



City of Dieppe Urban Growth Strategy



Background Report

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Prepared by



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U P L ▲ N D

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for the City of Dieppe



City of Dieppe
Urban Growth Strategy

Background Report

Table of Contents

1.	Background Review	1
1.1	Introduction	2
1.2	Project Area Geography and Physical Features	4
1.2.1	Elevations and Slopes	6
1.2.2	Flood Risk	7
1.2.3	Wetlands	8
1.2.4	Existing Land Uses	9
1.3	Servicing Infrastructure	10
1.3.1	Water	11
1.3.2	Sewage	15
1.3.3	Stormwater	18
1.4	Transportation Infrastructure	20
1.4.1	Road Network	21
1.4.2	Road Network Efficiency	23
1.4.3	Active Transportation	24
1.4.4	Transit	26
1.4.5	Airport	27
1.5	Demographic Profile	28
1.5.1	General Observations	28
1.5.2	Current Population Densities by Dissemination Blocks	30
1.5.3	Population Change by Dissemination Area 2015 to 2021	31
1.5.4	Households by Age of Maintainer	32
1.5.5	Current Household Characteristics	35
1.5.6	Labour Force and Income Statistics	37
1.6	Real Estate Profile	39
1.6.1	Current Housing Characteristics	39
1.6.2	Land Values	40
1.6.3	Development Activity over last 18 Months	41
1.6.4	Land Ownership	42
1.6.5	Residential Real Estate	43
1.6.6	Housing Units by Age	45
1.6.7	Housing Starts, Rents and Vacancies	47
1.6.8	Commercial Development History	51
1.7	Growth Projections	54
1.7.1	Rationale	54
1.7.2	Low Residential Growth Projection	55
1.7.3	Medium Residential Growth Projection	56
1.7.4	High Residential Growth Projection	57
1.7.5	Synopsis and Dwelling Projections	58
1.7.6	Commercial Real Estate Growth	61
1.8	Policies and Regulations	63
1.8.1	Policy Analysis	63
1.8.2	Development Regulations	64
1.9	Conclusion	66

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.

Meaning 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.

Purpose of the project and this report

The 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 Dieppe Boulevard Extension secondary plan. 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 will have to be 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.

The purpose of this background report is to collect and review all relevant information about the past and current situation in the City of Dieppe. This early step is essential to move forward and prepare an informed growth study.

1.2 Project Area Geography and Physical Features

GEOGRAPHY

The City of Dieppe is located in southeastern New Brunswick and is part of the Greater Moncton area. It lies just east of Moncton, the largest city in the province, with Riverview across the Petitcodiac River to the southwest. Dieppe is also 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 areas, commercial zones, industrial parks, and open spaces. The presence of the Petitcodiac River along the western boundary of Dieppe provides 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 Greater Moncton Romeo LeBlanc International Airport (YQM) is located in Dieppe, just east of the city center. This airport 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.

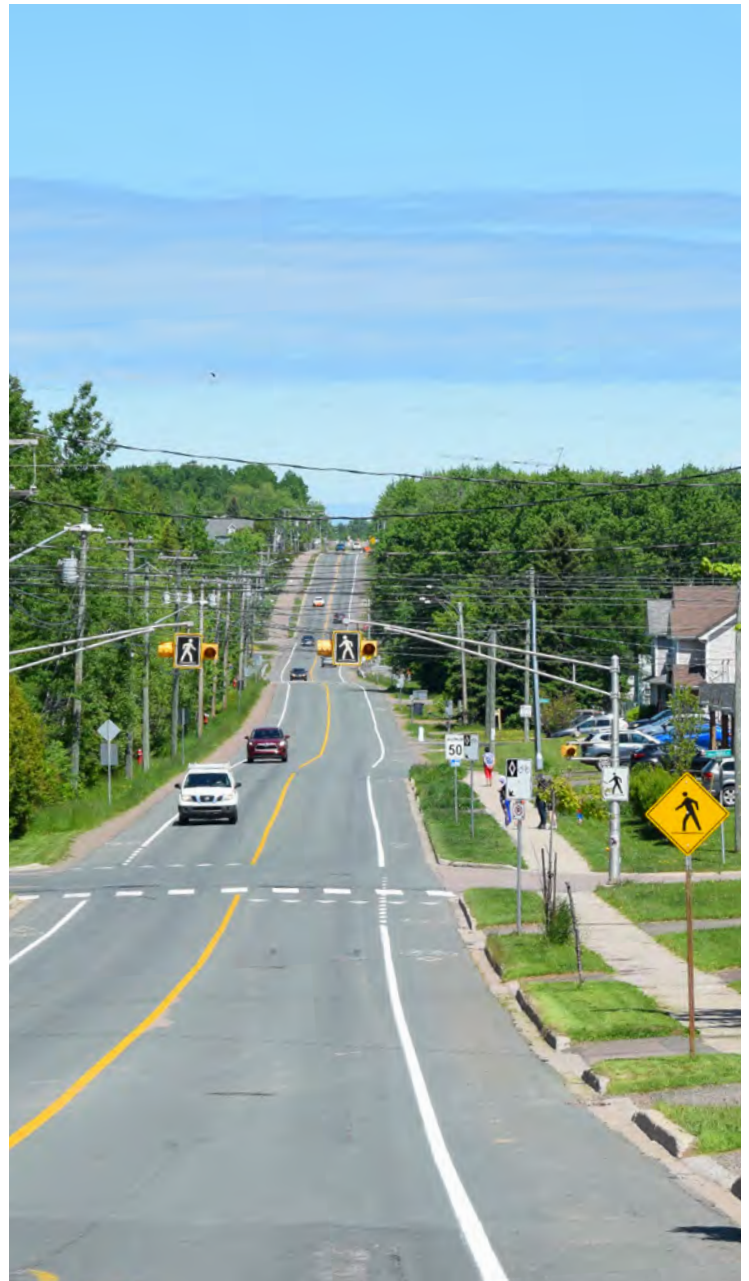


Figure 2: Terrain of Dieppe visible on a stretch of Melanson Road.

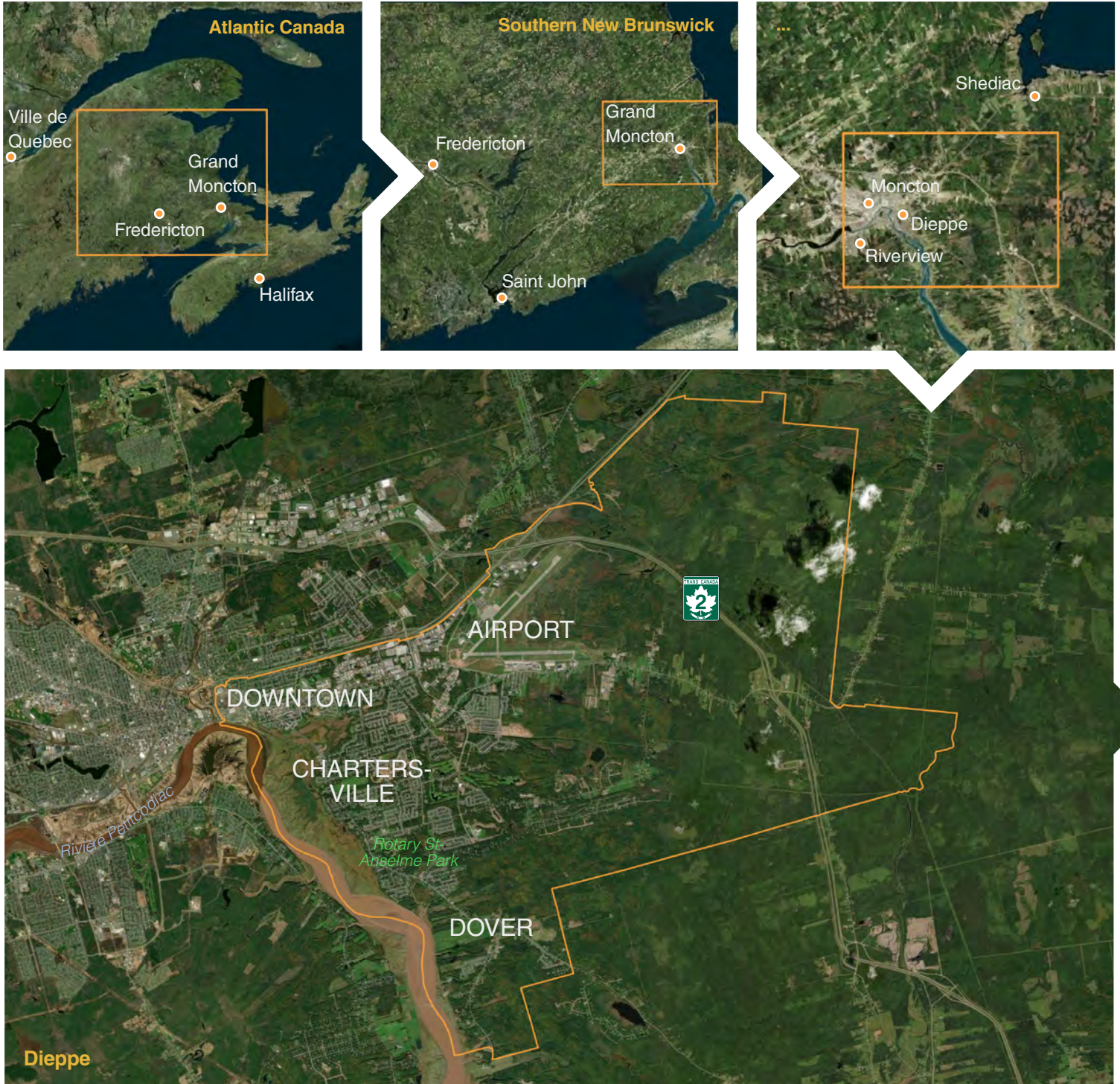


Figure 3: Geographic location of Dieppe

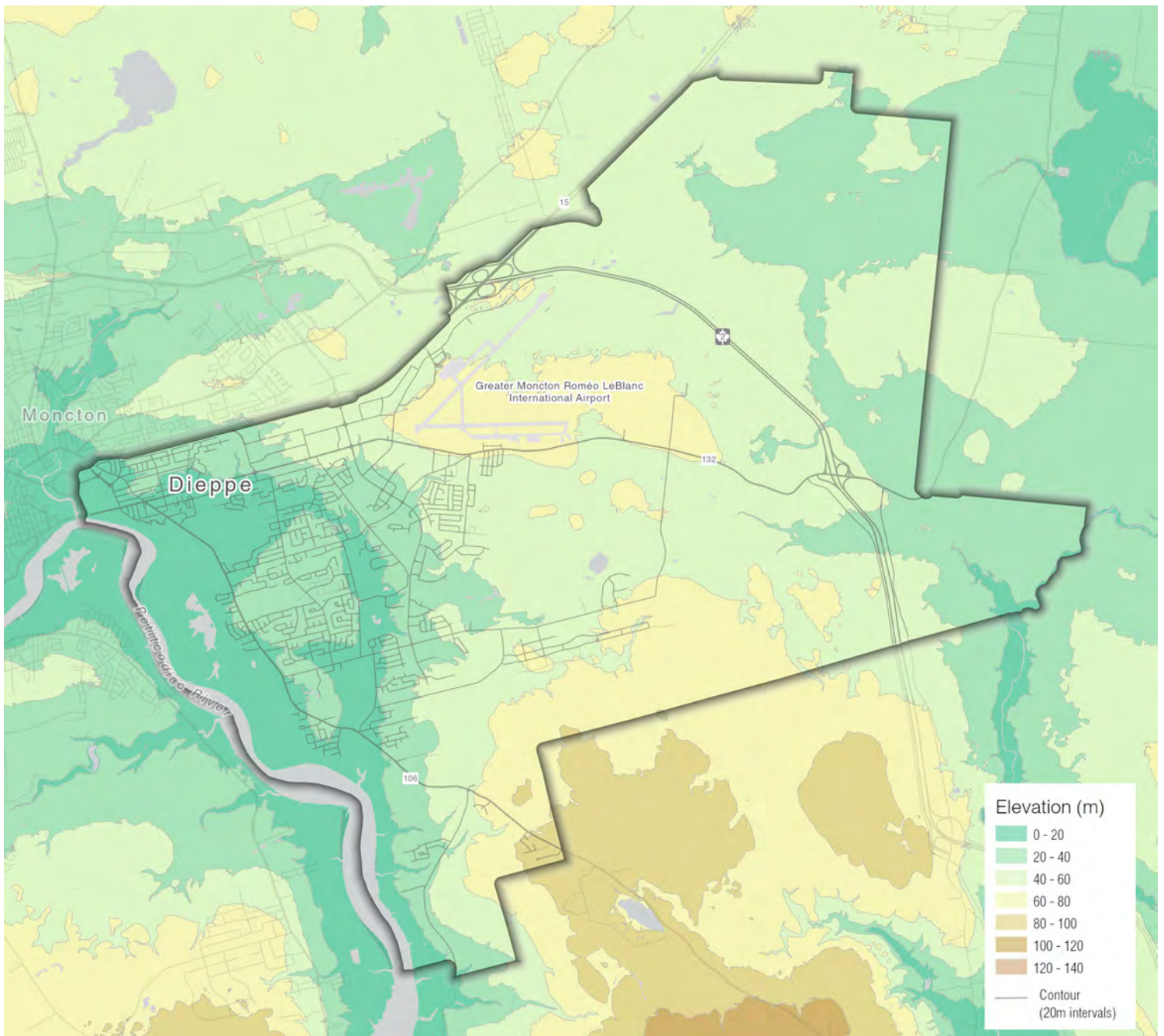


Figure 4: Elevations of land above sea level in and around Dieppe.

1.2.1 Elevations and Slopes

Dieppe’s elevation varies slightly across the city but is generally low and relatively flat. The areas along the Petitcodiac River, particularly on the western boundary of Dieppe, are at lower elevations. These regions are close to sea level, providing scenic waterfront views and featuring mostly even terrain.

Where these areas are above elevations prone to flooding, they have been historically used for development and are largely built up. Moving away from the river towards the

eastern and northern parts of Dieppe, the elevation gradually increases, though changes are modest in character.

In relation, the slopes throughout the city are mostly gentle, contributing to the city’s overall flat topography. The greatest slopes can be found along the riverbanks. Overall, this means that there are limited constraints to development posed by steep or varied topography. The uniform elevation simplifies construction and infrastructure development, which is rather supportive of the City’s growth and expansion.

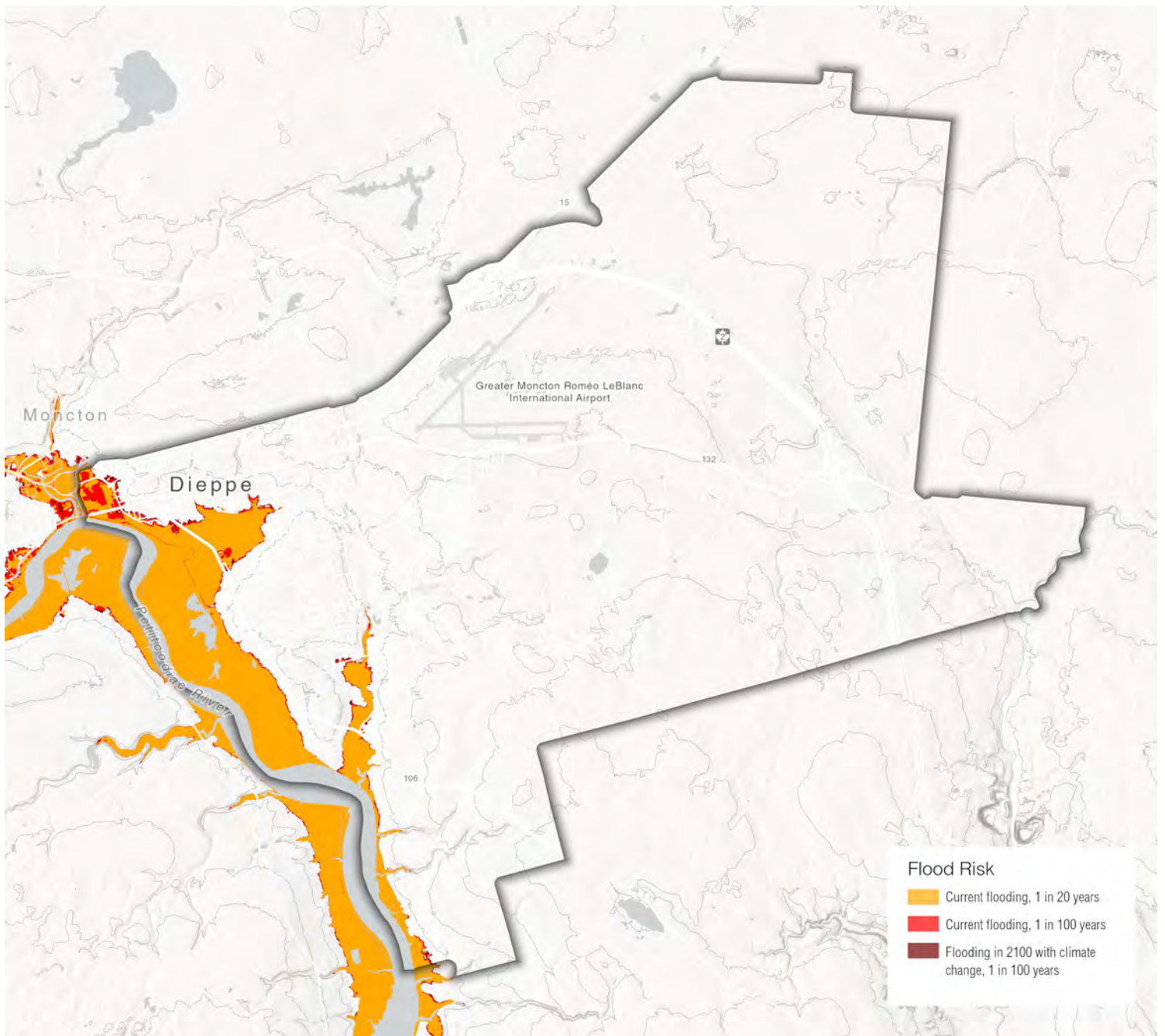


Figure 5: Flood extent for predicted climate change in Dieppe.

1.2.2 Flood Risk

The Petitcodiac River, stretching 79 kilometers, is a significant waterway known for its dynamic tidal activity. This characteristic makes it prone to flooding, which can impact surrounding urban areas such as Dieppe.

Flooding can occur under various conditions. The incoming tide, particularly during spring tides or marine storm surges, can cause the river to overflow its banks. Intense and prolonged rainfall is most likely to occur in the spring and fall. Additionally, sea level rise, driven by climate change and land subsidence, poses an increasing flood risk. The

8-meter high tide recorded in the Petitcodiac River in 2014 is projected to rise to approximately 9.25 meters by 2100. The flat terrain around the river exacerbates these issues, as water can accumulate quickly.

There are 5 potential flood zones identified in Dieppe's Climate Change Adaptation Plan including Paul Street, Chartersville Marsh, Amirault Street, Fox Creek, and Dover Road. Efforts have been made to manage and mitigate flooding risks along the Petitcodiac River.

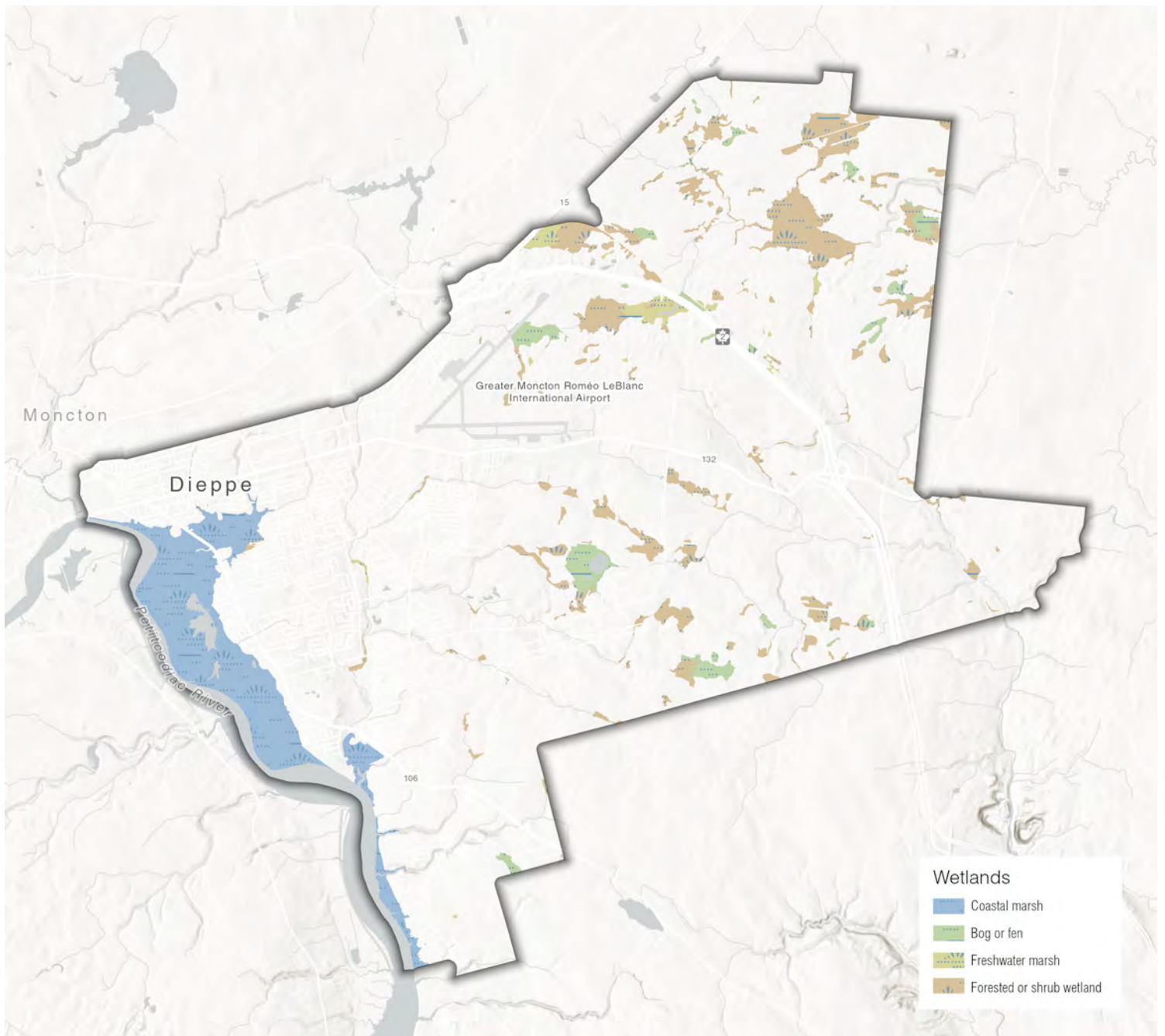


Figure 6: Wetlands within City limits

1.2.3 Wetlands

Provincial online data was reviewed for the project area to highlight mapped wetlands. In the urban core, the largest accumulation of wetlands is located in the form of coastal marshes along the Petitcodiac River. These areas roughly overlap with floodplains identified on the previous map, and are additionally recognized as 'provincially significant' wetlands.

