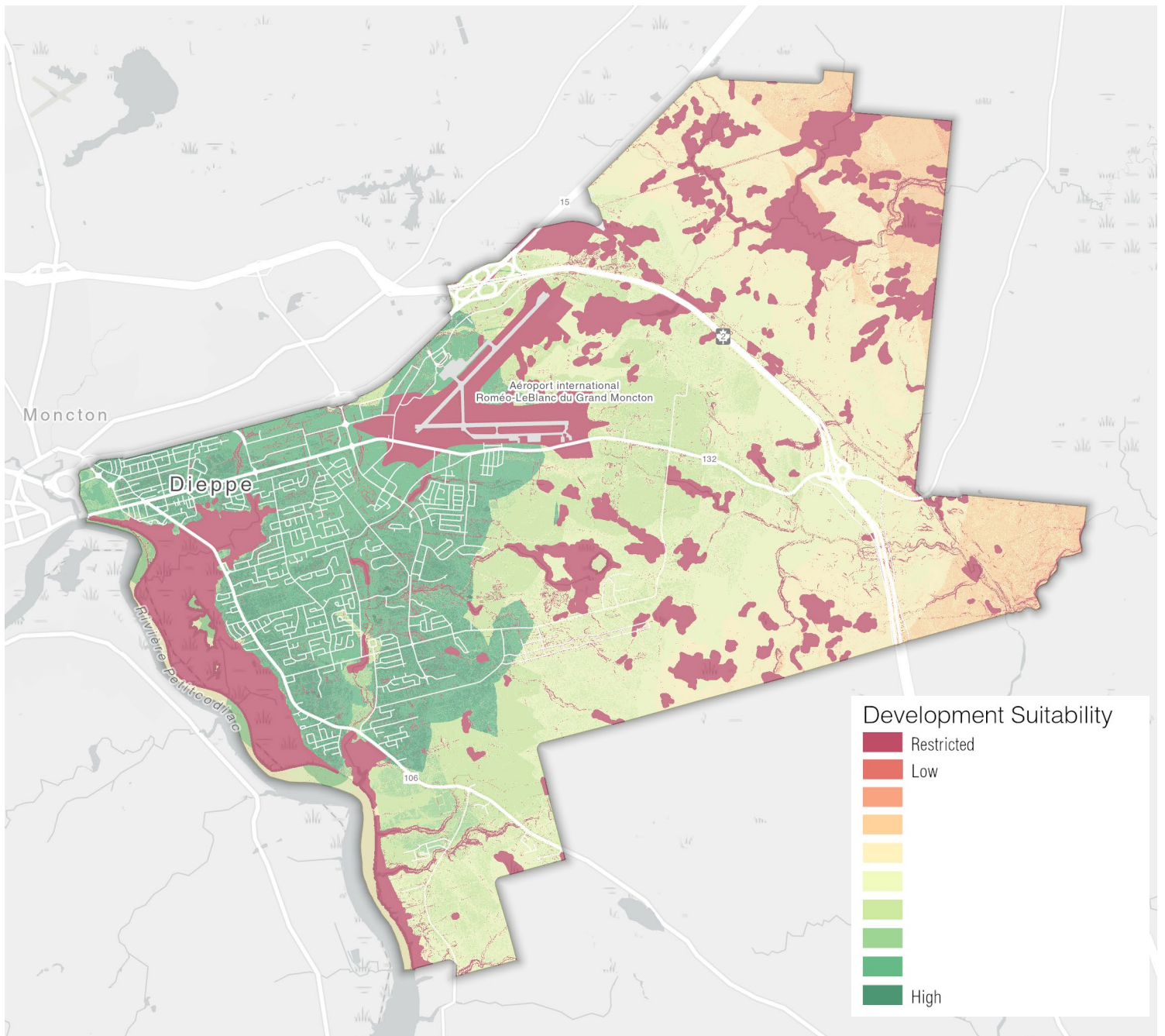


Figure 20: Display of balanced suitability of land for residential development

When all of the three aforementioned dimensions of land suitability are equally weighted, the above land suitability map emerges. This approach allows a balanced approach to scenario development, and was therefore chosen as the guiding framework for the growth scenarios presented in the next section.

The results of this balanced map weighting are similar to the physical map, but show a significantly smaller area that is suitable for development, focusing primarily on lands in proximity to the intersection of Amirault Street and Dover Road as well as Route 132 and Melanson Road.

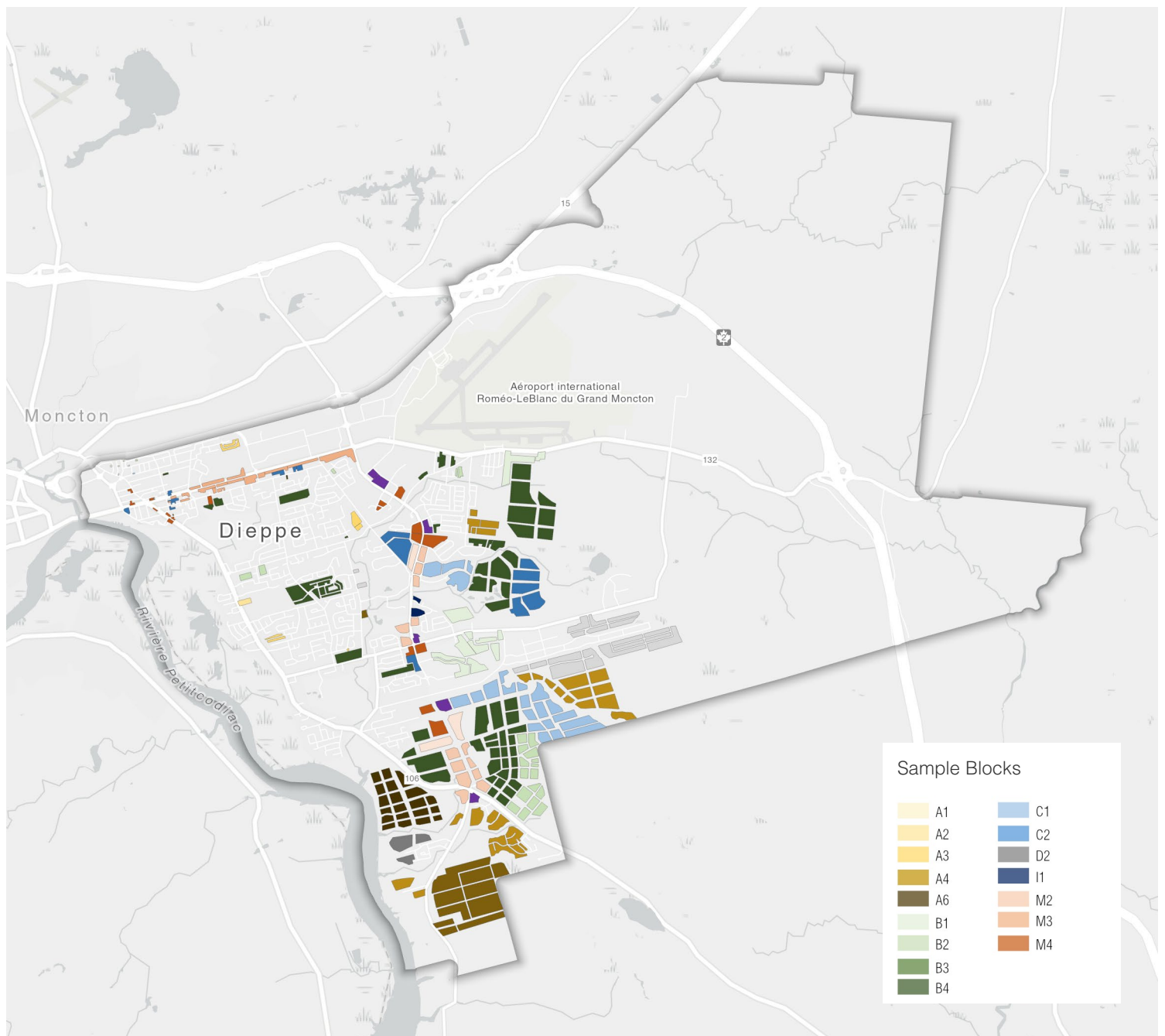


Figure 21: Visual representation of sprawling growth scenario based on the medium population growth projection (38,950 additional residents)

Sprawling Growth Scenario

These two pages show the visual representation of the sprawling growth scenario. This scenario was built under the following assumptions:

- + Residential growth occurs predominantly in low-density dwellings and higher density developments remain limited.
- + Commercial development along Dieppe Boulevard occurs in a fashion similar to older sections of Champlain Street, where small commercial building are surrounded by parking lots.
- + The maximum amount of infill development that can realistically be expected to occur within existing built-up areas of Dieppe is assumed to realize by 2056. This includes an intensification of all street blocks of Champlain Street between Notre Dame Street and Dieppe Boulevard.
- + Based on historic building permit statistics, it is assumed that 63 housing units per year are created through ordinary infill development such as the

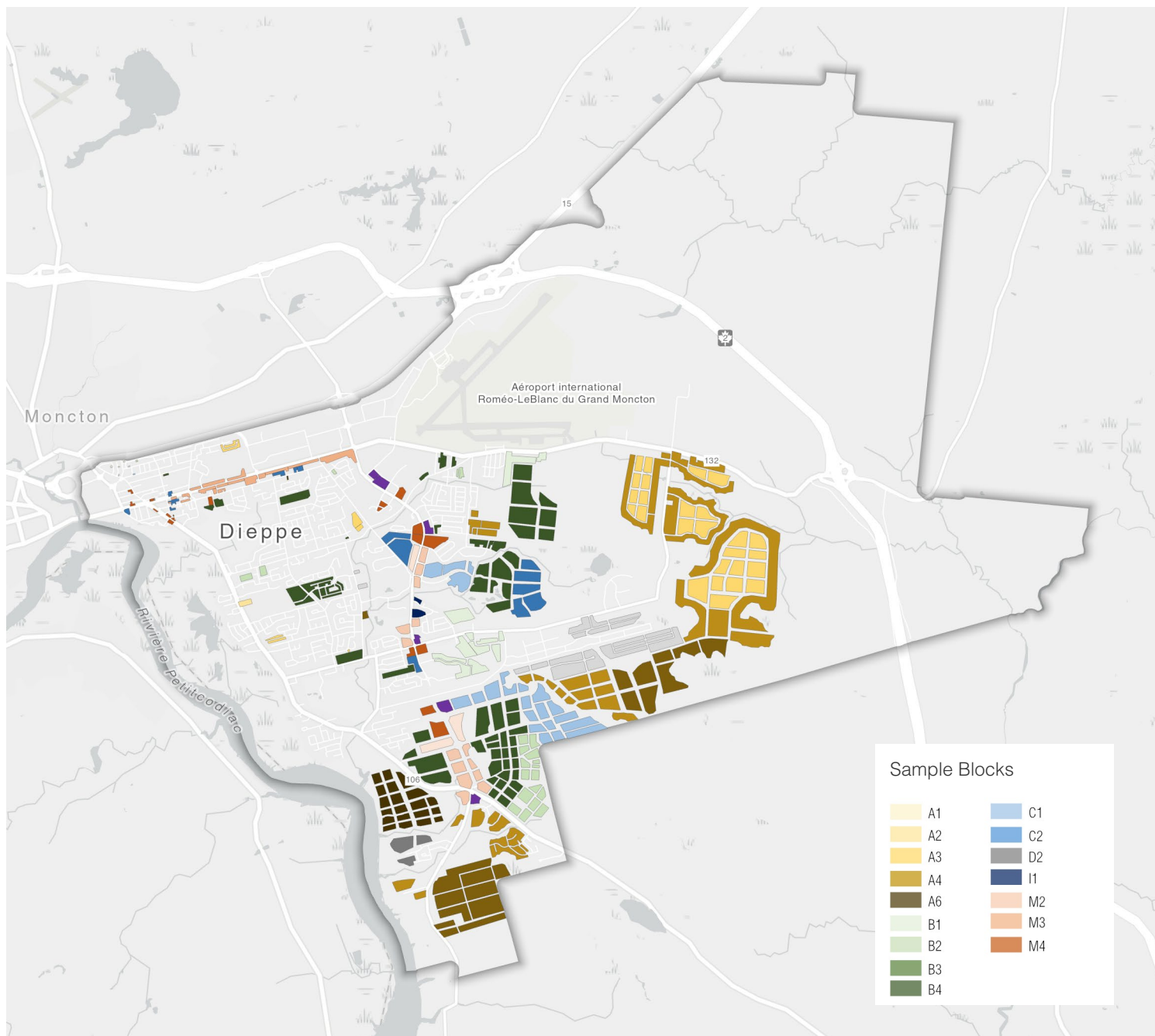


Figure 22: Visual representation of sprawling growth scenario based on the medium population growth projection (51,340 additional residents)

addition of basement suites, conversion of homes into small apartments or subdivision of larger lots (84 units per year in the high growth scenario).

Based on these model assumptions, the resulting urban footprint in 2056 would cover most areas surrounding the Dieppe Boulevard Extension and Dover Road. In the east, urban development would reach into the former community of Greater Lakeburn.

When the amount of population growth is increased from 38,950 (i.e. medium population projection) to 51,340 (i.e.

high population projection), the sprawling growth scenario fills in vast areas of the territory of the City of Dieppe.

Aside from lands east of the airport runways which will be more suited for industrial development or natural conservation east of the Trans Canada Highway, most other lands within the City boundary would be required for residential development.

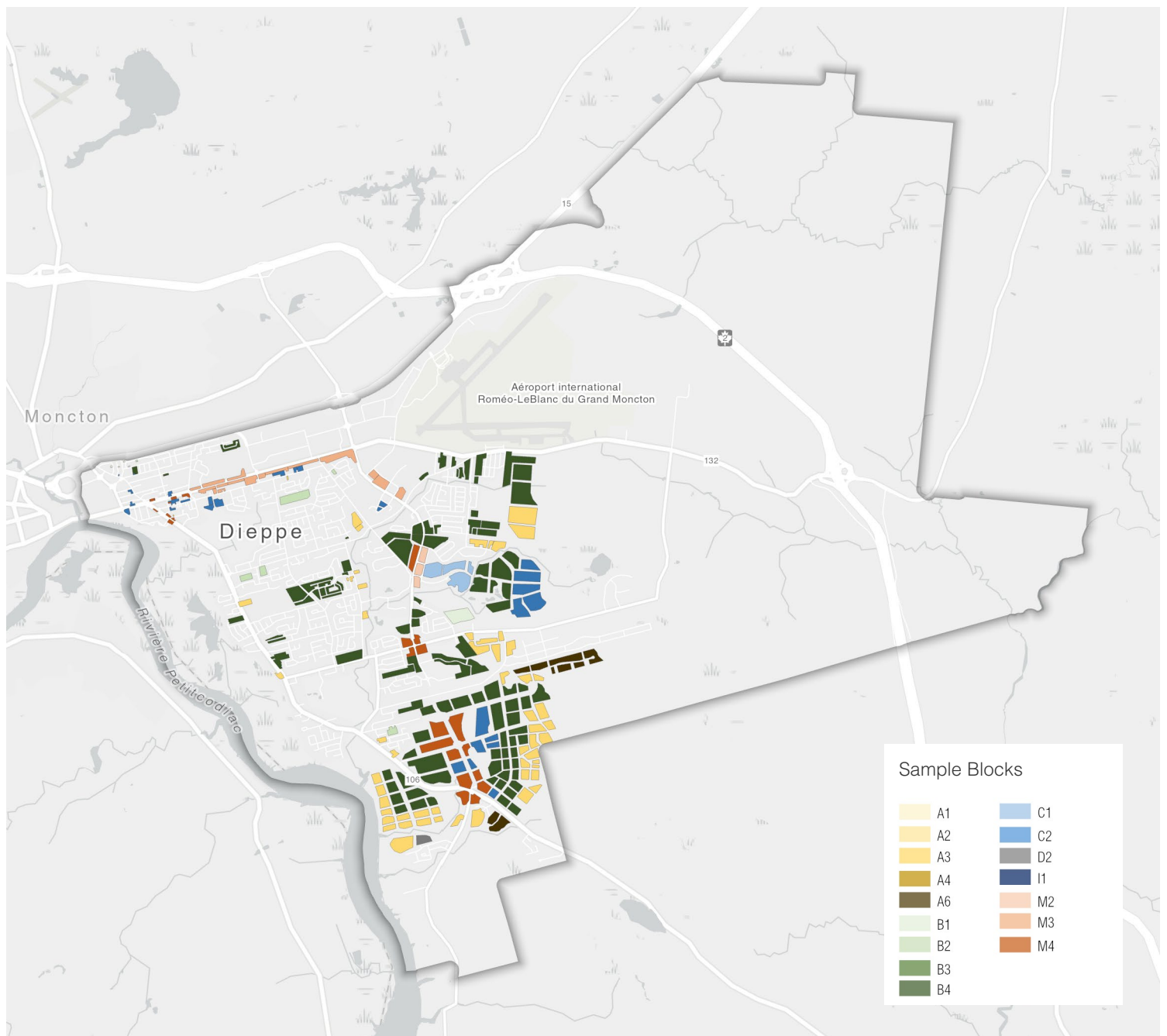


Figure 23: Visual representation of compact growth scenario based on the medium population growth projection (38,950 additional residents)

Compact Growth Scenario

These two pages show the visual representation of the sprawling growth scenario. This scenario was built under the following assumptions:

- + Residential growth occurs predominantly in higher-density dwellings and low-density developments remain limited.
- + Commercial development along Dieppe Boulevard occurs primarily as mixed-use development within mid-to high-rise buildings.
- + Just as in the sprawling scenario, the maximum amount of infill development that can realistically be expected to occur within existing built-up areas of Dieppe is assumed to realize by 2056. This includes an intensification of all street blocks of Champlain Street between Notre Dame Street and Dieppe Boulevard.
- + In parallel to the sprawling scenario, it is assumed that 63 housing units per year are created through ordinary infill development such as the addition of basement

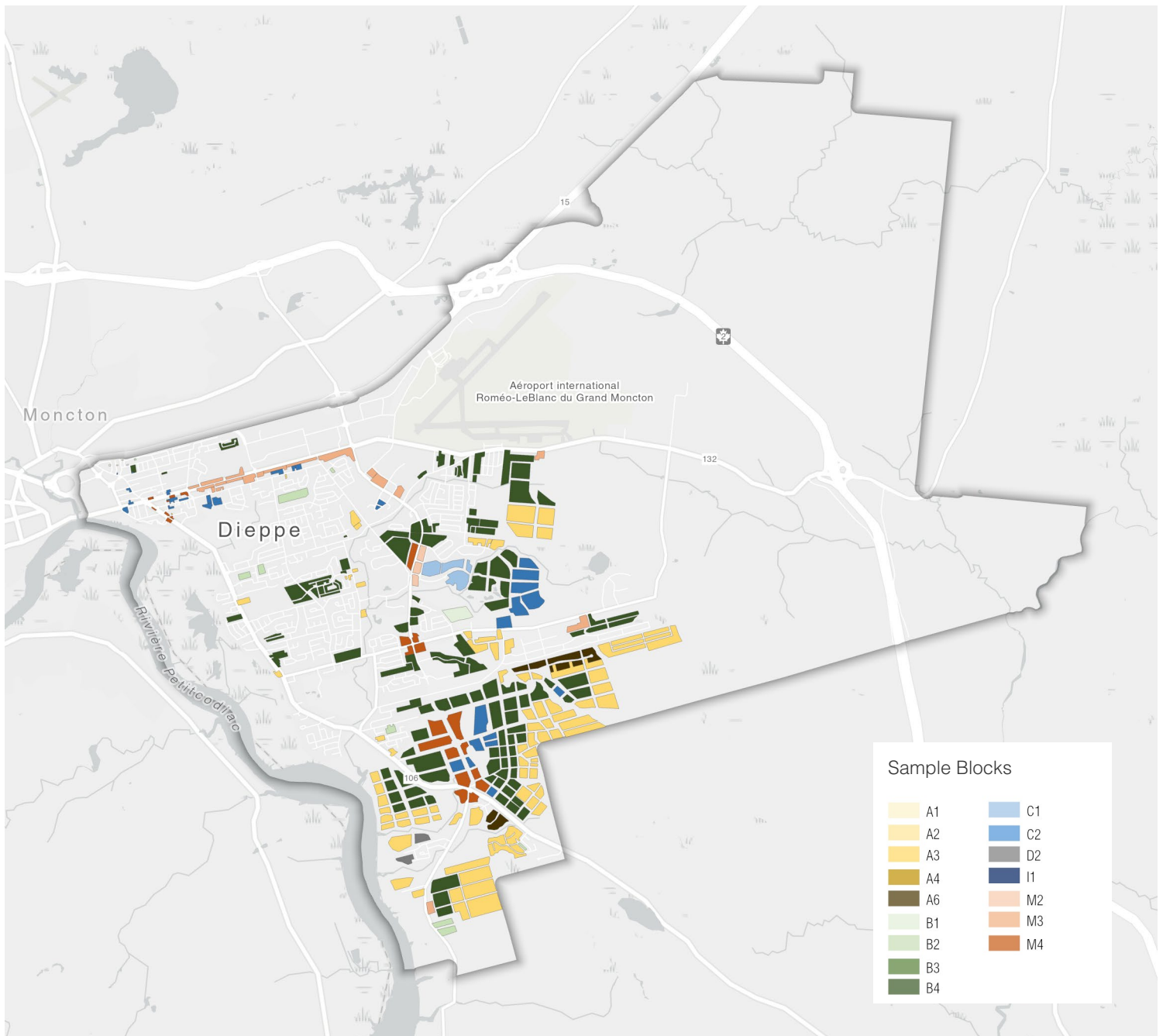


Figure 24: Visual representation of compact growth scenario based on the medium population growth projection (51,340 additional residents)

suites, conversion of homes into small apartments or subdivision of larger lots (84 units per year in the high growth scenario).

In order to accommodate the population of 38,950 added residents to Dieppe under these model assumptions, the it is assumed that most areas in proximity to Dieppe Boulevard and its extension would need to be urbanized. However, the footprint is significantly smaller than in the preceding scenario and does not require to extend along Dover Road or into Lakeburn.

These expansions only occur when a population growth of 51,340 is taken into account. With this higher population growth the urban footprint would reach further out into unbuilt areas, but is more so comparable with the extent of the medium population growth numbers of the sprawling scenario.

Comparison of growth scenarios in numbers.

Since the growth scenarios are based on actual street block samples from existing development within the City of Dieppe, the model supplies development data for analysis and comparison of the scenarios. Using the high population projection of 51,340 added residents, the sprawling growth scenario would consume 360 more hectares than its compact equivalent. The analysis of other metrics paints a picture that is typical of sprawling to compact growth comparisons.

The sprawling growth scenario creates a higher stock of property assessments for the City. This is a logical consequence of larger lots and highly assessed single family homes that are utilized to accommodate the same population numbers. The overall tax revenue is therefore higher in the case of the sprawling scenario.

The differences between the scenarios become more intuitive when an actual comparison of costs and revenues is performed. While an account of full costs and

revenues of development is not possible within the scope of this document, the cost of street recapitalization and maintenance can be estimated for each scenario. This number alone is usually sufficient to illustrate the financial dynamics of various growth types.

Streets require maintenance related to snow clearance, closure of potholes, repairs of street lights and many other aspects. In addition to that, street elements also require replacement in regular intervals. Often a full recapitalization of streets is also required. The time intervals for these replacements and costs associated therewith are well known among civil engineers and have been utilized for this analysis. Maintenance costs are based on municipal budget numbers.

As can be seen below, the consideration of road maintenance and replacement costs alone would increase municipal expenses by \$6.9 million annually in 2056 under the 'high growth' population projection.

	Compact - medium	Sprawling - medium	Compact - high	Sprawling - high
Overall population growth in Dieppe (2021-2056)	38,950	38,950	51,340	51,340
Average population density of the growth	58.8 per ha	43.6 per ha	56.4 per ha	40.4 per ha
Newly created urban footprint	663 ha	894 ha	911 ha	1,271 ha
(difference between the footprints)		(+ 231 ha)		(+ 360 ha)
Property assessments	\$4,371,351,397	\$4,926,894,640	\$6,133,476,380	\$7,140,331,218
Municipal tax revenue per year	\$91,707,465	\$94,431,011	\$120,429,538	\$122,692,885
Length of newly created streets	146 km	171 km	202 km	248 km
Street replacement cost per year	\$25,517,472	\$29,876,057	\$35,320,766	\$43,312,914
Street maintenance cost per year	\$3,962,728	\$4,639,593	\$5,485,127	\$6,726,266
Yearly tax revenue minus road-related costs	\$62,227,265	\$59,915,361	\$79,623,644	\$72,653,706

Table 12: Details of population growth projections

3.3 Scenario evaluation workshop

Workshop agenda

On March 12, 2025 Councillors of the City of Dieppe as well as heads of departments were invited to attend a workshop to choose a path forward in the City's urban growth strategy.

The workshop began with a series of activities that were designed to train attendees with the usage of sample blocks, land suitability maps and growth scenarios. Part of the workshop agenda included exercises that asked the participants to review the typologies of street sample blocks and to allocate 10,000 additional residents on a printed land suitability map during a hands-on exercise.

Eventually, the workshop participants were presented the five guiding principles for urban growth which were established through the public engagement of this project. Workshop participants were asked to score the two urban growth scenarios based on the criteria derived from the guiding principles.



Figure 25: Workshop participants explore sample block types on display

	 BALANCED GROWTH	 DIVERSE HOUSING OPTIONS	 MOBILITY OPTIONS	 NATURAL ASSETS	 COMMUNITY LIFE
Compact Medium Growth	3.9	3.1	4.0	3.6	4.0
Compact High Growth	3.7	2.8	4.0	3.2	3.8
Sprawling Medium Growth	3.0	3.7	2.7	3.1	3.3
Sprawling High Growth	2.3	3.6	2.4	2.5	3.3
Total					

Table 13: Average scoring of growth scenarios during workshop (5 = good; 1 = poor)



Sprawling Medium Growth

Workshop results

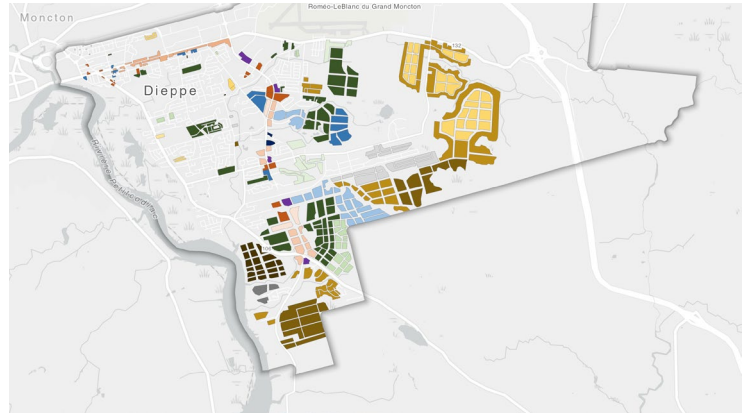
The evaluation shows a clear preference for the compact growth scenarios, which score consistently higher among all categories of guiding principles for the City's development. The difference in scores is particularly noticeable with regard to 'Balanced Growth' and 'Mobility Options'. Reasons for this are fairly evident, as a smaller urban footprint decreases travelling distances and allows for smaller distances that can be bridged by diverse modes of transportation.

With regard to 'Community Life', workshop participants also expected better outcomes from a compact growth scenario as compared the sprawling counterparts. Related to the guiding principle of 'Natural Assets', workshop participants observed that the sprawling scenario under the medium population growth projection consumes almost the same urban footprint as the compact growth scenario under the high population growth. Consequently, both of these maps got almost identical average scores while. Otherwise they scored compact medium growth the highest for having the smallest footprint, while the sprawling high growth scenario scored the lowest.

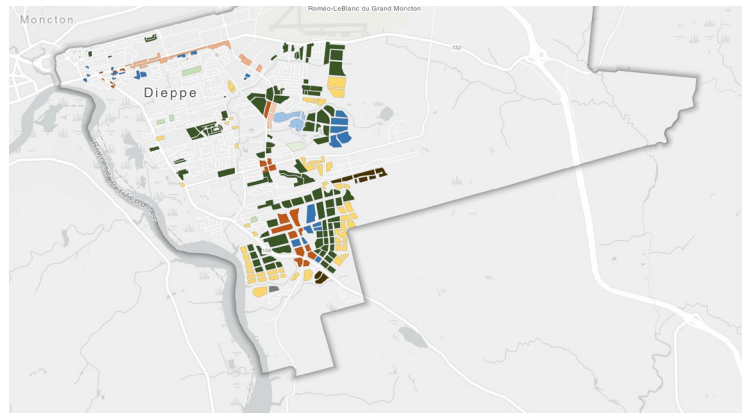
The only deviation in scoring patterns occurred related to 'Housing Diversity'. This is the only guiding principle where the sprawling scenarios scored higher, as workshop participants apparently felt that the range of housing options was too narrow.