Otherwise, the presence of wetlands in proximity to existing urban areas is sparse and most wetlands are smaller than 3 hectares. This changes drastically in the newly annexed

areas within eastern parts of the City. Especially north of the Trans Canada Highway, there is a large system of prominent wetlands with contiguous areas of up to 100 hectares.

Field delineation of wetlands is required by Province before development. This can override the mapped wetlands in the Provincial database, including the potential to identify additional wetlands not mapped. It is understood that such a detailed delineation is underway for the Dieppe Boulevard extension project. The results for which were not made available at the time of writing.

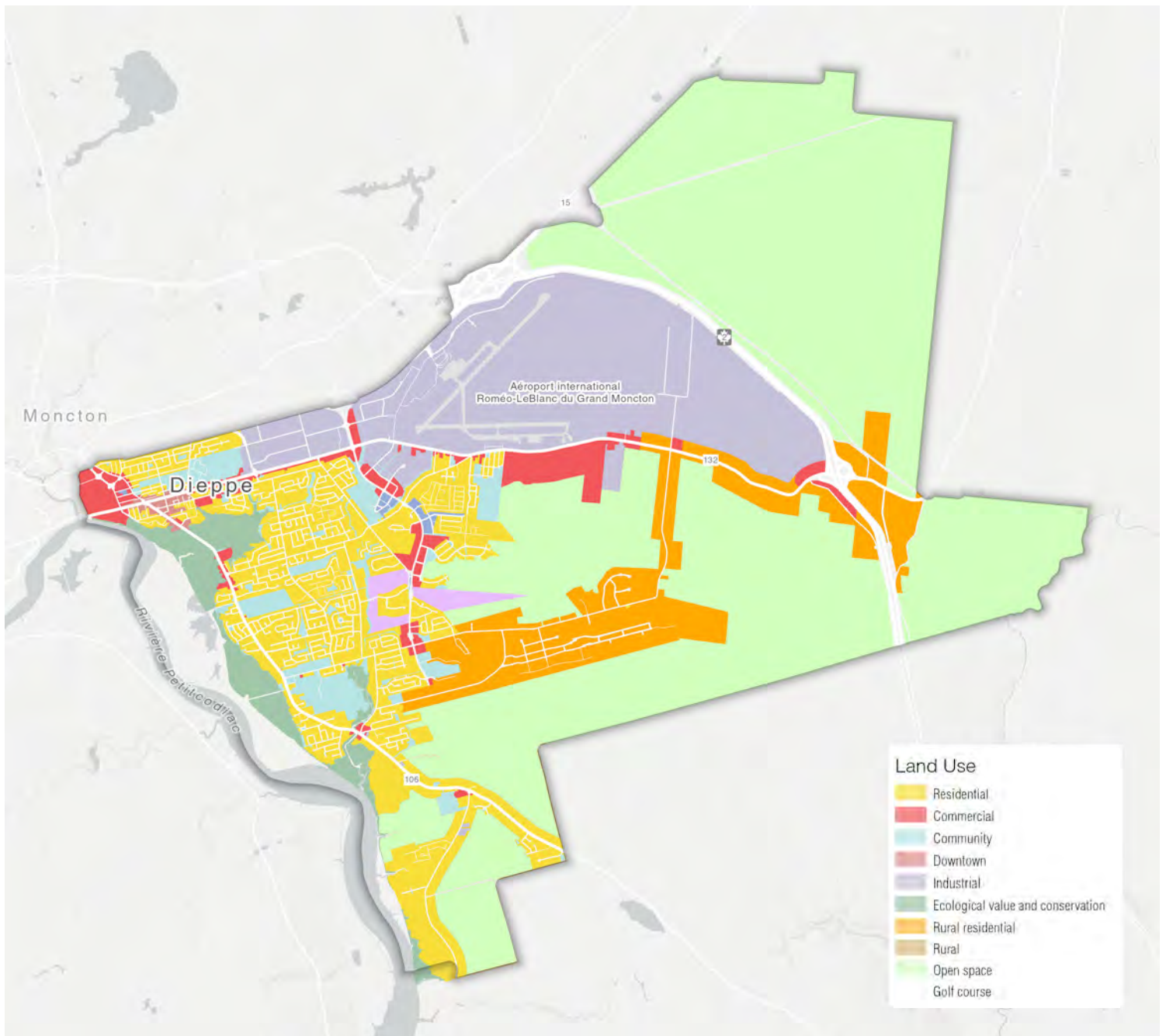


Figure 7: Generalized map of current land uses in Dieppe

1.2.4 Existing Land Uses

The above map reviews currently occurring land use categories within the City of Dieppe (as opposed to land use designations which prescribe future land uses). The current land use composition includes a diverse range of land uses, with residential areas covering the largest area of lands. Apart from higher residential densities occurring on Champlain Street, Acadie Avenue, Amirault Street and Dieppe Boulevard, most of these residential areas predominantly feature low-density dwelling types. Commercial areas in Dieppe are mostly concentrated along the same major roads, with retail centers, shopping malls,

and office spaces providing services and employment opportunities to residents. Additionally, the city has industrial cluster of land uses focusing on lands surrounding the airport. The City features various community-based land uses such as numerous public parks, trails, natural areas offering recreational opportunities and institutional land uses. More than half of the City's land mass are very rural or entirely undeveloped. These lands are mostly situated in the eastern parts of the City and fulfill various ecological functions, which require further study to be fully understood.

1.3 Servicing Infrastructure

Another important aspect to consider when thinking about future growth options of Dieppe is the configuration of municipal infrastructure. Provision of services is linked to large capital investments, and the operation and maintenance of municipal services accounts for large portion of municipal budgets.

In order to analyze future growth options for the City, it is therefore very important to gain an overview of infrastructure assets and their high-level functioning first. On the following pages, this report will review the main characteristics of transportation water, sewer and stormwater infrastructure in Dieppe.



Figure 8: Dieppe Water Tower in Parc Rotary St Anselme

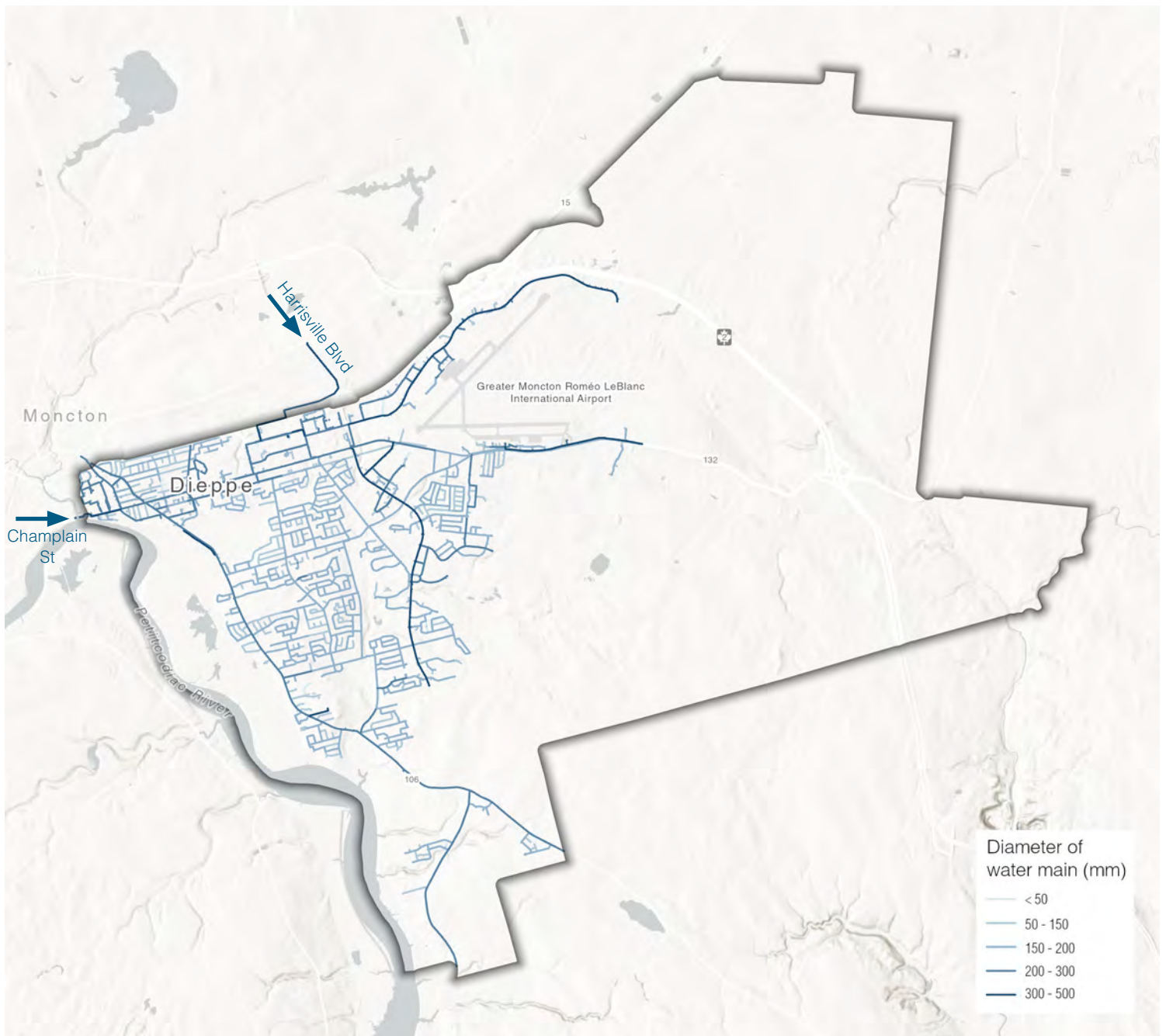


Figure 9: Municipal water supply map

1.3.1 Water

The City of Dieppe operates a total of approximately 237 kilometres of water mains. The City draws 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 feed from the Cole Road Reservoir at Turtle Creek
- + The Harrisville Boulevard feed is a 400mm connection, fed from the North East Zone Tank in the Caledonia Industrial Park

These two feeds are ultimately directed to five 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 project 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 zone served by the Fox Creek pumphouse, which boosts pressures from the St. Anselme Zone. to an HGL of 116m. This zone covers the project 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 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 project area, including the future Dieppe Blvd. extension.
- + **Airport Zone:** This is a boosted 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.

Main Pipe Diameter (mm)	Length (km)
< 50	4
50 - 150	59
150 - 200	110
200 - 300	46
300 - 500	18

Table 1: Water main lengths by type

GRAVITY ZONE

No hydraulic deficiencies were identified in this zone in the Master Plan Update. Furthermore, where this zone is fully developed, no future hydraulic issues were highlighted due to future development.

ST. ANSELME ZONE

No hydraulic deficiencies were identified in this zone in the Master Plan Update. Furthermore, where this zone is fully developed, no future hydraulic issues were highlighted due to future development.

FOX CREEK ZONE

This zone was earmarked for significant changes, primarily related to the ongoing extension of Dieppe Blvd. and its watermain. At the time, it was recommended that the Fox Creek zone be supplied by this new watermain, which would mean switching the supply from the (current) St. Anselme zone to the Industrial Park zone.

Furthermore, it was highlighted that a new elevated storage reservoir would be required as development progressed in this zone. Dieppe Boulevard's extension is currently under design. This project also includes the installation of a new

elevated storage reservoir in the Fox Creek zone. The ongoing Master Plan Update is evaluating whether this new reservoir should be fed via the Industrial Park Zone or the St. Anselme Zone. Following these upgrades, there are no known further constraints to development in this zone.

INDUSTRIAL PARK ZONE

Changes are underway which will impact both the Industrial Park Zone and the Airport Zone. A new water transmission main is currently under construction, which will loop the east end of Aviation Ave. with the east end of Champlain St. This change will result in a section of Aviation Ave. (east of the

Ferdinand Blvd. intersection) being changed to the Airport Zone. Overall, this change will increase the available fire flow on Aviation Ave., east of Ferdinand Blvd.

AIRPORT ZONE

As described in the previous section, changes are underway to the Airport Zone which will see it grow to encompass a section of Aviation Ave., east of Ferdinand Blvd. This is expected to improve this zone's utilization, water turnover in the Airport reservoir, and associated water quality. This reconfigured zone would eventually serve future expansion to the industrial park between Aviation Ave. and Champlain St.



Figure 10: Booster station on Amirault Street (Image credit: Google Maps).

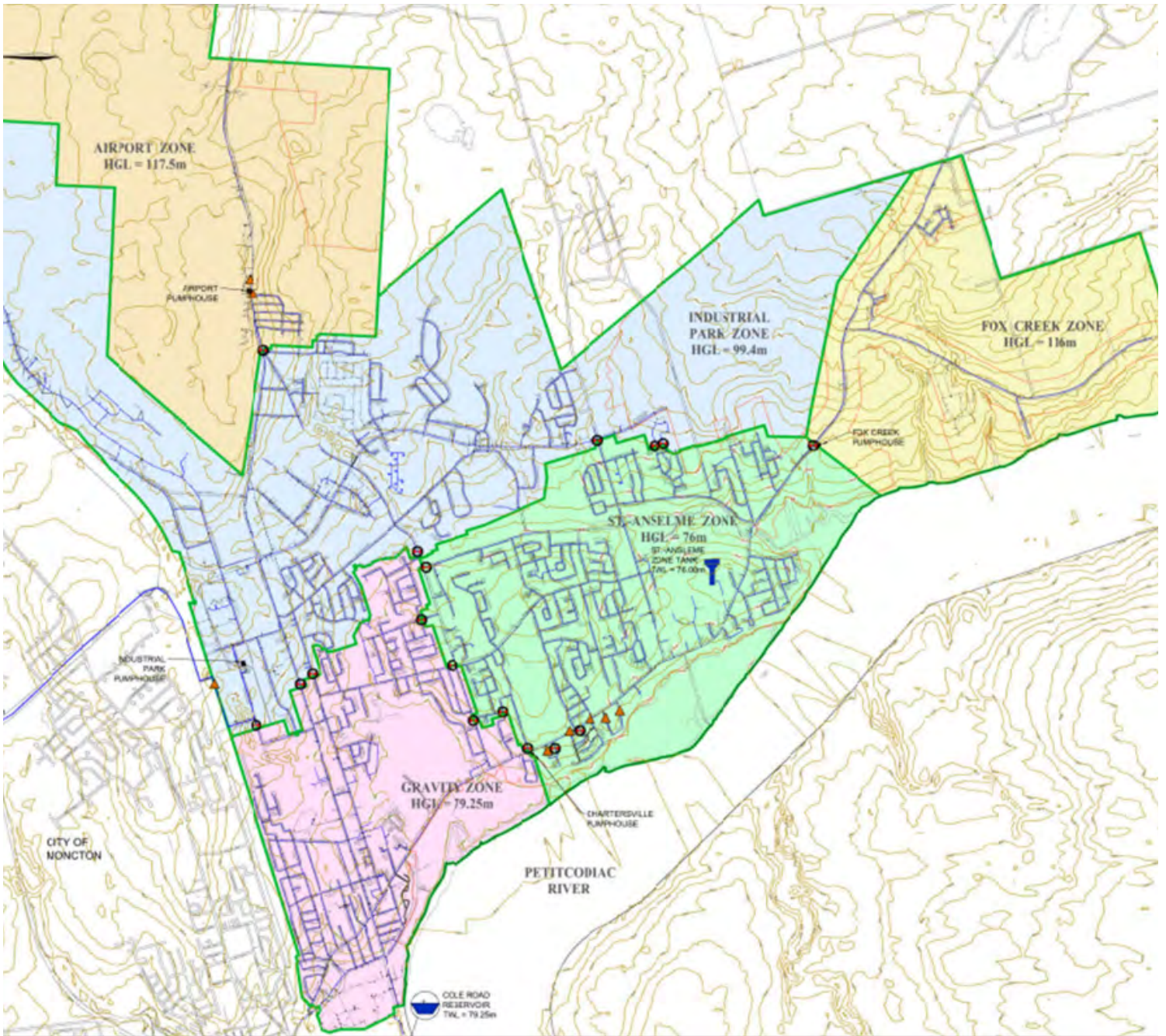


Figure 11: Water system pressure zone overview (Master Plan Update, 2016)

As presented in the preceding sections, there are ongoing and planned changes to the water system in the City to address current capacity limitations. Following these changes, there are no significant system capacity constraints expected which would limit growth in the City.

However, once scenarios are prepared for land use types and densities in the Dieppe Blvd. extension area, this information should be shared with the consultants responsible for the Water Master Plan Update and the Dieppe Blvd. Extension. Refer to Figure 11 for an overview of the distribution system infrastructure.

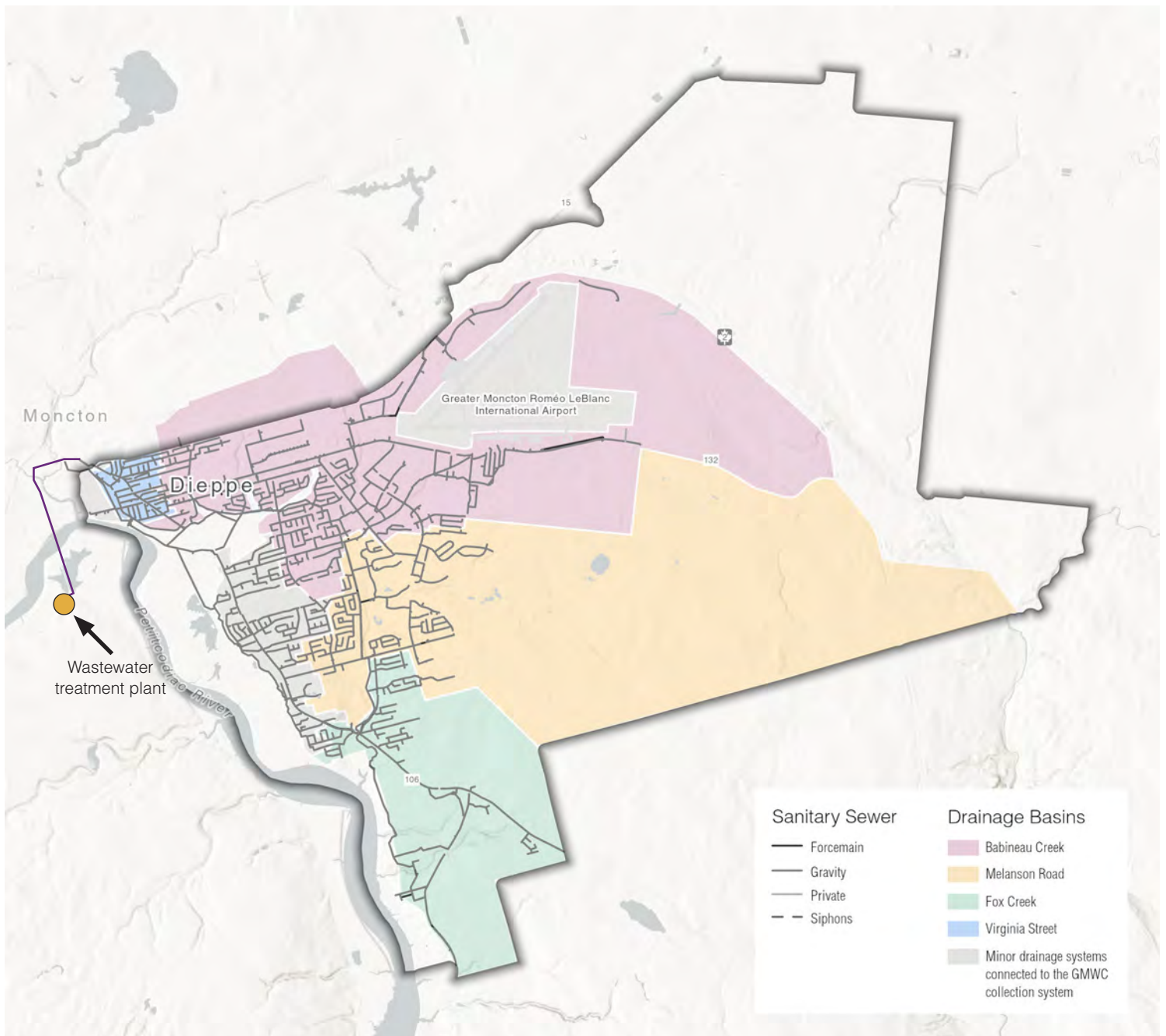


Figure 12: Municipal sewage system map

1.3.2 Sewage

The City of Dieppe operates a total of approximately 192 kilometres of sewer mains. The City's sanitary sewer collection system includes four major sewersheds, 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 Street Drainage Basin:** This small drainage basin represents the downtown area of the City, which drains directly to the Virginia St. pumping station.
- + **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 reviewed current capacity challenges and highlighted infrastructure requirements to service growth and development in the City. At the time of the study, the selected annual growth rate for the City was 3%, at which rate the City was predicted to provide over 200 years of available land for development.

The following sections highlight sanitary sewer capacity limitations that were observed in the 2012 study.

BABINEAU CREEK DRAINAGE BASIN

The following recommendations were made in this area:

- + Upgrade the 525mm diameter sewer line due to grade deficiencies, extending from the marsh trunk sewer to the bottom of College Street at Champlain.
- + Two 200mm concrete sewers on Champlain between Marche and College street were recommended for flow monitoring and video inspection to confirm reserve capacity due to their age.
- + Flow monitoring was also recommended for a section of 200mm sewer on Gauvin Rd. between Marche and the watercourse crossing near College Road. This area had seen the introduction of multiple apartment buildings and the potential for rezoning to commercial.

Type of Pipe	Length (km)
Force Mains	7
Gravity Lines	184
Private Sewer	0.2
Siphon Sewer	0.3

Table 2: Sewer main lengths by type

- + Chartersville Road sewer near Gorveatte Street was noted as occasionally surcharging during wet weather flows.

Furthermore, Englobe completed a preliminary design brief in 2018 for a new Babineau Creek trunk sewer, which is intended to service additional lands around the airport, including a potential industrial park expansion to the east of the airport.

FOX CREEK DRAINAGE BASIN

The following recommendations were noted for this area:

- + The Fox Creek trunk sewer between the Fox Creek pumping station and Melanson Road was estimated to be nearing capacity and experiences significant wet-weather flow increases.
- + The Master Plan highlights the need for a future trunk sewer near Dover Park to address capacity constraints in the sewer system which connects to Amirault St. A preliminary design was completed for this trunk sewer by Englobe in 2018. This study

recommended a new 450mm diameter trunk sewer to service current and future areas, including a significant portion of the Dieppe Boulevard Extension.

A major upgrade of the Fox Creek Lift Station was completed in 2020 and a new forcemain was installed to direct wastewater away from the TransAqua trunk sewer to the west of the station, and instead direct that wastewater to the Babineau Creek Trunk Sewer.

MELANSON ROAD DRAINAGE BASIN

The following recommendations were noted in this area:

- + Review the feasibility of a new trunk sewer to replace the Golf Street pumping station
- + 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.
- + Significant undeveloped land is present in this basin, and a conceptual layout of the required collector sewers and pumping stations is included in the Master Plan.
- + It was mentioned that the Fox Creek Drainage Basin had significant available capacity for growth and was highlighted at the time as the City's priority growth area. It further recommended regulating the growth in the Melanson Road Drainage Basin to delay the significant infrastructure investments needed to service these areas.

The aforementioned lift station installation in the Fox Creek sewershed could potentially address some of the planned development in the Melanson Drainage Road Basin. The

available capacity of this new and forcemain should be assessed as development is proposed in the Melanson Road Drainage Basin.

VIRGINIA STREET DRAINAGE BASIN

For this small watershed serving the westernmost corner of the Downtown, the following recommendations were noted in previous analysis:

- + The last remaining combined sewer section was highlighted on Ste-Croix Street. It was recommended that a new storm sewer and flow restrictions be installed to remove as much stormwater as possible from this system

In summary, the 2012 Sewage Master Plan highlights capacity challenges in both sewersheds of the project growth area to accommodate future growth. Refer to Figure 12 for an overview sanitary sewer infrastructure in the area.



Figure 13: New Fox Creek sewage pumping station on Amirault Street

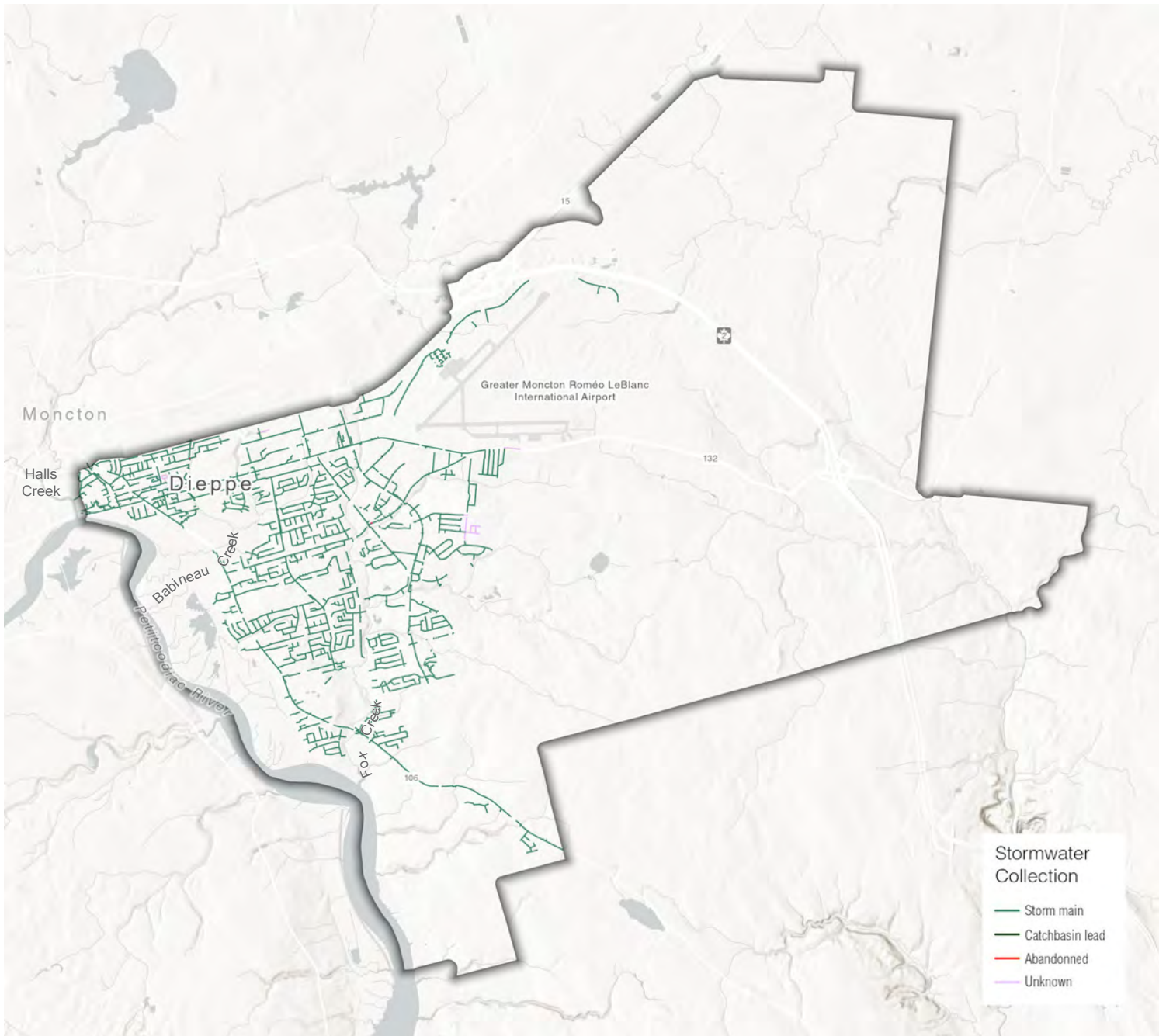


Figure 14: Stormwater infrastructure map

1.3.3 Stormwater

Runoff from the City of Dieppe ultimately drains to the Petitcodiac River to the south-west, through three 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 Street.
 - + **Babineau Creek:** This watercourse drains the City's western portion, south of Route 15.
 - + **Halls Creek Brook:** Some smaller areas along Shediac Road and the Place Champlain discharge their stormwater directly into Halls Creek.
- 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 primary watercourse systems listed previously.

No information is currently 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 in the project area 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 project area would necessitate significant upgrades to downstream infrastructure unless the capacity of that infrastructure were already limited.



Figure 15: Historic Fox Creek Aboiteau (Image credit: Shane Magee, CBC)

1.4 Transportation Infrastructure

Transportation is a critical component of urban growth, influencing and being influenced by the patterns of development, land use, and population distribution. As cities expand, the need for efficient, sustainable, and accessible transportation systems becomes increasingly important. This chapter examines the transportation infrastructure within the context of the City of Dieppe.

The existing transportation network was reviewed to identify inefficiencies and capacity limits within the City. This involved a review of the Average Annual Daily Traffic volumes, road classification within rural and urban areas, and existing capacity of the roadways. A review of the existing trails and active transportation facilities was also completed. The results of this analysis are presented on the following pages.



Figure 16: View of Champlain Street with the Bell Aliant Tower in the background.

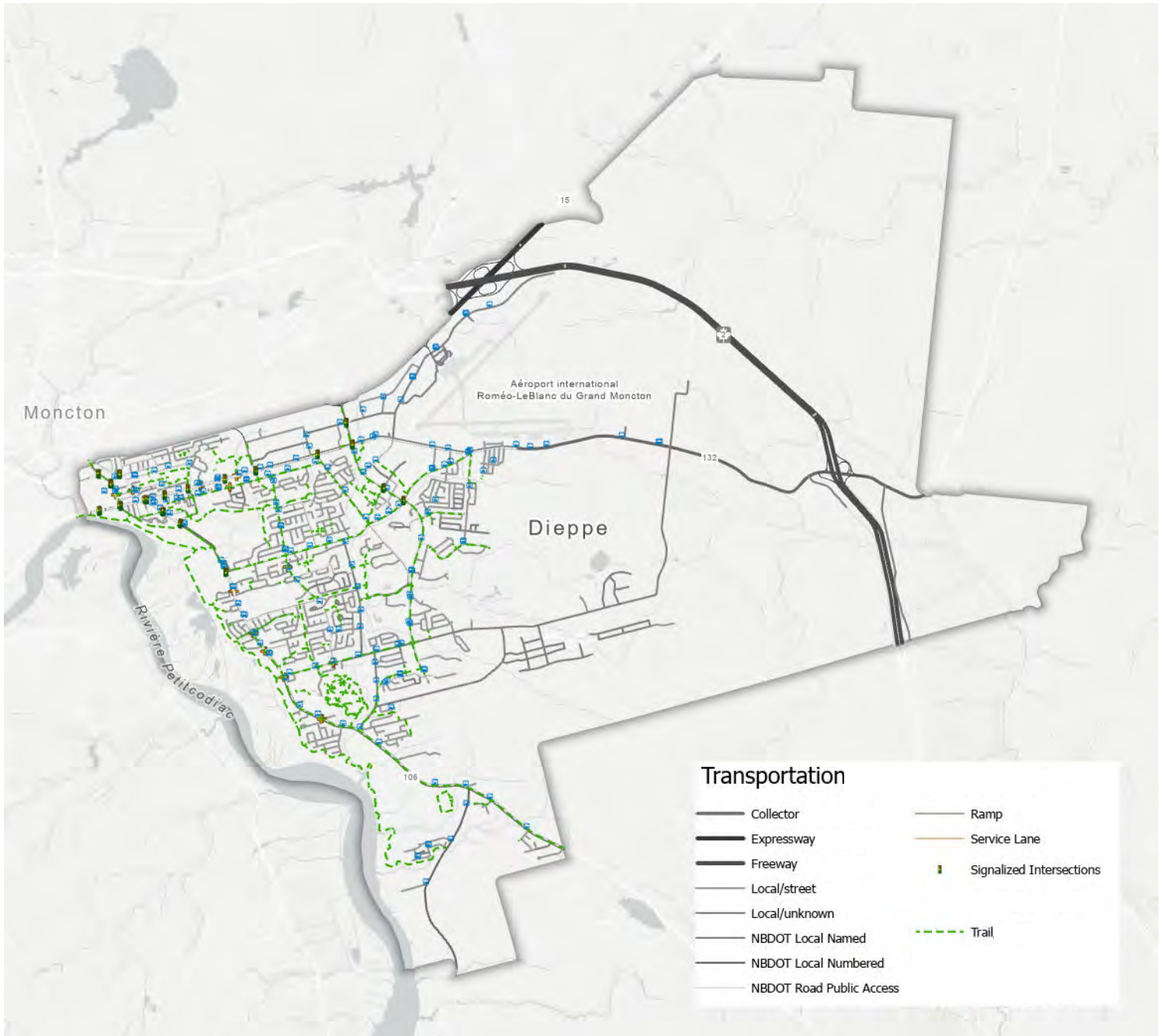


Figure 17: Transportation infrastructure map

1.4.1 Road Network

The City is served by several road classes that can be reduced down to highways, arterial, collector, and local roadways.

The Trans Canada Highway 2 (TCH 2) function is located in the northern section of the City and most development has happened south of the highway. TCH 2 is a provincial highway that allows for cross province connections. Route 15 traveling east-west through the City is also identified as a provincial arterial highway. Route 15 connects the City of Dieppe to the City to Moncton to the west, and the Town of

Shediac to the northeast. The speed limit on the highways through the City are posted at 110 km/h. Both highways are maintained by the Province.

There are three collector roadways as identified by the Province: Route 132 (Champlain Street), Route 106 (Acadie Avenue and Amirault Street), and Route 925 (Dover Road), which are owned by the Province but maintained by the City. Paul Street and Dieppe Boulevard form two additional collector roads without provincial numbering. On City level, all of these roads are classified as arterial.

The provincial collector roadways extend from the highways or other collector roadways and stretch across Dieppe. The speed limits for the collector roadways range from 50-70 km/h.

All roadways within the recently annexed areas of Dieppe including Greater Lakeburn and Scoudouc are provincially owned as well as maintained. This includes local and collector roadways which mostly make up these areas. These areas were annexed to the City on January 1st, 2023.

Traffic data for the provincial highways within the City were analyzed to better understand the traffic characteristics and the capacity of the existing roadway network. Average Annual Daily Traffic (AADT) volume data collected by NBDTI in 2022 were reviewed.

Interestingly, Route 15 has the highest recorded AADT of 25,700 vehicles per day (vpd) just outside the City. TCH 2 has the next highest recorded AADT of 14,800-15,100 vpd. Route 925 has the lowest AADT of 1,300 vpd which makes sense for a “local” provincial road. A summary of the AADT for each provincial highway within the City is shown in the following table.

Roadway	2022 AADT (vpd)
Trans Canada Highway 2	15,100-14,800
Route 15	25,700
Route 106 (Amirault St)	3,940
Route 132 (Champlain St)	3,400
Route 925 (Dover Road)	1,300

Table 3: Provincial Roadway AADTs in the City of Dieppe

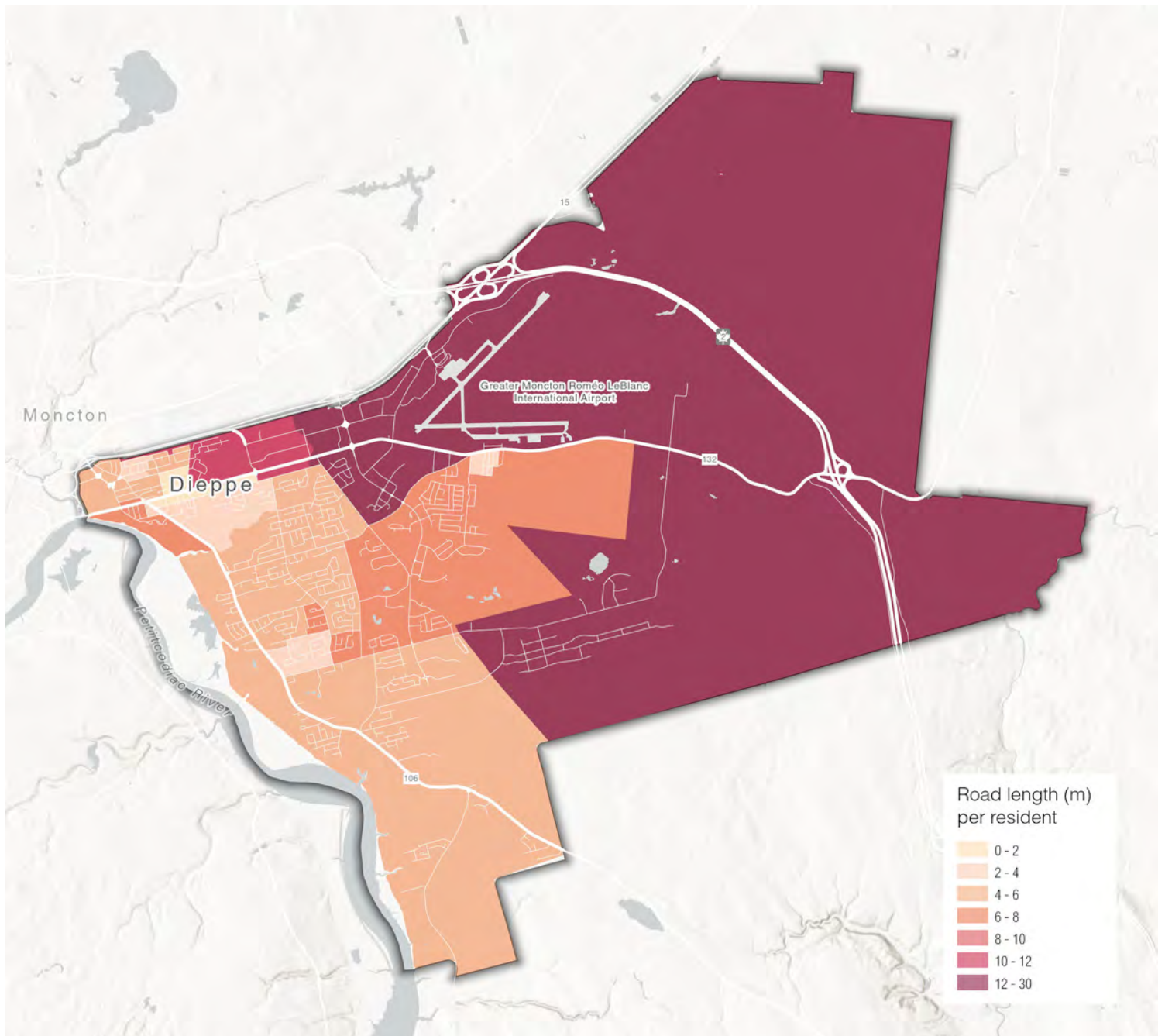


Figure 18: Road network efficiency map

1.4.2 Road Network Efficiency

There are 206 kilometres of streets in Dieppe, excluding major provincial highways 2 and 15 and their ramp systems. Dividing this sum of all remaining road lengths by the Census population of 2021 results in an average of 7.3 metres of road length per resident. However, this value is skewed by the recently annexed eastern lands within the new City boundary, which are still of very rural character. Excluding two of the eastern Census Dissemination areas (dark red on above map) yields an average value of 5.9 meters per residents for the remainder of the City, which is a fairly efficient value. Values above 6-7 meters of road length per resident tend

to create very suburban environments that pose many infrastructure and servicing problems (Cleveland et al, 2020, City of Colwood, 2018). That minimum thresholds holds true for most parts of the City, and some areas around the Downtown achieve much more efficient values.

Outside of the urban core, most areas fall into the category of 4 to 6 metres per resident. The notable exception to this rule is the area around Dieppe Boulevard. However, these values are likely influenced by the fact that this is a rapidly developing area, and that streets were built before residents could be counted on these streets in the 2021 Census.



Figure 19: Pedestrian network overview from the City's 2022 Active Transportation Plan

1.4.3 Active Transportation

According to the City's open-data service, there are 70km of AT facilities that can be organized into four facility types:

- + on-street bicycle lanes;
- + shared bicycle lanes;
- + multi-use gravel trails; and,
- + multi-use asphalt trails.

An example of on-road facilities can be found on Route 106 (Amirault Street) which has dedicated bicycle lanes,

while Dieppe Boulevard is an example for an off-road multi-use asphalt trail. Most off-road facilities travelling through recreational areas such as Saint Anselme Park and along the Petitcodiac River are multi-use gravel trails.

It can be observed that though there are numerous locations of existing multi-use trails, they are not necessarily well connected throughout the City. Gaps in the network are apparent, making travel between destinations challenging for any AT users. The lack of sidewalks through residential subdivisions and general lack of crosswalks across major



Figure 20: Cycling network overview from the City's 2022 Active Transportation Plan

and minor roadways makes it difficult to reach any existing AT facilities safely. Additionally, trails and dedicated cycling facilities are not well connected except at recreational areas, which suggests that cycling as a utilitarian mode of transportation is not yet a viable option in Dieppe.

The northern portion of the City has some options for cycling through the residential and commercial area but has limited connectivity to the southern portion of the City. In the southern half, there are mostly trails for cycling.

The City could consider a standard street design which includes a sidewalk on one or both sides of the roadway for all roads.

Once a better pedestrian network is established, dedicated cycling facilities should connect along roadways through shared bike lanes, designated bike lanes, or cycle tracks especially along north-south roadways to connect the two halves of the City.