The following aspects were also mentioned by workshop participants as added points for consideration:

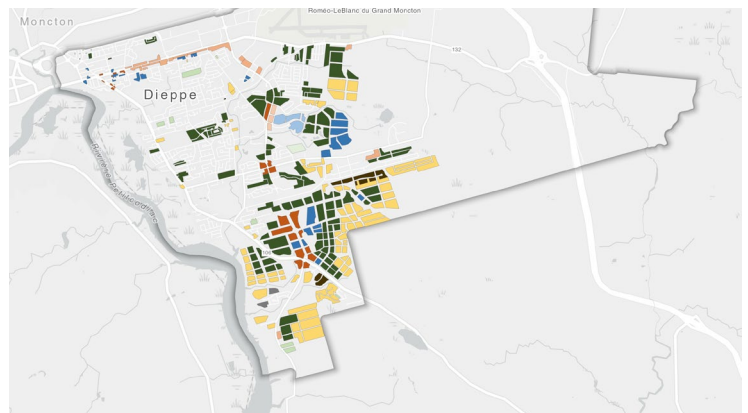
- + more mixed-use blocks are needed to create new community cores with amenities for residents who live further away from Downtown; and,
- + Housing diversity is important and an acceptable type of housing depends more so on urban design than on densities.



Sprawling High Growth



Compact Medium Growth



Compact High Growth

3.4 Preferred Growth Scenario

Direction from public and workshop

Residents of Dieppe have voiced strong appreciation for nature and a desire to preserve green spaces, mature trees, and natural areas. There is a clear desire for more trails, parks, and outdoor amenities, as well as better access to them throughout the city. Environmental concerns were a major theme, with many residents supporting the use of public funds to protect ecosystems.

Transportation was another major issue, with complaints about traffic congestion and the lack of convenient walking, biking, and transit options. People want better infrastructure, more services like schools and healthcare, and vibrant community hubs outside of the downtown area.

While housing was slightly less of a priority than nature and infrastructure, many residents are still concerned about the lack of affordable and diverse housing, especially smaller units like townhomes and condos.

Residents of the city highly value Dieppe's cultural identity and want to maintain a strong sense of a francophone community as Dieppe grows. Conversations with younger francophone immigrants have shown that for this group of residents that have potential to maintain a francophone community culture, urban amenities are of particular importance. They have often immigrated from urban areas outside of North America where access to basic amenities of life within walking distance and adequate transit options were taken for granted.

Compact urban development appears as an adequate response to this public feedback because it helps the city grow without expanding into natural areas. By encouraging higher-density, mixed-use neighborhoods, Dieppe can reduce urban sprawl, protect green space, and make walking, biking, and public transit more practical.

This approach also supports the development of smaller, more affordable housing types, which many residents want. It

enables the creation of multiple vibrant community hubs with easy access to services, shops, and social spaces, helping to address both infrastructure gaps and social connection.

The public feedback, the guiding principles derived therefrom and finally the results of the growth scenario workshop all point to the need for a compact type of development within the City of Dieppe.

Basis for final scenario

Now that this strategic direction is established and verified, a preferred growth scenario for the development of the City can be devised. While the compact growth scenarios will serve as a starting point, there are a few more considerations that need to be taken into account for the final growth scenario:

- + the workshop with staff and Council has shown a need for a wider range of housing options which may include some areas with lower-density housing;
- + an environmental study was conducted in parallel and identified a large, essential wetland just east of Dieppe Boulevard;
- + in order to accommodate the above two points without unnecessarily expanding the urban footprint, two new 'sample blocks' were adopted that exceed densities to be currently found in Dieppe: the C3 block at an average density of 200 residents per hectare and the M3 block representing mixed-use areas along Dieppe Boulevard at 250 residents per hectare;
- + more emphasis was placed on infill development in existing areas;
- + accommodation of projected industrial and commercial growth in the industrial park completes the overall picture of the final scenario.

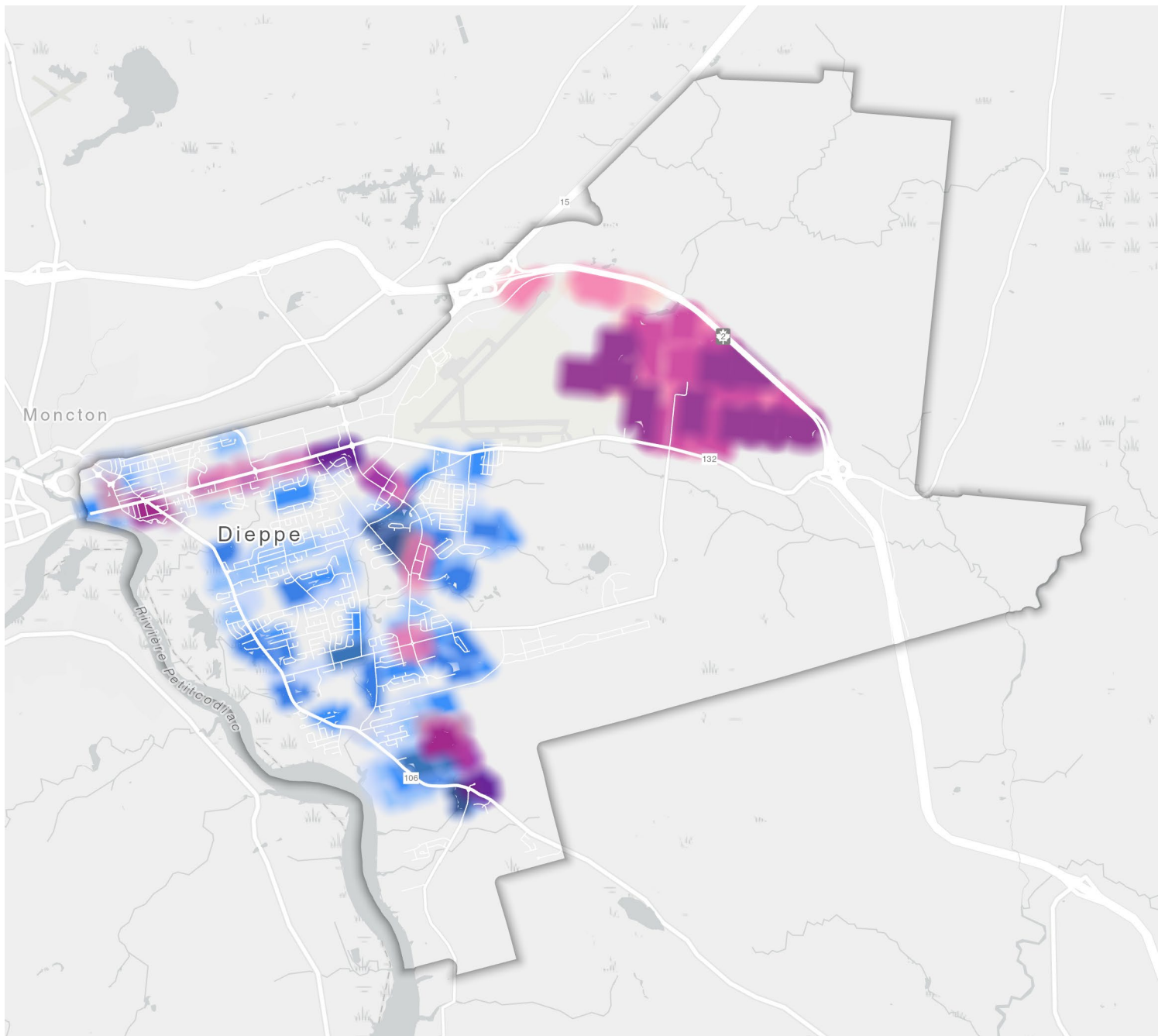


Figure 26: Visual representation of final growth scenario based on the medium population growth projection (38,950 additional residents)

Residential densities are represented in blue colours and commercial densities in red.

Final Growth Scenario

These two pages show the visual representation of the preferred growth scenario, which is the final product of this growth strategy. This scenario comprises 442 and 594 hectares of urban footprint in the medium and high population growth scenarios, respectively. These numbers do not include business park development in order to be comparable with the alternative growth scenarios presented earlier.

The scenario is still modeled based on sample blocks. For future application of the final growth scenario map, a more approximate 'heatmap' visualization of the data

was chosen. This will leave some room for flexibility in the city's development and remove the focus from individual properties.

Despite a larger variety of housing types, this final growth scenario features an even more compact form of development overall. This is related to a stronger emphasis on infill development along arterial and collector streets. Dieppe Boulevard remains a major growth node, and Champlain Street is also envisioned as a growth corridor.

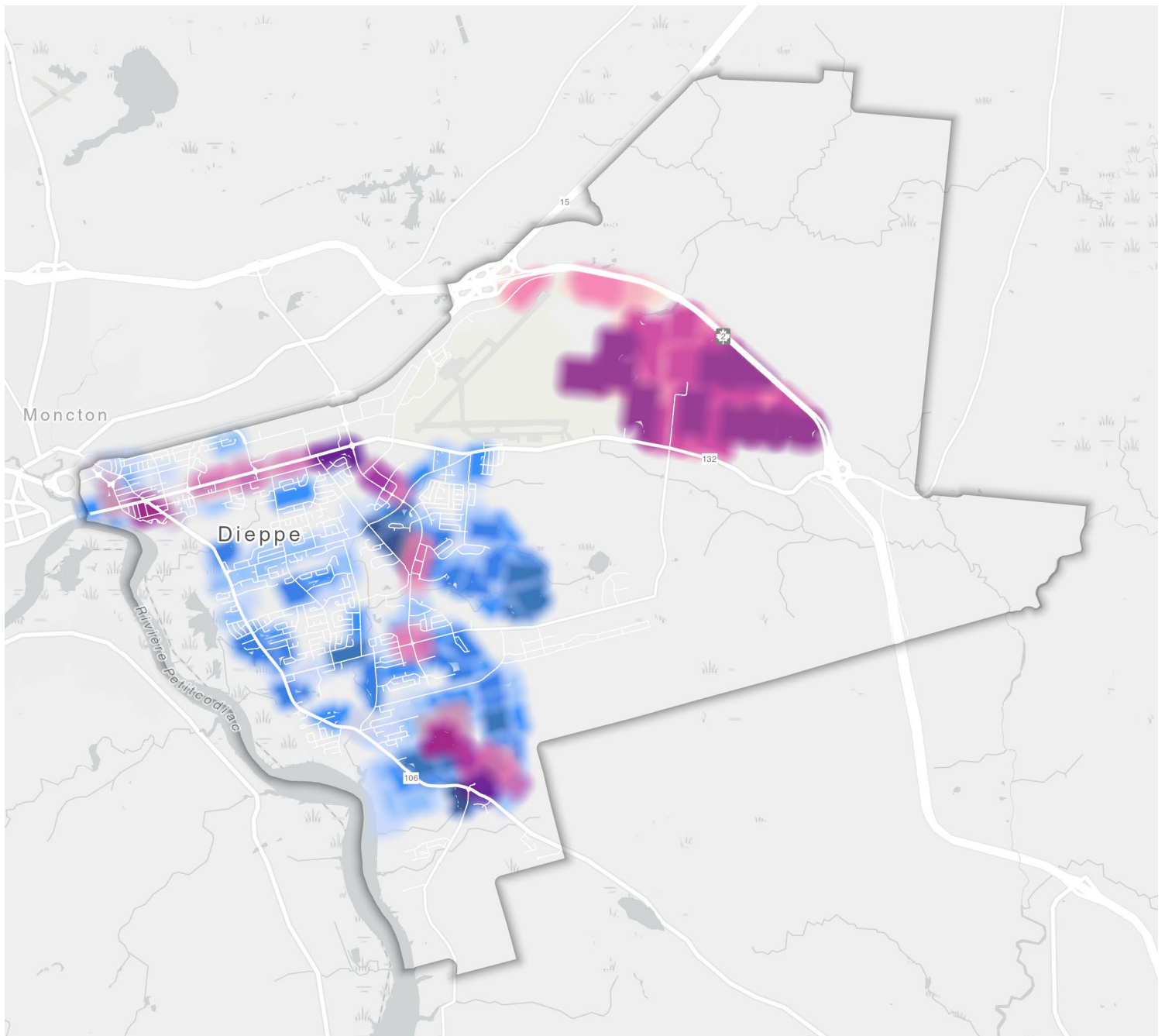


Figure 27: Visual representation of final growth scenario based on the high population growth projection (51,340 additional residents)

Residential densities are represented in blue colours and commercial densities in red.

The commercial and industrial floor area projections were distributed on the assumption that business park blocks are developed at a lot coverage of 40%, and that half of the developments include one-storey buildings while the other half is made up of two-storey buildings.

The resulting footprint of the business park covers much of the area between the airport and the Trans Canada Highway - an area that is well disposed for that kind of development since the proximity to flight paths makes large-scale residential developments improbable on these lands.

In the high population projection scenario, the range of housing types is even wider, as more mid- to lower-density housing types are accommodated at the edge of the urban area. The growth node around the southern expansion of Dieppe Boulevard fully matures, especially to its east.

Overall, the high growth scenario provides a vision for how to more than double the population of Dieppe, while only adding about 20% of fully urbanized footprint to the City's developed area.

4. Development Fact Sheets



Purpose and Rationale

In order to make the final growth scenario easier to interpret and apply in day-to-day policy decisions for smaller geographies of the city, this section of the Urban Growth Strategy presents 'Development Fact Sheets' for 18 specific areas across Dieppe. Within these 18 areas—also known as city 'sectors'—these fact sheets will break down the larger vision into more specific goals for each part of Dieppe.

Each fact sheet reflects a more fine-grained approach to urban growth, grounded in the priorities identified through the broader planning process. While tailored to the unique context of each area, they remain firmly rooted in the preferred growth scenario that emerged through extensive public engagement, collaboration with City staff, and direction from Council.

The fact sheets define key development parameters for each area, such as target populations and densities, employment and amenity floor areas, transit coverage, active transportation ratios and tree canopy coverage.

These metrics provide clear direction to guide planning decisions, helping ensure each area evolves in a way that supports the city's long-term vision for a compact, connected, and complete community.

By bridging high-level strategy with local implementation, these fact sheets act as practical tools to steer growth in a way that is both community-based and aligned with Dieppe's values and aspirations for the years ahead.

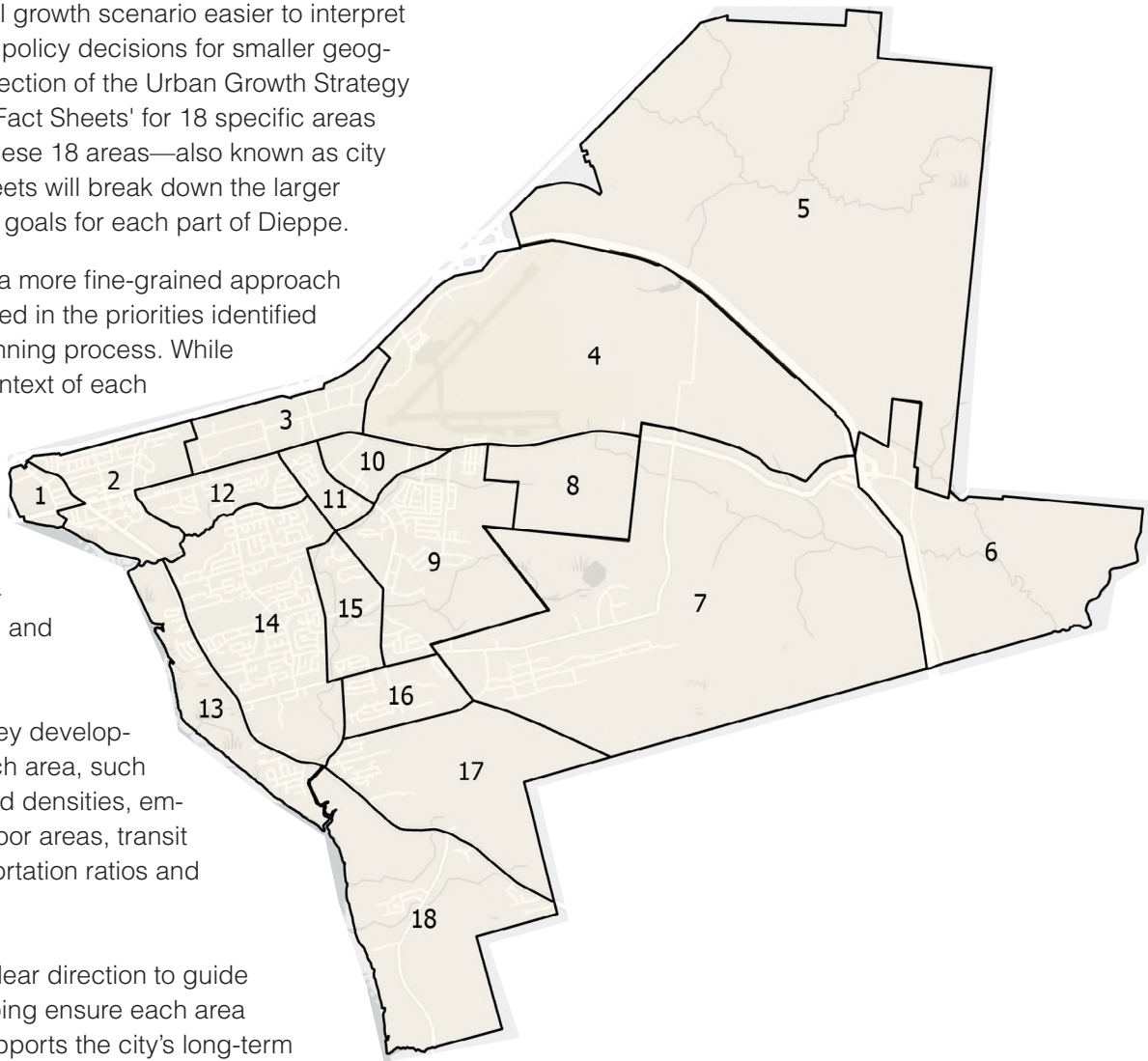


Figure 28: Map of sectors provided by the City.

Fact Sheet Glossary

Current Estimates

Current values for data points such as commercial amenities, transit coverage or city-owned land are derived from GIS data provided by the City. Current population estimates are based on city-data that takes into account several sources including building permits and dates to January 01, 2026.

Target values

The time horizon for each target value in the fact sheets is rooted in the growth scenarios and is therefore aligned with the growth projections. Consequently, all target values refer to the year 2056, i.e. 30 years from the 2026 Census.

Share of city-owned lands

This value is calculated by dividing the total lot area of all city-owned land parcels within a sector by the total surface area of the entire sector. City-owned street rights-of-way are excluded from that value. The number also excludes any lands owned by other official bodies, such as the Province or Expansion Dieppe.

Commercial amenities

Footprint of all buildings where the combination of tax class and tax credit values from the property assessments indicates commercial activity. Manually filtered and adjusted, especially in cases where more than one storey is used commercially.

Institutional spaces

Footprint of all buildings mainly used by Federal, Provincial or Municipal authorities, by non-profits or any other buildings primarily dedicated to public uses.

Biking to street km ratio

Cumulative linear distance of all segments of multi-use paths, bike lanes and shared cycling facilities divided by the total length of the street network in the same sector.

Transit coverage

This value represents the ratio between a polygon surface that is formed by circles of a 400 metre radius from every existing bus stop in the city and the overall surface area of the sector.

Walking to street km ratio

Cumulative linear distance of all segments of sidewalks, walking trails and multi-use paths within the sector divided by the total length of the street network in the same sector.

Segments are counted individually. For example: where a street features a sidewalk on each side of the street, the ratio for that part of the street is 2:1 because the length of sidewalks is double the length of the street.

Tree canopy

Percentage of lands that receive shade from leafy trees in the summer months. Target values for the tree canopy will be determined by the upcoming results of the Urban Forest Management Plan.



Sector°1 - Place Champlain - Paul Street



4.1 Place Champlain - Paul Street

Sector Goals

The westernmost end of Dieppe centred on Paul Street is defined by commercial uses and the Champlain Place shopping centre, which is the largest shopping centre in Atlantic Canada by floor space. Surface parking lots make up a large portion of this sector, making this sector ideal for infill development that would be well served by the diverse retail options in the area.

The sector also has high transit coverage and currently contains the only transit hub terminal in the city. Some residential development is already beginning in the area, with a recent multi-unit residential building along Sunset Street. Traffic is challenging in this sector, since it contains two out of three road connections to Moncton.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m² of commercial amenities

m² of institutional spaces

Transit coverage (400m from bus stops)

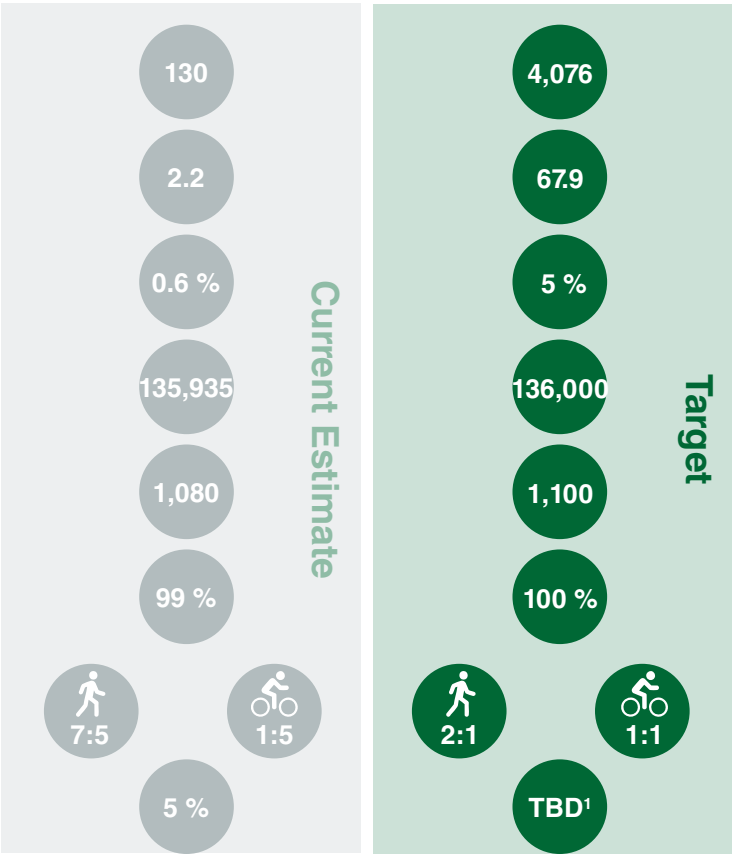
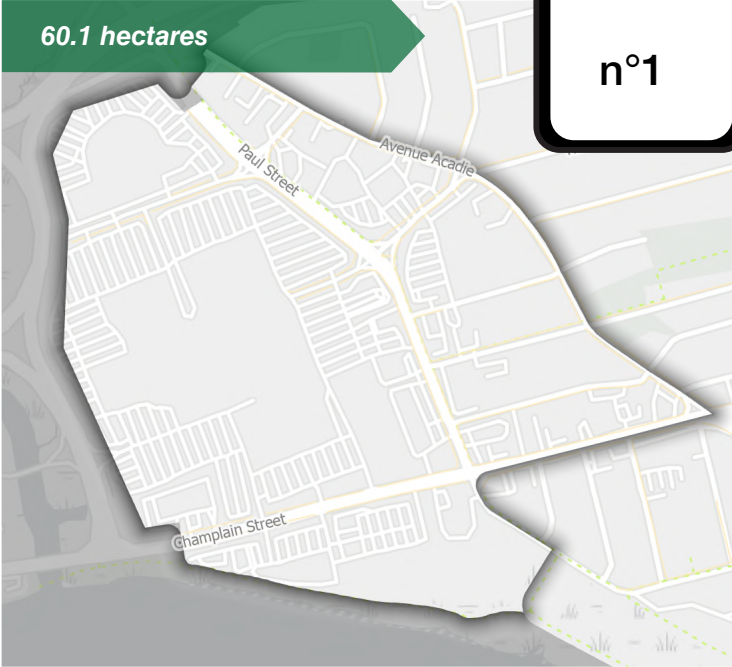
AT km to street km ratio

% of tree canopy cover

60.1 hectares

Sector

n°1



¹ value to be determined through upcoming Urban Forest Management Plan



Intensification Areas

Lands along Acadie Avenue and Champlain Street are ideal for intensification due to their proximity to commercial uses and public transit. These areas could see the development of multi-unit mixed use and residential buildings that absorb a significant amount of growth in greyfield areas. It is important that these building additions will be designed with emphasis on pedestrian-oriented streets and aesthetics, in order to create a cohesive 'main street' fabric at the gateway to Dieppe.

Traffic congestion will remain an issue in the area, but the solutions to this problem will mostly lie outside of the sector. Traffic issues experienced in this part of the City are a symptom of general traffic routing throughout the City and low mode shares in transit and active transportation. City-wide transportation initiatives will also benefit traffic flow within this sector.

Commercial uses

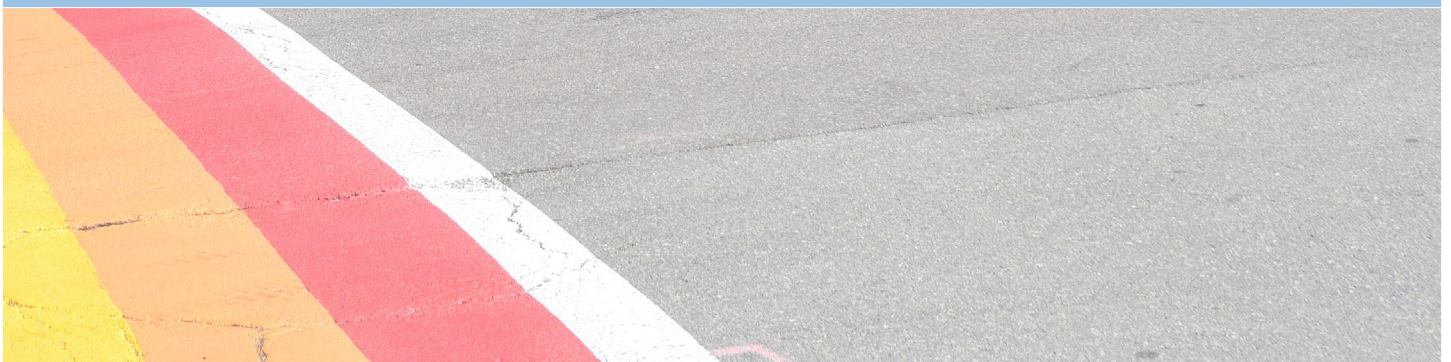
Place Champlain and other existing major retail options in this sector are a vital economic driver not just for Dieppe, but for the region. While intensification in the area will support and increase economic activity, the commercial character of this sector will largely remain the same.

Environmental Constraints

Although the area is highly suitable for intensification based on existing uses, environmental constraints need to be considered in future development. Large areas within this sector are low-lying and are considered flood-risk zones, and climate change adaptation measures should be at the forefront of development in this area.