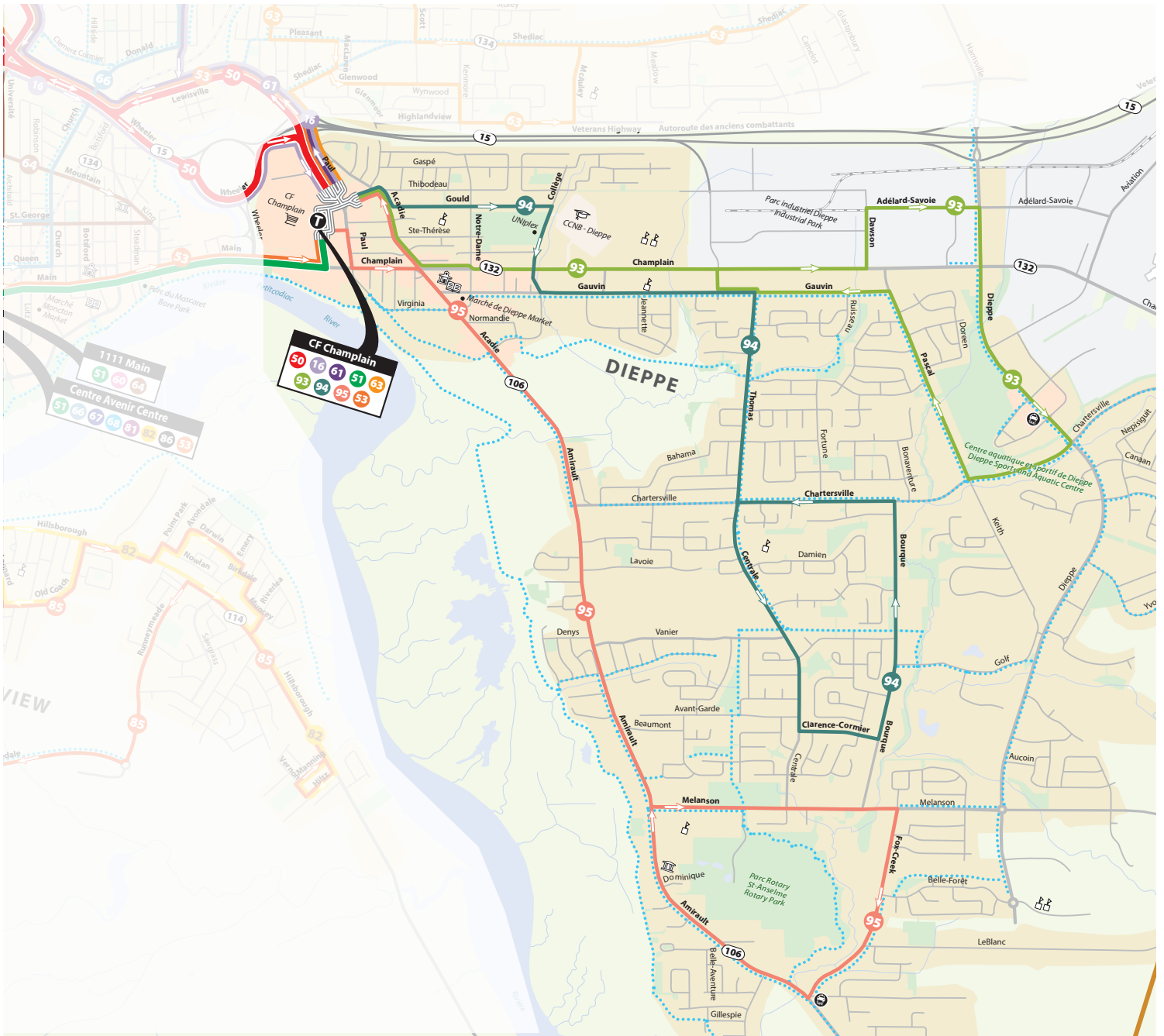


Figure 21: Overview of the Codiac Transpo route network in Dieppe

1.4.4 Transit

Codiac Transpo transit system serves the cities of Dieppe, Moncton, and the Town of Riverview with 20 routes connecting the tri-community. Transit routes that travel to Dieppe are 16, 50, 51, 53, 61, 63, 93, 94, and 95 which all stop at the Place Champlain Bus Stop located in the northwest corner of the City at the Champlain Place Shopping Centre.

From the Place Champlain Bus Stop, Routes 93, 94, and 95 travel into Dieppe. The routes are well distributed with bus stops well dispersed along each route. According to the

Regional Sustainable Transportation Master Plan, also known as Destination 2040 Report, a 10-year transit strategy was proposed to encourage transit use in the tri-community.

The plan recommends that the three communities collaborate to provide an effective transit system that is user friendly, accessible, and promotes AT. In addition to the objectives, road infrastructure improvements were recommended for short term (5-year), medium term (10-year), and long term (2041) implementation to manage projected traffic congestion. These improvements are still ongoing.

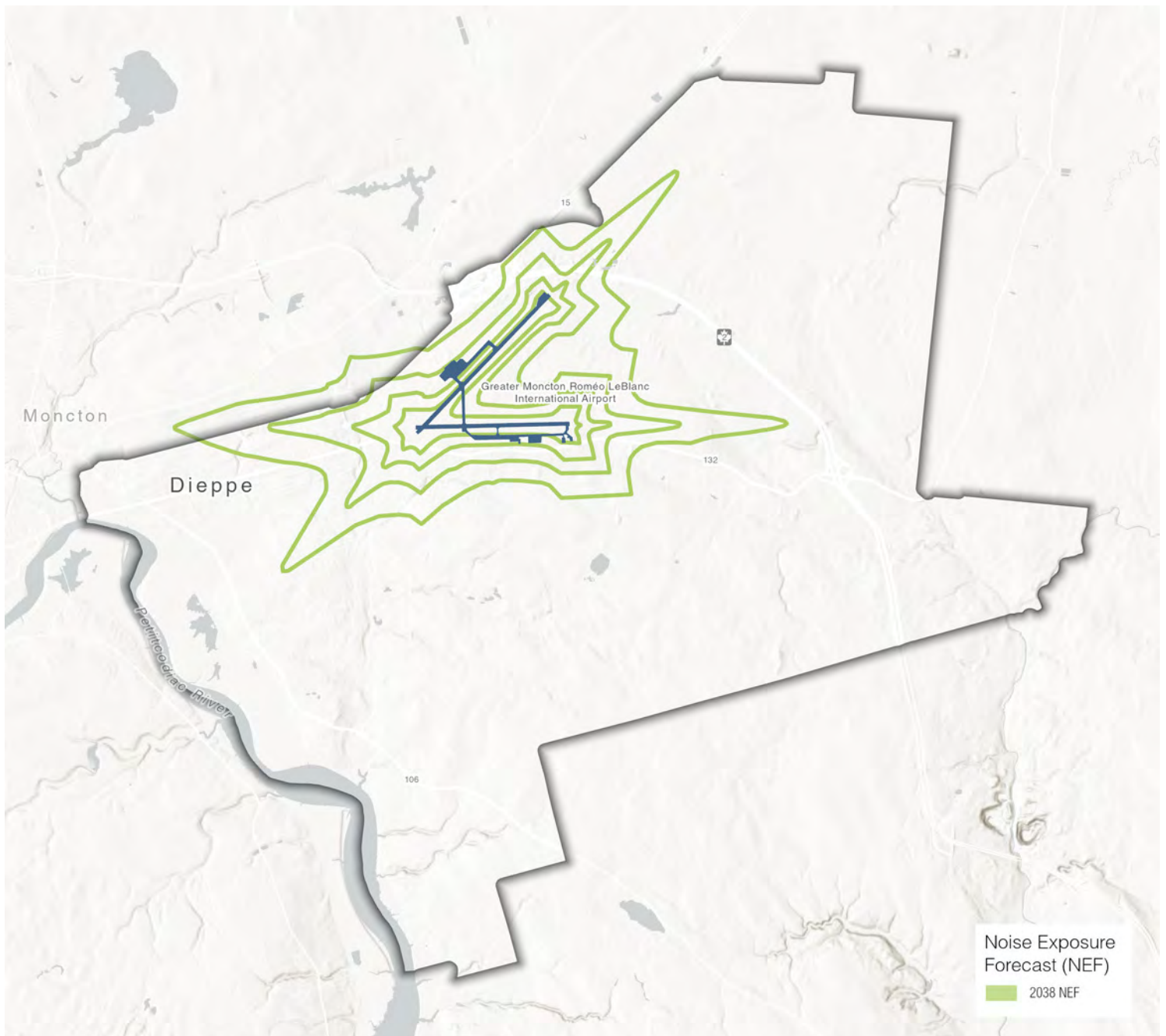


Figure 22: Noise Exposure Contour Map

1.4.5 Airport

The City of Dieppe needs to consider the unusual circumstance of accommodating an international airport within City limits, with the western end of the runways being just 4.4 kilometers from City Hall.

The airport typically handled just over 600,000 passengers in 2023 and operates regular freight flights by several cargo airlines. While this level of operations still creates a modest amount of nuisance, the numbers of flight and size of airplanes will likely increase as both Greater Moncton and the population of Canada grow.

The current masterplan for the airport projects that Noise Exposure Forecast (NEF) contours will reach the extent shown on the above map by 2038. Very few residential buildings are located within the 35 NEF contour, which is defined as an area that may cause "sporadic to repeated individual complaints." The 30 NEF contour reaches into more residential areas and extends just past Pascal Avenue. However, the effects within this contour are expected to only "occasionally interfere with certain activities of the residents". The overall impact of the airport is therefore limited.

1.5 Demographic Profile

1.5.1 General Observations

Over the last three decades, Dieppe has seen consistent population growth. Since 1996, the number of residents has grown by at least 3,000 every five years, with 2001-2006 seeing the largest increase of 27.2%. These population trends have been consistent among nearby communities as well. Since 1991, Moncton, Riverview, and Shediac have all experienced growth between Census years. Greater Moncton was the second-fastest-growing metro population in Canada as of 2023.

Looking at the demographics of Dieppe’s residents, immigrants continue to have a growing representation of the total population. This is in line with both national and regional trends. From 2011 to 2021, the percentage of immigrants in Dieppe increased from 3.1% to 9.7%. Along with this increase in immigration, the percentage of visible minorities in the population grew from 4.1% to 10.6% in 2016 to 2021. With a larger number of immigrants living in Dieppe, the overall population has seen consistent growth of roughly 10% over the last 10 years.

The age distribution of residents in Dieppe has remained largely stable over the years. The large influx of new residents included people of all ages, which avoided the aging population trend that many other Atlantic communities are facing. However, a more notable increase of population can be observed among residents between 35 and 54 years of age. In 2011, this age bracket made up 15.6% of Dieppe’s population. In 2021, that number has spiked to 29.1%, which signals that Dieppe’s population is beginning to age.

The majority of residents in Dieppe speak both English and French. While French remains the dominant language in Dieppe, the percentages have shifted over the years. In 2011, 72.4% of residents’ mother tongues were French while in 2001, this number was even higher at 75.5%. As of 2021, 63.9% of residents stated that French was their mother

tongue. This suggests that with the increase in population, less francophone residents are settling in Dieppe.

Population pyramids show how a population is distributed by cohorts (5-year age groups), and they can be compared to subsequent or previous years to understand how a population is changing. Figure 24 shows the population pyramids for Dieppe, comparing 2021 figures against 2011.

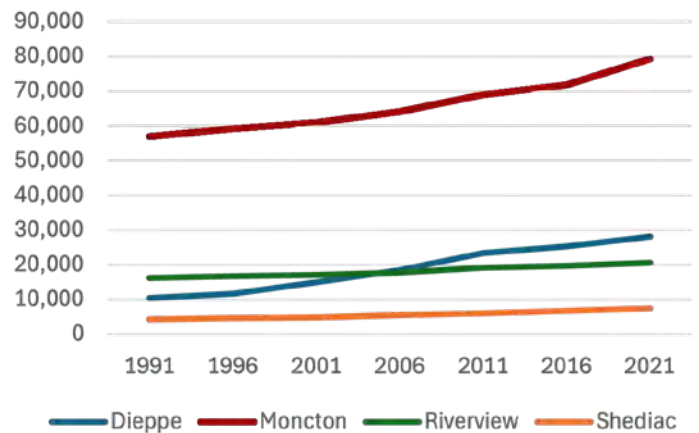


Figure 23: Regional total population comparison, 1991-2021

	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%

Table 4: Dieppe total population and population change, 1991-2021

Due to the increase in overall population, the share of those below 20 years of age has increased over that time span. However, the percentages have remained consistent. Interestingly, over half (51.8%) of the population are under the age of 40. As many communities in Canada are aging, Dieppe is an outlier, having a significantly larger young population. This is further exemplified in their vast working-age population (15-64 years old). The population trends observed in Dieppe follow similar ones observed for the Moncton Metropolitan Area Region, as Figure 25 shows.

The City of Dieppe has become an attractive spot for younger generations, which can be attributed to a number of factors. First, Dieppe is located centrally in New Brunswick, and directly adjacent to the province's largest city, Moncton. Greater Moncton is home to one of the largest francophone communities in Canada, which attracts industries which specifically rely on a bilingual workforce, such as call centres. Large employment hubs such as the Romeo-Leblanc International Airport, its adjacent industrial parks as well as the two nearby hospitals also employ many residents.

Based on current data, this is expected to change as Dieppe and the Moncton region have a large number of individuals aged 5-15. The median age of the population in 2021 in Dieppe was 40.8 and in the region was 42.4. However, the median age in the province was 46.8, which shows that the population in the City and in the region is generally younger.

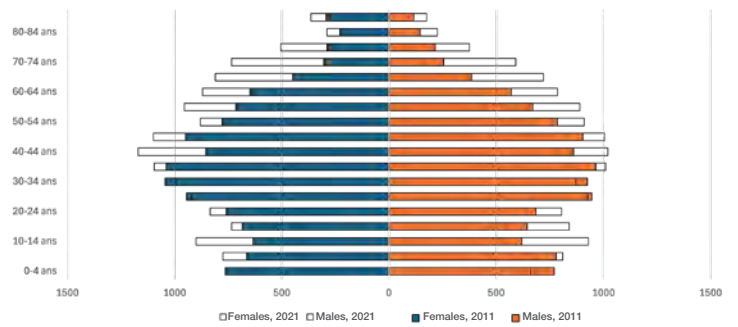


Figure 24: City of Dieppe Population Pyramid, 2021 and 2011



Figure 25: Moncton Metropolitan Area Population Pyramid, 2021 and 2011

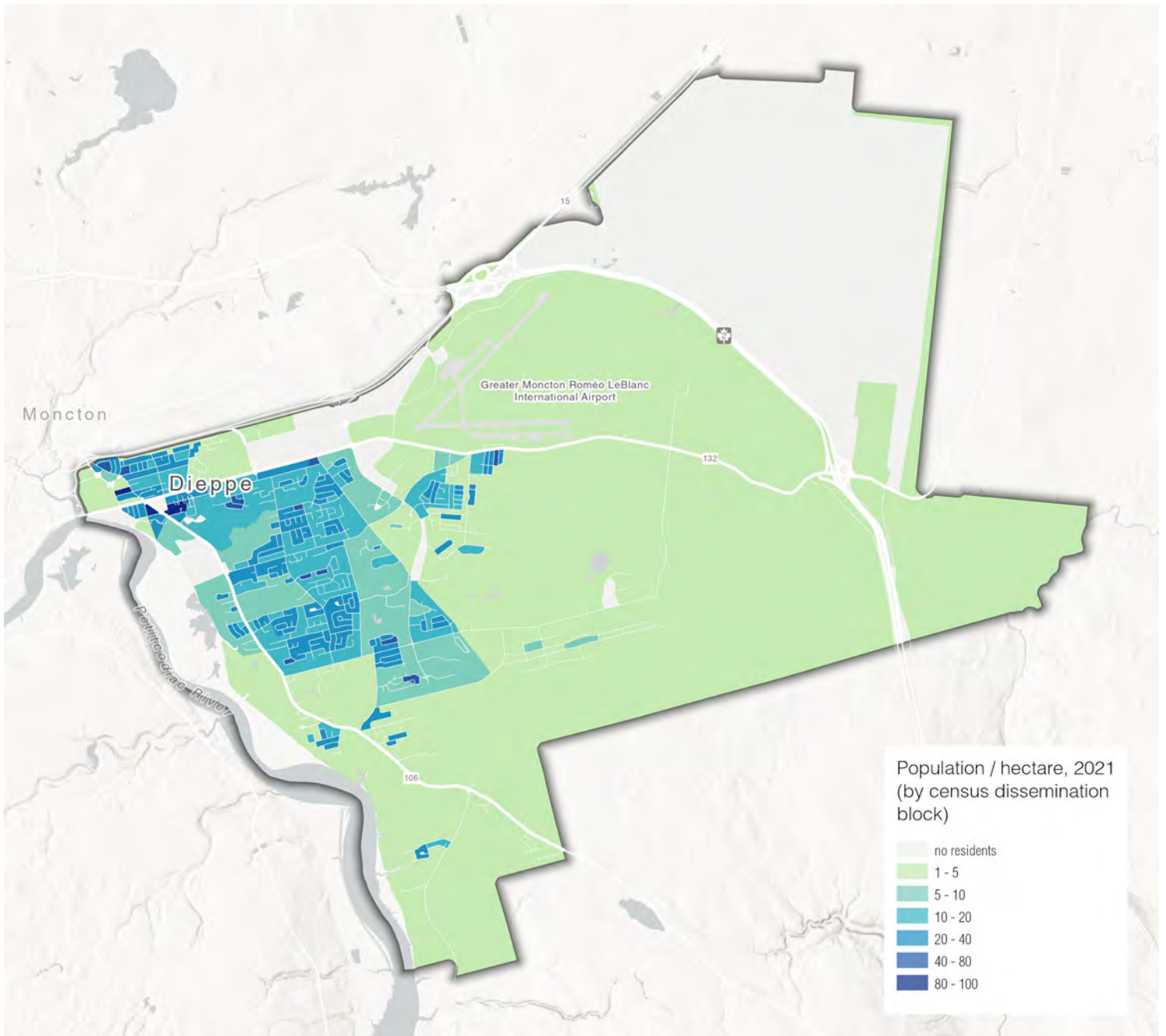


Figure 26: Population density map

1.5.2 Current Population Densities by Dissemination Blocks

Review of Dieppe Census Data on Dissemination Block Level allows for interesting insights about the distribution of population in the City. The highest population densities in Dieppe are found in the north-west of the city, which is more developed. Outlying regions to the south and east being largely undeveloped or occupied by very low density uses.

Outside of the Downtown area, the developed lands north of Champlain Street are occupied by industrial uses and the airport, and consequently have no or very low population

density. Within the developed areas of the City, population density is well distributed and not significantly concentrated in any one area.

Most developed areas of Dieppe are inhabited at a population density between 10 to 40 residents per hectare. Only a few street blocks within the Downtown exceed population density values of 80 residents per hectare.

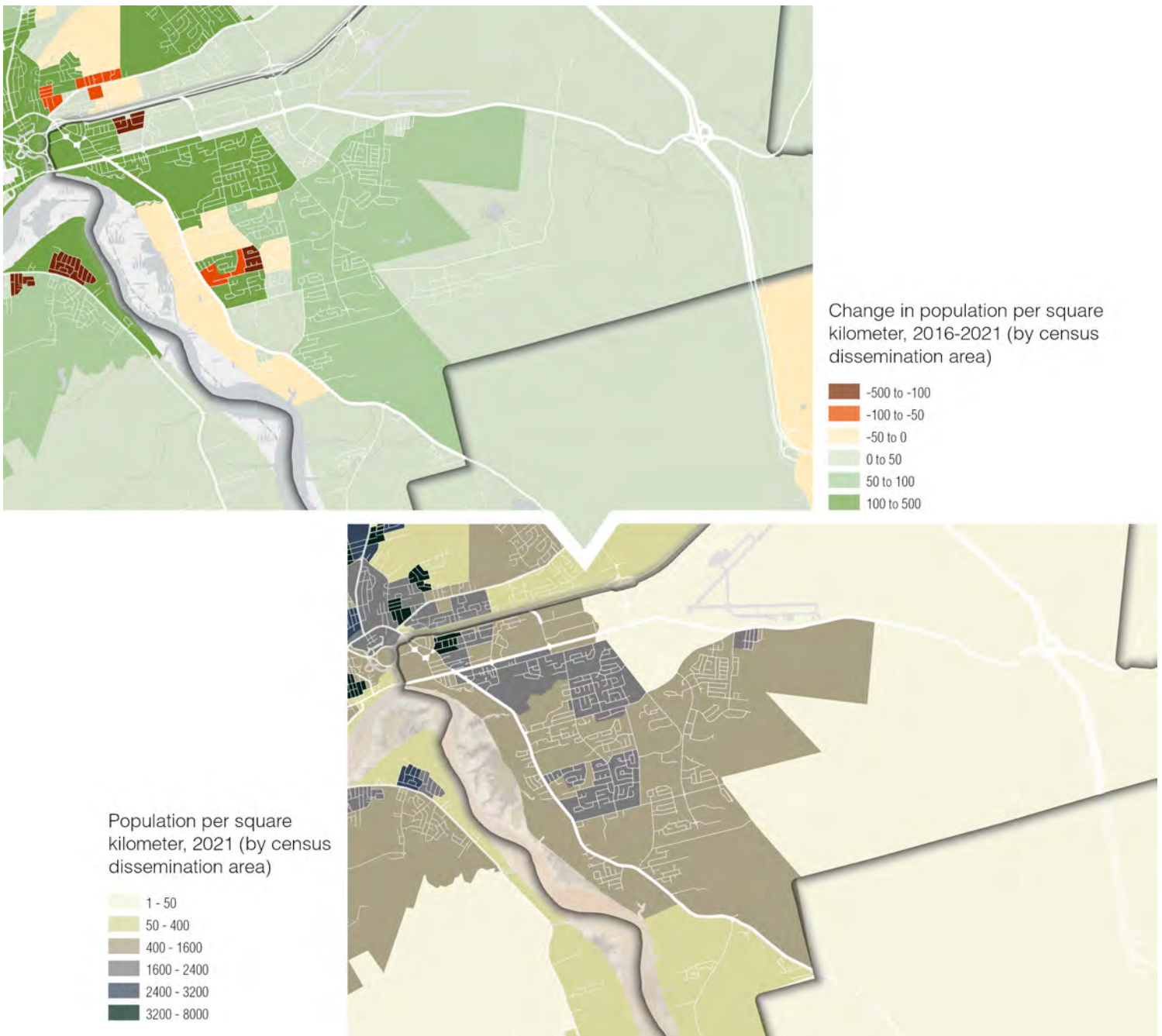


Figure 27: Population density changes over time

1.5.3 Population Change by Dissemination Area 2015 to 2021

Population densities by Census Dissemination Area reach up to 34 residents per hectare. The most densely inhabited areas of the City are found east of Paul Street, south of Champlain Street and the southern portion of Chartersville, north of Melanson Road. Otherwise, serviced residential areas typically have population density values between 4 and 16 residents per hectare.