Sector°2 - Downtown Dieppe



4.2 Downtown Dieppe

Sector Goals

The Downtown sector of Dieppe is undergoing a transition from a modest municipal centre into a modern mixed-use hub of business and community. Around the intersection of Champlain Street and Acadie Avenue, the neighbourhood contains a mix of commercial, cultural and recreational uses, and municipal buildings. This area is seeing an increase in higher density residential infill development, with a few new multi-unit mid-rise apartment complexes. This form of development is also supported by transit availability and access to recreational trails in the sector. Areas north of Champlain Street are well established residential neighbourhoods containing primarily single-family homes and some important institutional uses such as the CCNB, Uniplex, École Ste-Thérèse, École Mathieu-Martin and École Carrefour de l'Acadie.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m² of commercial amenities

m² of institutional spaces

Transit coverage (400m from bus stops)

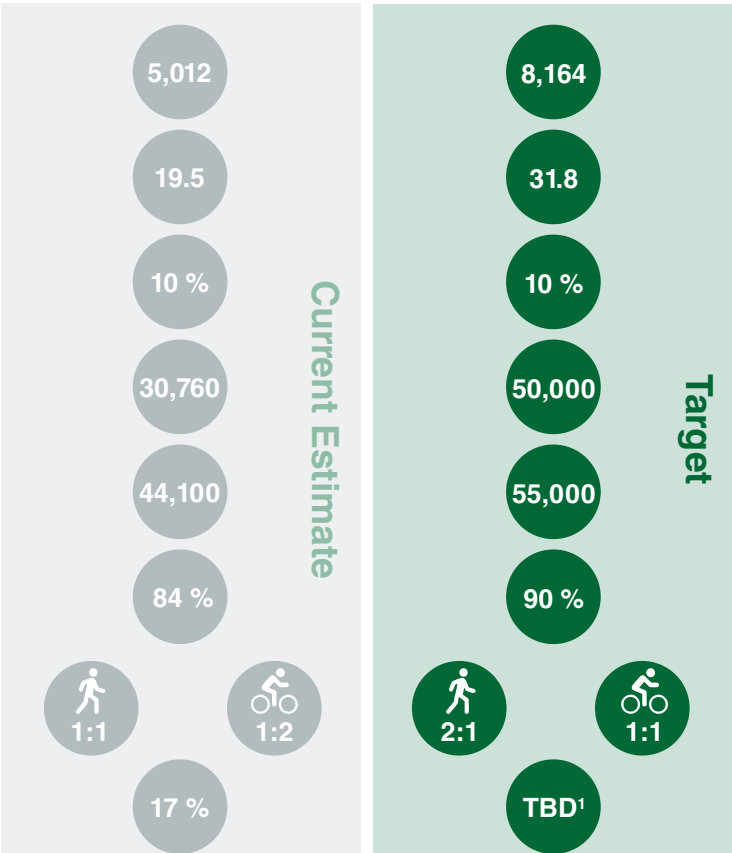
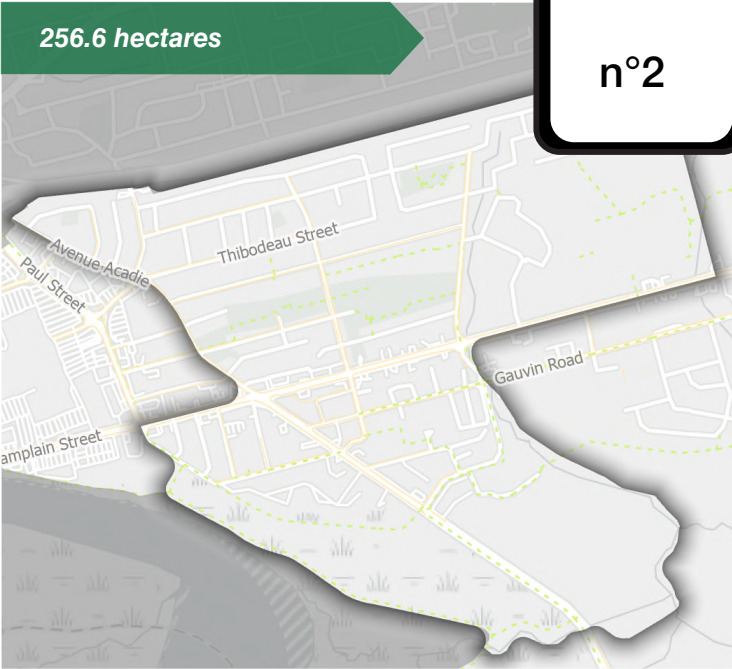
AT km to street km ratio

% of tree canopy cover

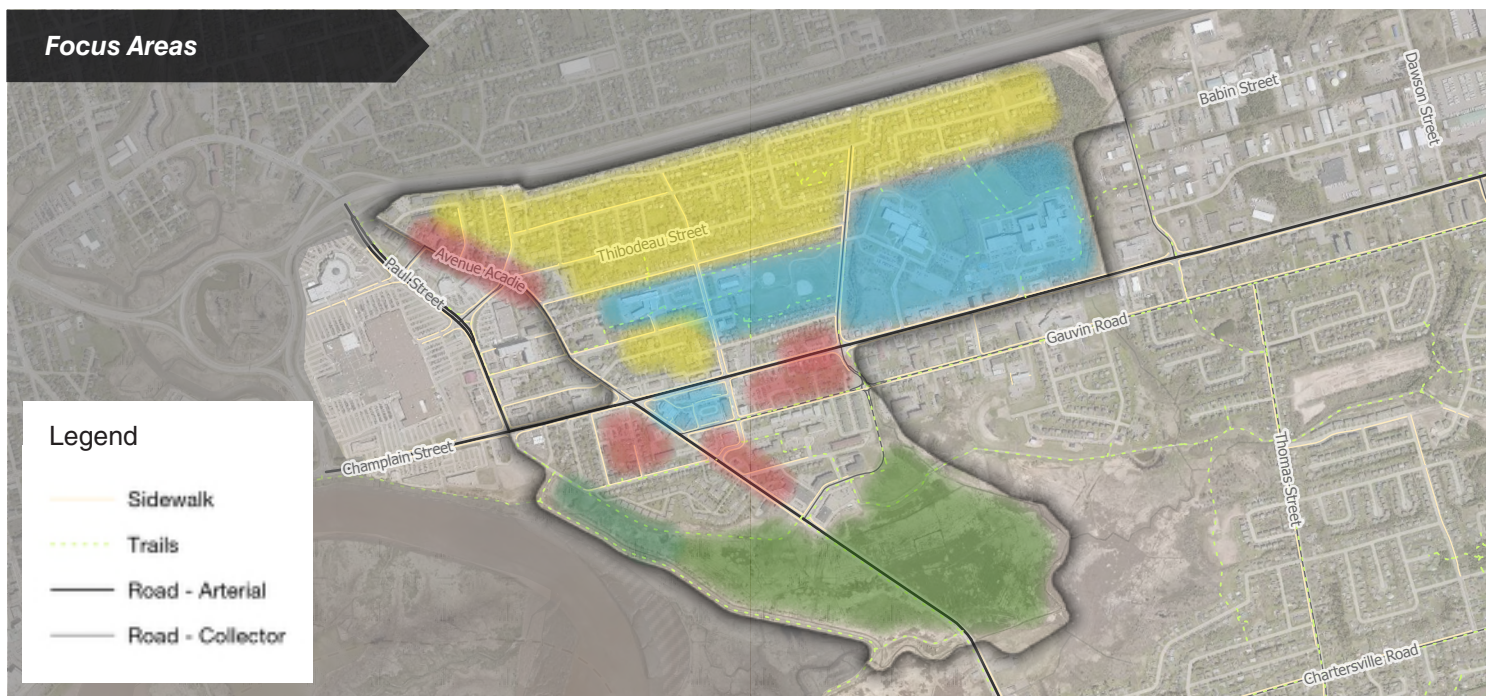
256.6 hectares

Sector

n°2



¹ value to be determined through upcoming Urban Forest Management Plan



Intensification Areas

Areas along Champlain Street and Acadie Avenue are highly suitable for intensification, with easy access to transportation infrastructure, recreational and community facilities and commercial areas. Mixed-use development in this sector will contribute to a thriving Downtown with a mix of housing options and business and retail opportunities. It should be noted that the intersection of Champlain Street and Acadie Avenue carries the most traffic within Dieppe. Relief of congestion in this area will rely on city-wide transportation management initiatives.

North of Champlain Street

This well-established low-density residential area will likely remain largely unchanged. Some low-rise infill development is possible in the area, and this neighbourhood will benefit from growth in the adjacent neighbourhoods within Downtown Dieppe.

Wetland Areas

Wetland areas to the south of the Downtown neighbourhood will not see any growth or development to protect these sensitive environmental assets. These areas are a valuable natural resource for the City. There is potential for the creation of a riverside park, that provides valuable recreational amenities for the sector and connects the Downtown to the Petitcodiac River.

Community Facilities

These areas are important hub of community facilities and institutional uses, including primary and secondary schools, the community college, Uniplex, MusiquART, Place 1604, the Market, City Hall, Library and the Arts Centre. These facilities serve as anchors of activity in the area and will support future growth and development in this sector.



Sector°3 - Industrial Park



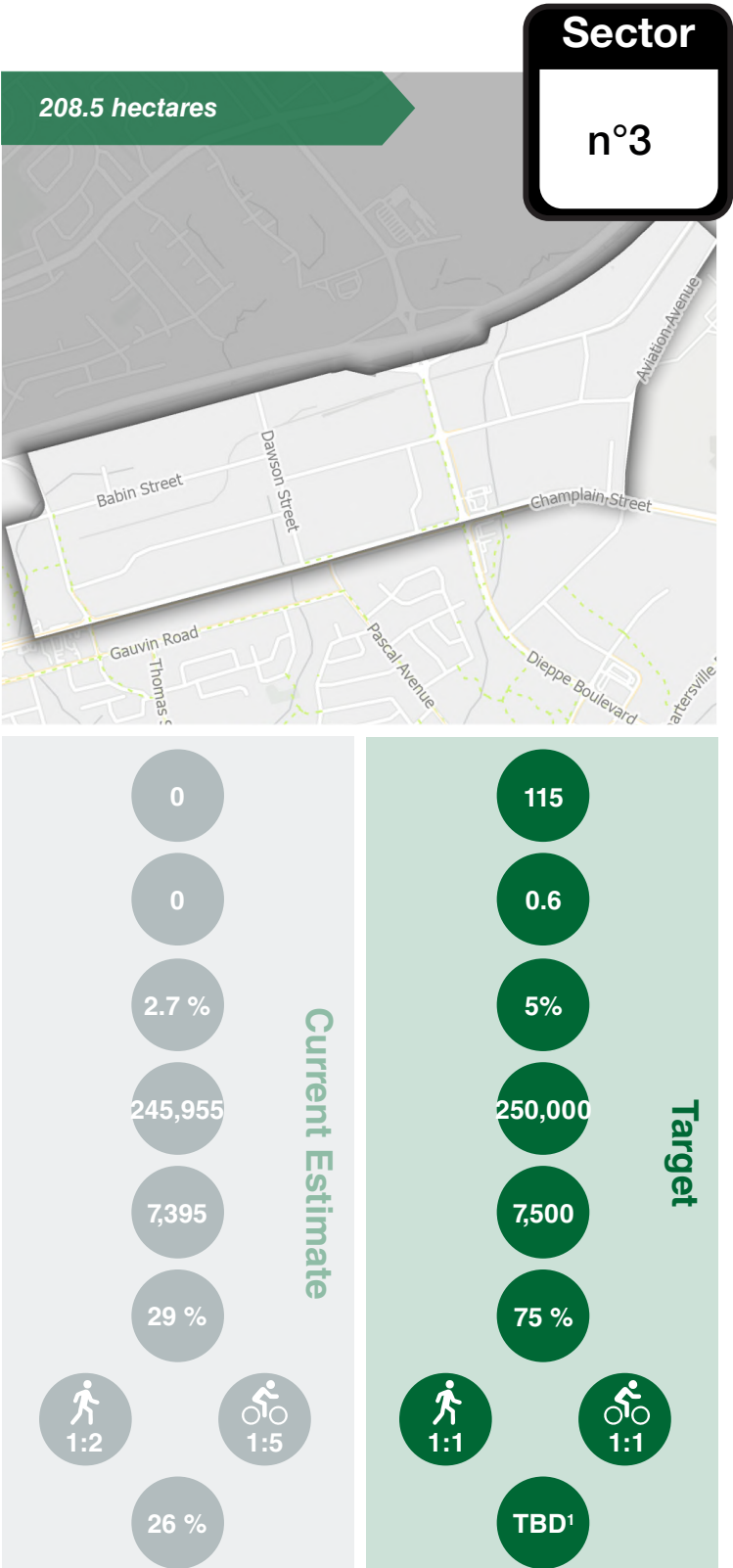
4.3 Industrial Park

Sector Goals

North of Champlain Street is Dieppe's main industrial and business park sector. This zone contains primarily light industrial, warehouse, and office uses, as well as some commercial uses. The sector contains large surface parking lots and is oriented towards easy navigation for heavy vehicles. The area will likely remain as is with some potential growth in the industrial and business sectors, continuing to support the City's economic and business needs.

Key Metrics

Population
Population Density (per hectare)
Share of city-owned lands
m ² of commercial amenities
m ² of institutional spaces
Transit coverage (400m from bus stops)
AT km to street km ratio
% of tree canopy cover



¹ value to be determined through upcoming Urban Forest Management Plan



Sector°4 - YQM Airport



4.4 YQM Airport

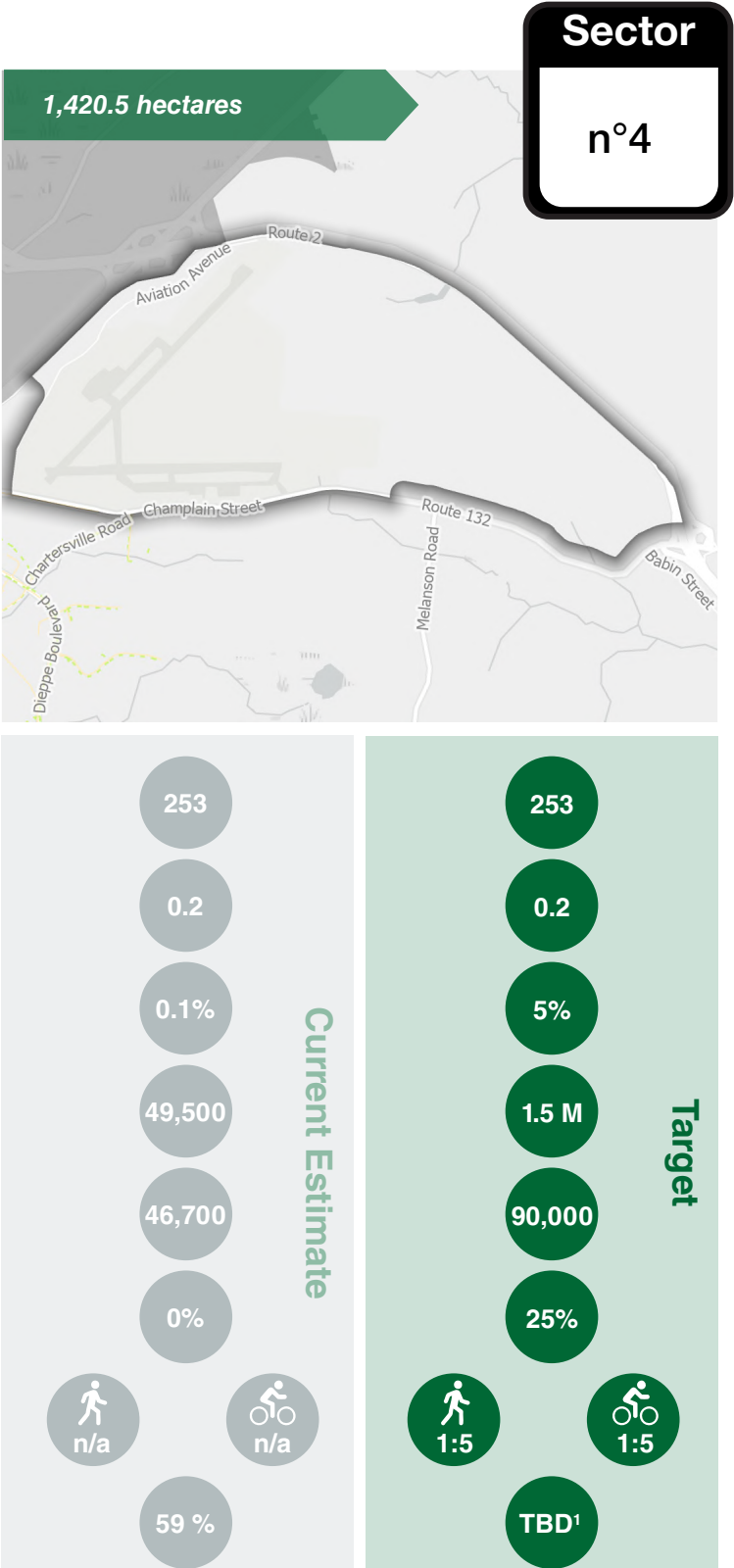
Sector Goals

Nestled into the northeastern corner of the City's urban area and along the Trans Canada Highway lies the Greater Moncton International Airport. Much of this sector is covered by the airport's vast runways. Apart from the passenger and cargo terminal, Aviation Avenue is the main point of industrial development in the city. Along the southern runway and fronting on Champlain Street, aviation related enterprises and logistics companies line the airfield.

The main vision of this area is to become a transportation and logistics hub, propelled by a large expansion of the industrial park to the east of the airport.

Key Metrics

Population
Population Density (per hectare)
Share of city-owned lands
m ² of commercial amenities
m ² of institutional spaces
Transit coverage (400m from bus stops)
AT km to street km ratio
% of tree canopy cover



¹ value to be determined through upcoming Urban Forest Management Plan



Industrial Park Expansion

Greater Moncton has proven to be an attractive location for industrial and logistics enterprises, and the demand for industrial land continues unabated. Projections show a continued need for land to accommodate businesses that are typically developed within business parks.

The area east of the airport is a logical location for such an industrial park expansion. With much of these lands being located directly below the eastern approach to runway 11/29, it is preferable to avoid locating new residential or civic development in this area due to air traffic noise. However, the location features many positives for industrial development: within close proximity to the Trans Canada Highway, the airport and the railway, there are three modes of transportation within reach that contribute to the location advantage for logistics, warehousing and other industrial applications.

Infrastructure Development

Several infrastructure projects are in various planning and construction stages to supply the envisioned industrial areas east of the airport with servicing and transportation infrastructure. Construction on a loop of Aviation Avenue to Champlain Street including water mains was recently completed.

In the mid-term future, an additional Trans Canada exit around the highway kilometre 471 may be necessary to provide direct access to the industrial park. When such a highway overpass is considered, the possibility of railway access to the industrial park extension should also be evaluated. The exit could also introduce a new travel route from the developing southern parts of Dieppe to Shediac via Melanson Road.



Sector°5 - Painsec Land Reserve



4.5 Painsec Land Reserve

Sector Goals

This undeveloped part of Dieppe is one of the City's largest natural treasures. Containing significant wetlands, this area is an important natural corridor providing connectivity between the ecosystems of Nova Scotia and New Brunswick through the nearby Chignecto Isthmus. The City aims to study the ecological assets of this area and to determine suitable future land uses and means of protection.

Located north of the Trans Canada Highway and east of Route 15, this sector also accommodates two railway right-of-ways: the active CN railway line connecting New Brunswick to Nova Scotia as well as an abandoned branch line to the Scoudouc Industrial park and further to Shediac. The latter is currently considered for a conversion to a regional trail.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m² of commercial amenities

m² of institutional spaces

Transit coverage (400m from bus stops)

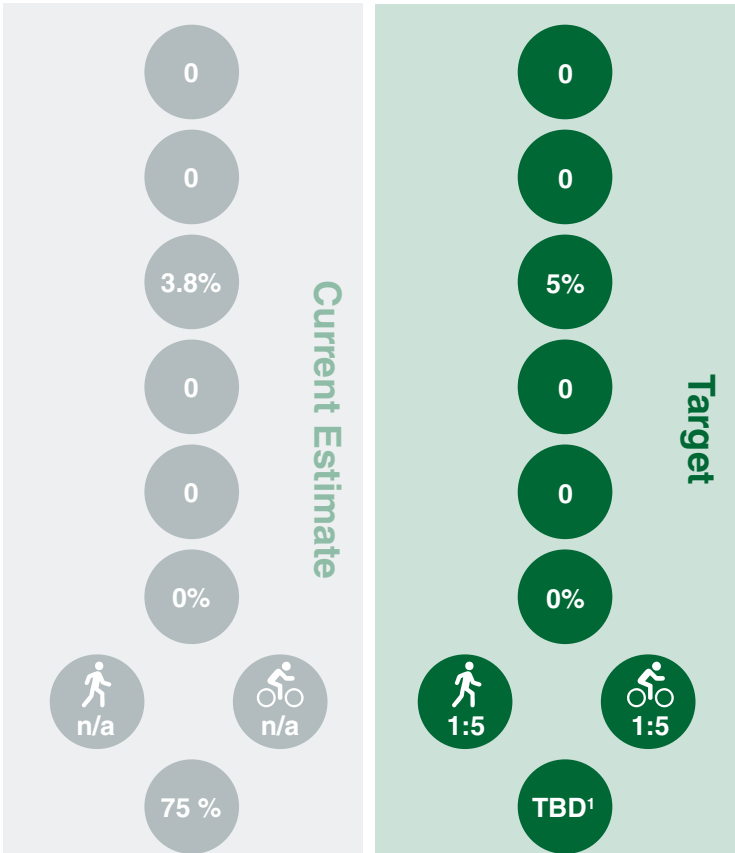
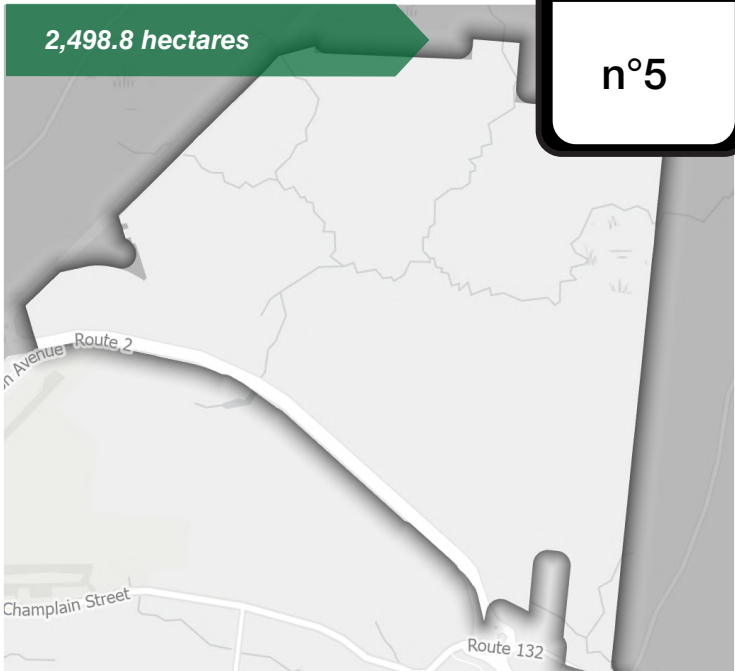
AT km to street km ratio

% of tree canopy cover

2,498.8 hectares

Sector

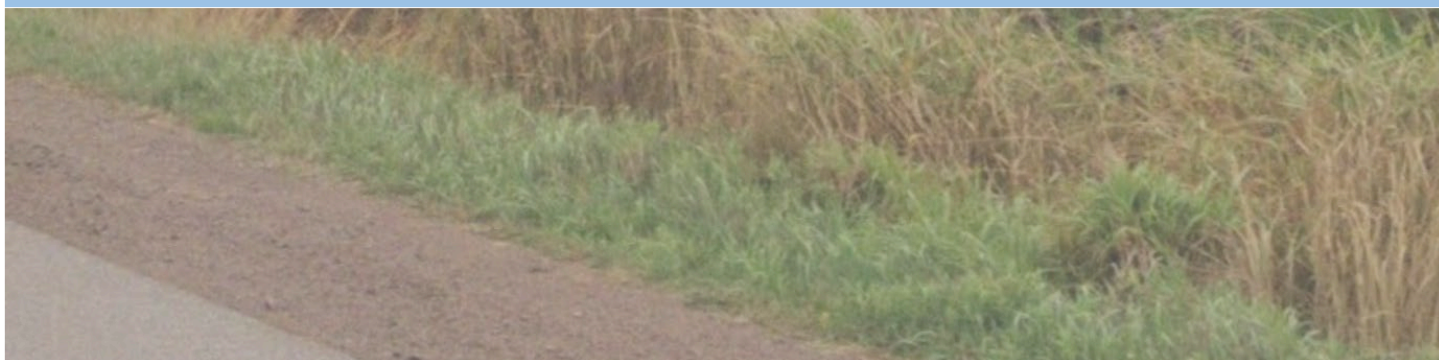
n°5



¹ value to be determined through upcoming Urban Forest Management Plan



Sector°6 - Meadow Brook - Calhoun



4.6 Meadow Brook - Calhoun

Sector Goals

This sector has a rural character, with a few spread out homes and agricultural uses, and open space containing fields and woods. The area is likely to remain rural, separated from the rest of Dieppe by Highway 2.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m2 of commercial amenities

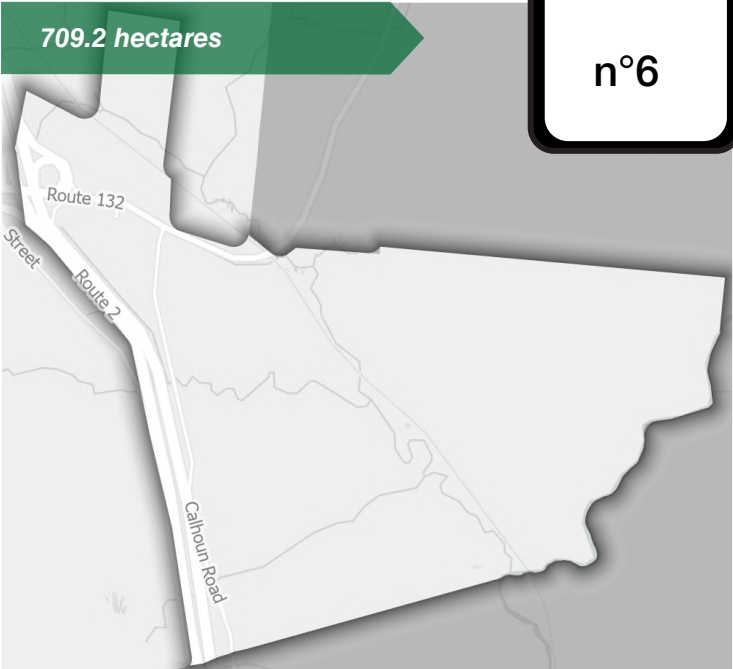
m2 of institutional spaces

Transit coverage (400m from bus stops)

AT km to street km ratio

% of tree canopy cover

709.2 hectares



Sector

n°6

129

0.2

0 %

25

0

0 %

n/a

n/a

83 %

Current Estimate

129

0.2

5 %

25

0

0 %

n/a

n/a

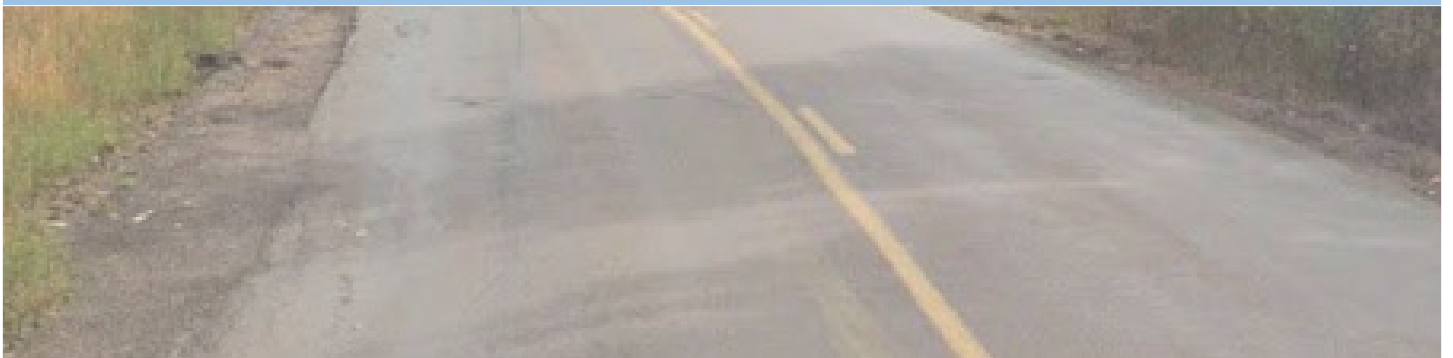
TBD¹

Target

¹ value to be determined through upcoming Urban Forest Management Plan



Sector°7 - Greater Lakeburn



4.7 Greater Lakeburn

Sector Goals

Until recently this sector was located outside of the City's municipal boundary and has only been added to the City's lands in 2023. The area is entirely rural in character and has no municipal services in place. It contains the City's easternmost access to the Trans Canada Highway.