Most areas of Dieppe densified between the last two Census years, with most areas around the Downtown having uniformly increased their densities by about 10 residents per hectare on average. There are a few smaller pockets of the City where average densities have decreased. For area affected by such density decreases are all older low-density neighbourhoods. This is an often-observed phenomenon in well established residential areas, where most homes were constructed decades ago. When home owners age over time and no substantial infill construction takes places, declining average household sizes decrease the overall population.

1.5.4 Households by Age of Maintainer

The population is organized into households; individuals and groups that share a single dwelling. For statistical purposes, the age of the person primarily responsible for paying the costs of the dwelling, or first person listed in the census form if equally shared, is taken to indicate the “age” of the household. This gives an indication of the life-stage and needs of households in Dieppe.

Table 5 below shows the change in households by age, and as split between owner and renter tenure. Between census periods, there was a 13% increase in permanent households in Dieppe. Similar to the trend in population, the largest household increases were seen in older age groups.

Aging population trends tend to result in smaller household sizes, and faster growth in households as a result. As Dieppe has experienced stronger growth in its older population compared to the Greater Moncton Region or province, it has experienced faster growth in the number of households.

The 13% increase in Dieppe was higher than the Region at 9% (Table 6), and markedly higher than the province overall at 6% (Table 7). All three areas had their household growth concentrated in ages 65 and older, with Dieppe experiencing this most strongly.

Dieppe has experienced heavier growth in renter households. While it still trailed the Moncton Region in share of households renting their dwelling in 2021 (30.5% vs 38.0%), the overall number of renters grew by 27.8% as compared to only 17.6% for the Region, and 10.8% for the province overall. This trend is also related to population aging, with renter households over age 65 growing by nearly 70% compared to an increase of just 21% for owner households of this age.

Dieppe	Total	15-24	25-34	35-44	45-54	55-64	65-74	75-84	85+
2016	10,540	490	1,775	2,275	2,230	1,730	1,220	600	210
Owner	7,000	120	1,175	1,850	1,840	1,390	845	370	105
Renter	2,840	375	605	425	390	335	380	230	105
2021	11,875	425	1,865	2,440	2,325	2,020	1,690	815	285
Owner	8,245	115	1,140	1,900	1,855	1,630	1,095	370	135
Renter	3,630	310	725	540	465	390	605	450	155
	13%	-13%	5%	7%	4%	17%	39%	36%	36%

Table 5: Age of primary household maintainers by tenure (2016 & 2021, City of Dieppe)

Greater Moncton	Total	15-24	25-34	35-44	45-54	55-64	65-74	75-84	85+
2016	51,080	2,465	8,280	9,310	9,660	9,005	7,100	3,675	1,595
Owner	33,065	435	4,375	6,760	7,120	6,635	4,865	2,050	805
Renter	18,020	2,030	3,910	2,545	2,540	2,350	2,235	1,620	795
2021	55,835	2,575	8,520	10,045	9,995	9,655	8,555	4,690	1,790
Owner	34,640	345	4,070	6,825	7,515	6,925	5,625	2,505	830
Renter	21,195	2,230	4,460	3,220	2,465	2,730	2,940	2,185	970
	9%	4%	3%	8%	3%	7%	20%	28%	12%

Table 6: Age of primary household maintainers by tenure (2016 & 2021, Greater Moncton)

New Brunswick	Total	15-24	25-34	35-44	45-54	55-64	65-74	75-84	85+
2016	318,430	10,375	38,520	49,920	61,590	67,665	53,165	27,545	9,660
Owner	236,740	2,385	22,135	37,285	49,420	55,340	42,875	20,560	6,735
Renter	79,825	7,900	16,055	12,210	11,720	11,980	10,135	6,925	2,910
2021	336,760	10,740	40,150	50,115	56,460	70,930	64,030	33,600	10,740
Owner	245,600	2,525	22,385	36,610	45,030	56,995	50,435	24,475	7,140
Renter	88,425	8,055	17,320	13,010	10,830	13,365	13,260	9,015	3,570
	6%	4%	4%	0%	-8%	5%	20%	22%	11%

Table 7: Age of primary household maintainers by tenure (2016 & 2021, New Brunswick)

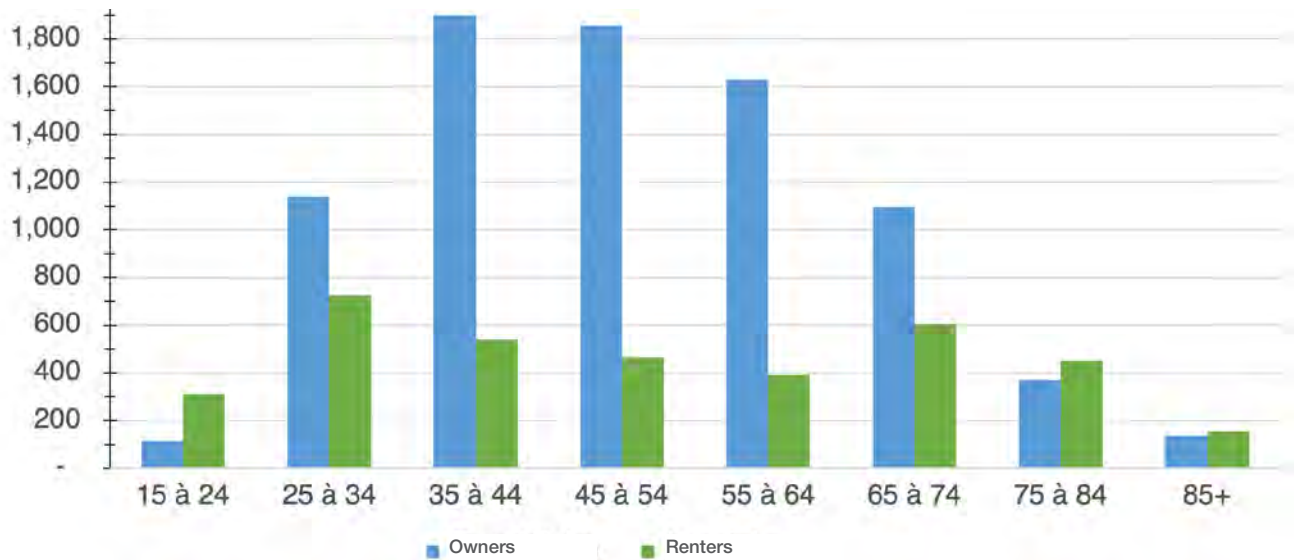


Figure 28: Age of primary household earners (2021, City of Dieppe)

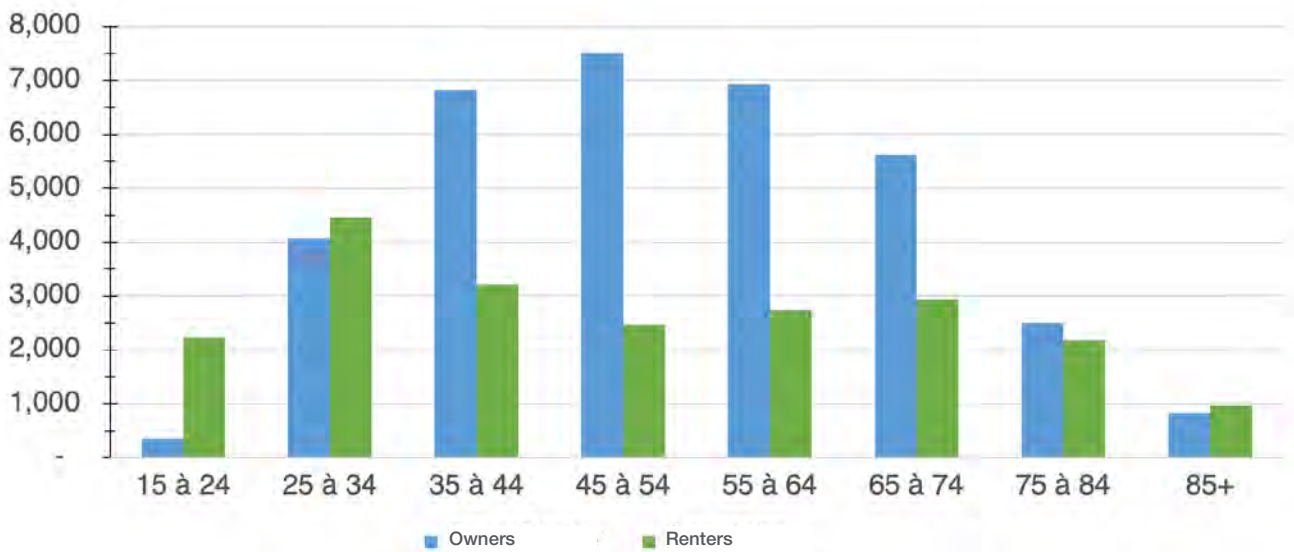


Figure 29: Age of primary household earners (2021, Greater Moncton)

1.5.5 Current Household Characteristics

Households are further categorized by the family structure that describes how those groups of dwelling occupants relate to each other, or not. Most dwellings are occupied by a family of some type, though non-family groups, such as individuals or roommates, are a large minority. Figure 30 to the right presents the household data, broken down by these family types. Again, the influence of aging population trends is apparent, with non-census family households increased by 21%, followed by couples without children at 12%.

Dieppe's growth is fairly comparable to the Greater Moncton Region (Figure 31) in terms of family structure, though again with a heavier proportion of childless couples and non-family households that are typical of older populations. Compared with the province (Figure 32), Dieppe has much stronger growth among family types with children present. This means that the population of Dieppe remains comparatively young by provincial standards, despite the aging trend.

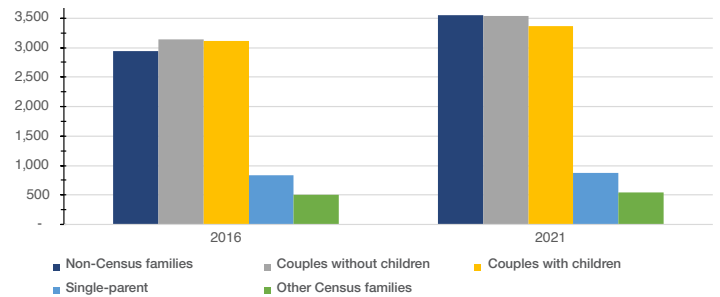


Figure 30: Family household types (Dieppe)

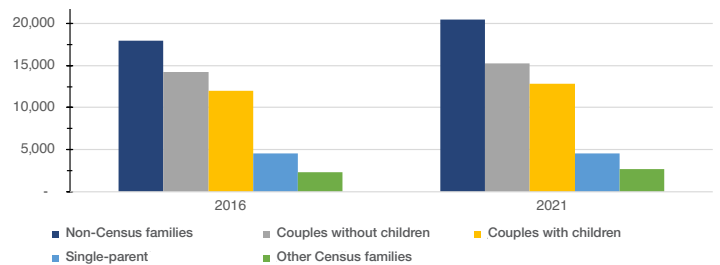


Figure 31: Family household types (Greater Moncton)

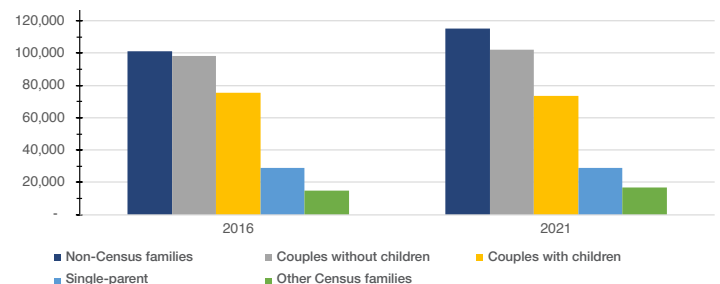


Figure 32: Family household types (New Brunswick)

Dieppe	Total	Couples without Children	Couples with Children	Single Parent	Other Census Families	Non-Census Families
2016	10,540	3,140	3,115	840	500	2,940
Owner	7,700	2,430	2,785	540	400	1,535
Tenant	2,840	710	330	300	100	1,405
2021	11,875	3,530	3,360	880	550	3,555
Owner	8,245	2,595	2,935	565	460	1,690
Tenant	3,630	930	425	315	95	1,865
	13%	12%	8%	5%	10%	21%

Table 8: Family household types (2016-2021, Dieppe)

GM	Total	Couples without Children	Couples with Children	Single Parent	Other Census Families	Non-Census Families
2016	51,080	14,220	12,035	4,570	2,300	17,945
Owner	33,065	10,795	10,275	2,405	1,675	7,890
Tenant	18,020	3,425	1,755	2,165	625	10,050
2021	55,835	15,260	12,840	4,585	2,730	20,415
Owner	34,640	11,100	10,670	2,470	2,100	8,300
Tenant	21,195	4,160	2,170	2,110	645	12,110
	9%	7%	7%	0%	19%	14%

Table 9: Family household types (2016-2021, Greater Moncton)

NB	Total	Couples without Children	Couples with Children	Single Parent	Other Census Families	Non-Census Families
2016	318,430	98,120	75,360	28,735	15,075	101,145
Owner	236,740	84,605	65,785	16,860	12,380	57,110
Tenant	79,825	13,300	9,160	11,450	2,440	43,470
2021	336,760	101,935	73,650	29,050	16,740	115,380
Owner	245,600	86,315	64,020	17,900	13,625	63,740
Tenant	88,425	15,285	9,130	10,535	2,765	50,715
	6%	4%	-2%	1%	11%	14%

Table 10: Family household types (2016-2021, NB)

1.5.6 Labour Force and Income Statistics

Major statistics related to labour and employment for each of the City of Dieppe, the Greater Moncton Region, and the Province of New Brunswick are shown in Table 11, below. Dieppe broadly enjoys stronger labour force conditions,

with higher participation and employment rates, and a lower unemployment rate. This is especially true in comparison to the province, which has an older, less economically active population, but meaningful differences are also noted even relative to the Greater Moncton Region.

2021	Population 15+	Working Population	Employed Population	Un-employed	Non-Working Population	Activity Rate	Employment Rate	Un-employment Rate
Dieppe	23,630	16,280	15,185	1,095	7,350	69	64	7
Greater Moncton	106,755	70,155	64,280	5,875	36,605	66	60	8
NB	648,245	389,470	349,210	40,255	258,780	60.1	53.9	10.3

Table 11: Labour Status, 2021

Dieppe	Total	15-24	25-34	35-44	45-54	55-64	65-74	75-84	85+
2016	\$78,500	\$41,600	\$81,000	\$104,000	\$100,000	\$77,000	\$58,000	\$42,800	\$34,000
Owner	\$95,000	\$67,000	\$102,000	\$119,000	\$112,000	\$83,000	\$66,500	\$52,800	\$45,600
Tenant	\$40,800	\$34,000	\$45,200	\$52,000	\$47,600	\$48,800	\$35,600	\$31,000	\$32,000
2021	\$90,000	\$55,600	\$87,000	\$112,000	\$122,000	\$97,000	\$68,500	\$49,600	\$39,600
Owner	\$110,000	\$82,000	\$107,000	\$128,000	\$137,000	\$113,000	\$80,000	\$60,800	\$41,600
Tenant	\$55,600	\$53,600	\$66,000	\$71,000	\$64,000	\$55,600	\$50,000	\$41,200	\$36,800
	15%	34%	7%	8%	22%	26%	18%	16%	16%

Table 12: Median Income by Age Group (2016-2021, City of Dieppe)

NB	Total	15-24	25-34	35-44	45-54	55-64	65-74	75-84	85+
2016	\$60,800	\$36,400	\$63,600	\$79,500	\$79,500	\$65,500	\$48,800	\$38,000	\$33,200
Owner	\$72,000	\$56,000	\$82,000	\$93,000	\$91,000	\$73,500	\$54,800	\$42,400	\$36,400
Tenant	\$34,800	\$31,600	\$41,600	\$41,200	\$37,200	\$32,800	\$28,400	\$28,600	\$26,600
2021	\$71,000	\$50,800	\$75,000	\$92,000	\$99,000	\$78,000	\$57,600	\$44,000	\$37,200
Owner	\$83,000	\$66,000	\$93,000	\$108,000	\$111,000	\$87,000	\$64,500	\$49,200	\$40,000
Tenant	\$45,600	\$46,800	\$56,000	\$55,600	\$53,200	\$40,400	\$36,000	\$33,600	\$31,400
	17%	40%	18%	16%	25%	19%	18%	16%	12%

Table 13: Median Income by Age Group, 2016-2021, New Brunswick

Given its strong performance in labour and employment, it is unsurprising that Dieppe showed strong growth in household income between the last two censuses. The median household income in Dieppe increased by 15% between the 2016 and 2021, shown in Table 12. The age group that experienced the largest percentage income growth between census periods was 15-to-24-year-olds with 34% followed by 55-to-64-year-olds with 26%. Note that strong income growth for younger ages in particular is partially due to the impact of temporary, pandemic-related income support programs that were active at the time of the 2021 Census.

Similar data is unavailable for the Greater Moncton Region specifically, but compared to the province (Table 13), Dieppe's households tend to have meaningfully higher incomes across all age groups and tenures, though they have grown at a slightly slower pace. Again, some caution must be exercised when interpreting this change as the influence of pandemic-related income supports mean these figures are somewhat distorted.

Within the encouraging picture for Dieppe overall, significant differences between owner and renter households must be noted. According to the 2021 census, renter households tend to earn far less than owner households of similar ages, in some cases less than half. This is because renter households are more likely to be single income, but is also due to the fact that ownership options tend to be less financially accessible, meaning those employed in lower-income industries and occupations are more likely to rent at any age.

Statistics Canada's Low-Income Measure help identify the number of households that are substantially worse off than the median, giving an understanding of the scale and nature of those who are likely to struggle with cost-of-living challenges and drive a need for services such as affordable housing and transit. Using after-tax income to give the most direct picture of the income actually available, the tables and charts below show the proportions of low-income households both overall and for each family type.

1.6 Real Estate Profile

1.6.1 Current Housing Characteristics

Compared to other Atlantic Canadian communities, Dieppe offers a wide variety of housing types. Nevertheless, the dominant type of dwelling forms are still single-detached houses. Currently more than 48% of the housing stock in Dieppe is made up of single-detached houses. Apartments make up 26.5% of the housing stock with semi-detached and row houses adding up to 22.0%. In 2021, the vast majority of residential buildings did not exceed five stories, with only 100 households living in dwellings that exceeded this height.

While the share of single-detached homes is still very high, the composition of households is such that two persons living together are the most common type of household in Dieppe. 38.2% of the City's residents reported living with another person in the 2021 Census, followed by another 25.3% that live alone. Households with three or more members represent just over a third (36.4%) of the population profile.



Figure 33: Diverse housing types co-existing side by side in Dieppe.

Type of Dwelling	Housholds in Dwelling Type	% of total households
Single-detached house	5580	48.2%
Semi-detached house	1690	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	2375	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 14: Dieppe dwelling characteristics in 2021

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 15: Dieppe household sizes in 2021

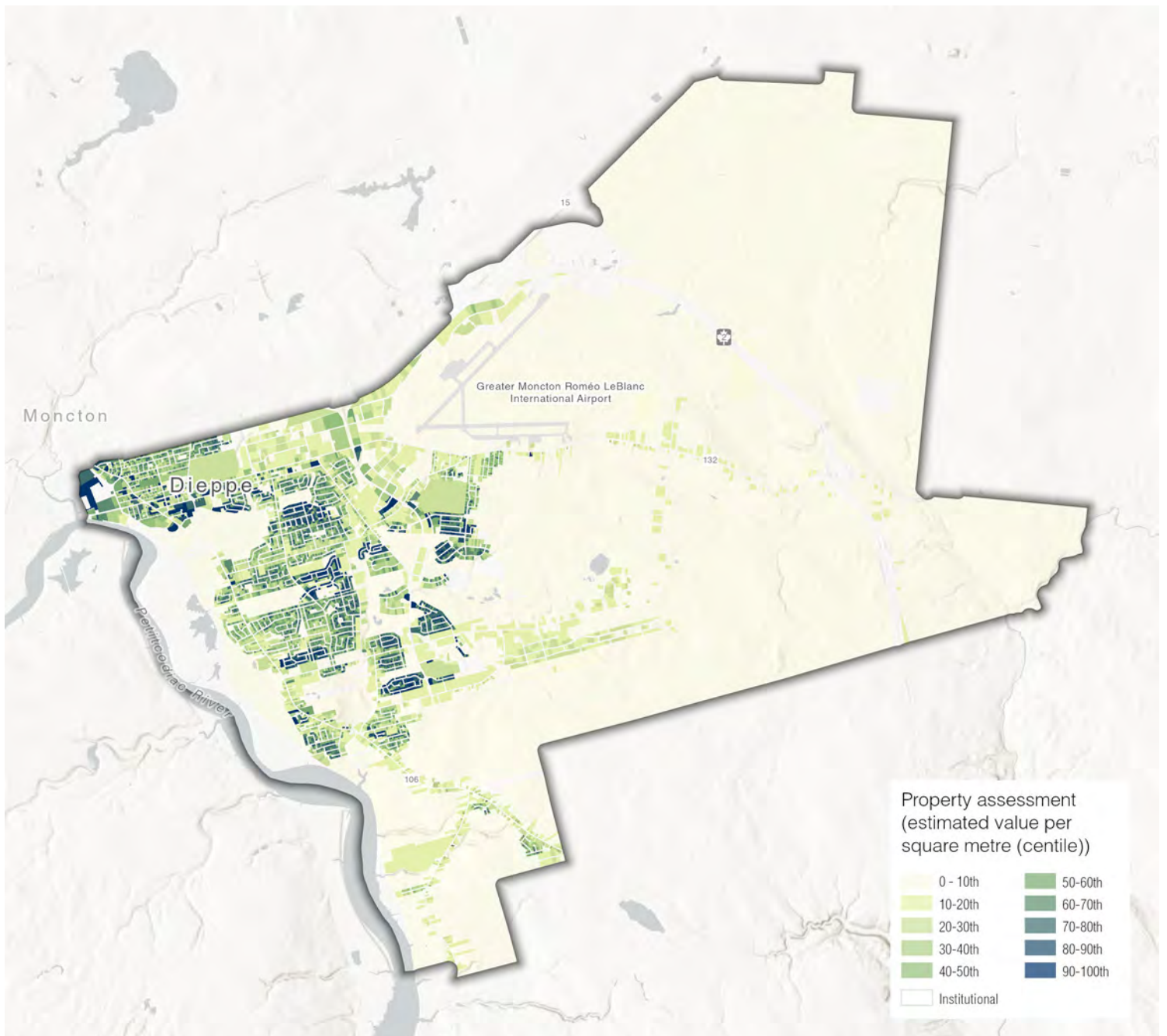


Figure 34: Land value map

1.6.2 Land Values

Property assessment provides a high-level overview and estimate of the assessed value per square metre of land area for each property in Dieppe, including the buildings that were constructed on that real estate. The property assessment map is meant to show how real estate values concentrate in certain areas of the City. The map displays property assessment values in percentiles, which rank properties according to their relative value within the city. For example, a site in the 80-90th percentile has a higher assessed value than the bottom 80% of properties but a lower value than the top 10%.

There does not appear to be a concentration of high assessment values in Dieppe, and lands with above-average values are dispersed throughout developed areas in the City. Two trends on related to land values can be observed.

First, for residential development there is a correlation between population densities and property values, which is relatively independent from the age of subdivisions. Secondly, property values are influenced by proximity to commercial (but not industrial) development.

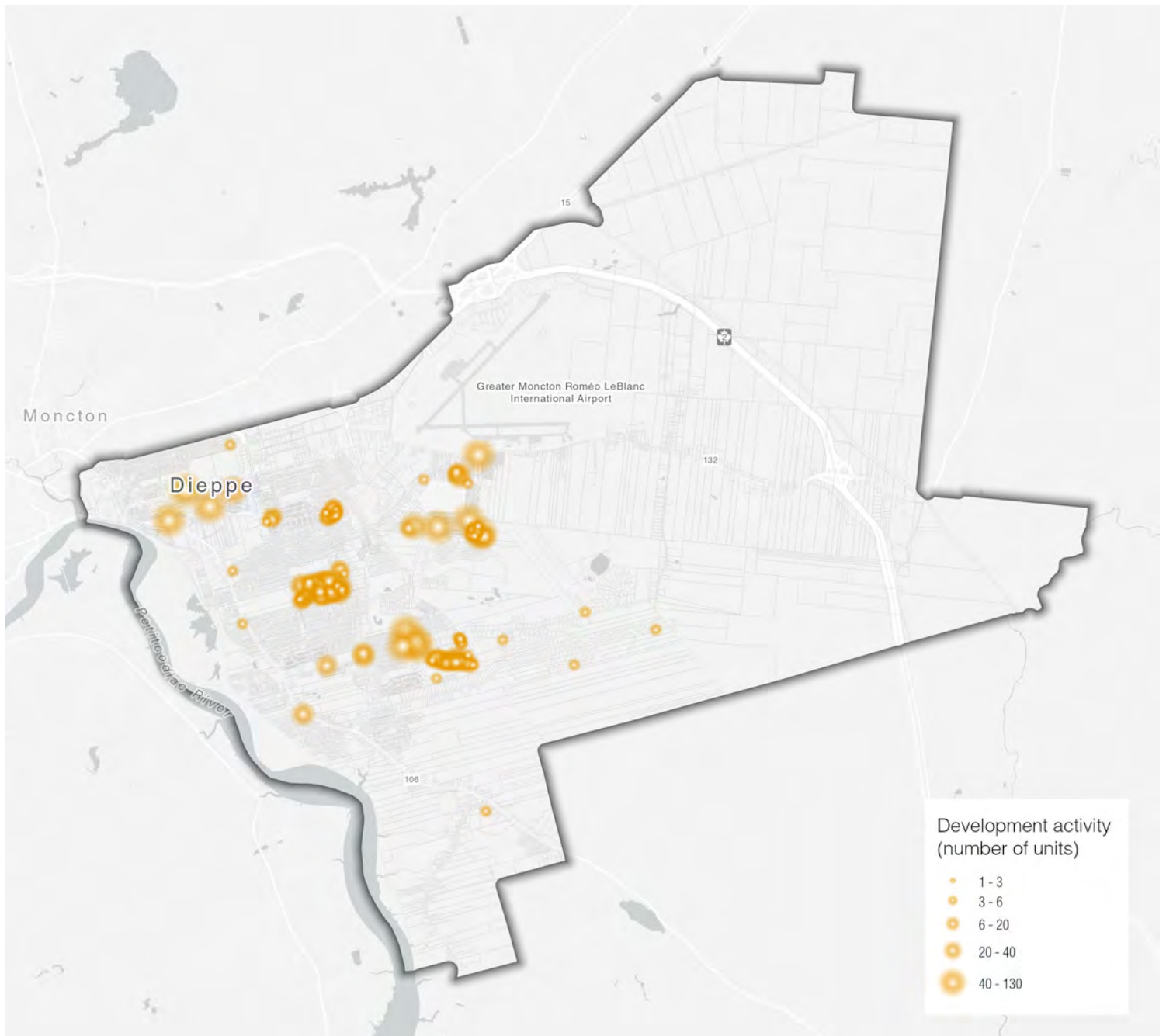


Figure 35: 2023/2024 development activity heat map

1.6.3 Development Activity over last 18 Months

The above map represents an analysis of residential building permits issued over the 18-month period prior to this report being written, i.e. from February 2023 to August 2024. A total of 1,526 residential units was approved for construction during that time. Only 99 of these units are being constructed in low-density dwellings of one or two units, while the remainder units were all allocated to denser forms of development.

Higher-density residential developments currently center around the Downtown and areas adjacent to Dieppe Boulevard. Clusters of single-unit development can also be observed on recently developed streets such as the subdivision surrounding Norbert Street, on Elsliger Street or Melanie Street.

Apart from that, low-density residential development activity is fairly spread out over the City.

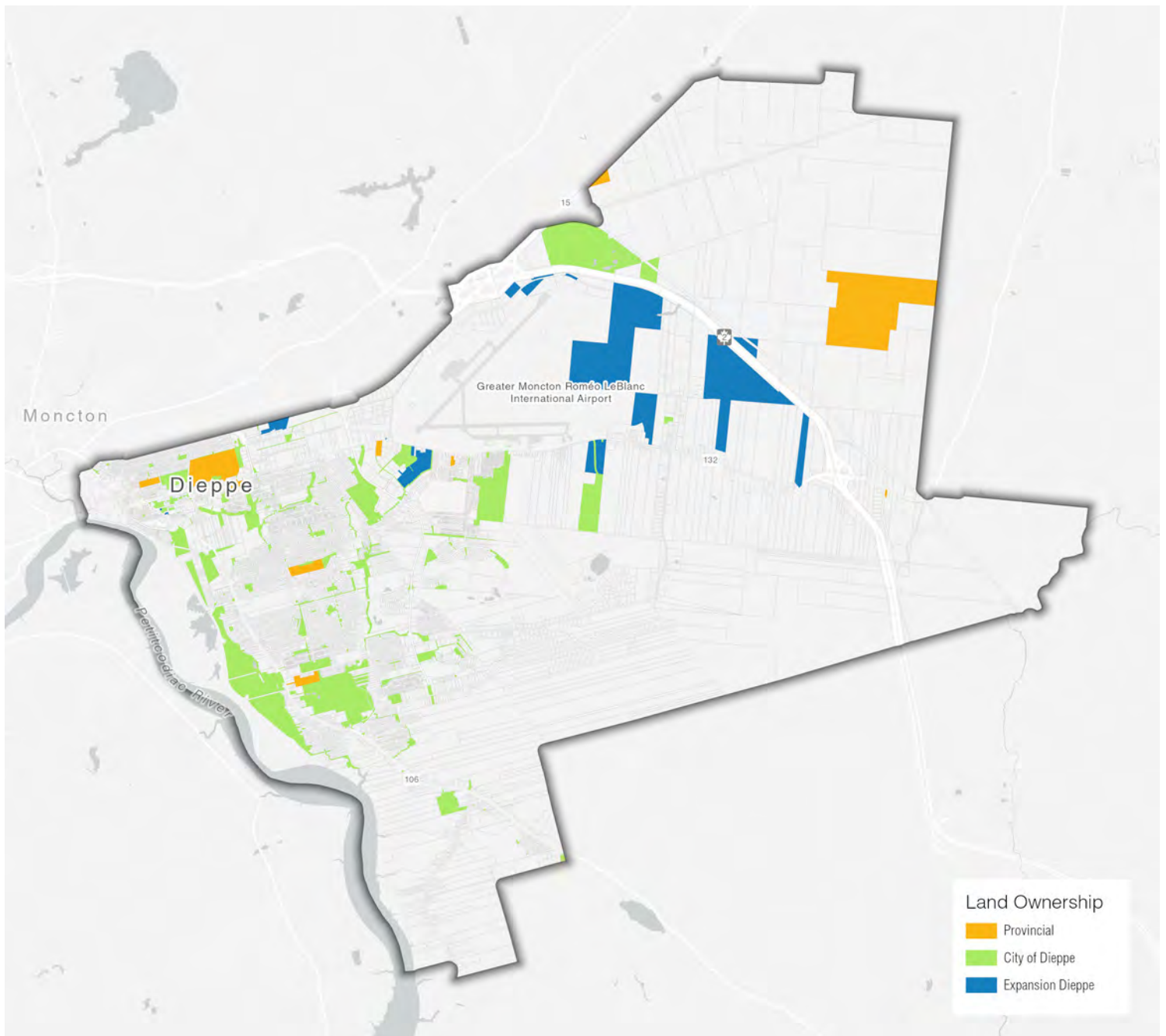


Figure 36: Public land ownership map

1.6.4 Land Ownership

A holistic background review of an urban area needs to consider public land holdings. The above map shows lands within City limits that are owned by the Province of New Brunswick, Expansion Dieppe or held directly by the City.

A review of the ownership structure shows that there are few publicly held opportunity sites for residential development held by public bodies. Most publicly owned lands close to residential development are held and reserved for recreational or educational purposes. These lands are therefore already creating value for the community.

When it comes to commercial and industrial development, the situation is very different. Between the three types of public ownership shown on the map, there is a substantial amount of land in proximity to the airport and Trans Canada Highway that is still generally available for development.

Both of these insights will need to be considered when reviewing residential and commercial development scenarios for the City of Dieppe.

1.6.5 Residential Real Estate

The following data relates to the change in dwelling inventory based on the number of bedrooms in the dwelling. Between Census periods, Dieppe experienced an increase of 13% in total dwelling inventory. The largest percentage increase was seen in 1-bedroom dwellings with a 29% increase. The largest numeric increase was seen in 2-bedroom units, with 590 units added between census periods, or a 21% increase.

In the chart to the right, the 2021 dwelling inventory data is broken down by tenure. As can be seen, the vast majority of 3+ bedroom dwellings are purpose-built for ownership tenure, while 1- and 2-bedroom dwellings are generally built for renting purposes.

At the regional level, Greater Moncton experienced an overall increase in dwellings of 9%. The largest percentage increase was seen in bachelor or no-bedroom dwellings. The largest numeric increase was seen in 2-bedroom units with an increase of 2,650 or 19%.

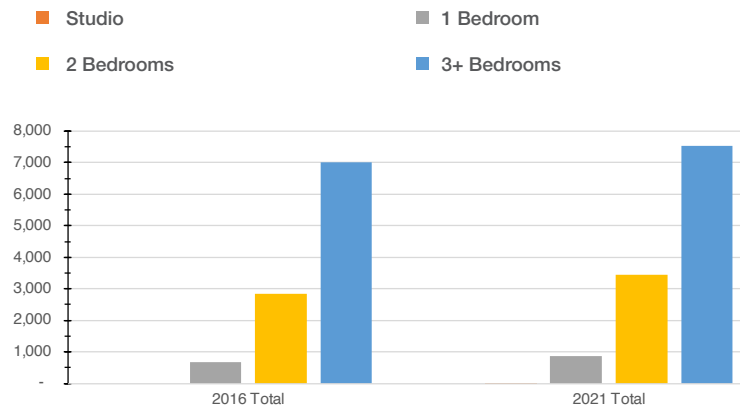


Figure 37: Changes in Dwellings by Number of Bedrooms (2016-2021, City of Dieppe)

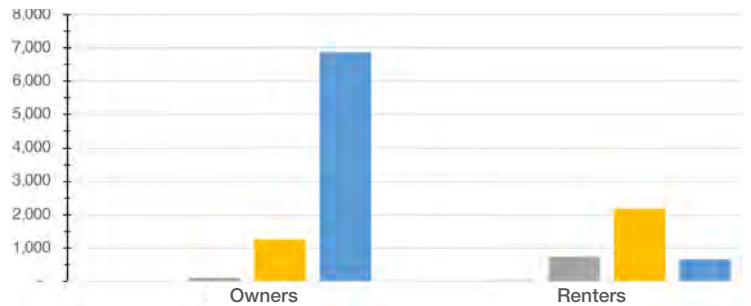


Figure 38: Dwellings by Number of Bedrooms and Type of Occupancy (2021, City of Dieppe)

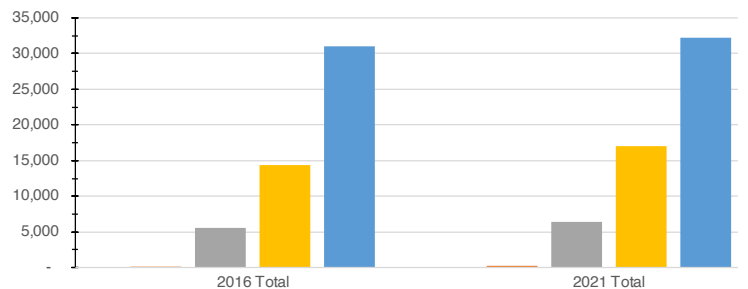


Figure 39: Changes in Dwellings by Number of Bedrooms (2016-2021, Greater Moncton)

Similar to Dieppe, the vast majority of 3+ bedroom dwellings are purpose-built for ownership while bachelor, 1-, and 2-bedroom units are generally – or exclusively, in the case of bachelor units – purpose-built for renting.

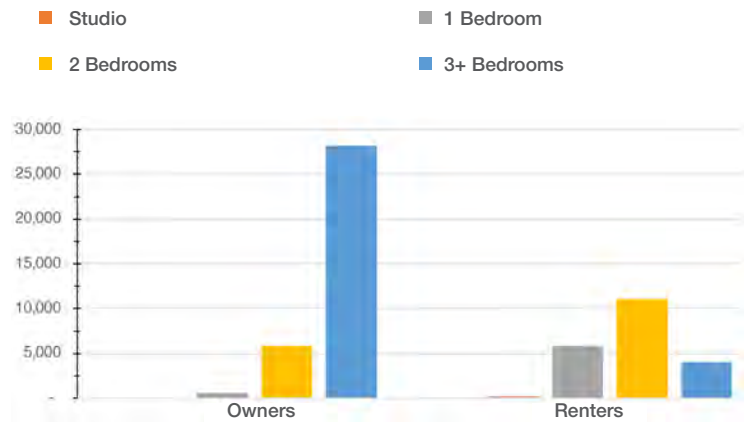


Figure 40: Dwellings by Number of Bedrooms and Type of Occupancy (2021, Greater Moncton)

New Brunswick experienced an overall increase in dwelling inventory of 6% between census periods. Bachelor units saw the largest percentage increase with 71%. The largest numeric increase was seen in 2-bedroom units with an increase of 9,155 units or 10%.

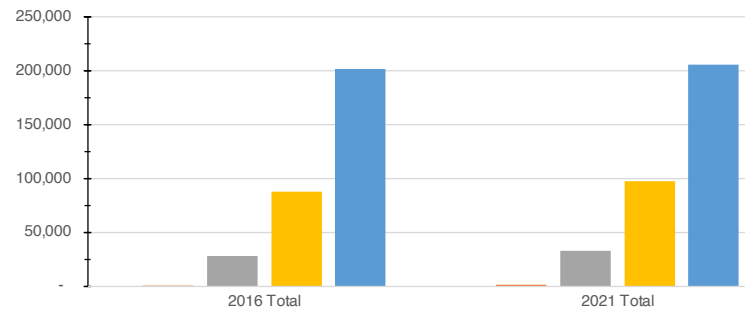


Figure 41: Changes in Dwellings by Number of Bedrooms (2016-2021, New Brunswick)

Much the same as both its local and regional counterparts, 3+ bedroom units are almost exclusively purpose-built for ownership while 2-or-fewer bedrooms have a higher frequency of being purpose-built for renting. Interestingly, the provincial level data is the only one of the observed areas to have a higher proportion of 2-bedroom units purpose-built for ownership rather than renting.

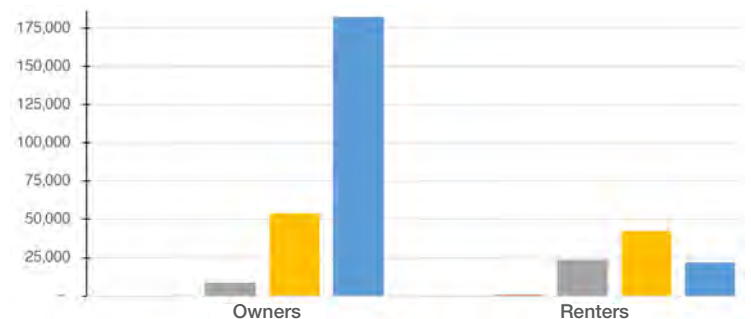


Figure 42: Dwellings by Number of Bedrooms and Type of Occupancy (2021, New Brunswick)

1.6.6 Housing Units by Age

The following data relates to the age of the dwelling inventory in Dieppe as well as the trends in the construction purposes of dwellings built. Dieppe had two major construction booms, those being between 1971-1980 and again from 2006-2010. These have been the two major peaks in total unit construction in the City.

Important to note, though is the shift in dwelling purpose starting from 2006-2010. Since 2006, Dieppe has seen increasing rates of renting purpose-built units. The period from 2016-2021 was the first time that the total rental units constructed were higher than ownership units constructed in any of the given time periods.

While total ownership units still outnumber rental units, as can be seen in Figure 43, this shift in trend does denote some changes within the city, namely a higher demand for rental units. Higher rental demand can be a product of multiple, concurrent circumstances (i.e., decreasing homeownership affordability, an in-flux of temporary residents like students, retirees downsizing from homes to apartments, etc.); based on this data alone, no other conclusions can therefore be drawn.

Unsurprisingly, these recent trends are largely mirrored at the regional scale, as can be seen in Figure 44. While Greater Moncton had a pre-World War II construction boom that was largely absent in Dieppe, since then construction trends are fairly similar, even down to the shift in tendency toward rental purpose-builds from 2016-2021.