Many infrastructural and administrative hurdles would need to be overcome for development of the area, such as the clarification of road ownership and maintenance as well as the creation of a servicing plan. Consequently, this area is not expected to absorb much population and may contribute to preservation of natural assets within city limits (e.g. through the creation of a major park). Some continuation of rural subdivisions near Melanson Road is expected to occur and will slightly grow the population.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m² of commercial amenities

m² of institutional spaces

Transit coverage (400m from bus stops)

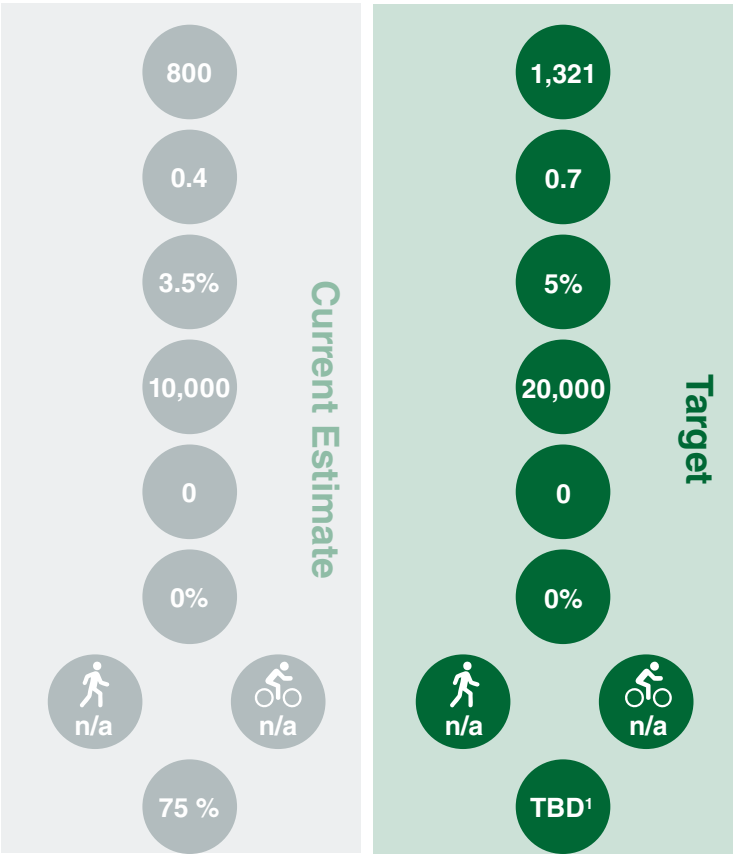
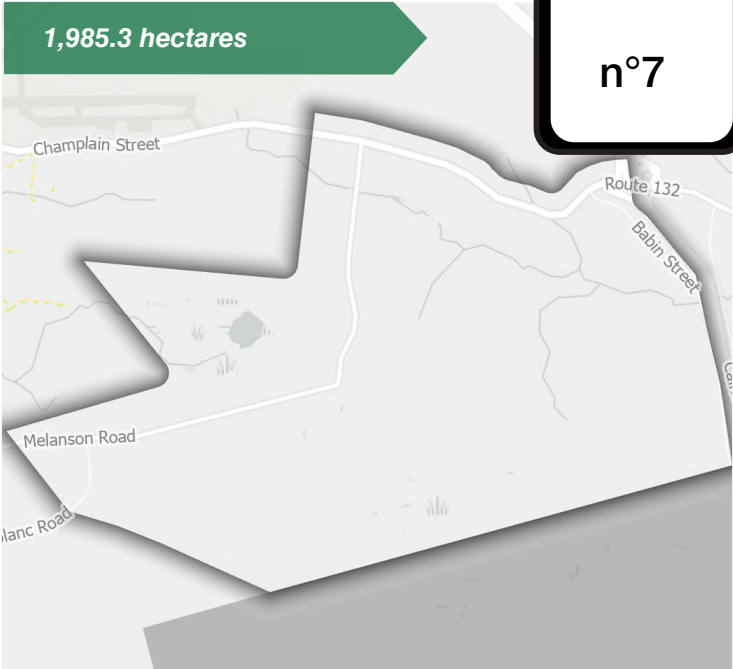
AT km to street km ratio

% of tree canopy cover

1,985.3 hectares

Sector

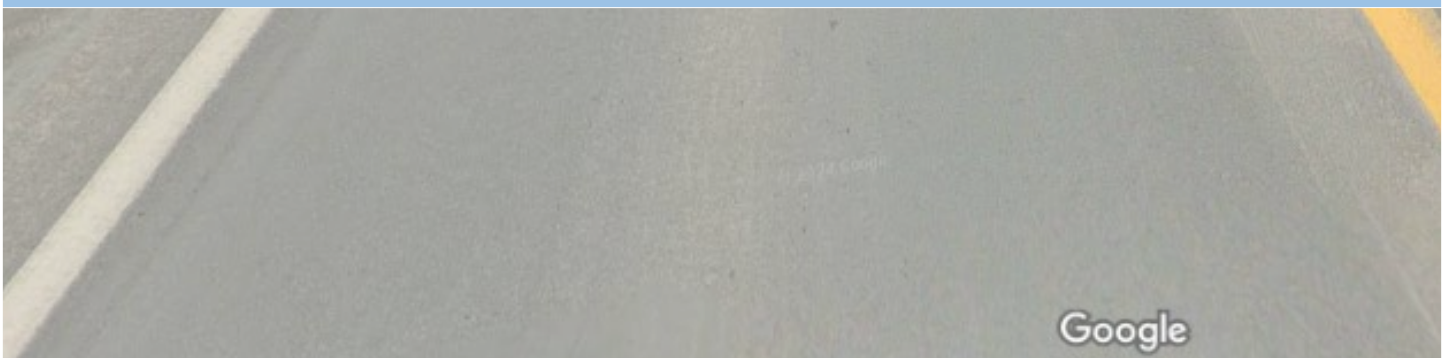
n°7



¹ value to be determined through upcoming Urban Forest Management Plan



Sector°8 - East End Champlain Street



4.8 East End Champlain Street

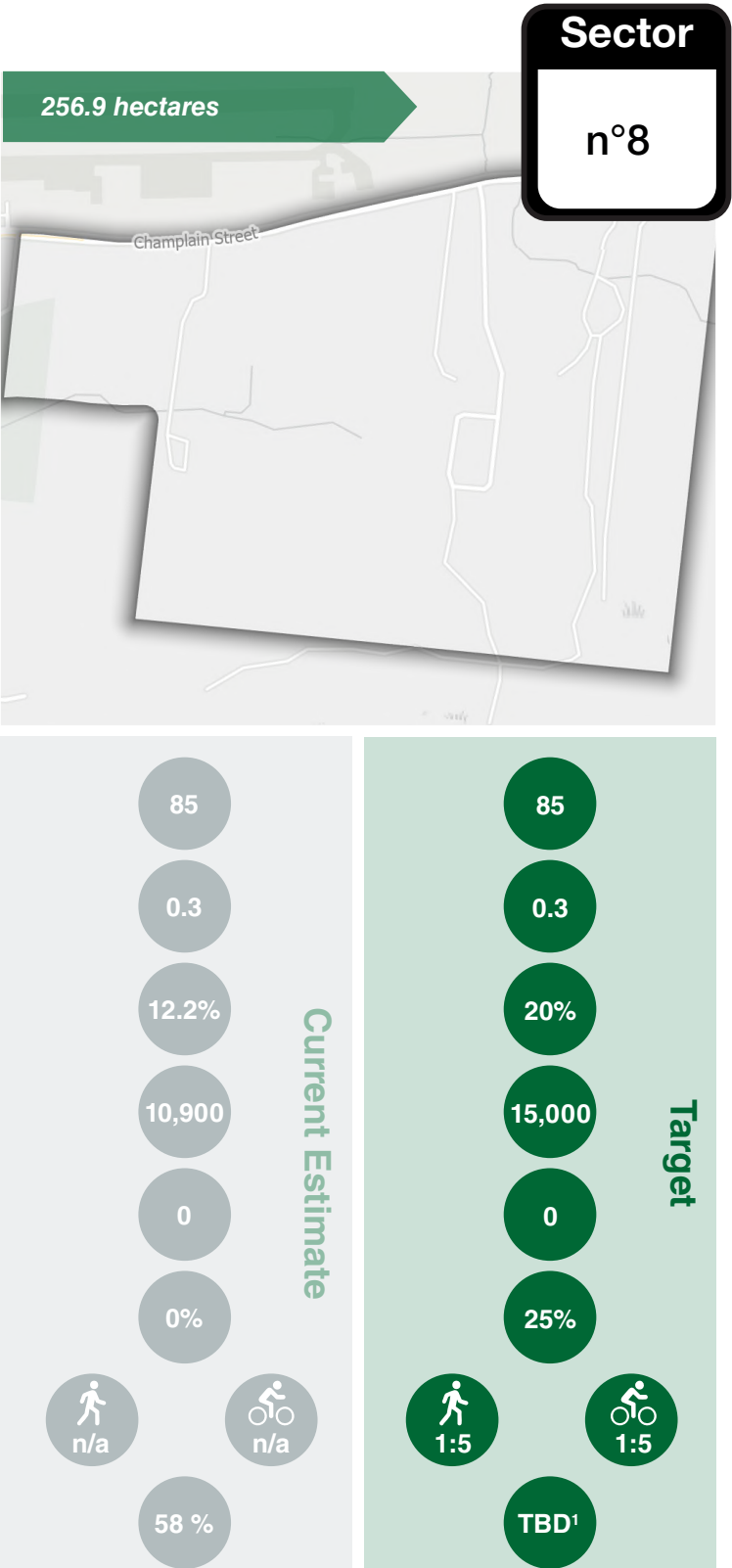
Sector Goals

Located at the outskirts of the City's serviced area and just south to the airport, this area contains mix of residential, commercial and public land uses. Individual residences along Champlain Street, a municipal snow dumping facility and some light industrial businesses in its vicinity are all forming parts of this eclectic area.

In the long term, the area is likely capable of absorbing some additional commercial floor area, especially related to industrial business or airport support services. Some preservation of natural spaces in the southern portion of the sector also appears desirable in order to create a large, contiguous natural habitat between Champlain Street and Melanson Road.

Key Metrics

- Population
- Population Density (per hectare)
- Share of city-owned lands
- m² of commercial amenities
- m² of institutional spaces
- Transit coverage (400m from bus stops)
- AT km to street km ratio
- % of tree canopy cover





Sector°9 - Central Boulevard Dieppe



4.9 Central Dieppe Boulevard

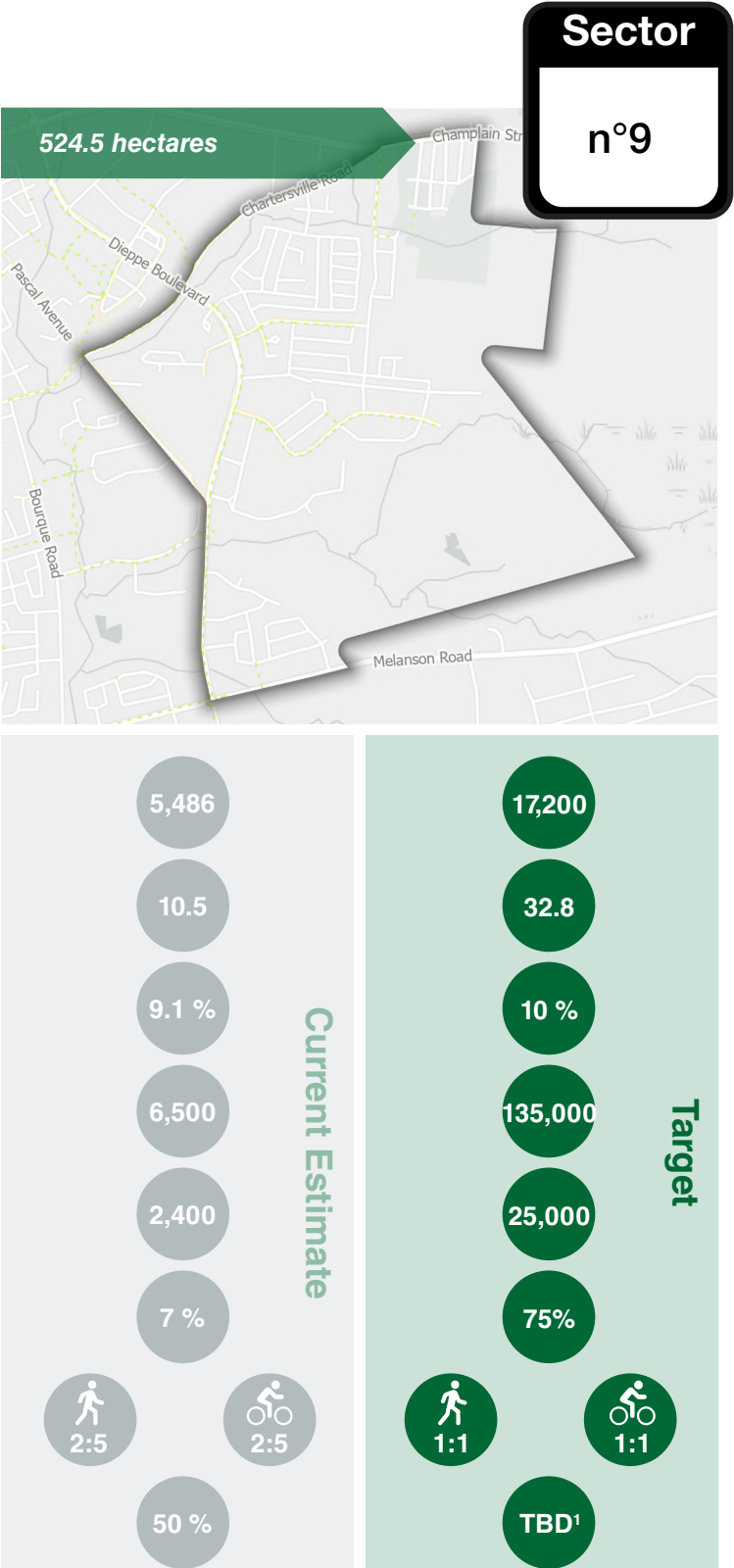
Sector Goals

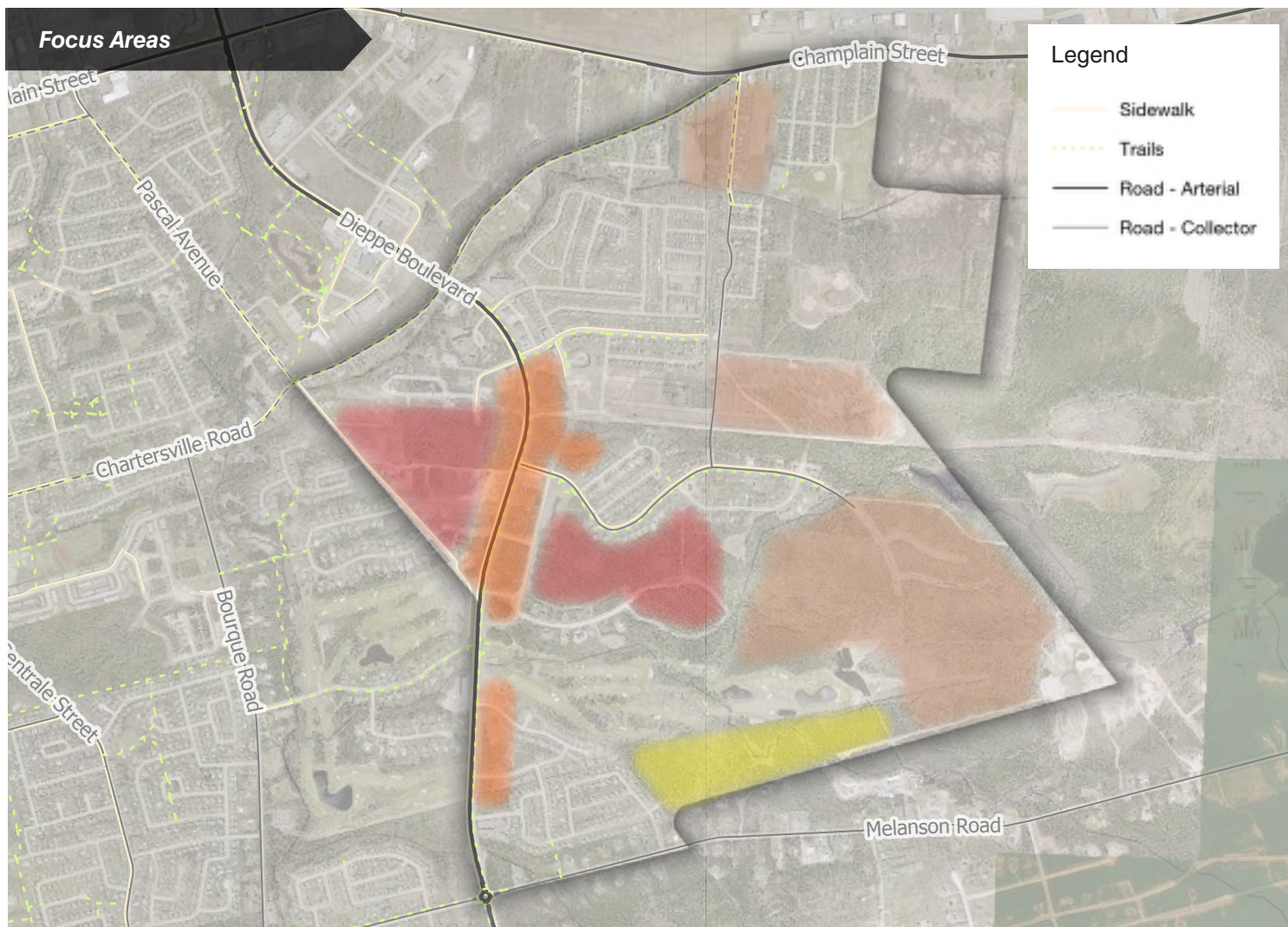
This central part of Dieppe Boulevard was completed in 2007. The urban area around the street is reaching maturity and absorbing development at a very fast rate. Vacant private lands have enormous potential to be filled with development within a short-term horizon.

Population within this area has the potential to approximately triple over the next 30 years. Core areas of residential development lie between Dieppe Boulevard and Keith Road to the west as well lands between Yvonne Street and the Golf Course to the east.

Key Metrics

Population
Population Density (per hectare)
Share of city-owned lands
m2 of commercial amenities
m2 of institutional spaces
Transit coverage (400m from bus stops)
AT km to street km ratio
% of tree canopy cover





Dieppe Boulevard

While Dieppe Boulevard is a major artery, this section of the road will have a rather residential main street character. Emphasis will be placed on residential realms with some supporting services mixed into the land uses of the area. The streetscape of the Boulevard is foreseen to be wide and reflect a campus-style.

Medium Density Residential

These areas have the potential to be developed using a mix of low- and mid-rise buildings. Densities of these have the potential to be at levels between intensification and infill development. Local commercial land uses would be helpful to complement these new developments.

Intensification Area

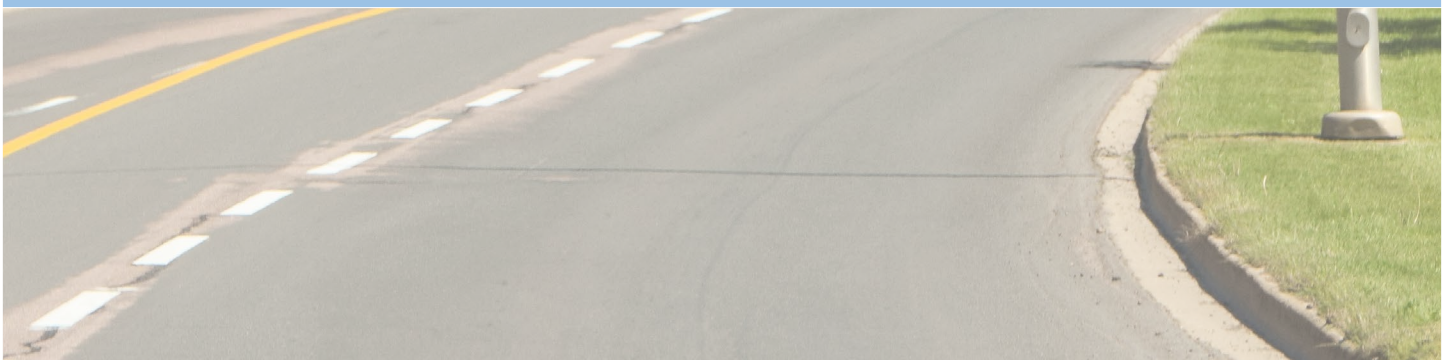
Developing areas between Dieppe Boulevard and Keith Road as well as south of Yvonne Street will accommodate a substantial residential neighbourhood. Due to the proximity to some low-rise residential areas, building heights in this intensification area will aim to transition in locations bordering established neighbourhoods. Nevertheless, using denser forms of development these areas have the potential to accommodate significant amounts of housing units.

Infill Growth

Vacant lands within the fabric of this area are seen as suitable to absorb residential development on the lower end of the density spectrum, including rowhouses and small apartment buildings.



Sector°10 - Business Park



4.10 Business Park

Sector Goals

West of the intersection where Champlain Street and Chartersville Road meet, there is a triangle of eclectic land uses including residential uses close to that intersection, retail along the northern side of Dieppe Boulevard and varied commercial land uses through the rest of the sector. The commercial core is formed by IT and technology businesses.

The character of the area is widely formed, and the main potential for development consists in filling the gaps of vacant land within the pockets of existing buildings. Two trails cut through the area, and the City could potentially retain or acquire some land adjacent to these trails in order to create larger recreational spaces.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m2 of commercial amenities

m2 of institutional spaces

Transit coverage (400m from bus stops)

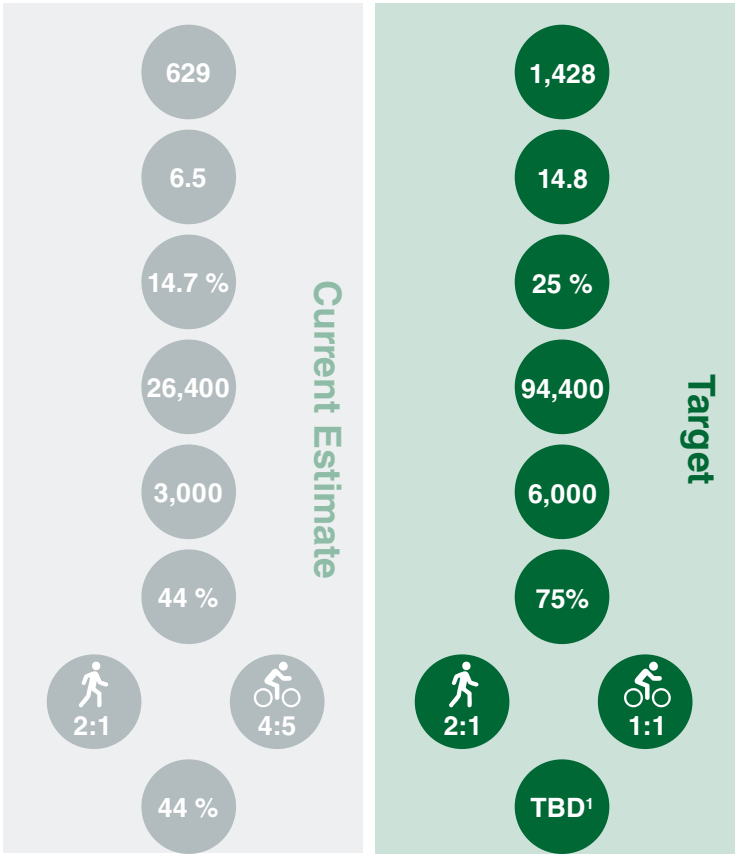
Trail km to street km ratio

% of tree canopy cover

Sector

n°10

96.8 hectares



¹ value to be determined through upcoming Urban Forest Management Plan



Dieppe Boulevard

Areas north of Dieppe Boulevard have a primarily commercial character. The area serves as a commercial hub for large parts of Dieppe and is needed in this function. There is some limited potential to add more residential units to the mix. However, it would be important for such units to be highly sound-proofed as this area is situated at the end of runway 06/24 of the YQM airport.

Infill Growth

Vacant lands within the fabric of this area are seen as suitable to absorb residential development on the lower end of the density spectrum, including rowhouses and small apartment buildings.

Business Park Infill

Properties on Champlain, Englehart and Rufin Street contain a variety of commercial and light industrial land uses, including the City's main public works depot. For consistency of land uses and due to the close proximity to the airport runway, the area is likely used to its best potential when further development in the style of a business park is continued.

Sector°11 - Uptown



4.11 Uptown

Sector Goals

This is a matured sector of the city with most land use functions clearly defined in the area. The northern third of the sector contains low-density subdivisions, the middle third is mostly comprised of city-owned recreational lands featuring the Aquatic Centre and the adjacent park, and the southern third of the sector contains the mixed-use environment known as the Uptown. Remaining vacant lots in this southern third of the sector have the potential for some development, as do some underutilized parcels of land abutting Champlain Street in the north. This sector also has potential to absorb a centrally located transit terminal within Uptown. Otherwise, most development patterns are already set and there is little potential for significant change.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m2 of commercial amenities

m2 of institutional spaces

Transit coverage (400m from bus stops)

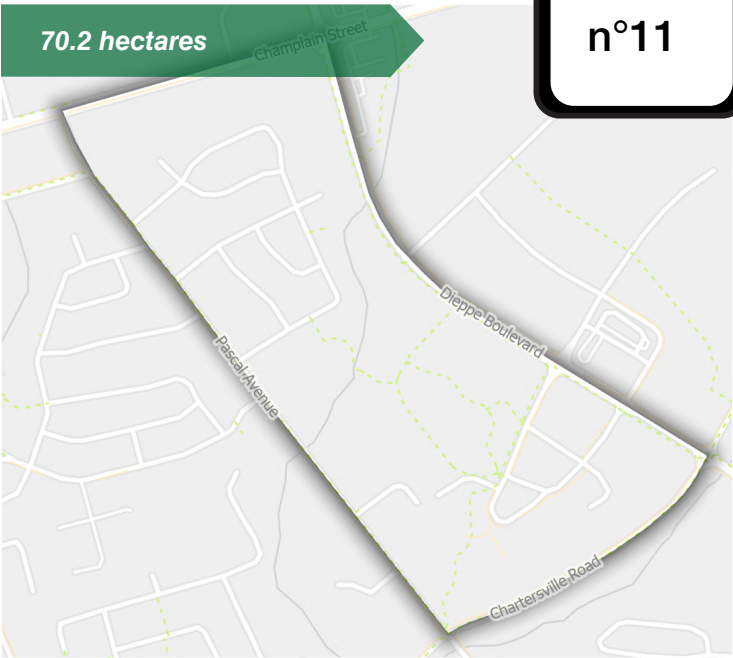
Trail km to street km ratio

% of tree canopy cover

Sector

n°11

70.2 hectares



951

13.6

36.8 %

16,500

3,000

100%



1:1



4:5

34 %

Current Estimate

1,496

21.3

36.8 %

30,000

4,500

100%



2:1



2:1

TBD¹

Target

¹ value to be determined through upcoming Urban Forest Management Plan



Sector°12 - Gauvin Road



4.12 Gauvin Road

Sector Goals

This sector, south of Champlain Street and centred on Gauvin Road, is a primarily residential neighbourhood in transition. The proximity to Downtown Dieppe and transportation infrastructure has led to steady infill development and an increase in the number of multi-unit apartment buildings particularly along Champlain Street and Gauvin Road. However, large portions of this sector contain well established neighbourhoods containing a mix of single family and semi-detached homes.

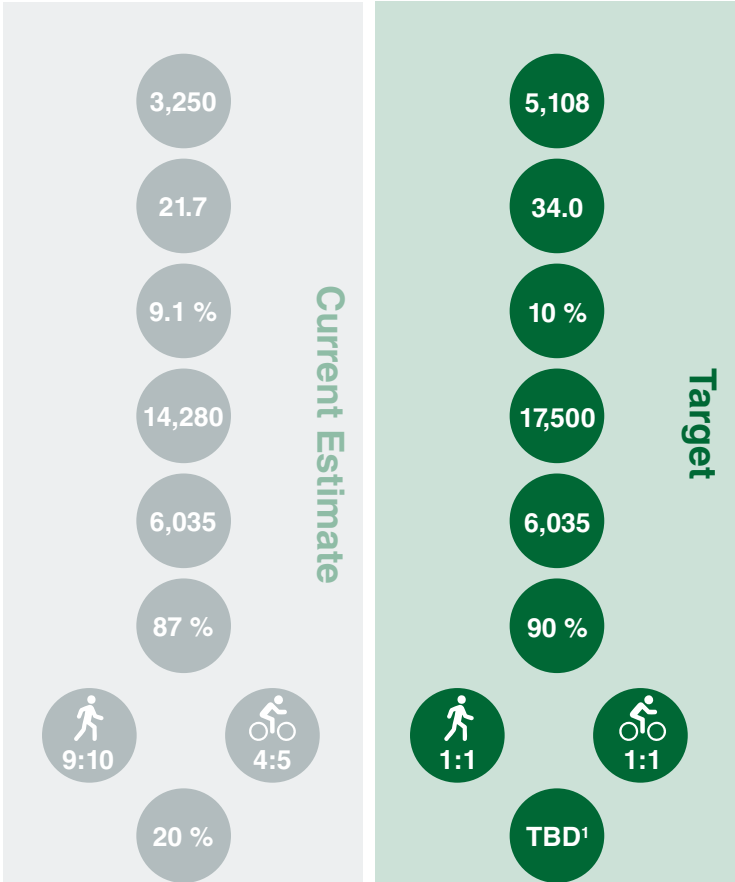
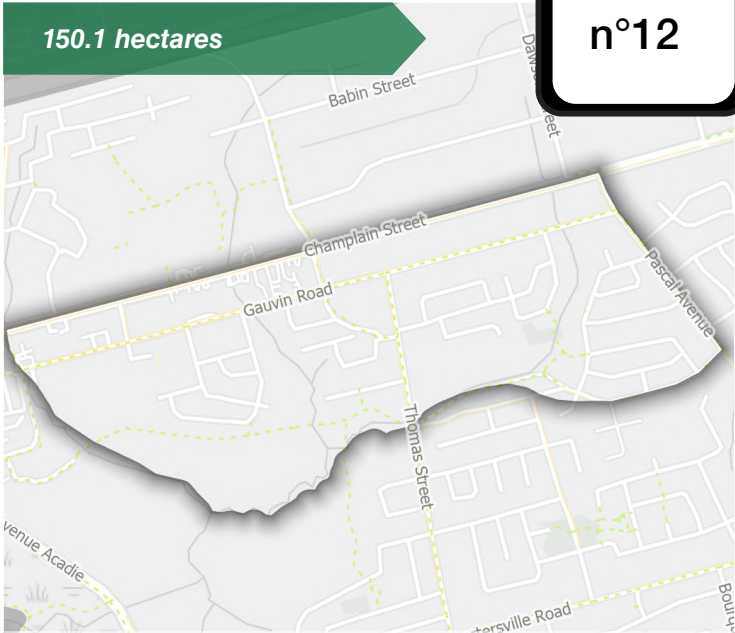
Growth and development in this sector could potentially include improved connectivity between Champlain Street and Gauvin Road (especially for pedestrians), for example in the block between Lafrance Street and Pascal Avenue.