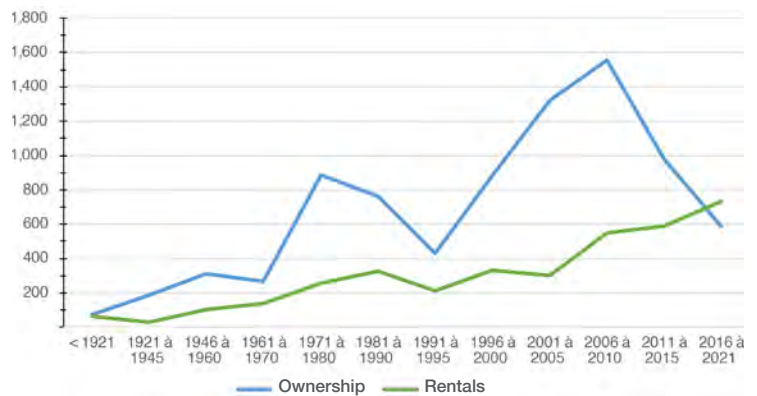


Figure 43: Dwellings by Date of Construction (Dieppe)

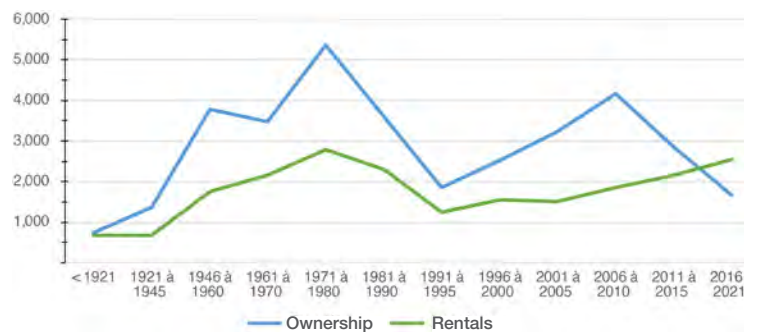


Figure 44: Dwellings by Date of Construction (Greater Moncton)

When compared to province-wide construction trends, Dieppe's recent construction boom has been largely absent for the whole of New Brunswick. Construction of both owner and rental purpose-built units were consistent from 1991-2010. Since 2010, there has been a decline in overall units constructed, with a steeper relative decline in ownership purpose-built units. While the lines between rental and ownership purpose have yet to cross, if the trendline continues, rental purpose-builds should soon overtake ownership purpose-builds across New Brunswick.



Figure 45: Dwellings by Date of Construction (NB)



Figure 46: Multi-unit dwellings along Avenue Principale-Ouest in Dieppe.

1.6.7 Housing Starts, Rents and Vacancies

The charts below present various data relating to: housing construction starts disaggregated by purpose (i.e., ownership or rental); housing completions disaggregated by dwelling type, and; housing completions disaggregated by the purpose for which the dwellings were built. The first shows housing construction starts from 1991-2023. The beginning of the 2000s saw a slight construction boom in the Dieppe area, with consistent increases to owner-purpose

housing starts and sporadic increases to rental-purpose housing starts. This trend begins to decline in 2010 with a significant rebound and shift in purpose-built trends beginning in 2019. Since 2019, construction starts have increased to levels above 2010 – the highest year prior to 2019 – and further, the number of rental-purpose construction starts have overtaken owner-purpose housing starts.

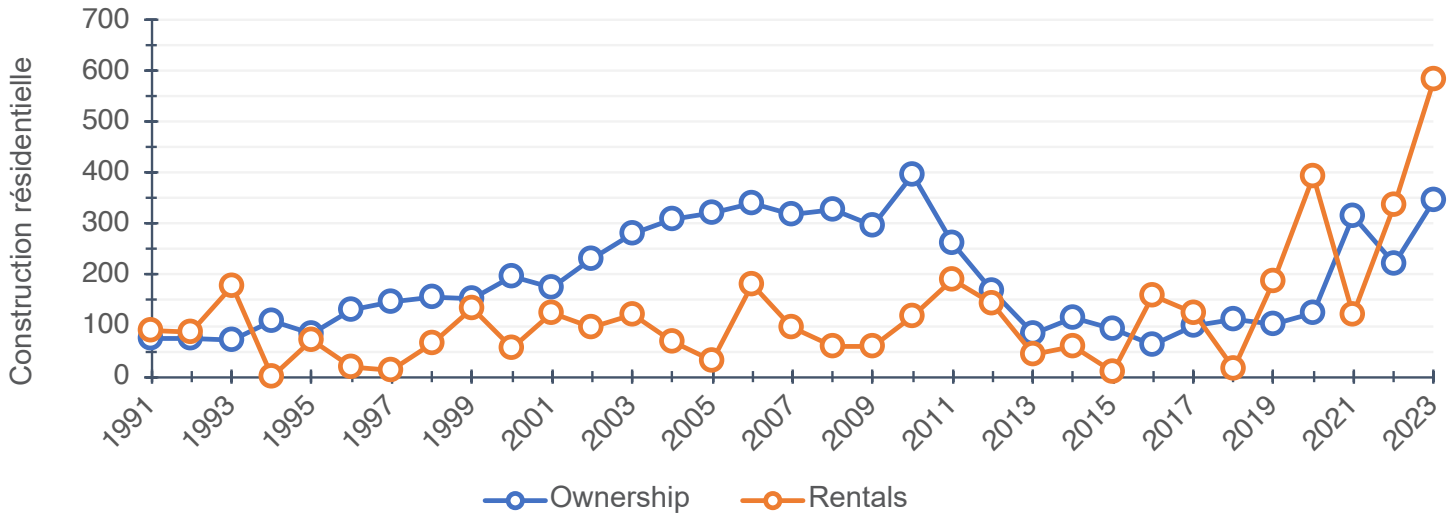


Figure 47: Residential Construction by Type of Occupancy (City of Dieppe)

The following chart of housing completions by the type of the unit built (i.e., single-detached, semi-detached, row houses, or apartments) reflects this trend as well. Prior to 2008, single-detached dwellings were the majority or plurality of dwellings constructed. A noticeable shift in this trend began in 2012, when apartments were the most numerous dwellings

completed. Apartments have remained the dwelling type with the highest number of completions since, with the highest number of apartment dwellings completed in 2022 – also the year with the highest number of construction completions since 1991.

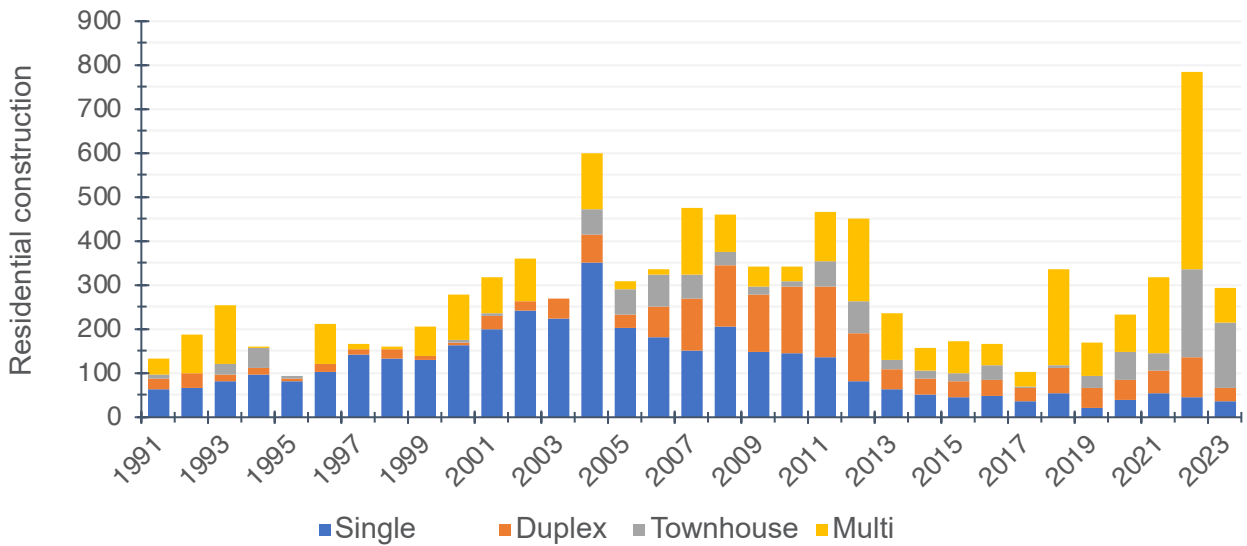


Figure 48: Residential Construction by Housing Type (City of Dieppe)

The relationship between the vacancy rate and market rental rates is a simple question of supply and demand. A high vacancy rate – generally considered to be above 5% – is considered to be a tenant’s market. Higher vacancy means more units are available, meaning that renters have flexibility in their choice of unit and price points.

Due to high availability, landlords are generally unable to command higher rental price points due to the number of alternatives in the market. A low vacancy rate, – generally considered to be below 3% – on the other hand is a seller’s market. As renters have fewer alternatives, landlords are able to command higher price points for their available units.

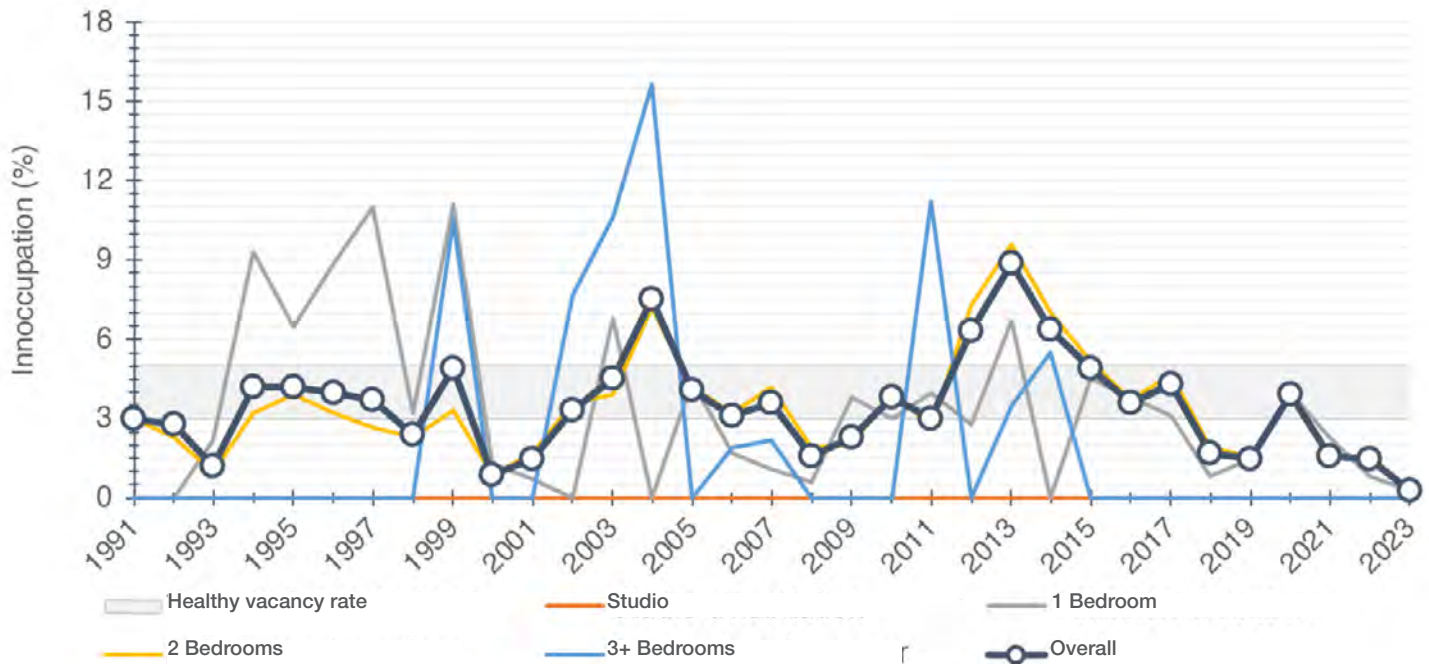


Figure 49: Vacancy Rate by Type of Residential Unit

Dieppe has experienced some fluctuations in their vacancy rate since 1991. Barring some exceptions though, Dieppe has generally had either a healthy – considered to be between 3-5% – or a high vacancy rate. This trend began to change in 2018, when the vacancy rate was 1.7%. Since then, only 2020 recorded a healthy vacancy rate (3.9%). As of 2023, the reported vacancy rate in Dieppe was 0.3%.

The relationship between vacancy and price changes is clear when examining the chart below, showing both the year-over-year (YoY) percent change in market rents as well as the median annual percent change for the dataset. Beginning in 2018, Dieppe experienced decreases to their vacancy rate and increases to market rent above the median percent increase.

As vacancy continued its downward trend, market rents began to increase at a considerable rate. In 2021, when the vacancy rate was 1.6%, market rents increased by 7.6% compared to 2020. In 2022, rents increased by another 17.8% – the highest in the past decade, and an increase rivaled only by a 21.6% YoY increase in 1993 – when the

vacancy rate dropped to 1.5%. While the YoY increase from 2022-2023 softened to 10.1% while vacancy continued to decrease, the overall affordability of the rental market will continue to decrease if there is no significant increase in dwelling supply.

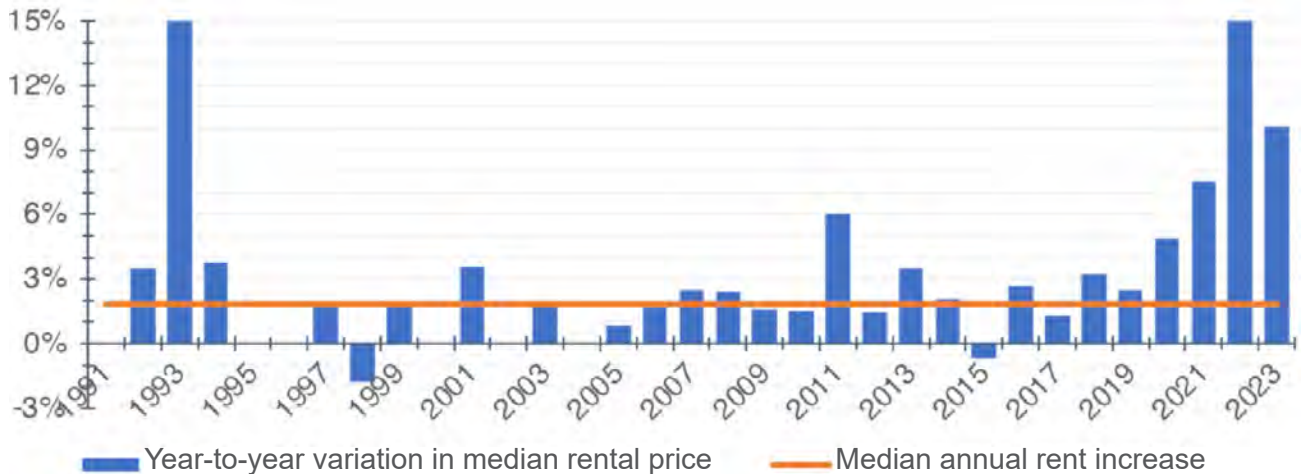


Figure 50: Year-over-year Change in Rental Price and Median Rental Price (City of Dieppe)

1.6.8 Commercial Development History

Residential real estate comprises the largest share of a community's built-form, but various categories of commercial real estate are also crucial for supporting resident's access to necessary employment, goods, and services. Using property assessment and structure data for Dieppe's existing building inventory, estimates of how much floor area was

built, and when, were created for several broad categories of commercial real estate. From this, trends in recent commercial development can be created. The amount of new commercial floor area added in Dieppe since 1991, totaling 3,275,279 ft² across all commercial real estate categories, is shown in the chart below.

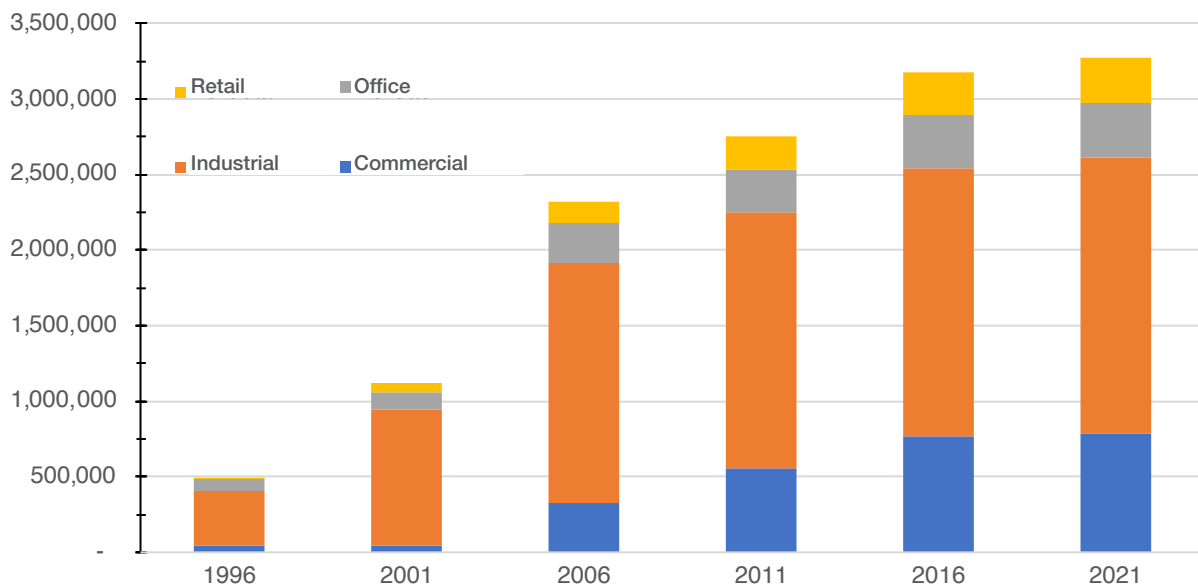


Figure 51: Cumulative Commercial Gross Floor Area Built in Dieppe after 1991 (by 5-year milestones)

In 1991, Dieppe was estimated to have 4,098,678 ft² of overall commercial space inventory. By the end of 2021, that number has grown to 7,373,957 ft² and comprised:

- + 1,421,340 ft² of Commercial floor area (restaurants, hospitality businesses, senior/special care homes, personal services, vehicle dealerships, etc.)
- + 3,526,133 ft² of Industrial floor area (warehouses, manufacturing facilities, commercial airport hangers)

- + 962,547 ft² of Office floor area (professional services, private business offices, government departments), and

- + 1,463,936 ft² of Retail floor area (shopping centres, big box stores, retail units in strip malls and mixed-use buildings).

Note that these figures include a significant amount of industrial space added in the 2001 and 2006 periods

that are associated with major infrastructure (e.g. Greater Moncton Roméo LeBlanc International Airport) as well as industrial operations that are regional in nature and not exclusively supported by the population and growth in Dieppe exclusively. The 1997-2006 time period saw much of Dieppe's recent industrial development due to these additions. A comparatively modest amount of new space has been added in the time since. Though not included in the figures above, a significant amount of existing older office space has been renovated over this time period as well.

Much of the floor space described above is owner-occupied, but a sizable rental market for office and industrial space exists in the Greater Moncton Region, including Dieppe. Trends and conditions in these rental markets can provide insight into the demand for Dieppe's current inventory, and whether more may be needed in the future. This section specifically examines market rents and vacancy rates, in Dieppe and as compared to the broader market of the Greater Moncton Region.

This broad area, including Dieppe, is a major provincial centre for office, and industrial space in particular, due to its advantageous location relative to major transportation routes in Atlantic Canada and large local population. Dieppe contains approximately 12% of the Moncton Region's office rental market, and 19% of its industrial rental market. These are both lower proportions than Dieppe's share of population for the same area, though this is not unexpected as commercial space tends to be more concentrated in specific locations rather than uniformly spread throughout a market area. In this case, commercial rental space is more likely to be found in the City of Moncton itself. This difference in size must be kept in mind when comparing conditions in Dieppe to the wider area, as small changes can have much larger impacts on average market figures, and seem more dramatic as a result. Within this context, Dieppe has tended to outperform in recent years when it comes to office space, shown in the chart below.

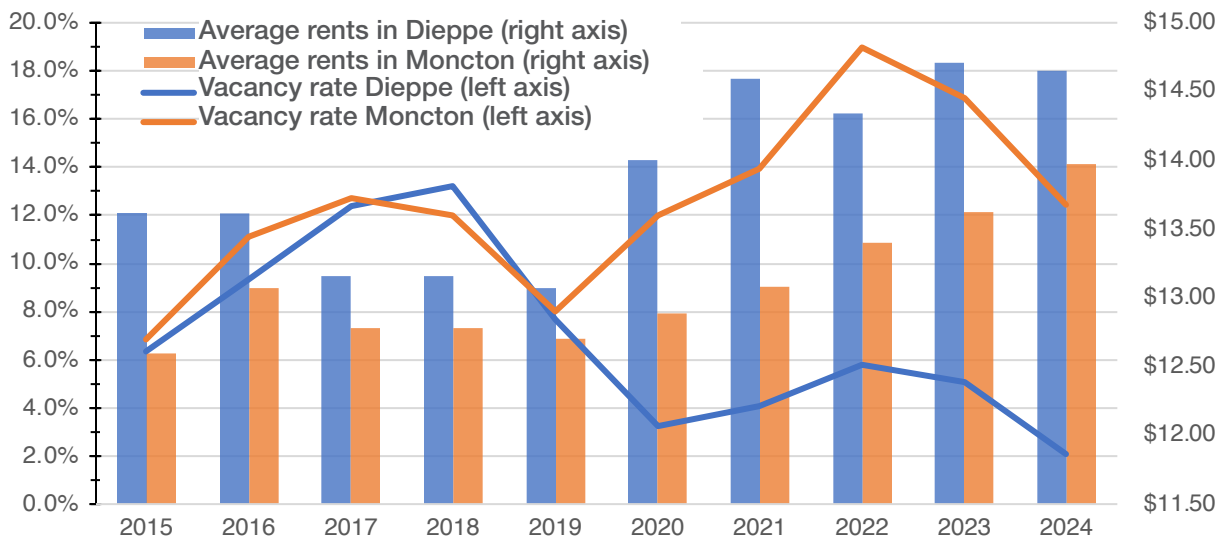


Figure 52: State of the Office Real Estate Market

Despite the disruptions of the Covid-19 pandemic and increased prevalence of remote work in the time since, the amount of rented space experienced only few and limited periods of decline; compared to 2019, the demand for space in Dieppe's office rental market in June of 2024 was nearly 9% higher.