Key Metrics

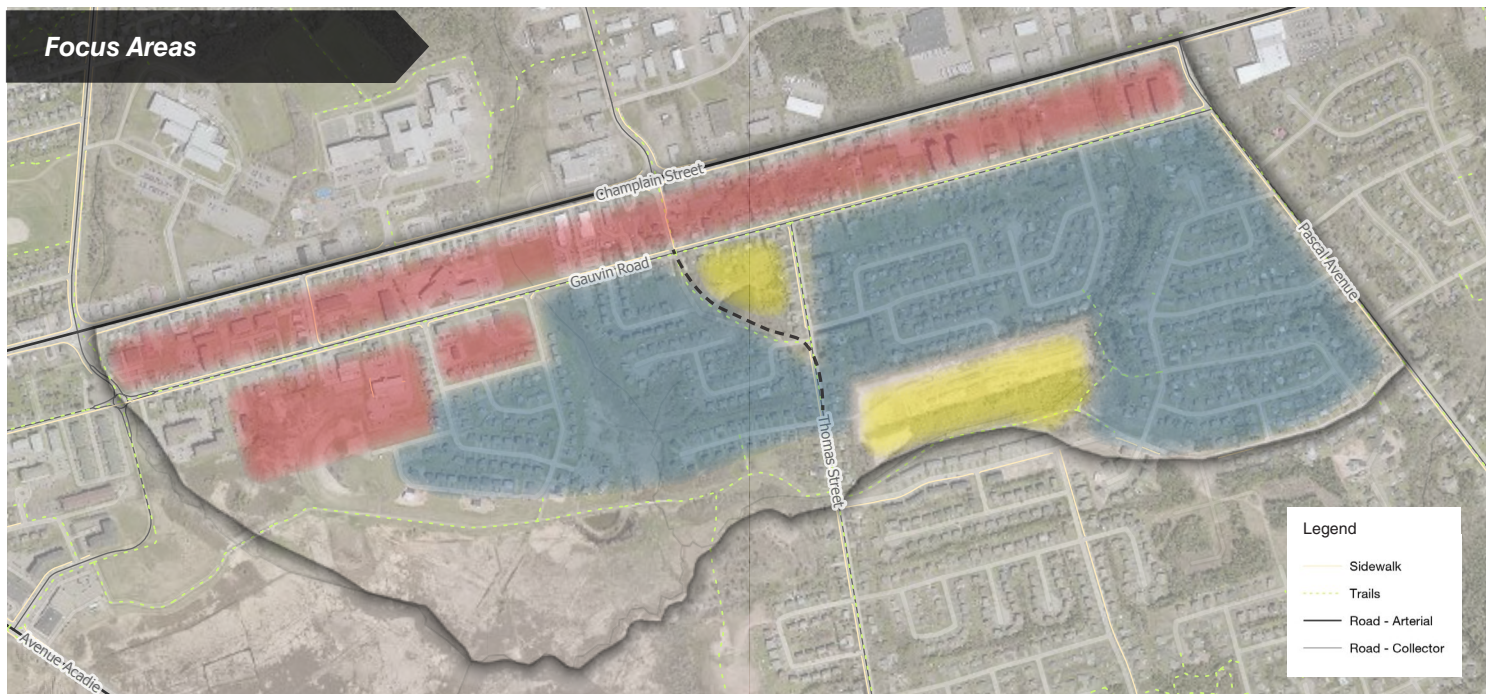
- Population
- Population Density (per hectare)
- Share of city-owned lands
- m2 of commercial amenities
- m2 of institutional spaces
- Transit coverage (400m from bus stops)
- Trail km to street km ratio
- % of tree canopy cover

Sector

n°12



¹ value to be determined through upcoming Urban Forest Management Plan



Focus Areas

Intensification Areas

Areas along Champlain Street and Gauvin Road will likely continue to grow, with high potential for mixed-use development and residential density. This growth will complement and support growth in the adjacent Downtown area, and is well supported by access to transportation infrastructure, public transit, and employment and education centres.

One street block between Champlain Street and Gauvin Road also contains Lou MacNarin School—an important anchor building for the area.

The realignment of the northernmost section of Thomas Street is designed to improve traffic flow to and from the area south of Gauvin Road, and creates one triangular block of potential intensification area.

South of Gauvin Road

This area is planned to remain largely unchanged, and serves as a transition between the higher density Downtown core and the lower-density residential neighbourhoods to the south.

Infill Development

Vacant lands within the fabric of this area are seen as suitable to absorb residential development on the lower end of the density spectrum, including rowhouses and small apartment buildings.



Sector°13 - Amirault - Petitcodiac River



4.13 Amirault - Petitcodiac River

Sector Goals

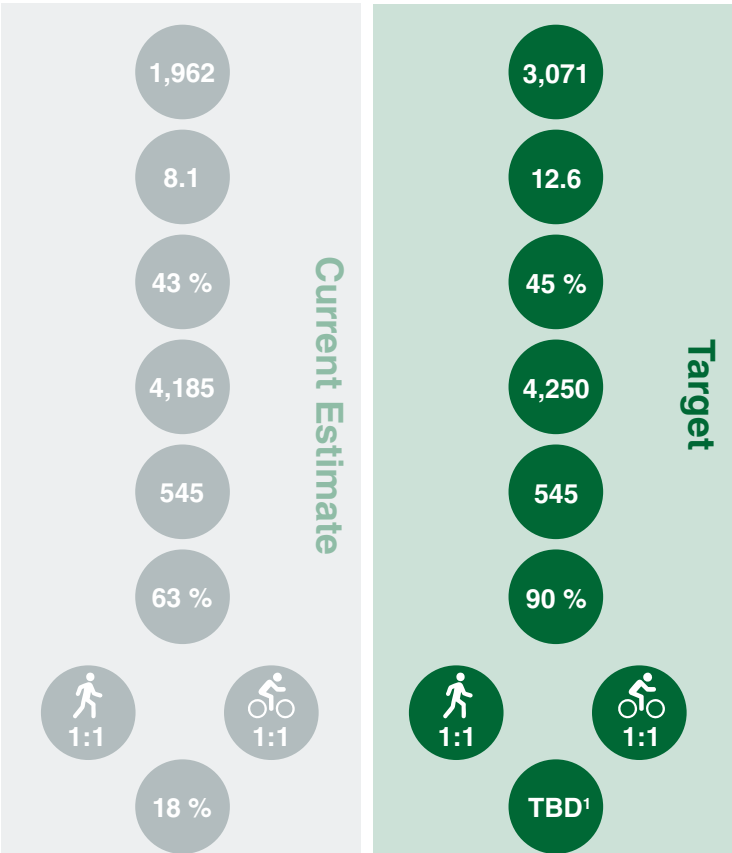
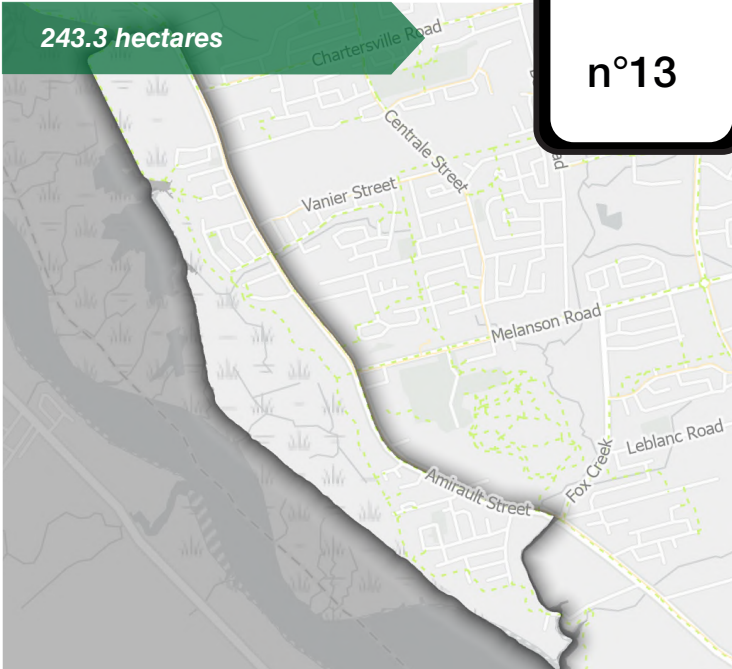
To the west of Amirault Street, this sector contains large amounts of open space and recreation trails along the Petitcodiac River. Development in this sector is limited to protect the wetlands and the tidal shoreline of the river. As a result, while some intensification and infill development is possible along Amirault, the few single-family home neighbourhoods present within this sector are unlikely to expand.

Key Metrics

Population
Population Density (per hectare)
Share of city-owned lands
m ² of commercial amenities
m ² of institutional spaces
Transit coverage (400m from bus stops)
AT km to street km ratio
% of tree canopy cover

Sector

n°13



¹ value to be determined through upcoming Urban Forest Management Plan



Amirault Corridor

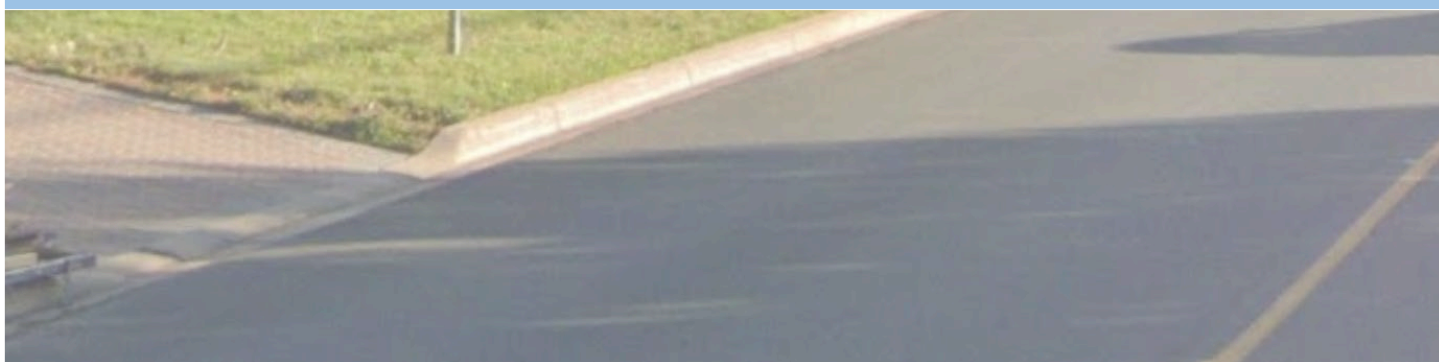
The area around the intersection of Chartersville Road and Amirault Street has high potential for intensification, with easy access to services and amenities in downtown Dieppe. Some intensification is also possible around the intersection with Melanson Road. Gentle densification is possible along the entire stretch of Amirault Street. Intersections of Amirault Street with other arterial or collector street are suitable for mixed-use development that add to the local commercial amenities of the area.

Wetlands and Open Space

This area is planned to remain largely unchanged to protect the provincially significant wetlands along the Petitcodiac River and the tidal flow of the river.



Sector°14 - Chartersville - Saint-Anselme



4.14 Chartersville - Saint-Anselme

Sector Goals

This is a well-established residential neighbourhood, containing primarily single-family homes with some townhouses. A large number of trails provide pedestrian connectivity throughout this sector, and the southern end is defined by St-Anselme Park, a valuable recreation resource for the City as a whole. While the area is well established as a low-density neighbourhood, opportunities for low-rise infill development are available, including new single-family homes and accessory units (garden suites). Some local commercial infill development, such as small corner stores, can potentially also be developed in this area to provide residents with easier access to basic needs. The area has two schools: École Amirault and École Anna-Malenfant.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m² of commercial amenities

m² of institutional spaces

Transit coverage (400m from bus stops)

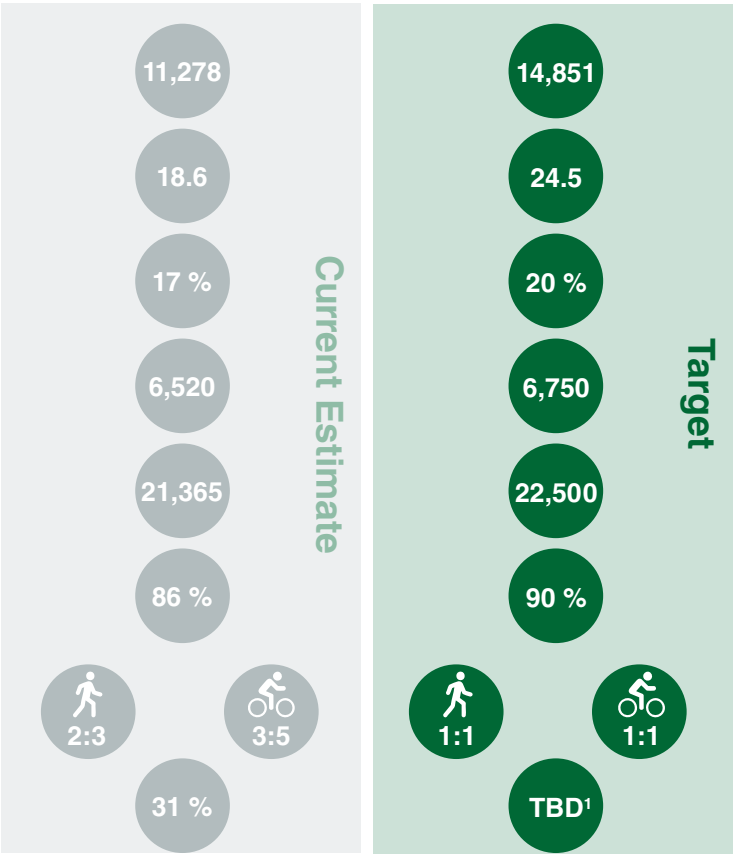
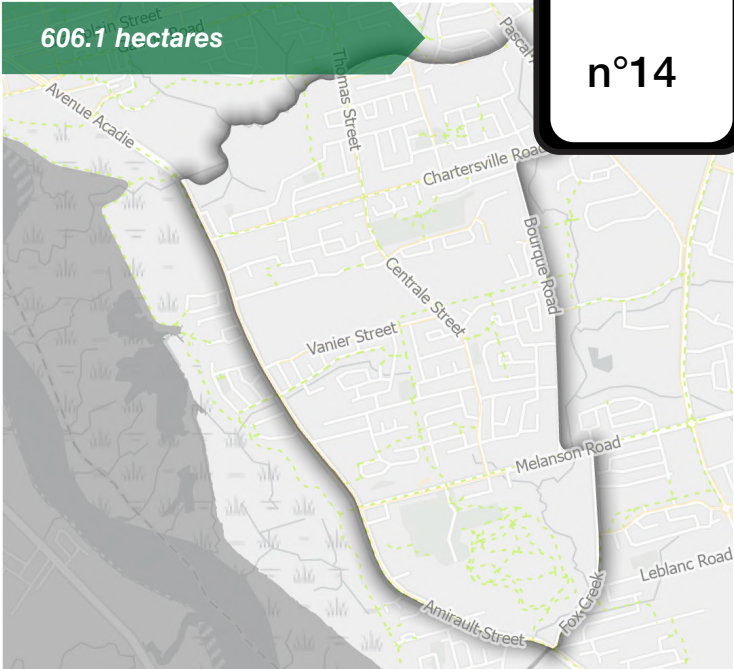
AT km to street km ratio

% of tree canopy cover

606.1 hectares

Sector

n°14



¹ value to be determined through upcoming Urban Forest Management Plan



Amirault Corridor

The area around the intersection of Chartersville Road and Amirault Street has high potential for intensification, with easy access to services and amenities in downtown Dieppe. Gentle densification is possible along the entire stretch of Amirault Street.

Intersections between Amirault Street and collector roads offer potential for a range of commercial amenities, especially on mixed-use properties.

Infill Growth

Low-rise infill opportunities are available throughout the sector, with high potential for townhouse development that matches the character of the existing neighbourhood. Areas especially well suited for infill growth include Chartersville Road and Amirault Street, and the area east of Our Lady of Calvary Cemetery.

Existing neighbourhoods

Large portions of this sector are well established residential neighbourhoods containing primarily single-family homes. While some gentle infill such as garden suites are possible, these areas are likely to remain largely unchanged.

Rotary St. Anselme Park

The park is an invaluable community resource for the City and will remain as parkland. There is some potential for improved connectivity to adjacent neighbourhoods along Fox Creek and Melanson Roads, which may tie into some low-rise infill development around the park.

Local Commercial

There is potential for some small-scale local commercial infill development, such as corner stores, in this sector. These will be well supported by the established neighbourhood and allow residents to meet basic shopping needs without travelling too far.



Sector°15 - Golf Street



4.15 Golf Street

Sector Goals

This sector is characterized by a mix of single-family homes on large lots surrounding the western end of the Fox Creek Golf Club, as well as some townhouse development. A large portion of this sector is taken up by the golf course itself. A series of trails through the area also provides recreational amenities.

The Dieppe Boulevard Extension will likely bring increased activity to the area, and with it, some opportunities for growth at the southern end of this sector where Melanson Road intersects with Dieppe Boulevard. Better transportation connectivity between Keith Road / Golf Street and Dieppe Boulevard will be vital to transportation in this area.

Key Metrics

Population

Population Density (per hectare)

Share of city-owned lands

m2 of commercial amenities

m2 of institutional spaces

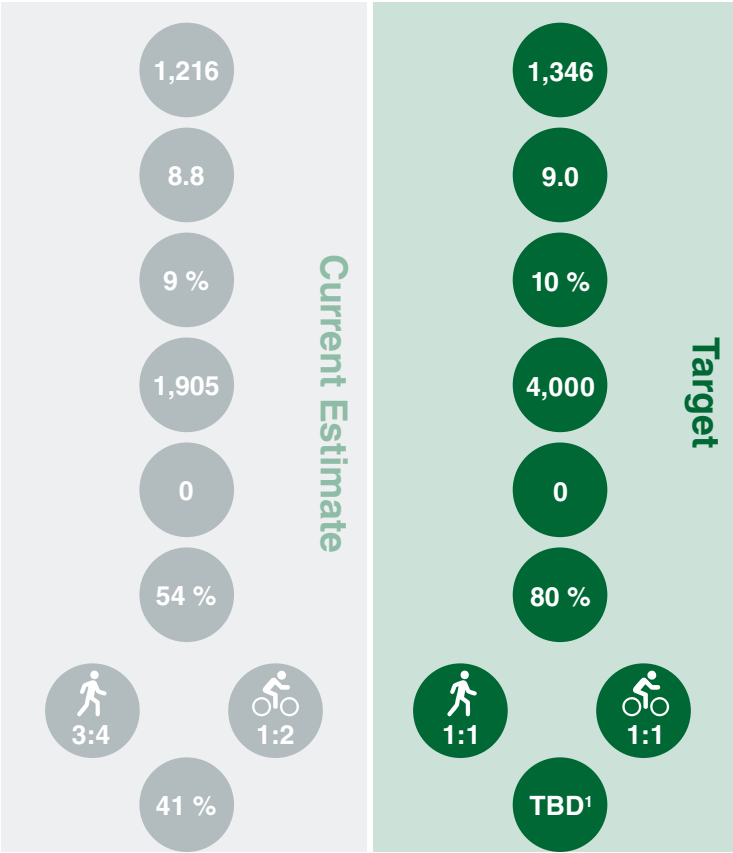
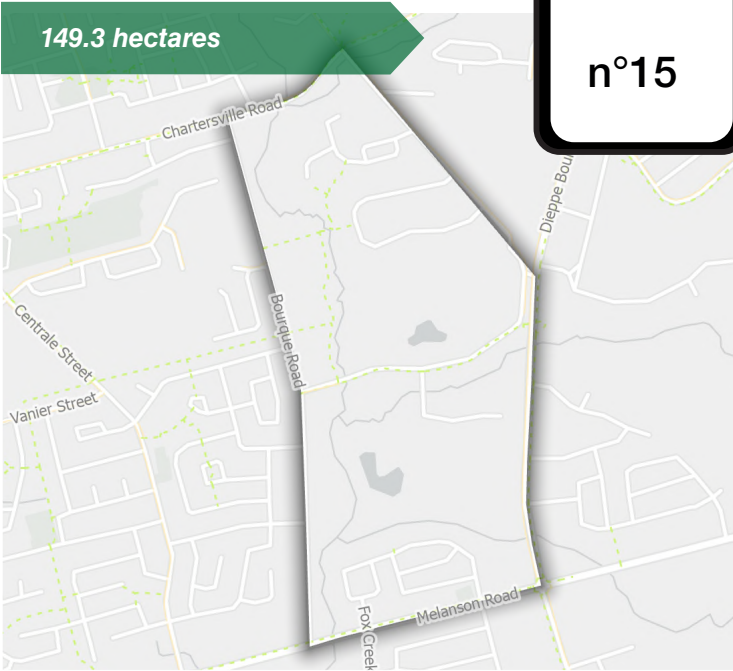
Transit coverage (400m from bus stops)

AT km to street km ratio

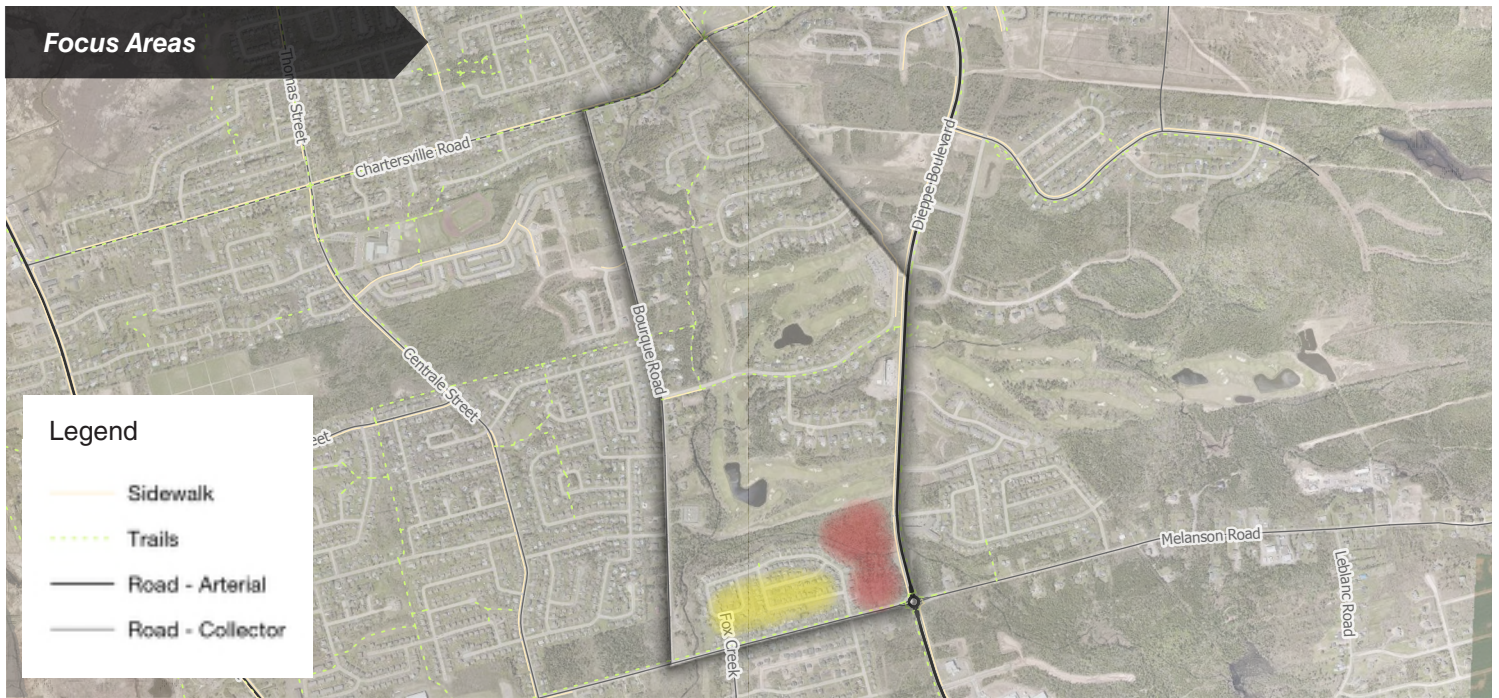
% of tree canopy cover

149.3 hectares

Sector
n°15



¹ value to be determined through upcoming Urban Forest Management Plan



Intensification Areas

Intensification is possible at the intersection of Melanson Road and Dieppe Boulevard, which could create a density node that provides housing, retail, and amenities to the area. The Dieppe Boulevard Extension will support this development, creating excellent transportation connections to other parts of the city.

Infill Growth

Some infill growth is possible along Melanson Road, especially townhouses. This infill growth will be well supported by access to the Rotary St. Anselme Park, and transportation infrastructure in the area.



Sector°16 - Dieppe Boulevard - Antonine-Maillet

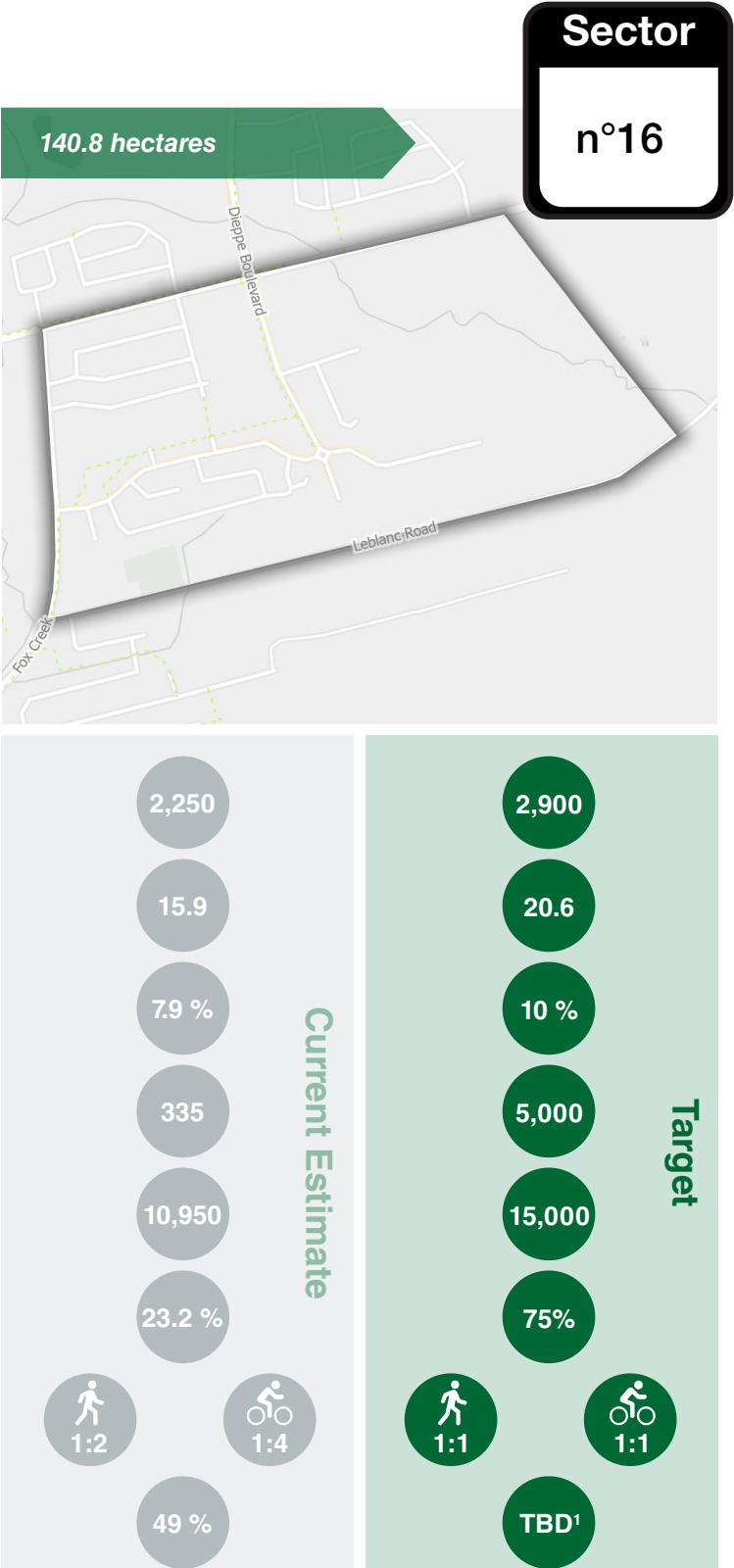


4.16 Dieppe Boulevard - Antonine-Maillet

Sector Goals

This central section of Dieppe Boulevard is a residential area in transition. While some older subdivisions in this area are characterized by a predominantly suburban environment, lands along Dieppe Boulevard are intensifying and creating an urban environment. This small area also accommodates anchor institutional buildings including a fire station as well as the recently constructed Antonine-Maillet and Le Marais schools.

Land uses in this sector are predominantly residential, although some limited commercial uses are desirable in mixed-use buildings along Dieppe Boulevard.



¹ value to be determined through upcoming Urban Forest Management Plan



Intensification Areas

Lands near the intersection of Dieppe Boulevard and Melanson Road are envisioned to absorb the majority of residential density and commercial development within this sector. The proximity to existing transportation infrastructure and the Antonine-Maillet and Le Marais Schools makes this an ideal setting for such growth.

Infill Growth

Vacant lands within the fabric of this area are seen as suitable to absorb residential development on the lower end of the density spectrum, including rowhouses and small apartment buildings.

Leblanc Road

This fully developed road of rural character is planned to remain undisturbed. Lands along Leblanc Road will serve as a buffer between busy areas of Dieppe Boulevard and decrease the average lot coverage of the area.

The low residential density along Leblanc Road will also potentially allow for the establishment of an active transportation corridor.



Sector°17 - Dieppe Boulevard Extension



4.17 Dieppe Boulevard Extension

Sector

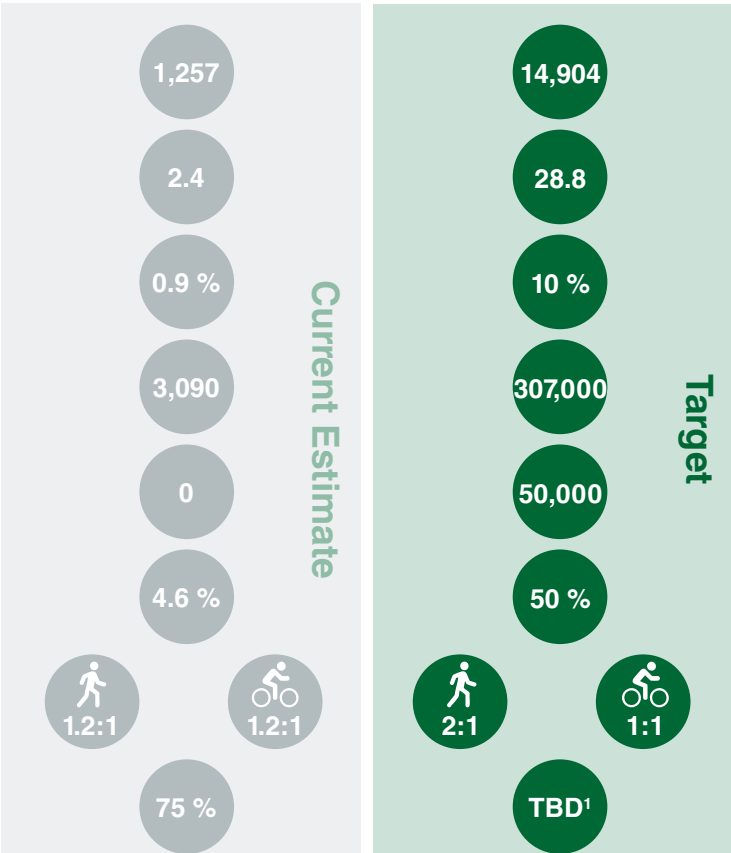
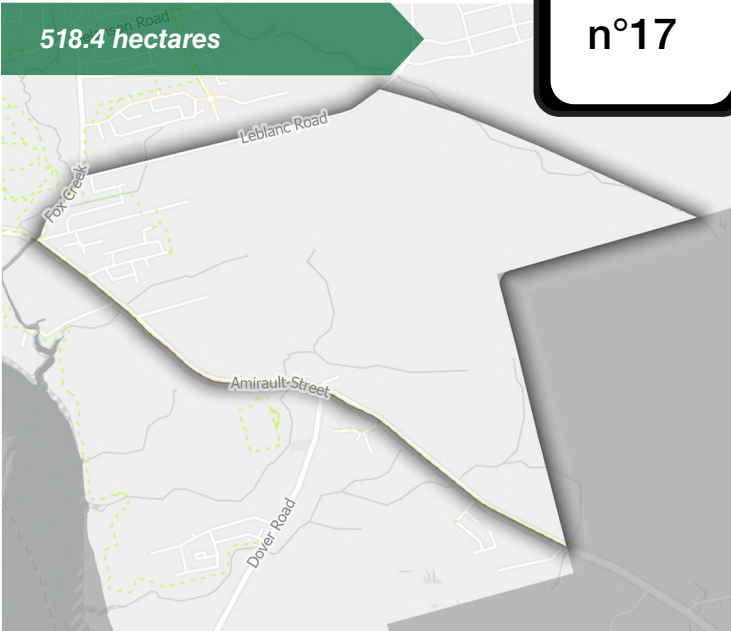
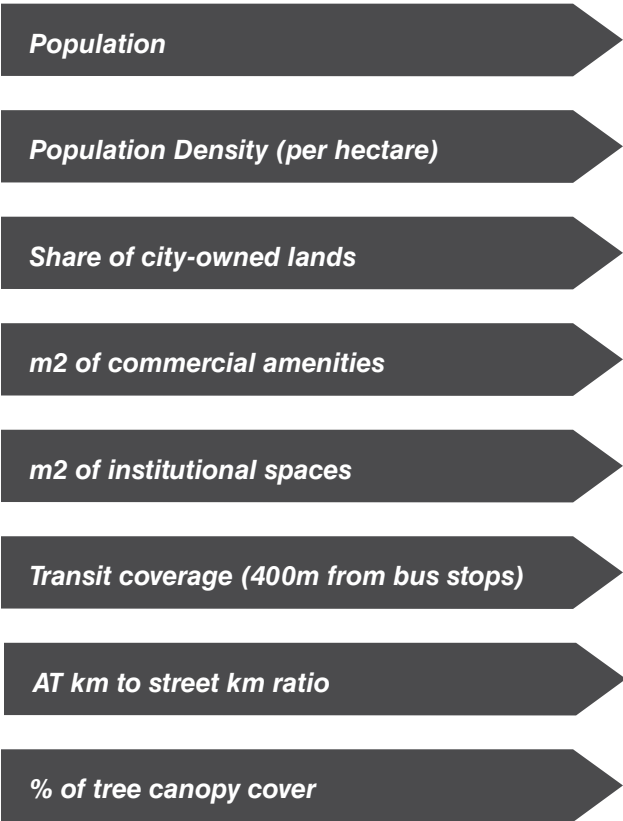
n°17

Sector Goals

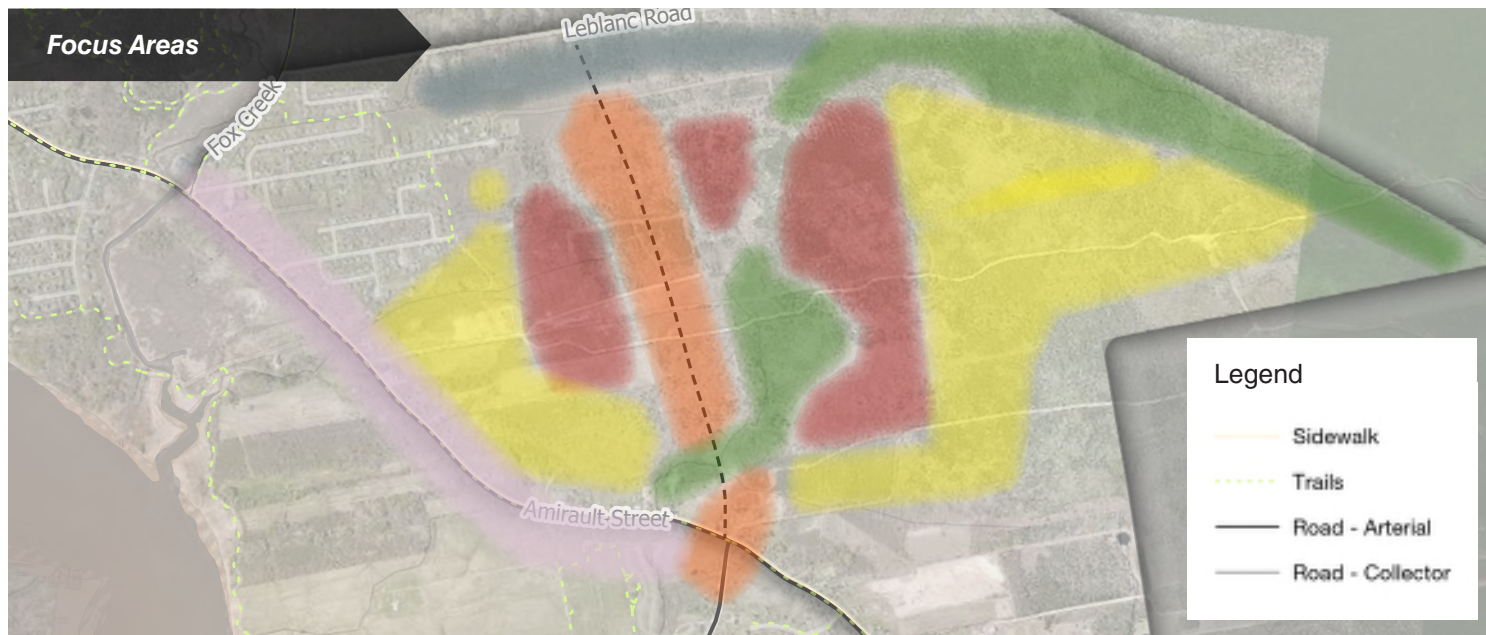
While the vast majority of properties are still undeveloped here, the extension of Dieppe Boulevard will dramatically improve access to lands in the sector's core. It is important to make optimal use of this urban footprint expansion, aiming to create a complete community that can absorb a large portion of the anticipated residential and commercial growth in the city. Since a large share of the City's overall growth is expected to occur here, it is important that new civic buildings including schools are located here in the mid-term.

Right now, most development in the area takes the form of low-density subdivisions close to Fox Creek Road. There is also a ribbon of homes along Amirault Street, which is still reminiscent of a rural highway.

Key Metrics



¹ value to be determined through upcoming Urban Forest Management Plan



Dieppe Boulevard

The City aspires for Dieppe Boulevard to become a main street that serves the newly emerging district. It is expected to provide active building façades on Dieppe Boulevard and a wide range of amenities.

Growth Nodes

Growth Nodes are destined to accommodate the highest population densities in Dieppe and may feature tall multi-unit residential buildings. Development densities will generally increase in proximity to Dieppe Boulevard and decrease in areas closer to lower-density neighbourhoods. Some commercial development can also be expected in this area, especially on ground floors.

Ecological Interest Area

Areas of natural value where forms of habitat protection need to be considered in future planning.

Infill Growth

Vacant lands within the fabric of this area are seen as suitable to absorb residential development on the lower end of the density spectrum, including rowhouses and small apartment buildings.

Amirault Corridor

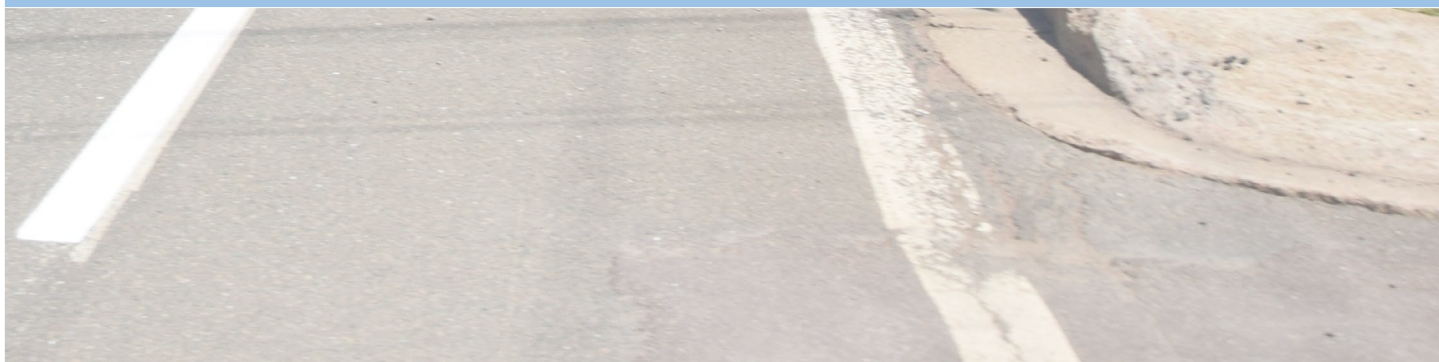
Amirault Street existed as a highway connection between Moncton and Memramcook for centuries. With the growth of Moncton, rural and suburban homes started appearing on this street, creating its unique rural charm. While part of Amirault Street are very close to dense urban areas—especially in the section close to Fox Creek Road—development on this street will need to comply with a rural scale and appearance.

Leblanc Road

This fully developed road of rural character is planned to remain undisturbed.



Sector°18 - Dover



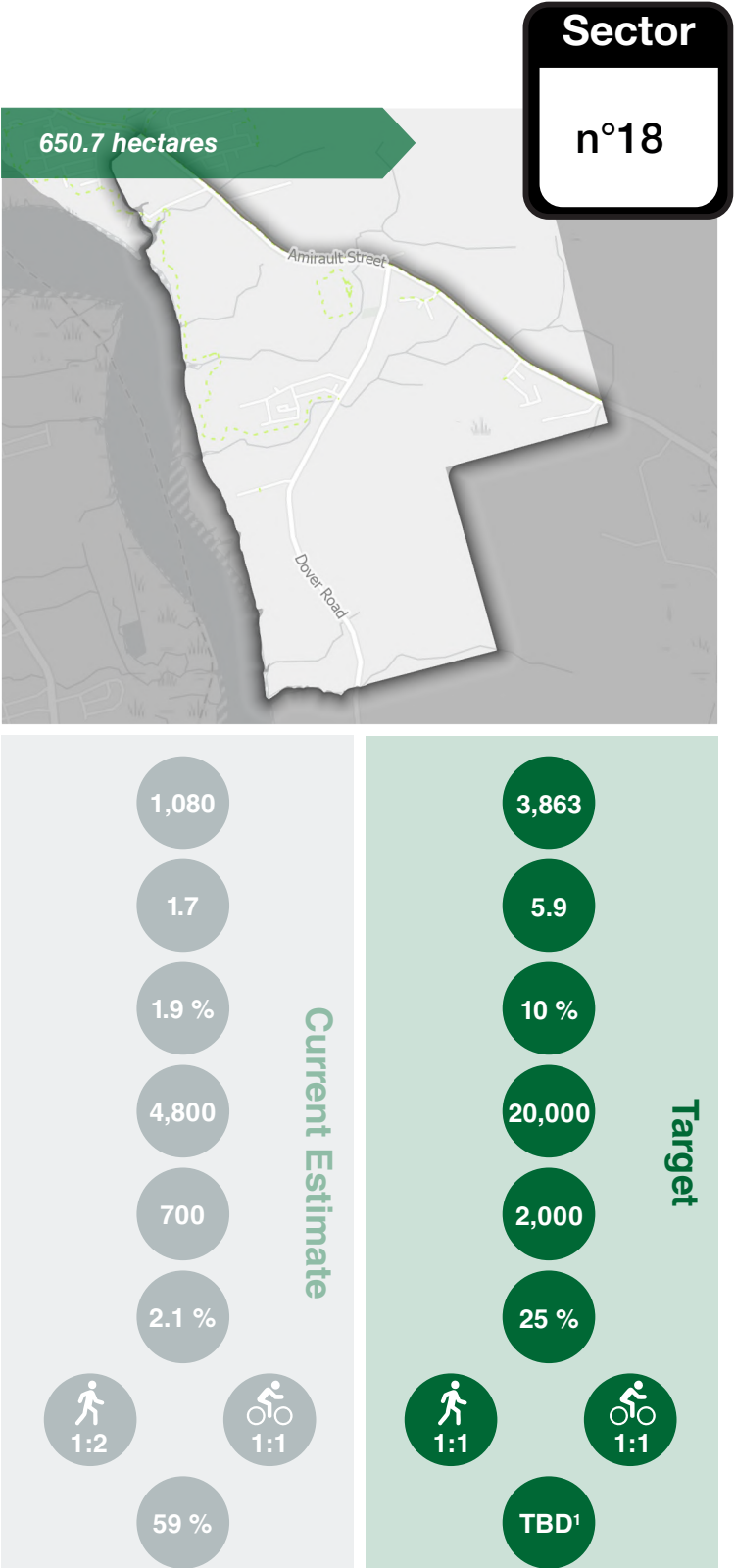
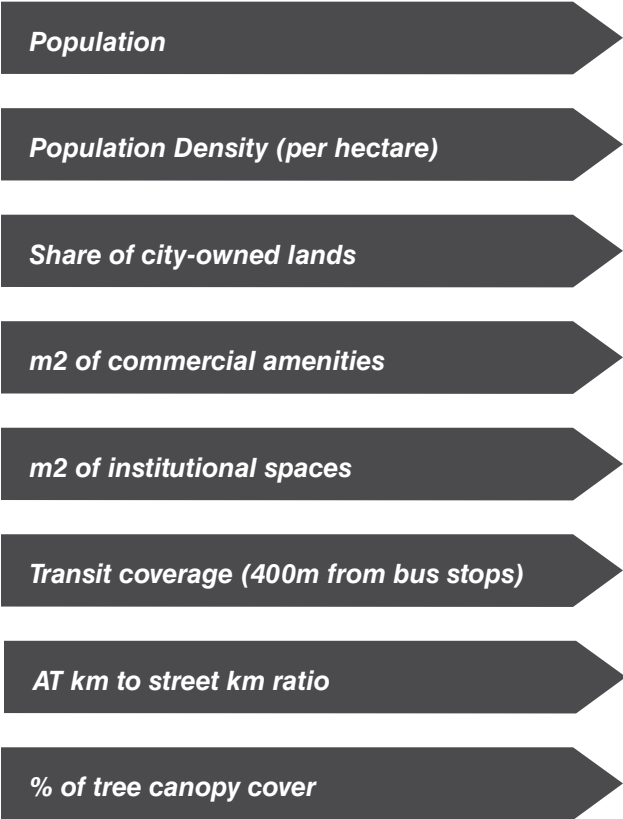
4.18 Dover

Sector Goals

This southernmost part of Dieppe borders on the community of Memramcook and features a largely rural character. Most new subdivisions can be expected in the sector's north-western corner and in the vicinity where Amirault Street reaches the eastern city boundary.

Amirault Street has a specific context, being one of the few arterial streets in the City but still being situated in a rural context. While older development on this street carries a rural charm, there is potential for densification in visual harmony with existing homes. Dover Road has an even more rural feel and is in a very isolated location. Development along Dover Road will therefore be limited for the foreseeable future, although it may be boosted by the new water tower.

Key Metrics



¹ value to be determined through upcoming Urban Forest Management Plan

Focus Areas



Dieppe Boulevard

At the new southern end of Dieppe Boulevard, the intersection with Amirault St and Dover Road is envisioned to accommodate some mixed-use development, although at lower densities than in the rest of Dieppe Boulevard. This intersection can be seen as a gateway into the urban part of the municipality.

Infill Growth

Vacant lands within the fabric of this area are seen as suitable to absorb residential development on the lower end of the density spectrum, including rowhouses and small apartment buildings. This vision also extends to Dover Road. Although being a fully serviced arterial road, Dover Road is in a poorly connected corner of the City and would not be suitable for density increases.

Amirault Corridor

Amirault Street existed as a highway connection between Moncton and Memramcook for centuries. With the growth of Moncton, rural and suburban homes started appearing on this street, creating its unique rural charm. While part of Amirault Street are very close to dense urban areas—especially in the section close to Fox Creek Road—development on this street will need to comply with a rural scale and appearance.

Ecological Interest Area

Areas of natural value where forms of habitat protection need to be considered in future planning

5. Implementation



5.1 Summary and Recommendations

Following a thorough background review of relevant socio-economic and infrastructural characteristics of the city, the document quantifies expected population and commercial floor area numbers based on projections. Using these numbers and samples of existing urban fabric within the city, the strategy further created growth scenarios that show how much area will be needed to accommodate the expected levels of growth until the year of 2056.

Containing quantifiable metrics, the growth scenarios provided data that allowed municipal decision makers to review these scenarios and form a preferred vision for growth, as manifested by the final growth scenario. The vision of this preferred scenario is further broken down and operationalized through the development fact sheets.

With a clear vision established, this Implementation section of the Urban Growth Strategy outlines some additional considerations that are needed to bring that vision to life. While

the development fact sheets focus on neighbourhood-level development policy recommendations, this section identifies infrastructure investments as well as city-wide policy updates and regulatory changes required to support growth in a coordinated and sustainable manner. From transportation and servicing needs to zoning adjustments and development policies, each recommendation is intended to enable the kind of compact, connected urban form envisioned in the strategy.

Importantly, implementation is seen not as a one-time effort, but as an ongoing process. These actions are designed to be ongoing and allowing the City to respond to change while remaining anchored in the strategic direction established through the preferred growth scenario. Together, they form a roadmap for turning planning principles into on-the-ground outcomes that benefit all of Dieppe's residents.



Figure 29: Apartment construction on Gauvin Road.

5.2 Sanitary Sewer Recommendations

5.2.1 System Summary

The City of Dieppe's sanitary sewer collection system includes four major sewersheds, as designated by the Sewer Master Plan (RVA, 2012), which addresses all areas within the service development boundary established by the Greater Moncton Planning District Commission. These sewersheds are summarized as follows:

+ **Babineau Creek Drainage Basin:** This sewershed is primarily collected by the Babineau Creek trunk sewer

and represents the area north of Chartersville Rd. It encompasses development along Champlain Street and the land surrounding the airport.

+ **Virginia Avenue Drainage Basin:** This small drainage basin represents the downtown area of the City, which drains directly to the Virginia St. pumping station

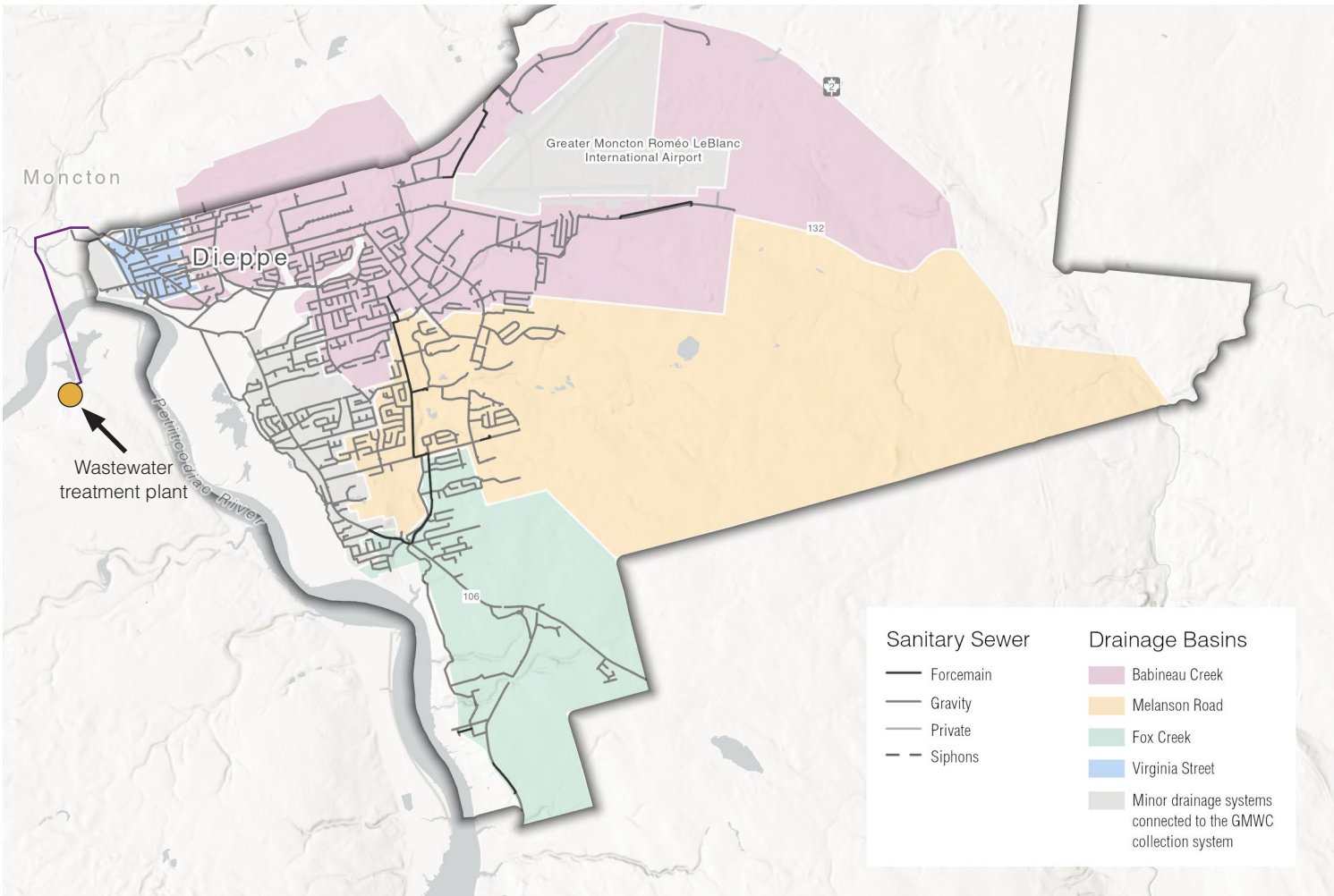


Figure 30: Municipal sewage system map

- + **Fox Creek Drainage Basin:** This sewershed is approximately bounded by Fox Creek to the west and Melanson Rd. to the north. It is collected by a Trans Aqua trunk sewer, which runs along the Petitcodiac to the Fox Creek pumping station.
- + **Melanson Road Drainage Basin:** This relatively small sewershed primarily services the Fox Creek Golf Course development and surrounding subdivisions. It is ultimately collected by the Fox Creek trunk sewer, which runs to the Fox Creek pumping station to the south.

The 2012 Master Plan, which is the most recent capacity analysis of Dieppe's sewer infrastructure, identified a growth

rate projection of 3% per year. The 2011 census listed the population of Dieppe at 23,310. The High Growth scenario estimates the population will be 36,660 in 2026, which would be approximately 3% annual growth over the 15-year period, validating the estimate from the 2012 Master Plan. The High Growth scenario projects a similar growth rate for the next 5-year period (2026 – 2031), with growth percentage tapering off to approximately 2.3% annually at the end of the planning horizon (2056).

Given the significant growth that has occurred since 2012 when the most recent sewer system master plan was completed, the City should consider an update to that plan to reflect the latest growth projections and development priorities.



Figure 31: Fox Creek sewage pumping station on Amirault Street

5.2.2 Babineau Creek Drainage Basin

The following are the most significant implications identified for this sewershed based on the High Growth scenario:

- + **Industrial Park Expansion:** There is a large pocket of industrial park growth projected to the east of the Airport, which according to previous studies, will require the extension and upgrade of the Babineau Creek trunk sewer.

The following additional recommendations were identified in the 2012 Master Plan in this sewershed, which would be impacted by projected development:

- + Upgrade the 525mm diameter sewer line due to grade deficiencies, extending from the marsh trunk sewer to the bottom of College Street at Champlain.
- + The 300mm collector sewer downstream of Dieppe Blvd. (Dieppe Blvd. to Pascal Avenue) was identified as a bottleneck requiring upgrade.