On the other hand, the supply of space has grown by less than 3% over this same period, resulting in Dieppe having experienced consistently low vacancy rates and elevated market rents for its office space. For this same period, the

overall Greater Moncton Region market saw its demand grow by a more modest 4%, while supply has increased by over 9%.

This has resulted in growing rental rates as new space pushed the average higher, while vacancy rates have also escalated as new supply has taken longer to be absorbed. This suggests Dieppe could support additional office development in the future, though competition with existing empty space in Greater Moncton Region may make this less feasible than would otherwise be assumed.

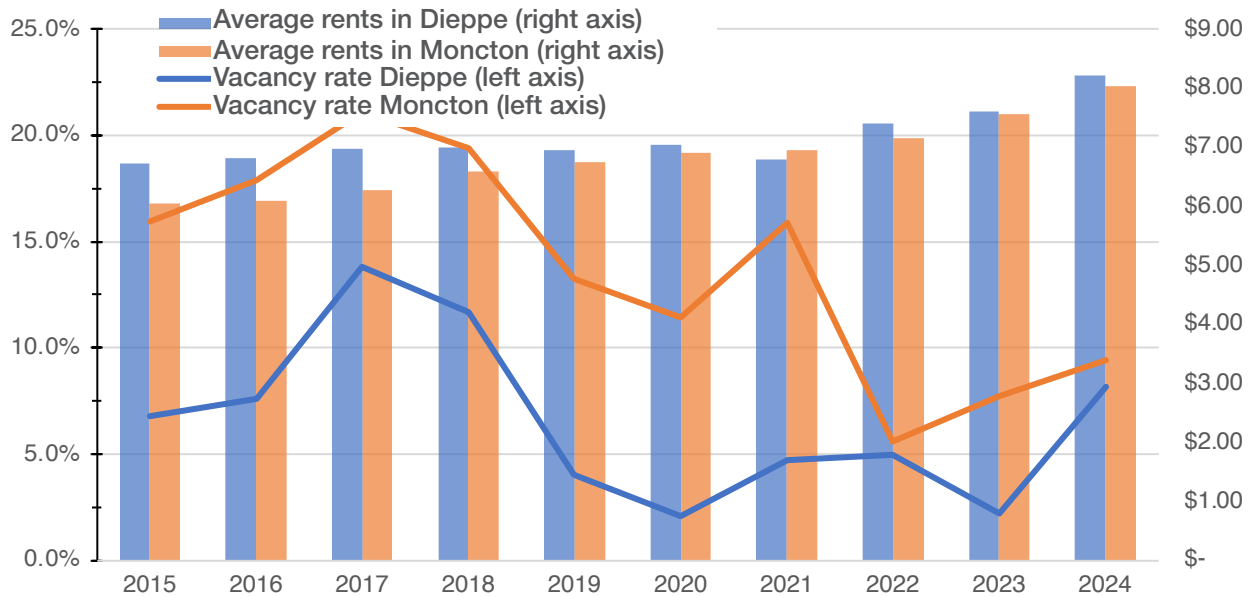


Figure 53: State of the Industrial Real Estate Market

1.7 Growth Projections

1.7.1 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 54: Recently constructed multi-unit dwelling on Dieppe Boulevard

1.7.2 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 16: 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.

1.7.3 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 17: 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.

1.7.4 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 18: 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.

1.7.5 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 19 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.

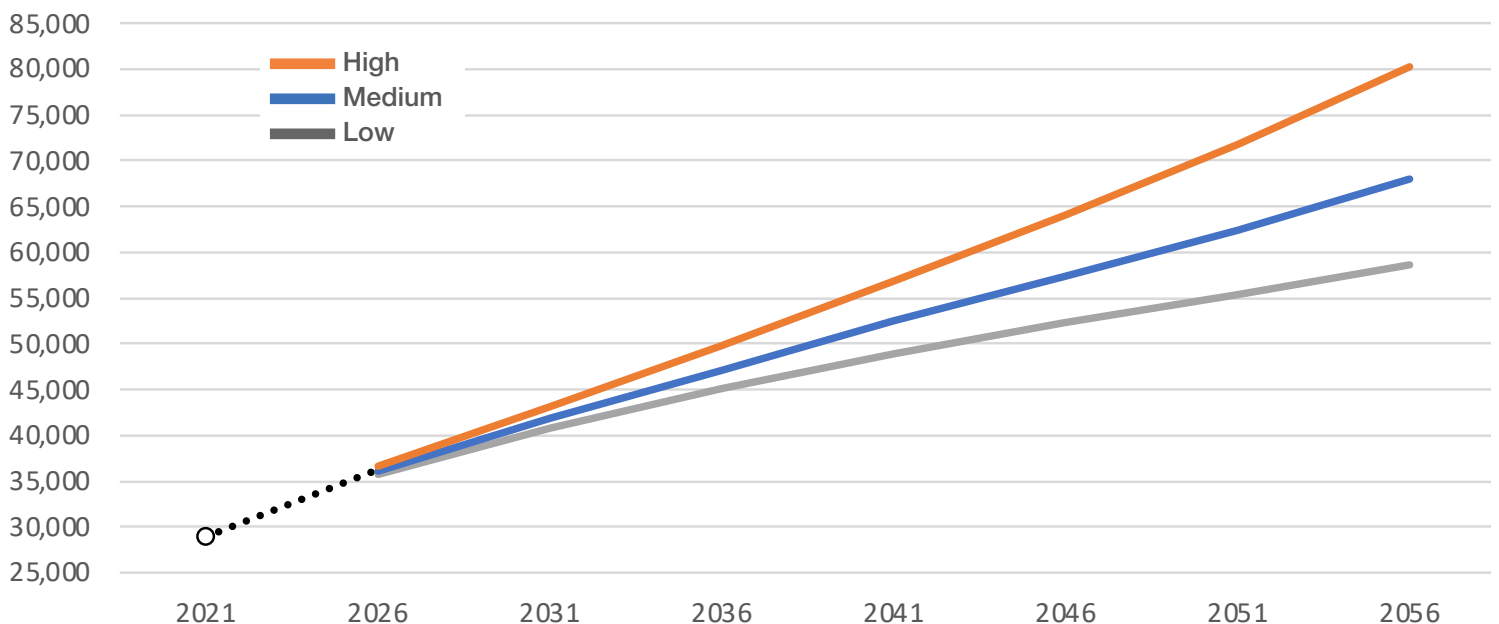


Figure 55: Population Projection by Scenario

	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 19: Projected Residential Housing by Scenario

These projections follow the same analysis method used in the 2023 Housing Needs Assessment, and serves as an opportunity to update the figures from that previous work. Table 20 compares the previously estimated (2023) and projected (2028 and 2033) dwelling demand figures from the Housing Needs Assessment to those generated by this analysis.

With the benefit of updated data and corrections for recently revised municipal boundaries, the new analysis suggests that by 2033 Dieppe can anticipate demand for roughly 2,000 to 2,300 more residential dwelling units than previously thought.

	Low			Medium			High		
	2023 Housing Needs Assessment	2024 Growth Strategy	Δ	2023 Housing Needs Assessment	2024 Growth Strategy	Δ	2023 Housing Needs Assessment	2024 Growth Strategy	Δ
2023	13,375	13,705	330	13,375	13,775	400	13,465	13,825	360
2028	15,340	16,540	1,200	15,410	16,805	1,395	15,745	17,070	1,325
2033	16,940	18,980	2,040	17,235	19,505	2,270	17,800	20,100	2,300

Table 20: Analysis of Housing Needs Compared to 2023 Housing Needs Assessment



Figure 56: Home construction on Melanie Street

1.7.6 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 21: 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 21. This provides a point of guidance for future expectations around which actual outcomes could vary significantly.

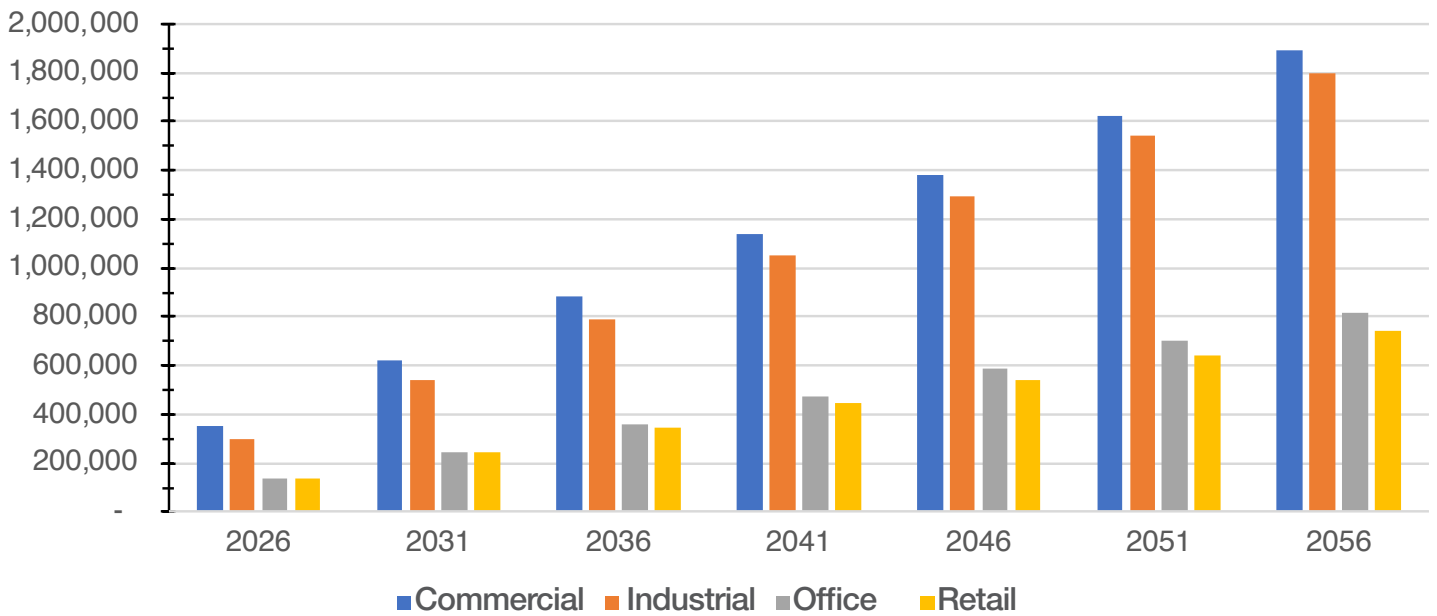


Figure 57: Additional Floor Area (ft2) projected after 2021

1.8 Policies and Regulations

1.8.1 Policy Analysis

The City of Dieppe is guided by a handful of planning documents, most prominently, their Municipal Development Plan and Zoning Bylaw. Other secondary and supporting policies include their Active Transportation Plan, Downtown Master Plan, Climate Change Adaptation Plan and more.

The Municipal Development Plan (2015, amended in 2017) acts as the master plan that guides all development and growth within Dieppe. It provides short-term and long-term goals and strategies of how to achieve them. This plan is updated every 10 years, to better reflect the changing needs of the area. The Municipal Development Plan acts as a foundation for the Zoning By-law, which implements its policies and provides a more hands-on approach to land use regulation. Implementation of the Municipal Plan also relies upon other bylaws such as the Subdivision By-law.

The Zoning By-law (2021), provides zoning information, development regulations, signage rules, and much more. Working hand in hand with the Municipal Development Plan and Zoning Map, the By-law sets the standards for built development and use in each zone of the City. The By-law also regulates smaller scale development in the community, including home occupations, accessory dwellings, and temporary structures.

Dieppe's Active Transportation Plan (2022) provides a vision and guidelines for the City to promote active modes of transportation. Through the creation of pedestrian and cycling networks that emphasize safety and accessibility, the City seeks to shift away from its car-centric design. This is done through public feedback and engagement, and research to assess what residents value and how they can implement a tailored active transportation approach.

The Downtown Master Plan (2017) aims to create a downtown neighbourhood in Dieppe that sets itself apart from adjacent communities such as Moncton and Riverview. The Plan seeks to create an identity for Dieppe that is more than the surrounding big-box stores and car-centric development. This is set to be achieved through mixed-use development, pedestrian friendly routes, and promoting local business.

The Climate Change Adaptation Plan (2014) provides an analysis of current climate change impacts in Dieppe, as well as ways to mitigate them. The document provides a number of statistical analysis, representing changing CO2 levels, sea levels, etc.

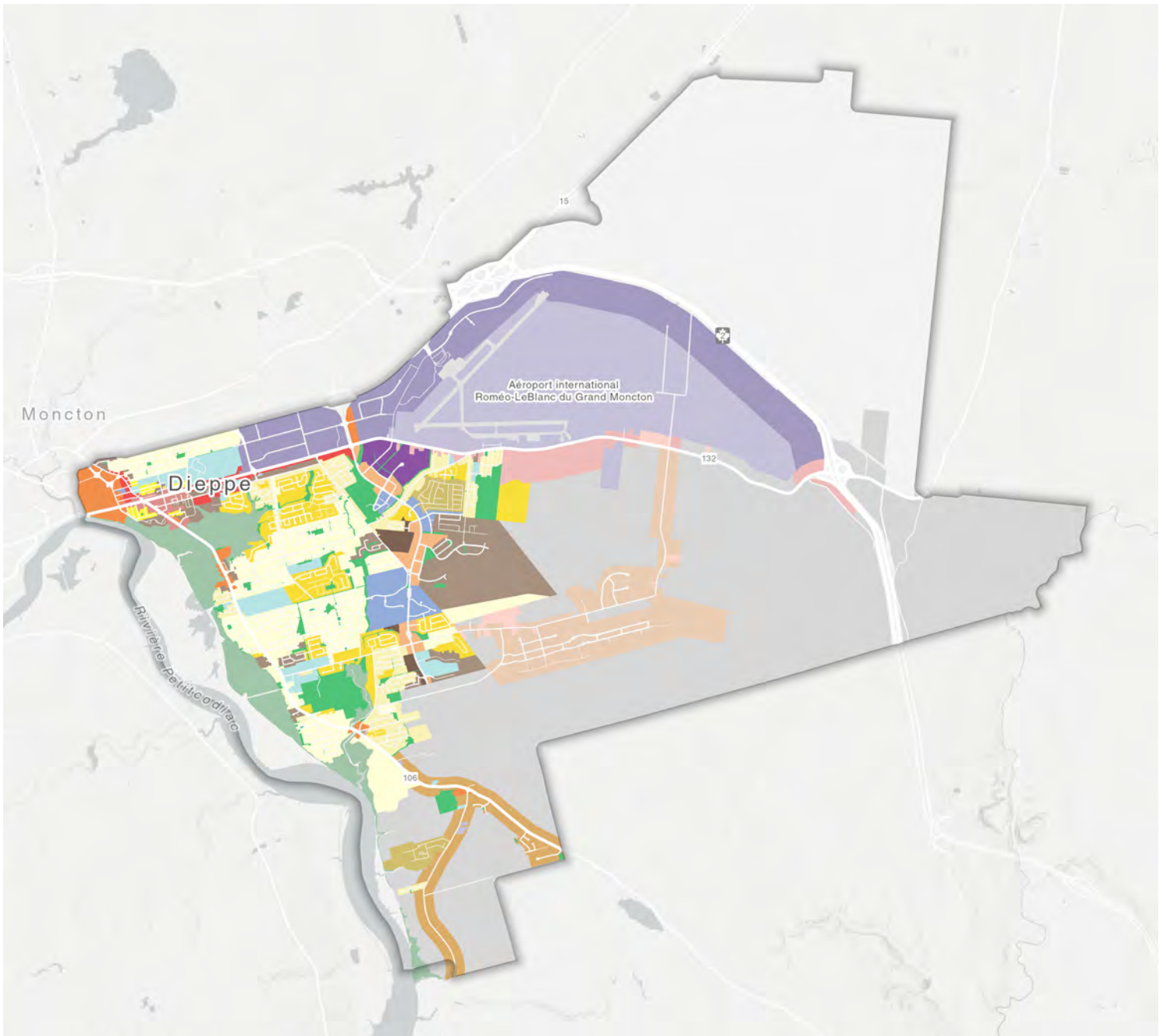


Figure 58: Zoning map from the Town's Development Regulations

1.8.2 Development Regulations

Dieppe itself utilizes a vast number of zones. This includes ten residential, six commercial, and three industrial zones, among others. Aside from the Rural Zone, the most common zones in the City are the R1 and R2 Zones. These two areas permit one and two-unit dwellings, constituting low density zones.

Due to this, neighbourhoods that fall under these zones often resemble characteristics of suburban communities. This approach is typical for planning rules in Atlantic Canadian communities of similar size.

Zoning

- | | |
|---|---|
|  R1 - Residential single-unit dwelling |  CR - Commercial highway |
|  R2 - Residential two-unit dwelling |  CC - Central business district |
|  R1U - Residential urban |  CS - Commercial secondary business district |
|  RHM - Residential housing mixed |  IG - Industrial general |
|  RMM - Residential mini-home |  IP - Industrial park |
|  RR - Residential rural |  IT - Industrial business & technology park |
|  R3 - Residential medium density |  I - Institutional |
|  R4 - Residential high density mixed |  P - Park |
|  RM - Rural mixed |  EC - Environmental Conservation |
|  RR2 - Residential rural 2 |  RA - Rural |
|  CL - Commercial local |  RNE - North-east land reserve |
|  CE - Commercial Champlain East |  AID - Integrated development |
|  CM - Commercial mixed | |

Like many other municipalities, incompatible land uses are separated for the most part. There is a clear distinction between the location of residential uses and other more intensive uses such as industrial. Within many of the residential areas, there are also institutional and park/open space uses scattered within. Commercial land uses are mostly directed to corridor routes such as Champlain Street and Dieppe Boulevard, where the most commercial and industrial land use zoning can be found.

A significant portion of Dieppe remains undeveloped, with most of it falling in the Rural zone. The Rural Zone allows single-detached dwellings and a handful of commercial and institutional uses, with subdivision being limited to a minimum lot size of 5 acres. Consequently, this area remains very low in density, with single-unit dwelling being the primary form of development.

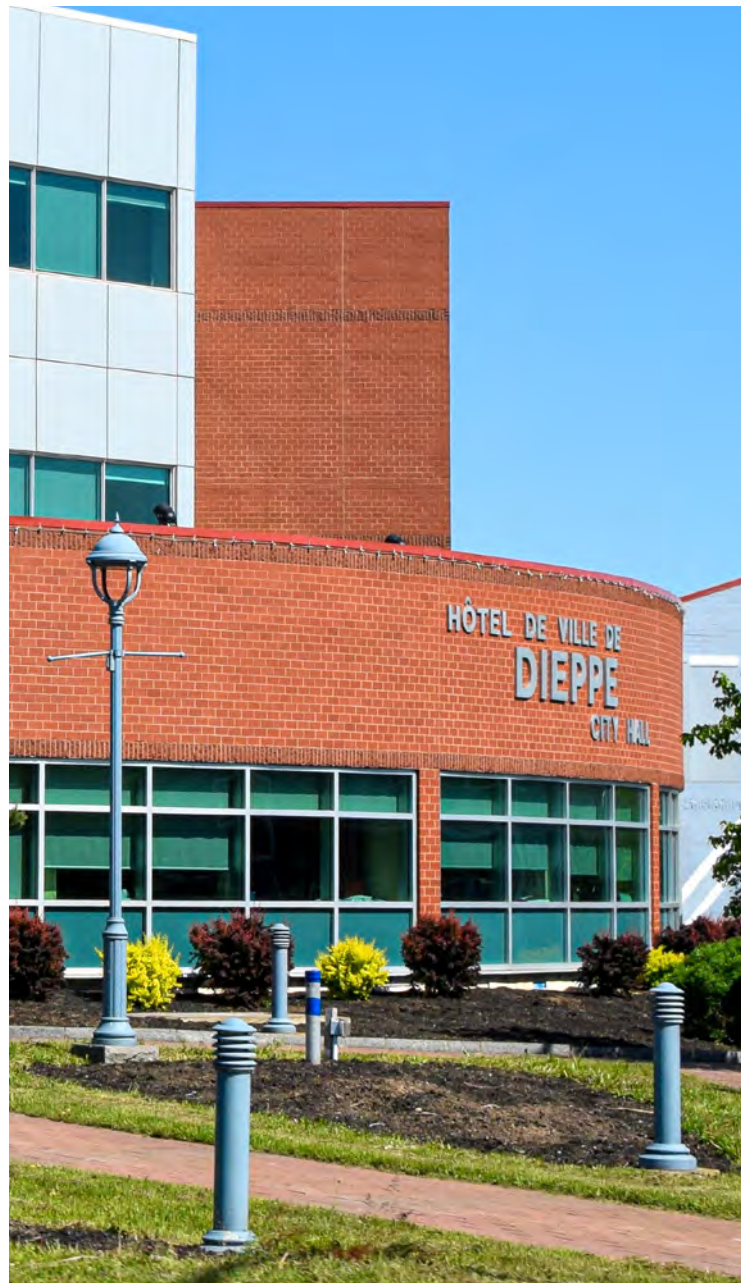


Figure 59: Dieppe City Hall.

1.9 Conclusion

The City of Dieppe is a rapidly growing settlement in New Brunswick's largest urban area. While growth patterns of the City have accelerated over the last years, 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. 32,000 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 the City keeps growing towards the south-east, the distances to the downtown get longer and new approaches to land use planning become necessary to ensure an equitable distribution of amenities across the City.



Figure 60: 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 61: Recent housing subdivisions in Dieppe.



Figure 62: 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.

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