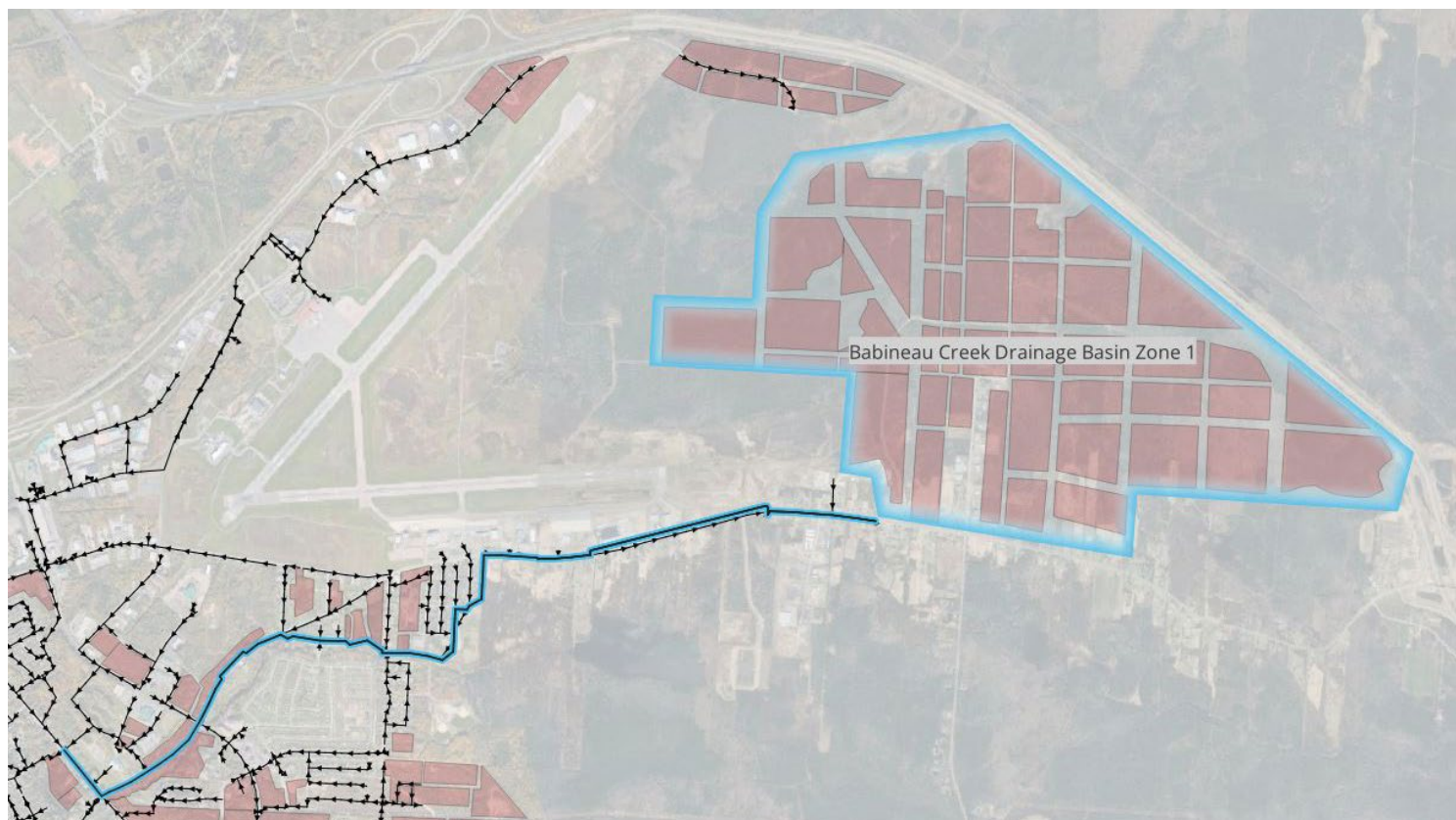


Figure 32: Zone 1 of Babineau Creek Basin (Industrial Park East, growth scenario polygons showing in red)

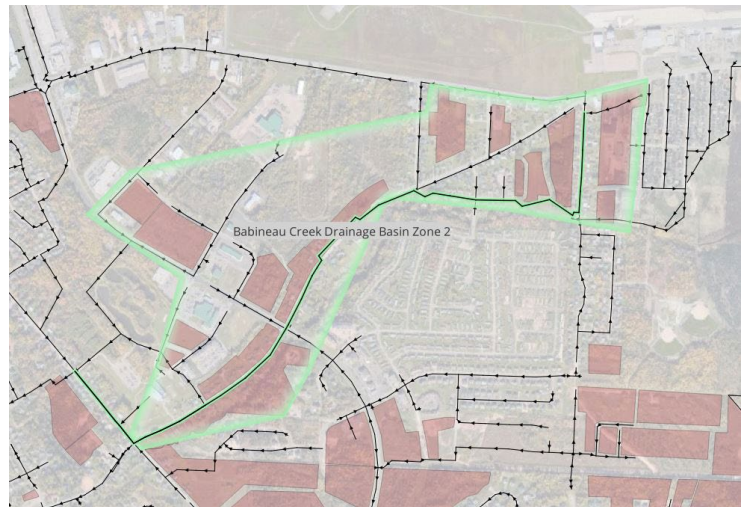
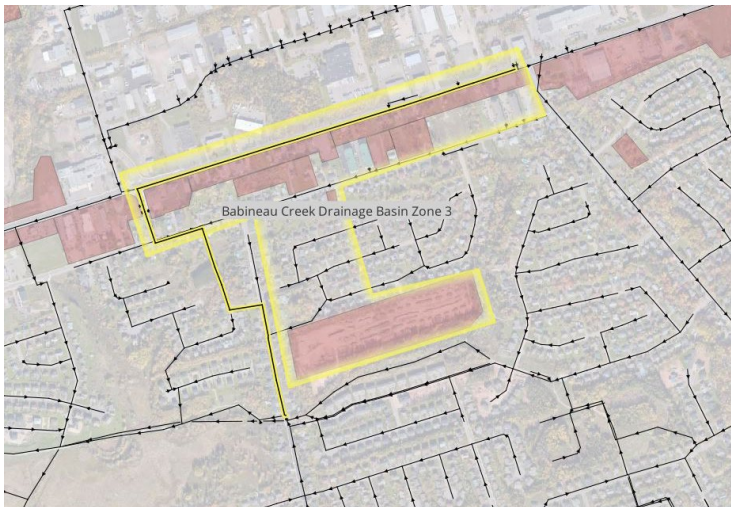
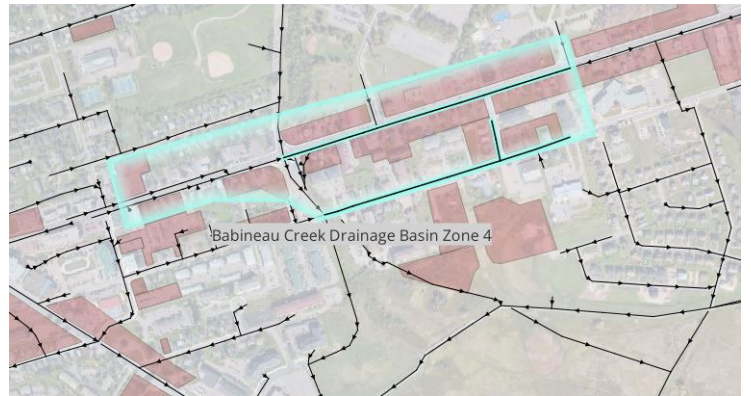


Figure 33: Key zones in need of sewage infrastructure upgrades within the Babineau Creek drainage basin.

- + Chartersville Road sewer near Gorveatte Street was noted as occasionally surcharging during wet weather flows. Additional investigations were recommended to identify excessive inflow or infiltration.
- + The areas highlighted in Figure 33 show accumulations of projected development (final growth scenario) within the Babineau Creek Drainage Basin, which may need to be further reviewed during the next update of the sanitary sewer master plan.

5.2.3 Fox Creek Drainage Basin

The following are the most significant implications identified for this sewershed based on the High Growth scenario:

- + **Dieppe Boulevard Extension:** There is a large projected development area along what will be an extension of Dieppe Blvd. from (aprox.) LeBlanc Road to Amirault Street. This development will open up a large sewershed, which is projected to drain toward the existing system on Amirault St. A preliminary design was completed in 2018 for a new trunk sewer to intercept this area and bring it directly to the Trans Aqua trunk sewer (Dover Trunk Sewer) due to capacity constraints on Amirault St. The proposed alignment and sizing from that study should be reviewed in the context of the latest development projections.
- + **Fox Creek PS:** This development area will ultimately drain to the Fox Creek pumping station (TransAqua) via the TransAqua trunk sewer along the Petitcodiac River. Flow conditions at this critical pumping facility should be reviewed to confirm if sufficient capacity is available.

The following additional recommendations were identified in the 2012 Master Plan this sewershed, which would be impacted by projected development:

- + Complete flow monitoring on the Fox Creek trunk sewer between the Fox Creek pumping station and Melanson Road. This sewer was estimated to be nearing capacity and experiences significant

wet-weather flow increases.

- + Flow monitoring of the sewer on Amirault Street was proposed to confirm the available reserve capacity of this section.
- + The report highlighted the need for an additional section of sewer downstream of the Dover Pumping Station forcemain discharge to accommodate full buildout in the sewershed.
- + The Master Plan also highlights some discontinuities in the TransAqua (Greater Moncton Sewerage Commission) collection system. Specific changes were not identified, indicating that further conversations and study would be required.



Figure 34: Main area of infrastructure needs in the Fox Creek Basin.

5.2.4 Melanson Road Drainage Basin

The following are the most significant implications identified for this sewershed based on the High Growth scenario:

- + **Yvonne Street & Caleb Streets:** Significant development is proposed for the area roughly bounded by Yvonne St. to the north and Melanson Rd. to the south. This area is divided into two (2) primary sewersheds, with approximately half of the development projected to drain west toward Dieppe Blvd, and the other approximately half would drain to a new sewage pumping station near Melanson Rd.
- + **East Sewershed:** This area will impact flows on Dieppe Blvd and the Golf St. lift station, which has been previously identified as having constrained capacity.
- + **West/South Sewershed:** This area will necessitate a new lift station, which has servicing implications for a larger area to the west of Dieppe Blvd. along Melanson Rd. This future lift station and the servicing implications both upstream and downstream were reviewed in detail by Englobe in a separate study in 2025.

- + **Melanson Road:** Development is proposed along Melanson Rd. and near the Antonine-Maillet and Le Marais schools. This area drains to the sewer on Melanson Rd., which is approaching its capacity.
- + **Dieppe Boulevard:** Development along Golf St. and Dieppe Blvd. ultimately drain to Golf St. sewage lift station, which has capacity constraints.

The following additional recommendations were identified in the 2012 Master Plan in this sewershed, which would be impacted by projected development:

- + Monitor flows at the Golf Street pumping station to highlight when pump upgrades are required. The remainder of the station (wet well, piping, forcemain, etc.) was designed to accommodate the full buildout flow of 7600 Lpm.

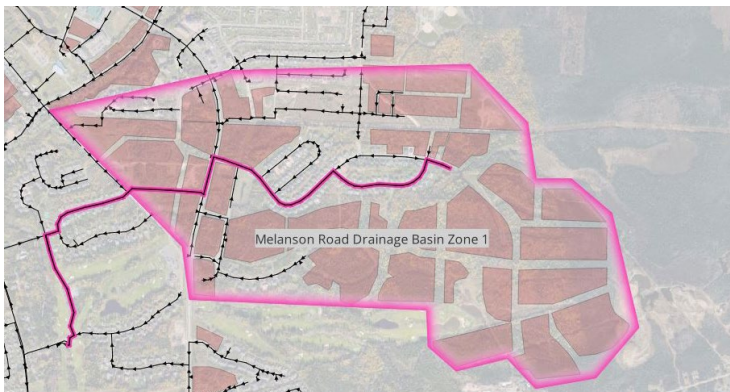


Figure 35: Melanson Road basin - expansion area east of Yvonne Street.



Figure 36: Area around intersection of Melanson Rd and Dieppe Boulevard.

5.2.5 Virginia Avenue Drainage Basin

The following are the most significant implications identified for this sewershed based on the High Growth scenario:

- + **Virginia St. Pumping Station:** While this drainage basin normally operates on gravity, high flow conditions require the operation of the Virginia Street pumping station. The next sanitary sewer master plan will need to review how expected growth of the Downtown may affect this setup.
- + Concentrations of development along the northern part of Acadie Avenue and within the downtown core should be specifically reviewed in the upcoming Sanitary Sewer Masterplan review.



Figure 37: Virginia Avenue basin - Zone 1.



Figure 38: Virginia Avenue basin - Zone 2.

5.3 Water System Recommendations

5.3.1 System Summary

The City of Dieppe is supplied by water from two connections to the City of Moncton's water treatment and distribution system.

- + Champlain Street near the Halls Creek Bridge is a 450mm watermain fed from the Cole Road Reservoir at Turtle Creek
- + The Harrisville Blvd. feed is a 400mm connection, fed from the North East Zone Tank in the Caledonia Industrial Park

These two (2) feeds are ultimately directed to five (5) primary pressure zones, servicing various areas in the City.

These pressure zones include:

- + **Gravity Zone:** This is the first zone fed directly from the Champlain Street supply by gravity from the Cole Road Reservoir at a hydraulic grade line (HGL) of approximately 79.25m. This zone serves the City's western end, approximately bounded by Thomas St. to the east, Route 15 to the north, and Chartersville Rd. to the south.
- + **St. Anselme Zone:** This zone is supplied from the St. Anselme elevated storage tank, with an HGL of 76m. This zone covers the area between Fox Creek and 1947 Amirault St. (Fox Creek Pumphouse) and includes subdivision areas surrounding Pelagie St. and Marguerite St.
- + **Fox Creek Zone:** This is a boosted (pumped) zone served by the Fox Creek pumphouse, which boosts pressures from the St. Anselme Zone. to an HGL of 116m. This zone covers the area between 1947 Amirault St. (Fox Creek Pumphouse) to the end of Amirault St and Dover Rd. (to system limits).

- + **Industrial Park Zone:** This is a boosted (pumped) zone served by the Industrial Park Pumphouse, which boosts pressures from the City of Moncton's Northeast Zone to an HGL of 99.4m. This zone covers the area, including the future Dieppe Blvd. extension.
- + **Airport Zone:** This is a boosted (pumped) zone served by the Airport Pumphouse and reservoir at an HGL of approximately 117.5m. The reservoir for this zone is filled from the Industrial Park Zone. This zone currently only serves developments along Champlain St., east of Barnes Street. However, this zone is being reconfigured to serve a portion of Aviation Ave. via a new looped watermain.

The City's most recent water system master plan (Englobe, formerly Crandall Engineering 2016) is being updated. There are planned changes to the water distribution system in the City, which are currently being evaluated through the Master Plan update, the preliminary design of the Dieppe Blvd. extension and the ongoing looping of the Aviation Ave. watermain.

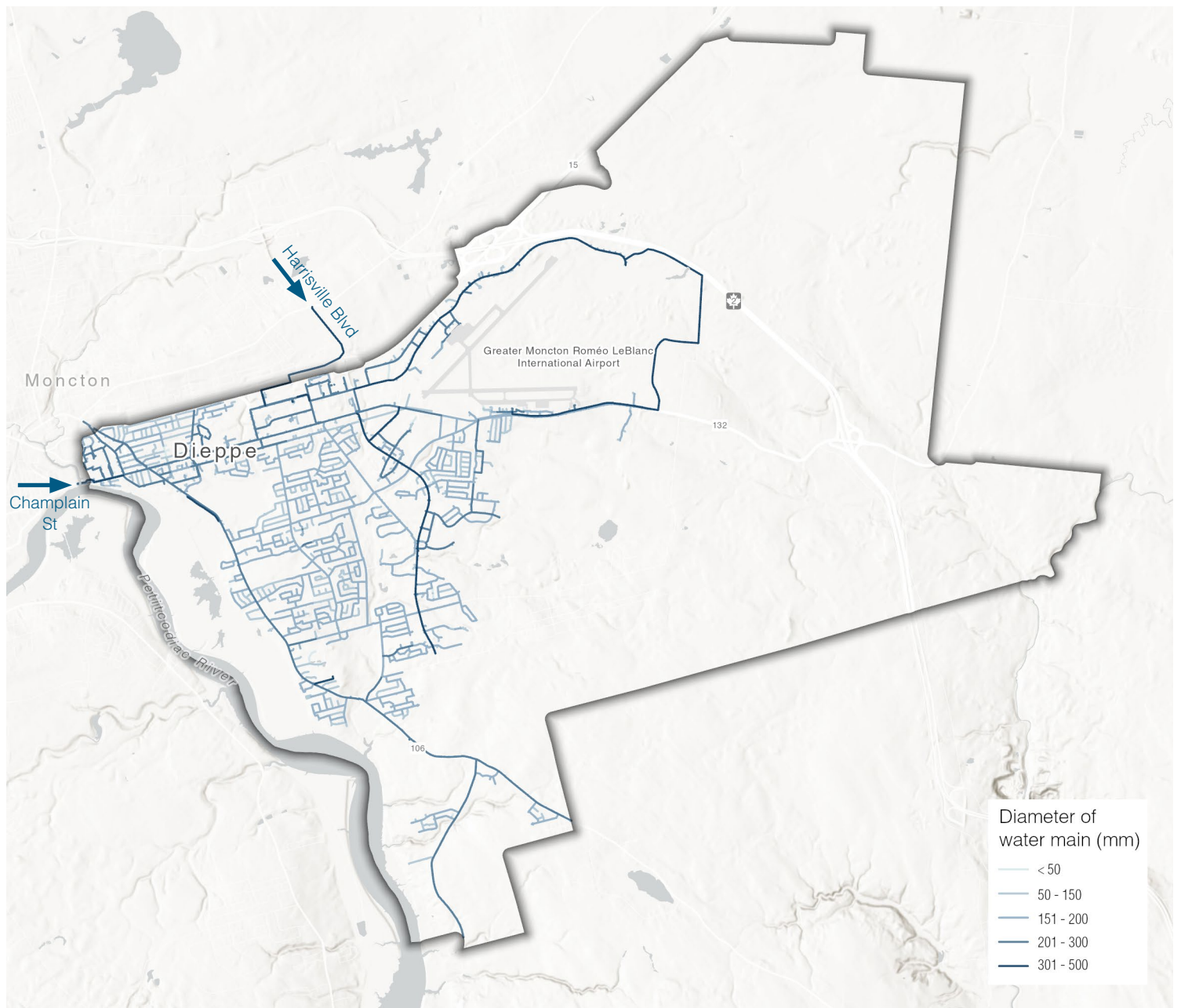


Figure 39: Municipal water supply map

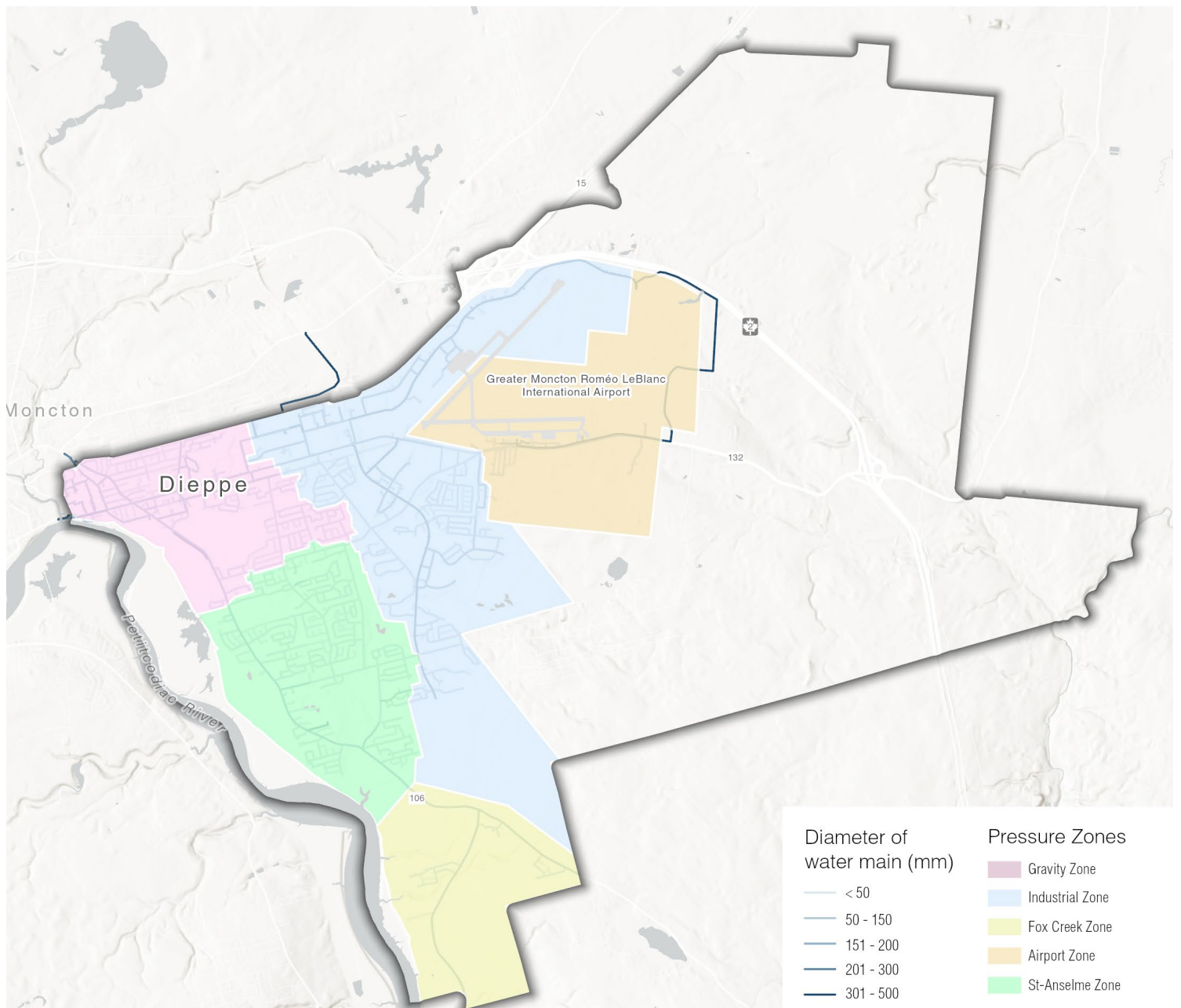


Figure 40: Dieppe water main pressure zones

5.3.2 Impacts Based on Final Growth Scenario

The 2016 Master Plan Update, which is the most recent capacity analysis of Dieppe's water infrastructure, identified a growth rate projection of 1.5% per year, as provided by the Planning and Development Department.

Based on this projection, the anticipated population in 2026 would have been 31,591, which is approximately 15% lower than what is projected in this study for the same year. In 2040 (the end of the planning period in the 2016 Water Master Plan Update) the population was projected to be 38,020. The High Growth scenario by contrast, estimates approximately 55,107 in 2040, approximately 45% higher than what was projected in the 2016 study. As mentioned in Subsection 5.7.9, this circumstance may necessitate a review of system capacities.

The Master Plan is currently in the process of being updated; however the results of that update were not yet available for this report.

GRAVITY ZONE

While there are development areas identified in this zone in the High Growth scenario, the largest anticipated impact to this zone due to development is expected to be flow through this zone to service the expanded Fox Creek zone. The latest concept for the Dieppe Blvd. extension project is to service this area with a new elevated tank that will be fed by the Fox Creek booster station (drawing water through the Gravity Zone). No hydraulic deficiencies were identified in this zone in the 2016 Master Plan.



Figure 41: Close-up of the water tower in Dieppe.

ST. ANSELME ZONE

Similar to the Gravity Zone impacts, the largest impact anticipated to this zone is expected to be the expansion of the Fox Creek zone to service the Dieppe Blvd. extension area. Water must flow through the St. Anselme Zone on its way to the Fox Creek zone, impacting pumping, piping and storage infrastructure.

No hydraulic deficiencies were identified in this zone in the 2016 Master Plan.

FOX CREEK ZONE

This zone is currently undergoing significant change as part of the Dieppe Blvd. extension project, which will see the Dieppe Blvd. extension area serviced via a new elevated storage tank in this zone. Contrary to the servicing approach anticipated in the 2016 Master Plan update, the Fox Creek zone will be serviced from the St. Anselme Zone via the Fox Creek booster station (matching the current configuration). This approach was ultimately selected to reduce strain on the Babin booster station in the Industrial Park Zone, and to improve water age in the system.

It is expected that ongoing investments will address short term needs for the growth in this zone, with additional investment being required in the Gravity Zone and the St. Anselme Zone as demand in the expanded Fox Creek Zone necessitates. No further hydraulic deficiencies were identified in this zone in the 2016 Master Plan Update.

INDUSTRIAL PARK AND AIRPORT ZONES

Recent investments by the City saw a new water transmission main installed to the east of the airport, between the Airport Zone and the Industrial Park zone. This new transmission main aimed to improve fire flow capacity in the industrial park, which will directly benefit planned growth in this area.

OUTLOOK

A significant update to the water master plan is ongoing, which will highlight any further infrastructure investment required to service projected growth in the City based on the insights from the final growth scenario of this urban growth strategy.

5.4 Storm Water System Recommendations

5.4.1 System Summary

Runoff from the City of Dieppe ultimately drains to the Petitcodiac River to the south-west, through three (3) primary watercourses:

- + Fox Creek: This is the city's largest watercourse, which runs from north to south. Its northern limit is approximately Route 15, just west of the airport, and it discharges to the Petitcodiac River near where Fox Creek Road intersects Amirault St.
- + Babineau Creek: This watercourse drains the City's western portion.
- + Humphreys Brook / Halls Creek: These watercourses drains the City's northern portion in proximity to Route 15 and north of the airport.

East of the airport drains primarily toward the Memramcook River via Meadow Brook. Developed areas are drained to the nearest watercourse via a combination of storm sewer, ditches and culverts. In contrast, runoff from undeveloped areas runs overland, accumulates in rills and gullies and is either collected by one of the aforementioned drainage systems or discharged directly into one of the three (3) primary watercourse systems listed previously.

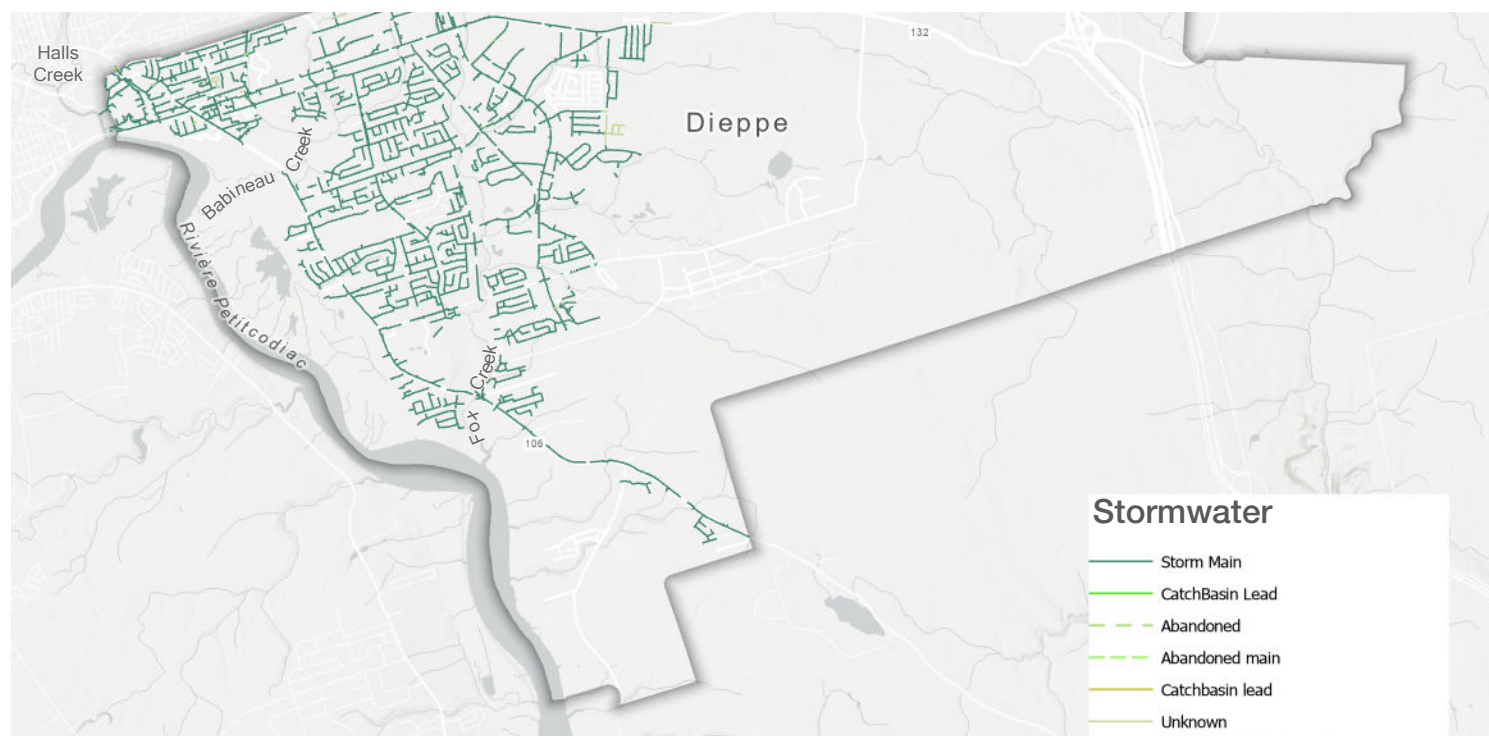


Figure 42: Stormwater infrastructure map

5.4.2 Outlook

No information was made available concerning the adequacy (capacity and condition) of stormwater infrastructure in the City. However, the City of Dieppe has a net-zero peak runoff policy, which new developments would be required to adhere to. This policy requires that developments capture and store runoff from their property and release it at a controlled rate, mimicking the peak runoff rates from a pre-development condition. As a result, it is not expected that development in the currently urbanized areas would necessitate significant upgrades to downstream infrastructure unless the capacity of that infrastructure were already limited.

MASTER PLANNING

While a net-zero peak runoff policy is an effective and widely used tool for managing peak flow from individual sites, it does not necessarily address the cumulative impacts of widespread development on regional catchment areas. The total volume and duration of runoff from a fully developed watershed will still be higher than from the current (natural) landscape even if the peak rate is controlled per development.

This could potentially result in higher overall flows and volumes being managed by regional stormwater infrastructure unless those implications are explicitly accounted for in the net-zero approach.

Regional or watershed-wide targets could be enacted to account for this effect, whereby flow targets are identified for entire watersheds (such as a XX L/s/ha allowance). The drawback of this approach is that it would likely be more restrictive overall than the current per-site approach. Involving additional municipalities would also lead to increased complexity of planning coordination.

CLOSING

The City may wish to consider a Stormwater Management Master Plan for the City's stormwater infrastructure, whereby existing capacity constraints could be identified and net-zero approaches can be explored in more detail. A natural asset inventory and management approach could also lead to a more efficient stormwater system.

5.5 Transportation

5.5.1 System Summary

As the City of Dieppe continues to grow, it must proactively enhance and adapt its transportation network to support efficient movement, environmental sustainability, and equitable access. A modern transportation system must not only accommodate increasing demand but also offer residents a meaningful choice among walking, cycling, transit, and private vehicles based on convenience, safety, and connectivity.

The local geography of Dieppe and the regional context that it sits in pose some specific challenges to transportation within the city. Neighbouring Moncton contains about 2.85 times the population of Dieppe while having about 4 times the amount of jobs. Due to this imbalance of population and employment distribution, there is a substantial traffic flow from Dieppe to Moncton during the morning rush hour and conversely in the late afternoon. Since much of the City of Dieppe is situated along the Petitcodiac River and its connectivity to the northern Route 15 is limited, much of the traffic flow cumulates on one single intersection of Champlain Street and Acadie Avenue, inducing congestion in the entire downtown area. There is no easy solution to this problem, and managing congestion in this area will have to rely on integrated transportation management solutions throughout the entire area of the city and through integrated transportation management approaches in the Greater Moncton Region.

To achieve this, future investments should prioritize integrated, multimodal planning that links transportation infrastructure with land use and zoning policy. Compact, mixed-use development patterns that encourage short trips are essential, particularly in promoting walking and cycling as viable alternatives to driving. By seamless connections across active modes, public transit, and private vehicle networks, Dieppe can move toward a more sustainable, inclusive, and resilient urban mobility system.

5.5.2 Road Network

Dieppe's road network should be guided by the principle that mobility and connectivity are essential outcomes, enabling residents to move efficiently and safely within the city regardless of their mode of travel. As development intensifies in both established neighborhoods and expansion areas, street planning should evolve to prioritize accessible, multimodal movement over traditional vehicle throughput alone.

A policy commitment to safety must underpin all future roadway investments. This includes adopting a Vision Zero or Safe Systems approach to street design, reducing the risk of serious injuries for all users. The city should implement low-speed street design standards in residential and mixed-use areas to enhance safety and comfort for pedestrians and cyclists. In arterial and collector corridors, roundabouts should be favored over signalized intersections where feasible, offering both safety and operational benefits.

To enhance connectivity and manage congestion proactively, Dieppe should use access management strategies such as driveway consolidation, signal spacing, and dedicated turning lanes to improve roadway performance and reduce conflicts. Furthermore, all future corridor and intersection planning should incorporate multi-modal Level of Service (LOS) assessments, evaluating performance from the perspective of not only drivers, but also cyclists, pedestrians, and transit users.

The curbside is one of the most flexible and valuable spaces within the public right-of-way. Traditionally used for on-street parking, the curbside is increasingly being reimagined as a multi-purpose zone that supports loading, short-term stops, cycling infrastructure, transit boarding, and public realm enhancements such as patios or parklets. In a growing and increasingly mixed-use city like Dieppe, effective

curbside management is essential to balancing competing demands and promoting a vibrant street life. Prioritizing curbside space near commercial corridors, transit stops, and civic destinations for dynamic uses—such as deliveries, accessible pick-up/drop-off zones, bike corrals, or seasonal outdoor seating—can enhance economic activity, support small businesses, and improve access for residents and visitors alike.

The underlying street network pattern is also critical to mobility in new development areas. Grid-based or modified grid street systems should be encouraged, as they support multiple route options, shorter travel distances, and better integration of transit and active modes. In contrast, spaghetti-style subdivisions with winding, disconnected roads reduce network efficiency, concentrate traffic on a few collector roads, and limit the potential for walkable, multimodal neighborhoods.

By embedding these practices into planning and design standards, the City can create a transportation system that supports urban growth while ensuring that all residents can move through the city safely and conveniently.

Dieppe's Conceptual Future Road Map (2017) includes several new street alignments and intersection upgrades. Key collector and arterial routes needed to support the growth are present. Some facilities that do not appear to be needed to support the growth scenario include the by-pass of Melanson Road through Painsec and the new road facility from Lakeburn Ave to Melanson Road on a roughly east-west alignment. Additional collector and local roads within the new development areas will be needed and should be laid out in consideration of the discussion above.



Figure 43: Vehicles lined up on Acadie Avenue.

Overall, larger investments such as new road right-of-way and highway interchanges should be verified through update and application of the travel demand forecasting model available for the Region. The growth scenario developed as part of this strategy should be integrated into the land use assumptions. A mode choice model reflective of Dieppe's investment in active transportation and transit facilities should inform future forecasts and needs assessments.

5.5.3 Parking

Parking policies have a significant influence on transportation behavior and urban form. When abundant, low-cost parking is provided by default, it encourages car dependency, increases traffic congestion, and consumes valuable land that could otherwise support housing, active transportation infrastructure, or green space. Conversely, strategic parking management can help shift transportation choices toward more sustainable and efficient modes.

To support mobility goals, the City should consider to:

- + Re-evaluate minimum parking requirements for new developments, particularly in areas well-served by transit or with potential for higher walkability.
- + Introduce shared parking strategies in mixed-use areas to reduce overall supply and improve land-use efficiency.

- + Consider pricing strategies or time restrictions in commercial areas to manage demand and improve turnover, while encouraging short trips by walking or cycling.
- + Incorporate sheltered bicycle parking requirements in zoning and site planning standards to support active transportation uptake. Municipal public spaces and buildings should follow the same standards.

By treating parking as a tool, not just a response to demand, the City can better align its land use and transportation objectives, reduce unnecessary car trips, and foster more compact, multimodal urban development.



Figure 44: Parking in Downtown Dieppe

5.5.4 Active Transportation



Figure 45: Multi-use trail along Acadie Avenue (Image credit: Google Streetview).

As Dieppe grows, its active transportation (AT) network must evolve to serve as a safe, reliable, and inclusive mobility option for people of all ages and abilities. A well-functioning AT system not only supports public health and environmental goals, but also provides affordable, equitable access to employment, education, recreation, and essential services.

To achieve this, the City should emphasize the following priorities in policy and infrastructure spending:

- + Year-Round Maintenance: winter maintenance should be elevated to the same standard as roadway plowing, particularly on high-use trails and sidewalks that serve schools, transit stops, and mixed-use areas. Ensuring AT routes are clear of snow and ice supports consistent use throughout the year.
- + Lighting and Safety: adequate lighting on trails, sidewalks, and crossings improves safety, comfort, and visibility, especially during long winter nights. Lighting should be prioritized in areas with high foot traffic, such as near transit hubs and commercial corridors. Crime Prevention Through Environmental Design (CPTED), Five Principles for Responsible Outdoor Lighting, and gender based design considerations must be embedded to ensure that facilities are welcoming, inclusive, and usable for women, children, seniors, and other equity-deserving groups who may experience mobility differently.
- + Accessibility and Surface Quality: Asphalt surfacing (or other firm, stable, smooth surface) should be the standard for new multi-use trails in urban areas,

offering superior comfort, durability, and year-round accessibility for all users, including those using mobility aids or strollers. Upgrading an existing gravel trail to a surface like this can help bring it into use year round for all ages and abilities.

- + Network Connectivity and Gap Closures: The City should identify and close key gaps in the AT network that prevent safe, direct travel between neighborhoods and key destinations. This includes adding missing sidewalk and trail segments, enhancing crossings, and providing continuous cycling links across the City.
- + Strategic Destination Access: active transportation routes should prioritize direct connections to important community destinations such as transit stops/hubs, schools, parks, retail centres, civic institutions, and employment zones. These connections should be intuitive, safe, and supported by wayfinding and infrastructure.
- + Standard Road Sections with Dedicated AT Space: The City should adopt a set of standardized road cross-sections that include dedicated space for sidewalks, protected bike lanes, and multi-use trails, depending on the road classification. These cross-sections will ensure space for trees for a better user experience in core areas such as the downtown, improved air quality and a reduction of heat island effects. Updated cross-sections will also ensure

that AT is not treated as an afterthought, but as an integral part of every roadway project from the outset. These cross-sections should also be flexible to allow designers to adapt to local needs while meeting key minimum criteria.

The 2017 Downtown Masterplan highlights several public realms in need of such right-of-way experience improvements. A priority corridor is Champlain Street west of Dieppe Boulevard, which currently lacks adequate AT infrastructure to support the increased mixed-use density included in the growth plan. Parallel routes like Gauvin Road are only viable alternatives if they are well connected, development blocks are permeable, and wayfinding is clear.

By committing to these principles, Dieppe can create an active transportation network that is safe, comfortable, and practical year-round, for both recreation and everyday trips.

5.5.5 Transit

Public transit is a vital element of a complete transportation system, supporting mobility, reducing traffic congestion, and enabling more efficient higher density growth. To strengthen the role of transit in the City's transportation system, Dieppe should continue to work with Codiac Transpo to advance policies that focus on service quality, accessibility, and land use integration.

- + **Route Structure and Coverage:** Transit systems typically operate using a mix of linear and loop routes, as well as local and express services. Linear routes tend to offer better wayfinding and faster service, while loop routes can extend coverage to low-density areas (but often at the cost of convenience and travel time). Dieppe's future transit planning should balance direct, linear routing on arterial corridors with local routes providing fine-grained coverage within neighbourhoods where street networks allow for this.
- + **Transfers and Direct Routing:** A transfer-based route system organizes routes around central hubs or nodes where passengers can switch lines to reach their final destination. This approach prioritizes system efficiency and high-frequency service on major corridors, enabling transit operators to aggregate demand along busy routes while managing operational costs. In contrast, direct route planning emphasizes creating routes that travel directly from origin to destination, minimizing the need for transfers. This provides a more convenient and faster experience for users but is usually less efficient. A solution that uses both styles is likely best for Dieppe as density increases and the coverage area remains large. As Dieppe's transit routes evolve over time, transit-based corridor routes can provide higher frequency services while local routes can complement the network. Choices of route design will also depend on the design of the street network (see 5.5.2).



Figure 46: Codiac Transpo bus on Champlain St (Image credit: Google Maps)

- + **Walking Distance and Stop Access:** For transit to be a viable option, most residents should be within a 5-minute walk (approximately 400 metres) of a bus stop. Improving sidewalk connections, crossing infrastructure, and winter maintenance around transit stops is essential to support access for all users, including seniors and people with disabilities.
- + **Reliability and Transit Priority:** Frequent and reliable transit service is necessary to attract and retain ridership. To improve reliability, transit priority measures such as bus-only lanes, queue jump lanes, and signal priority may be implemented along key corridors, especially during peak hours. Policies should also encourage real-time service information and schedule coordination across routes and modes.
- + **Transit Hubs as Growth Nodes:** Transit nodes should not be viewed solely as bus transfer points, but rather as strategic urban growth anchors. These hubs should support transit-oriented development (TOD), characterized by a mix of mid- to high-density housing, commercial uses, public spaces, and active transportation infrastructure. Land use policies around hubs should encourage intensification and reduce parking minimums to foster walkable, transit-supportive neighbourhoods.

By aligning transit planning with goals of connectivity, accessibility, and urban form, Dieppe can ensure that public

transit becomes not just a mobility option, but a structuring framework for efficient growth. Specific recommendations for planning the future transit network include:

Provide a routing option that allows Dieppe residents to access key destinations within Dieppe – without needing to connect via the Champlain Place transfer point.

- + Adopt high-frequency routes on key corridors like Dieppe Blvd and Champlain St as the density of development begins to support it.
- + Provide an additional transit hub along Dieppe Blvd to more efficiently operate local feeders in conjunction with a higher frequency corridor.
- + Interline local routes with bookings of higher frequency routes on key corridors if possible.
- + Ensure space for transit stops and amenities is identified within standard street cross sections and meets current best practice for accessibility and managing user conflict points.

5.5.6 Airport

Connectivity to the airport is a critical component of Dieppe's transportation system. The airport is partly accessible by Route 15. This highway access supports fast and efficient travel for passengers, employees, and freight operators, from downtown or to Route 2 but not other patterns. The completion of a full interchange here has been contemplated in the past and would both improve airport access and reduce airport-bound traffic on Dieppe Blvd.

Currently the airport is served by on-demand public transit. However, it lacks a fixed schedule route which limits its accessibility for both travellers and employees. Improved access to the airport is of regional importance and will also benefit neighbouring municipalities. As Codiac Transpo plans future transit enhancements, improved transit service whether through direct airport routes or an express service should be considered to reduce reliance on personal vehicles or taxis and enhance equity.

5.5.7 Goods Movement

Efficient goods movement is a foundational component of Dieppe's economic competitiveness, particularly given the City's strategic location within the regional transportation network. Airport logistics and efficient access to the highway from the expanding industrial areas are key to supporting this advantage. Other proposed action items include:

- + Identifying key truck routes, with clear signage and street design that accommodates turning radii and large vehicle loads.
- + Efficient connections to intermodal hubs in the Region (e.g., air, road, and rail).
- + Buffering and transition zones to minimize impacts of heavy truck traffic on adjacent residential areas.
- + Ensuring adequate space for building services, deliveries and last mile logistics will be crucial to maintaining both urban function and economic productivity.

5.6 How to use this Strategy

5.6.1 Role of the Urban Growth Strategy

This Urban Growth Strategy is not a legal document regulated by the NB Community Planning Act. It is situated at a strategic level of the City's policy making, intended to influence legally required planning documents such as the Municipal Development Plan, the Zoning By-law or the Subdivision By-law. Since a full review of these documents is expected within the next few years, the growth strategy will be instrumental in guiding the development vision of these documents. This is not only meant as a one-time exercise; the Urban Growth Strategy is intended to be a document that can continuously serve over several major and many minor reviews of the planning documents over the next 30 years. In each case, a review should consider the alignment of proposed by-law changes with the vision presented in this strategy.

This growth strategy—including its projected population numbers, densities and the preferred spatial growth scenario—shall also serve as a reference point whenever further important City documents such as infrastructure masterplans (especially transportation and servicing), recreations plans, strategic plans, housing strategies, forestry plans etc. are updated.

It is possible that the growth strategy itself may need to be amended from time to time when major changes in the socioeconomic context of the City occur. This context includes demographic developments in neighbouring municipalities as well as socioeconomic trends of New Brunswick, which will need to be monitored as part of the growth strategy's implementation.

The following section of the strategy outlines which aspects need particular consideration when reviewing other official City documents, and highlights some of the most important updates that need to occur to support the implementation of this growth strategy document.

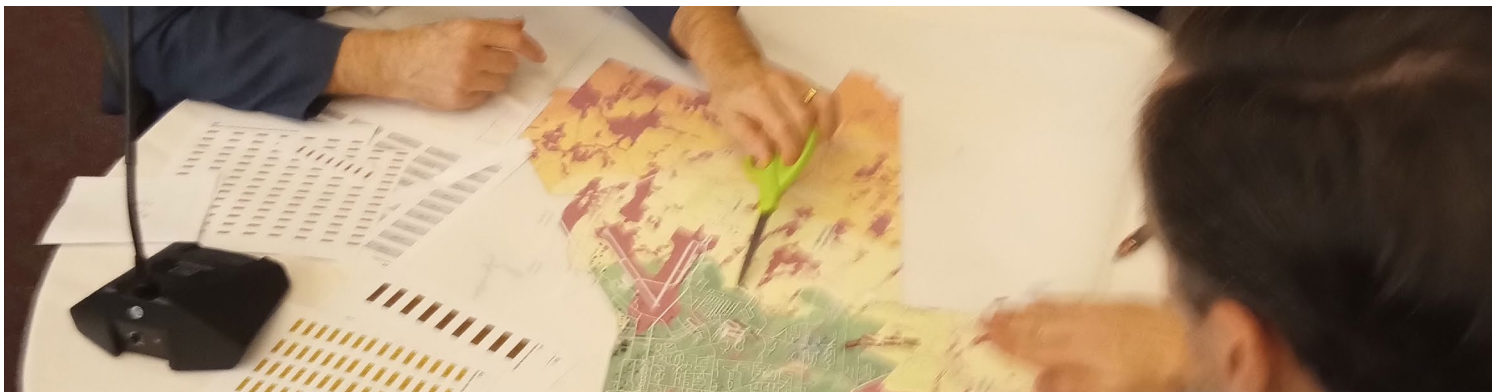


Figure 47: Symbolic image representing continuous adjustments to the Dieppe Urban Growth Strategy.

5.7 Policy Recommendations

5.7.1 City Planning Document Review

There is limited vacant, serviced land available for development and expanding this resource (i.e. adding serviced area) is a costly undertaking. In order to make best use of the valuable resource, it is important to review the zoning by-law for opportunities to optimize options for development, including a review of where desirable types of development are currently prevented by regulations.

During the next full review of Municipal Plan and Zoning By-law, the following approach is recommended:

- + Review of preferred growth scenario and comparison of density allocations of that document with existing zoning. Where zoning establishes barriers for the implementation of the preferred growth scenario, it is recommended to upzone the affected properties by appropriate adjustments.
- + Aside from the growth scenario, density should follow arterial street (in first order) and collector streets (in secondary order) to enable a cohesion between land use and transportation infrastructure. Higher densities on main roads will support the development of future high-frequency transit corridors and support the transition from car-centric movement to more sustainable modes of travel within the City.
- + Intersections of arterial and collector streets can be considered for commercial amenities, as many areas of Dieppe currently not provide commercial amenities within a walking distance to housing.
- + With similar intentions to the previous point, home occupations provisions should be reviewed to see if more types of home businesses could be permitted to a limited extent within residential areas. For example, convenience stores could be considered for corner lots on local streets.
- + Transit corridors may be considered for preferential treatment with regard to parking requirements, which would improve affordability in those areas.
- + Lands in proximity to CCNB should be reviewed for opportunities to create zoning that supports affordable housing units within walking distance from the educational institution.
- + In line with current trends of urban zoning updates across Canada, it can be considered to update the Zoning By-law to permit gentle density projects of at least 4 units per lot across all residential zones.
- + In high-density development areas, floor area ratios could be applied instead of generic maximum building heights in order to increase the flexibility of building designs.
- + The urban boundary needs to be carefully reviewed against the preferred growth scenario in order to estimate how much urban area needs to be opened up for a period of five to ten years to accommodate the projected population growth. Greenfield and infill development should be balanced when doing so, as per the ratio between these two development categories established in the scenario. Premature additions of too much land to the urban boundary should be avoided.

5.7.2 Urban Design Parameters

The previous section lists many updates to the Zoning By-law which once implemented, will result in a more compact form of urban development than currently common in Dieppe. If these changes coincides with a large change of character and the 'look and feel' of established areas of the City, this can contribute to some residents feeling uneasy about the experienced rate of change within their city.

However, population density itself does not actually define urban form—buildings and their surrounding properties do. The density targets embedded in the preferred growth scenario can be reached through various forms of buildings and urban design.

Consequently, a key task towards implementation of this strategy is to determine what types of urban design forms are most appealing to Dieppe's residents, even when developments occur at higher density rates than it is currently the case.

In a parallel project related to this growth strategy, community members were asked to identify their preferred architectural and design approaches for nine separate themes. While the full results of this engagement activity are summarized in Appendix C to this growth strategy, the key takeaways from the public response were:



Figure 53: Example of well-designed compact, urban form with appealing streetscape in Montréal.

- + Large boxes of mid-rise buildings are unpopular, especially when they are too wide. Where additional height is warranted, it should be accommodated in a more narrow portion of the building behind a streetwall stepback.
- + Articulations of large building facades are generally welcome;
- + For smaller building large front yards are preferred, but for larger buildings short front yard setbacks with parking in the rear of the property seem to be the preferred arrangement;
- + Residents call for clearly defined neighbourhood centres which distinguish themselves from adjacent neighbourhoods by a few stories in height, and have commercial amenities directly located on pedestrian environments of main streets (with vehicular building access running through service roads).

These are all aspects to be considered during the upcoming reviews of the Zoning By-law. In addition to these general insights, some urban design studies for specific areas may be helpful in establishing distinct characters of certain parts of the City.

The only current area that went through a comprehensive urban design exercise is the Downtown, with aspects related to pedestrian experience, movement through the area, streetscape design and building appearances being part of detailed recommendations for the study area.

More of such studies would be helpful, albeit they may not necessarily focus on areas but rather corridors of emerging centres along arterial roads. Corridor studies can evaluate the physical, functional, and aesthetic characteristics of a specific transportation or development corridor to guide

future growth, redevelopment, and public investment. The scope typically includes assessing land use patterns, transportation networks, streetscape elements, pedestrian and cyclist infrastructure, public space opportunities, and zoning regulations.

Initial corridor urban design studies should focus on:

- + Southern portions of Dieppe Boulevard
- + Eastern portions of Champlain Street and Gauvin Rd
- + Acadie Avenue and Amirault Street

In addition, the public realm should prioritize quality urban design to set an example. Consideration should be given to enhancing the design of public spaces, such as when redeveloping streets or creating new public amenities. Establishing a dedicated committee could effectively help achieve this goal.

5.7.3 Affordable Housing and Living

Housing affordability is of special concern to the implementation of the growth strategy, as it was a frequently mentioned subject during public consultations on this project.

This document focuses on overall efficiency and prudent use of municipal resources when considering growth. Creating more housing units in mixed-use and multi-unit development will generally result in smaller housing units that have the potential to distribute development costs among more households and keeping housing prices reasonable on average. However, whether truly affordable housing units are created depends on the private sector's ability and willingness to deliver housing units within the affordable market segments.

Whether it is realistic to rely on the private sector for this task is a question that goes beyond the focus of this growth strategy document, and is more so related to the recently adopted Housing Strategy adopted by the City of Dieppe. This document also deals with approaches to housing forms outside of the regular housing market.

The Housing Strategy is from 2024 and contains a range of recommendations related to policies, navigation services, forms of incentives and project partnerships. These recommendations are recent and valid. What this Urban Growth Strategy adds as a consideration is a geographic component to housing creation - i.e. considerations about which parts of the City these recommendations can apply to. For example, the Development Fact Sheets of this strategy can help to identify suitable locations for project partnerships with non-profit housing developers etc.



Figure 54: Housing construction in Dieppe.

5.7.4 Open Space Planning

Planning ahead for open spaces in a rapidly growing city like Dieppe is crucial to ensure a high quality of life, environmental sustainability, and balanced urban development. As the population more than doubles, increased demand will be placed on recreational areas, green infrastructure, and natural ecosystems.

Without proactive planning, growth can lead to overcrowded parks, loss of natural landscapes, reduced biodiversity, and limited access to outdoor spaces—all of which are essential for physical and mental well-being.

ECOLOGICAL NEEDS

Recent environmental studies have uncovered a network of ecologically sensitive lands within the area of the Dieppe Boulevard extension. There are several other areas within the City where land could be considered particularly valuable for reasons of ecology, stormwater management and recreation.

Similar studies should be considered in all 'greenfield' areas marked for development in the preferred growth scenario, and in cases where large tracts of vacant land are subject to rezonings. Additionally, a study of the natural value of lands between the Melanson Settlement Lake and the airport appears advisable.

The City will not be able to purchase these lands in all cases. One effective strategy to protect these areas is implementing policies that allow higher densities on portions of large land parcels, provided the overall density matches target averages. This approach could ensure sensitive areas are safeguarded from development.

Various policies can be established for that purpose in the planning documents, and will need special consideration during the creation and review of statutory municipal planning documents.

RECREATIONAL NEEDS

The City's Parks and Green Spaces Masterplan describes the City's approach to the creation of recreational spaces. The document has been recently reviewed and provides guidance to the future of park policies in the context of the City's growth.

Doubling the population of the City will at some point also exceed the capacity of the Rotary St-Anselme Park as the City's only recreational space within the 'Municipal Park' category of the Masterplan. The growth scenarios of this strategy offer some insights on locations where the feasibility of future 'Municipal Park' developments could be studied and evaluated, such as lands that are not shown as needed to accommodate residential and commercial growth projections.

LAND ACQUISITION

Traditionally, the City of Dieppe acquired much of its needed public lands through the 'land for public purposes' provisions of the Subdivision By-law. This approach worked well in a suburban context where large quantities of lots were created for low-density development. However, in an urban context this tool reaches its limitations because the requirements for recreational space in densely developing areas can exceed the land provided through this mechanism.

The Parks and Green Spaces Masterplan outlines other decision processes to acquire recreational lands, which should be considered under guidance of the public land ownership targets established in the Development Fact Sheets.

5.7.5 Civic Life Needs

Based on the population projections, the preferred growth scenario and the neighbourhood-level expectations related to population growth shown in fact sheets, it is also possible to make some high-level recommendations with relation to future school locations. With the average NB student to population ratio of about 1:16, Dieppe can expect a demand for an additional 3,000+ places for student enrolment by 2056. As a result of this, at least one new elementary, middle and high school can be expected to be required in proximity of the strong projected growth in southern parts of Dieppe.

Updates to the Municipal Development Plan and the Zoning By-law should require design standards from new civic buildings, especially where they are part of an area or corridor that has been subject to an urban design study.

Similar considerations apply to other provincial and municipal buildings such as health care facilities, police stations, postsecondary education, libraries or cultural and community centres.

5.7.6 Transportation Policies

An important step for a cohesive community design is the integration of Land use and transportation planning through comparison of all types of transportation plans and their alignment with the preferred growth scenario. Road, active transportation and transit plans should all be reviewed to identify if they sufficiently support the development pattern of the final growth scenario and the sector fact sheets developed within this document.

All priority development areas from the final growth scenario, and the area surrounding the extension of Dieppe Boulevard should be reviewed for their level of integration into the active transportation and transit network. Possible gaps between these new development areas and the Downtown should be addressed as soon as possible and prioritized in capital plans, so that this infrastructure is available when new development areas begin to densify.

Dieppe Blvd to Amirault Street in particular, should have good internal connectivity of active transportation modes within the newly forming neighbourhoods, and also a convenient biking route to the downtown.

Transit planning needs to ensure that the development of future growth nodes is connected to the transit network.

5.7.7 Fire Protection

As Dieppe's population is projected to more than double by 2056, it's crucial that the City proactively plans and adjusts its fire services to meet growing demand. Strategic and masterplanning of the City's fire services occurs in five-year cycles, with the current versions of these two documents covering the period from 2020 to 2024.

As the next generations of these documents are prepared, they will need to take this Growth Strategy, including its development fact sheets, under consideration. It will be of particular importance to evaluate whether some of the newly developing areas may require additional fire services, and how increasing residential and commercial densities correspond to fire protection needs.



Figure 55: Fire Station on Dieppe Boulevard

5.7.8 Development Charges

An important policy tool that helps to keep development compact and to prevent premature extensions of municipal services are development charges, also known as capital cost contributions.

Under the current system developers are required to pay for the creation of road and servicing infrastructure, but then the City becomes indefinitely liable for the maintenance of these assets. This is particularly relevant in cases when adjustments to the City's urban boundary area being considered.

Development charges can help to share some of these long-term cost burdens. The land economics resulting from the introduction of such a mechanism would make infill development more attractive and ensure the needed densification of existing corridors and neighbourhoods through monetary drivers.

5.7.9 Water + Sewer Plan Updates

The 2016 water systems plan is based on an assumed population of 38,021 by 2040. The City is currently on track to reach that population number by 2026. The 2012 Sanitary Sewer Master Plan—albeit older—is closely aligned with current growth numbers and projections. However, the high growth scenario of that document is still about 10% below the high growth projection of this growth strategy document.

With the population expected to reach over 80,000 by 2056, the existing infrastructure plans may no longer be sufficient to meet future demand. Updates are essential to ensure that water supply, treatment capacity, and sewer systems are scaled appropriately, both for day-to-day use and in case of emergencies or climate-related events.

An updated plan would also help address modern challenges that were less prominent in the past, such as increased focus on climate resilience, water conservation, and the use of green infrastructure. As Dieppe grows, there will be more impervious surfaces like roads and buildings, increasing runoff and putting additional stress on stormwater systems. Revising the master plans now allows the city to integrate sustainable solutions, prioritize infrastructure upgrades, and avoid costly, reactive fixes in the future. This proactive approach supports both environmental protection and public health as the community expands.

UPLAND

